

ACC

AC243/1/TN.4

10000/148/2326

W

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N.4

10000/148/2326

WINE TRANSPORTATION
SEPT. 1945 FEB. 1976 (POLICY)

IFC/elc

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation & Shipping Sub-Commission

Tel : 478701

21 February 1946

271/243/Tn 3

SUBJECT : Movement of wine by rail

TO : Mr. Cecchetti,
Movements Service
IV Section, ISR

1. With reference to the present ban placed on the movement of wine, to ~~the~~ destinations north of Florence, introduced to relieve the Bologna "bottleneck".
2. Now that the La Spezia-Genoa line is completed you may consider it possible, to wholly or partially lift this ban.
3. As from 25 February, with the closing down of this Sub-Commission, the responsibility for lifting this ban will rest entirely with you, and you are requested to advise the Agriculture and Food Sub-Commission, Allied Commission, of your intentions in this respect.

For the Director


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

961

Copy to : Rail Division (Tn 4)
Agriculture and Food Sub-Commission
(your 51-2/FA dated 19 February '46 refers)

Ministry of Transports
I.S.R. Direction General

Rome Jan. 14th - 1946
Ref. M. 331/26106/251. *via 4863/28*

Subject:
Movement of wine.

To: Th. Sub Commission A.C.
(Rail Division)

R o F e

1. Ref. is to the circular No 28, dated Aug. 28, 1945.
2. During Dec. 1945 the following wine trains have left Bari Compartimento:

1st December	27	tank wagons bound to	1 Turin, 6 Varese 4 Novara, 1 Valenza 1 Genoa, 4 Milan
2nd	"	27	" 1 Turin, 3 Como, 1 Asti 16 Milan, 1 Bologna 2 Parma, 3 Brescia
3rd	"	26	" 14 Brescia, 7 Milan 1 Bergamo, 3 Como 1 Varese
4th	"	26	" 15 Milan, 2 Como 3 Varese, 2 Novara 1 Pavia, 3 Turin
5th	"	27	" 13 Milan, 5 Como, 3 Genoa 2 Bergamo, 1 Vercelli 1 Brescia, 2 Varese
6th	"	28	" 2 Genoa, 2 Novara 11 Milan, 4 Torino 3 Bergamo, 5 Brescia 2 Varese
7th	"	26	" 11 Turin, 6 Milan 7 Genoa, 1 Bergamo 1 Como.
8th	"	27	" 13 Milan, 4 Genoa 4 Bergamo, 2 Turin

Subject:

Movement of wine.

To: Tr. Sub Commission A.C.

(Rail Division)

R o u t e

1. Ref. is to the circular No 28, dated Aug. 28, 1945.

2. During Dec. 1945 the following wine trains have left Bari Compartimento:

1st December	27	tank wagons bound to	11 Turin, 6 Varese 4 Novara, 1 Valenza 1 Genoa, 4 Milan
2nd	"	"	"
27	"	"	"
3rd	"	"	"
26	"	"	"
4th	"	"	"
26	"	"	"
5th	"	"	"
27	"	"	"
6th	"	"	"
28	"	"	"
7th	"	"	"
26	"	"	"
8th	"	"	"
27	"	"	"

11 Turin, 6 Varese
4 Novara, 1 Valenza
1 Genoa, 4 Milan
1 Turin, 3 Como, 1 Asti
16 Milan, 1 Bologna
2 Parma, 3 Brescia
14 Brescia, 7 Milan
1 Bergamo, 3 Como
1 Varese
15 Milan, 2 Como
3 Varese, 2 Novara
1 Pavia, 3 Turin
13 Milan, 5 Como, 3 Genoa
2 Bergamo, 1 Vercelli
1 Brescia, 2 Varese
2 Genoa, 2 Novara
11 Milan, 4 Torino
2 Bergamo, 5 Brescia
2 Varese
11 Turin, 6 Milan
7 Genoa, 10 Bergamo
1 Como.
13 Milan, 4 Genoa
4 Bergamo, 2 Turin
1 Varese, 1 Seregno, 1 Como
1 Taggia.

Ca. 10/1/46/CE.

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9th December 17 tank wagons bound to: 13 Milano, 4 Genoa
 4 Bergamo, 2 Torino
 1 Varese, 1 Seregno
 1 Teggia.

12th " " " " 9 Milan, 7 Turin, 4 Novara
 4 Varese, 2 Bolzano, 1 Bergamo
 1 Castiglione Calozzo

15 " " " " 9 Milan, 5 Varese, 2 Brescia
 1 Bolzano, 2 Bergamo,
 1 Como, 1 Strevi, 7 Torino

23 " " " " 5 Milan, 3 Genoa, 2 Brescia
 2 Turin, 1 Sondrio, 5 Bergamo,
 3 Varese, 1 Como,
 1 Biella, 1 Levis, 2 Cal-
 cato.

24 " " " " 1 Bergamo, 5 Varese
 10 Milan, 4 Genoa,
 1 Turin.

29 " " " " 11 Milan, 3 Bergamo,
 1 Verona, 3 Varese,
 2 Parma, 6 Turin.

31 " " " " 2 Varese, 1 Casal Monfer-
 rato, 15 Milano, 5 Berga-
 mo, 1 Brescia, 1 Genoa,
 1 Aosta.

3. During Dec. 1945, 55 tank wagons, loaded with wine left separately Bari Compartimento bound to: 7 Bergamo, 1 Varese, 4 Como, 27 Milano, 7 Brescia, 1 Torino, 2 Gorizia, 2 Alba, 1 Candiolo, 2 Castiglione Calozzo, 1 Pavia plus 7 wagons loaded with casks on behalf of Military Authorities whereof 4 bound to Mestre and 3 to Udine.

The Director General

Sgd. Di Raimondo

12th	"	28	"	"	9 Milan, 7 Turin, 4 Novara 4 Varese, 2 Bolzano, 1 Bergamo 1 Castiglione Calozzo
15	"	28	"	"	9 Milan, 5 Varese, 3 Brescia 1 Bolzano, 2 Bergamo, 1 Como, 1 Strevi, 7 Torino
22	"	26	"	"	5 Milan, 3 Genoa, 2 Brescia 2 Turin, 1 Sondrio, 5 Bergamo, 3 Varese, 1 Como, 1 Biella, 1 Levis, 2 Cal- daro.
24	"	21	"	"	1 Bergamo, 5 Varese 10 Milan, 4 Genoa, 1 Turin.
29	"	26	"	"	11 Milan, 3 Bergamo, 1 Verona, 3 Varese, 2 Parma, 6 Turin.
31	"	26	"	"	2 Varese, 1 Casal Monfer- reto, 15 Milano, 5 Bergamo, 1 Brescia, 1 Genoa, 1 Aosta.

17

3. During Dec. 1945, 55 tank wagons, loaded with wire left separately Bari Compartimento bound to: 7 Bergamo, 1 Varese, 4 Como, 27 Milano, 7 Brescia, 1 Torino, 2 Corizia, 3 Alba, 1 Candiolo, 2 Castiglione Calozzo, 1 Pavia plus 7 wagons loaded with casks on behalf of Military Authorities whereof 4 bound to Mestre and 3 to Udine.

The Director General

Sgd. Di Raimondo

959

Sm./or.

386 wire, 13 train
55, 172, 312
441 total



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, li 11 GEN 1946 194

N. M.331/26106/251.-/ucca 7863/28

Al N. _____ del _____

OGGETTO

Trasporti di vino.-

SOTTOCOMMISSIONE TRASPORTI A.C.

Divisione Ferroviaria

R O M A

ALLEGATI N. _____

- 1 -) Riferimento Circolare n.22 del 28/8/1945.
- 2 -) Durante il mese di dicembre s.a. sono partite dal Compartimento di Bari le seguenti tradotte di serbatoi di vino:

1° dicembre	27	serbatoi diretti	11 Torino, 6 Varese
			4 Novara, 1 Valenza
			1 Genova, 4 Milano P.R.
2 "	27	" "	1 Torino, 3 Como, 1 Asti
			16 Milano, 1 Bologna
			2 Parma, 3 Brescia
3 "	26	" "	14 Brescia, 7 Milano
			1 Bergamo, 3 Como
			1 Varese
4 "	26	" "	15 Milano, 2 Como
			3 Varese, 2 Novara
			1 Pavia, 3 Torino
5 "	27	" "	13 Milano, 5 Como, 3 Genova
			2 Bergamo, 1 Vercelli
			1 Brescia, 2 Varese
6 "	28	" "	2 Genova, 2 Novara
			11 Milano, 4 Torino
			2 Bergamo, 5 Brescia
			2 Varese
7 "	26	" "	11 Torino, 6 Milano
			7 Genova, 1 Bergamo
			1 Como.

..//..

8 dicembre - 27	serbatoi diretti	13 Milano, 4 Genova 4 Bergamo, 2 Torino 1 Varese, 1 Seregno, 1 Como 1 Taggia.
9 " 17 "	"	4 Varese, 9 Milano, 1 Torino 1 Sondrio, 1 S. Remo, 1 Bergamo oltre 11 carri con fusti per Genova
12 " 28 "	"	9 Milano, 7 Torino, 4 Novara 4 Varese, 2 Bolzano, 1 Bergamo 1 Castiglione Calozzo
15 " 28 "	"	9 Milano, 5 Varese, 2 Brescia 1 Bolzano, 2 Bergamo, 1 Como 1 Strevi, 7 Torino
23 " 26 "	"	5 Milano, 3 Genova, 2 Brescia 2 Torino, 1 Sondrio, 5 Bergamo 3 Varese, 1 Como, 1 Biella 1 Lavis, 2 Caldaro
24 " 21 "	"	1 Bergamo, 5 Varese 10 Milano, 4 Genova 1 Torino
29 " 26 "	"	11 Milano, 3 Bergamo, 1 Verona 3 Varese, 2 Parma, 6 Torino
31 " 26 "	"	2 Varese, 1 Casal Monferrato 15 Milano, 5 Bergamo, 1 Brescia 1 Genova, 1 Aosta

3 -) Nello stesso mese di dicembre u.s. sono inoltre partiti dal Compartimento di Bari isolatamente 55 serbatoi carichi di vino diretti : 7 Bergamo, 1 Varese, 4 Como, 27 Milano, 7 Brescia, 1 Torino, 2 Gorizia, 2 Alba, 1 Candiolo, 2 Castiglione Calozzo, 1 Pavia oltre 7 carri con fusti conto Autorità Militare, diretti 4 Mestre e 3 Udine.

