

ACC

AC 243/1/TN.4

10000/148/2325

N. 4

10300/148/2325

WINE TRANSPORTATION
OCT. 1944-SEPT. 1945
(POLICY)

RECEIVED

TNF

1966

REF 270940A

8/9208

REF 271545A

ROUTINE

AND LIBERIA REGION FOOD DIV FOR HANCOCK SIGNED LETTER
ALONG WITH ATTENTION MAJOR TAYLOR CAPT HOLLAND, INFO ALONG HOME FOOD CO, ALONG
MILAN FOOD CO, LIBERIA REGION TRANSPORTATION DIVISION ATT CAPT HOLLAND

RESTRICTED.

Subject wine tankers.

Request all wine tankers be consigned only to principal towns in each province.
Request this order of priority MILAN COO VARIOUS BRIGADE BRIGADE COMBIO COMBIO
TAYLOR HANTON. Tankers are being sent to very small towns making control and
distribution difficult. Consigned to small town probably in order to escape control.

RIT

INFO-ACTION: Food CO 2
INFO: Chief Commissioner
Icon Dec 2
Tn CO 2
File 2
Fleet

RECEIVED
27 SEP 1965
Co.

RECEIVED

900
You Have
Rail Div

TRANSLATION

PHONOGRAM

25 Sept. 1945

Ref. No 199

FROM: I.G.R. Movement Service

TO : Tn. Sub-Commission AG
Rail Division

Bldg.

1. Ref. is circular n°22 of August 28, 1945.
2. On Sept. 23 a loaded wine-train consisting in 23 cisterns has left Brindisi; 12 of them destined to Milan, 2 to Lodi, 1 to Busto Arsizio and 8 to Genova.
3. Same date, 5 loaded cisterns destined to Milan have separately left.
4. As of Sept. 24, 100 empty wine cisterns coming from North were in Bari Compartimento, part of them under load and the remaining under repair.

Chief of Movement Service

Tr/al/25/9/45.

Fonogramma N.

G. 68.

Provenienza MINISTERO DEI TRASPORTI DIR.GEN. F.S. - SERVIZIO MOVIMENTO

Destinazione Sottocommissione Trasporti A.C. - Sezione Ferrovie - Sede

Ricevuto da ore Trasmesso da ore

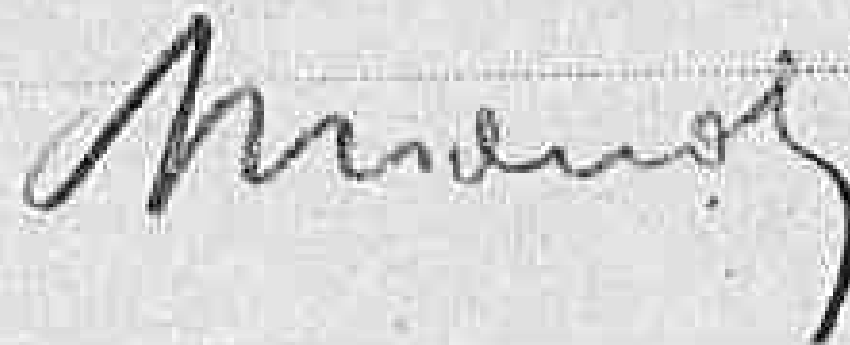
N. 199

Data 25 sett. 1945

- 1)- Riferimento Circolare n. 22 del 28 agosto 1945.
- 2)- Il 23 c.m. è partita da Brindisi una tradotta a carico composta di 23 serbatoi diretti: 12 Milano, 2 Lodi, 1 Busto Arsizio, 8 Genova.
- 3)- Lo stesso giorno sono partiti isolati 5 serbatoi carichi diretti a Milano.
- 4)- A tutto il 24 corr. erano nel Compartimento di Bari 100 serbatoi vuoti da vino provenienti dal Nord di cui parte sotto carico e parte in riparazione.

CAPO SERVIZIO MOVIMENTO

898



RESTRICTED

TNH

SEPT 24/1945

1/8868

SEPT 24/2100A

ROUTINE

ACTION: FOOD BARI

ACTION: AC HQ FOOD SUB COMB NACOM CUPPAN ROME

INFO: AICOM FOOD NORTH FISK

FOR WHITE MILAN

REMITTANCE.

Special wine train number 9 departed ABBIA night 22/23 September 625 tons
 26 cisterns 9 MILAN 8 BUSTO AR 7 TORINO 2 BERGAMO. Train number 9 departed night
 22/23 September 586 tons 23 cisterns 3 BUSTO AR 11 GENOVA 7 MILANO 2 NOVARA. Train
 number 10 departed night 22-23 September 706 tons 23 cisterns 2 NOVARA 2 NOVARA
 7 TORINO 4 BUSTO AR 1 GENOVA 5 MILAN 2 FIO. Train number 11 departed 23 September
 666 tons 23 cisterns 12 MILANO 2 BUSTO AR 8 GENOVA and 2 wagons barrel wine
 MILAN. Program largely dependent on prompt return of empty cisterns as follows
 80 percent BUSTO AR 20 percent to BARI Sta.

LIST

HEADQUARTERS

25 SEP 1945

ACTION: FOOD SC (2)

INFO: CHIEF COMMISSIONER
 BORN SEC (2)
 TN SC (2)
 FISK (2)

897

Nov Rail
 Rail Div.

RESTRICTED

TNH

RL 21

SEPT 24/1700A

F/8866

SEPT 24/2100A

ROUTINE

ALCOM BARI FROM FRANCE

ACTION: HQ AMG COMO, HQ AMG OVAPA, HQ AMG VARESE, HQ AMG TORINO, HQ AMG PAVIA, HQ
 AMG MILAN, HQ AMG MONZA, HQ AMG BERGAMO INFO: HQ ALCOM TRANSPORTATION

UNCLASSIFIED.

Following wine tank wagons despatched on 22 September to following destinations.

524814 524763 to NOVARA

550626 550615 550605 550614 550512 524769 524298 to TORINO D

546505 546512 546507 546600 546501 546517 546605 546610 546615 546609

546510 to TORINO

566857 508147 524656 to BUSTO ARS

504002 to GROPELLE

568454 to MILAN

520673 524897 522401 to MILAN P R

524694 to MILAN L

531900 to CANTU

525502 525503 to RHO

572509 572609 to MONZA

568495 to BERGAMO

DIST

INFORMATION : IN SC (2)

INFO : CHIEF COMMISSIONER
ECON SEC (2)

FOOD SC (2)

FILE (2)

FLOAT

HEADQUARTERS
25 SEP 1945Nov Rail
Rail Div

896

TN4

RL 21
SEPT 24/1200A

F/8865
SEPT 24/2100A
ROUTINE

NICOM BARI FROM FRANCE

ACTION: HQ AMG VARESE HQ AMG GENOA HQ AMG MILAN HQ AMG NOVARA INFO:
HQ ALCOM ROME

UNCLASSIFIED.

Following wine tank wagons despatched on 21 September to following destinations.

514617 524273 566914 to BUSTO ARSIZIO

589617 524855 to GENOA D

589634 589608 to GENOA O

531202 520001 568103 to GENOA

563400 to GENOA B

524205 524075 to GENOA PP

547401 to GENOA SS

524950 to MILAN NO

568304 524647 to MILAN

524061 524303 to MILAN PR

524413 to MILAN C

551502 to MILAN F

528601 568088 to NOVARA

*Nov Rail
Rail Div*
HEADQUARTERS
25 SEP 1945

DIST 895

INFO- ACTION : TN 50 (2)
INFO : CHIEF COMMISSIONER
ECON SEC (2)
FOOD SO (2)
FILE (2)
FLOAT

RESTRICTED

7/8314

SEP 21 1930

ROUTINE

ALCOM FOOD BARI

ALCOM FOOD SO COM BAL CURRAN WINE INFO ALCOM FOOD NORTH RISK FOR
WINE MILAN

RESTRICTED.

Subject special wine train ex-APULIA.

To date 21 September 7 train dispatched north ITALY. First train
departed 2 September most recent 21 September details on all of which
follow by separate signals.

General summary of destinations by number wagons all 7 trains:
MILANO 83 TURIN 54 NOVARA 11 C AND T MAGENTA 9 BUSTO ARSIZIO 8 TREVILLO
1 BERGAMO 6 VARESE 4 TREVISO 1. In addition 7 wagons of barrelled wine
dispatched to TORINO and 13 odd cistern tanks to MILANO same period.

Present dispatch program calls for 1 special train each 3 days and
to superimpose 2 additional trains weekly making 2 trains each 3 days
until present supply of usable cistern wagons are exhausted.

Price of wine in APULIA for these shipments is 3 lire per grade:
example 15 grade equals 45 lire per litre.

Empty tank cars must be returned promptly from north SO & direct to
BRINDISI station SO & to BARI station. 500 cistern wagons required to
maintain 1 train in 3 days program and 15 days needed for complete
turnaround each wagon.

General and ISB taking wine train program seriously to signifying
set up for info and action destinations on all train movements.

RESTRICTED

ACTION
INFO

FOOD SO 2

CHIEF COMMISSIONER

FOOD SO 2

FILE 2

FLOAT

HEADQUARTERS

22 SEP 1945

A. E.

894
How Road
Rad 5.1

PHONOGRAM

22 Sept. 1945
Ref./M.331/184

FROM: I.S.R. Movement Service
TO : Tn. Sub-Commission AC,
(Rail Division)
Bldg.

1. Ref., is circular n°22 of the 28 August 1945.
2. On Sept. 19 a loaded wine train left Brindisi n°18 tank-cars of which destined to Milan, 4 to Busto Arsizio, 1 to Vigevano and 3 cars loaded with barrels to Turin.
3. On Sept. 20 another loaded wine train left Brindisi n°7 tank-cars of which destined to Turin, 9 to Milan, 10 to Busto Arsizio.
4. Yesterday, Sept. 21, one more loaded wine-train left Brindisi, 11 tanks destined to Genoa, 6 to Milan, 3 to Busto Arsizio and 2 to Novara.

Chief of Movement Service
Sgt. B L O N D I

893

Tr/a1/23/9/45.

Fonogramma N.

G-68.

Provenienza Direzione Generale F.S. - Servizio Movimento
Destinazione Sottocommissione Trasporti A.C. - Sezione Ferrovie Sede
Ricevuto da _____ ore _____ Trasmesso da _____ ore _____

N. M. 331/184

Data 22 settembre 1945

- 1)- Riferimento Circolare n. 22 del 28 agosto 1945.
- 2)- Il 19 corr. da Brindisi è partita una tradotta a carico composta di 23 serbatoi dei quali: 18 diretti Milano, 4 Busto Arsizio, 1 Vigevano, oltre 3 carri con fusti destinati a Torino.
- 3)- Il 20 corr. è pure partita da Brindisi una tradotta a carico composta di 26 serbatoi dei quali: 7 diretti a Torino, 9 a Milano, 10 a Busto Arsizio.
- 4)- Terzi, 21, è partita ^{pure da Brindisi,} una tradotta a carico composta di 22 serbatoi dei quali: 11 diretti a Genova, 6 a Milano, 3 a Busto Arsizio e 2 a Novara.

Accomp. Torino - Ord. n. 38 - 4-10-1945-XVIII - IV-75 - 00 X 00 - 7.000 L.

IL CAPO DEL SERVIZIO MOVIMENTO

M. Amos

7

Subject: Weekly Reporting - ISR Bari.

Senior Tn Officer AJ, BARI,
Tel.: 12519,
Ref.: G/6/1553

To: HQ Allied Commission,
for Transportation Sub-Commission,
(Mov Div - Rail).

11 September 1945

1. At weekly rail meeting ISR states that tonnage bid for movement originating in BARI Compartimento for week 17 to 23 SEP. was:

Internal movement	6055	Tons
External movement	6438	Tons
Total	12493	Tons

All bids were accepted.

2. A programme for the first train of wine in barrels in open wagons has been prepared and XBs will be issued today. A second programme is being prepared by Representative of Ministry of Food.
3. XBs for the first two trains of wine tankers are not yet available because they were in respect of tankers in addition to those loaded. The ISR Officials had been particularly requested to forward XBs for these trains to this Office as soon as each week was completed. In future arrangements will be made by them to do this.
4. Two further trains of wine tankers have arrived and to date 7 programmes and corresponding XBs (in addition to those for the first two trains already despatched) have been prepared and issued and trains will be despatched as soon as tankers are prepared and loaded. It is anticipated that several trains will be despatched within the next few days.
5. A movement of empty barrels has been authorised as an Emergency as the barrels are to be filled and be part of sea export programme.
6. The ISR is having much trouble as a result of CAP and SEPRAL requesting authority for reduction in amount to

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5. A movement of empty barrels has been authorised as an Emergency as the barrels are to be filled and be part of sea export programme.
6. The ISR is having much trouble as a result of CAP and SEPRAI requesting authority for reduction in amount to be loaded of grain, flour, olive oil, and fruit after bids made and programmes prepared. The reason is that under loading carries a penalty of 100,000 Lire. This will be taken up with the two organisations concerned with a view to their bidding their requirements more accurately.

Major RA,
(C.W.G. TAYLOR),
Senior TN Officer, AC,
Bari.

CWGT/GT

TN H

KL 21
SEP 221230A

F/8727
SEP 231030A
ROUTINE

ALCOM BARI FROM FRANCE

HQ AMG MILAN HQ AMB VARESE, HQ AMG TURIN, HQ AMG BERGAMO INFO:
HQ ALCOM TPTN SC

UNCLASSIFIED

Following wine tank wagons despatched on 20 September to
following destinations. 568650 568612 to MILAN P. 566812 to MILAN
N C. 524807 531801 508803 524408 524267 to MILAN P R. 566823
566903 566822 566819 566819 566805 524909 566902 566911 to
BUSTO ARS. 548365 511314 514204 520667 101204 100712 100718
to TURIN D. 568361 524292 to BERGAMO. 568435 to MILAN C.

Dist

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

Mou Rail
89 Rail Div

SEP 1945

1153

RESTRICTED

TW4

RI21

SEP 211700A

F/8523

SEP 212130A

ROUTINE

ALCOM BARI FROM FRANCE

HQ ALCOM TRANSPORTATION

RESTRICTED.

6th wine tank train ex BRINDISI 19 September held at BARI several hours 20 September pending search and seizure of smuggled olive oil.

DIST

ACTION: Tn SC 2
INFO: Chief Commissioner
Econ Sec 2
Food SC 2
File & float 3

HEADQUARTERS

22 SEP 1945

A. C.

My Rail
Div.

RESTRICTED

PHONOGRAM

23 Sept. 1945
Ref.: M.331/186.

FROM: I.S.R. Movement Service
TO : In Sub-Commission AC.,
Rail Division
Bldg.

1. Ref., in circular n°22 of the 28 August 1945.
2. Yesterday, Sept.22, a loaded wine train composed with 23 tank-cars and 3 barrel loaded-cars left Brindisi; n°17 of which destined to Milan, 7 to Torino and 2 to Novara.
3. As of Sept.19, n°166 empty wine -cisterns coming from North were in Bari Compartimento; part of which under load and the remaining under repair.

Chief of Movement Service
Sgd.: BIGHI

Tr/21/23/2/45.

888

Fonogramma N.

G-68.

Provenienza Direzione Generale F.S. - Servizio Movimento
Destinazione Sottocommissione Trasporti A.C. - Sezione Ferrovie SEDE
Ricevuto da ore Trasmesso da ore

NM.331/186..

Data 23 settembre 1945

- 1)- Riferimento Circolare n.22 del 28 agosto 1945
- 2)- Ieri, 22, è partita da Brindisi una tradotta a carico composta di 23 serbatoi e tre carri con fusti diretti: 17 a Milano, 7 a Torino e 2 a Novara.
- 3)- A tutto il 19 corr. erano nel Compartimento di Bari 166 serbatoi vuoti da vino provenienti dal Nord di cui parte sotto carico e parte in riparazione.

CAPO SERVIZIO MOVIMENTO 7

Misano
/887

TN4

RL21
SEP 211530A

F/8524
SEP 212130A
ROUTING

ALCOM BARI FROM FRANCE

HQ AMG VARESE, HQ AMG MILAN, HQ AMG PAVIA, HQ AMG TURIN INFO HQ ALCOM
TRANSPORTATION

UNCLASSIFIED.

Following wine tank wagons despatched on 19 September to following destinations.

549203 549204 549202 549200 to BUSTO A.

568642 508802 583420 to MILAN P.R.

568633 524305 568641 524218 549440 508237 514607 508039 to MILAN C.

524634 524537 to MILAN P.N. 541469 to VIGEVANO.

And following wagons loaded with wine in barrels 1012436 1006322 20560⁶ to

TURIN D.

LIST

INFO-ACTION: Tn SC 2
INFO: Chief Commissioner
Room Sec 2
Food SO 2
File 2
Float

HEADQUARTERS

SEP 1945

888

How Rail
Head Div

PHONOGRAM

Ref.M.331/172.

FROM: ISR MOVEMENT SERVICE

TO : TN.SUBCOMM.A.C.,
RAIL DIVISION
BLEG.

1. Ref. is circular n°22 of the 22 August 1945.
2. On September 17 a complete wine train left Brindisi, n°16 tanks of which destined to Milan, 3 to Turin, 1 to Como and 1 to Cantù.
3. On Sept. 17, n°223 empty wine tanks coming from North were in Bari Compartimento, part of them under load and the other under repair.

Chief of Movement Service
Sgd. BIONDI

Tr/al/20/9/45.

885

Fonogramma N.

G-68.

Provenienza < Direzione Generale F.S. - Servizio Movimento
Destinazione Sottocommissione Trasporti A.C. - Sezione Ferrovie Sede
Ricevuto da _____ ore _____ Trasmesso da _____ ore _____

N. M.331/172

Data 19 settembre 1945

- 1) - Riferimento Circolare n° 22 del 28 agosto 1945
- 2) - Il 17 corrente da Brindisi é partita una tradotta a carico composta di 23 serbatoi dei quali 18 diretti a Milano, 3 a Torino, 1 a Como, 1 a Cantù.
- 3) - Al 17 corrente erano nel Compartimento di Bari 223 serbatoi vuoti da vino provenienti dal Nord di cui: parte sotto carico e parte in riparazione.-

IL CAPO DEL SERVIZIO MOVIMENTO

Aviano

884

I.S.R.
GENERAL DIRECTION
MOV. SERVICE.

Rome 18 Sept. 1945

Tn. Sub-Comm. A.C.,
Rail Division
Bldg.

Our ref.: M.331/168.

1. Ref. circular letter n°22 dated 28 August 1945.
2. 13th Sept., 45 started a special wine full train loading composed 24 tanks, 11 directed to Milano, 5 to Magenta 4 to Busto Arsizio 1 to Treviglio and 3 to Bergamo.
3. 15th Inst 45 also started from Brindisi a special wine train full loading, composed of 20 tanks, 11 directed to Milano, 3 to Cantù 1 to Novara 5 to Torino, besides to 7 cars with barrels destined to Torino.
4. 16th Inst are started from Brindisi 8 tanks loaded destined to Milano, 1 to Torino, 1 to Novara 1 to Cantù.

Chief Movement
Sgd.: BIONDI

Fonogramma N.

G-68.

Provenienza Direzione Generale F.S. - Servizio Movimento

Destinazione Sottocommissione Trasporti A.C. - Sezione Ferrovie Sede

Ricevuto da ore Trasmesso da ore

N. M. 331/168.

Data 18 settembre 1945

- 1)- Riferimento Circolare n. 22 del 28 agosto u.s.
- 2)- Il 13 corr. da Brindisi è partita una tradotta a carico composta di 24 serbatoi dei quali 11 diretti a Milano, 5 a Magenta, 4 a Busto Arsizio, 1 a Treviglio e 3 a Bergamo.
- 3)- Il 15 corr. è pure partita da Brindisi una tradotta a carico composta di 20 serbatoi dei quali 11 diretti a Milano, 3 a Cantù, 1 a Novara, 5 a Torino, oltre a 7 carri con fusti destinati a Torino.
- 4)- Il 16 corr. sono partiti da Brindisi 8 serbatoi carichi diretti 5 a Milano, 1 a Torino, 1 a Novara, 1 a Cantù.

Capo Servizio Movimento 882

SERBATOI CARICHI DI VINO PARTITI DAL COMPARTIMENTO DI BARI
PER L'ITALIA SETTENTRIONALE

2/9/45	treco XXb da Brindisi	serbatoi 27	(21 per Torino) 6 " Milano
8/9/45	" " " "	" 26	(20 per Milano) 6 " Torino
10/9/45	" " " "	" 27	(14 per Torino) 8 " Milano 4 " Novara 1 " Como
13/9/45	" " " "	" 24	(10 per Milano) 5 " Magenta 4 " Busto Arsizio 1 " Treviglio 3 " Bergamo
15/9/45	" " " "	" 20	(11 per Milano) 3 " Cantù 1 " Novara 5 " Torino oltre 7 carri con fusti per Torino
16/9/45	" FF " "	" 8	(5 per Milano) 1 " Torino 1 " Cantù 1 " Novara

TO: 12. Sub-Commission AC
Baki Division

Rome

Rome, 11 September 43

Present wine operations in Southern Italy are more than ever in need of private wine tank-cars now requisitioned by ISM and laying in various railway stations of the South. Our purpose is to explain what follows:

1. This year there are considerable wants of balance in wine production among the Italian regions and therefore the necessity of a large tank-car availability is greater than usual.
2. The wine cellars of Southern Italy will be a great difficulty for gathering the new wine if that cannot take the old one away.
3. As a larger affluence of wine in such areas where wine is scarce increases the competition and lower the price, so a larger tank availability will lower the like-goes to the advantage of the consumer.
4. The variety of tank-car types renders it necessary that repair works for their safer operations be carried on by the owners themselves who have already got the necessary equipment and the proper spare parts. The knowledge of their own type of cars determines a more rational sorting, forwarding to longer movements the more suitable cars and keeping the others for shorter traffic, and also avoid the mistake of using for red wine a tank destined to white wine or vermouth and viceversa. A more intensive use of tank-cars and a increase of efficiency is to be credited to the private owners who, with some number of cars and some distance may realize a greater number of transports. We think it obvious to write some more on the subject knowing that you are perfectly informed about this question.

For the Firm "Francesco MAGIL" Florence
Srd. Fillegibile

TR/61/12/9/43.

881

R O M A II/Settembre 1945

Spettabile Sottocommissione Trasporti A.C.

Divisione Ferrovie

R O M A

La campagna vinicola in corso nell'Italia meridionale rende più che mai necessario lo svincolo di quella parte di carri serbatoio da vino di proprietà di diverse ditte, gestiti sinora dalle Ferrovie e giacenti in talune stazioni ferroviarie del sud. Si fa in proposito presente quanto appresso.

- 1°) Nel corrente anno vi sono notevoli squilibri di produzione vinicola fra le regioni d'Italia, sicchè maggiore del solito è la necessità di una larga disponibilità di carri serbatoio.
- 2°) Le cantine delle zone vinicole meridionali si trovano in gravi difficoltà per raccogliere il vino, se non possono asportare il vino di produzione anteriore.
- 3°) Come una maggiore affluenza di vino in zone che ne difettano, aumentando la concorrenza, attenua i prezzi, così una più larga disponibilità di serbatoi determina una diminuzione dei noli, con vantaggio del consumatore.
- 4°) La varietà dei tipi dei carri serbatoio rende necessario che le riparazioni occorrenti per la loro sicura circolazione siano eseguite dalle ditte proprietarie le quali sono già munite dell'attrezzatura e dei tipi di pezzi da ricambio.

