

W/bg

AB Scania-Vabis

Attention: Ingenjör B. Eriksson SÖDERTÄLJE

129W/F-div.

den 26 febr. 1957

Reservdelar för portugisiska järnvägarna

Åberopande dagens telefonsamtal med ingenjör Eriksson översända vi härmed kopia av en förfrågan av den 15 ds från vår representant Vendor Limitada, Portugal, och bedja Eder offerera ifrågavarande 6 st filter direkt till denna firma.

Högaktningsfullt

NYDQVIST & HOLM AKTIEBOLAG

Försäljningsavdelningen

Bil.: kopia av brev från Vendor Limitada

*hno*

*Engelske Kopra finnas*

UNION INTERNATIONALE DES CHEMINS DE FER  
U I C  
OFFICE DE RECHERCHES ET D'ESSAIS  
O R E

6:e konferensen ORE-INDUSTRIE  
(Utrecht den 20 mars 1957)

Följande skola deltaga:

Från Industrin delegationen av 12 medlemmar från CELT  
sålunda sammansatt:

herr Chatel, Ordförande

etc.

Från CELT .....

Från ORE .....

Vi ha inte ansett de nödvändigt att sammankalla  
medlemmarna av Expertkommittén B 13 representerade av  
dess ordförande.

6:e Konferensen ORE-INDUSTRI (reducerad delegation från CELT),  
Utrecht den 20 mars 1957.

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P.M. för herr ordföranden

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Ni har efter vår Konferens den 16 januari mottagit den nya redigeringen av rapporten om standardiseringen av Diesel-lokomotiven. Vi ha däri i ~~mycket stort~~ utsträckning tagit hänsyn till de anmärkningar som gjorts vid föregående konferens och vid de särskilda underhandlingar som vissa tillverkare begärt av oss.

Den förnyade undersökningen av frågan har för övrigt lett oss till den slutsatsen att det inte finns någon teknisk orsak gällande för att byta vare sig klassificeringen av loken av experterna eller de standardiseringsförslag som <sup>bibehållits</sup> (införts) i tabell II av föregående rapport. Däremot ha vi försökt fördjupa och klargöra frågan om framtida utvecklingar av nya typer av fullständiga lok och dieselmotorer för att motverka bekymret ~~med~~ att inte stoppa framstegen för diesel-lokens teknik.

Många betydande ändringar ha införts i rapporten för detta ändamål. Jag skall endast påminna om de viktigaste.

- 1) Tillfogande av en viktig not till definitionen av kategori VI av experternas klassificering (sid. 6 av franska upplagan)
- 2) Uppdelning av rapportens förslag i :
  - a) partiella förslag (klasser c, d, e och g) av standardisering för den nära framtiden,
  - b) förslag till progressiv rationalisering av marknaden, rekommenderande ett aktivt stöd av järnvägarna åt diesel-drift <sup>ens framsteg</sup> genom prov med lok företagna på initiativ av ORE och kontrollerade av denna. (sid. 9 och 10 franska upplagan).
- 3) Beslut fattat att datera tabellerna I, II och III, att utesluta tabell IV hos vissa motorer som icke behållits och som man felaktigt har ansett som en första etapp mot tabell III, att en gång om året företaga revisionen av tabell III hos de acceptabla motorerna. (sid. 12 franska upplagan).

- 4) Definition av de villkor som en motor skall uppfylla för att bli acceptabel och rekommendationer för att snabbt uppställa regler tillåtande:
  - a) att garantera utförandet av den internationella kontrollen av ORE av UIC:s lagfartsprov,
  - b) att prova under drag-drift nyligen lagfarna motorer som skola installeras i standardlok. (Dessa prov som böra kontrolleras av ORE böra icke nödvändigtvis äga rum endast i motorns ursprungsland) (sidorna 20 och 21 fransk upplaga).
- 5) Fundamentalt fastställande av slutresultatet (slutsatsen) beträffande den rekommendation som jag räknar med att förelägga Styrelsekommittén vid presenterande av rapporten (sid. 26 3:e raden franska upplagan).

Ett mycket stort antal ändringar av texten eller rättelser av fel i tabellerna har gjorts på begäran av tillverkarna.