IL DIRETTORE GENERALE

Indi Ramo

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

Tel.: 843238

21 December 1945

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

SUBJECT: Wine Movement Scaler Bros.

TO : I.S.R. Bldg.

1. Reference yours M.331/24820/251 of 19 December 45.
2. If the wine traveled on regular I.S.R. documents with Scaler Bros shown as the Consignee and Consignor then they are liable for any charges involved in the wine movement.
3. If the name of "N.A.A.F.I." does not appear on the documents we cannot hold them liable for charges.

P. G. MATSON
MAJOR T.G.

For Director.

TRANSPORTATION DEPT. ISR.

19 September 1945
M.331/24820/251SUBJECT: Requisition of private
owned wine tankers.To: Tn. Sub Commission A.C. ~~Handwritten mark~~
(Rail Division)

- 1.- On August & December 1944 the Firm Scaler Bros. of S. Severo moved from S. Severo to Portici Ercolano two shipments of wine on account of Military Command (EFI/NAAFI), utilizing in total four (4) private owned wine tankers, requisitioned by ISR.
- 2.- Tankers utilized were: 508011 (26 August), 513696 (3 December), 513517 & 508337 (9 December).
- 3.- For the utilization of above mentioned tankers was not paid by the Scaler Bros. firm the due fees of 300 lire per each 100 Km., plus Lire 500 for rights, fees which have been fixed at the moment of tankers requisition, and therefore said Firm was invited to such payment.
- 4.- The Firm Scaler Bros. has refused to pay above fees, on the ground that said movements were done for an Allied Command (EFI/NAAFI).
- 5.- It is kindly asked to advise if said movements were actually done for above said Command, and if so the case, please issue instructions for the payment of said fees, them being amounts that ISR have to pay to owners of tankers.

for The Chief of Tn. Dept.
Sgd. Sottile



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Movimento

OGGETTO

Requisizione serbatoi
da vino privati.

ALLEGATI N. _____

Roma, 19 DIC 1945¹⁹⁴N. M.331/24820/251

Al N. _____

del _____

Intervallazioni A-C
DIREZIONE M.R.E.

R O M A

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1°) - Nei mesi di agosto e dicembre 1944, la Ditta Fratelli Scaler di S. Severo eseguiva per conto del Comando Alleato (E.F.I. - N.A.A.F.I.), da quello scalo ferroviario a Portici Ercolano due spedizioni di vino, utilizzando complessivamente 4 carri serbatoio privati già requisiti da questa Amministrazione.

2°) - I serbatoi utilizzati risultano: 508011 (26 agosto) 513696 (3 dicembre) 513517 e 508337 (9 dicembre).

3°) - Per l'utilizzazione dei serbatoi di cui sopra, non venivano corrisposti dalla Ditta Fratelli Scaler i dovuti speciali noli di L.300 per ogni 100 Km. più L.500 per diritti fissi, stabiliti dalla circolare all'atto della requisizione e pertanto s'interessava la prefata Ditta al pagamento dovuto.

4°) - La Ditta Scaler si è rifiutata di pagare i suddetti compensi, motivando tale rifiuto col dire che i trasporti in parola furono eseguiti per conto del Comando Alleato (E.F.I. - N.A.A.F.I.).-

5°) - Si prega far conoscere se effettivamente le spedizioni di cui trattasi furono eseguite per conto del predetto Comando ed in caso affermativo, voler dare disposizioni per il pagamento dei predetti compensi, trattandosi di importi che 955 Amministra

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zione deve corrispondere alle Ditte proprietarie dei serbatoi
in parola.

IN CAPO DEL SERVIZIO MOVIMENTO



(1) - La Direzione Generale del Servizio Movimento ha l'onore di comunicare alla Direzione Generale del Servizio Logistico, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Logistico, la seguente comunicazione:

(2) - La Direzione Generale del Servizio Logistico, ha l'onore di comunicare alla Direzione Generale del Servizio Movimento, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Movimento, la seguente comunicazione:

(3) - La Direzione Generale del Servizio Movimento, ha l'onore di comunicare alla Direzione Generale del Servizio Logistico, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Logistico, la seguente comunicazione:

(4) - La Direzione Generale del Servizio Logistico, ha l'onore di comunicare alla Direzione Generale del Servizio Movimento, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Movimento, la seguente comunicazione:

(5) - La Direzione Generale del Servizio Movimento, ha l'onore di comunicare alla Direzione Generale del Servizio Logistico, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Logistico, la seguente comunicazione:

(6) - La Direzione Generale del Servizio Logistico, ha l'onore di comunicare alla Direzione Generale del Servizio Movimento, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Movimento, la seguente comunicazione:

(7) - La Direzione Generale del Servizio Movimento, ha l'onore di comunicare alla Direzione Generale del Servizio Logistico, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Logistico, la seguente comunicazione:

(8) - La Direzione Generale del Servizio Logistico, ha l'onore di comunicare alla Direzione Generale del Servizio Movimento, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Movimento, la seguente comunicazione:

(9) - La Direzione Generale del Servizio Movimento, ha l'onore di comunicare alla Direzione Generale del Servizio Logistico, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Logistico, la seguente comunicazione:

(10) - La Direzione Generale del Servizio Logistico, ha l'onore di comunicare alla Direzione Generale del Servizio Movimento, che in data 15/10/1961, ha ricevuto dalla Direzione Generale del Servizio Movimento, la seguente comunicazione:

PIONOGRAMME

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

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

Rome, 29/Nov./1945.

N.M.331/2.

1. Ref., circular n°22 dated 28/8/1945.
2. The 25th Nov., is departed from Brindisi a special wine loaded train composed of 25 tankers directed: 8 Milano, 2 Bergamo, 2 Varese, 3 Como, 8 Novara, 1 Pavia and 1 Parma.
Same day are departed isolated 8 tankers directed 6 to Milano and 2 to Bergamo.
3. The 28th Nov. is also departed from Brindisi a special wine loaded train composed of 25 tankers directed: 18 Torino, 1 Brescia, 2 Novara, 3 Varese, 1 Milano.
Same day it is also departed isolated a tanker directed to Milano.

PHONOGRAMME

GENERAL DIRECTION ISR

26 November 1945/

TO : Tn. Sub-Comm. AC.,
Rail Division
Bldg.

N/M.381/977.

1. Ref.circular N.22 dated 26/8/1945.

2. The 22 Nov. is departed from Brindisi a special wine loaded train composed of 24 tankers directed 14 Milano, 1 Genova, 5 Varese, 1 Alba, 1 Bergamo and 2 Novara.

Same day are departed separate, 4 tankers directed 3 Milano, and 1 to Brescia.

3. The 23 November is departed also from Brindisi a special wine loaded train composed of 24 tankers directed : 5 Genova, 1 Arquata, 10 Milano, 2 Biella, 1 Reggio Emilia, 1 Vercelli, 2 Brescia, 1 Como, 1 Varese.

The General Director
signed: DI RAIMONDO

MINISTRY OF TRANSPORTS
I.S.R. GENERAL DIRECTION

Rome, 26th November 1945.

N.M.321/22723/330/14.190.

SUBJECT: Wine transport in barrels.

Capi Comp. BARI-BREGGIO C.-PALERMO
NAPOLI-ROME.
per inf. Capi Comp. ANCONA-BOLOGNA
Commercial Service Bldg
Tn.Sub-Commission AC.,
(Rail Division)

The Tn.Sub-Commission A.C. (Rail Division) has informed, that further agreements happened with foods staffs Sub-Commission; not one wine car transport in barrels, must be accepted by the depending stations of these compartimenti, for destination of Florence Northbound, neither for localities on 86 line, or to be reached through the same line.

Besides, the foreseen wine train for wine tankers forwarding, departing from Bari for Northbound, may be accepted, wine cars transport in barrels for Ancona town and Bologna town, and only previous presentation by interested consignee of special sepral authorization that have jurisdiction on the station of departure.

We pre-advice that will be not accepted re-shipment of wine in barrels from Bologna and Ancona to Northbound.

Please arrange to issue instructions to concerned Sections, in order that they can turn to the depending stations strict orders and survey their severe execution.

We are awaiting confirm.

The General Director
Sgd., DI RAIMONDO

952

CAPITOLI COMPARTIMENTI
ROMA - FIRENZE - PALERMO - NAPOLI - ROMA -
ROMA - FIRENZE - PALERMO - NAPOLI - ROMA -
ROMA - FIRENZE - PALERMO - NAPOLI - ROMA -
ROMA - FIRENZE - PALERMO - NAPOLI - ROMA -
(Divisione Ferroviaria)

La Sottocommissione Trasporti A.O. (Divisione Ferroviaria) ha
completato il suo lavoro ed è pronta per intervenire con la Sottocommissione
Alimentazione, nonché trasporto e carico di vino in botti dove essere
destinato dalle stazioni dipendenti da questi Compartimenti ed destinati
a ed Nord di Firenze, né per località della linea RS o rami di linea e
mezzo della stessa.

Oltre alla traghetti prevista per l'impiego dei servizi di vino
in partenza da Bari per il Nord, possono essere accettati i servizi di
vino di vino in partenza per Bologna loco e Bologna loco e coltato previa
semplice da parte degli azionisti interessati di speciale autorizzazione
della SIPRA che hanno giurisdizione sulla stazione di partenza.

Si presuppone che nei vagoni ad assoluta te accolte per il Nord
disponibilità di vino in partenza da Bologna ad Bologna per il Nord.

Si presuppone che al riguardo precise istruzioni alle relative
sezioni affinché, a loro volta, possano impartire tassative disposizioni
a tutte le dipendenze stazioni e controllare perché le suddette siano
adempimento osservate.

Attenendo alle istruzioni.

IL DIRETTORE GENERALE 951

M. di Lorenzo

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

DIRECTION ISR

N.M. 331/965.

Rome, 24 November 1945.