La conoscenza dei propri tipi di carri determina un più razionale smistamento, avviando a lunghi trasporti quelli che ne sono adatti e tenendo gli altri per più brevi trasporti ed evita l'errore di usare un carro destinato a vino bianco o vermouth per trasporto di vino nero o viceversa.

Da tutto ciò deriva una tale maggiore intensificazione dell'uso ed un tale aumento di rendimento, che per i carri gestiti direttamente dai proprietari a parità di numero e di percorrenza si realizzano un maggiore numero di trasporti.

Si ritiene superfluo di prolungarsi sapendo che dell'oggetto codesta Onorevole Sottocommissione ne è perfetta conoscenza.

Con osservanza

p. Ditta Francesco Nagel - Firenze

PHONOGRAM

11 September 1945

FROM: ISR Direction General - Movement Service
TO : Tn.Sub-Comm A.C. Bldg.

1. Ref. is circular n°22 of 20 August 1945.
2. Following phonogram m.331/137 of 9 September 1945.
3. After September 8, no more empty wine-tank have arrived in Bari Compartimento from North.
4. On September 10, the 3rd loaded wine train left Brindisi, with 27 tanks, 14 of which destined to Turin, 8 to Milan, 4 to Novara and 1 to Como.

Chief of Movement Service
Sgd. BIONDI

Tr/el/11/9/45.

Fonogramma N.

G-68.

Provenienza DIREZIONE GENERALE F.S. Servizio MovimentoDestinazione Sottocommissione Trasporti A.C. S E D E

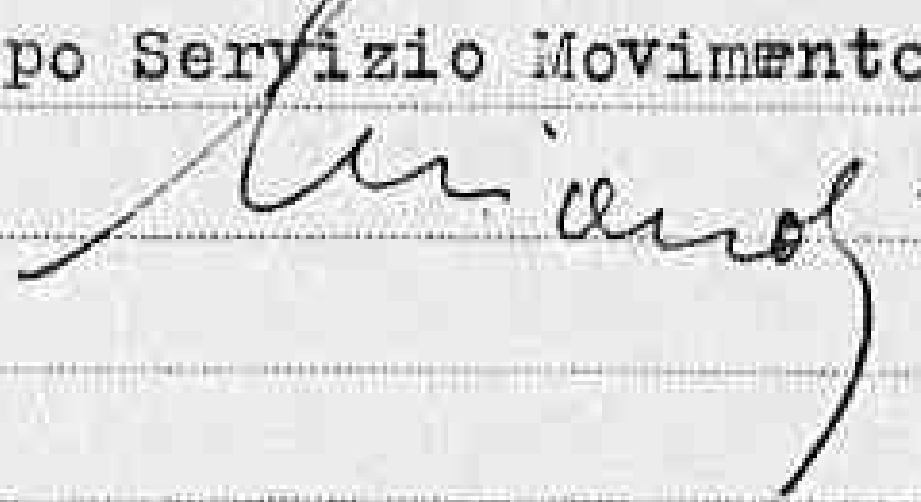
Ricevuto da _____ ore _____ Trasmesso da _____ ore _____

N.M. 331/146

Data 11 settembre 1945

- 1°- Riferimento circolare n°22 del 20 agosto u.s.
- 2°- Seguito fonogramma M.331/137 del 9 corrente.
- 3°- Dopo giorno 8 andante nessun altro serbatoio vuoto da vino è giunto nel Compartimento di Bari proveniente dal Nord.
- 4°- giorno 10 andante è partita da Brindisi la terza tradotta a carico composta di 27 serbatoi, dei quali 14 diretti a Torino, 8 a Milano, 4 a Novara ed 1 a Como.

Capo Servizio Movimento }



877

243/1/71
ACP/ac

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

Tel: 843238
Ref: AC/243/1/Pn 4

13 September 45

SUBJECT : Movement of Wine from Bari.

TO : Doctor Ugo La Malfa
Minister of Transports,
Rome.

My dear Dr. La Malfa:

Referring to our recent conversation, notification has been given to Food Sub-Commission AC that you are instructing immediate requisition of all wine tankers for a period of two months in order to ensure speedy and regular clearance of the surplus wine stocks in Puglia.

If this results in regular operation of the wine train from Lecce to the North, consideration can be given to a similar train from Calabria and Sicily, but the failure in the Bari district in the past requests drastic action before the question of Calabria can be dealt with.

Will you kindly confirm that the necessary instructions have been given for requisition of all wine tankers ?

Yours very truly,

R.P. MOSS,
Chief
Rail Division.

873

243 1/70

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

Tel. 843238
Ref. AC/843/1/Te4

8 September 1945

SUBJECT : Movement of Wine Tankers.

TO : Italian State Railways.

1. Reference is to your letter M 323/17443/518/02/184/ICGA/6333/29 of 7 September 1945.

2. According to the information given this Sub-Commission by the Department responsible for insuring that the wine train from Bari to the North operates daily, there are:

- a. insufficient tankers available for daily loading,
- b. many of the tankers available are in a damaged condition,

and it is suggested therefore, that if the tankers you suggest are actually available in the North, some active effort be made to insure the daily running of the wine train from Bari, before any application is accepted for similar service from Calabria and Sicily.

3. The Minister of Transport was fully advised at the time arrangements were made for the introduction of the wine service from Bari to the North, that if the service was able to operate efficiently, subsequent consideration would be given to the question of wine service from Calabria and Sicily.

A.C. [Signature]

for Director

Copy to: Movements Division, Rail Section

875

Ministry of Transport
SSA Direction General

Rome - 7 SEP 1945

M 323/17443/318/02/184/100633/28

Subject: movements of empty and wine-loaded tankers

Allied Commission

Transportation Sub Commission

C.C; Headquarters M.A.S.

Building

- 1) With further reference to letter M.323/16954/318/02/184 dated 19 August.
- 2) Authority is requested to operate a tri-weekly train from Alessandria to Villa S.Giovanni, for movement of empty tankers to be loaded with wine in Calabria and Sicily.
- 3) The empty tankers, totalling nearly 40 units per train, should be pooled by Milan, Turin and Genoa Movement Sections at Alessandria, wherefrom the train should run to Villa S.Giovanni.
- 4) Authority is also requested to operate, five days in a week, a train weighing some 600 tons, consisting of 25 tankers loaded with wine coming from Sicily and Calabria, bound to Alessandria, wherefrom these tankers should be switched to various points in Piemonte, Genovesato and Lombardia.
- 5) The proposed schedule for these two trains should be as follows:

a) empties train

Milan - Villa S.Giovanni				
Milan	P.I.	iv.	0708	train 1639 L
"	S.Crist.ar.0730	"	0745	" 9431
Mortara	ar.0840	"	1036	" 9131
Alessandria	" 1156	"	1348	" 6763
Arquata	" 1347	"	1510	" 9754
Tortona	" 1542	"	1550	" 9377 belated
Piacenza	" 1803	"	1911	" 9029
Bologna C.	" 2359	"	0115	" 303
Rimini	" 0756	"	1010	" 217
Falconara	" 1358	"	1534	" 9639

Building

- 1) With further reference to Letter M.823/18954/318/02/184 dated 19 August.
 - 2) Authority is requested to operate a tri-weekly train from Alessandria to Villa S.Giovanni, for movement of empty tankers to be loaded with wine in Calabria and Sicily.
 - 3) The empty tankers, totalling nearly 40 units per train, should be pooled by Milan, Turin and Genoa Movement Sections at Alessandria, wherefrom the train should run to Villa S.Giovanni.
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 - 5) The proposed schedule for these two trains should be as follows;
- a) empties train

Milan - Villa S.Giovanni

Milan P.R.	iv.	0708	train	1639	L	day	A
" S.Crist.ar.0730	"	0745	"	9431	"	"	"
Mortara ar.0940	"	1036	"	9131	"	"	"
Alessandria " 1156	"	1343	"	6763	"	"	"
Arguata " 1347	"	1510	"	9754	belated	"	"
Tortona " 1542	"	1550	"	9377	day	"	"
Piacenza " 1803	"	1911	"	9029	"	"	"
Bologna C. " 2359	"	0115	"	303	"	"	"
Rimini " 0756	"	1010	"	217	"	"	"
Falconara " 1358	"	1534	"	9639	"	"	"
Poligno " 2006	"	2212	"	9641	"	"	"
Orte " 0154	"	0215	"	5645	"	"	"
Rome Tiburt. " 0451	"	0504	"	8037	"	"	"
Formia " 1019	"	1055	"	9451	"	"	"
Aversa " 1338	"	1352	"	8212	"	"	"
Naples Suist. " 1442	"	1812	"	8035	"	"	"
Nocera " 2008	"	2123	"	8037	"	"	"
Battipaglia " 2330	"	0335	"	6461	"	"	"
Villa G.Giovanni 1930	"	--	"	"	"	"	"

Ca ng 6/9

- 2 -

time to cover the whole distance Milan-Villa S. Giovanni - 3 days,
12 hrs and 22 minutes.

B) Loaded train

Villa S. Giovanni - Milan

Villa S. Giovanni	er.	lv.	2020	train	DD	day	A
Battipaglia	1230	"	1300	"	"	"	B
Naples S.G.B.	2043	"	0215	"	"	"	C
Roma Tuscolana	0806	"	0816	"	4352	"	"
" Tiburtina	0820	"	0846	"	5620	"	"
Orte	1124	"	1245	"	9636	"	"
Foligno	1559	"	1738	"	9638	"	"
Falconara	2121	"	2340	"	244	"	"
Rimini	0347	"	0509	"	312	"	D
Bologna C.	1218	"	1307	"	9018	"	"
Piacenza	1746	"	1836	"	8388	"	"
Tortona	2113	"	2120	"	9785	"	"
Argenta	2200	"	2225	"	7804	"	"
Alessandria	2320	"	0033	"	9092	"	E
Mortara	0200	"	0206	"	9418	"	"
Milan S.C.	0349	"	0405	"	1626 L	"	"
Milan P.R.	0425	"	--	"	"	"	"

Time to cover the whole distance Villa S. Giovanni - Milan - 3 days,
8 hrs and 5 minutes.

6) Your authority is expected to issue necessary instructions.

Director General

Di Rainondo

873

De)



Roma, 11 () 7 SET 1945 1945 - A.

MINISTERO TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

N. M. 323/17443/318/02/184/uf

6333/28

AL N.

del

COMMISSIONE ALLEATA

Sottocommissione Trasporti

p.c. DIREZIONE GENERALE M.R.S.

S E D E

OGGETTO

Condotte per serbatoi
vuoti e carichi di vino.-

ALLEGATI N.

- 1)--- Seguito nota N. 323/16954/318/02/184 del 19 corrente -
- 2)--- Si richiede autorizzazione per effettuare una condotta triset-
timanale da Alessandria a Villa S. Giovanni, per invio di ser-
batoi vuoti destinati a prendere carico di vino in Calabria
ed in Sicilia-
- 3)--- I serbatoi vuoti, nel numero di circa 40 per treno, verrebbero
concentrati a cura delle Sezioni Movimento di Milano, Torino e
Genova, nella stazione di Alessandria, da dove si effettuerab-
be la condotta fino Villa S. Giovanni-
- 4)--- Si chiede anche autorizzazione di effettuare per 5 giorni del-
la settimana una condotta del peso di 600 tonnellate circa composta
di 25 serbatoi carichi di vino proveniente dalla Sicilia e dal-
la Calabria, destinati ad Alessandria, da dove i serbatoi
verrebbero smistati per le diverse località del Piemonte,
Genovesato e Lombardia-
- 5)--- Si trascrive di seguito l'orario delle due condotte che si
interebbe effettuare:

A)--- CONDOTTA A VUOTO

872

Milano - Villa S. Giovanni

Milano P.R.

p. 7.08 treno 1639 L giorno A

Milano S. Crist. a. 7.30 p. 7.45 treno 9431 "

..//..

Mortara	a. 9.40	p.10.36	treno 9131	giorno A
Alessandria	" 11.56	" 13.48	" 6763	" "
Arquata	" 13.47	" 15.10	" 9754	" "
Tortona	" 15.42	" 15.50	" 8377	ritar dato
Piacenza	" 18.03	" 19.11	" 9029	" "
Bologna C.	" 23.59	" 1.15	" 303	" B
Rimini	" 7.56	" 10.10	" 217	" "
Falconara	" 13.58	" 15.34	" 9639	" "
Foligno	" 20.06	" 22.12	" 9641	" "
Orte	" 1.54	" 2.15	" 5645	" C.
Roma Tiburtina	" 4.51	" 5.04	" 8037	" "
Formia	" 10.19	" 10.55	" 9451	" "
Aversa	" 13.38	" 13.52	" 8212	" "
Napoli Sm.°	" 14.42	" 18.12	" 8035	" "
Nocera	" 20.08	" 21.23	" 8037	" "
Battipaglia	" 23.30	" 3.35	" 6461	" D.
Villa S.Giovanni	" 19.30	-----	" "	" "

Tempo che impiega la condotta per coprire l'intero percorso

Milano - Villa S.Giovanni - giorni 3, ore 12, minuti 22-

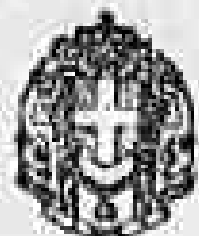
B) CONDOTTA A CARICO

Villa San Giovanni - Milano

Villa San Giovanni	p.20.20	treno TM.DD.	giorno A
Battipaglia	a. 12.30 " 13.00	" "	" B
Napoli S.G.B.	" 20.43 " 2.15	" "	" C
Roma Tuscolana	" 8.6 " 8.16	" 4352	" "
" Tiburtina	" 8.20 " 8.46	" 5620	" "
Orte	" 11.24 " 12.45	" 9636	" "
Foligno	" 15.59 " 17.38	" 9638	" "
Falconara	" 21.21 " 23.40	" 244	" "

-segue-

De



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

194 - A.

N

Al N. del

- 2 foglio -

OGGETTO

ALLEGATI N.

Rimini	a. 3.47	p. 5.09	treno 312	giorno D
Bologna C.	" 12.18	" 13.07	" 9018	" "
Piacenza	" 17.46	" 18.36	" 8388	" "
Tortona	" 21.13	" 21.20	" 9765	" "
Arquata	" 22.-	" 22.25	" 7804	" "
Alessandria	" 23.20	" 0.33	" 9092	" E
Mortara	" 2.-	" 2.06	" 9418	" "
Milano S.C.	" 3.49	" 4.05	" 1626 L	" "
Milano P.R.	" 4.25	-----	" "	" "

Tempo che impiega la condotta per coprire l'intero percorso
Villa San Giovanni - Milano - giorni 3, ore 8, minu-
ti 5-

6) Si resta in attesa di benestare per poter dare le necessarie
disposizioni. =

871

IL DIRETTORE GENERALE

1174

APPUNTO PER IL CAV. GORI

SERBATOI DA VINO DISPONIBILI AL NORD

TORINO	N. 93	
MILANO	N. 210	
VERONA	N. 60	
VENEZIA	N. 5	
TRIESTE	N. 21	(chiesti per telegrafo chiarimenti per i 26 serbatoi giacenti a MONFALCONE che non si sa se siano buoni o avariati)
GENOVA	N. 40	
BOLOGNA	N. 32	

Totale N.461

NB. Questi dati si presume siano incompleti.

Roma, 31 agosto 1945.

870

Memorandum approved by the President of the American

APR 1954

By Galt

REMARKS ON THE MEMORANDUM

1. 23
2. 210
3. 60
4. 2
5. 21
6. 40
7. 32

1. 23
2. 210
3. 60
4. 2
5. 21
6. 40
7. 32

It is noted that the memorandum is dated 1954 and is a memorandum of the President of the American

1. 23

REMARKS ON THE MEMORANDUM

1. 23

878

ALCOM LO BARI (ACTION) RPTD ALCOM BARI FOR COMMISSARIO (ACTION) RPTD
ALCOM BARI (ACTION) RPTD AND LOMBARDIA REGION (INFO) RPTD AND PIEMONTE REGION
(INFO) RPTD AND LIGURIA REGION (INFO) RPTD ALCOM NORTH MILAN (INFO)

4983

8 SEPT. 45

PRIORITY

UNCLASSIFIED PD

PARA ONE PD SUBJECT IS DAILY TRAIN CISTERN CARGO WINE APULIA TO NORTHWEST ITALY
PARA TWO PD ALL SHIPMENTS TO BE COMIGNED CARE OF SEPRAL OF DESTINATION
PROVINCE PD

PARA TO ALCOM LO BARI FOR CLEARY (ACTION) RPTD ALCOM BARI FOR COMMISSARIO
REGIONALE DELL ALIMENTAZIONE (ACTION) RPTD ALCOM BARI FOR TAYLOR (ACTION) RPTD
AND LOMBARDIA REGION FOR FOOD OFFICER (INFO) RPTD AND PIEMONTE REGION (INFO)
RPTD AND LIGURIA REGION (INFO) AREA ALL FOR FOOD OFFICER RPTD ALCOM NORTH
MILAN FOR FINE FOR EZE WHITE (INFO) FROM ALCOM CITY ALCOM BARI

PARA THREE PD TAYLOR PLEASE ARRANGE SIGNAL SEPRAL RECEIVING PROVINCE REPEATED
ABLE MIKE GEORGE RECEIVING REGION AND PROVINCE DEPARTURE / REACH TRAIN WITH CAR
NUMBERS AND TONNAGE PD AGREED TRANSPORTATION SUBCOMMISSION MAJOR FINE

DISTRIBUTION: HQ AC TR SC, MAJOR WORTHINGTON
HQ AC TR SC, MAJOR FINE
MINISTRY OF FOOD

889

FOOD SC
205

NICHOLAS FIGUEROA
CNO USA
ASSISTANT ADJUTANT

ALCOA MILAN FOR PICKUP FOR HARRIS FOR MOSE ALCOA BARI

1007 3 SEPT 45 PRIORITY

UNCLASSIFIED TO
PARA ONE PD SIGNAL IS FROM FIVE VERMOSSE ON TOUR WITH MINISTER OF TRANSPORT
ONE MILAN ON 311 SEPT FOUR FIVE PD SUBJECT IS WINE MOVEMENT FROM BARI PD
PARM TO ALCOA MILAN FOR PICKUP FOR HARRIS FOR MOSE TO ALCOA BARI FOR
TRANSPORTATION OFFICER FROM PD ALCOA CITY ADPT PARM
ONE KING ONE EMPTY TANKERS STANDING AT BARI BECAUSE DRILLED AND PRIVATE
TANK OWNED IN NORTH DESIRE TO ORDER THEIR OWN TIME AND THEIR OWN
CONSIGNERS PD IF ECONOMIC REVIVAL OF PUBLIC IS DEPENDENT ON WINE MOVEMENT
DRASTIC ACTION IS NEEDED PD RECOMMEND ONE OF TWO COURSES PD FIRST PD
ITALIAN STATE ELYS BE ADVISED THAT IF FAILURE TO LOAD CONTINUE OUR ALL
WINE TANKERS TO BE WITHDRAWN FROM BARI AREA ON AND FROM NIGHT SEPTEMBER PD
SECOND PD MINISTER OF TRANSPORT ISSUES INSTRUCTION IMMEDIATE REQUISITION
OF ALL WINE TANKERS BY ITALIAN STATE ELYS UNTIL WINE HAS BEEN CLEARED FROM
BARI ON WHEN TANKERS CAN BE DEREGISTERED AND NORMAL TRADE RESUMED AFTER
NEXT WINE CROP PD WE HAVE ALREADY RECOMMENDED ITALIAN STATE ELYS TO
TALK WITH PRIVATE OWNERS AND FOOD MINISTRY BUT DELAY CAUSED BY THIS IS
HAVING AN ACCUMULATION OF EMPTY TANKERS PD IMMEDIATE ACTION CALLED FOR
IF BUREAU IN PD NOTE PD SOLUTION IS ONE FOR ITALIAN MINISTRY TO SETTLE
AT ONCE PD FAILURE OF PRIVATE TRADERS AND OWNERS TO REALIZE SERIOUSNESS
OF POSITION CALLS FOR DRASTIC ACTION PD GOVERNMENT AND FOOD AND COM
AGENCY PD SIGNAL INSTRUCTIONS FOR ITALIAN STATE ELYS FOR PD
copy to : Movements Mail - Food 30
TRANSPORTATION 30

843238

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

CRW/elc

HEADQUARTERS ALLIED COMMISSION

APO 394

ECONOMIC SECTION

Tel : 478704

3/ August 1945

271/157/Tn 3

SUBJECT : Transportation of wine

TO : Regional Commissioner, Lombardia Region

1. With reference to your R/0437 dated 22 Aug '45 regarding existing regulations controlling movement of wine.

2. The general question of the movement of wine to the North has recently been very fully discussed with the Ministries of Food and Transport, with the result that it has been agreed with AFHQ, with immediate effect, that a daily wine train, maximum 28 cistern wagons, shall be operated from Southern Italy to destinations in North West Italy.

3. This movement of wine by rail has been the subject of a letter dated 20 August '45, addressed to the Ministries of Transport and Food, setting out the full procedure for the movement of the special wine trains. A further copy of this letter is attached in case you have not received the original.

4. The first cistern wagon train was scheduled to leave the Bari area during the latter part of last week, but due to the fact that the cistern cars received from the North were in such bad condition, necessitating repairs and cleaning, some delay in despatching the first consignments was inevitable. It is anticipated, however, that the first train will leave before the end of this week.

5. It is hoped that this decision to move wine by rail in cistern wagons to the North will finally overcome the numerous complaints which have been registered in the past.

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By Command of Rear Admiral STONE

(Sgt) L.D.D.
For

E.B. MCKINLEY
Brigadier General U.S.A.
Acting Vice President

Copy to : Rail Division (Tn 4) ✓

Ministry of Transports

I.S.R.

Movement Service.

Rome, August 19, 1945

L.323/16954/318/02/194

TO : Tn Sub-Commission, A.C.

SUBJECT: Special wine train from Puglie
to Milan.

1. According verbal authorisation given by your Sub-Commission,
I inform to have arranged to let run a daily special train for the shipment
from Milano to Brindisi of empty tankers, and other daily special train from
Brindisi to Milano for the advance of wine tankers.

2. These under are the already fixed timings for the two trains:

3. Train MILANO-BRINDISI (empty) :

MILAN PR	d. hrs	11.08	train 1661 L	day A
Milan S. CRIST	a. 11.30	"	"	"
" "	d. 11.43	"	9443	"
MORTARA	a. 13.43	"	"	"
	d. 14.07	"	9147	"
ALESSANDRIA	a. 15.31	"	"	"
	d. 15.54	"	7719	"
ARQUATA	a. 17.10	"	"	"
	d. 17.54	"	9762	"
TORTONA	a. 18.26	"	"	"
	d. 18.56	"	8270	"
PIACENZA	a. 21.17	"	"	"
	d. 22.11	"	9035	"
BOLOGNA	a. 2.59	"	"	"
	d. 4.12	"	307	"
RIMINI	a. 10.04	"	"	"
	d. 14.02	"	"	"
ANCONA	a. 18.10	"	"	"
	d. 19.14	"	4341	"
TERMOOLI	a. 5.46	"	"	"
	d. 6.20	"	6601	"
FOGGIA	a. 11.00	"	"	"
	d. 12.40	"	8451	"
BARI	a. 18.21	"	"	"
	d. 20.20	"	8455	"
BRINDISI	a. 2.34	"	"	"

866

1. According verbal authorization given by your Sub-Commander, I inform to have arranged to let run a daily special train for the shipment from Milano to Brindisi of empty tankers, and other daily special train from Brindisi to Milano for the advance of wine tankers.