Jag skall ~~inte~~ insistera mera; jag tror att Ni <sup>nu/</sup> alla har ~~xxx~~ studerat rapporten. Jag skall endast tillägga att från och med nu har Direktionskommittén för ORE vid sitt sammanträde den 26/27 februari 1957 givit Expertkommittén B 13 exakta instruktioner för att :

"studera och föreslå internationella provningsmetoder och  
"förfaranden som skall tillåta att uttala, sig, om det är  
"skäl, på ett tillfredsställande sätt för järnvägarna och  
"inom för industrien ~~xxx~~ antagliga tider, <sup>ende/</sup> angä- antagandet  
"~~för xxx standardlok xxx~~ av de nya föreslagna motorerna för  
"standardloken.

Naturligtvis skall allt detta inte gälla annat än såvida Förvaltningskommittén accepterar inte endast att godkänna definitivt rapportens slutsatser utan också att ge den de konkreta tillämpningar (fortsättning) som jag skall begära av den.

Mina herrar, vi närma oss det avgörande ögonblicket för hela denna fråga på vilken vi arbeta sedan 1954. Jag vet väl att alla firmorna inte kunna vara lika tillfredsställda med förslagen, men jag erinrar först om att dessa ~~inte~~ på det hela taget inte avser mer än hälften av programmet och att man vidare måste kunna göra en del uppoffringar; alla kan inte få allt. Jag avser endast att framträda inför Förvaltningskommittén i UIC för att göra ~~bestämde~~ klara och konstruktiva

förslag beträffande en intensifiering av omvandlingen av ångtransporten, med ett kraftigt stöd och utan förtiganden från industrin från de olika länderna.

Transportministrarna ha bett ~~xxxxxx~~ UIC standardisera loken för att därigenom reducera priset och tillåta påskyndandet ~~av~~ ~~xx~~ dieselifieringen vid sidan om elektrifieringen av järnvägarna. Vi önska kunna göra klart för dem att den maximala standardisering som kan realiseras är idag ett förhållande uppnått för 4 betydande klasser och att beslutet nu ligger hos den Högre Myndigheten inom järnvägarna att ge UIC i uppdrag att åt densamma upprätta konstruktionsprogram sträckande sig över många år.

För att sådana program skall kunna utarbetas gemensamt av järnvägarna och för att de skall kunna antagas av de statliga myndigheterna, är det, som Ni vet, absolut nödvändigt att standardloken kan konstrueras på det nationella planet i de stora tillverkarländerna. Detta fordrar en viss utvidgning av sammansättning <sup>-en/</sup> av de grupper som bildades vid rådplägningen. Det skulle glädja mig att få veta om framsteg därefter ha kunnat göras på denna väg, ty detta är ett fundamentalt ~~sak~~ ~~xxxx~~ för de statliga besluten angående de program som skulle upprättas.

Slutligen är jag fortfarande beredd att höra Era anmärkningar på rapporten, men jag vågar hoppas att de kommer att vara måttliga. Det kan inte bli fråga om att börja på nytt ännu en gång. Jag ber Er följaktligen att ge mig från tillverkarna tillhörande CELT, som Ni representerar, ett så generellt godkännande som möjligt och som verkligen utgör en industrins "Fiat", med vilken jag kan framträda inför Förvaltningskommittén hos UIC.

Strax efter Förvaltningskommitténs sammanträde, och antagligen i juni, skall jag på nytt sammankalla för att vi skola undersöka enligt omständigheterna de åtgärder som böra tas, särskilt vad beträffar de andra klasserna a, b, f, h och fortsättningen av de aktuella arbetena.

25 MAI 1957

C. E. L. T.

INTERNATIONAL UNION OF RAILWAYS  
U I C  
OFFICE FOR RESEARCH AND EXPERIMENTS  
O R E

JGM

- Translation MK -

Question B 13 : Standardisation of  
Diesel Locomotives.

1 Enclosure (Note)

Minutes of the 6th Conference  
ORE-Industry (Restricted Committee  
of CELT) held at Utrecht, 20th  
March 1957.

In accordance with the decision taken at the 5th plenary conference ORE-Industry of 16th January 1957, CELT was represented by a Restricted Committee of 10 members delegated by Industry, and chosen for the occasion from the firms which are members of CELT from 10 different countries.

There were present at the meeting :

Representatives of Industry  
members of the Restricted Committee of CELT :

Mr. Chatel	(Chairman of the Restricted Committee of CELT)
Mr. Hanko	Germany
Mr. Haustein	Austria
Mr. Frenay	Belgium
Mr. Lundsager	Denmark
Mr. Trollux	France
Mr. Fett	Great Britain
Mr. Lobello	Italy
Mr. Damme	The Netherlands
Mr. Müller	Switzerland

Sweden (excused) was represented by Messrs. Leger and Sels.

