

ACC AO 322/TW, 4

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RAIL - A  
FEB. - MAR.

10000/148/2422

RAIL - ROAD CO-ORDINATION -  
FEB. - MAR. 1945

2266

322/8

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Ext. 376

MST/ah

340/38/Tu 1

29 March 1948

MEMORANDUM for Chief, Road Division

SUBJECT: Use of Railway Facilities by Road Transport Operators

1. With reference to the attached draft letter, this is <sup>properly</sup> a subject which should be handled by your division, consulting as necessary with the Rail Division. Since the draft was written a further letter has been received from General Di Raimondo and a copy is attached. In view of the objections of the ISR the whole subject will want further consideration.

2. Regarding General Di Raimondo's suggestion that the ISR should operate their own road services, you will be aware that we discussed this fully with the General today. For record it may be noted here that vehicles transferred to the Italians from the Allies will be transferred to the Italian Government. Generally speaking, only vehicles already in operation on specific jobs will be transferred and we shall expect such vehicles to remain on these specific jobs if they are essential ones such as the haulage of food, etc. We explained to General Di Raimondo that the new vehicles now being imported into the country were not being sold to Italian operators.



M. B. THOMAS, Colonel  
Deputy Director

2 Incls:

1-Cy ltr 27 March 48 fr. Gen. Di Raimondo  
H.111/31

1-Cy draft ltr to Gen. Di Raimondo,  
Subj: Road Transport by ISR

cc: Planning Staff (Lt. Col. Harris)  
Rail Division  
Movements Division

5028

2267

COPY

MINISTRY OF TRANSPORTS  
ISR GENERAL DIRECTION

Rome, 27 March 1945  
N.111/51

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

SUBJECT: Railway lines in northern territories; yours AC/382/Tn 4 dated 13 March 1945 refers.

1. It is beyond any doubt that all railway plants and installations (yards, warehouses, stations, etc.) can be usefully utilized for the operation of road haulage transports, with evident advantages from both technical and economical view-point.
2. But just on account of above reasons this General Direction sees not only the opportunity but the necessity that said road haulage transports be directly operated by ISR Administration.
3. On the other hand the suggestion to put ISR facilities at private carriers' disposal cannot be favourably accepted by ISR Administration as the contemporaneous utilization of the same facilities for both rail and road transports would mean a promiscuous utilization of the staff with all disadvantages arising whenever directions are issued by two different sources.
4. It must be considered moreover that, as already stressed in your a/m letter, the possibilities of competition between rail and road transports could be increased by the very fact that railway facilities have been put at road transports' disposal. And even if said competition must be presently considered only as a theoretical factor, it could become an actual one and one to be reckoned with, when the activity of the railways will further proceed.
5. To avoid above competition it is necessary, that closely following the rehabilitation of ISR lines and plants, road haulage transports be shifted towards the areas where no other means of communication are available.
6. This progressive adjustment of mutual competency btw. rail and road transports can be reached only by entrusting one and the same Body, that is ISR, with the organization and the operation of both rail and road transport services.
7. We want to call that Rail Division's attention to the opportunity that ISR may be assigned a road rolling stock of their own, to be fed through the supply of motorvehicles going to be put at Italian Market's disposal by the United Nations. We beg to send herewith attached, on this subject, copy of our application to Transportation S/Commission dealing with restitution of motorvehicles to INT (which is directly under ISR control) together with copy of another letter addressed to Transportation S/Commission in January lt., dealing also with allocation of motorvehicles to ISR. 5028
8. If ISR request could be granted, it would be possible to further utilize both staff and facilities that, as already remarked by that Rail Division, are presently in excess of the actual needs of the rail traffic.

THE Director General  
Sgd. G. DI RAIMONDO

2268

COPY

DRAFT

CSG/tes

SUBJECT : Road Transport by ISR.  
TO : General Di Raimondo.

1. Your letter and report G119/1192/33 dated 6 Feb '45 and your letter dated 9 Mar '45 have been given further study with a view of using certain ISR rail facilities in Northern Italy when this area is liberated.

2. We agree with your thesis that railway personnel and terminal facilities may well be used in conjunction with road transport in lieu of trains over those routes which cannot be readily rehabilitated yet serve territory upon which large urban centres depend upon for their food supply. It is obvious that only a very limited number of lines can meet these requirements, and that only a very limited number of ~~lines~~ civilian trucks would be available for this service. Coordination and control can only be secured at present in AMG territory, hence our suggestion that we plan for this service in Northern Italy only. Any such plan to be used in Liberated Italy must be effected by the ISR and EMAC.