2. These under are the already fixed timings for the two trains:

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Milan S. CRIST	a. 11.30	"	"	"
" "	d. 11.43	"	9443	"
MONTARA	a. 13.43	"	"	"
	d. 14.07	"	9147	"
ALESSANDRIA	a. 15.31	"	"	"
	d. 15.54	"	7779	"
ARQUATA	a. 17.10	"	"	"
	d. 17.54	"	9762	"
TORTONA	a. 18.26	"	"	"
	d. 18.50	"	8270	"
PIACENZA	a. 21.17	"	"	"
	d. 22.11	"	9035	"
BOLOGNA	a. 2.59	"	"	"
	d. 4.12	"	307	"
RIMINI	a. 10.04	"	"	"
	d. 14.02	"	"	"
ANCONA	a. 18.10	"	"	"
	d. 19.14	"	4341	"
TERMOLO	a. 5.46	"	"	"
	d. 6.20	"	6601	"
FOGGIA	a. 11.00	"	"	"
	d. 12.40	"	8451	"
BARI	a. 18.21	"	"	"
	d. 20.20	"	8455	"
BRINDISI	a. 2.34	"	"	"

866

./././.

Time employed to perform whole trip Milano-Brindisi :

2 days, 15 hrs, 16 minutes

4. Train Brindisi-Milan with load gross weight tons 700

STATION	a.	b.	c.	d.	hrs.	17.40	train	WT -	day
BRINDISI	a.	b.	c.	d.	"	12.50	"	"	"
VERONA	a.	b.	c.	d.	"	13.34	"	4310	"
ANCONA	a.	b.	c.	d.	"	0.46	"	"	"
	a.	b.	c.	d.	"	5.20	"	210	"
RAVENNA	a.	b.	c.	d.	"	10.47	"	"	"
	a.	b.	c.	d.	"	11.55	"	320	"
BOLOGNA	a.	b.	c.	d.	"	18.31	"	"	"
	a.	b.	c.	d.	"	20.07	"	9032	"
PIACENZA	a.	b.	c.	d.	"	0.45	"	"	"
	a.	b.	c.	d.	"	1.00	"	6322	"
TORINO	a.	b.	c.	d.	"	3.38	"	"	"
	a.	b.	c.	d.	"	5.52	"	19717	"
ALBA	a.	b.	c.	d.	"	4.26	"	"	"
	a.	b.	c.	d.	"	4.35	"	7746	"
ALESSANDRIA	a.	b.	c.	d.	"	5.55	"	"	"
	a.	b.	c.	d.	"	7.25	"	9120	"
MORTARA	a.	b.	c.	d.	"	8.31	"	"	"
	a.	b.	c.	d.	"	9.44	"	9438	"
MILANO S.C.	a.	b.	c.	d.	"	11.31	"	"	"
	a.	b.	c.	d.	"	11.50	"	1570 L	"
MILANO P.R.	a.	b.	c.	d.	"	12.10	"	"	"

Time performed employed to perform whole trip Brindisi-Milan.

2 days, 15 hrs., 30 minutes

The General Director

Signed : di Brindisi

same communication has been made to DIES.

Roma, 19 AGO 1945

M.323/16954/318/02/184

OGGETTO:

Condotte vino dalle Puglie
a Milano.-

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI

S E D E

- 1) - In relazione alla autorizzazione verbale data da Dodesta Commissio-
ne, informo aver disposto perchè venga subito effettuata una condotta gior-
naliera per invio da Milano a Brindisi di serbatoi vuoti, ed altra condot-
ta, pure giornaliera, da Brindisi a Milano per inoltro di serbatoi di vino
- 2) - Comunico di seguito gli orari già fissati per le due condotte.
- 3) - Condotte Milano - Brindisi

(a vuoto)

Milano PR	p.	ore 11.08	trénò 1661 L	- giorno A
"	a.	" 11.30	"	"
Milano	"	" 11.43	9443	- giorno
S. Crist.	p.	" 13.43	"	"
Mortara	a.	" 14.07	9147	"
"	p.	" 15.31	"	"
Alessandria	a.	" 15.54	7779	"
"	p.	" 17.10	"	"
Arquata	a.	" 17.54	9762	"
"	p.	" 18.26	"	"
Tortona	a.	" 18.58	8270	"
"	p.	" 21.17	"	"
Piacenza	a.	" 22.11	9035	"
"	p.	" 2.59	"	"
Bologna	a.	" 4.12	307	- giorno B
"	p.	" 10.04	"	"
Rimini	a.	" 14.02	"	"
"	p.	" 18.10	"	"
Ancona	a.	" 19.14	4341	"
"	p.	"	"	"

1) - In relazione alla autorizzazione verbale data da Codesta Commissione, inferno aver disposto perchè venga subito effettuata una condotta giornaliera per invio da Milano a Brindisi di serbatoi vuoti, ed altra condotta, pure giornaliera, da Brindisi a Milano per inoltro di serbatoi di vino.

2) - Comunico di seguito gli orari già fissati per le sue condotte.

3) - Condotta Milano - Brindisi

(avuto)

Milano PR	p.	ore	11.03	trén	1661 L	-	giorno A
	a.	"	11.30	"	"	-	"
Milano S. Crist.	p.	"	11.43	"	9443	-	giorno
Mortara	a.	"	13.43	"	"	-	"
"	p.	"	14.07	"	9147	-	"
"	a.	"	15.31	"	"	-	"
Alessandria	p.	"	15.54	"	7779	-	"
Arquata	a.	"	17.10	"	"	-	"
"	p.	"	17.54	"	9762	-	"
Tortona	a.	"	18.26	"	"	-	"
"	p.	"	18.56	"	8270	-	"
Piacenza	a.	"	21.17	"	"	-	"
"	p.	"	22.11	"	9035	-	"
Bologna	a.	"	2.39	"	"	-	"
"	p.	"	4.12	"	307	-	giorno B
Rimini	a.	"	10.04	"	"	-	"
"	p.	"	14.02	"	"	-	"
Ancona	a.	"	16.10	"	"	-	"
"	p.	"	19.14	"	4341	-	"
Ternoli	a.	"	5.46	"	"	-	864
"	p.	"	6.20	"	6601	-	giorno C
Foggia	a.	"	11.00	"	"	-	"
"	p.	"	12.40	"	9451	-	"
Bari	a.	"	18.21	"	"	-	"
"	p.	"	20.20	"	8453	-	"
Brindisi	a.	"	2.34	"	"	-	giorno D

/.

Tempo impiegato dalla condotta per coprire l'intero percorso Milano-Brindisi: giorni 2, ore 15, minuti 10.-

4) - Condotta Brindisi-Milano a carico - peso lordo tonn. 700.-

Brindisi	p. ore 17.40 treno XIB	- giorno A
Termoli	a. " 12.50	" " "
	p. " 13.34	" 4310 - giorno B
Ancona	a. " 0.46	" " "
	p. " 5.20	" 210 - giorno C
Rimini	a. " 10.47	" " "
	p. " 11.50	" 320 - " "
Bologna	a. " 16.31	" " "
	p. " 20.07	" 9032 - " "
Piacenza	a. " 0.45	" " "
	p. " 1.00	" 8322 - giorno D
Torvona	a. " 3.35	" " "
	p. " 3.52	" 9717 - " "
Arquata	a. " 4.26	" " "
	p. " 4.35	" 7746 - " "
Alessandria	a. " 5.55	" " "
	p. " 7.25	" 9120 - " "
Mortara	a. " 8.51	" " "
	p. " 9.14	" 9436 - " "
Milano S.Gr.p.	a. " 11.31	" " "
	p. " 11.50	" 1070 L - " "
Milano P.R. a.	" 12.10	" " "

Tempo impiegato dalla condotta per coprire l'intero percorso Brindisi-Milano giorni 2, ore 18, minuti 30.-

IL DIRETTORE GENERALE

Adi. Kaimmola

Stazione	p.	ore	17.40	treno	XXB	-	giorno	A
Brindisi	a.	"	12.50	"	"	-	"	"
Perùoli	p.	"	13.34	"	4310	-	giorno	B
Ancona	a.	"	0.46	"	"	-	"	"
	p.	"	3.20	"	210	-	giorno	C
Rimini	a.	"	10.47	"	"	-	"	"
	p.	"	11.55	"	320	-	"	"
Bologna	a.	"	18.31	"	"	-	"	"
	p.	"	20.07	"	9032	-	"	"
Piacenza	a.	"	0.45	"	"	-	"	"
	p.	"	1.00	"	8322	-	giorno	D
Forlone	a.	"	3.56	"	"	-	"	"
	p.	"	3.52	"	9717	-	"	"
Arquata	a.	"	4.20	"	"	-	"	"
	p.	"	4.35	"	7746	-	"	"
Alessandria	a.	"	5.00	"	"	-	"	"
	p.	"	7.23	"	9420	-	"	"
Mortara	a.	"	6.01	"	"	-	"	"
	p.	"	9.14	"	9436	-	"	"
Milano S.Or.	a.	"	11.31	"	"	-	"	"
	p.	"	11.50	"	1070	L	"	"
Milano P.R.	a.	"	12.10	"	"	-	"	"

Tempo impiegato dalla condotta per coprire l'intero percorso
Brindisi-Milano giorni 2, ore 18, minuti 30.-

IL DIRETTORE GENERALE

Indi Laimonola

M.B. Analoga comunicazione è stata fatta alla Direzione Generale del
M.R.S.-

MINISTRY OF TRANSPORTS.
I.S.R.

16 August 1945

M.323/1687, 318/02/184

SUBJECT: Wine trains from
Apulise to Milan.

To: Direction M.R.S.
Bldg.

1.- With reference to approval by your Direction for working of a daily train with 28 wine cars from Brindisi to Milan, I beg to inform you of timings, both for empty and loaded trains:

2.- Train MILAN - BRINDISI. empty.

Milan P.R.	dep. 11.08	train 1661 L.	1st day
Milan S.Crist.	arr. 11.30	" "	" "
	dep. 11.43	" 9443	" "
Mortara	arr. 13.43	" "	" "
	dep. 14.07	" 9147	" "
Alessandria	arr. 15.31	" "	" "
	dep. 15.54	" 7779	" "
Arquata	arr. 17.10	" "	" "
	dep. 17.54	" 9762	" "
Tortona	arr. 18.26	" "	" "
	dep. 18.58	" 8270	" "
Piacenza	arr. 21.17	" "	" "
	dep. 22.11	" 9035	" "
Bologna	arr. 2.59	" "	2nd day
	dep. 4.12	" 307	" "
Rimini	arr. 10.04	" "	" "
	dep. 14.02	" "	" "
Ancona	arr. 18.10	" "	" "
	dep. 19.14	" 4341	" "
Termoli	arr. 5.46	" "	3rd day
	dep. 6.20	" 6601	" "
Foggia	arr. 11.00	" "	" "
	dep. 12.40	" 8451	" "
Bari	arr. 18.21	" "	" "
	dep. 20.20	" 8455	" "
Brindisi	arr. 2.34	" "	4th day

1.- With reference to approval by you of the daily train with 28 wine cars from Brindisi to Milan, I beg to inform you of timings, both for empty and loaded trains:

2.- Train MILAN - BRINDISI. empty.

Milan P.R.	dep. 11.08	train 1661 L.	1st day
Milan S.Crist.	arr. 11.30 dep. 11.43	" " 9443	" "
Mortara	arr. 13.43 dep. 14.07	" " 9147	" "
Alessandria	arr. 15.31 dep. 15.54	" " 7779	" "
Arquata	arr. 17.10 dep. 17.54	" " 9762	" "
Tortona	arr. 18.26 dep. 18.58	" " 8270	" "
Piacenza	arr. 21.17 dep. 22.11	" " 9035	" "
Bologna	arr. 2.59 dep. 4.12	" " 307	2nd day
Rimini	arr. 10.04 dep. 14.02	" " "	" "
Ancona	arr. 18.10 dep. 19.14	" " 4341	" "
Termoli	arr. 5.46 dep. 6.20	" " 6601	3rd day
Foggia	arr. 11.00 dep. 12.40	" " 8451	" "
Bari	arr. 18.21 dep. 20.20	" " 8455	" "
Brindisi	arr. 2.34	"	4th day

Time needed by train for the entire journey ~~Milan~~ Brindisi, 2 days, 15 hrs and 16 minutes.

6 copies Today

3.- Train BRINDISI - MILAN. loaded. gross weight 700 tons.

Station	dep.	17.40	train	XXB	1st day
Brindisi	arr.	12.50	"	"	
Termoli	dep.	13.54	"	4310	2nd day
Ancona	arr.	0.46	"	"	
	dep.	5.20	"	210	3rd day
Rimini	arr.	10.47	"	"	
	dep.	11.55	"	320	"
Bologna	arr.	18.31	"	"	
	dep.	20.07	"	9032	"
Piacenza	arr.	0.45	"	"	
	dep.	1.00	"	8322	4th day
Tortona	arr.	3.38	"	"	
	dep.	3.52	"	9717	"
Arquate	arr.	4.26	"	"	
	dep.	4.35	"	7746	"
Alessandria	arr.	5.55	"	"	
	dep.	7.25	"	9120	"
Mortara	arr.	8.51	"	"	
	dep.	9.14	"	9438	"
Milano S.Crist.	arr.	11.31	"	"	
	dep.	11.50	"	1670 L	"
Milano P.R.	arr.	12.10	"	"	"

Time needed by train for the entire journey Brindisi-Milan: 2 days, 18 hrs. and 30 minutes.

4.- I would appreciate a note of confirmation.

THE GENERAL DIRECTOR
Sgd. Di Reimondo

Copy to Mr. R.P. Moss.

862

100 1.353/2.187/3.19/02/184

Condotta vino

dalle Puglie a Milano

1) - Con riferimento all'approvazione data da codesta Direzione per l'effettuazione di una condotta giornaliera da Brindisi a Milano per l'inoltro di 23 serbatoi vuoti, comunico l'itinerario stabilito per l'invio dei serbatoi vuoti, nonché quello per il ritorno dei serbatoi carichi.

2) - Cordezza Milano-Brianza

~ Milano P.I.
p. ore 11.03 treno 1661 L - Giorno 4

Milano S. Crist.

Portera

Alessandria

Liquida

Fortong

57 Piacenza 0440/511000

Polonia

Riminyi

Angon, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631

Depto. de Estimación

Tetmoli

Topics

Figure 2

~ Milano P.I.
p. ore 11.03 treno 1661 L - Giorno 4

Milano S. Crist.

Preparation

Alessandria

"	a.
"	15.61
"	" "
"	" "
"	" "

[illegible]

3. 0.25

	21-17	#	#
	21-17	#	#
	21-17	#	#

Bologna 2.59 a.

Minimum 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522

[illegible]

Estimado Sr. D. D. P. de la

Termoli

Team's

3. 18.21

1) -- Con riferimento all'approvazione data da codesta Direzione per l'effettuazione di una condotta giornaliera da Brindisi a Milano per l'inoltro di 23 serbatoi vino, comunico l'itinerario stabilito per l'invio dei serbatoi vuoti, nonché quello per il ritorno dei serbatoi carichi.

2) - Condotta Milano-Brindisi - a vuoto.			
Milano F.R.	p. ore	11.08	treno 1661 L - Giorno A
Milano S. Crist.	a.	11.30	" "
	p.	11.43	" " 9443
Mortara	a.	13.43	" "
	p.	14.07	" " 9147
Alessandria	a.	15.31	" "
	p.	15.54	" " 7779
Arquata	a.	17.10	" "
	p.	17.54	" " 9782
Tortona	a.	18.26	" "
	p.	18.59	" " 9270
Piacenza	a.	21.17	" "
	p.	22.11	" " 9035
Bologna	a.	2.59	" " 307 - Giorno B
	p.	4.12	" "
Rimini	a.	10.04	" "
	p.	14.02	" "
ANCONA	a.	10.10	" "
	p.	19.14	" " 4341
TERMOLE	a.	5.46	" "
	p.	6.20	" " 8601 - Giorno C
Foggia	a.	11.00	" "
	p.	12.40	" " 801 8451
Bari	a.	18.21	" "
	p.	20.20	" " 8455
Brindisi	a.	2.34	" " - Giorno D

Tempo impiegato dalla condotta per coprire l'intero percorso

Milano-Brindisi: giorni 2, ore 15, minuti 16.-

3) - Condotta Brindisi-Milano a carico - peso lordo t m. 700 -

Brindisi	P. ore 17.40	trono XII B	- Giorno A
	a. " 12.50	" "	" "
	p. " 13.54	" 4310	- Giorno B
	a. " 0.46	" "	" "
	p. " 5.20	" 210	- Giorno C
	a. " 10.47	" "	" "
	p. " 11.53	" 320	- Giorno D
	a. " 18.31	" "	" "
	p. " 20.07	" 9032	- Giorno E
	a. " 0.45	" "	" "
	p. " 1.00	" 8322	- Giorno F
	a. " 3.38	" "	" "
	p. " 3.52	" 9717	- Giorno G
	a. " 4.26	" "	" "
	p. " 4.35	" 7746	- Giorno H
	a. " 5.55	" "	" "
	p. " 7.25	" 9120	- Giorno I
	a. " 8.51	" "	" "
	p. " 9.14	" 9438	- Giorno J
	a. " 11.31	" "	" "
	p. " 11.50	" 1670 L	- Giorno K
	a. " 12.10	" "	" "

Tempo impiegato dalla condotta per coprire l'intero per-

corso Brindisi-Milano: giorni 2, ore 18, minuti 30.

4) - Gradirei ricevere un cenno di benestare.

IL DIRETTORE GENERALE

Pio Ing. G. di Raimondo

JEB/mb

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

Tele : Ext. 318

271/149/Tn.3.

2 August 1945

My Dear Doctor La Malfa,

Reference your letter M.331/15775/261, dated 26 July '45, regarding Movement of Wine.

The general question regarding the Movement of Wine was discussed with the Minister for Food, Dr. Moli, at an informal meeting, held at this Headquarters on the 27 July '45.

Proposals were put forward by Dr. Moli for movement during the months of August and September '45, amounting to 145,000 tons by Sea and 30,000 tons by Rail.

Dr. Moli was advised that already 24,700 tons of Wine, of which 8,800 tons will be for Genoa/Savona and 3,500 tons for Venice, had been set up to move by Sea during the month of August and it was suggested that bids up to 30,000 tons should be submitted for movement during September. Any increase on this figure at present time is not possible.

The Minister of Food was advised that it was hoped the movement of 30,000 tons by Rail during August and September would be realized, but that any bids made should not entail movement to destinations in North Italy.

Dr. Moli was asked to submit details of exact destinations for both Shipping and Rail movements in order that a programme could be worked out; this it was stated would be supplied without delay.

Rail Division of this Sub-Commission have been instructed to study the possibility of moving surplus Wine Tank Cars from the Northern Territories, but it is to be accepted that in present circumstances, Shipping must be the means of transportation of Wine between the South and the North.

I understand you propose calling a meeting of all concerned to further consider the problem of the movement of Wine. If you will advise me the date of the meeting I will arrange for representatives to be present from this Sub-Commission.

Yours very truly



MERRITT H. TAYLOR

My Dear Doctor La Malfa,

Reference your letter N.331/15775/261, dated 26 July '45, regarding Movement of Wine.

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Yours very truly



HERBERT H. TAYLOR
Director

860

Dr. UGO LA MALFA
Ministry of Transport
Ministry of Communications Building
Piazza della Croce Rossa
R O M E

Copy to : Food Sub-Commission
Rail Division (Ta.4.)
Movements Division - Shipping Branch.

CRW/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 473704

16 July 1945

271/143/Tn 3

SUBJECT : Movement of wine for Italian Army

TO : Land Forces Sub-Commission, AC
M.M.I.A.

1. Reference conversations (Worthington - Westbury - Evans) regarding movement of wine from Bari Area on Italian Military account, and your W/7/1 dated 11 July on the subject.
2. The attached copy of letter received from Major Taylor, AC Transportation Officer Bari, is forwarded for your observations especially in so far as para 7 is concerned which again alleges that the wine moving under Italian Military labels is finding its way into civilian markets.

For the Director


J.W. BAKER, Lt.Col.

Copy to : Senior AC Transportation Officer, Bari
Rail Division (Tn 4)

8-3

C O P Y

/elo

Subject : Movement of wine by Rail.

Senior Tn Officer AC, BARI.
Tel.: 12519,
Ref.: RL/11/930

To:- HQ Allied Commission,
for Transportation Sub-Commission,
(Mov Div - Rail).

12 July 1945

1. Attached is a schedule supplied by the ISR BARI showing wine tankers bid for and supplied for the last 6 weeks for which figures are available.
2. It will be observed that a very large number of wine wagons are bid for each week by the Italian Military Authorities. The reason that a smaller proportion has been supplied during the latter half of the period is that the ISR has been allotting wagons on a day to day basis instead of weekly as formerly. By doing this they state they are able to supply a larger number to civilian shippers and Provvida etc.
3. The I.S.R state that during the last 22 weeks 18,753,000 litres of wine have been shipped by the Italian Military.
4. At a meeting held yesterday to discuss the question of wine movement by rail from this area, at which were present the BARI representative of the High Commissioner for Food and ISR Officials, the former stated that the wine shipped for the Italian Forces was normally diluted by adding 7 - 8% of water.
5. Thus the equivalent of about 20 million litres of wine have been shipped for consumption by the Italian Forces in 22 weeks. The ration is understood to be 1/4 litre per man per day and the quantity shipped is accordingly sufficient for 500,000 men for 22 weeks as, presumably, not stock piling is taking place.
6. It is further understood that wine is available in the North for the troops stationed there and that the wine from this area is for the use of troops in Central Italy.

Q.M.C.
P.T.O.

- 2 -

7. In view of the shortage of tank wagons for civilian use may the question again be taken up with MMIA. The Italian Officials here are convinced that much of the wine moving under Italian Military labels finds its way on to the civilian market.

Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AG,
Bari.