Mr. Janet (General Representative of CELT).

Representatives of ORE

Dr. Ir. F.Q. den Hollander	President of the ORE Control Committee
Ir. Kater	Chairman of the Specialists Committee B 13 of ORE
Mr. Bonnefon	
Mr. Reck	
Mr. Gunst	
Mr. Ebeling	

The President after having welcomed the Members of the Restricted Committee of CELT, pointed out that, in accordance with the decisions taken at the 5th conference ORE-Industry of the 16th January, ORE had received specific comments from certain firms and that the remarks made during the conference itself as well as during private conversations had largely been taken into account in the new edition, drawn up on the 1st March 1957, of the report on the standardisation of Diesel Locomotives, the aim of the present meeting being to submit this report to the meeting for approval.

The principal modifications made to the report have been summarized in the Note enclosed to the present minutes which note was distributed among the delegates during the meeting and read out by the President.

The President recalled that the new edition of the report had been sent to the Members of the Restricted Committee some time before the meeting, and afterwards to all Members of CELT also, and to some other firms non-members, who had participated in the last conference.

He asked the delegates of Industry for the remarks and comments to which the new text of the report might have given rise from their point of view.

Mr. CHATEL thanked the President for having offered the representatives of the CELT manufacturers the possibility of discussing the report once again.

The new edition had been studied by the Restricted Committee of CELT during the meeting held by them on the previous day, the 19th March, and had given rise to a thorough discussion following which the Committee had expressed a completely favourable opinion. He pointed out that the Note just read out by the President, had already given a satisfactory answer to a certain number of questions which had been put forward and asked Mr. JANET to specify the points which had arisen at the previous day's meeting.

Mr. JANET spoke appreciatively of the work done by Mr. den Hollander thus confirming the appreciation expressed by the Work Committee at its previous day's meeting.

He pointed out that owing to lack of time the Committee had not been able to hear the opinions of all the manufacturers of CELT. It was therefore not in a position to convey the unanimous agreement of all the manufacturers, but it could say that a very great majority of them agreed with the conclusions of the Report. The agreement of Industry, mentioned in the Report, should be interpreted in this sense. This agreement of the great majority of the manufacturers had been given in the hope, that, thanks to the intervention of the President of ORE the considerable work accomplished in two years by the common efforts of manufacturers and ORE, would be crowned by important practical results.

These results would give an opportunity to work on the standardisation of the types a, b, f, h, which had not yet been studied, in accordance with our intention, confirmed by CELT on 16th January.

Mr. JANET on the other hand thanked Mr. den Hollander for having stated the principles which would permit the admission of new standard rolling stock. He expressed the hope that the President of ORE would exert his high authority to induce the Railway Administrations to give, according to his own expression, "an active support to the incessant and continuous progress of Diesel traction". They should offer the manufacturers the greatest possible facilities for producing and testing new rolling stock. The Committee congratulated itself that these experiments would be followed and checked by the ORE Specialists on an international level. On the other hand it asked that Industry should be closely connected with the detailed standardisation mentioned on page 9, section IV A of the Report. It finally hoped, that Industry would equally partake in the defining of the rules, the principles of which have been stated as to admitting new rolling stock to standardisation, and especially, in regard to motors, to the fixing of rules, defining the duration of the tests and checking of the results. The Committee wished these rules to be established as soon as possible, since there are motors in existence, which, since 1st September 1956, the date adopted by the Specialists, had been submitted successfully to the homologation tests of the UIC. If the establishing of these rules should take too long, the manufacturers of these motors would be obliged to wait unduly long, which should be avoided.

Concluding this statement Mr. Janet said that the text of the President's Report did not call for any remark from the side of Industry who, subject to the reservations expressed in the statement made, only wished to continue, with ORE, the happy and confident cooperation, which the President had succeeded in creating in such a particularly difficult matter. The President had asked for the agreement and support of the great majority of the firms of CELT in order to submit his conclusions to the higher authorities of the UIC and of the Railways. Mr. JANET told him, that he could count on that, and that, moreover, he would receive, in accordance with the decision made by the Restricted Committee, a letter the terms of which had been drawn up at the meeting of this Committee and which would confirm this attitude, summarizing the statement just given by him.