3. In order to activate a plan as suggested by you, the following suggestions are submitted as a basis for a proposed operating agreement:

(a) Routes to be used shall be determined by AMG aided by technical assistance furnished by ISR.

(b) Trucks to be used shall be allocated by AMG from their civilian truck pools. The number to be used shall be determined by AMG based upon rail traffic generated as opposed to other transport commitments.

(c) Tariff rates shall be determined and posted by ISR after AMG approval and shall be such as to guarantee a reasonable return to the truck operator, using the EMAC national tariff as a basis. Individual contracts should be made by ISR with each truck owner to mutual advantage.

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(d) ISR shall produce the necessary funds to put terminal facilities in repair. All such work shall be under ISR jurisdiction but AMG will aid in release of materials, etc.

(e) First priority shall be given to transport of food stuffs. Passenger transport will not be provided until approved by AMG.

(f) P.O.L., spares and tires will be obtained thru truck pools.

(g) ISR will run their business completely, merely calling on the truck pools for allocation of vehicles.

4. Due to the fact that local shippers are accustomed to using rail facilities on regular scheduled runs, it is anticipated that designated lines will soon become remunerative and provide a vital service as feeders to urban centres.

cc: Lt. Col. Harris, Planning Staff  
Mov. Division - Roads

Ministry of Transports  
General Direction ISR

Roma 22 March 1945

C/01/Segr.

TO: Transportation S/Commission  
Rail Division.

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Following to our letter same reference dated 9 March ult. addressed to that S/Commission, we beg to inform you that this General Direction ISR has heard that the direct operation by Allied Commission Palermo of the road haulage transports with INT Staff and equipment will be soon discontinued.

It is therefore necessary that a decision be urgently taken by that S. Commission as to the application submitted by this General Direction ISR, in order that INT motorvehicles left in Sicily after the liberation, be returned to their owner and the Body be established which will be entrusted with the operation of said road haulage transports.

We want to recall, on this subject, the report already submitted to Mr. Taylor (copy attached) and we ask that S/Commission to kindly investigate the possibility and the opportunity for both the Italian State and the Sicilian population that the motorvehicles belonging to Allied Commission Palermo be transferred to ISR which would carry on the operation of the services through INT; as you are already aware, INT operates under ISR control and supervision.

We therefore await that S/Commission's decision.

Sgd. G. DI RAIMONDO  
Director General

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MEMORANDUM

The conditions of civil transportation are, at present, very irregular. Owing to the lack of efficient railways, passengers and wares are transported by private motocars without any reliability and at very high and absurd rates. Exceptions to what above are very few and are chiefly transportations carried out by C.I.T. and I.N.T., two ancillary concerns belonging to the I.S.R.

The I.S.R. are duly authorized by law to operate, directly or by other concerns under their control (ancillary concerns, contract<sup>ors</sup>), road transportation by means of motobuses and motolorries. With no gaining or speculative aim, they have widely done so in the past, at prices equal or near to rail rates, with full satisfaction of all parties concerned. They have thus controlled and checked the transportation rates market to the advantage of the community.

It is therefore the general interest that the I.S.R. do not further delay resuming their work in this branch, especially now that rail transportation is unavailable or not fully available. They possess station plants, warehouses, responsible staff and bear an undiscussed tradition of honesty and wide experience.

The Allied Authorities are going now to deliver motobuses and motolorries to Italy to help her economic rebirth.

It is urged that a substantial part of such means of transportation be granted, with absolute precedence and preference, to the I.S.R. for the above reasons and views, so that the said Italian State Administration be put in a position to resume their responsible control of traffic.

Rome, January 26th, 1945



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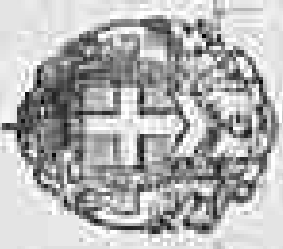
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Rome, January 26th, 1945

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MINISTERO DEI TRASPORTI  
MINISTERO DELLE COMUNICAZIONI

DIREZIONE GENERALE  
DELLE FERROVIE DELLO STATO  
XXXXXXXXXXXXXXXXXXXX

Roma,

27 - 8

1945 Anno

TRANSPORTATION SUB-COMMISSION, AC.  
(RAIL DIVISION)

N. 111/31

**OGGETTO**

Linee ferroviarie nei territori Setteentrionali  
Rif. 332/Tn. 4 del 13 c.m.

Non v'ha dubbio che gli impianti ferroviari (scali, magazzini, stazioni ecc.) si prestano con ovvii vantaggi tecnici, amministrativi e finanziari, all'esercizio dei trasporti camionistici.