CWGT/GT

857

STATISTICS OF WINE TANKER WAGONS

Week 21-27 May 1945:

Italian Military traffic: requested	68	-	supplied	68
Allied Military Traffic :	23	-	"	23
Provvida and Cooperatives:	19	-	"	19
Civil Private Traffic :	48	-	"	45
Totals	158			155

Week 28 May - 3 June :

Italian Military Traffic: requested	76	-	supplied	76
Allied Military Traffic :	nil	-	"	nil
Provvida and Cooperatives:	18	-	"	18
Civil Private Traffic :	70	-	"	38
Totals	164			132

Week 4-10 June:

Italian Military Traffic: requested	64	-	supplied	59
Allied Military Traffic :	11	-	"	11
Provvida and Cooperatives:	27	-	"	22
Civil Private Traffic :	77	-	"	23
Totals	179			115

Week 11-17 June:

Italian Military Traffic: requested	74	-	supplied	26
Allied Military Traffic :	3	-	"	3
Provvida and Cooperatives:	31	-	"	18
Civil Private Traffic :	70	-	"	1
Totals	178			48

Week 18-24 June:

Italian Military Traffic: requested	57	-	supplied	13
Allied Military Traffic :	nil	-	"	nil
Provvida and Cooperatives:	22	-	"	18
Civil Private Traffic :	62	-	"	1
Totals	141		856	32

Week 25 June-1 July:

Italian Military Traffic: requested	52	-	supplied	39
Allied Military Traffic :	3	-	"	3
Provvida and Cooperatives:	9	-	"	6
Civil Private Traffic :	47	-	"	24
Totals	111			72

TRANSPORTATION SUB-COMMISSION A.S.,
(RAIL DIVISION)
c/o Transportation (2r) Main,
O.H.P.

Ref.: 443238

20 July 1945

Ref.: AG/243/1/2n.4

SUBJECT: Wine Tankers.

TO : Movement Rail Tr Sub-Comm.

1. Reference 399/57/2n.3 - 14 July 45.

2. On 3 May I.S.R. reported that they did not have the facilities nor experienced personnel to make repairs to wine tankers; as a result, the tankers were fast deteriorating.

3. Previous to the war, private owned wine tank cars were repaired by their owners.

4. It was agreed by I.S.R. and our Mechanical Department that it would be necessary to revert to the prewar method of repairing wooden wine barrel tankers and this agreement took effect as of 17 May 1945.

5. The I.S.R. are held responsible for the wagons being roadworthy; and tankers still are common users under I.S.R. supervision.

6. The system may have its drawbacks, but it was a case of necessity and it also has advantages.

(a) Valuable work-shops space has been released for other purposes as had order wine tankers were cluttering up our shops.

(b) The condition of wine tankers is now improving and the change was made at a time when owners were still willing to accept the return of their cars without penalizing the I.S.R.

For Chief,
Opinion Major
Rail Division 855

FD/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

14 July 1945

399/57/Tn 3

SUBJECT : Rail Tank Cars

TO : Rail Division (Tn 4) ✓

1. It is stated that in the Bari area until recently wine rail tank cars were "common user" and were maintained and operated by the State Railway who paid an agreed rental on a time and kilometrage basis to the owners.
2. It is now suggested that although tank cars are still running as "common user" their repair and maintenance is now the responsibility of the owner and that cars run empty to the owners repair shops between loaded runs.
3. The consequence of this arrangement is that owners are holding cars unduly and unnecessary empty milage is run. Will you please investigate this story, which if true, appears to call for corrective action.

For Chief Movements Division


J.W. BAKER, Lt.Col.
85*

Copy to : Senior Transportation Officer, AC Bari
(to make enquiries and confirm direct to Tn 4 with copy to Tn 3).

SUBJECT : Wine Tank Cars

Transportation Sub-Comm(R1
ALCOM BARI
Tele : 14261
Ref : M/13/74
Date : 25 May 45

TO : Tn. Sub-Comm. Rail Div.
Att : Major MATSON

1. Your Ref AC/243/1/Tn + regarding these wine tankers being assigned to FRATELLI FOLONARI.

The attached copy of letter from BARI Joint Operating Office, and statement of Dott. GAUDENZI MICHELE of ISR Railways regarding their authority for assignment of these wine tankers, should be the answer to your inquiry.

2. There has been no authority given from this office for wine tanks to be assigned to private owners.

S. C. Hall
S.C. HALL, Capt. T.C.
Tn Officer Rail

SCH/BT

852

CCPY

SUBJECT : Wine Tankers (Fratelli Polonari)

HQ Movements,
Eastern Italy
Ref : Mov 3/309D.
8 Oct. 44

TO : E.F.I. 2 Dist.
FROM : Barl Joint Optg Office

Ref your 2D/T/5 of 6 Oct.

1. Wine tankers Nos 568129, 568123, 568326, 572006, and 572018 are being provisionally reserved for the movement of LACRIMADORO wine from LOCOROTONDO to BARLETTA.

2. There is, however, considerable difference of opinion as to whether these wagons would actually be useless for LACRIMADORO after loading with other types of wine, and as FOLONARI himself is hardly a disinterested party attempts are being made to get an expert and impartial opinion.

Signed by

Capt. R.E.
(PL LANDON)
S/Capt Q (M)
HQ Movements Eastern Italy
for Col Q (M)

852

COPY

Oggi ore 17.15 Tenente Lt. F.O.H. EBING del locale Comando inglese ordina che le cinque cisterne vuote da vino 568326 - 572018 - 572006 - 568123 - 568129, attualmente giacenti a BARLETTA e di proprietà della Ditta FOLONARI siano messi a disposizione della Ditta stessa ~~per essere~~ per essere nuovamente utilizzate fino a nuovo avviso per trasporti vino da LOCOROTONDO a BARLETTA conto Forze Armate Alleate.

Sgd. GAUDENZI MICHELE

Bari 7 - 10 - 44

851

243/1/55

PGM/af

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

Tel.: 843238

18 May 1945

Ref.: AC/243/1/Pn.4

SUBJECT: Wine Tankers.TO : Chief Transportation Officer Bari

1. Reference yours M/13/351 of 24 April 45.
2. Wine Tankers 568326-572018-568129 being assigned to Fratelli Polonari of Locorotondo, for their exclusive use is a violation of present instructions from M.R.S.
3. We must answer an inquiry as to who authorized this and why.
4. The wine tankers in question should be put at I.S.R. disposal to be used in a common pool without further delay.

By Command of Rear Admiral STONE:

William May
For Director.

2/13/1/54

PGH/af

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

Tel.: 843238

18 May 1945

Ref.: AC/243/1/Tn.4

SUBJECT: Wine tankersTO : TBR Bldg.

1. Reference your M.331/11563/251. Loca. 1871/33 of 12 May addressed to M.R.S. has been handed to us for investigation.
2. We have instructed our representative at Bari to investigate why it was necessary that the wine tankers mentioned be assigned to their owners, in violation of present instructions from M.R.S.
3. In the meantime we have notified our representative that the tank wagons in question be put at disposal of I.S.R.

Phonatan Meyer
for Director.

Subject:- Private tank cars.

Military Railway Service,
CMF.

Tele: Firebox 9313,
Tn.A.3(0)/19/5-317A.
14 May. '45.

✓ To:- Tn. Sub. Comm. A.C.,
(Rail Division)
c/o Transportation (Br) Main,
CMF.

Copy to:- Director General,
ISR. (Your M 331/11563/251 ICCA/
1871/33 dated 12 May refers).

Reference AC 243/1 Tn.4 dated 7 Apr. 1945 and further
to this Headquarters Tn.A.3(0)/19/5-305A dated 15 Apr. 1945 att-
ached copy of letter received from General Director I.S.R. is
forwarded to you for action.

R.A. Wilson

Major R.E.
for Brigadier,
Director, Military Railway Service.

JK.

*Waiting reply to letter
from Div on this
file 17/5/45*

C O P Y.

Ministry of Transports
ISM Direction General.

Rome 12 May 1945
M.331/11563/231.100A/1371/32

Subject:- Requisition of private cars.

General Direction M.R.S.
Rome.

We beg you to reply to our letter, same file, dated 3rd Apr. 1945, concerning requisitioned wine tank cars, namely n. 568326, 572018, 572006, 568123 and 568129. Said cars, were put at the disposal of firm Fratelli Colonari, since October last, for the conveyance from Locorotondo to Barletta of the spirituous wine "Lacrima d' oro".

The allocation was made by the ISM Th. Section of Bari upon verbal request of the local British H.Q.

p. The General Director

Signed: Lo Cigno.

243/1/59

PGM/ic

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

Tel. 843238
Ref. AC/243/1/Tn 4

17 May 1945

SUBJECT : Wine tankers .

TO : ISR - Bldg.

1. Reference M.331/12777/251 of 3 May.
2. The proposal as set forth in regard to private owners repairing their own wooden barrel wine tankers is approved.
3. It must be definitely understood that the ISR are ultimately responsible for the tankers being road worthy after repairs have been carried out by the private owner.

Almatar Mayor
For Director

Copy to: Major Baister - Bldg
" " DMRS "
" " Movements Rail Tn S/C

846

Tel. ROME 843191/5 (Firebolt)
EXT 52

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

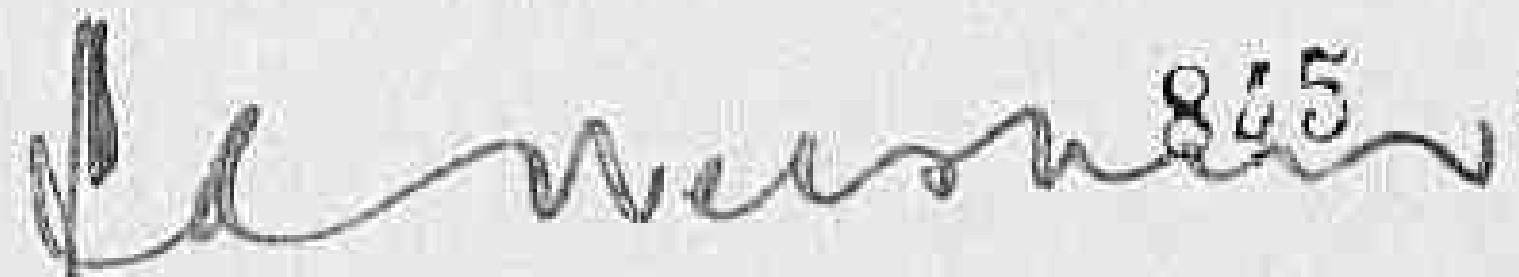
Subject : Wine Tankers.

Tn.A.3(M)/63.

To : Transportation Sub Commission, AC, 14 May 1945.
(Rail Division) Bdz.

Reference your AC/243/1/Tn.4 dated 10 May 1945.

The proposals put up by the ISR for the repair of wine tankers is agreeable to us, with the provision that the ISR are ultimately responsible for the vehicles being road worthy after repairs have been carried out by private owner.



Major R.E.,
D.M.D.Tn.3(M),
for Brigadier,
Director Military Railway Service.

243/1/50

CRW/gfh

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

Tele : 478704

24 April 1945

271/113/Tn 3

SUBJECT : Wine Transportation in Railway Cars.

TO : Generale Di Raimondo
Direttore Generale delle Ferrovie dello Stato,
Ministero dei Trasporti.

1. Reference your 3312/12355/2/29.BCCA.3939/28 dated 23 April 45.
2. As doubtless you are already aware, all movement of wine is now controlled by the High Commissioner for Food through his local representative "SMDRAI".
3. A copy of your letter has been forwarded to Food Sub-Commission for discussion with the High Commissioner for Food; but it is not recommended that there should be any deviation from the present agreed method of movement due to the difficult wagon situation which prevails at the present time.

For the Director

M. J. Brieff

M. J. BRIEFF, Colonel

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

84 1/2

PGM/10

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

Tel. 643238

Ref. AC/243/1/Tn 4

10 May 1945

SUBJECT : Wine TankersTO : DERS - Bldg.

1. The ISR do not have the proper facilities for the repair of private owned wooden barrel wine tankers.
2. Private owners are equipped to make such repairs.
3. Wine tankers are deteriorating due to the lack of attention received under present arrangements whereby ISR make repairs.
4. Attached is a copy of a letter from the ISR proposing the following :
 - (a) private owners to be entrusted with repair and maintenance of their own cars.
 - (b) they shall keep them in good condition and at ISR disposal.
 - (c) all financial transactions arising from such arrangement shall be handled by ISR and private owners.
 - (d) all empty wine tankers to be parked in pre-determined localities where maintenance and repairs will be carried out.
 - (e) New tariff arrangement will cause a slight increase in the price of wine which will range from 0.16 to 0.56 per litre.

Tel. 843238

Ref. AC/243/L/Tm 4

SUBJECT : Wine Tankers

TO : DMS - Bldg.

1. The ISR do not have the proper facilities for the repair of private owned wooden barrel wine tankers.
2. Private owners are equipped to make such repairs.
3. Wine tankers are deteriorating due to the lack of attention received under present arrangements whereby ISR make repairs.
4. Attached is a copy of a letter from the ISR proposing the following :

- (a) private owners to be entrusted with repair and maintenance of their own cars.
 - (b) they shall keep them in good condition and at ISR disposal.
 - (c) all financial transactions arising from such arrangement shall be handled by ISR and private owners.
 - (d) all empty wine tankers to be pooled in pre-determined localities where maintenance and repairs will be carried out.
 - (e) New tariff arrangement will cause a slight increase in the price of wine which will range from 0.16 to 0.36 per litre.
- 83
5. We are agreeable to the proposal but would like to insert a proviso that the repairs be subject to supervision and inspection by ISR.
 6. Your approval of the plan is solicited as it will increase the efficiency of the tankers by hastening repairs and it will relieve ISR shops from doing work for which they are not equipped.

For the Chief Commissioner :

Copy to: Movements Rail Tn Sub-Comm.
" " Food Sub-Commission HQ AC
" " Major Baister - Bldg.

P.S. MATSON, Major

243/1/48

MINISTRE OF TRANSPORTS
GEN.DIR.ISR

Roma, 3 May 1945

M.331/12711/251

SUBJECT: Requisition of private
wine tankers.

TO: Tn S/Commission A.C.
Rail Division

1. Reference is made to your letter AC/243/1/Tn.4 dated 23 January 1945.
2. In compliance with the instructions issued by Allied Authorities on June 1944, all private tankers registered into ISR Rolling Stock Books were requisitioned; for the wine tankers a fixed charge of 500 lire per trip, plus a mileage rate of 300 lire every 100 indivisible Km., both to be collected at the departure of the tanker, were established.
3. In view of the difficulties arising for repair and maintenance of the wine tankers, equipped with wooden barrels for which ISR Administration has no particularly trained personnel available, it was successively decided in November last, to return said wine tankers to the respective owners, while latter agreed to establish following rate of hire, to be paid by all users of above wooden-barrelled wine tankers:

for distances up to 100 Km.	Lire 2000
" " from 101 to 500 Km.	" 8000
" " Beyond 500 Km.	" 10000

plus a fixed charge of 500 Lire per tanker.
4. An order confirming the requisition was successively issued on Dec. 8th by Allied Authorities but, having all owners strongly objected, mainly on account of the fact ISR would not have been able to keep above tankers in full efficiency owing to the lack of specially trained personnel, the same Allied Authorities asked this ISR General Direction, with letter AC/243/1/Tn.4 dated 22 January 1945, to investigate the opportunity to entrust private firms with the maintenance and repair of said tankers.
5. At a meeting held on February 14th ult. the representative of one of the most important Concerns owner of said tankers, speaking also on behalf of other similar Firms, stated that they were willing to take care of both repair and maintenance, while the responsibility for allocation of the tankers to the consignors rested with ISR and with competent Allied bodies; they submitted following suggestions:

- a) all owners of wine tankers to be entrusted with repair and maintenance of their own cars; they shall keep them in full operating condition and always at ISR disposal.
- b) following rate of hire to be enforced (instead of that whereof para 3 above); for each consignment the sum of 10000 lire

./././.

(2)

per car to be deposited as a security in order to compel the user to return the car within 36 hours from the arrival at destination, and to comply with the special rules laid down to safeguard this particular type of vehicles:

for distances	up to	100 Km.	Lire 2000
"	"	from 101 to 200 Km.	" 3000
"	"	" 201 " 300 Km.	" 4000
"	"	" 301 " 400 Km.	" 5000
"	"	" 401 " 500 Km.	" 6000
"	"	Beyond 500 Km.	" 8000

The fixed sum of Lire 500 per car to be charged in addition to above mileage rate.

The same representative produced to this purpose a statement undersigned by some 200 among the most important Firms concerned with said business where they agree on above charges.

- c) All stations to accept the wine tankers and despatch only when the consignor has produced the receipt issued by the owner of the tanker stating that the payment of both charges and security has been effected; the car is to be accepted also when the consignor produces a statement in writing, issued by the owner of the car, from which it results that the consignor is exempted from above payment.
- d) All empty wine tankers to be pooled in pre-established localities, to be indicated by the owners, where the necessary maintenance and repairs will be carried out.
- e) The owners ^{are} prepared to take delivery of all cars, without exceptions, provided ISR are willing not to claim for the payment of any repair that might have been effected in the meantime. We want to point out, to this purpose, that when requisitioning the tankers, no official report was laid down, so that, should ISR reject above propositions, the owners of the tankers might claim for an indemnification from ISR Administration when the time will have come to return the cars to the owners.

5. As for the rate of hire, whereof para 4-b above, we point out that, being said rate lower than that established in Nov. last (see para 3 above), it is a reasonable one, both on account of the diminished buying-power of the money and considering the high cost of materials and man-power required for the maintenance of the vehicles and particularly for the wooden barrels; to be considered also that in 1940 a 1000-Lire rate of hire was requested for distances beyond 500 Km.

If we moreover consider that the average capacity of one tanker is abt. 15000 lt. wine, the total charges resulting from the application of the new fares whereof para 4-b above correspond to lire 0,10 to 0,50 per lt. wine, according to the distance of the transport.

- 6. We are therefore of the opinion that the suggestions submitted by the

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./././.

(3)

owners of the wine tankers be accepted and we await that S/Commission's remarks on this subject.

The Director General
G. DI RAIMONDO

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
Direzione Generale

ROMA, 2 MAG 1945
N° M.331/12777/251

Al N°AC-243/-Tn.4 del 22/1/1945

OGGETTO:

Requisizione serbatoi
privati da vino -

SOTTO COMMISSIONE TRASPORTI A.C.

Sezione Ferrovie - C/o Incremento Trasporti

R O M A

1. - In seguito ad istruzioni del Comando Alleato nel giugno u.s. venne disposta la requisizione dei carri di proprietà privata iscritti nel parco F.S., stabilendo per i carri serbatoi da vino la riscossione a partenza di un diritto fisso di L.500 per viaggio, più una soprattassa speciale di L.300 per ogni 100 Km. indivisibili di percorso.-
2. - In vista però delle difficoltà che si presentavano nella riparazione e manutenzione dei serbatoi da vino, costituiti da botti in legno, per i quali questa Amministrazione non ha mai avuto personale tecnico specializzato, nel novembre u.s. si decise, come noto, la restituzione dei suddetti carri privati ai singoli proprietari, i quali accettarono di esigere la seguente tariffa di noleggio che avrebbe dovuto corrispondere tutti gli utenti dei carri serbatoio da vino:

per percorrenze fino	a 100 Km.	L. 2000
" "	da 101	" 8000
" "	" oltre	" 10000

oltre un diritto di L.500 per carro.-

3. - Senonchè per una nuova disposizione del Comando Alleato, in data 8 dicembre u.s. venne confermata la requisizione in parola, ma in seguito ad insistenti rilievi dei proprietari preoccupati del fatto che, non avendo la Ferrovia personale specializzato, sarebbe stato ben difficile tenere in efficienza i serbatoi da vino, il ⁸Comando medesi-

sta Amministra-

1. - In seguito ad istruzioni del Comando Alleato nel giugno u.s. venne disposta la requisizione dei carri di proprietà privata iscritti nel parco F.S., stabilendo per i carri serbatoi da vino la riscossione a partenza di un diritto fisso di £.500 per viaggio, più una soprattassa speciale di £.300 per ogni 100 Km. indivisibili di percorso.-

2. - In vista però delle difficoltà che si presentavano nella riparazione e manutenzione dei serbatoi da vino, costituiti da botti in legno, per i quali questa Amministrazione non ha mai avuto personale tecnico specializzato, nel novembre u.s. si decise, come noto, la restituzione dei suddetti carri privati ai singoli proprietari, i quali accettarono di esigere la seguente tariffa di noleggio che avrebbe dovuto corrispondere tutti gli utenti dei carri serbatoio da vino:

per percorrenze fino	a 100 Km.	£. 2000
" " da 101	a 500 "	" 8000
" " oltre	500 "	" 10000

oltre un diritto di £.500 per carro.-

3. - Senonchè per una nuova disposizione del Comando Alleato, in data 8 dicembre u.s. venne confermata la requisizione in parola, ma in seguito ad insistenti rilievi dei proprietari preoccupati del fatto che non avendo la Ferrovia personale specializzato, sarebbe stato ben difficile tenere in efficienza i serbatoi da vino, il Comando medesimo con la lettera AC.243/1/Tn 4 del 22/1/1945 invitò questa Amministrazione a studiare la convenienza di affidare a Ditte private il lavoro di riparazione e manutenzione di tali serbatoi.-

4. - In una riunione tenuta all'uopo il 14 febbraio u.s., presso questi Uffici, il rappresentante di una delle maggiori Ditte proprietarie di serbatoi da vino, ha dichiarato, anche a nome di altre

./.

Ditte, che i proprietari sarebbero disposti ad assumere la riparazione e la manutenzione in parola, ferma restando ai competenti organi Alleati ed a quelli ferroviari, l'assegnazione dei carri stessi agli speditori, proponendo quanto segue:

a) affidare i carri serbatoio da vino, per la riparazione e la manutenzione, ai singoli proprietari, con l'obbligo di tenerli sempre in efficienza a disposizione delle F.S.-

b) adottare la seguente tariffa di noleggio ridotta, per talune percorrenze, (in luogo di quella indicata al punto 2), proposta da questa Amministrazione, esigendo inoltre per ogni spedizione, un deposito cauzionale di £.10.000 a carro, per obbligare il mittente a spedire il serbatoio, con le norme cautelative richieste dal tipo speciale del carro, entro le 36 ore dall'arrivo a destino del carico:

percorrenze:		
da	a	Km.
1	100	2000
" 101	" 200	" 3000
" 201	" 300	" 4000
" 301	" 400	" 5000
" 401	" 500	" 6000
oltre	500	" 8000

oltre il diritto fisso di £.500 per carro.-

A questo proposito il suddetto rappresentante ha esibito una dichiarazione, firmata da circa 200 delle maggiori Ditte interessate, relativa il loro accordo su tale tariffa ridotta.-

c) In caricare le stazioni di accettare la spedizione del serbatoio solo dopo che il mittente abbia esibito la ricevuta rilasciatagli dal proprietario del carro e comprovante di aver versato l'importo della tariffa e del deposito cauzionale, oppure un benestare scritto col quale il proprietario stesso esoneri il mittente da tale versamento.-

d) Far concentrare i serbatoi vuoti nelle località che saranno indicate per notarvi eseguire i lavori necessari.