The President thanked Mr. Chatel and Mr. Janet for the statements which had just been made by them on behalf of the manufacturers of CELT. He was now very hopeful, that if maintained in a spirit of mutual understanding as satisfactory as that now shown, the cooperation between Industry and ORE, which for his part he earnestly wished to see continued, would develop in a extremely fruitful way



and that it would allow tangible results of the first importance to be achieved both for the Railway Administrations and for the manufacturers. The latter should become better acquainted with the technical needs and desires of the Railways and they could count on the full support of ORE to further the technical development of locomotives which, after all, must remain their work. The President therefore hoped that in the future a more continuous and closer contact might be established between the delegations of CELT and ORE to meet these various contingencies. He asked Mr. Kater, Chairman of the Specialists Committee, to state how, in his opinion, the activities of his Committee should be continued in the immediate future, taking into account the directives given by the Control Committee at its meeting on the 26th February last.

Mr. KATER explained the programme established by him for the next meeting of the Specialists Committee B 13 in April. The agenda contained in particular the examination of the question of drawing up rules for tests at test installations and international checking of the UIC test of the motors, as well as for the final service tests of the locomotive motors. At present, whilst awaiting the new rules to be adopted with regard to the acceptance of motors, one can only continue to ask the Railway Administrations to proceed themselves, if they think it useful, with the testing of motors, proposed for test. With regard to service tests on standard locomotives the question of the dimensional interchangeability of the motors will arise as well as other problems involved therein, the solution of which would soon necessitate the technical cooperation of the manufacturers.

Finally, the problem concerned with the more advanced standardisation of certain construction details of standard locomotives, would now be examined by the Specialists Committee and there again we shall appeal to the active and indispensable cooperation of the manufacturers as soon as the Board of Management shall have adopted a definite point of view as to the effect they wish to be given to the entire problem of the dieselisation of traction.

Mr. Janet was anxious to state, that, with regard to the cooperation of the manufacturers, one could not expect our Restricted Committee to "replace CELT in the future" as was stated in the minutes of the meeting of 16th January. It would still be necessary to have plenary meetings, but the work would be prepared by the Restricted Committee which would, according to the nature of the problems, contain different representatives of each country, with a view to the greatest possible efficiency. Italy might thus be represented by Messrs. Lobello, Lo Monaco or Rubic on different occasions.

Mr. CHATEL hoped that in the future, owing to the cooperation established by ORE, the manufacturers might be kept better informed, not only on the needs and tendencies of the Railways with regard to Diesel locomotives, but also on the results obtained in service, beyond the period for which the rolling stock manufactured and provided by them had been guaranteed. In this respect he thought it important, that the suggestions of the manufacturers of Diesel motors should also be examined on certain occasions.

Mr. TROLLUX recalled, that the President in the Note which he had distributed, had put a question concerning the progress which might be achieved by way of enlarging the international groups of manufacturers and he thought that he might say without deceiving himself that, if the locomotives should be standardised in actual fact as demanded by ORE, the manufacturers, whose types should be retained, would all agree to full facilities for the transfer of manufacturing licenses. Some manufacturers had come to an agreement before submitting joint proposals to the ORE consultation, others had preferred to await its results before undertaking any dealings. Anyway one might say that up till now the manufacturers had only talked with one another within their own country. Thanks to the President, they have learnt to know one another, to overcome mutual suspicions, to form friendships and finally to talk to one another on a European level. This is all very positive and it is the way of the Europe of tomorrow.

As to the pursuit of cooperation on a technical level between ORE and the manufacturers, which was so desirable, Mr. Trollux hoped that it would lead to the manufacture of simple locomotives. Many manufacturers export and the European constructors' chances of export would increase with respect to their competitors if the material chosen by ORE as standard material were simple.

The President considered Mr. Trollux' last remark to be very pertinent; it lead him to speak of the standardisation of other classes of locomotives than those which formed the subject of the report and for which the Specialists were going to investigate whether the general characteristics, fixed in 1954, still met present demands (classes a, b, f, h). It would be necessary e.g. to re-examine thoroughly the heating problem. Should there be a boiler on the locomotive or not, or a generating set or would it be better, for some classes, to abandon them, and to use, if necessary, a special vehicle? That is the problem.

Mr. TROLLUX thought that the presence of a boiler on the locomotive would lead, from technical necessity, to an increase of the cost, much greater than the purchase cost of the boiler to which the assembly costs must be added. In other words: a locomotive without boiler would be much cheaper than a locomotive delivered without boiler, but constructed in such a way that a boiler could be fitted to it.