Proprio per queste ragioni questa Direzione Generale non solo ravvisa la convenienza ma anche la necessità di esercitare in proprio i servizi automobilistici su strada.

Per contro non può accogliere favorevolmente una proposta diretta a mettere a disposizione di autonome aziende camionistiche gli impianti ferroviari, in quanto una contemporanea utilizzazione degli stessi tanto per i bisogni ferroviari che per quelli camionistici implicherebbe un proprio uso del personale con gli inconvenienti che sono propri ad una duplice azione direttiva.

Devesi por mente d'altra parte alla circostanza che, come giustamente asseriva ccdesta Divisione ferroviaria, il fenomeno della concorrenza tra i due mezzi potrebbe essere facilitato pel fatto stesso delle agevolazioni derivanti dalla messa a disposizione da parte ferroviaria dei propri impianti. Tale concorrenza se nelle fase attuale può essere considerata soltanto teorica potrebbe in un prossimo tempo, col progredire dell'attività ferroviaria, tradarsi in una realtà concreta e rilevante.

Essa invece va evitata spostando, man mano che le ferrovie ricostituiscano i loro impianti e le loro linee, l'azione del camion verso zone che risentono della mancanza di mezzi di comunicazioni.

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OGGETTO

Linee ferroviarie nei territori Settentrionali  
 Rif. 332/In.4 del 13 c.m.

N. 111/31

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Questo continuo aggiustamento di compiti fra la ferrovia e l'automobile non può essere organicamente ed efficacemente attuato se non affidando ad un unico ente, le "F.S.", l'organizzazione continuata dei servizi ferro-camionistici.

A questo proposito si ritiene necessario di richiamare l'attenzione di codesta Divisione sulla opportunità d'assegnare alle Ferrovie dello Stato un proprio parco automobilistico il quale potrebbe precisamente essere alimentato dalle forniture di automezzi che le Nazioni Alleate intendono mettere a disposizione del mercato Italiano. Si unisce, al riguardo, una richiesta diretta alla Sottocommissione Trasporti circa la restituzione di automezzi all'INT il quale, com'è noto, è emanazione diretta di quest'amministrazione ed un memorandum circa l'assegnazione di automezzi alle F.S., già rimesso alla U.A. nel mese di gennaio u.s.-

Accogliendo le richieste F.S. si utilizzerebbero, come giustamente osserva codesta Divisione, gli impianti ferroviari ed il personale esuberante alle attuali esigenze del traffico su rotaia.

IL DIRETTORE GENERALE

*Indirizzo*

2276

N° 9.01/Segr.

ALLA COMMISSIONE ALIANTIA  
Sottocommissione Trasporti

R O M A

A seguito della lettera p.s. diretta a codesta sottocommissione Trasporti in data 9 corrente mese, si fa presente che questo Direzione Generale è venuta a conoscenza della prossima cessazione dell'esercizio diretto, da parte della Commissione Alianta di Palermo, del noto complesso automobilistico gestito con il personale e con l'uso degli impianti IAT.-

La cessazione rende di speciale urgenza una decisione da parte di codesta Commissione in merito alle richieste formulate da questa Amministrazione per la restituzione all'IAT degli automezzi di sua proprietà, lasciati in Sicilia dopo la liberazione, nonché dell'IAT che si affida la continuazione dell'esercizio dei trasporti su strada.

A tale riguardo, mentre si fa riferimento alla relazione a suo tempo trasmessa al Direttore Sig. Taylor, e di cui si manda ad ogni buon fine una copia, si prega codesta sottocommissione di esaminare l'opportunità e la convenienza economica per lo Stato italiano e per la popolazione siciliana di trasferire gli automezzi della Commissione Alianta di Palermo alla IAT che, le quali se continueranno l'esercizio a mezzo dell'IAT che, come vi è noto, opera alle dipendenze e sotto il controllo di questa Amministrazione.

Si resta pertanto in attesa di conoscere le decisioni di codesta Sottocommissione.

IL DIRETTORE GENERALE

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2277

Roma, 27 March 1945  
N. 111/31

MINISTRY OF TRANSPORTS  
ISR GENERAL DIRECTION

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

SUBJECT: Railway lines in northern territories, yours AC/332/Tn 4 dated 13 March 1945 refers.