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a) affidare i carri serbatoio da vino, per la riparazione e la manutenzione, ai singoli proprietari, con l'obbligo di tenerli sempre in efficienza a disposizione delle F.S.-

b) adottare la seguente tariffa di noleggio ridotta, per talune percorrenze, (in luogo di quella indicata al punto 2), proposta da questa Amministrazione, esigendo inoltre per ogni spedizione, un deposito cauzionale di 2.10.000 a carro, per obbligare il mittente a spedire il serbatoio, con le norme cautelative richieste dal tipo speciale del carro, entro le 36 ore dall'arrivo e destino del carico:

percorrenze:

da	a	Km.	L.
1	100	"	2000
" 101	" 200	"	" 3000
" 201	" 300	"	" 4000
" 301	" 400	"	" 5000
" 401	" 500	"	" 6000
oltre	500	"	" 8000

oltre il diritto fisso di L.500 per carro.-

A questo proposito il suddetto rappresentante ha esibito una dichiarazione, firmata da circa 200 delle maggiori Ditte interessate, relativa il loro accordo su tale tariffa ridotta.-

c) In caricare le stazioni di accettare la spedizione del serbatoio solo dopo che il mittente abbia esibito la ricevuta rilasciata dal proprietario del carro e comprovante di aver versato l'importo della tariffa e del deposito cauzionale, oppure un benestare scritto col quale il proprietario stesso esoneri il mittente da tale versamento.-

d) Far concentrare i serbatoi vuoti nelle località che saranno indicate dai rispettivi proprietari, per potervi eseguire i lavori necessari.

e) Riprendere in consegna i carri, senza eccezioni, purchè la Ferrovia rinunci, da parte sua, ad esigere le spese per eventuali riparazioni fatte nel frattempo ai carri stessi.- Al riguardo si mette in rilievo che i serbatoi in parola furono requisiti senza compilazione del verbale di consegna e quindi ove non si accettassero tali proposte dei proprietari dei veicoli, gli stessi potrebbero pretendere ingenti indennizzi da parte del-

l'Amministrazione delle Ferrovie, quando, a suo tempo, ne venisse decisa la restituzione.-

5. - Circa la tariffa di noleggio indicata al punto 4-b), si rileva che essendo inferiore a quella praticata nel novembre 1944 (punto 2), può ora a maggior ragione, ritenersi equa, sia per il diminuito potere di acquisto della lira, sia per l'elevato costo dei materiali e della mano d'opera necessari per la manutenzione dei carri e per la buona conservazione delle botti, senza trascurare il fatto che nel 1940 si esigeva dai proprietari un noleggio di £.1000 per viaggio superiore ai 500 Km.-

Considerato infine, la capacità media di litri 15.000 per carro serbatoio, i compensi previsti dalla nuova tariffa ridotta inciderebbero a seconda della percorrenza nella misura variabile da £.0,16 a £.0,56 per ogni litro di vino trasportato.-

6. - Premesso tutto ciò, si sarebbe del parere di accogliere le proposte degli interessati e pertanto, in relazione al punto 3 della lettera a riferimento, si resta in attesa di conoscere se nulla ha da osservare codesta Sotto Commissione.-

IL DIRETTORE GENERALE

Luigi Baiuorola

243/1/47

MINISTRY OF TRANSPORTS
GEN. DIR. ISR

Roma, 3 May 1945

M.331/12777/251

SUBJECT: Requisition of private
 wine tankers.

TO: Tn S/Commission A.C.
Rail Division

1. Reference is made to your letter AC/243/1/Tn.4 dated 23 January 1945.
2. In compliance with the instructions issued by Allied Authorities on June 1944, all private tankers registered into ISR Rolling Stock Books were requisitioned; for the wine tankers a fixed charge of 500 lire per trip, plus a mileage rate of 300 lire every 100 indivisible Km., both to be collected at the departure of the tanker, were established.
3. In view of the difficulties arising for repair and maintenance of the wine tankers, equipped with wooden barrels for which ISR Administration has no particularly trained personnel available, it was successively decided in November last, to return said wine tankers to the respective owners, while latter agreed to establish following rate of hire, to be paid by all users of above wooden-barrelled wine tankers:

for distances up to 100 Km.	Lire 2000
" " from 101 to 500 Km.	" 3000
" " Beyond 500 Km.	" 10000

 plus a fixed charge of 500 Lire per tanker.
4. An order confirming the requisition was successively issued on Dec. 8th by Allied Authorities but, having all owners strongly objected, mainly on account of the fact ISR would not have been able to keep above tankers in full efficiency owing to the lack of specially trained personnel, the same Allied Authorities asked this ISR General Direction, with letter AC/243/1/Tn.4 dated 22 January 1945, to investigate the opportunity to entrust private firms with the maintenance and repair of said tankers.
5. At a meeting held on February 14th ult. the representative of one of the most important Concerns owner of said tankers, speaking also on behalf of other similar Firms, stated that they were willing to take care of both repair and maintenance, while the responsibility for allocation of the tankers to the consignors rested with ISR and with competent Allied Bodies; they submitted following suggestions:
 - a) all owners of wine tankers to be entrusted with repair and maintenance of their own cars; they shall keep them in full operating condition and always at ISR disposal.
 - b) following rate of hire to be enforced (instead of that whereof para 3 above), for each consignment the sum of 10000 lire

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./././.

(2)

per car to be deposited as a security in order to compel the user to return the car within 36 hours from the arrival at destination, and to comply with the special rules laid down to safeguard this particular type of vehicles:

for distances up to	100 Km.	Lire 2000
"	from 101 to 200 Km.	" 3000
"	" 201 " 300 Km.	" 4000
"	" 301 " 400 Km.	" 5000
"	" 401 " 500 Km.	" 6000
"	Beyond 500 Km.	" 8000

The fixed sum of Lire 500 per car to be charged in addition to above mileage rate.

The same representative produced to this purpose a statement undersigned by some 200 among the most important Firms concerned with said business where they agree on above charges.

c) All stations to accept the wine tankers and despatch only when the consignor has produced the receipt issued by the owner of the tanker stating that the payment of both charges and security has been effected; the car is to be accepted also when the consignor produces a statement in writing, issued by the owner of the car, from which it results that the consignor is exempted from above payment.

d) All empty wine tankers to be pooled in pre-established localities, to be indicated by the owners, where the necessary maintenance and repairs will be carried out.

e) The owners prepared to take delivery of all cars, without exceptions, provided ISR are willing not to claim for the payment of any repair that might have been effected in the meantime. We want to point out, to this purpose, that when requisitioning the tankers, no official report was laid down, so that, should ISR reject above propositions, the owners of the tankers might claim for an indemnification from ISR Administration when the time will have come to return the cars to the owners.

5. As for the rate of hire, whereof para 4-b above, we point out that, being said rate lower than that established in Nov. last (see para 3 above), it be a reasonable one, both on account of the diminished buying-power of the money and considering the high cost of materials and man-power required for the maintenance of the vehicles and particularly for the wooden burrellis; to be considered also that in 1940 a 1000-Lire rate of hire was requested for distances beyond 500 Km.

If we moreover consider that the average capacity of one tanker ⁸⁰⁰ is 15000 lt. wine, the total charges resulting from the application of the new fares whereof para 4-b above correspond to lire 0,16 to 0,56 per lt. wine, according to the distance of the transport.

6. We are therefore of the opinion that the suggestions submitted by the

./././.

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(3)

owners of the wine tankers be accepted and we await that S/Commission's remarks on this subject.

The Director General
G. DI RAIMONDO

88

243/1/46

TO : HQ AC Tn Sub-Comm
c/o Tn Increment

Transportation Sub-Comm (Ally)
Allied Commission
c/o Movements L. Italy
Ref : K/13/351
Tele : 14261
Date : 24 April 45

SUBJECT : Privately owned wine tankers
=====

Ref your AC/243/1/Tn 4 dated 19 April 45.

The Capo Compartimento on being interviewed, stated that he was unable to affirm definitely if sweet wine of the nature of LACREADORO would suffer if moved in tankers which had recently contained wine of another quality. At the same time he was of the opinion that it would do this type of wine no good.

He further stated that to the best of his knowledge wine tankers 568326, 572018, 568123, 568129 were still being exclusively assigned to the firm of Fratelli Folonari of Locorotondo as they specialized in this type of sweet white wine.

R. J. Woodcock

R. J. Woodcock, Capt. (AC)

2 Enclosures.

from file

RM
324

823

COPYSubject : Wine Tankers (Fratelli Polonari)HQ Movements,
Eastern Italy
Ref : Mov 3/309D.
8 Oct. 1944To : E.F.I. 2 Dist.
From : Bari Joint Optg Office

Re: your 2D/T/5 of 6 Oct.

1. Wine tankers Nos 568129, 568123, 568326, 572006, and 572018 are being provisionally reserved for the movement of LACRIMADORO wine from LOCOROTONDO to BARLETTA.

2. There is, however, considerable difference of opinion as to whether these wagons would actually be useless for LACRIMADORO after loading with other types of wine, and as POLONARI himself is hardly a disinterested party attempts are being made to get an expert and impartial opinion.

Signed by

Capt. R.E.

(P. LONDON)

S/Capt Q (M)

HQ Movements Eastern Italy
for Col Q (M)

832

COPY

Oggi ore 17,15 tenente Lt.F.O.R. Ebing del locale Comando Inglese ordina che le cinque cisterne vuote da vino 568326 572018 - 572006 - 568123 - 568129 attualmente giacenti a Barletta e di proprietà della Ditta Polonari siano messi a disposizione della Ditta stessa per essere nuovamente utilizzate fino nuovo avviso per trasporti vino da Locorotondo a Barletta conto Forze Armate Alleate.

Bari 7 - 10 - 44

Sgd. CAUDENZI MICHELE

801

1227

243/1/45

PGM/ev

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

Tel. 843333
Ref: AC/243/1/Tn 4

19 April 1946

SUBJECT : Private Owned Tank cars.

TO : Chief Transportation Officer Bari.

1. The I.S.R. has complained about private tank cars 568326-572018-568123 and 568129, property of the firm Pretelli Polonari of Loceretende being assigned exclusively to their owners by the local Military authorities.

2. The present position is that private tank cars must be pooled and not set aside for the exclusive use of their owners.

3. Will you kindly investigate the situation in regard to tank cars mentioned and give us the particulars.

By command of Rear Admiral Stone:

DIRECTOR

Copy to: Movements Rail S/C

830

O 243/1/44

Subject: Private Cistern Cars.Military Railway Service,
CMF.TO: Tn. Sub-Comm., A3.,
Rail Division (Bldg).Tele: Firebox 13
Tn. A3 (O)/19/5 -305A
15 Apr 45

Reference your AC/243/1/Tn4 dated 7 Apr 45.

MRS ~~has~~ does not allocate wine cistern cars to users, therefore it can only be assumed that the "Local Military Authority" be either your own representative, or else a member of Movements. It is suggested that D.C., ISR be requested to supply the name of the individual who gave the verbal order.

*R. G. Wilson*Major, R.E.
for Brigadier,
Director, Military Railway Service.

829

JGM/ic 243/1/43

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

Tel : 843238
Our ref: AC/243/1/Tn. 4.

7 April 1945

TO : MRS Building
(Attention Major Wilson R.E.)

SUBJECT: Private tank cars.

1. Reference to attached copy of ISR letter regarding the return of four private tank cars to owners, Firm Fratelli Polonari Bari Division.
2. Private tank cars are pooled and original owners have no right to claim the use of their own cars.
3. According to instructions from MRS these regulations are still in effect and the local Military Authority at Bari in this case has violated the instructions of their own organization.

PETER G. WATSON,
Major T.C.

- COPY -

Ministry of Transport
I S R General Direction
Subject: Requisition of private
 wagons

Rome 3 April 1945

M 331/11563/251/ICCA/
3574/44

Headquarters

Military Railway Service

-Rome-

- 1) Our Movement Section at Bari inform that, upon verbal request of the local British Military HQ, the wine tank cars 568326, 572018, 568123 and 568129, which were requisitioned and are property of the Firm Fratelli Folonari, have been put at said Firm's disposal since the month of October 1944, for movement of liqueur wine "Lacrima d'oro". These tankers are being used only from Locorotondo to Barletta for two monthly movements.
- 2) Please acknowledge receipt.

Director General

SIGNED: DI RAIMONDO

Ca ng 3/4

Ministry of Transports
 I. S. R. General Direction
 Subject: Requisition of private
 wagons

243/1/42 301.A
 Rome - 3 APR. 1945
 M 331/11863/251/100A/357A/44
 Headquarters
 Military Railway Service
Rome

- 1) Our Movement Section at Bari inform that, upon verbal request of the local British Military HQ, the wine tank cars 568326, 572018, 568123 and 568129, which were requisitioned and are property of the Firm Fratelli Folonari, have been put at said Firm's disposal since the month of October 1944, for movement of liqueur wine "Lacrime d'oro". These tankers are being used only from Locorotondo to Barletta for two monthly movements
- 2) Please acknowledge receipt.

Director General

Pio DI RAIMONDO

Ca ng 3/4

[Handwritten signature]

IN 19/5 4 APR	
ACTION BY	1
	2
	3
	4 826
AT POLIO	B/F

MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO DIREZIONE GENERALE
(1)

301.B
Roma 3 APR 1945 194 - A
N. M. 331/11563/251/102/135/4
del
Al N.

OGGETTO: Requisizione carri privati.

Direzione Generale M.R.S.
ROMA

1. - La dipendente Sezione Movimento di Bari riferisce che, a richiesta verbale di quel Comando Militare Inglese, i carri serbatoio da vino requisiti n.° 568326 - 572018 - 572006 - 568123 e 568129, di proprietà della Ditta Fratelli Polonari, sono stati messi a disposizione della Ditta stessa, fin dal mese di ottobre 1944, per trasporto di vino liquoroso "Lacrime d'Oro" e che i serbatoi stessi sono utilizzati soltanto da Locorotondo a Barletta per due trasporti mensili.
2. - Gradiremmo assicurazioni in proposito.

IL DIRETTORE GENERALE
Ud. P. Rimondini
825

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42 XX. - 1.701.920 1/4

(1) Servizio.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

4 March 1945

Tele : 478704

271/58/TM.3.

SUBJECT : Wine Movements

TO : Generale DI Reimondo
Direttore Generale delle Ferrovie dello Stato,
Ministero dei Trasporti.

Reference your M.312/10965/2/25/172/ICOM/3343/28, dated 1 March '45.

- 1.
2. The entire responsibility for the distribution of wine for civilian needs in Kings Italy has, W.C.F. 26 February '45 been passed to the Italian High Commissioner for Food.
3. Should the High Commissioner wish to arrange a movement as outlined in your letter, Transportation Sub-Commission would immediately examine the possibilities of running a special wine train between the points mentioned.

for *W.C.F.* *L.C.*

MERRITT H. TAYLOR
Director, Transportation Sub-Commission

COPY to : Transportation Sub-Commission, Rail Division ✓
Food Sub-Commission.

243/1/40

ACP/10

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel: 843238

Our Reference: AC/ 243/1/Tn 4

22 January 1945

TO : Generale di Raimondo
Director General
I.S.R.

SUBJECT : Movement of wine tankers.

1. The attached is sent you for information.
2. I see no reason why the ISR should not come to suitable arrangements with private firms for the satisfactory maintenance of wine tankers, if it is not possible to ensure maintenance by ISR shops.
3. Please advise me of any intending plans you may develop in the respect.

acting
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

Copy to:

Capt. London - MRS

823

696266N S L A T I O N

243/1/39

Francesco Nagel

Firenze, 2 Jan. 1945

TO

Brig. R.D. Waghorn

D. M. R. S.

R O M A

Subject:

Movement of wine tankers

As you are already aware, the Ministry of Transports, General Direction ISR, Movement Dept., has issued two successive contradicting dispositions ordering, in the first time, that all wine tankers type MV (box cars fitted with wooden barrels inside) be returned to their respective owners, and immediately thereafter, that said tankers be kept at ISR's sole disposal.

If this latter disposition is going to be maintained, all wine tankers type MV are irreparably condemned to become useless scrap. From the very first moment when said tankers began running, ISR held it neither possible nor practical to operate them directly; during World War I, when all wine tankers were pooled and mobilized at Armed Forces' sole disposal; they were operated by a Committee of a few experts, outside ISR Administration; even during present war the Germans have pooled all wine tankers for their Armed Forces, but the system employed by them is a simple one, and it does not arrive to an actual requisitioning which is practically disadvantageous.

If we consider that each tanker requires, on account of its construction a skilled and continuous maintenance, in order to be kept in operating conditions, we can see immediately that ISR are not in a position to carry out above task; our presumption has been moreover confirmed by a statement ~~xxx~~ issued by ISR, Traction and Material Dept., that is by the Dept. charged with the maintenance of all ISR rolling stock. Above Dept., requested by Movement Dept. if they were in a position to secure the ordinary maintenance of above wine tankers, gave a negative reply and suggested that the tankers be left to their respective owners.

Technical difficulties do not solely account for rejecting above measure, but the administrative ones are even bigger, because a thorough, actual experience, which ISR cannot improvise for a short emergency period, is required in order to may operate in the right way above tankers.

Before sending the tanker under loading, a careful inspection of traction devices as well as both wine containers, is required. An ill-locked container, a missing door, a slack hoop or an ill-fitted one, may render the whole tanker inutilizable.

ISR never had a suitable equipment for repair of wine containers. ISR do not test the tankers before sending them under loading. Thus it happens that a tanker, after having traveled many hundreds of km., cannot be utilized upon arrival at destination, with following results:

1. Money wasted to take the tanker from despatching station to loading station, where the tanker must be left unemployed.
2. Plans to be revised because of the impossibility to fulfill the service for which the tanker had been intended.
3. Delay owing to the necessity to arrange for another tanker.

If this latter disposition is made, the type of wine is irreparably condemned to become useless scrap. From the very first moment when said tankers began running, ISR held it neither possible nor practical to operate them directly; during World War I, when all wine tankers were pooled and mobilized at Armed Forces' sole disposal; they were operated by a Committee of a few experts, outside ISR Administration; even during present war the Germans have pooled all wine tankers for their Armed Forces, but the system employed by them is a simple one, and it does not give rise to an actual requisitioning which is practically disadvantageous.

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2. Plans to be revised because of the impossibility to fulfil the service for which the tanker had been intended.
3. Delay owing to the necessity to arrange for another tanker.

The problem of the wine tankers could be solved, full consideration being given to the practicality, to the usefulness and to the financial convenience, if only ISR would not insist on maintaining present disposition.

A correct operation of above tankers would certainly have favorable effects on their utilization, making it more difficult that they may stay unemployed.

The undersigned, who during World War I was one of the few experts called by the Ministry of War in order to set up a Committee with the purpose of operating the wine tankers, and who operates a firm which has been carrying out this activity for more than 50 years, makes following suggestions:

A responsible Chief, to be chosen among the experts in this particular field, is to be appointed with following duties:

- a) to find out all wine tankers lying abandoned in the stations of liberated Italy.
- b) check tankers' efficiency and to arrange for all possible means in order to put them in operating conditions again
- c) to arrange for their employment, priority being given, of course, to the military requirements from both Allied and Italian Armed Forces. After fulfillment of the military requirements consideration would be given to the civilian requirements, provided that tankers be available and the applications of wine dealers and manufacturers, co-operatives canteens, workers' mess, etc. could be satisfied, according to their serial number, for sake of impartiality.

Considerations: Having thus centralized all works into the hands of a responsible Chief, following results could be obtained:

1. up-to-date and precise returns of the wine tankers, in so far as their number and their efficiency are concerned.
2. control and maintenance, the latter being an essential item of the work.
3. distribution for the utilization, saving considerable time. When a tanker is requested for loading, let us say, at Roma, it is logical to use, if possible, a car either already staying at Roma or whose arrival is expected very soon, or at least lying somewhere near Roma, thus saving time and traction expenses, and sparing the car's life.
4. complete utilization of these special vehicles, because, having centralized the movement, more requests can be dealt with, and this is quite a natural consequence, because the responsible Chief every day is perfectly aware of the number and of the type (there are several types of wine tankers, with different capacities) of the available tankers and of their location; he knows how many, still under repair, are expected to be soon finished, how many are definitively out of order, and so on.

All tankers whose owners are in liberated Italy should be returned to them, and the owners should pledge themselves to keep them in operating condition and at Tankers Office's sole disposal; the Tankers Office should take care of the tankers whose owners are still in occupied territory.

No tanker should be allowed to run unless provided with a special waybill undersigned by Tankers Office; voyages not duly authorized by said Office would thus be prevented.

I know for experience that both owners and charterers of wine tankers are a well disciplined category, but in order to avoid misunderstandings they would be cautioned not to use their own tankers without proper authority from Tankers Office being granted.

The rates of hiring would be approximately established as follows:

for one trip from 1	up to 200 km.	Lire 3000
" " " 201	" 400 "	" 5500
" " " 401	" 600 "	" 8000

Considerations: having thus centralized all work

- possible Chief, following results could be obtained:
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for one trip from 1	up to 200 km.	Lire 3000
" " " 201	" 400 "	" 5500
" " " 401	" 600 "	" 8000
" " " 601	" 900 "	" 10000
beyond 900 km		" 12000

plus a fixed fee of 500 lire for each trip to be credited by Tankers Office at the favour of the owner of the tanker, one fourth of the whole amount to be deducted as refunding for the expenses borne by Tankers Office in order to may operate.

All accounts to be settled at the end of each quarter.
The newly established Tankers Office would thus be able to pay by itself its own expenses, without drawing from Ministry of Transports' budget.

Having thus roughly sketched the problem of the wine tankers, I want to draw DMRS's attention upon it if it is desired to reach a practical solution.

Military Railway Service,
Italy.

Tel : Firebox - 74
Outside line 843063

Ref : Tr.A.1/11/2.
11 January 1945.

To : Transportation Sub Commission,
H.Q., A.C. (building).

1. The attached letter (in duplicate) received from Francesco Nagel di Ludovico dated 2 Jan 45 is passed to you for information and any action deemed necessary.

C.R. Holdom

(C.R. HOLDOM).

Capt., R.E.

for Brigadier.

Director, Military Railway Service, Italy.

820

FRANCESCO NAGEL DI LUDOVICO

Amministrazione : NOLEGGIO SERBATOI

DEPOSITI NEI PRINCIPALI CENTRI VINICOLI

FIRENZE 2/Gennaio 1945
Piazza della Signoria, 5Telegrammi: FRANCESCO NAGEL
fono: 24-220

Corrispondenti in

ALBA
AREZZO
AVELLINO
BARLETTA
BOZZANO
BRINDISI
CARPI
FANZA
FALCONARA MARITTIMA
FOGGIA
LECCE
LOCOROTONDO
LUGO
MANTOVA
MESSINA
MILANO
MODENA
MONTEVARCHI
NICASTRO
PACHINO
PARTINICO
REGGIO EMILIA
RIPOSTO
S. BENEDETTO DEL TR.
S. GIOVANNI VALDAR.
S. SEVERINO ROTA
S. SEVERO
SQUINZANO
TRIESTE
VITTORIA

f/N

Signor

BRIGADIER R.D. WACHORN

Director of Military Railways Service
Ministry of Communications
ROME

Circolazione carri serbatoio

Come è noto il Ministero delle Comunicazioni (Direzione Generale delle Ferrovie Servizio Movimento) a brevissima distanza con provvedimento contrastante ordinò in primo tempo che i serbatoi Mv. (carri coperti con botti di legno) fossero consegnati ai legittimi proprietari; e subito dopo c'è stato l'ordine di considerarli a disposizione delle Ferrovie.

Il provvedimento, se mantenuto, trascina fatalmente l'efficienza di questi carri in un cumulo di rottami pressoché inservibili.

