

No. 1975

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**YUGOSLAVIA**  
**and**  
**ITALY**

**Agreement (with exchange of letters) concerning the allocation of rolling stock and other railway equipment, pursuant to Annex XIV, paragraph 18, of the Treaty of Peace with Italy. Initialed at Belgrade, on 18 August 1948, and signed at Rome, on 23 December 1950**

*Official text: French.*

*Registered by Yugoslavia on 11 December 1952.*

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**YUGOSLAVIE**  
**et**  
**ITALIE**

**Accord (avec échange de lettres) concernant la répartition du matériel roulant ainsi que d'autre matériel des chemins de fer, conformément au paragraphe 18 de l'annexe XIV du Traité de paix avec l'Italie. Paraphé à Belgrade, le 18 août 1948, et signé à Rome, le 23 décembre 1950**

*Texte officiel français.*

*Enregistré par la Yougoslavie le 11 décembre 1952.*

[TRANSLATION-TRADUCTION]

No. 1975. AGREEMENT<sup>1</sup> BETWEEN THE FEDERAL PEOPLE'S REPUBLIC OF YUGOSLAVIA AND THE REPUBLIC OF ITALY CONCERNING THE ALLOCATION OF ROLLING STOCK AND OTHER RAILWAY EQUIPMENT, PURSUANT TO ANNEX XIV, PARAGRAPH 18, OF THE TREATY OF PEACE<sup>2</sup> WITH ITALY. INITIALED AT BELGRADE ON 18 AUGUST 1948, AND SIGNED AT ROME, ON 23 DECEMBER 1950

The YUGOSLAV DELEGATION and the ITALIAN DELEGATION, having established the quantity and condition of the rolling stock to be allocated on the basis of just and equitable principles and in a spirit of mutual understanding, have agreed as follows :

*Article 1*

For the purpose of the above-mentioned allocation, the Italian Government shall transfer the following rolling stock to the Government of the Federal People's Republic of Yugoslavia :

I. TRACTION EQUIPMENT (\*)

|   |    |          |
|---|----|----------|
| Electric locomotives, series 626, similar to those made over to Trieste, in good condition . . . . .      |    | 17       |
| Electric cars, series Ale 880, similar to those made over to Trieste, in good condition . . . . .         |    | 3        |
| Boiler trucks for heating, series 400, similar to those made over to Trieste, in good condition . . . . . |    | 5        |
| Steam locomotives, in good condition . . . . .  | 30 | } 39 (b) |
| Steam locomotives, moderately damaged . . . . .   | 3  |          |
| Steam locomotives, seriously damaged . . . . .  | 1  |          |
| Steam locomotives, for scrap . . . . .  | 5  |          |
| Heat-powered rail cars, series 772, in good condition . . . . .   |    | 2 (c)    |
| Heat-powered rail cars, series 556, damaged . . . . .   |    | 2 (d)    |

<sup>1</sup> Came into force on 23 December 1950, by signature.

<sup>2</sup> United Nations, *Treaty Series*, Vols. 49 and 50.

## II. COACHES

| <i>Wood or iron framed</i> | <i>In good condition</i> |   | <i>Damaged serviceable</i> |   | <i>Seriously damaged</i> |   | <i>Total</i> |   | <i>Grand total</i> |
|----------------------------|--------------------------|---|----------------------------|---|--------------------------|---|--------------|---|--------------------|
|                            |                          |   |                            |   |                          |   |              |   |                    |
| <i>Number of axles ...</i> | 4                        | 2 | 4                          | 2 | 4                        | 2 | 4            | 2 |                    |
| Wood-framed ....           | 4 <sup>(e)</sup>         | 1 | 9                          | 2 | 2                        | — | 15           | 3 | 18                 |
| Iron-framed .....          | 5 <sup>(f)</sup>         | — | 9                          | — | 3                        | — | 17           | — | 17                 |
| TOTAL                      | 9                        | 1 | 18                         | 2 | 5 <sup>(g)</sup>         | — | 32           | 3 | 35                 |