Mr. KATER detailed some ideas and put forward a personal suggestion as to the way which seemed to him to be the best, to proceed with the standardisation of classes f and h.

As to these classes, the European Railways have gained as yet very little experience. The experience gained in service, which very aptly served at the consultation, as the main criterion for classes c, d, e and g could not serve, as was previously the case, as the main basis for an opinion by the Specialists on locomotive classes f and h. It would therefore be necessary to adopt another procedure.

In order to avoid, in answer to a new consultation on these classes, that a multitude of suggestions referring to various designs should be offered, Mr. Kater suggested that a joint work-group ORE-Industry should study a preliminary basic design, before the consultation is started, which would serve as a starting point for the firms in offering their complete designs. In his opinion, the total number of these plans should not be more than 5 per class, the manufacturers being invited to group themselves before submitting their proposals; in this way it would certainly be possible for the Administrations to order prototypes for a number of types equal to the types submitted, which, after two years of experience in service, would allow firm proposals for standardisation to be made taking into account the results obtained.

Mr. HANKO thought that the suggestions made by Mr. Kater were very interesting and that they were certainly worth a further close examination on the part of the manufacturers and ORE. He particularly supported the proposal to ask the Specialists Committee to study a preliminary basic plan for locomotives of classes f and h and to discuss this plan with Industry before the start of the consultation. He especially drew attention to the fact, that with regard to the h class, the Administrations already had a certain amount of experience, since there existed in France a 2200 h.p. prototype with electric transmission and in Germany a V 200 2200 h.p. prototype with hydraulic transmission. However this might be, the proposal to base future standardisation of these classes on results of tests with various prototypes would be, in itself, excellent.

Messrs. TROLLUX and MÜLLER both supported the idea set forth by Mr. Kater, as forming a sound basis for the future development of the joint work for the standardisation of locomotives. The idea finally being to have the consultation of the international groups preceded by an active cooperation with those who would give their studies a suitable direction in order to concentrate them on a small number of interesting solutions, capable of being very quickly developed as actual prototypes. They thought, that Industry would be ready to agree to such a conception of future developments.

Mr. LOBELLO pointed out, that in Italy experience had been gained for a year with locomotives of class f consisting of 20 FS locomotives of 16 t per axle. These locomotives were the result of cooperation between the railways and all the large Italian firms; they could be fitted with three different types of Diesel motors. It might be useful to take the results of this experience into consideration in the studies of general standardisation by ORE. Besides these 20 standardised locomotives other prototypes with hydraulic transmission and containing common standard parts would also be tested.

The President thanked Mr. Kater for the interesting points of view given by him and Messrs. Hanko, Müller, Trollux and Lobello for the comments they had been good enough to give on the questions; the ideas advanced seemed to provide interesting possibilities for the condition of the activities, which was desirable; they deserved to be considered and should, at a suitable opportunity, be the subject of a more thorough common investigation.

Summarizing the President proposed to await the results of the meeting of the Board of Management to be held in Paris on 4th June. He would convene a new meeting of the Restricted Committee on 25th June in order to inform them on the decisions taken. Ultimately the Specialists Committee could be convened to develop, if need be, the ideas suggested by Mr. Kater for the future activities.

There remained one point of the agenda to be settled: that of the possible distribution of the report now approved by Industry. We had been asked for copies from all sides. After discussion it was decided that the report should be confidential and that it should be distributed only to the Railway Administration-Members of UIC and the manufacturers, Members of CELT.

Closing the meeting the President announced, that Mr. Kater, with the approval of the NS management would be retiring on 16th May 1957 and that he would not therefore participate in the next meeting in June and he wanted on this occasion to express his thanks for his persevering and devoted work in dealing with this difficult question, which had greatly contributed to creating the present atmosphere of confident cooperation in these activities.

Mr. JANET and the Members of the delegation of Industry joined the President in paying tribute to the work accomplished by Mr. Kater and the spirit of fair, cordial and impartial cooperation which he always maintained during his chairmanship of the joint ORE-Industry Committee.

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Question B 13

Enclosure to the Minutes of the 6th Conference ORE-INDUSTRY  
(Restricted Committee of CELT)  
Utrecht, 20th March 1957

Note read by the President of ORE

Gentlemen,

Since our Conference of 16th January you have received the new version of the report on the standardisation of Diesel Locomotives. In this we took into account, to a very great extent, the remarks made to us at the preceding Conference and on the occasion of the private discussions, which were requested by some of the manufacturers.