Da quando essi furono messi a servizio dell'economia della Nazione mai le Ferrovie hanno ritenuto possibile e pratico d'assumersi la gestione, anche nella guerra 1915-1918 furono mobilitati per uso delle Forze Armate, ma con una gestione di pochissime persone estranee alle Ferrovie, anche nella guerra attuale i Tedeschi si sono serviti dei serbatoi per uso delle loro Forze Armate, ma con un sistema semplice senza provocare il provvedimento di una vera e propria requisizione che praticamente si rivela dannosa.

Ed infatti considerato che il serbatoio per la sua costruzione ha bisogno di una manutenzione pratica quanto assidua se si vuole tenerlo in efficienza, si capisce subito che le Ferrovie non sono in grado di provvedere; lo ha confermato il SERVIZIO MATERIALE & TRAZIONE, l'Organo ferroviario superiore preposto alla manutenzione

Amministrazione: NOLEGGIO SERBATOI

DEPOSITI NEI PRINCIPALI CENTRI VINICOLI

Corrispondenti in

ALCAMO
AREZZO
AVELLINO
BARLETTA
BOZZANO
BRINDISI
CARPI
FAENZA
FALCONARA MARITTIMA
FOGGIA
GROSSE
LACOROTONDO
LUGO
MANTOVA
MARTINAFRANCA
MESSINA
MILANO
MODENA
MONTEVARCHI
NICASTRO
PACHINO
PARTINICO
REGGIO EMILIA
RIPOSTO
SABIESE
S. BENEDETTO DEL TR.
S. GIOVANNI VALDAR.
S. SEVERINO ROTA
S. SEVERO
SQUINZANO
TRIESTE
VITTORIA

f/M

Signor

BRIGADIER R.D. TAGHORN

Director of Military Railway Service

Ministry of Communications

ROME

Circolazione carri serbatoio

Come è noto il Ministero delle Comunicazioni (Direzione Generale delle Ferrovie Servizio Movimento) a brevissima distanza con provvedimento contrastante ordino' in primo tempo che i serbatoi Mv. (carri coperti con botti di legno) fossero consegnati ai legittimi proprietari; e subito dopo c'è stato l'ordine di considerarli a disposizione delle Ferrovie.

Il provvedimento, se mantenuto, trascina fatalmente l'efficienza di questi carri in un cumulo di rotti pressoché inservibili.

Da quando essi furono messi a servizio dell'economia della Nazione mai le Ferrovie hanno ritenuto possibile e pratico d'assumersi la gestione, anche nella guerra 1915-1918 furono mobilitati per uso delle Forze Armate, ma con una gestione di pochissime persone pratiche estranee alle Ferrovie, anche nella guerra attuale i Tedeschi si sono serviti dei serbatoi per uso delle loro Forze Armate, ma con un sistema semplice senza provocare il provvedimento di una vera e propria requisizione che praticamente si rivela dannosa.

Ed infatti considerato che il serbatoio per la sua costruzione ha bisogno di una manutenzione pratica quanto assidua se si vuole tenerlo in efficienza, si capisce subito che le Ferrovie non sono in grado di provvedere; lo ha confermato il SERVIZIO MATERIALE & TRAZIONE, l'Organo ferroviario superiore preposto alla manutenzione di tutti i carri circolanti sulle strade ferrate d'Italia che ⁸¹⁹interpellato dal SERVIZIO MOVIMENTO se avesse potuto provvedere all'ordinaria manutenzione dei serbatoi si pronunziò negativamente e propose che fossero lasciati ai proprietari

(segue)

FRANCESCO NAGEL DI LUDOVICO

Amministrazione: NOLEGGIO SERBATOI

DEPOSITI NEI PRINCIPALI CENTRI VINICOLI

Telegrammi: FRANCESCO NAGEL
Numero: 24-220FIRENZE 2/ gennaio 1945
Piazza della Signoria, 5

Corrispondenti in

ALCAMO
AREZZO
AVELLINO
BARI
BELLUNO
BOLZANO
BRINDISI
CARI
FALCONE
FALCONARA MARITTIMA
FOGGIA
LECCE
LOCOROTONDO
LUGO
MANTOVA
MARTINAFRANCA
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PARTINICO
REGGIO EMILIA
RIPPOSTO
SABIA
S. BENEDETTO DEL TR.
S. GIOVANNI VALDAR.
S. SEVERINO ROTA
S. SEVERO
SQUINZANO
TRIESTE
VITTORIA

2° Foglio

Non è soltanto la difficoltà tecnica che non giustifica l'espediente, ma il compito amministrativo è anche più evidente perchè per manovrare bene i serbatoi ci vuole un'esperienza di lavoro che le Ferrovie non hanno e la possono improvvisare per un breve periodo d'attualità.

Il serbatoio prima d'essere mandato al carico richiede un controllo tanto agli organi di trazione quanto e maggiormente alle botti di legno che contengono il liquido. Una botte malchiusa, un portello mancante, un cerchio di ferro allentato o spostato, per un breve esempio, rende il carro inutilizzabile.

Le Ferrovie non hanno mai avuta l'attrezzatura per riparare una botte, le Ferrovie non hanno il controllo prima di mandare un serbatoio al carico. Ed allora avviene che un carro serbatoio sottoposto ad un viaggio di centinaia di chilometri arriva a destino e non può essere utilizzato.

RISULTATO:

- 1°) Spesa inutile di trazione per portarlo dalla stazione di partenza a quella di carico, e quindi abbandonato.
- 2°) L'uso al quale era destinato viene a mancare causando intempestive esigenze.
- 3°) Necessità di provvedere con altro serbatoio con inevitabile ritardo.

Il problema dei serbatoi posto nei suoi veri termini si può risolvere ⁸¹³ secondo un punto di vista realistico, di utilità, di convenienza finanziaria se le Ferrovie

Corrispondenti in

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REGGIO EMILIA
RIPOSTO
SABRIASE
S. BENEDETTO DEL TR.
S. GIOVANNI VALDAR.
S. SEVERINO ROFA
S. SEVERO
SQUINZANO
TRIESTE
VITTORIA

Non è soltanto la difficoltà tecnica che non giustifica l'espedito, ma il compito amministrativo è anche più evidente perchè per manovrare bene i serbatoi ci vuole un'esperienza di lavoro che le Ferrovie non hanno ne la possono improvvisare per un breve periodo d'attualità.

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RISULTATO:

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- 2°) L'uso al quale era destinato viene a mancare causando intemperie e vite d'esigenze.
- 3°) Necessità di provvedere con altro serbatoio con inevitabile ritardo.

Il problema dei serbatoi posto nei suoi veri termini si può risolvere secondo un punto di vista realistico, di utilità, di convenienza finanziaria se le Ferrovie per un malinteso timore di immaturità non insistessero nel mantenere la disposizione del fermo.

Telegrammi: FRANCESCO NAGEL
Telefono: 24-220

FIRENZE 2/Gennaio 1945
Piazza della Signoria, 5



FRANCESCO NAGEL DI LUDOVICO

Amministrazione: NOLEGGIO SERBATOI

DEPOSITI NEI PRINCIPALI CENTRI VINICOLI

Corrispondenti in

- ALCAMO
- AREZZO
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- REGGIO EMILIA
- RIPOSTO
- SAMBIASE
- S. BENEDETTO DEL TR.
- S. GIOVANNI VALDAR.
- S. SEVERINO ROTA
- S. SEVERO
- SQUINZANO
- TRIESTE
- VITTORIA

3° Foglio

Una buona gestione di questi carri si ripercuoterebbe senza dubbio assai favorevolmente sul potere dell'uso a cui sono destinati, contrastandone l'INUTILIZZAZIONE dalle necessità più urgenti del Paese.

Il sottoscritto che nel 1915-1918 fu di quelle pochissime persone pratiche mobilitate dal Ministero delle Guerra, come innanzi ho accennato, per gestire i carri serbatoio, il sottoscritto che gestisce la sua ditta che conta oltre 50 anni di questa specie di attività propone.

Di mobilitare un Capo responsabile scelto tra i pratici di questo lavoro, col compito"

1°) Di rintracciare tutti questi carri abbandonati nelle stazioni dell'Italia liberata.

2°) Di controllare la loro efficienza, e con tutti i mezzi possibili renderli atti all'uso.

3°) Di destinarli, con precedenza doverosa s'intende, alle richieste d'interesse militare sia da parte delle Forze Armate Alleate, sia parte del nostro Esercito.
Subordinatamente alla disponibilità dell'uso di carattere militare, accogliere le richieste cosiddette "private" cioè di produttori, di commercianti ed industriali di vino, delle cooperative, spacci aziendali, mense operai eccetera, con un ordine numerico progressivo per doverosa imparzialità.

817

CONSIDERAZIONI:

Accentrati che fossero da un Capo responsabile si realizzerebbe:
a) La precisa situazione sia nel senso numerico ed altrettanto nel senso dell'efficienza.

Corrispondenti in

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SAMBELASE
S. BENEDETTO DEL TR.
S. GIOVANNI VALPAR.
S. SEVERINO ROTA
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TRIESTE
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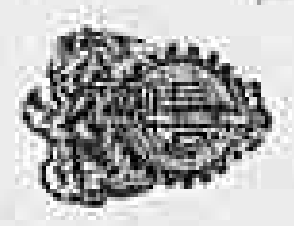
b) Il controllo, la manutenzione che è parte essenziale di questo lavoro.

c) La distribuzione all'uso con economia di tempo-mi spiego-se un carro
(segue)

1246

Telegrammi: FRANCESCO NAGEL
fono: 24.220

FRANCESCO NAGEL DI LUDOVICO



PIRENZE 2/Gennaio 1945
Piazza della Signoria, 5

Amministrazione: NOLEGGIO SERBATOI
DEPOSITI NEI PRINCIPALI CENTRI VINICOLI

Corrispondenti in

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- TRIESTE
- VITTORIA

4° Foglio

serbatoio viene richiesto per carico a ROMA per esennio, logica vuole d'applicare, quando è possibile, un carro che già si trova a Roma o che stia per arrivare o quanto meno il più prossimo per risparmio di tempo, di trazione, di logorio del veicolo.

d) Lo sfruttamento totale di questo mezzo speciale di trasporto, perché con una situazione accentrata s'ottiene di soddisfare più richieste; ed è naturale se si pensa che il Capo responsabile sa giornalmente quanti e quali serbatoi (perché sono di capacità diverse) si trovano in questa od in quella località, quali i riparatisti più e meno prossimi ad essere in ordine, quanti gli inservibili eccetera.

Cgni proprietario presente nell'Italia libera ritornerebbe in potere dei suoi carri col preciso obbligo di mantenerli in buono stato e sempre a disposizione dell'U.S. (Ufficio Serbatoi) mentre i serbatoi di proprietari non presenti nell'Italia liberata sarebbero curati dall'U.S. (Ufficio Serbatoi) che si sostituirebbe al proprietario per la manutenzione.

TUTTI i serbatoi indistintamente per circolare sarebbero scortati da una lettera di vettura SIGLATA dall'U.S. (Ufficio Serbatoi) senza di che le stazioni NON potrebbero metterebbero la partenza.

E così sarebbero eliminati i viaggi senza il consenso dell'U.S. (Ufficio Serbatoi)

So' per esperienza che la categoria dei proprietari e noleggiatori di serbatoi è stata sempre disciplinata; comunque a chiaranza dei loro diritti 818 doveri si darebbe formale DIFFIDA di utilizzarli senza il PERMESSO dell'U.S. (Ufficio Ser

Corrispondenti in

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 VITTORIA

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Fissare i prezzi di NOLEGGIO per esempio:

FRANCESCO NAGEL DI LUDOVICO

Amministrazione: NOLEGGIO SERBATOI

DEPOSITI NEI PRINCIPALI CENTRI VINICOLI

Telegrammi: FRANCESCO NAGEL
Telefono: 24-220FIRENZE 2/Gennaio 1945
Piazza della Signoria, 5

Corrispondenti in

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5° Foglio

=====

Viaggio da I sino a 200 chilometri	L.it. 3,000
" da 201 " a 400 "	" 5,500
" da 401 " a 600 "	" 8,000
" da 601 " a 900 "	" 10,000
" oltre i 900 chilometri	" 12,000

più un diritto fisso per ogni viaggio in L.it. 500=

che l'U.S. (Ufficio Serbatoi) accrediterrebbe al proprietario del serbatoio utilizzato, detraendo il 25% sulla somma incassata a titolo di rimborso spese che l'U.S. (Ufficio Serbatoi) deve sopportare per funzionare

I conteggi da farsi a fine di ogni trimestre solare=

Così anche dal lato finanziario l'Ufficio che si creerebbe si paga da se le spese senza assorbire dal Ministero delle Comunicazioni.

Grosso modo esposto così per sommi capi il problema dei serbatoi, penso se non altro di richiamare la cortese attenzione del signor Director of Military Raikway Service se ritiene di risolverlo con senso pratico utilitario.

Distinti saluti.

Corrispondenti in

ALCAMO
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5° Foglio

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Distinti saluti.

815

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

APO 512
13 January 1945

533.1 T

SUBJECT: Privately Owned Wagon
TO : Director General, I.S.R., Rome

1. Attached letter from representative of AC Transportation Sub-Commission refers to privately owned cistern wagon No. 500015 belonging to the firm of Marini Siro, wine merchant of Rome. Evidently this particular wagon has not been pooled with other privately owned wagons.
2. This letter will be your authority to take appropriate action in placing this wagon in the general pool of privately owned equipment.

For the Director:

S. E. London
S. E. LONDON
Captain, TC
Superintendent Transportation

cc:-AC Trans Sub-Com, Bldg ATT: Rail Chief

COPY

Transportation Sub-Commission Representative
Rome Division

Date 9 January 1945
Reference Tsc/RD/38

Transportation Sub-Commission (Rail)
H.Q., A.C.

Subject :- Pooling of privately owned wagons

In submitting a bid for the transportation of wine from Squinzano to Rome, the firm of MARINI Siro Wine Merchant, of via Marsala 22, Rome (phone 40120) requests also the transport of his own cistern wagon (serbatoio) No. 500015 from Rome Ostiense to Squinzano.

As all privately owned wagons are supposed to be pooled, you may wish to take appropriate action with M.R.S.

/sgd/ E. W. DEAN
Captain

813

243/1/36
JEB/gthHEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Movements Division - Rail

Tele : 475704

12 January 1945

AC To/21/25/RM

SUBJECT : Movement of Empty Wine Barrels by Rail.

TO : HQ. AMS.,
(Economic & Supply Division)
Lazio Umbria Region.

1. Reference your BS/1684 FA/135 .8 dated 5 Jan 45.
2. It is agreed the movement of all empty wine barrels from Rome to Apulia and Sicily will be by rail, at the rate of 25 wagons per week.
3. Regular weekly bids must be made in the normal manner and it is not expected that increased movement of wine by sea will produce any difficult problems as regards disposal of the empty barrels by rail.
4. Transport of empty barrels to stations in Sicily will be in rail wagon throughout, and sea lift from Reggio will not be required.

J. For *Mr. Col.*
MERRITT H. TAYLOR,
DIRECTOR.

Copy to : Agriculture Sub-Commission (for Major Merritt)
Transportation Sub-Commission (Rail Division) ✓
Capt. F. Dathie
Capt. E. V. Dean

812

243/1/35

SUBJECT : Weekly Wine Train

TO : The Director
 TN, Sub-Comm. (Rail Section)
 Allied Commission
 c/o TN, Increment - CMF

Transportation Sub-Comm. (Rail)
 Allied Commission
 c/o Movements East Italy
 Ref : AG/TN/ED/M/13/4
 Date : 9 Jan. 45

Reference AG/25/1/TN, dated 29 Dec. 44.

1. No complaint has been received from Military or Railway channels that the formation of the above train causes considerable snatching and congestion, and from the operating point of view there seems no reasons to substantiate such a complaint.

The main objection to the train is wastage of rolling stock by loaded wine tanks having to wait several days before dispatch and it is considered that if the train were cancelled and a similar or increased tonnage (to say 450 tons) be allocated locally as in the case of the train, and carried by ordinary civil or military trains, an all round advantage would be attained.

2. Wine in Tanks is a regular traffic to ORTONA as may be seen on the RARE Division weekly programme.

The congestion at ORTONA is a general one and not caused by wine tanks alone the cause being difficulty in road transport to effect unloading, this being aggravated by increasingly bad weather conditions.

E. S. Duffey

MAJOR R.E.
 AC TN Sub-Comm. Rep.

811

RBJ/ET

243/1/34
ACP/1cTRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.Tel: 483238
Our Reference: AC/243/1/Tn

1st January 1945

TO : General di Raimondo
ISR

SUBJECT : Weekly train for transportation of wine Lecce-Naples.

1. Reference your letter M312/9623/3/5/IOCA/2829/28 of
27 December.2. It is understood the wine train did not run in the dates
mentioned in your letter due to necessity of alteration of label
issuing scheme, following on change of days of running from
Wednesdays to Sundays.

3. It is operating regularly from 24 December.

Leifing May
O.H. LINDBERG
Lt.Col. R.E.,
Chief, Rail Section

810

Copy to: MRS (Capt. London)

223/1/33

ACP/10

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel: 463223

Our Reference: AG/243/1/Tn

29 December 44

TO : Major E.H.B. Jeffrey
C/o Mov East Italy

SUBJECT : Weekly Wine Train.

1. A complaint has been received that the formation of the weekly wine train is causing considerable shunting and congestion on the Sud Est system to the detriment of other traffic.
2. As you will know, this train was officially scheduled to run from Bari to Naples, as a 20 tanker train, by arrangements with the MRS, but it was agreed in such a form to avoid operational difficulties instead of causing them.
3. No report has been received from your Division to indicate that such difficulties are, in fact, arising, but in view of the complaint registered, it is necessary to forward a full statement in regard to the make up of the train, and what operational difficulties are being caused by the loading of the train at stations between Lecce and Bari.
4. In regard to wine tankers, it is also reported that 23 wine tankers have arrived at Ortoma conveying wine under AC jurisdiction. May details be received please of the conditions under which such tankers were forwarded, as considerable congestion is reported by Movements at Ortoma as a result.

L. Lindberg
O.H. LINDBERG
Lt. Col. R.A.M.
Chief, Rail Section

Copy to: MRS (Capt. London)

MABA V MEVQ (21)

FROM MOVEIT (FROM ~~JEFFREY~~) 291000A

TO TN INC (TN SUB COM A C)

QQX GR35 =

AC.TN.BD.291000.

WINE TRAIN LECCE NAPLES . REASON NOT MOVED DEC 6 13 20

OLD TIMING WEDNESDAY GAVE NO TIME LOAD AS LABELS DATED FOR

WEEK. NEW TIMING SUNDAY OPERATED WEF 24 ~~1145~~ OPERATING

REGULARLY FROM THAT DATE +

= 291145A

REPTN ~~21~~ 291000 ~~35~~ ~~AC~~ ~~TN~~ ~~BD~~ ~~291000~~ ~~NOT~~ ~~MOVED~~ ~~DEC~~~~6~~ ~~13~~ ~~20~~ ~~24~~ PSE ERASE WORD DATE AFTER ~~24~~ RD ~~24~~

OPERATING + 1145 JTM AR

81



808

Ministry of Transports
I.S.R. General Direction

Subject:
Weekly train for transportation
of wine Lecce - Naples.

14. Res Rome 27 DIC 1944
M.312, 623/3/5 *Dec 2829/28*

243/1/31

Headquarters
Military Railway Service
R o m e

f.i. Allied Commission
Transport Sub Commission

1. The I.S.R. Movement Section of Bari informs that on 6, 13 and 17 December the train for movement of wine has not been operated for the Bari AC. did not authorize their loading though empty tank cars were available.

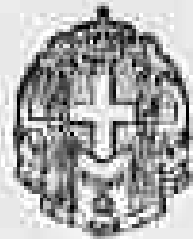
2. Please, see if the weekly operation of the train might be assured, giving authority for the requested movements.

Director General

E. DI RAFFONDO

Ca.23.cb.

807

MINISTERO
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 27 DIC. 1944

194 - A.

N. M. 312/9623/3/5 *luca* 2829/28

Al N.

del

OGGETTO

Treno settimanale per
trasporto vino da Lecce
a Napoli.

Direzione Generale M.R.S.

R O M A

p.c. Commissione Alleata
Sotto Commissione Trasporti

R O M A

ALLEGATI N.

1 - La Sezione Movimento di Bari riferisce che nei giorni 6 - 13 e 17 corrente mese non è stato effettuato il treno per i trasporti di vino, perché pur avendosi disponibilità di serbatoi vuoti, l'A.C. di Bari non accordò alcuna autorizzazione per il loro carico.

2 - Pregasi esaminare l'opportunità di assicurare l'effettuazione settimanale del treno concesso autorizzando i trasporti richiesti.

IL DIRETTORE GENERALE

Edi. Raimondo

806

203/1/30

TN INC (Tn Sub_Comm AG)

281100

JEFFREY C/o MOV E. ITALY

09

UNDERSTOOD YOU HAVE NOT AUTHORISED WINE TRAIN ON DECEMBER 6, 13, 47⁵
ALTHOUGH TANKERS WERE AVAILABLE SIGNAL FULL EXPLANATION (.) THIS TRAIN
THIS TRAIN SECURED AFTER CONSIDERABLE DIFFICULTY AND EVERY EFFORT MUST
BE MADE TO ENSURE REGULAR OPERATION

acc

IMPORTANT

1260

Ministry of transports
G.S.A. General Directorate

27 DIC. 1944 243/1/29
Rome
L.812/5 23/3/5/Jua|28|28

Subject:
Weekly train for transportation
of wine Lecce - Naples.

Headquarters
Military Railway Service
R o m e

f.i. Allied Commission
Transport Sub-Commission

1. The I.S.R. Movement Section of Bari informs that on 6, 13 and 17 December the train for movement of wine has not been operated, for the Bari AC. did not authorize their loading though empty tank cars were available.
2. Please, see if the weekly operation of the train might be assured, giving authority for the requested movements.

Director General

F.to DI RAIMONDO

804

Ca.23.cb.

ALLIED FORCE
MILITARY RAILWAY SERVICE-ITALY
HEADQUARTERS 774TH RAILWAY GRAND DIVISION
OFFICE OF DIRECTOR

A. P. O. 512
12 DECEMBER 1944

SUBJECT: POOLING OF PRIVATELY OWNED CARS
TO : DIRECTOR GENERAL, ISR, ROME

1. REFERENCE IS TO YOUR LETTER M.331/12730/251, 12 DECEMBER, CONCERNING THE REQUISITION OF PRIVATELY OWNED RAILWAY CARS.

2. THERE IS NO REASON WHY WINE TANKS BELONGING TO "SOCIETA ANONIMA ITALIA - NA PER LE FERROVIE DEL SUD-EST" SHOULD BE HANDLED OTHER THAN IN ACCORDANCE WITH ESTABLISHED PRACTICE. THEREFORE, ISR IS AUTHORIZED TO FOLLOW THE SAME PROCEDURE IN REQUISITIONING AND POOLING WINE TANKS OWNED BY "SOCIETA ANONIMA ITALIA" AS IS FOLLOWED IN THE CASE OF OTHER PRIVATELY OWNED CARS.