## III. LUGGAGE VANS

|                  |   |   |   |   |                  |                  |   |    |    |
|------------------|---|---|---|---|------------------|------------------|---|----|----|
| Wood-framed .... | 1 | 7 | — | — | 1 <sup>(h)</sup> | 7 <sup>(h)</sup> | 2 | 14 | 16 |
|------------------|---|---|---|---|------------------|------------------|---|----|----|

## IV. TRUCKS

| <i>Series</i> | <i>Type</i>                            | <i>In good condition (i)</i> | <i>Moderately damaged (i)</i> | <i>Seriously damaged (i)</i> | <i>Total</i> |
|---------------|--|------------------------------|-------------------------------|------------------------------|--------------|
| F             | Covered, with windows .                | 154                          | 31                            | 94                           | 279          |
| L             | Open, with high walls ..               | 471                          | 24                            | 71                           | 566          |
| P             | Flat .....                             | 93 <sup>(j)</sup>            | 5 <sup>(k)</sup>              | 16 <sup>(k)</sup>            | 114          |
| POZ           | Flat, four-axled .....                 | 10                           | 1                             | 3                            | 14           |
| "Q"           | Flat, with bogies .....                | 5                            | 1                             | 1                            | 7            |
| Mp            | Tank cars for petroleum products ..... | 32                           | 2                             | 6                            | 40           |
|               | TOTAL                                  | 765                          | 64                            | 191                          | 1,020        |

## NOTES :

(\*) Traction equipment shall be deemed to be in good condition if its qualities are such that it is fit for normal use. It shall be deemed to be moderately damaged if it retains not less than 70 per cent of its value, taking into account its years of service. It shall be deemed to be seriously damaged if it retains not less than 40 per cent of its value, taking into account its years of service.

(b) The Italian Delegation has presented a list of 32 steam locomotives which, according to its information, were located in the territory ceded to Yugoslavia at the time of cession and must therefore be deducted from the total of 39 locomotives indicated above, taking into account, however, their condition at the time of cession.

The Yugoslav Delegation is able at present to show that 19 only of the said locomotives are located on the Yugoslav State Railways (JDZ) system. The two Railway Administrations will therefore make further investigations and jointly check the condition of the said locomotives at the time of cession.

The two Administrations will likewise determine by common agreement, in a spirit of justice and equity, the series of locomotives to be handed over to Yugoslavia. It is henceforth understood that the JDZ Administration will receive units equivalent in value to the former Austrian series made over to the JDZ system. It is also understood that such of the 32 locomotives referred to above as are of Italian type and are at present located on the JDZ system will be exchanged for Italian State Railways rolling stock of equivalent value belonging to former Austrian series at present made over to the JDZ system.

(c) It is understood that Yugoslavia will transfer to Italy those of the 33 rail cars located in the ceded territories at the time of the cessation of hostilities which are still in use on the JDZ system (with the exception of the two units undergoing repair at Maribor).

(d) The two damaged heat-powered rail cars of Series 556, bearing the numbers 556-1313 and 556-1323, are already in the possession of Yugoslavia and are at present undergoing repair at Maribor.

(e) Including 1 first-class coach.

(f) Including 2 first-class coaches.

(g) Including 3 originally made as first-class coaches.

(h) The mean damage of all these vans may not exceed 50 per cent of their total value.

(i) A vehicle shall be deemed to be in good condition if its qualities are such that it is fit for normal use. As regards the qualities required for international traffic, the vehicles in the various categories shall be allocated in the same proportions as the units of each category included in the Italian State Railways rolling stock.

A vehicle shall be deemed to be moderately damaged if it retains not less than 70 per cent of its value, taking into account its years of service.

A vehicle shall be deemed to be seriously damaged if it retains not less than 40 per cent of its value, taking into account its years of service.

(j) Including 20 with sides and 73 without sides.

(k) All without sides.