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3. On the other hand the suggestion to put ISR facilities at private carriers' disposal cannot be favourably accepted by ISR Administration as the contemporaneous utilization of the same facilities for both rail and road transports would mean a promiscuous utilization of the staff with all disadvantages arising whenever directions are issued by two different sources.
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7. We want to call that Rail Division's attention to the opportunity that ISR may be assigned a road rolling stock of their own, to be fed through the supply of motorvehicles going to be put at Italian Market's disposal by the United Nations. We beg to send herewith attached, on this subject, copy of our application to Transportation S/Commission dealing with restitution of motorvehicles to INT (which is directly under ISR control) together with copy of another letter addressed to Transportation S/Commission in January ult., dealing also with allocation of motorvehicles to ISR.
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5021

Rail Div

I have top copy & will discuss THE Director General  
 with Harris question of using his for road transport.  
 2 General question of handing trucks to I.S.R. has been  
 discussed with di Raimondo today; nothing being  
 on this point

Sgd. G. DI RAIMONDO

*[Handwritten signature]*

29/Mar

322/16

ACP/ic

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

Tel. 343238  
Ref. AC/322/Tn 4

29 March 1945

TO : Lieut. Col. Harris, Planning Division, HQ. AC Tn. S.C.

SUBJECT : Rail - Highway co-ordination.

1. Reference is to your letter of 24 February 45, and reply of Chief of Movements Division dated 27th February 45 under reference 311/2/Tn 3.
2. The ISR would have no objection to the operation of truck services over selected rail routes, using railway stations premises as central points, but desire to operate such road services themselves.
3. However, before you take further action, it is suggested that consultation should be further had with the Deputy Director, as he has policy correspondence with General di Raimondo on the question of ISR operation of road trucks. General di Raimondo's letter of 6th February, with long report on ISR road services, addressed to Colonel Thomas refers.

*AD.*  
O. H. LINDBERG  
Lieut. Col. R.F.,  
Chief, Rail Division.

Copy to : Movements Division, Tn Sub-Comm. HQ AC

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Maj. Ping

18/3/45 322/5

Road haulage transports operated by ISR

1. Reference is made to AC letter file 322/Tn 4 of 13 March ult. subject: Railway lines in northern territories.
2. Mr. Laloni, Chief of ISR Commercial Dept. says that ISR fully agree on your suggestions, especially if the operation of the road transports will be entrusted to ISR directly. But before sending a written reply, he wants to know whether you are aware of the correspondence on this same subject with Transportation S/C HQ. Copy of ISR report of 11 Jan. 1945 (sent to Mr. Taylor) and of ISR letter of 9 March ult. are attached.
3. Mr. Laloni would also very much like to know, whether the initiative of AC letter referred to, comes from AC itself or from some governmental Body, other than ISR.

mr/

*attach*

5019

Roma, 9 March 1945

Dear Col. Tomas,

I want to thank you very much for your kind letter of 26 February ult. concerning the allocation of motorvehicles to ISR.

But I want to make it clear that, as already pointed out in the report attached to my letter of 6 Feb. ult. addressed to Lt. Taylor, the matter does not deal with "transfer of INT vehicles or other vehicles to the control of the Italian Government" but with the allocation to ISR and to INT, former's direct emanation, of part of the American vehicles with the purpose of operating them directly, on behalf and in the interest of the Italian State Railways.

As you have seen in a/a report, ISR, pending the full rehabilitation of their railways system, intend to re-assume the operation of road haulage transports as already done in the past, when the daily mileage run for freight services attained 32.000 km. and complete regional and inter-regional passenger services were operated by INT, on behalf of ISR, in Venezia Giulia, in Marche, in Abruzzi, in Lazio, in Sicily, etc.

Having completely lost, on account of the war, their rolling stock for road transports, ISR will not be able to re-assume said activity, unless Allied Commission will grant them the allocation of a sufficient number of motorvehicles.

And to secure above allocation, this General Direction fully relies on Lt. Taylor's personal, effective help.

Thanking you again in advance, I remain, dear Col.

Tomas,

yours very truly  
sgd. G. di Raimondo

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322/4

Roma, li

-9 MAR 1945

Caro Colonnello Thomas,  
 La ringrazio sentitamente di quanto mi comunica con la Sua del 26 febbraio u.s. (ICCA/3030/1) circa l'assegnazione di automezzi, da parte della Commissione Alleata, alle Ferrovie Italiane dello Stato.  
 Credo, però, opportuno di precisare che non si tratta, come del resto è chiarito nella relazione allegata alla mia lettera del 6 febbraio diretta all'egregio Direttore Taylor, di "trasferire degli autoveicoli dell'INT e degli altri autoveicoli al controllo del Governo Italiano" ma bensì di assegnare alle Ferrovie Italiane dello Stato, ed all'INT che ne è una diretta emanazione, una parte degli autoveicoli di provenienza americana per essere direttamente gestiti per conto e nell'interesse di questa azienda statale.