FOR THE DIRECTOR:

S. E. London
S. E. LONDON
CAPTAIN, T.C.
SUPERINTENDENT TRANSPORTATION

CC:-A.C. TRANSP. SUB-COMMISSION

243/1/26

Gen. Nov & En
 Allied Force Headquarters
 Col No. Freedom 578

Nov 3/301A

SUBJECT: Private Owned Wagons

TO : Nov HQ AFI
 To Nov West Italy
 To Nov West Italy
 To Nov Rome
 Nov HQ AFSA
 To Gen Commission HQ 60 /

1. Consequent upon a report that privately owned wagons, especially wine tankers, were being returned to their owners, it is now finally established that such wagons are NOT being returned to their owners.
2. Measures to meet the requirements of user services will be included on the wagon indent in the usual way.
3. Any further difficulties encountered in the supply of these wagons will be reported to this Headquarters at once for immediate investigation.

2nd December, '44

C. A. Piers
 C. A. PIERS, Major,
 For Brigadier
 A.F.H.Q. (Nov & En)

Copy to : DOD (Your Tel. A.3(6)/19/5-353A of 25 Nov refers) 832

21/3

243/1/25

ACF/10

TRANSPORTATION SUB-COMMISSION (AC)
 (Rail Section)
 C/o Transportation Increment,
 C. M. F.

Tel: 843207

Our Reference: AC/243/1/Tn

10 December 44.

TO : ISB - Ministry of Communications
 Direction General

SUBJECT : Wine Train - Lecce-Naples.

1. Reference is to your letter AC/243.1, dated 2 December 44, regarding movement of the wine tanker train between Lecce and Naples.
2. There is no objection to the reversal of the dates of running, and arrangements can be made for the full train to leave Lecce on Sundays, and the empty train to leave Naples on Wednesdays.
3. It is noted that all wine tankers have been placed into a common pool.

Arthur Cap...
 O. H. LINDBERG
 Lt. Col. R. A.
 Chief, Rail Section

Copy to :

MRS
 Major Jeffrey
 Major Bowers
 ASHQ "04"
 Mov & Tr.

801

243/1/24

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Deputy Director

A. P. O. 512
7 December 1944

Subject: Wine Train - Lecce to Naples

To : Director, Tn. Sub-Commission, APO 394
Director General, I.S.R., Building

1. Reference Col. Adams' letter, AG/243/1, 2 December,
and Gen. Di Raimondo's letter, M.312/930/318/03/17, not dated,
regarding movement wine tanker train from Lecce to Naples.

2. There is no objection to reversing the leaving days
as proposed.

For the Deputy Director:


S. E. LONDON
Captain, T.C.
Superintendent Transportation

800

TranslationMinistry of Communications
I S R Direction General

243/1/23

Subject:
Italian privately owned
railway cars

Rome - 7 Dec. 1944

M 331/12713/251/Deca/1612/44

Re: to AC/243/I/Tn dated 22 Nov. 44

1 encl/To Allied Commission
Transportation Subcommittee
APO 394

Concerning the above referred letter we attach copy of the telegram M 331/10 dated 1 Dec. 1944 revoking the disposition whereof the circular letter M. 331/12680/251 dated 11 Nov. 1944. Consequently all the cars and tanks privately owned will be utilized according to the rules and modalities, now in force for I S R cars.

The Director General

F.to DI RAIMONDO

Cu ng7

Noted

[Signature]

799



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

OGGETTO Carri ferroviari italiani
di proprietà privata.

ALL = I =

ALLA COMMISSIONE ALLEATA

SOTTO COMMISSIONE TRASPORTI

A P O 394

In esito alla nota a riferimento si rimette copia del telegramma M 331/IO in data I° c.m. con il quale si revoca la disposizione di cui la Circolare N° 331/12680/25I dell'11 novembre p.p. Di conseguenza tutti i carri e serbatoi privati continueranno ad essere utilizzati con le norme e modalità in vigore per i carri F.S.

IL DIRETTORE GENERALE

[Handwritten signature]

D.F.

(1) Servizio.

Stab. Tip. Pucci - Ancona - Ord. 37 - 30.6.42XX - 1.701.920 M. L.

R a li, - 7 DIC 1944 194 - A
N. M. 331/12713/251/3cca/1612/
Al N AC/243/I/Tn. del 22.11 44

TELEGRAM

COPY

ROMA - D.S.

30/11/1944

CAPITOLIO COMPARTIMENTO AND SEZIONI MOVIMENTO
 ANCONA - ROMA - NAPOLI - BARI - REGGIO C. - PALERMO
 DELEGATIONE CRIMINALI

for information: TRAFFIC AND COMMERCIAL SERVICE
 BUILDING - FERROTABILE - FLORENCE
 n. 331/10 Circular letter of this Direction General
 n. 331/12680/231, dated 11 Nov. 1944 regarding priva-
 tely owned cars is being annulled stop are still in
 force dispositions issued with circular letter M.22/
 E/305 dated 25 June 1944. Please provide in conformi-
 ty with what above and acknowledge receipt by wire.
 signed Di Raimondo

797

ng 7

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

FILO COPIA Mod. M-100
DISPACCIO DI SERVIZIO
in partenza, in arrivo o in transito

STAZIONE di

RICEVUTO da	il	ore	TRASMESSO a	il	ore
per Circuito N.	19	/	per Circuito N.	19	/
dell'impiegato			dell'impiegato		
Indicazione d'urgenza e categoria	DESTINAZIONE	PROVENIENZA	NUMERO	DATA DELLA PRESENTAZIONE giorno e mese ore e minuti	
		ROMA D.G.		30/11/44	

CAPO COMPARTIMENTO ET SEZIONI MOVIMENTO
ANCONA = ROMA = NAPOLI = BARI = REGGIO C. = PALERMO
DELEGAZIONE CAGLIARI =
p.n. SERVIZIO COMMERCIALE E DEL TRAFFICO = SEDE =
FERROTABILE = FIRENZE =
M. 331/10

Circolare questa Direzione Generale N° 331/
12680/251 dell'11 novembre c.a. relativa carri privati
est annullata punto Rimangono in vigore disposizioni
date con Circolare N° 22/E/905 del 25 giugno u.s. punto
Provvedasi in conformità confermando per filo punto

F.to DI PALMONDO

D.F.
Sabb. E. RICCI - Roma

Mod. M-106

MINISTERO
DELLE COMUNICAZIONI
Ferrovie dello Stato

RICEVUTA
del
DISPACCIO

N.
da
a
DATA

Il / 194
Anno
Ore

796
Firma

1269

242/1/22

Ministry of Communications
I.C.R. Direction General

Translation

Rome - 6 Dec. 1944

Subject: Wine train Lecce-Naples

M 332/3317/310/03/17/iceA
1599/28

To Allied Commission
Transports SubCommission

AFC 394

Reference is to your letter AC/243/I/Tn, dated 27 Nov. 1944.

- 1) The train for movement of wine, between Lecce and Naples, did not run on 15 Nov. 1944, because, as the twenty tanks had not been timely loaded, as settled, the Bari Transportation Section did not deem to operate the train with a smaller quantity of cars.
- 2) Effective 1st Dec. 1944, dispositions to give back privately owned cars to respective owners, had been revoked.
- 3) We acknowledged dispositions issued by Director M.R.S. concerning control of rolling stock.
- 4) Arrangements have been regularly made to operate weekly the wine train. In fact, the train ran, as ordered, on Wednesday 22 and 29 Nov. 1944.
- 5) We proposed, at once, to M.R.S. Direction, to operate the loaded train, leaving Lecce on Sundays instead that on Wednesdays, and the empty one, leaving Naples, on Wednesdays instead that on Sundays.
- 6) We shall communicate the decisions of M.R.S. Direction, and it is secured that we will make every effort to keep the necessary cars always at hand.

The General Director

F.to DI RAIMONDO

793

AFO 394

Reference is to your letter AC/212/L/Tn, dated 27 Nov. 1944.

1) The train for movement of wine, between Lecce and Naples, did not run on 15 Nov. 1944, because, as the twenty tanks had not been timely loaded, so settled, the Bari Transportation Section did not deem to operate the train with a smaller quantity of cars.

2) Effective 1st Dec. 1944, dispositions to give back privately owned cars to respective owners, had been revoked.

3) We acknowledged dispositions issued by Director M.R.S. concerning control of rolling stock.

4) Arrangements have been regularly made to operate weekly the wine train. In fact, the train ran, as ordered, on Wednesday 22 and 29 Nov. 1944.

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The General Director

F.to DI RAIMONDO

Cu/ ng 8

793

2 6 DIC 1944

N. 323/9317/318/03/17/100A
1599/28

ALLA COMMISSIONE ALLIATA
Sottocommissione Trasporti

A.P.O. 394

OGGETTO:

Treno vino da Lecce a

Napoli.-

Si fa riferimento alla vostra lettera AC/243/I/In del

27 novembre u.s.-

1 - Il treno per trasporto vino da Lecce a Napoli non ebbe luogo il 15 novembre u.s., perchè non essendo stati tempestivamente caricati tutti i 20 serbatoi stabiliti, la Sezione Movimento di Bari non ritenne conveniente effettuare il treno con una quantità di carri inferiore.-

2 - La disposizione di restituzione dei carri privati ai rispettivi proprietari è stata revocata il 1° corrente.-

3 - Si è preso atto delle disposizioni emanate dal Direttore del S.M.F. circa il controllo del materiale rotabile.-

4 - Si sono impartite le necessarie disposizioni affinché il treno vino venga regolarmente effettuato ogni settimana ed infatti esso ha avuto luogo come prescritto nei giorni di mercoledì 22 e 29 novembre u.s.-

5 - Abbiamo subito proposto alla Direzione del S.M.F. lo spostamento della data di partenza da Lecce del treno a carico del mercoledì alla domenica di ogni settimana e di quello a vuoto da Napoli alla domenica al mercoledì.-

6 - Vi terremo informati delle decisioni della Direzione del S.M.F. e vi assicuriamo che da parte nostra sarà fatto ogni sforzo perchè i carri necessari siano sempre disponibili.-

OGGETTO:

Treno vino da Lecce a

Napoli.-

A.F.O. 394

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6 - Vi terremo informati delle decisioni della Direzione del S.M.F. e vi assicuriamo che da parte nostra sarà fatto ogni sforzo perchè i carri necessari siano sempre disponibili.-

IL DIRETTORE GENERALE

F.to di S. M. F.

1273

243/1/21

AGP/10

INTER-ALLIED COMMISSION
APC 304
Transportation Sub Commission

Tel: 478701

Our Reference: AG/243/1

2 December 1944

TO : D. VRS., Rome

SUBJECT : Line train Lecce - Naples.

1. Our representatives ask if the days of operation of the wine tanker train may be reversed, in order to assist loading at Bari, to leave Lecce on Sundays full, and return from Naples empty on Wednesdays.

Please say if this may be arranged.

Arthur Capri.

D.S. 10426

Colonel, C.S.,

Director Tn Sub Commission

APHC 04

Mr & Mr

Maj. Jeffrey Bari AG

" Bowers Naples

Rev & Priority Economic Section

793

243/1/70
ACP/10

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

Tel: 478701

Our Reference : AC/243/1/Tn

2 December 1944

TO : D. MRS., Rome

SUBJECT : Privately owned cars.

1. Your letter of 20 November 44 crossed mine of 19th, to Minister of Communications (copy to you).
2. Arrangements are being made by Director of I.S.R. to return all wine tankers to common ownership, and private owners are being so informed.

for D.S. ADAMS,
Colonel, C.E.,
Director Tn Sub Commission
for *Adm. Insp. Capt.*

*copies to: Major Bowers
Major Jeffries.*

Allied Force
MILITARY RAILWAY SERVICE
Office of Deputy Director, Italy

A. P. O. 512
20 November 1944

Subject: Privately owned wagons

To : Director, A.C. Transportation Sub-Commission, APO 394

1. Reference letter from Director General Di Raimondo, ISR, dated 14 November File M-351/13683/251/ to A.C. Transportation Sub-Commission regarding return of privately owned cars to owners.

2. Such arrangement is not agreeable to MRS and is not to the best interest of the military effort. It is therefore requested that the agreement be cancelled immediately and all privately owned cars revert to the common pool and the distribution, use, and general handling of such cars resume former status.

3. Confirmation requested.

For the Deputy Director:

S. E. LONDON
Capt., TC
Superintendent Transportation

cc/ Gen. Di Raimondo, ISR

1276

ACP/hl

243/1/17

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Cur Ref: AC/243/1/Tn

22 November 1944

TO : Ministry of Communications
I.S.R. Direction General

SUBJECT: Italian Privately Owned Cars

1. Reference is to your letter M/331/12683/251/ICCA/1306/44 of 14 November.
2. This Sub-Commission has no record of any verbal agreement for handing back privately owned cars to the owners, and as all rolling stock owned or privately owned is controlled by the Director, Military Railway Services, it is felt some misapprehension has occurred.
3. Our letter AC 243/1/Tn, written before receipt of your letter quoted above conveys the feeling of this Sub-Commission on the matter.
4. Already very high prices have been demanded for the use of tankers for wine conveyance, with the result that the wine train did not run. Please let me know the matter will be put right at once.

for *AD* *793*
D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comma.

Copy Bures Rome

Translation

Very urgent

Ministry of Communications
I S R Direction General

Rome

14 NOV 1944

M 331/12683/251/ICCA/1306/44

Allied Commission

Transport Subcommittee

Subject:

Italian privately owned cars

R o m e

1) According to verbal agreements and authority given by your Commission to send back Italian privately owned cars to the owners, we forward herewith copy of the circular letter M 331/12680/251, dated 11 November 1944, covering dispositions on the matter to the concerned Offices.

2) It is therefore necessary that said handling be communicated by you to your units, so that the assignment of privately owned wine tanks to the bidders be discontinued. Bidders must apply henceforth to the very cars owners.

3) For eventual wine-movements, concerning Allied Military Forces, it has been ordered that I.S.R. Movement Sections provide to comply with the requests, by asking to the simple owner the release of the needed cars.

Director General
signed Di Raimondo

Ca/n g 13

789

243/1/16

Translation

Ministry of Communications
I S R General Direction
Movement Service

Rome 11 NOV 1944
N M 331/12680/251

Subject:

Privately owned cars under I S R management

Capi Compartimento
Movement Sections
Ancona-Roma-Naples-Bari-Reggio C.
Palermo
Delegation - Cagliari
Commercial and Traffic Service
Building
Rolling Stock and Traction Service
Florence

f.i.

Following telegram, dated 6 november, is confirmed:

"M 331/5 Re: circular M 22 E 905 of 25 June 1944 -
Effective from receipt of the present, Italian privately owned cars under
I S R management, must be released to their owners or legal representatives,
except tank cars needed to transport fuel for Allied Command.
Letter is following - Please confirm - signed Di Raimondo "

As it is believed that dispositions have been issued at once on the matter
and cars' owners have been duly informed, we point out that, consequently,
the whole privately owned rolling stock enlisted in I S R Park is now
divided into the three following groups:

- a) wine tank cars, given back to their owners
- b) tank cars held to transport fuel for Allied Command
- c) other cars, also given back to their owners, except ~~these~~ ^{those} whereof
group B .

Consequently, we issue the following dispositions:

- 1) Group A tank cars:

The list of cars, compiled as per para 2 of file M 331/12629/251 dated

Subject:

Privately owned cars under I S R management

Capi Compartimento
Movement Sections
Ancona-Roma-Naples-Bari-Reggio C.
Palermo

Delegation - Cagliari

Commercial and Traffic Service

f.i.

Building

Rolling Stock and Traction Service

Florence

Following telegram, dated 6 november, is confirmed:

"M 331/5 Re: circular M 22 E 905 of 25 June 1944 -

Effective from receipt of the present, italian privately owned cars under I S R management, must be released to their owners or legal representatives, except tank cars needed to transport fuel for Allied Command. Letter is following - Please confirm - signed Di Raimondo "

As it is believed that dispositions have been issued at once on the matter and cars' owners have been duly informed, we point out that, consequently, the whole privately owned rolling stock enlisted in I S R Park is now divided into the three following groups:

- a) wine tank cars, given back to their owners
- b) tank cars held to transport fuel for Allied Command
- c) other cars, also given back to their owners, except ~~these~~ ^{those} whereof group B .

Consequently, we issue the following dispositions:

1) Group A tank cars:

The list of cars, compiled as per para 2 of file M 331/12629/251 dated 19 October 1944, will show the date from which each car must be considered as being available for the owner.

This Seat will provide to pay to the respective owners the special fee and kilometric tax collected for the wine tank cars, according to

./.

Ca/ng13

monthly statements (whereof inclosure 2 of said circular letter dated 25 June, and para 3 of letter dated 19 October).

The last of said statements will show the amounts eventually refunded to the concerned, when the tank car could not be utilized due to I R S's fault of fact.

2) Group B. tank cars

For this group of tank cars, held on behalf of the Allied Command, a third list is to be compiled, showing the same data of the other ones.

The daily hiring fee of lire 30 per car, for the whole hire time, will be paid by this Seat to the cars' owners, as already done for Italian privately owned tanks hired by I S R to transport fuel from Rumania. Maintenance and repair of group B tank cars are on charge of I S R.

3) Group C. tank cars

The first list of cars, compiled as per para 1, will likewise show the date upon which each car must be considered as being available for the owner.

The daily carriage of lire 30 per car, for the whole hire time, will be paid also for the owners of group C. tank cars. The monthly statement showing cars utilization, whereof inclosure 1 of circular dated 25 June 1944, is no longer to be forwarded to this Seat.

4) General rules

The three lists whereof preceeding paras, as well as the monthly statement showing wine tanks utilization, whereof para 1 of the present, must be forwarded to this Seat even if they result to be negative. I recommend that such records be carefully compiled, as they must show the data needed to find out the refunds and hire amounts which I S R Administration has to pay to the owners of the

cars.

dated 25 June, and para 3 of letter dated 13 October).

The last of said statements will show the amounts eventually refunded to the concerned, when the tank car could not be utilized due to I R S's fault of fact.

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Ca/ngi3

./.

- 3 -

Cars belonging to Firms located in the not yet liberated Italy can be available only for those who can prove at any time to be legal representatives of said Firms, who will be contacted for the relative handlings.

In order to make easier the enquiries concerning the service number of the cars, name and residence of the owners, we forward to the Movement Sections a copy of the new "Alphabetic list of Firms, owners of the cars enlisted in the I S R rolling stock Park on 30 June 1943".

Please confirm.

Director General
signed Di Raimondo

787

1283



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

URGENTISSIMA

Roma,

14 NOV 1944

104 - A

N. M.331/12683/251/CCA/1306
44

Al N. del

OGGETTO: Carri privati italiani.

Commissione Alleata
Sotto Commissione Trasporti

R O M A

1° = In relazione agli accordi verbali ed al benestare dato da codesta Commissione in merito alla restituzione dei carri privati italiani alle rispettive Ditte proprietarie, si rimette una copia della Circolare M.331/12680/251 dell'11 andante colla quale si sono impartite disposizioni in tal senso agli Uffici interessati.

2° = Occorre pertanto che il suddetto provvedimento venga da codesta Commissione portato a conoscenza dei propri organi dipendenti, affinché abbia termine l'assegnazione dei serbatoi privati da vino agli speditori che ne fanno richiesta, i quali pertanto dovranno d'ora innanzi rivolgersi ai proprietari dei carri medesimi.

(1) Servizio.
A.B.

./.

3° = Per i trasporti di vino eventualmente occorrenti alle Forze Militari Alleate si è inoltre disposto che le Sezioni Movimento provvedano a soddisfare le relative richieste chiedendo ai singoli proprietari la messa a disposizione dei carri occorrenti.

IL DIRETTORE GENERALE

Udi Raimondo

785021

11 NOV 1948

89 30 991/12688/251

Diversity and Generality

Wetmore's Field Station

Servizio Sorimento

Capit. Compañía de

Déclaration = 5,625,000 2

Ses. am. orientale

$$\text{WDR} = \frac{\sum_{i=1}^n W_i}{\sum_{i=1}^n W_i + \sum_{j=1}^m C_j} \quad \text{with } W_i = \text{weight of } i \text{ and } C_j = \text{count of } j$$

FOR FURTHER INFORMATION:

lupamente con la Casavida. All'ultimo,

9 = Carri di altri tipi per vendita di prodotti e esclusi quelli di cui al gruppo 8.

010) numero di persone presenti (10)

$L^2 = \text{convulsoi, do 3 grupo A e}$

682

Nell'elenco dei casi compilato come detto il punto 20

0000000

Carri ferroviari gestiti
dalla F.S.

Allegato 1 - 10.11.1951 - 10.11.1951 - 10.11.1951

Delegazione - 10.11.1951

Sezioni ferroviarie

10.11.1951 - 10.11.1951 - 10.11.1951

10.11.1951 - 10.11.1951 - 10.11.1951

10.11.1951 - 10.11.1951 - 10.11.1951

Si allegano il seguente telegramma in data 6 corrente.

" 351/5 - 10.11.1951 - 10.11.1951 - 10.11.1951
" Del richiedente della presente sono privati i seguenti gestiti
" da nostra amministrazione devono essere lasciati nuovamente
" apponiamo singoli proprietari per legge rappresentati tutti
" concessione servizi di trasporto carbone e carbone
" 10.11.1951 - 10.11.1951 - 10.11.1951

ritenuto che sia stato subito dirottato nel senso indicato
di
e che ciò siano stati avvenuti i singoli proprietari dei car-
ri, si precisa che tutto il materiale del materiale privato resterà
in quel paese F.S. viene che il materiale si assenti sull'elenco dei
tre gruppi.

A - Carri ferroviari da rinvio restituiti ai proprietari
B - Carri ferroviari restituiti per i trasporti di car-
bonate contro danaro all'Alto.
C - Carri di altri tipi pure restituiti ai proprietari
esclusi quelli di cui al gruppo B.

Ciò premesso si dispone quanto segue:

1° - Sei del gruppo A.

785

Nell'elenco dei carri compilato come detto al punto 2°
della lettera 321/12.623/251 del 19 ottobre 1951, si dovrà indi-
care la data in cui ciascun carro deve considerarsi riscosso e di-
sposizione del proprietario.

a cura di questa Sede il diritto speciale a la stessa qualità
metrica necessari per i carri serbatoi da vino verranno corrisposti
ai rispettivi proprietari in base ai prospetti cancelli allegato
no 2 della citata Circolare del 25/8. Il piano 25 della lettera del
19/10), nell'ultimo dei quali dovranno essere riportati gli importi
eventualmente rimborsati agli aventi diritto, quando l'effettuazio-
ne del serbatoio con abito potuto av- luogo unicamente per colpa
o per fatto imputabile all'F.S.

2°- Serbatoi del gruppo B

Per tale gruppo di serbatoi trattasi qui per i bisogni del Co-
mando allente dovrà essere compilato un terzo blocco, con gli stan-
di elementi previsti per gli altri due.

Ai proprietari dei serbatoi in parola verrà corrisposto, a cu-
ra di questa Sede, il solo giornaliero di L. 30 - per carro, per
tutto il periodo di noleggio, analogamente a quanto si è praticato
per i carri serbatoio privati nazionali presi a noleggio F.S. per
i nostri trasporti di carburante dalla Romania.

La manutenzione e la riparazione dei serbatoi del gruppo B sono
a carico delle F.S.

3°- Carri del gruppo C.

