

ACC

AC/414/TN4

10000/148/2513

1 SP. M.

JAN. 1946

10000/142/2513

IS. MATERIALS IN OTHER  
JAN. 1946 COUNTRIES

OSD/s

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

Tel.: 843403

31 January 1946.

Ref.: AC/210/Tn.4

SUBJECT: I.S.R. locomotives in Germany.

TO : Tn. Sub-Commission AC  
Austria.

1. The attached copy of a letter received from the Italian State Railways is self explanatory.

2. It would appear that in view of the fact that these locomotives can only be used on the French Railways after considerable modification it is by no means an economical proposition to have them transferred either from the standpoint of Italy or of Europe as a whole.

3. May some enquiries be made as to the authenticity of the complaint please and steps taken as considered necessary.

  
For Director.

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

719

ROME, 24 Jan 46.

TV. IR/200.4. Ger.

I.S.R. LOCOMOTIVES IN GERMANY

1. According to information received from our personnel at Innsbruck, there were in that station on the 15 Jan 46 two electric locomotives I.S.R., i.e. the E.4280.1 and E.4282.0, which were on the point of being sent to France (Depot Ile Napoleon) via Bludenz - Basle.
2. Our personnel also inform us that other electric locomotives I.S.R., which had been carried off from Italy by the Germans during the war, had already been transferred to France.
3. The electric locomotives of the I.S.R. carried off to Germany and not yet returned to Italy, are about twenty. These locomotives are considered of the highest importance for the electrification program which is presently being effected.
4. The locomotives indicated are of the "continuous current" type and have a feeding tension of 3000 volt; in the French Railway system there are sections electrified at continuous current, but only at a feeding tension of 1500 volts; the electric locomotives of the I.S.R. could therefore only be used on the French lines after considerable transformation.
5. You have been informed of this with the request to intervene in order that the aforementioned rolling stock be returned to this Administration and to make sure that no other Italian locomotives be taken away.

signed : DI RAIMONDO  
GENERAL DIRECTOR



MINISTERO  
DELLE COMUNICAZIONI

FERROVIE DELLO STATO  
DIREZIONE GENERALE

Servizio Materiale e Trazione  
Nucleo di Consegna - Roma

OGGETTO

Locomotive F.S.  
dislocate in Germania

Roma, li 24 GEN 1946 - A

TV.NR/200.4.Gar.

Al N del

COMMISSIONE ALLEATA

SOTTO COMMISSIONE FERROVIARIA

= S E D E =

E. C. I. T. O.

= S E D E =

ALLEGATI N.

1. Da informazioni pervenute dal nostro personale in servizio ad Innsbruck, vi erano colà il 15/1/1946 due locomotive elettriche F.S., e cioè la E.428041 ed E.428210, in procinto di essere inviate in Francia (Dépôt Ile Napoleon), via Eludenz - Basilea.-

2. Lo stesso personale ci informa pure che altre locomotive elettriche F.S., fra quelle trafugate dai tedeschi durante la guerra, dall'Italia in Germania, sarebbero già state trasferite in Francia.-

3. Le locomotive elettriche F.S. trafugate in Germania e non ancora rientrate in Italia alla data di oggi, sono circa 20 e su di esse si fa il massimo conto per il programma di elettrificazione attualmente in corso.-

4. Le locomotive del tipo indicato sono a corrente continua, tensione di alimentazione 3000 Volt: nella rete ferroviaria francese vi sono dei tratti elettrificati a corrente continua, ma con tensione di alimentazione 1500 V.: le locomotive elettriche F.S. potrebbero quindi essere utilizzate sulle linee francesi solo dopo considerevoli trasformazioni.-

././.

5. Di tanto si informano gli Enti in indirizzo, con  
preghiera di intervenire affinché i rotabili sopra accenna-  
ti vengano restituiti a questa Amministrazione, ed affinché  
non si dia più corso ad altre sottrazioni di locomotive ita-  
liane. =

IL DIRETTORE GENERALE

*Adi. Caracciolo*

MG.

1754