Come avrà rilevato dalla predetta relazione, le  
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To Mr. F. B. THOMAS, Colonel  
 Deputy Director of the Transportation  
 Sub-Commission  
 Headquarters Allied Commission  
 A P O 394

5017

Q  
Ferrovie Italiane dello Stato, in attesa di veder rimessa in piena efficienza la propria rete, desiderano riprendere i trasporti con automezzi su strada ordinaria che nel passato raggiunsero, per le merci, una percorrenza giornaliera di oltre 32.000 km. e che, per i viaggiatori, costituirono delle reti regionali ed interregionali complete gestite, nell'interesse delle P.S., dall'Istituto Nazionale Trasporti (INT) nella Venezia Giulia, nella Marche e negli Abruzzi, nel Lazio, in Sicilia ecc.

Spogliate, a seguito della guerra, del loro autoparco, le Ferrovie dello Stato non potranno riprendere tali traffici se non riceveranno da codesta Spett.le Commissione l'assegnazione di un congruo numero di automezzi.

È appunto per tale fornitura che questa Direzione Generale fa pieno assegnamento sull'interessamento personale Suo e dell'egregio Direttore Taylor.

Nel rinnovare i miei anticipati ringraziamenti mi è grata l'occasione, Sig.Colonnello, per salutarla cordialmente.

Suo Dev.mo

f.to di Raimondo

R E P O R T

about the inauguration of passenger and freight road services (by motortruck), operated by the I.S.R., either as a direct management or through the I.N.V. (Istituto Nazionale Trasporti), as well as through other contractors.

The present situation of road transportation

The almost complete absence of civilian traffic on the I.S.R., in nearly all areas of liberated Italy, has brought on a disordered swarming of private initiatives and the inauguration of passenger and freight services, which are after in competition one with another at the most unfair rates and conveyance - conditions. For instance, the passenger service between Rome and the most important towns, in central and southern Italy, is at present operated by motorlorries and at actual black market prices. Indeed, only few are the busses and motorcars operated as public service by private owners and at fair rates. It is enough to quote that, while the I.N.V. and some other firms are operating the passenger service Rome-Marche and Rome-Abryzini by comfortable busses and at an average fare of approx. 1.2 per passenger-kilom., on the contrary, also from Rome to sundry towns are riding - without fixed timings - some badly equipped lorries at the heaviest and most aleatory booking conditions and at fares reaching often 1.10.00 per passeng.kilom. Some very odious cases have been denounced to the I.S.R. General Direction, for instance, for trips from Rome to Campobasso and to Reggio G. the requested fare was respectively of 3.000 and 10.000 liras. Similar cases occur also in freight movements. The "Sindacato Ferroviario Italiano" have recently denounced the following cases 5098

The present situation of road transportation

The almost complete absence of civilian traffic on the I.S.R., in nearly all areas of liberated Italy, has brought on a disordered swarming of private initiatives and the inauguration of passenger and freight services, which are after in competition one with another at the most unfair rates and conveyance - conditions. For instance, the passenger service between Rome and the most important towns, in central and southern Italy, is at present operated by motorlorries and at actual black market prices. Indeed, only few are the busses and motorcars operated as public service by private owners and at fair rates. It is enough to quote that, while the I.N.T. and some other firms are operating the passenger service Rome-Marche and Rome-Abryzzi by comfortable busses and at an average fare of approx. L.2 per passenger-kilom., on the contrary, also from Rome to sundry towns are riding -without fixed timings - some badly equipped lorries at the heaviest and most aleatory booking conditions and at fares reaching often L.10.00 per passeng.kilom. Some very odious cases have been denounced to the I.S.R. General Direction, for instance, for trips from Rome to Campobasso and to Reggio G. the requested fare was respectively of 3.000 and 10.000 liras. Similar cases occur also in freight movements. The "Sindacato Ferroviario Italiani" have recently denounced the following cases **5098** a load of dry figs from Puglia to Rome, were requested L.3.000 per quintale (namely over 30% of the same price on the Rome market), while the rail rate - quoted here only for comparison - would have been approx. L.71 per quintale and the rate charged