1. Ref. circular letter n°22 dated 28 August 45.
2. The 10th Nov. is departed from Brindisi a special wine loaded train composed 15 tankers directed :
1 Torino, 2 Como, 6 Milano, 2 Bergamo, 4 Bologna, and 12 cars with barrels directed to Milano (Military transports).
3. 19th Nov. is departed from Brindisi a special wine loaded train composed of 26 tankers directed:
13 to Milano, 1 Varese, 1 Como, 4 Genova, 2 Bergamo.
Same day is also departed from Trani 5 tankers loaded of wine directed to Milano.

The General Director
sgd.: DI RAIMONDO.

950

FONOGRAMMA N.

Provenienza DIREZIONE GENERALE FF.SS.

Destinazione SOTTOCOMMISSIONE TRASPORTI A.C.-DIVISIONE FERROVIARIA SEDE

Ricevuto da.....ore.....Trasmesso da.....ore.....

N.M.331/965

Data 22/11/1945

24 NOV 1945

- 1) Riferimento Circolare n22 del 28 agosto u.s.
- 2) Il 10 corrente è partita da Brindisi una tradotta a carico composta di 15 serbatoi diretti: 1 Torino - 2 Como - 6 Milano - 2 Bergamo - 4 Bologna oltre 12 carri con fusti diretti Milano (Trasporti Militari)
- 3) Il 19 corrente è partita da Brindisi una tradotta a carico composta di 26 serbatoi diretti: 10 Milano - 1 Varese - 1 Como - 4 Genova - 2 Bergamo - Lo stesso giorno sono partiti da Trani 5 serbatoi carichi di vino diretti a Milano -

DIRETTORE GENERALE


949

7 NOV 1945

N. 331/13512/2512-40/28

Ministry of Transport
S. S. Direction General

Rome,

Re: AC.248-1-Tn.4

Dated 27 Oct. 1945

Subject: High side wagons for movement
of wine

Incl. 2

Tn. Sub Commission AC

Rail Division

Building

27/12/45

1) From the attached statements it may be noted that the wine trains from Puglia to Northern Italy have been regularly operated, and their number has been increased according to the traffic requirements of more important movements.

2) Actually, no empty HS wagons have been despatched from Northern Italy to Puglia, but, only H.S. wagons loaded with empty casks in accordance with authority given by Northern Allied HQs; it is believed that these movements, some of which have been carried out by private HS wagons, might not be refused, as empty casks could be needed in Puglia, for requirements others than those concerning Northbound wine-movements.

3) There is a very small stock of private H.S. wagons, totalling about 100, and, on the other hand, through letter AC/129/Tn 4 dated 3 October 1945 your Sub Commission agreed that private wagons not used for wine movements, should be returned to the owners. Arrangements have been made to do so. It does not appear convenient to take up again this measure for private HS wagons only, also because, in Northern Italy, where such wagons are located, no private wagons have been requisitioned up to now.

4) As stated at para 2, the question does not regard the enrouting of empty wagons, but the despatching from the North of cask-loaded private wagons; due to the statement at para 3, it does not seem opportune to have them requisitioned.

5) It does not appear that the enrouting of these ^{wagons loaded with} empty casks, may be forbidden, in view of what stated in para 2 above; on

- 1) From the attached statements it may be noted that the wine trains from Puglia to Northern Italy have been regularly operated, and their number has been increased according to the traffic requirements of more important movements.
- 2) Actually, no empty HS wagons have been despatched from Northern Italy to Puglia, but, only H.S. wagons loaded with empty casks in accordance with authority given by Northern Allied HQs; it is believed that these movements, some of which have been carried out by private HS wagons, might not be refused, as empty casks could be needed in Puglia, for requirements others than those concerning Northbound wine-movements.
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- 4) As stated at para 2, the question does not regard the enrouting of empty wagons, but the despatching from the North of cask-loaded private wagons; due to the statement at para 3, it does not seem opportune to have them requisitioned. ^{wagons loaded with} ~~empty~~ casks,
- 5) It does not appear that the enrouting of these ^{wagons loaded with} ~~empty~~ casks, may be forbidden, in view of what stated in para 2 above; on the other hand, several times, your concerned Offices ^{at Bari} ~~at Bari~~ gave authority for such wagons to be returned to the North loaded with wine filled casks.

- 2 -

The shipments in question result from the attached statements.

C) As consumption of coal or traffic congestion are concerned, the despatching of the a/m sets, formed of private wagons, loaded with empty casks, and not of empty wagons - may be compared with that of tank cars, because it is made through the same freight trains as previously agreed, which don't affect marshalling operations at Ancona.

It is felt that it does not make any difference whether a wagon has a container only, as the metallic wine tank cars, or two containers, as the wine tankers with wooden barrel, or also 8-10 containers, as the private RS wagons loaded with casks.

7) Due to the above said reasons, we feel that the enrouting from the North of private HS wagons loaded with wine casks, should not be forbidden; as a matter of fact, the private wagons have never been requisitioned in Northern Italy, and their enrouting has been authorized several times by your offices at Bari, as stated in para 5.

Director General

F.to DI RAIMONDO

ca ng 7/11

937



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma,

7 NOV. 1945

194

N. M. 331/21612/251 *Dec. 10/10/28*

Al N.A.C. 243-1-Tn. 4 del 27 ottobre c.a.

SOTTOCOMMISSIONE TRASPORTI A.C.

Divisione Ferroviaria

Carri alte sponde

per trasporto vino.

S E D E

ALLEGATO N. 2

- 1° - Dagli uniti prospetti si può rilevare ^{che} l'effettuazione delle tradotte di vino dalle Puglie al Nord è avvenuta con sufficiente regolarità e con intensità crescente in relazione alle possibilità di inoltre rispetto altri trasporti di maggiore importanza.
- 2° - Dal Nord non sono stati inviati in Puglia carri alte sponde vuoti, bensì carri alte sponde carichi di fusti vuoti autorizzati dai Comandi Alleati del Nord; si ritiene che tali trasporti, per alcuni dei quali sono stati utilizzati carri alte sponde privati, non potevano essere rifiutati potendo occorrere i fusti vuoti in Puglia per necessità diverse da quelle della utilizzazione degli stessi per trasporti di vino per l'Italia Settentrionale.
- 3° - I carri privati alte sponde sono una quantità minima (circa 100); d'altra parte, con lettera AC.129-Tn-4 del 3 s.m. codesta Sottocommissione ha convenuto che i carri privati, non da vino, venissero restituiti ed in tal senso si è disposto. - Non sembra sia il caso di ritornare sul provvedimento per i soli carri privati alte sponde, tanto più che nell'Italia del Nord, dove si trovano tali carri, tutti i veicoli privati non sono stati finora requisiti.
- 4° - Come si è detto al punto 2° - non si tratta di inoltre di carri vuoti, ma di inoltre dal Nord di carri privati carichi di fusti e per le considerazioni esposte al punto 3° non sembra si debba addivenire ora alla loro requisizione.

./.

5° - L'inoltro di detti carri carichi di fusti vuoti non sembra possa essere vietato per quanto detto al punto 2°; d'altra parte il loro ritorno al Nord con i fusti carichi di vino venne più volte autorizzato dai Vostri organi competenti di Bari.

Le spedizioni in parola risultano dai prospetti allegati.

6° - Non trattandosi di inoltro di carri vuoti, bensì, ripetiamo, di carri privati carichi di fusti vuoti, il loro inoltro non differisce, per quanto riguarda il consumo del carbone od il congestionamento del traffico, dall'inoltro di carri serbatoio poiché vengono inoltrati con le stesse tradotte concordate, che non hanno ingerenza nel traffico di smistamento di Ancona.

A parere di questa Direzione, sembra indifferente se un carro ha un solo recipiente, come i serbatoi metallici da vino, oppure due, come i serbatoi da vino con botte in legno ed infine otto - dieci come i carri privati alte sponde carichi di fusti.

7° - Per le anzidette considerazioni non sembra che si debba vietare l'inoltro di fusti di vino nei carri alte sponde privati provenienti dal Nord dove tutti i carri privati non sono mai stati soggetti a requisizione ed il cui invio è stato più volte concesso dai Vostri organi di Bari come detto al punto 5°.-

IL DIRETTORE GENERALE

Edi Raimondo

SERBATOI CARICHI D'OLIO PARTITI DAL COMPARTIMENTO DI BARI PER
L'ITALIA SETTEMERIONALE IN CONDOTTE

=====					
2/9/45	N° 27	X	21 Torino		
		X	6 Milano		
8/9/45	" 26	X	15 Milano		
		X	5 Torino		
		X	6 Novara		
10/9/45	" 25	X	12 Torino		
		X	8 Milano		
		X	4 Novara		
		X	1 Como		
13/9/45	" 26	X	11 Milano		
		X	5 Magenta		
		X	4 Busto A.		
		X	1 Previglio		
		X	2 Torino		
		X	3 Bergamo		
15/9/45	" 20	X	11 Milano		
		X	3 Cantù		
		X	1 Novara		
		X	5 Torino		
		X	oltre 7 carri fusti per Torino		
17/9/45	" 23	X	18 Milano		
		X	3 Torino		
		X	1 Como		
		X	1 Cantù		
19/9/45	" 23	X	18 Milano		
		X	4 Busto A.		
		X	1 Vigevano		
		X	oltre 3 carri fusti per Torino		
20/9/45	" 26	X	2 Bergamo		
		X	7 Torino		
		X	9 Milano		
		X	8 Busto A.		
		X	oltre 3 carri fusti per		
		X	Torino		
21/9/45	" 23	X	3 Busto A.		
		X	11 Genova		
		X	7 Milano		
		X	2 Novara		

8/9/45	" 26	6 Milano 15 Milano 5 Torino 6 Novara
10/9/45	" 25	12 Torino 8 Milano 4 Novara 1 Como
13/9/45	" 26	11 Milano 5 Magenta 4 Busto A. 1 Previglio 2 Torino 3 Bergamo
15/9/45	" 20	11 Milano 3 Cantù 1 Novara 5 Torino oltre 7 carri fusti per Torino
17/9/45	" 23	18 Milano 3 Torino 1 Como 1 Cantù
19/9/45	" 23	18 Milano 4 Busto A. 1 Vigevano oltre 3 carri fusti per Torino
20/9/45	" 26	2 Bergamo 7 Torino 9 Milano 8 Busto A. oltre 3 carri fusti per Torino
21/9/45	" 23	3 Busto A. 11 Genova 7 Milano 2 Novara

945

A riportare 219

- 2 -

Riparto 219

23/9/45

N° 23

(2 Novara
(7 Torino
(3 Busto A.
(1 Croppello
(1 Cantù
(5 Milano
(2 Rho
(2 Monza

23/9/45

N° 23

(12 Milano
(2 Iodi
(1 Busto A.
(8 Genova
(oltre 5 carri fusti per Milano

25/9/45

N° 10

(4 Milano
(1 Magenta
(1 Cantù
(1 Genova
(1 Bergamo
(1 Croppello
(1 Malnate
(oltre 13 carri fusti per Milano 7,
Saronno 1, Bergamo 2, Como 2, Borgofranco
1.