*Article 2*

It is understood that, at the next meeting of the Railway Sub-Commission of the present Conferences, the following questions shall be discussed :

(a) Allocation of fixed installations, work-shop installations, equipment and spare parts necessary for the maintenance and repair of the electric traction equipment and electric lines transferred ;

(b) Temporary right of the Yugoslav Railway Administration to have certain repairs to the electric traction and other equipment of the transferred electrified lines carried out by the Italian State Railways against fair remuneration ;

(c) Determination of the general principles to govern frontier services and frontier traffic. On the basis of these principles the two Administrations shall draw up subsequent agreements ;

(d) Settlement of outstanding mutual debts and claims of the two Administrations relating to transport duties, freight and various services, dating either from the pre-war period or from the cessation of hostilities ;

(e) An agreement on the general principles to govern the subsequent understandings to be reached between the two Administrations concerning the mutual granting of credits on current account in respect of railway traffic.

### *Article 3*

The Italian Railway Administration shall provide the JDZ Administration with a list of the trucks and coaches which are shown to have left Italy for Yugoslavia after the cessation of hostilities and were not returned to Italy. On the basis of this list, the JDZ Administration shall provide the Italian Railway Administration with a list of the trucks and coaches which have not become the property of the Yugoslav State under the Treaty of Peace with Italy or on the basis of the general principles of international law.

In the case of vehicles which have left the country, the date and the name of the frontier station concerned shall be furnished, together with any other particulars which may enable the Italian Railway Administration to recover them.

Any of the said vehicles, however, which on the basis of the Yugoslav list prove to have remained the property of the Italian State Railways but are employed on the Yugoslav railway system shall be restored.

### *Article 4*

As regards the settlement of the credit-debit position between Italy and Yugoslavia in respect of trucks not governed by the RIV, resulting from the traffic carried on after the cessation of hostilities through the frontier crossings at Sezana, Poggioreale di Carso and St. Elia, it is agreed to postpone examination of this question until the next meeting of the Railway Sub-Commission of the present Conference, on the understanding that in the interim the credit-debit position as at 31 July 1948 shall be ascertained jointly by both Parties.

Without prejudice to the settlement referred to in the foregoing paragraph, the two Administrations agree to commence the full application of the RIV at the earliest possible date.

*Article 5*

Delivery of the equipment allocated shall be made as soon as possible, allowance being made for the necessary verifications.

*Article 6*

The two Contracting Parties declare that they are wholly satisfied with the agreements concluded, that they renounce all further demands, claims or compensation in respect of the rolling stock allocated, and that they have no further claims to make on that account.

For the Federal People's Republic  
of Yugoslavia :  
(Signed) IVEKOVIC

For Italy :  
(Signed) SFORZA

## EXCHANGE OF LETTERS

## I

Belgrade, 18 August 1948

Sir,

With reference to the Agreement concerning the allocation of rolling stock which we have just initialled, I have the honour to inform you that in the Italian view, article 5 of the said Agreement should be interpreted to mean that "delivery of the equipment allocated shall commence and be completed as soon as possible, allowance being made for the necessary verifications".

In the spirit of this interpretation the Italian Government is prepared to commence the delivery in question not later than 1 October 1948 and will accordingly issue the necessary instructions to its own authorities.

I have the honour to be, etc.

(Signed) VECCHIOTTI

His Excellency Darko Cernej  
Ambassador and Chairman of the Yugoslav Delegation  
to the Belgrade Conference

## II

Belgrade, 18 August 1948

Sir,

With reference to the Agreement concerning the allocation of rolling stock which we have just initialled, I have the honour to acknowledge the receipt of your letter of today's date by which you informed me that :

[See letter I]

In taking note of the foregoing, I have the honour to inform you that the Government of the Federal People's Republic of Yugoslavia on its side will issue the necessary instructions to its own authorities to put the Agreement into effect within the same time-limit.

I have the honour to be, etc.

(Signed) CERNEJ

His Excellency Gaetano Vecchiotti  
Minister Plenipotentiary and Envoy Extraordinary  
Chairman of the Italian Delegation  
to the Belgrade Conference

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