by an honest truck owner 1.1.000 per quint. at the utmost. Our Government and all those who care for Italy's reconstruction cannot shut their eyes on such a situation. And also the I.S.R., who up to last year secured the movement of most of the national products, as well as the important export and transit traffic, cannot assist as inactive onlooker at the rise of so many new carriers. As a matter of fact these carriers (apart from their present function - often negative due to the burdens connected with the service) they could, if furtherly tolerated, deprive for ever the I.S.R. of those traffic currents once pertaining to the rail. On the other hand, many people put hereto following questions: why the I.S.R., who in recent times had to fight the competition of road transports, also through the operation of freight and passenger motor trucks, do not resume, at present, this activity? It is right to leave completely inactive the plants and personnel escaped from war destruction? How many freight depots, passenger and freight offices, and personnel (of the various ranks, managers, clerks and labourers) are not utilized and inactive on various railway lines, due to the almost total lack of public transport-facilities? And yet, if the I.S.R., or other carriers - controlled by the I.S.R. and managed under I.S.R. supervision - would operate freight and passenger road services, we could, not only utilize the railway equipment and personnel, but also pursue a low-rates-policy and thus secure actual advantages for the recovery of the economic national life. These services should depart from and arrive at the very railway stations, whose personnel should be charged with the terminal handlings (loading, unloading, custody and delivery of goods, collection of rates, booking of reserved seats and tickets-sale) namely the handlings pertaining both to freight and passenger services.

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The I.S.R. - as they do not pursue profit aims - could support the high purposes of the Liberation Government and facilitate, in the best way, the movement of those raw materials



and of those goods which are essential to carry out the plans for the national reconstruction

A first programme of road transports

As already pointed out, the I.S.R., being owner of the "I.N.T." Istituto Nazionale Trasporti - are interested in the increment of the road services managed by said Institute. At present, the I.N.T. are managing some 1500 motor vehicles in Sicily, on behalf of the Allies, and are owner of a remarkable road network for passengers service, in the province of Teramo, besides the interprovincial lines Ascoli-Roma, Rome Campobasso and S.Benedetta del Tronto-Ancona. The services carried on by the I.N.T. are very much appreciated, due both to fair rates and regular and efficient operation. Now, if we consider that there are very good I.N.T. Delegations in Rome and Province Chief Towns, and the most of them can avail of motor pools, repair shops, etc., it is evident that the utilization of the technical and administrative equipment of the above Institute should be intensified through the increment of their services. It is necessary that I.S.R. get from the Allied sources more freight and passenger vehicles to be managed by the I.N.T. who should secure regular transports of mails, on the routes hereafter outlined under the supervision of I.S.R., until railway civilian movements will be resumed.

The same should be done on regard of the passenger traffic, by operating new services, bi- or tri-weekly, between Rome and the provinces not yet availing of regular road services.

We are now going to outline, in short, a first programme of road transports to be operated under the supervision of the Ministry of Transports (I.S.R.), to replace the railway traffic, until this will be reoperated.

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A. Passengers service

Considering that many passenger services are already operated, in the Rome province, by small cars or trucks, and that road lines are connecting Rome with some Province Chief Towns of the middle Italy (see encl.1), as for instance, P. rugia, Macerata, Pescara etc., the I.N.T. should operate -- as a completion of their passenger services already operated on the routes Rome - Ascoli S. Benedetto del Tronto (Salaria highway), S. Benedetto del Tronto Ancona (Adriatica highway), Rome-Cassino-Venafro-Campobasso (Casilina highway, and road n.85) -- more passenger road services, along the railway routes where the most traffic was carried on, prior to the war. The routes should be the following:

Rome-Neples (in addition to the present service which is scarcely sufficient to meet a minimal portion of the requirements);

Rome-Avezzano-Sulmona-Pescara (same remarks as above);

Pescara - S. Benedetto; Rome-Viterbo-Siena-Florence (highway n.2); Rome-Termini-Toligno-Ancône (highway n.3 up to Monsato di Vico, then road n.76). The I.S.R. could thus avail-through the I.N.T. -- of a passenger road system connecting Rome with the most populated and most important railway centres in middle and southern Italy.

In order that such minimum of programme might be carried on at once, the I.N.T. should be given back the eight busses being their property, still located in Sicily. Moreover, it should be necessary to get from the Allied sources <sup>an</sup> adequate and quick supply of tyres, spare parts and fuel, and this applies also for the pool already owned by the I.N.T. Lacking these items, any activity of the Institute would come, furtherly to decline and to be extinguished. We call the particular attention of the I.R.R. General Direction and of the Minister Of Transports on the above outlined necessity.