25/9/45

N° 6

(1 Bergamo
(1 Busto A.
(2 Torino
(1 Genova
(1 Milano
(oltre 5 carri fusti per Milano.

5/10/45

N° 25

(13 Milano
(6 Brescia
(6 Torino

6/10/45

N° 15

(7 Milano
(1 Monza
(1 Varese
(3 Nizza
(3 Bergamo

10/10/45

N° 26

(9 Novara
(3 Varese
(1 Genova

944

23/9/45

N° 23

5 Milano
2 Rho
2 Monza

12 Milano
2 Lodi
1 Busto A.
8 Genova

oltre 5 carri fusti per Milano

25/9/45

N° 10

4 Milano
1 Magenta
1 Cantù
1 Genova
1 Bergamo
1 Croppello
1 Malnate

oltre 13 carri fusti per Milano 7,
Saronno 1, Bergamo 2, Como 2, Borgofranco
1.

25/9/45

N° 6

1 Bergamo
1 Busto A.
2 Torino
1 Genova
1 Milano

oltre 5 carri fusti per Milano.

5/10/45

N° 25

13 Milano
6 Brescia
6 Torino

6/10/45

N° 15

7 Milano
1 Monza
1 Varese
3 Nizza
3 Bergamo

944

10/10/45

N° 26

9 Novara
3 Varese
1 Genova
2 Milano
10 Torino
1 Alessandria

A riportare 347

- 3 -

Riporto 347

11/10/1945	N° 26	(20 Torino 6 Milano)
12/10/45	N° 26	(4 Bergamo 2 Brescia 12 Milano 8 Genova)
18/10/45	N° 26	(9 Milano 9 Torino 3 Bergamo 3 Castello D'Annone)
19/10/45	N° 26	(16 Milano 5 Genova 1 Torino 2 Bergamo 1 Arquata 1 Castello d'Annone)
20/10/45	N° 26	(16 Milano 2 Como 5 Brescia 3 Varese)
21/10/45	N° 20	(10 Milano 3 Bergamo 1 Como 1 Treviglio 1 Alba 4 Genova)
22/10/45	N° 19	(2 Novara 4 Bergamo 2 Genova 4 Torino 1 Como 1 Pavia 4 Milano 1 Brescia)
23/10/45	N° 26	(23 Milano 2 Varese 1 Como)

12/10/45

N° 26
 (4 Bergamo
 2 Brescia
 12 Milano
 8 Genova)

18/10/45

N° 26
 (9 Milano
 9 Torino
 3 Bergamo
 3 Castello D'Annone)

19/10/45

N° 26
 (16 Milano
 5 Genova
 1 Torino
 2 Bergamo
 1 Arquata
 1 Castello d'Annone)

20/10/45

N° 26
 (16 Milano
 2 Como
 5 Brescia
 3 Varese)

21/10/45

N° 20
 (10 Milano
 3 Bergamo
 1 Como
 1 Previglio
 1 Alba
 4 Genova)

22/10/45

N° 19
 (2 Novara
 4 Bergamo
 2 Genova
 4 Torino
 1 Como
 1 Pavia
 4 Milano
 1 Brescia)

23/10/45

N° 26
 (23 Milano
 2 Varese
 1 Como)

A riportare

542

93

Rapporto. 542
N° 27

(2 Lecco
1 Brescia
1 Imperia
10 Milano
2 Alba
3 Torino
1 Alessandria
1 Reggio E.
4 Genova
1 Varese
1 Bergamo

N° 24 (4 Brescia
10 Bergamo
2 Milano
8 Torino

N° 26 7 Torino
1 Varese
9 Milano
3 Pavia
2 Novara
2 Como
2 Genova

N° 25 5 Brescia
2 Como
2 Varese
8 Milano
3 Genova
1 Imperia
4 Torino

Totale N° 644
=====

944

SERBATOI CARICHI I VINO PARTITI DAL COMPARTI ITO DI BARI FER
IL NORD ISOLATI

0---==000==--0

3/9/45	N° 1	Milano
7/9/45	" 2	Milano
10/9/45	" 1	SEREGNO
15/9/45	" 3	Milano
16/9/45	" 2	Milano
19/9/45	" 1	Milano
21/9/45	" 12	11 Torino 1 Bergamo
2/10/45	" 7	4 Milano 1 Varese 1 Como 1 Felizzano
5/10/45	" 7	Milano
5/10/45	" 1	Varese
8/10/45	" 2	Brescia
	" 3	Milano
	" 1	Varese
	" 1	Torino
10/10/45	" 2	Milano
11/10/45	" 2	Milano
14/10/45	" 2	Bergamo
18/10/45	" 3	Milano
20/10/45	" 6	4 Milano 2 Novara
24/10/45	" 1	Como
26/10/45	" 2	Brescia
28/10/45	" 1	Torino
		941

Totale

N° 68

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- 3 -

Rigotto 347

11/10/1945	N° 26	(20 Torino 6 Milano)
12/10/45	N° 26	(4 Bergamo 2 Brescia 12 Milano 3 Genova)
18/10/45	N° 26	(9 Milano 9 Torino 3 Bergamo 3 Castello D'Annone)
19/10/45	N° 26	(16 Milano 5 Genova 1 Torino 2 Bergamo 1 Arquata 1 Castello d'Annone)
20/10/45	N° 26	(16 Milano 2 Como 5 Brescia 3 Varese)
21/10/45	N° 20	(10 Milano 3 Bergamo 1 Como 1 Treviglio 1 Alsea 4 Genova)
22/10/45	N° 19	(2 Novara 4 Bergamo 2 Genova 4 Torino 1 Como 1 Pavia 4 Milano 1 Brescia)
23/10/45	N° 26	(23 Milano 2 Varese 1 Como)

940

12/10/45	N° 26	4 Bergamo 2 Brescia 12 Milano 3 Genova
18/10/45	N° 26	9 Milano 9 Torino 3 Bergamo 3 Castello D'Annone
19/10/45	N° 26	16 Milano 5 Genova 1 Torino 2 Bergamo 1 Arquata 1 Castello d'Annone
20/10/45	N° 26	16 Milano 2 Como 5 Brescia 3 Varese
21/10/45	N° 20	10 Milano 3 Bergamo 1 Como 1 Previglio 1 Alba 4 Genova
22/10/45	N° 19	2 Novara 4 Bergamo 2 Genova 4 Torino 1 Como 1 Pavia 4 Milano 1 Brescia
23/10/45	N° 26	23 Milano 2 Varese 1 Como

940

A riportare

542

Riparto 219

21/9/45

N° 23

(2) Novara
(17) Torino
(13) Duto A.
(14) Creppello
(1) Cuneo
(3) Milano
(2) Rho
(2) Novara

23/9/45

N° 23

(12) Milano
(2) Lodi
(1) Duto A.
(8) Genova
(oltre 5 carri fusti per Milano)

25/9/45

N° 19

(4) Milano
(1) Mantova
(1) Cantù
(1) Genova
(1) Bergamo
(1) Creppello
(1) Alinate
(oltre 13 carri fusti per Milano)
(Carro 1, Bergamo 2, Como 2, Borgofranco 1)

25/9/45

N° 6

(1) Bergamo
(1) Duto A.
(2) Torino
(1) Genova
(1) Milano
(oltre 3 carri fusti per Milano)

3/10/45

N° 25

(13) Milano
(6) Brescia
(6) Torino

6/10/45

N° 15

(7) Milano
(1) Monza
(1) Varese
(3) Pavia
(3) Bergamo

10/10/45

N° 26

(3) Novara
(3) Varese
(1) Genova
(2) Milano

939

23/9/45	N° 23	5 Milano 2 Pao 2 Monza 12 Milano 2 Lodi 1 Busto A. 8 Genova oltre 5 carri tutti per Milano
25/9/45	N° 10	4 Milano 1 Asolo 1 Gatti 1 Genova 1 Bergamo 1 Gropello 1 Albate oltre 13 carri tutti per Milano? Carro 1, 2, 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, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000
25/9/45	N° 6	1 Bergamo 1 Busto A. 2 Torino 1 Genova 1 Milano oltre 5 carri tutti per Milano.
3/10/45	N° 25	13 Milano 6 Brescia 6 Torino 7 Milano 1 Monza 1 Varese 3 Pavia 3 Bergamo
6/10/45	N° 15	7 Milano 1 Monza 1 Varese 3 Pavia 3 Bergamo
10/10/45	N° 26	9 Pavia 3 Varese 1 Genova 2 Milano 10 Torino 1 Alessandria
	A risposta	347

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Riparto 542

24/10/45

N° 27

(2 Lecco
1 Brescia
1 Imperia
10 Milano
2 Alba
3 Torino
1 Alessandria
1 Reggio E.
4 Genova
1 Varese
1 Bergamo)

25/10/45

N° 24

(4 Brescia
10 Bergamo
2 Milano
8 Torino)

26/10/45

N° 26

(7 Torino
1 Varese
9 Milano
3 Pavia
2 Novara
2 Como
2 Genova)

28/10/45

N° 25

(5 Busto
2 Como
2 Varese
8 Milano
3 Genova
1 Imperia
4 Torino)

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612

SEBASTOI CARICHI DI VINO PARTITI DAL COMPARTAMENTO DI BARI PER
L'ITALIA SETTEMERIONALE IN CONDOTTE

=====

2/9/45	N° 27	21 Torino 6 Milano
8/9/45	" 26	15 Milano 5 Torino 6 Novara
10/9/45	" 25	12 Torino 8 Milano 4 Novara 1 Como
13/9/45	" 26	11 Milano 5 Magenta 4 Busto A. 1 Treviglio 2 Torino 3 Bergamo
15/9/45	" 20	11 Milano 3 Cantù 1 Novara 5 Torino oltre 7 carri fusti per Torino
17/9/45	" 23	18 Milano 3 Torino 1 Como 1 Cantù
19/9/45	" 23	18 Milano 4 Busto A. 1 Vigevano oltre 3 carri fusti per Torino
20/9/45	" 26	2 Bergamo 7 Torino 9 Milano 8 Busto A. oltre 3 carri fusti per per Torino
21/9/45	" 23	3 Busto A. 11 Genova 7 Milano 2 Novara
A riportare		219

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PHONOGRAM

Ref.: M.331/915.