Re-examination of the question, however, led us to the conclusion, that there is no technical reason to justify changing the classification of the locomotives as done by the specialists, nor the proposals for standardisation which have been retained in table II of the preceding report. On the contrary we have tried to study thoroughly and to clarify the problem of the future developments of new types of complete locomotives and Diesel motors in order to dispel anxiety about stopping the progress of Diesel locomotive technique.

Several important modifications have been introduced into the report to that effect. I will only recall the most important of them.

- 1) The addition of an important note to the definition of the VIth category of the classification of the specialists (page 6 of the French edition).
- 2) Distinction in the proposals of the report between :
  - a) partial standardisation proposals (classes c, d, e and g) for the near future.
  - b) proposals for the progressive rationalisation of the market, recommending that the Railways should actively support the progress of Diesel traction by means of tests with locomotives, initiated and controlled by ORE (pp 9 and 10 of the French edition).

- 3) Decision to date the tables I, II and III, to suppress table IV of certain motors not retained and which had been wrongly considered as a first stage towards table III, and to proceed once a year to the revision of table III of acceptable motors ( p. 12 French edition).
- 4) Definition of the conditions to be met by a motor in order that it may be accepted and recommendations for establishing rules quickly allowing :
  - a) to ensure the execution and international control by ORE of the UIC homologation test;
  - b) to carry out service traction tests with newly homologated motors, capable of being fitted to standard locomotives. (It is not necessary, that these tests, which should be controlled by ORE, should be carried out exclusively in the country of origin of the motor) (pp. 20 and 21 of the French edition).
- 5) Fundamental definition of the conclusion relating to the recommendation which I expect to make to the Board of Management when submitting the report (p. 26, 3rd section, French edition).

A rather large number of modifications of the text or rectifications of errors in the tables have been made at the request of the manufacturers.

I shall not say more about it; I think that you will now all have studied the report. I shall only add, that the ORE Control Committee, on the occasion of its meeting of 26th and 27th February 1957, gave the Specialists Committee of B 13, precise instructions to :

"study and propose international test methods and procedures, which would make it possible to decide satisfactorily, as necessary, on behalf of the Railways and within a time limit acceptable to Industry on the acceptance of new motors proposed for standard locomotives".

It should be well understood, that this will only be applicable in so far as the Board of Management shall decide, not only to accept definitely the conclusions of the report, but also to give it the concrete results, which I shall ask of them.

Gentlemen, we approach the crucial moment of the whole problem, on which we have been working since 1954. I know quite well, that not all the firms can be equally satisfied about the proposals, but I will first point out that they are, generally, only concerned with half the programme and that it is therefore necessary to share the sacrifices; everyone cannot have everything.

I only intend to present myself to the Board of Management of the UIC, in order to make clear and constructive proposals in the direction of intensifying the conversion of steam traction, if I am, generally and without reserve, supported by the Industry of the various countries.

The Ministers of Transport have asked the UIC to standardise the locomotives in order to reduce costs and to allow an accelerated dieselisation, alongside the electrification, of the Railways. We want to be able to report to them that the maximum standardisation which can be realized, is already an accomplished fact for four important classes and that it now rests with the High Authority of the Railways to decide to entrust the UIC with the establishment of construction programmes extending over several years.

In order that such programmes might be worked out in common by the Railways and that they might be accepted by the governmental authorities, it is, as you know, absolutely necessary that the standard locomotives could be manufactured on a national level, in the great manufacturing countries. This requires a certain broadening of the constitution of the groups formed during the Consultation. I should like to know whether any progress had been made since then in that direction, as this forms a fundamental element in the governmental decisions on the programmes to be drawn up.

Finally, I am still ready to listen to your remarks on the report, but I sincerely hope that they will be moderate. It is quite out of the question to start it all over again. I ask you therefore to give me on behalf of the manufacturers of CELT, which you represent a consent as general as possible, one which will actually constitute a "Fiat" of Industry, and on which I may rely before the Board of Management of the UIC.

Soon after the meeting of the Board of Management and probably in June, I will call you together again, so that we may examine, according to the circumstances, the direction to be taken, especially with regard to the other classes a, b, f and h and the continuation of the present work.

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LOKOMOTIVE  
KASSEL

KASSEL

A. LINDÉN  
SILVERVI  
ODSMAL - Post. + Telegr.  
KOLHÄTTAN.  
Pash