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B. Goods traffic

It is opportune to remind that the I.S.R. -- by the Royal decree n.1575 of Dec. 15/1931 (incl. 2) were already authorized to convey, both freight and passengers, by motor-trucks, in order to complete and replace the railway service. Both traffics were authorized as an exclusive operation. According to such Decree, the Minister of Communications, besides to be authorized to replace, partially or totally, the railway service by road services, allotting the operation to the I.S.R., he was also entitled to allot to the very I.S.R. other road services, completing the railway net. The same Decree stated also that the I.S.R. are permitted to provide for the operation of road services, either directly or through Bodies to which the I.S.R. participates according to the law, and finally through allotment of said services to other Contractors.

In the attached incl. n. 3 are shown the services, operated by the I.S.R. up to the financial year 1942-43. In this year said services had a daily running of motortruck of about 32.000 Km. on lines of about 7.000 Km. The daily average of the conveyed freight reached approx. 2.000 tons, and the whole bulk of goods was over 2,5 millions of tons. On the attached sketch (incl. 5) is to be read that, as regards the liberated Italy, the I.S.R. operated road services on the lines: Viareggio - Florence; Viareggio - Pisa; - Florence; Florence - Siena; Florence - Rome - Naples; Fianza - Ancona - Pescara; Rome - Civitavecchia; Foggia - Bari - Lecce; Messina - Palermo - Trapani and Messina - Catania. The services were allotted to various contractors, according to fees

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As we have hinted above the terminal handlings of road transports were secured by the I.S.R. By this way, utilized railway depots, loading platforms S.S.O., providing - if necessary - for special plants rehabilitation.

The dispatching of consignments continued to take place on the very railway yard, as if the transport should be made by rail, and likewise, the delivery happened on the rail yards of the terminal station for smalls or if possible, at the consignee's residence for bulk goods. The transport prices were charged on the basis of railway tariffs, whose rates - although blocked, were in no way increased for road services. Also in case of line interruption or traffic - congestion, the railway operation was completed by road transports along the interrupted sections, as well as along those closed to the traffic.

The present situation, although similar to other ones of past time is the worst of all, but it is obvious that we must face it by operating additional road services, managed by the I.S.R., who since long time - as already said - have the required technical and administrative organization, as well as long years of experience on the matter.

C. The N.M.A.C. and the I.S.R.

The creation of the N.M.A.C., apart any opinion about the realization of their programme, does not prevent that the I.S.R. may resume the operation of road - transports. Nay, the N.M.A.C. can assist the very I.S.R., because - having under their jurisdiction all private motortrucks - to which they allot the transports <sup>of such vehicles to the I.S.R. to convey one part</sup> they would be able to transfer a part of those transports to be carried by roads parallel to rail lines or by roads connecting traffic centres already pertaining to the very I.S.R.

The I.S.R. would stipulate the usual contracts (concession of auxiliary services for the railways) with the motortruck owners, so that the I.S.R. besides to utilize - as already said - their

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- 7 -

In such a way, besides to prevent that the rail customers should be transferred to other carriers, the very customers would be protected against the free speculations of private carriers thus obtaining undeniable advantages on behalf of the consumers and of the prices-policy.

D. Final conclusions and comments.

From what above reported derives the plain opportunity, nay the necessity, that the I S R resume, at once, (through the I.N.R. or other contractors) the management of the auxiliary road-services, both for passengers and freight. Any delay on the matter should be a misfortune, because not only it would mean a further inuttilization of railway plants and personnel, but also it would cause an enormous prejudice for this country's economical life, which is obviously affected by uncontrolled and arbitrary transport-fates. The I.S.R., as the largest industrial State concern and as a carrier having the largest technical - administrative structure as well as a great mass of particularly specialised personnel, are the sole body who can efficiently cooperate in the national reconstruction, by driving their action - not aiming at profit - especially towards the reduction and steadiness of the transport-cost.

The Chief of the Commercial and Traffic Service  
signed Laloni

Rome 11th January 1948

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322/2

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

13 March 1945

Tel. 543223  
Ref: 322/TN 4

TO : I.S.R. General Director

SUBJECT : Railway Lines in Northern Territory.

1. The question has been put that in certain regions where rail lines have been damaged it might be possible and desirable to establish the use of the railway stations and the warehouses attached to them as pick-up points for road trucks, which would haul the traffic to the nearest point for railing, or to destination for delivery if the haul were a short one.

2. The suggestion is that district producers have grown used to the location of the railway station as a means of despatching goods, and would welcome a central despatching point.

3. It is felt that from an I.S.R. angle, this would have the advantage of making use of warehouse space, and employing staff who would otherwise be unused, and would continue to draw traffic to the railway station as the location for despatch of goods.

4. On the other hand, it might be suggested that from a purely railway angle it would be undesirable to use railway stations as clearing house for road traffic, in view of the fact that such means of transport are normally competitive.