30 Oct. 1945.

FROM : I.S.R. Direction General

TO : In. Sub-Commission AC.,
Rail Division
Bldg.

1. Reference is Circular n°22 dated 28 August 1945.
2. On Oct. 24 a complete wine train left Brindisi.
The consist was 27 tank-cars: 1 destined to Brescia,
1 to Imperia, 10 to Milan, 2 to Alba, 3 to Turin, 1 to Alessandria,
1 to Vercelli, 4 to Genoa, 1 to Varese, 1 to Bergamo, 2 to Lecco.
Same day, 1 more tank-car destined to Como has left.
3. On Oct. 25 a wine-train has left Brindisi, 24 tank cars,
10 of which destined to Bergamo, 4 to Brescia, 2 to Milan and 8 to
Turin.

The Director General

Gen. Di Raimondo.

936

Tr/a2/31/10/45.

1353

/lml 243/1/24

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
TRANSPORTATION (HR) MAIR, C. M. F.

Tel. 843238/
Ref. AG/243/1/Ta4

5 November 1945

SUBJECT : Wine Exports on Swiss Cistern Wagons.
TO : Italian State Railways.

1. Reference is your letter M.334/20687/6.1/ICCA5912/28 of 23 October 1945. There is no objection to the export of wine from Italy to Switzerland, particularly if Swiss cistern wagons are used.

2. In view of the difficulties at Bologna at the present time, however, no additional tracks are available for wine trains and it is suggested that you arrange for Swiss traffic to operate as part of the existing wine movement in tankers from Bari to the north.

Albany
for Director

Copy to: Military Railway Service
Movements Division, Rail Section

243/1/23
IFC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

3 November 1945

271/215/Tn.3.

SUBJECT : Wine Exports in Swiss Cistern Wagons

TO : Rail Division (Tn.4.)

1. Reference your AC/243/1/Tn.4. dated 29 October '45, enclosing the attached letter from the Italian State Railways.
2. The shipping of bulk wine through Genoa is out of the question as the wine tankers available are insufficient to meet local commitments.
3. In view of the valuable assistance to export trade there is no objection to the use of Swiss Cistern wagons for the movement of wine from Italy to Switzerland, but such movement should be included in the patcha of the present wine tank car programme now operating.

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

Enclosure 1.

934

Ministry of Transport
I S R Direction General

263/1122
Roma, 25 OTT. 1945

M.334/20887/6.1/ICCA 6912/28

Subject: wine exports on Swiss cistern
 wagons.

to Major FINK
Tn.SubCommission AC
Rail Section
Building

1) The Istituto Nazionale per il Commercio Estero - Sezione Commerciale - (National Institute for Foreign Trade - Commerce Section) advised that, according to the 1945-1946 export schedule agreed among the concerned Ministries and approved by the High Commissioner for Food, and to the engagement taken through the commerce agreement stipulated with Switzerland, shipments of Italian wine to Swiss Firms will be shortly started.

2) In order to get the stocks as ordered at the earliest date, and in view of the difficulties that should be met by the Italian consignors on supplying the cistern wagons required for the purpose, the purchasing Firms would be willing to furnish Swiss cistern wagons.

3) According to international agreements in force between the ISR and the Swiss Railways, no objection is made to Swiss private cistern wagons being sent to Italy either to carry loads or to be loaded in this country. Therefore, please urgently let us know whether we may ask the Swiss Railways to send cistern wagons to Italy, for loading of Italian wine to be exported to Switzerland.

Director General
Di Raimondo

ca ng 25/10

933

MEMORANDUM

MINISTRY OF TRANSPORTS
I.S.R. MOVEMENT SERVICE

TO : Pa. Sub-Commission AG.,
Rail Division
Bldg

M.331/907.

Date: 25/Oct.45.

1. Ref. circular n°22 dated 28 August 1945.
2. The 23rd Oct., in departed from Brindisi a wine tanks trains composed 26 tankers directed : 23 Milano 2 Varese and 1 to Como.

The General Director
sgd.: Di Reimondo.

932

ACP/lml

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

Tel. 843238
Ref. AG/243/1/Tn4

29 October 1945

SUBJECT : Wine Exports on Swiss Cistern Wagons.
TO : Chief, Movements Division.

1: Reference is to the attached letter from the Italian State Railways in connection with the haulage of Italian wine in Swiss cistern wagons from Italy to Switzerland.

2. As far as Rail Division is concerned, there would be no objection to the use of Swiss cistern wagons for the movement of wine from Italy to Switzerland, but we must point out the difficulty being experienced at the present time in Bologna, and the acute shortage of coal for long distance haulage.

3. As the export program is likely to continue through 1946, it is possible that we might make use of electric traction when the line is opened between Leghorn and Genoa, thus reducing coal consumption. In the meantime, if the demand for movement of the wine is urgent, it is suggested that sea shipment should be used between Bari and Genoa.

4. This letter is written under the assumption that the wine traffic would be coming from southern Italy.

Acting May
for Director
Chas R.D.



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 11 25 OTT. 1945

N. M.334/20837/5.15cca/6912/28

Al N. _____ del _____

SIG. MAGGIORE PINO
Sottocommissione Trasporti A.C.
Sezione Ferrovie

OGGETTO

Esportazione vini con carri
serbatoi Svizzeri.-S E D E

ALLEGATI N. _____

- 1) - L'Istituto Nazionale per il Commercio Estero - Sezione Commerciale - ha comunicato che, secondo il programma di esportazione per la campagna 1945 - 1946 concordato fra i Ministeri competenti ed approvato dall'Alto Commissariato per l'Alimentazione, ed in base agli impegni presi nell'accordo commerciale stipulato con la Svizzera, avranno inizio prossimamente delle spedizioni di vino italiano destinati a Ditte svizzere.
- 2) - Allo scopo di ricevere nel minor tempo possibile le partite ordinate, le Ditte acquirenti, in considerazione delle difficoltà che gli speditori italiani incontrerebbero per l'assegnazione dei carri serbatoio all'uopo occorrenti, sarebbero disposte a fornire veicoli svizzeri di questo tipo.
- 3) - Nulla ostando, in base alle Convenzioni internazionali in vigore fra questa Amministrazione e le Ferrovie Svizzere, all'invio in Italia di carri serbatoio privati svizzeri per portarvi e prendervi carico, si prega far conoscere ⁹³⁶ con cortese sollecitudine, se si possono invitare le predette Ferrovie a voler provvedere all'invio in Italia dei carri su citati per il carico del vino italiano da esportarsi in Svizzera.

IL DIRETTORE GENERALE

Ce)

THE CHIEF, CIVILIAN TRANSPORTATION, A.C.
(SAC, BUREAU)
C/O Transportation (Mr) Hays
C.E.P.

Sol: 04/22/53 ✓
Ref: 04/22/53/1/2m 4

27 October 53

SUBJECT: Use of High Sided Carriages for this movement.

TO: Director General
Railway Board, Wellington

1. In consultation with our Postmaster-General and our Transport Minister, the wine grain from here to London, consisting of better cargo, and put into operation on a daily basis, although the regular operation has not been achieved owing to difficulties with private carriers. Initially that train operated satisfactorily, the movement of wine in barrels north of Melbourne could not be carried.

2. It is now found that a number of High Sided Carriages have been moved from the North to again for the movement of wine in barrels, and it is claimed that these High Sided Carriages are "privately owned".

3. The attention is to be drawn to wine carriers in Melbourne, and apart from the question of high sides of wine, and distasteful methods of private owners of vehicles, there is some justification for the LHM not being prepared to regulation wine carriers, but there also may be any reason why LHM could not regulation ordinary high sided freight cars for the wine use. In England, for instance, all privately owned freight cars, with a few exceptions such as those specially fitted for salt carriages, have been placed in a common pool, and regulated in much better off than Italy is. As an freight stock is regulated,

4. It must be stated that the LHM cannot afford to surrender to a state of affairs where all privately owned vehicles in the north are regulated, yet in the north are unregulated, and even destined policy in conformity. There is no such empty haulage on privately owned vehicles that there has never be justified at the present time.

5. The operation of these empty high-sided cars from the North to here when the intent to carry wine in barrels, reveals that LHM are **99%** still unaware of the difficult conditions prevailing, or that they choose to ignore them.

6. These conditions are (a) the shortage of empty and something must be done to get it into the hands of all and that the position is serious. (b) unnecessary long haul of empty from North to South represents a waste of coal that should not be justified. (c) the same blockage of traffic at Melbourne which has already resulted in one stop on a regular freight service, and which

THE

It is now learned that a number of high class gentlemen have been invited from the North to assist in the movement of vines in barrels, and it has already been shown that these high class fellows are "positively crazy".

It will be shown that the I. H. system offered to patients in a number of cases is an improvement on previous methods, especially in the treatment of the various forms of cancer.

[illegible]

7. The regulation as to the interests of wife and husband in North is one which has been imposed on the law of our own time, and is not a continuation of the old law.

11

It would seem to be desirable to ascertain why the forwarding point of view
is against this regulation.

(Signed) R.P. MOSS
CHIEF, RAIL DIVISION
R&E

Copy to: Movement Rail in subcom.
Food sub-com. II HQ
in sub-com. sub sub.
H.R.

From GENERAL DIRECTION ISR.
To: Tn. SUB COMMISSION A.C. (Rail Division).