Nell'elenco dei carri compilato come detto al punto 1°, si du-
rà, eventualmente indicare la data in cui ciascun carro si dovrà con-
dere, rimesso a disposizione del proprietario.

Indice ai proprietari dei carri di tale gruppo verrà corrisposto,
a cura di questa Sede, il solo giornaliero di L. 30 - per carro,
e per tutto il periodo di noleggio.

Non occorre altrimenti l'invio a questa Sede del Prospetto

metriche riconosciute per i carri serbatoi da una versione corrispondente ai rispettivi proprietari in base ai prospetti generali allegato al No 2 della citata Circolare del 25/6. Il punto 22 della lettera del 13/107, nell'ultimo dei quali dovranno essere riportati gli importi eventualmente rimborsati agli aventi diritto, quando l'Utilizzatore del serbatoio non abbia potuto aver luogo unicamente per colpa o per fatto imputabile alla F.S.

2° - Serbatoi del Gruppo B

Per tale gruppo di serbatoi trattati nel par. I bisogni del Comando Aeronautico dovrà essere compilato ed inviato all'Ente con gli stessi elementi previsti per gli altri due.

Ai proprietari dei serbatoi in parola verrà corrisposto, a cura di questa Sede, il solo abbuondante di L. 300 per carro, per tutto il periodo di noleggio, analogamente e quanto si è praticato per i carri a ribalta privati nazionali presi a nolo dalla F.S. per i netti trasporti di carburante dalla Romania.

La manutenzione e la riparazione dei serbatoi del gruppo B sono a carico della F.S.

3° - Carri del Gruppo C.

Nell'elenco dei carri compilato come detto al punto 1°, si dovrà ugualmente indicare la data in cui ciascun carro si deve consegnare, rimborsare o dismissione del proprietario.

Inoltre ai proprietari dei carri di tale gruppo verrà corrisposto, a cura di questa Sede, il solo abbuondante di L. 300 per carro, e per tutto il periodo di noleggio.

Non occorre altrimenti l'invio a questa Sede del Prospetto manovale della utilizzazione dei carri di cui all'allegato No 1 della Circolare del 25/6 u.s.

1° - Forma semplice.

I tre elementi indicati in punti precedenti si riferiscono al progetto di legge dell'Utilizzazione dei servizi da parte dei punti di vista della presente, devono essere trattati a questa sede anche se negativi.

Interessa ricordare che la massima precisione nella compilazione di tali elaborati, poiché da essi si dovranno rilevare i precisi elementi per elaborare i rilievi ed il ruolo che la nostra Amministrazione è tenuta a corrispondere ai proprietari dei carri in oggetto.

Avvertisi che il diritto di disporre dei carri appartenenti a Ditte domiciliato nell'Italia non ancora liberata, spetta soltanto a chi dimostra in qualunque tempo di esserne il legale rappresentante, e solo con questi saranno svolte le relative pratiche.

Per facilitare infine gli accertamenti riguardanti i numeri di servizio dei carri, il nome e la ragione sociale e la sede dei proprietari, si trasmette alle Sezioni Movimento una copia del n. 10 "Elenco Alfabético delle Ditte proprietarie dei carri iscritte nel parco veicoli F.S. al 30 giugno 1943".

Conferma.

Il Direttore Generale

U. M. M. M. M.

ACP/nl

1290

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Tel: 478701

Our Ref: AC/243/1/Tn

19 November 1944

TO : Ministry of Communications
(For I.S.R. General Direction) Rome.

SUBJECT: Wine train LECCE-NAPLES

1. This train did not run this week as scheduled, due to fact that I.S.R. at Bari would not authorize the use of available tankers.
2. It is understood that your Headquarters have issued instructions that all tankers not in use for military purposes will revert to private ownership.
3. It is pointed out that by instructions of Director, Military Railway Services, all rolling stock is pooled, irrespective of the type of commodity conveyed. It might be mentioned that in England all rolling stock has been pooled since the outbreak of war.
4. It is therefore requested that if there is a serious desire to ensure that wine is moved from Lecce territory, immediate steps be taken to ensure that tank wagons are not held up, and if this needless delay is likely to continue, AC will have no alternative but to point out to Military Railway Services that the train agreed upon should be withdrawn.
5. Our representative at Bari suggests that it would be preferable for loading purposes if the up train to Naples ran on Sundays, and the down train on Wednesdays.
6. It is not felt that M.R.S. would raise any objection to the transition of train timings, so that provided an indication is given that serious effort will be made to ensure that tankers are made freely available, the train could operate in the near future.

TO : Ministry of Communications
(For I.S.R. General Direction) Rome.

SUBJECT: Wine train LECCE-NAPLES

1. This train did not run this week as scheduled, due to fact that I.S.R. at Bari would not authorise the use of available tankers.
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By Command of Commodore Stone

See 784
D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Copy mss

AOP/nf

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 478701

17 November 1944

Our ref: AG/TN/243/1/

TO : Major W.F. Blair Reggio
Capt. S.C. Hall Bari
Major V.R. Bowers Naples
Capt. S.T. Dean Rome

SUBJECT : Conveyance of wine by Rail

1 There is a considerable shortage of rail box cars and it is essential that they be specially reserved for the conveyance of damageable freight likely to suffer from weather conditions.

2 It has come to notice that such cars have been and are being used for the conveyance of wine.

3 It is requested that arrangements be made to ensure that wine traffic passes only in tankers or in open cars, and you are required to ensure that every effort is made to see that box cars are not wrongly used for wine traffic.

W. Lindberg, Lt. Col. 783
for. D.S. ADAMS
Colonel, C.B.
Director, Tn. Sub-Comm.

Copy to: M.R.B. Rome
Mov. & Tn. AFHQ
AFHQ G-5
Ministry of Communications (for ICR Gen. Direction.)
Food Sub.Comm. HQ AC.
Mov & Priorities (Econ. Sec.) HQ AC.
Mov., Tn. Sub.Comm. HQ AC.

243/1/19

COMM. ORIENTED.
S.E.R. 12.

Transportation Sub-Commission
Allied Commission
C/o American E. Italy
Ref AC/TN/EE/KIII/159.
Date 5 November 1944.

Allocation of Wine Tank Wagons.

This Office has been informed that the allocation of Wine Tank Wagons to consignors on the SUE-SOF Railway is being made by the Firm of GORDON, who require the payment of a Sum varying between 3000 Lire and 10,000 Lire before the Tank Wagon can be supplied.

Since as you are aware the private ownership of Railway Rolling Stock is not recognized by the Allies, and the control of all Wine Tank Wagons is exercised by D.C.M.R.S. and the Allied Commission, will you please reply by return giving an explanation if the above information is correct, and take the necessary steps to stop this abuse at once.

E. J. Dwyer

Major R.B.
ACC TN Sub-Comm Rep.
Peri Div.

Copy to the Director ✓
Transportation Sub-Commission
Allied Commission

HOWEIR.

ALLIED FORCES
MILITARY RAILWAY SERVICE
OFFICE OF DEPUTY DIRECTOR, ITALY

A P O 400
1 November 1944

Subject: Weekly wine train - Lecce to Naples.

To: ✓ Director, Tn Sub-Committee, A.C.C.
Director General, Italian State Railways.
Commanding Officer, 701 Ry Grand Division.
D.A.D. Tn. 3.

1. Effective with the first train from Lecce Wednesday 15 November and from Naples Sunday 19 November weekly wine train is authorized for operation one trip per week between Lecce and Naples. This train to handle twenty (20) wine tankers only and will not be utilized for the handling of other tonnage.

2. Train to depart Lecce each Wednesday 1058 hours, arriving Naples 2130 hours the following day. On the southward trip, depart Naples each Sunday 1005 hours arriving Lecce 2100 hours each Monday.

For the Deputy Director:

R. P. Moss
R. P. MOSS
Lt.Col. T.C.
Ry. Operations Supt.

cc- Capo Compartimento - Naples.

ACP/fd

File

243/1/11

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478701

3 November 1944

Our ref.: AC Tn/243

TO : Food Sub-Commission
Agriculture Sub-Commission
Regional Commissioner Southern Region

SUBJECT : Special Wine Tanker Train Lecce-Naples.

1. On and from 15 Nov. 44 a special wine tanker train will run between Lecce and Naples, consisting of 20 tank cars, leaving Lecce at 10.58 hours, and calling at Brindisi, Taranto, Metaponto, Potenza, Battipaglia and this train will operate every Wednesday.
2. Return empty train will leave Naples at 10.05 hours every Sunday from 19 Nov. 44.
3. Details of timings of the service will be sent you shortly in Tn.Sub-Comm. Rail Circular 1, but this advise is sent you in order that you can make any special arrangements you consider necessary.

advice copy
D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

Copy to : AC Tn/ Rep. Bari
Naples
Econ. Section. HQ. AC.

780

243/1/10
Dalla Direzione Generale FF.SS.ROMA - Alla Commissione Alleata,
Sottocommissione Trasporti, ROMA.
Numero M.323/8892/318/03/N/ICCA 1250/28, 8 Novembre 1944.

Riferimento lettera ACC.Tn/243 del 30.10 u.s. relativa
effettuazione treno settimanale per trasporto vino da Lecce
a Napoli, per assicurare completa utilizzazione del treno
suddetto in partenza giorno 15 corr., si segnala la necessità
che venga aumentato il quantitativo delle autorizzazioni di
carico finora concesse, occorrendo formare il treno con almeno
20 carri serbatoi giusta desiderio di codesta A.I.

Il Dir.Gen. DI RAIMONDO

From General Direction I.S.R. Rome
to AC.Tn.Sub-Commission, Rome

No. M.323/8892/318/03/N/ICCA/1250/28 of November 8th 1944.
With reference to AC letter Tn/293 of Oct.30th ult.concerning
operation weekly train for carriage of wine from Lecce to
Naples, in order to assure full utilisation of said train
starting on 15th next, we point out the necessity that the
quantity of authorisation already granted be increased as the
train must be made up with at least 20 wine tankers according
to the wishes of that AC.

779

sgd:Di Raimondo
General Director I.S.R.

File in Roma
Lecce

1 2 9 7

Dalla Direzione Generale FF.SS.ROMA - alla Commissione Alleata,
Sotto commissione Trasporti, ROMA.
Numero M.323/8892/318/D3/M/IOGA 1250/28, 8 Novembre 1944.

Riferimento lettera ACC.Tn/243 del 30.10 u.s. relativa
effettuazione treno settimanale per trasporto vino da Lecce
a Napoli, per assicurare completa utilizzazione del treno
suddetto in partenza giorno 15 corr., si segnala la necessità
che venga aumentato il quantitativo delle autorizzazioni di
carico finora concesse, occorrendo formare il treno con almeno
20 carri serbatoi giusti desiderio di codesta A.I.

IL DIR. GEN. DI RAIMONDO

From General Direction I.S.R. Rome
to AC.Tn.Sub-Commission, Rome

No. M.323/8892/318/03/M/IOGA/1250/28 of November 8th 1944.

With reference to AC letter Tn/293 of Oct.30th ult. concerning
operation weekly train for carriage of wine from Lecce to
Naples, in order to assure full utilisation of said train
starting on 15th next, we point out the necessity that the
quantity of authorisation already granted be increased as the
train must be made up with at least 20 wine tankers according
to the wishes of that AC.

779

sgd: Di Raimondo
General Director I.S.R.

*File in wmm
Liam*

Allied Force
MILITARY RAILWAY SERVICE
Office of Deputy Director, Italy

A. P. O. 512
11 November 1944

Subject: Movement of Wine.

To : Director Transportation, Sub-Commission, A.C., APO 394

ATTENTION: Captain Ping

1. Reference your letter 9 November, file AC.Tn/243/1/ regarding movement of wine.

2. I do not believe that it is advisable, at this time, to issue instructions positively prohibiting the use of box wagons for wine traffic. We should, however, direct all interested agents to use wine cistern cars, except for the movement of wine in barrels which should then be loaded in open wagons.

3. Your assistance in advertising and inaugurating this policy will be appreciated.

For the Deputy Director:

S. E. London
S. E. LONDON
Captain, T.C.
Superintendent Car Service

1299

BWB/gfh

HEADQUARTERS
ALLIED COMMISSION

Transportation Sub Commission
APO 394

Tele : 576701

9 November 1944

AC Tn/243/

SUBJECT : Weekly Wine Train - Lecce to Naples.

TO : Capt. Hall,
Tn. S.C. Rep.,
AC Beri.

1. Following is copy of letter of 1 Nov. 44 from Rly. Ops. Supt., addressed to Tptn S.C., I.S.R., OC 701 Rly Grand Division, and D.A.D. Tn. 3; for your information.

" 1. Effective with the first train from Lecce Wednesday 18 November and from Naples Sunday 19 November weekly wine train is authorised for operation one trip per week between Lecce and Naples. This train to handle twenty (20) wine tankers only and will not be utilised for the handling of other tonnage.

2. Train to depart Lecce each Wednesday 1058 hours, arriving Naples 2130 hours the following day. On the southward trip, depart Naples each Sunday 1008 hours, arriving Lecce 2100 hours each Monday.

2. I presume arrangements for acceptance of bids for movement of wine by this train to Naples will be supervised by you. There does not seem any object in sending bids to this HQ.

3. Will you please confirm agreement?

BWB

777

for D.S. ADAMS,
Colonel, C.E.,
Director, TPTN S.C.

ALLIED FORCES
MILITARY RAILWAY SERVICE
OFFICE OF DEPUTY DIRECTOR, ITALY

A P O 400
1 November 1944

Subject: Weekly wine train - Lecce to Naples.

To: Director, Tn Sub-Committee, A.S.C.
Director General, Italian State Railways.
Commanding Officer, 701 Ry Grand Division.
S.A.S. Tn. 3.

1. Effective with the first train from Lecce Wednesday 18 November and from Naples Sunday 19 November weekly wine train is authorized for operation one trip per week between Lecce and Naples. This train to handle twenty (20) wine tankers only and will not be utilized for the handling of other tonnage.

2. Train to depart Lecce each Wednesday 1050 hours, arriving Naples 2150 hours the following day. On the southward trip, depart Naples each Sunday 1005 hours arriving Lecce 2100 hours each Monday.

For the Deputy Director:

R. E. MOSE
Lt. Col. T.C.
Ry. Operations Supt.

cc- Capo Compartimento - Naples.

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
ECONOMICS & SUPPLY
APO 374

243/1/17
Tm S/c

REF/321/17

5 November 1944

SUBJECT: Special Wine Tanker Train - LECCE to NAPLES

TO : Zone Commissioner
Bari
Naples

1. On and from 13 Nov. 44 a special wine tanker train will run between Lecce and Naples, consisting of 20 tank cars, leaving Lecce at 10.30 hours, and calling at Brindisi, Taranto, Metaponto, Potenza, Battipaglia and this train will operate every Wednesday.

2. Return empty train will leave Naples at 10.05 hours every Sunday from 13 Nov. 44.

3. Details of timings of the service will be sent you shortly in In. Sub-Comm. Rail Circular 1, but this advice is sent you in order that you can make any special arrangements you consider necessary.

BY ORDER OF BRIGADIER DUNLOP

G.A. BRIDGEMAN
Lt. Col. - RA
Regional Economics
& Supply Officer

SPS/om

Copy to: Hq. A.C. ✓
(For attention Transportation Sub-Commission
your letter AC TM/42 dated 5 Nov. 44 ref 775)



CG/h1

File
243/1/6-

• HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

9 November 1944

Tel: 478701
Our Ref: AC.Tn/243/1/

TO : Director
Military Railway Service

SUBJECT: Movement of wine

1. Reference is to your letter of 1 November '44.
2. Attached is a copy of our Bari representative's reply.
3. Do you agree to Allied Commission issuing instructions to the effect that box wagons will NOT be used for wine traffic?

ad
D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

Enclosure: 1
(copy of Bari's letter)

774

SUBJECT : Privately owned Railway Tank
and Box Cars

TO : Capt. A.C. KING
F.A. to D.D.

Tn Sub-Comm Repr
o/c Movements E. Italy

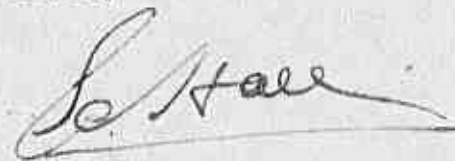
Date : 30 Oct. 44

Ref : ACC/Tn/BD/1/44

Your Ref ACC/Tn/44 received and the private
tanks and box cars these firms refer to as being
available to them are strictly a myth.

The wine tankers have all been taken over
by the I.S.R. Rly and placed in a pool and are
available for use by civilians only when authorised
through the proper channels.

Can assure you there are no box wagons or
other railway equipment lying idle if in good
working order on the Bari Division.



Capt. T.C.
ACC Div. Supt.
Bari

SB/RT

773

COPY

EWD/ele

~~44~~/11

Tn. Sub-Commission Representative
c/o Capo Compartimento
Rome

20 October 44

Director,
Tn. Sub-Commission HQ ACC

Subject : Privately owned railway tank and box cars.

1. Requests for transportation of Wine and Foodstuffs from the Bari Area to Rome have within the past few days been received from the firm of Gondrand and from the Co-operativa Indipendenti Combattenti, both of whom have been instructed to place their bids at the despatching end in accordance with Tn. Memo N° 3.

2. Both of these organisations refer to cistern and box-cars which they state are available for their commodities.

3. In the case of Gondrand they are alleged to have about 20 cistern and box-cars in operating order and not being used at the present time, and the Co-operativa refer to 15 cistern and 10 box-cars belonging to the Sud-Est system.

4. As it is understood that all privately owned wagons, particularly cistern cars, were to be taken over by the I.S.R. it may be well to enquire as to why they are still lying idle. Being empty they are presumably in the Bari area.

E.W. Dean
Cpt.

774

File 243/11
RWH/18HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 324

Tele 478701

23 October 1944

Our ref.: ACC Tn/44

SUBJECT : Privately owned Railway Tank and Box Cars

TO : Capt. S.C. Hall
Tn. Bari

1. Hereto attached is a copy of communication received in regard to privately owned cars available for use at the present time.

2. Would like an investigation made of this report to ascertain whether or not these cars are available for use.

ad.
D.S. ADAMS
Colonel; GE,
Director, Tn.S/O.

Copy to : Major Richardson

771

Enclosure : 1

1306

COPY

EWD/el.

44/58

Tn. Sub-Commission Representative
c/o Capr Compartimento
Rome

20 October 44

Director,
Tn. Sub-Commission HQ AGC

Subject : Privately owned railway tank and box cars.

1. Requests for transportation of wine and Foodstuffs from the Bari Area to Rome have within the past few days been received from the Firm of Gondrand and from the Co-operativa Indipendenti Combattenti, both of whom have been instructed to place their bids at the despatching end in accordance with Tn. Memo No 3.
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4. As it is understood that all privately owned wagons, particularly cistern cars, were to be taken over by the I.S.R. it may be well to enquire as to why they are still lying idle. Being empty they are presumably in the Bari area.

E.W. Dean
Cpt. 770

TO : Capt. Ping
F.A. to D.D. ACC Tn S.C.

Transportation Sub-Commission
Allied Control Commission
c/o Movements E. Italy
Our ref ACC/TN/BD/XIII
Date 23 October 1944

SUBJECT : Movement of WINE from Puglia
to West Coast Areas.

1. Your Ref. ACC. TN/243 received and it is agreed that Wine Tankcars should be used on all East-West Wine Traffic, when possible.
2. Our weekly Census Figures do not agree with you that there are 200 Wine Tankcars in Apulia. A conservative estimate is approx, 150 of which the Allied and Italian Military require about 70 per week.
3. It is agreed with D.G.F.R.S. that high side open wagons will be furnished if and when Wine Tankcars are not available in the future.

Capt. T.C.
ACC Div. Supt.
Bar

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

243/1/3

KJC/au

4 November 1944

ACC/51-5/FOOD

SUBJECT : Use of closed rail cars for wine.

TO : HQ. ACC. Transportation Sub-Commission,
Rail Section (Att. Capt. Ping)

1. Confirming conversation Capt. Ping - Capt. Curran, please issue an order to the railways forbidding the use of closed rail cars for the transportation of wine.

2. Wine may be transported in cisterns and barrelled wine in open cars. Wheat, flour and most other food products, on the other hand, must be moved in closed cars and closed cars should be reserved for such traffic in view of the shortage prevailing.

W.J. Legg
W.J. LEGG
Colonel

Director Food Sub-Commission

Allied Force
MILITARY RAILWAY SERVICE
Office of Deputy Director, Italy

A. P. O. 512
1 November 1944

Subject: Movement of wine Puglia to Naples and Rome areas.

To : Transportation Sub-Commission, A.C.C., APO 394

ATTENTION: Captain Ping

1. Please refer to your letter of 18 October addressed to A.C.C. Representative at Bari, file ACC.Tn/243 regarding wine and alcohol cars.

2. Will appreciate advice as to what Captain Hall submitted in response to the inquiry.

For the Deputy Director:

S. E. LONDON
Captain, T.C.
Superintendent Car Service
Transportation Department

1ST IND.

AF MIL RY SV, DDMRI, APO 400, US ARMY, 30 OCTOBER 1944.

TO: ACC, TRANSP. SUB-COMM., APO 394, US ARMY.

1. THERE IS NO OBJECTION TO OPERATING THIS WINE TRAIN FROM LECCE TO NAPLES PROVIDING ONLY WINE TANK EQUIPMENT IS USED AND THE SCHEDULE IS AGREEABLE AS PROPOSED.

2. IT WILL ALSO BE PERMISSABLE TO ALLOW TANKERS STOPPED AT THE VARIOUS POINTS BEFORE REACHING NAPLES.

FOR THE DEPUTY DIRECTOR:

FRANK MCGUIRE
CAPTAIN, T.C.
SUPT. OF TRANSP.



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HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

21 OCTOBER 1944

TEL: 478701
OUR REF: ACC.TN/243

TO : MILITARY RAILWAY SERVICE, ROME

SUBJECT: TRANSPORTATION WINE FROM LECCE TO NAPLES

1. FOLLOWING THE DECISION OF THE LAST TRANSPORTATION MEETING, IT WAS AGREED IN PRINCIPLE THAT A WEEKLY WINE TRAIN BE OPERATED FROM LECCE TO NAPLES PROVIDED ONLY WINE TANKERS WERE USED. THE MATTER HAS BEEN PURSUED TO THE I.S.R. AND THEY APPRECIATE THE OPPORTUNITY OFFERED.

2. APPENDED HERETO ARE PROPOSED SCHEDULES FOR THE FULL WINE TRAIN FROM LECCE TO NAPLES AND THE EMPTY TRAIN FROM NAPLES TO LECCE.

3. I SHALL BE GRATEFUL IF YOU WILL OBJECTIVELY CONSIDER THE TIME-TABLE AND WOULD LIKE TO KNOW IF YOU APPROVE OF ITS INTRODUCTION.

4. YOU WILL OBSERVE THAT THE TIME-TABLE HAS A LONG OVERALL PERIOD AND IT IS POSSIBLE THAT THE STATE RAILWAY MAY PROPOSE THAT CERTAIN TANKERS BE STOPPED OFF BEFORE REACHING NAPLES.

WOULD LIKE TO KNOW YOUR OPINION REGARDING THESE MATTERS.

D.S. ADAMS
COLONEL, C.E.
DIRECTOR, TN.SUB.COMM.

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