5. Your considered opinion of the project is invited, based on the assumption that either the road trucks would be privately owned, and that a sum would have to be paid to I.S.R. for use of warehouses, station facilities, and staff, or that the operation of the road service itself would be entrusted to I.S.R.

*W. Linders, Jr. Col.*

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*O.H. Landberg, Lt. Col.*

O.H. LANDBERG  
Lt. Col. R.E.  
Chief, Rail Division

Copy to: Movements Division, Col. Gieff (S11/2/Tn.3 refers)

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No. 449 322/1

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

MJS/vb

27th February, 1945.

Tel: Ext. 318

811/2/Tn.3.

SUBJECT: Rail-Highway Coordination.

TO : Regional Commissioner,  
Lombardia Region.  
(For Attn. of Lt. Col. G.E. Harris,  
Regional Transportation Officer.)

1. Reference your memo dated 24th February, 1945.
2. Although two or three weeks lapse before rail cars, once bid for are actually spotted for loading, programmes are now worked out in advance with a reasonable degree of accuracy. Please see the new bidding procedure for rail movement, which comes into effect on March 19th, reference 383/4/Tn.3, Movements Division Rail Memo No.4, dated 23rd February, 1945. Copies were sent to your Region and a further copy is attached hereto.
3. It is not quite clear from para 2 of your letter what you mean by "Regional Control Officer". If, however, you intend to imply that the Transportation Sub-Commission Officer dealing with road transport and the Transportation Sub-Commission Officer dealing with rail transport - provided that there are separate bodies dealing with each of these functions - should work in the closest cooperation, you are fully in line with present policy. Finally, within the Region it is up to the Chief Transportation Officer to see that road and rail movement is coordinated so that the maximum utilisation be obtained out of whatever capacity is available.
4. Your suggestion regarding a truck pick-up system is agreed to, but you would have to plan it carefully with the other authorities concerned and ascertain that the stations chosen for loading to rail were suitable as rail loading points; You would also have to take care that the stores move in order of priority, and that the truck pick-up service did not become a

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means of assisting the black market.

By command of Rear Admiral Stone:

MERRITT H. TAYLOR  
Director  
Transportation Sub-Commission.

Encl.

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BEST COPY POSSIBLE

U.S. DEPARTMENT OF AGRICULTURE  
BUREAU OF AGRICULTURAL ECONOMICS  
WASHINGTON, D. C.  
AG-30 39

24th February 1945

Memo to Mr. Taylor

Subject: Rail-Highway Coordination

1. From past experience it has to be found that the coordination of movements between rail and highway has to be a rather task. It is apparent that before rail cars can be loaded, a truck movement is generally necessary and another truck must be usually instructed at the unloading end. Due to the system of loading for rail cars, a considerable length of time is involved before cars are actually spotted for loading. Lack of unloading and rail-heads precludes stockpiling of commodities for transport at all times.

2. As a suggested remedy to overcome these difficulties, it would be advisable to have a regional rail officer work in close connection with the regional control officer and have all requests for transportation that involve rail movements funnel through his desk. He would then make out all rail bills from the data on the transport request and follow these through to allocation of cars. Therefore, it would devolve upon him to request the proper road transport to meet his rail commitments so that a minimum turnaround delay would occur.

The field details affecting spotting of rail cars and coordinating truck movements to rail would be a function of the provincial transportation officer, who would receive his orders from the regional rail officer.

3. Permission is requested to plan for a system of truck pick-up service on a limited scale surrounding Milan and Turin. This type of service was not little used in Italy before the war due to the multitude of railroads and the excellence of their service. It is realized that very few lines will be found in operation in Northern Italy, but shippers are used to bringing their produce to the nearest rail station, therefore it seems logical to propose that rehabilitation of the transportation industry would advance rapidly if the rail terminal facilities and employees could be put to work to receive shipments and a small allocation of local civilian trucks used to replace train service.

Inspection of many small stations in liberated Italy reveals that a suitable freight warehouse can be readily made available using local materials found on the site and local labour. Rail employees are usually available and are familiar with the process of receiving and forwarding shipments. Road connections to the nearest highway are available and inter station communications can be usually established from available wire and instruments.

Traffic assignments would have to be made so as to give highest priorities to foodstuff, fuel, etc. All food shipments could be consigned to SHIP for disposal and tariffs as abolished to net truck operations a return similar to the national truck tariff rates. It is felt that local commerce could be substantially stimulated by this method of transportation and an efficient means provided for the transportation of foodstuff into large cities.

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H. H. H. H.  
Lt. Col. G. H.