M.331/903

23 October 1945

- 1.- Reference to your circular n°22 dated 28 August 1945.
- 2.- 20 October departed from Brindisi one train composed of 26 loaded tankers destined: 16 to Milan, 2 to Como, 5 to Brescia, 3 to Varese.
- 3.- Same day 20 October have left 6 loaded tankers destined 4 to Milan and 2 to Novara.
- 4.- 21 October has also left Brindisi one train composed of 20 loaded tankers destined: 10 to Milan, 3 to Bergamo, 1 to Como, 1 to Treviglio, 1 to Alba and 4 to Genoa.
- 5.- 22 October another train has left Brindisi with 19 loaded tankers destined: 2 to Novara, 4 to Bergamo, 2 to Genoa, 4 to Turin, 1 to Como, 1 to Pavia, 4 to Milan, 1 to Brescia.

THE GENERAL DIRECTOR
Sgd. Di Raimondo

1 3 6 3

FROM GENERAL DIRECTION ISR.
TO: TN. SUB COMMISSION A.C. (Rail Division).

N. 331/903

23 October 1945

- 1.- Reference to your circular n° 22 dated 28 August 1945.
- 2.- 20 October departed from Brindisi one train composed of 26 loaded tankers destined: 16 to Milan, 2 to Como, 5 to Brescia, 3 to Varese.
- 3.- Same day 20 October have left 6 loaded tankers destined 4 to Milan and 2 to Novara.
- 4.- 21 October has also left Brindisi one train composed of 20 loaded tankers destined: 10 to Milan, 3 to Bergamo, 1 to Como, 1 to Treviglio, 1 to Alba and 4 to Genoa.
- 5.- 22 October another train has left Brindisi with 19 loaded tankers destined: 2 to Novara, 4 to Bergamo, 2 to Genoa, 4 to Turin, 1 to Como, 1 to Pavia, 4 to Milan, 1 to Brescia.

THE GENERAL DIRECTOR
Sgd. Di Raimondo

926

PHONOGRAPHIC

MINISTRY OF TRANSPORTS
I.R.R. MOV. SERVICE
Nº33/666.

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

1. Ref. circular letter nº22 dated 28th August 1945.
2. The 10th it is started from Brindisi a complete wine train composed of 26 tanks directed : 9 to Novara; 3 to Varese; 1 Genova; 2 Milano; 10 Torino and 1 to Alessandria.
3. The 11th it is also started from Brindisi a complete wine train composed of 26 tanks directed : 20 to Torino and 6 to Milano.
4. The 12th it is started another complete wine train composed of 26 tanks directed : 4 to Brescia; 2 to Bergamo; 12 to Milano and 8 to Genova.

General Director
Di Raimondo.

1385

243/1/15

IN LMG (In Sub-Comm.)

181800

ALICE BART FOR PRISON

Movement Rail In Sub-Comm. (by hand)
Food Sub-Comm. In AG
015 (.) RESTRICTED

YOUR RL 21 DATED 15 OCTOBER (.) WERE MOVEMENT IN BARRIS TO

NORTHWEST ITALY NOT APPROVED (.) TANKER JUDICIAL MUST BE
DEFINITELY SETTLED BEFORE MOVEMENT IN BARRIS CAN BE CONSIDERED (.)

IMPORTANT

924

RL 21
OCT 151700A

G 1082
OCT 152000A
ROUTINE

ALCOM BARI FROM FRANCE
HQ ALCOM FOR TN SC MOV DIV RAIL

UNCLASSIFIED

No wine cisterns available in BARI compartimento due to refusal of owners to their hiring at present tariff. Wine merchants concerned to shipment to North by rail ask authority to load wine in barrels.

Dist

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

HEADQUARTERS

1387

DA 939
OCT 11 NPT

8/955
OCT 140900
IMPORTANT

ALONG BART

REGIMENT 2-ND DIVISION AND DISMOUNT INTO HQ ALONG ROAD FOR CURHAN

UNCLASSIFIED.

Following tank wagons of wine were despatched from ADELIA to
PIMM W N Region. Medium price free wagon departure ADELIA provinces is
100 lire per hectoliter grade. Graduation is to be determined upon
arrival.

<u>DATE OF</u> <u>LOADING</u>	<u>LOADING</u> <u>STATION</u>	<u>DESTINATION</u>	<u>tons</u>	<u>NUMBER OF</u> <u>WAGONS</u>	<u>WAGON</u> <u>NUMBER</u>
5 October	ADOLIA	TORINO	15	511324	GENERAL TORINO
5 "	"	"	"	511210	" "
5 "	"	"	"	511272	" "
5 "	"	"	"	511667	" "
5 "	"	"	"	51348	" "
5 "	"	"	"	511380	" "
8 "	ADOLIA	WILKA W. P. H. H. TO	"	558346	" ACTI
8 "	"	"	"	524753	" B "
8 "	"	"	"	524479	" "

Total wagons 14. Total tons 133.

DIST

INFORMATION FOR HQ 2
INFO CHIEF OF STAFF HQ
HQHQ HQ 2
TH HQ 2
FILE & PLANT 3

11 OCT 1945

922

Red Dm.

PA 228
OCT 13 WPT

R/037
OCT 140000
URGENT

ADMIN WARE

URGENT: MILAN OFFICE AND LOMBARDIA INFO HQ ALON 2-12 FOR BUREAU

URGENT: MILAN

Following tank wagons of wine were despatched to Lombardian Region
from A. 112. Medium price free was a departure of 112 provinces is 300
lire per ton with grade. Gradation is to be determined by a
arrival.

DATE OF DEPARTURE	LOADING STATION	DESIGNATION	QTY	NUMBER OF WAGONS	CONSIGNEE
5 October	A. 112, 2.	MILAN	15	59004	GENERAL MILAN
5 October	MILAN	BRESCIA	19	572010	" BRESCIA
5 "	"	"	"	566431	" "
5 "	"	"	"	568005	" "
5 "	"	"	"	572004	" "
5 "	"	"	"	573017	" "
5 "	"	"	"	920566	" MI ANO
5 "	"	"	"	511012	" "
5 "	"	"	"	5683	" "
5 "	"	"	2	551515	" "
5 "	"	"	"	530015	" "
5 "	"	"	"	574018	" "
5 "	"	"	"	500710	" "
5 "	"	"	"	524539	" "
5 "	"	"	"	524170	" "
5 "	"	"	"	524071	" "
5 "	"	"	"	500071	" "
5 "	"	"	"	55150	" "
5 "	"	"	"	500071	" BRESCIA
5 "	"	"	"	921	" MIANO
5 "	"	"	"	520505	" "
5 "	"	"	"	500031	" "
5 "	"	"	"	544005	" "
5 "	"	"	"	500031	" "

1369

CONTINUATION PAGE 2

<u>DATE OF</u> <u>ARRIVAL</u>	<u>ORIGIN</u> <u>STATION</u>	<u>DESTINATION</u>	<u>WAGON</u>	<u>NUMBER OF</u> <u>TONS</u>	<u>DESIGNATION</u>
3 October	ALBANY	MILANO	12	511324	GENERAL MILANO
4 "	"	"	"	511306	" "
5 "	TRIESTE	VARESE	"	541458	" VARESE
6 "	TRIESTE	MILANO	"	541317	" MILANO
7 "	"	"	"	525560	" "
8 "	"	"	"	541808	" "
9 "	TRIESTE	VARESE	"	550008	" VARESE
10 "	TRIESTE	MILANO	"	574368	" MILANO
11 "	TRIESTE	MILANO	"	524457	" "
12 "	MILANO	BERGAMO	"	524464	" BERGAMO
13 "	MILANO	MILANO	"	524578	" MILANO
14 "	TRIESTE	MILANO	"	541823	" MILANO
15 "	ALBANY	BERGAMO	"	544010	" BERGAMO
16 "	ALBANY	BERGAMO	"	560358	" "
17 "	MILANO	MILANO	"	524750	" MILANO
18 "	MILANO	BERGAMO	"	535791	" BERGAMO
19 "	"	"	"	524806	" "

Total wagons 47. Total tons 515.

6145
 INFORMATION PAGE NO 2
 NEW YORK OFFICE
 DATE 300 3
 TO NO 2
 FROM PLANT 3

920 OCT 1945

A. C.

BEST COPY POSSIBLE

Ministry of Transports
I.S.R. Direction General

12 OCT 1945

M.331/16456/351/1cca/6761/28

Oggetto:

Wine cistern movements on
behalf of Italian Army.

Transportation Sub Commission AC.

Ry Division

Building

1. The Italian Ministry of War had requested a weekly supply of 40 cistern wagons, as allowed by the Land Forces sub Commission (MMIA), Rome, in order to secure wine cistern movements from Apulia.
2. A reply has been furnished to the a/m Ministry through phonogram M.331/130 dated 3 October, copy of which is attached herewith.
3. The Ministry concerned again the MMIA, who replied through the letter, copy of which is attached herewith.
4. It is believed that the request for 40 cistern wagons per week cannot be met, because the very short availability of these wagons for civil requirements should be even more reduced.
5. Please sponsor our statement with M.M.I.A.

919

Director General

Sgd. di Raimondo

Oggetto:

Wine cistern movements on
behalf of Italian Army.

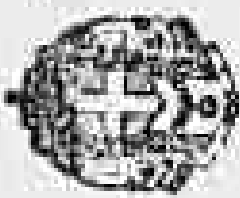
Transportation Sub Commission AC.
Ry Division
Building

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919

Director General
Sgd. di Raimondo

Ca:12/X.cb.



MINISTERO DEI TRASPORTI
E DELLE COMUNICAZIONI

FERRONTE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 12 OTT. 1943

193 - Anno

N. 331/18456/251/Decreti/28

Al N.

SOTTOCOMMISSIONE TRASPORTI A.C.
Divisione Ferroviaria

S E D E

OGGETTO

Trasporti vino in carri
serbatoio conto Militari Italiani.-

- 1) - Il nostro Ministero della Guerra aveva chiesto che per assicurare i trasporti di vino in carri serbatoio dalle Puglie, gli venisse assicurata una assegnazione settimanale di 40 carri serbatoio, come gli era stato concesso dalla Land Forces sub Commission (M.M.I.A) di Roma.
- 2) - Gli abbiamo risposto col fonogramma M.331/130 del 3 andante che alleghiamo in copia.
- 3) - Il predetto Ministero ha interessato di nuovo la M.M.I.A.- che ha risposto con la lettera di cui alleghiamo copia.
- 4) - Riteniamo che la richiesta di 40 carri serbatoi settimanali non possa essere accolta perché limiterebbe ancora più la disponibilità già molto esigua di detti carri per i consumi civili.
- 5) - Prego appoggiare le nostre considerazioni presso la M.M.I.A.-

IL DIRETTORE GENERALE

SOTTOCOMMISSIONE TRASPORTI A.C.

Divisione Ferroviaria

S E D E

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IL DIRETTORE GENERALE



C O P I A -----O

LAND FORCES SUB COMM. AC. (MMIA)
ROMA = ST/218 = 7 SETTEMBRE 45

OGGETTO: Uso di carri cisterna.-

AL MINISTRO DELLA GUERRA

1. E' stato preso in esame il fonogramma del Ministero dei Trasporti n°331/130 del 3 settembre 1945.
2. Non possiamo essere d'accordo con voi sul fatto che 26 carri cisterna alla settimana siano sufficienti al vostro fabbisogno.
3. Questo Comando ha destinato 40 carri cisterna per uso delle FF.SA. Italiane, e non sembra vi sia motivo per una ulteriore riduzione.

B. IL T/COL RASC ADST LFSC. AC MMIA

F.to Maggiore Robert Nelson

P.C.C.

IL CAPO UFFICIO

(T.Col.F.Rambaldi)

917

1376

COPI

3 Sept. 1945.

PHONOGRAM FROM: I.S.R. General Direction Ministry of Transports

Ref.M.331/130

TO: Ministry of War (Direzione Generale Servizi Commissariato Amministr.

Reference is Phonogram n°2928 P dated 28 August 1945.

As our Ministry is not acquainted with agreements made with Land Forces Sub-Commission AO (MMIA), I am informing you that during the last month, from July 23 to August 26, n°131 tank-cars have been furnished for wine movements from Puglia Region on behalf of Italy Military Authority. This is a considerable quantity if compared with the availability of such type of car and the requirements of both the Allied Military Authorities and the civilians.

Please examine if with an average allocation of about 26 weekly tank-cars, equal to about 390,000 litres of wine per week namely 55,714 litres per day, the requirements of your Administration could be satisfied. This we could eventually consider the possibility, together with the Allied channel of a different system for the allocation of tank-cars in question.

Director General
sgd.: M. Raimondo.

916

Tz/a2/13/10/45.

COPY

LAND FORCES SUB-COMMISSION AG., (MILIA)
ROMA = SP/218 = 7 SEPTEMBER 45.

SUBJECT: Use of tank-cars.

TO : Minister of War.

1. We have examined the phonogram from Ministry of Transports n°331/130 dated 3 Sept. 1945.
2. We cannot agree with you on the fact that 26 tank-cars per week may be sufficient for your needs.
3. This command has destined 40 tank-cars for use of the Italian Army Forces, and we do not see any reason for a further reduction.

91a
For Lt. Col. BRAC ADRI LPEC, AG MILIA
SUD. / MAJOR ROBERT NELSON

Copy to: Lt. Col. F. Lombardi.
(Head Office)

EX/al/13/10/1945.

PHONOGRAM

9 October 1945

Ref.: M.331/362.

FROM: I.S.R. Movement Service

TO : Tr.Sub-Commission A.C.

3ldg.

1. Reference is circular n°22 dated 28 August 1945.

2. On October 2, n°7 wine tank cars left Brindisi; 4 of which destined to Milan, 1 to Varese, 1 to Como and 1 to Relizano.

3. On October 5, a complete wine train composed with 25 cisterns, left Brindisi - 13 of which destined to Milan, 6 to Brescia and 6 to Turin.

On same date, other 8 wine cisterns have left, 7 destined to Milan and 1 to Varese.

4. On October 6, 15 other wine cisterns have left Brindisi, 7 destined to Milan, 1 to Monza, 1 to Varese, 3 to Bizz. Monferrato, and 3 to Bergamo.

5. Yesterday, 8 October, 2 wine cisterns destined to Brescia have also left Brindisi. **914**

6. As of October 8, in Bari Compartimento there were 345, empty cisterns left, of the 713 arrived from North.

Chief of Movement Service

Sgt. BOTTILLI

Tr/al/11/10/45.

1379

Tu 4 2
Nov 1945

BA 782
OCT 6/1945

O 242
OCT 6/1945A

ROBINSON

ALCOA BARZ

REGIONAL FOOD OFFICES AND LABORERIES REGIONAL FOOD OFFICES AND LABORERIES INFO:
RE ALCOA FOOD FOR CHURCH

UNCLASSIFIED.

Following tank wagon of wine were dispatched from APULIA to the north (7) on
2 October. Below price free wagon departure APULIA provinces is 300 lire per hecto-
liter grade. Production is to be determined upon arrival.

<u>LOAD ORIGIN</u>	<u>DESTINATION</u>	<u>WAGON</u>	<u>QUANTITY OF WAGON</u>	<u>COMMENTS</u>
APULIA	MILANO	15	521364	Central MILANO
APULIA	MILANO	15	504836	" MILANO
APULIA	MILANO	15	521364	" MILANO
APULIA	FIRENZE	15	521364	" FIRENZE
TRAMI	VARRE	15	519650	" VARRE
TRAMI	OSCO OG	15	521364	" OSCO
TRAMI	MILANO	15	521364	" MILANO

Total wagon 7. Total tank 105

913

LINE

INFO- ACTION : PWD 20 (2)

Info : CHIEF COMMISSIONER
INFO 20 (2)
INFO 20 (2)
FILE (2)
FILE

HEADQUARTERS
OCT 1945
C.

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

KJC/1g

19th Oct. 1945.

TEL : 466
REF : 51-2/04/FOOD
SUBJECT : Conveyance of wine in tank cars from Puglia to Northern Italy.
TO : Director, Labour Sub-Commission.

1. Please refer to letter A.C./243/1/In 4 dated 29th Sept. from Transportation Sub-Commission to you concerning the requisitioning of tank cars and a telegram which had been received from Northern Italian workers.

2. Reason we have been advocating strongly the requisitioning of wine tank cars has been as follows:

a. To prevent inflation in the rental charge for tank cars which would defeat efforts to bring cheap wine into the North for workers.

b. To enable the Ministry of Food to control the movement of wine by rail selecting shippers who promise to sell their wine at a reasonable price. When tank cars are privately owned the Ministry of Food cannot exert full control because the owners of the tank cars can decide to whom they will rent their cars.

3. For your information the matter of requisitioning has not yet finally been settled.

4. In the event that other labour organisations question the efforts to requisition tank cars we hope you will explain our point of view.

912

Frank E. Toscani
FRANK E. TOSCANI
Lt. Col. F.A.
Director, Food Sub-Commission

Copy for info. to.

HQ. A.C. Transportation Sub-Commission
(Attn. Maj. Ping)

Ministry of Transport
Direction General

6 OCT. 1945

M. 323.16895.316.02.184/
Hua 6698/28

Subject: train of empty and wine
loaded tank cars between
Alessandria and Villa S. Giovanni

AC. Transportation Sub Commission

Building

C.C. Headquarters M.R.S.

Building

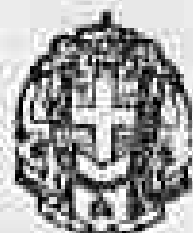
- 1) Your letter AO/243/1/Mn.4 dated 8 September refers.
- 2) Upon verbal authority from Colonel Moss, instructions have been issued to operate a train of empty tank cars from Alessandria to Villa S. Giovanni to be loaded with wine from Calabria and Sicily, and a train of wine-loaded tank cars from Villa S. Giovanni to Alessandria.
- 3) The empties train should consist of some 20 empty tank cars and should be run only when this equipment will be available.
- 4) The loaded train should be run only when at least 24 loaded tank cars will be pooled at Villa S. Giovanni.
- 5) It will be avoided to run at the same time the two trains from Villa S. Giovanni and Bari.
- 6) Schedule of both trains has been already advised through letter M.323.17443.316.02.184.100A.6333.28 dated 7 September.

for the Director

Lo Cigno

911

ca ng 5/10



MINISTERO DEI TRASPORTI

~~DELLA R. GOVERNATIONE~~FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma li, 6 OT 1945

194 - A

N M.323.18695.318.02.181/qua

6698/28

Al N.

del

OGGETTO
Condotta per serbatoi
vuoti e carichi di vi
no da Alessandria a
Villa S.G. e viceversa

- COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI S E D E
p.c.
DIREZIONE GENERALE M.R.S. S E D E

ALLEGATI N.

1°)- Si fa riferimento alla nota AC.243.1
Tn.4 dell'8 corrente.

2°)- In seguito all'autorizzazione verbale ricevuta dal sig.Colon
nello MOSS, sono state diramate disposizioni per la effettua
zione di una condotta di serbatoi vuoti da Alessandria a Vil
la S.Giovanni per prender carico di vino dalla Calabria e dal
la Sicilia, e di una condotta a carico da Villa S.Giovanni ad
Alessandria.

3°)- La condotta a vuoto dovrà essere composta di circa quaranta
serbatoi vuoti e verrà effettuata solo quando si potrà rag
giungere tale quantitativo di veicoli. **916**

4°)- La condotta a carico avrà luogo soltanto quando saranno radu
nati a Villa S.Giovanni almeno ventiquattro serbatoi carichi.

5°)- Verrà evitata la effettuazione contemporanea delle due condot
te da Villa S.Giovanni e da Bari.

6°)- L'orario della condotta a vuoto e di quella a carico venne
già comunicato con la lettera M.323.17443.318.02.184.ICCA.
6333.28 del 7 corrente.

IL DIRETTORE GENERALE

br.

1383

RESTRICTED

Tr 4

2001
OCT 040830

G/27
OCT 041850A
ROUTINE

AMB LOMBARDIA REGION FOOD DIV FOR HANCOCK SIGNED LESTER.

ALCON BARI, FOR INFO ALCON ROME FOR TPTN S/C, RPTD FOOD S/C, RPTD
AG L LOMBARDIA REGION FOR TPTN DIV ATT CAPT W WOODCOCK.

RESTRICTED.

Ref our signal 1966 26 September repeat that wine tankers and
cars be only consigned to principal town or CAP LOGHI each Province.
This order of priority MILAN COMO VARESE BRUSCIA BERGAMO SONDRIO
CREMONA PAVIA MANTOVA. MILAN to be consigned on N station only
SCALE ROMANA. Wine consigned to small towns is impossible to
control. Please inform current price loaded station. Merchants
LOMBARDIA claim price has reached 400 lires hectolitre.

DIST

INFO-ACTION TN SC 2
FOOD 2
INFO CHIEF COMMISSIONER
ECON 2
FILE 2
PLCAT

909

Nov Rail
Rail Div.

RESTRICTED



Figure 1. The study area.

<u>SPAZIO IN RISPONSA</u>	<u>REAZIONE - DESTINATARIA</u>	<u>GIORNI</u>	<u>NUMERO</u>	<u>DESTINAZIONE</u>
SAVERIO	BERGAMO	15	52485	Bergamo BERGAMO
VERBA	BERGO ARZIZIO	15	565806	" VARESE
ROMANO	TORINO D.	15	511340	" TORINO
ROMANO	TORINO	15	514220	" TORINO
ROMANO	BERGAMO D.	15	535808	" BERGAMO
ROMANO	MILANO PR	15	568010	" MILANO
ROMANO	MILANO D.	15	30376	" MILANO
ROMANO	MILANO	15	51150	" MILANO
ROMANO	MILANO	15	77494831	" MILANO
ROMANO	MILANO	15	56274 3	" MILANO
D. ROMANO V.	MILANO D.	15	30265	" MILANO

THE UNITED STATES DEPARTMENT OF COMMERCE

115

APR 18 1968 PG 2
INFO CHIEF OF MISSION
FROM REC 2
TO HQ 2
FILE 2
STAY

may Priz Seen

908
Ma Rail
Rail 71v

TRANSLATION

I.S.R. MOVEMENT SERVICE

Ref. M.331/210.

TO : Tn. Sub-Commission AC.,
Rail Division
Bldg.

1. Ref. is circular n°22 of the 28 August 1945.
2. On Sept. 20 a loaded wine-train consisting in 6 cisterns destined: 1 to Bergamo, 1 to Busto Arsizio, 2 to Turin, 1 to Genova, 1 to Milan; besides 5 barrel-loaded cars which have been loaded before the 23 September 1945.

Chief of Movement Service
Sgd.: D i o n d i

Transmitted 2100 hrs Oct. 1st, 1945.

907

Tr/al/3/10/45.

P

1386

DIREZIONE GENERALE F.S. SERVIZIO MOVIMENTO
SOTTOCOMMISSIONE TRASPORTI A.C. SEZIONE FERROVIE SEDE

M.331/210

I° Riferimento circolare n.22 del 28 agosto 1945.

II° Il 28 settembre u.s. è partita da Brindisi una tradotta
a carico composta di sei serbatoi diretti: I Bergamo, I Busto Arsizio,
2 Torino, I Genova, I Milano oltre 5 carri fusti caricati prima del 23
settembre u.s.

IL CAPO SERVIZIO MOVIMENTO
f. BIONDI

906

COTIA TRASMETTE DINI ORE 21 DEL 1/10/45

1387

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 01/20/01 BY 60322
c/o the Department of Defense

23 September 45

TO: SAC, NEW YORK
FROM: SAC, NEW YORK
SUBJECT: Italian State Railways (ISIRI) - Rome

SUBJECT: Conversion of lines in German-occupied Italy to
Northern Italy.

TO : Director,
Federal Bureau of Investigation

1. When the Allied Forces landed in Italy, the Director General,
Military Railways Service, placed all privately owned railway vehicles under
Italian State Railways (ISIRI) administration, in order that the best possible use could
be made of each wagon.

2. The Puglia and Calabria districts depend to a great extent on the
production and export sale of wine as a means of maintaining their
livelihood, but during the whole of the campaign in Southern Italy, it was
hardly ever possible to allocate any rail transport to wine outside the Bari
area, owing to the limited capacity of the rail lines and the consequent and
urgent movement of military traffic.

3. Some day movement was arranged, including traffic from Sicily, and
even after the falling of Rome the method of conversion of wine was by sea
into Civitavecchia, thence by rail to the capital.

4. In the main, this placed German troops out of action, but they
were used to some extent by the Italian army for movement of wine for their
troops.

5. During this time, no separate requisitioning of private wine
tankers, in order that a fair distribution could be made to all growers.
We arranged a wine train daily from Bari to Naples, but have been considerably
faced with a demand for the return of the tankers to the private owners.
Various departments of the Italian State Railways were also prepared for them
to be returned, mainly because they were unable to maintain them, because
they were paying high rental charges, and because when a tanker was
a private owner for repair, they had difficulty in getting it back.

6. When the north was freed, owing to political conditions, German
tankers were not requisitioned in that area, and a block was put on rail
movement of wine between North and South to prevent the almost insupportable
difficulties which would arise if requisitioned and non-requisitioned tankers
got mixed.

7. We were, however, reassured by the Minister of Transport to assist in
the anti movement of wine from Puglia to the North, in order that the crops
in the southern area, which had been withheld for so long, could at last bring
into the country.

10

Director,
Subur 22-Commission

Northern Italy.

1. When the Allied Forces landed in Italy, the Director General, Military Railways Service, placed all available road railway vehicles under Italian Civilian requisition, in order that the best possible use could be made of each wagon.

2. The Naples and Calabria districts agreed to a great extent on the production and exportation of wine as a means of self-sufficiency. It was established, but during the whole of the campaign in Southern Italy, it was hardly ever possible to allocate any rail transport to wine outside the Bari area, owing to the limited capacity of the rail lines and the essential and urgent movement of military traffic.

3. Wine was movement was arranged, including transport from Italy, and even after the falling of Rome the method of conveyance of wine was by sea into Civitavecchia, thence by rail to the capital.

4. In the main, this placed civilian tankers out of action, but they were used to some extent by the Italian army for movement of wine for their troops.

5. During this time, we encountered the requisitioning of private wine tankers, in order that a fair distribution could be made to all provinces. We managed a wine train daily from Bari to Naples, but have been considerably taxed with a demand for the return of the tankers to the private owners. Various departments of the Italian State had also been prepared for them to be returned, mainly because they were unable to maintain them, because they were paying high rental charges, and because when a tanker was going to a private owner for repair, they had difficulty in getting it back.

6. When the north was freed, owing to political conditions, civilian tankers were not requisitioned in that area, and a block was put on rail movement of wine between North and South to prevent the almost insuperable difficulties which would arise if requisitioned and non-requisitioned tankers got mixed.

7. We were, however, pressed by the Minister of Transport to assist in the rail movement of wine from Naples to the North, in order that the crops in the southern area, which had been wasted for so long, could at last bring some economic relief to the province. Accordingly, we placed into service a daily wine tanker between Naples and the Milan district, but in spite of a large number of tankers available, the traffic only went fitfully, and the price of hire of a tanker in the North soared to 40,000 lire, and this did not include the "percentage" which would be necessary for preferential movement. Other difficulties arose, and these will be explained in a letter from Prof. Sub-Commission to you, but in order to relieve the public area of wine, to guarantee the daily running of the train, and to keep the price of wine at a reasonable figure, we recommended to the Minister of Transport that until the crops had been cleared in the South, all tankers should be requisitioned. This was strongly supported by the Prof. Sub-Commission, by the Minister of Transport, and by the three top General of the Italian State Railways, but the requisitioning has been very delayed whilst various

Departments of the Italian State Billings put their points of view to the Minister. The two Ministers met, and it is now understood they have decided to requisition all wine tankers in the North. We have refused the movement of wine in barrels until full use is made of the tankers, and have promised help with buying from Germany if the interests holding out for high rentals and high prices could be overcome.

6. The attached telegram received from Northern Italian workers would seem to indicate that they are not acquainted with the fight which has had to be maintained against vested interests to ensure that the wine from Puglia should not only move, but move at a price which will be in the interests of the workers.

7. This rather full statement is sent you in view that you may be fully aware of the position should the matter be raised from any source with which you are in contact.

Anthony
Mr. Thurston

Copy to: Movement (Mail) To Sub-Comm.
Food Sub-Committee H.C.

904

213/1/2

TELEGRAM FORM

Translation

FROM : MILAN

TO : ROME - MAJOR FINE, Allied Commission
I.S.R. - Rome

IN THE INTERESTS OF WORKERS OF MILANESE INDUSTRIES, CHAMBER OF LABOUR
MILAN REQUESTS RE-ACQUISITIONING OF CIGARETTE WAGONS FOR TRANSPORTATION
OF WINE FROM SOUTH TO THE NORTH.

(SENDER) MAILATI

(Secretary)

1391



Prefisso e Numero - Indicazioni eventuali - Provenienza - Numero parole - Data - Ore

326 LMP ROMA MILANO 111097
30 28/1430

122.000.000
= LMP MAGGIORE PING
COMMISSIONE ALLEATA
DIREZIONE FERROVIE STATO
ROMA -

INTERESSE LAVORATORI INDUSTRIE MILANESI CAMERA
DEL LAVORO MILANO PREGA SBLOCCO VAGONI CISTERNA
PER TRASPORTO VINI DAL SUD AL NORD -
SEGRETARIO MARIANI -

902

RIPULATO PER TELEFONO

Ore *10/11* Sig. *2*

863/1

Il Governo italiano e la Società non assumono alcuna responsabilità in conseguenza del servizio telegrafico

TNA

SEP 27 NYT

F/9234

SEP 273000A

ROUTINE

ALCOM FOOD BARI

ALCOM HQ FOOD COM MAJ DURAN ROME INFO ALCOM FOOD NORTH PISK
FOR WHITE MILAN

UNCLASSIFIED

Special wine train No 12 departed SPILIA night 25 September
 Approx 600 tons 23 cisterns. Segons 11 MILANO 2 MAGENTA 1 CANTU 3
 BERGAMO 1 GROPPELLA 1 GENOA 1 MANTOVA 1 SARGANO 2 COMO 1 BOLGHERANO
 Price 3 lire per grade other details follow.

List

Action - Food 2
 Info - Chief Commissioner
 Leon 2
 Th 2
 File 2 float

901

How Rand
 How Rand
 How Rand

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