Declassified E.O. 12356 Section 3.3/NND No. 185021

ACC 10000/148/247 432/TN/1 ALLIED RAILWAY BOARD - MINUTES OF MEETINGS

Sept. 1945 - Nov. 1946

Minute of the 6th Joint Railway Board held on 1st November 1946 by the I.S.R. General Direction

- - - - - - - - -

Present were:	Dr.Eng.MARIN	D.Director General - Chairman to substitute Gen. Di Raimondo away from Home
	Dr.Eng.SOTTILE	Movement Service
	Dr.Eng.CALIENDO	I.C.C.A.
	Dr.Eng.DE MARTINO	Traction Nucleus
	Lt.Col.STREET	Allied Commission
	Lt.Col.PING	M.C.I.T.O.
	Major TONKS	Q. Movements
	Major MATSON	M.R.S. U.S.A.
	Captain JEFFREYS	U.N.R.R.A.

- - -

The Chairman, having read the Agenda, opens the discussion:

1. DEREQUISITION OF RAILWAY PROPERTIES

Major Tonks points out that the lists of railway properties still to be dorequisitioned have been received and are being examined by the Allied Authorities.

Assurance is given that at least the 50 % of said premises will shortly be made available to the I.S.R. Administration

Having been asked about the foreseen date of the clearing of the premises at Pavillion VIII - I floor - of the General Direction Building, Major Tonks assures that these premises will be released within November 14.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt.Col.STREET	Allied Commission
Lt.Col.PING	E.C.I.T.O.
Major TONKS	Q. Movements
Major MATSON	M.R.S. U.S.A.
Captain JEFFREYS	U.N.R.R.A.

- - -

The Chairman, having read the Agenda, opens the discussion:

1. DEREQUISITION OF RAILWAY PROPERTIES

Major Tonks points out that the lists of railway properties still to be derequisitioned have been received and are being examined by the Allied Authorities.

Assurance is given that at least the 50 % of said premises will shortly be made available to the I.S.R. Administration

Having been asked about the foreseen date of the clearing of the premises at Pavillion VIII - I floor - of the General Direction Building, Major Tonks assures that these premises will be released within November 14.

Col.Ping. asks whether there are still I.S.R. or private Workshops capable of undertaking repairs to be released.

The answer was that it is understood that under the derequisition of the "Officine Meridionali del Vasto" no other Workshop is still occupied.

1002

452

Declassified E.O. 12356 Section 3.3/NND No. 785021

About the request made by the I.S.R. to get a further derequisition, as far as section C of the premises of building F at Rome Terminal, side via Principe di Piemonte, so that the Booking Office may be settled there, Maj. Tonks answers that this is not possible.

It was explained that the I.S.R. need only the premises at the ground floor, and not the premises at the upper floors, occupied by Allied militaries; that the Booking Office, at present located via Marsala, has to be entirely moved, so that all the premises between section 6 and 14 are required. Therefore Maj. Tonks agrees with the proposals of having an inspection made to find out a solution to allow the sections from 6 to 9 to be released and to agree about the eventual provisory works required to divide the premises still at the disposal of Allied forces from the premises used for civilian purposes (see also minute 5b)

2. TORCHLIGHT TRAIN

Maj.Tonks states that Torchlight train, instead of being returned to the I.S.R. within 31 October 1946, as scheduled, will still be kept by the Allied HQ (due to unforeseen circumstances) as by communication recently received from the G.H.Q.

Eng. De Martino asks whether the two rail motor cars, operating between Padua and Venice, will be returned for civilian operations.

Maj. Tonks says that he will be in a condition to answer

Declassified E.O. 12356 Section 3.3/NND No. 785021

It was explained that the I.S.R. need only the premises at the ground floor, and not the premises at the upper floors, occupied by Allied militaries; that the Booking Office, at present located via Marsala, has to be entirely moved, so that all the premises between section 8 and 14 are required. Therefore Maj. Tonks agrees with the proposals of having an inspection made to find out a solution to allow the sections from 8 to 9 to be released and to agree about the eventual provisory works required to divide the premises still at the disposal of Allied Forces from the premises used for civilian purposes (see also minute 5b)

2. TORCHLIGHT TRAIN

Maj.Tonks states that Torchlight train, instead of being returned to the I.S.R. within 31 October 1946, as scheduled, will still be kept by the Allied HQ (due to unforeseen circumstances) as by communication recently received from the G.H.Q.

Eng. De Martino asks whether the two rail motor cars, operating between Padua and Venice, will be returned for civilian operations.

Maj. Tonks says that he will be in a condition to answer this question within two weeks.

Col.Ping asks how Torchlight train is operated.

Maj. Tonks answers that every week it runs a double trip, and that, as far as he knows, during the last running it was fully utilized.

Cap. Jeffreys asks whether it would not be possible to get a better utilization of this stock, effecting a larger

1091

Declassified E.O. 12356 Section 3.3/NND No. 785021

number of weekly trips for civilian and military traffic.

Major Tonks states that this is not possible, as this train is reserved for senior Allied Officers and their families; as they cannot ride on Medloc trains, they are compelled to use Torchlight of Flagstaff train.

Eng.Marin, referring to the incidents occurred lately between Gallarate and Milan as a protestation because of the shortage of coaches, begs Maj. Tonks to point out to the G.H.Q. that the situation of civilian traffic is really serious and likely to bring to unrest.

Maj. Tonks answers that the situation of the rolling stock to be returned to the I.S.R. is the object of a daily consideration.

3. LONG DISTANCE TELEPHONE LINES (Fireboxes)

Maj. Tonks asks whether an agreement has been reached between the I.S.R. and the Post Administration about the operation of these circuits to be handed over to the I.S.R.

Eng.Marin states that an agreement has been reached and the Allied G.H.Q. is being informed about this matter.

4. INTERNATIONAL SERVICE

a) Col. Ping states that the fact that representatives of the ECITO are members of the Committee has to be considered as an actual and efficient cooperation tha the ECITO means to give to the I.S.R.

Eng.Marin thanks Col.Ping for the help the I.S.R. received so far by the ECITO, especially for the resumption

Declassified E.O. 12356 Section 3.3/NND No. 785021

compelled to use Torchlight of Flagstaff train.

Eng.Marin, referring to the incidents occurred lately between Gallarate and Milan as a protestation because of the shortage of coaches, begs Maj. Tonks to point out to the G.H.Q. that the situation of civilian traffic is really serious and likely to bring to unrest.

Maj. Tonks answers that the situation of the rolling stock to be returned to the I.S.R. is the object of a daily consideration.

3. LONG DISTANCE TELEPHONE LINES (Fireboxes)

Maj. Tonks asks whether an agreement has been reached between the I.S.R. and the Post Administration about the operation of these circuits to be handed over to the I.S.R.

Eng.Marin states that an agreement has been reached and the Allied G.H.Q. is being informed about this matter.

4. INTERNATIONAL SERVICE

a) Col. Ping states that the fact that representatives of the ECITO are members of the Committee has to be considered as an actual and efficient cooperation tha the ECITO means to give to the I.S.R.

Eng.Marin thanks Col.Ping for the help the I.S.R. received so far by the ECITO, especially for the resumption of international communications.

b) International passenger services

Ing.Marin points out that at the meeting held at Montreux to arrange for the summer timing of the passenger trains, it was not possible to obtain communications for

Declassified E.O. 12356 Section 3.3/NND No. 785021

Brenner transit farther than Innsbruck. It would be most desirable that these communications should go as far as Berlin, Munich and the German ports, in order to develop the freight exchange and allow the trade circles to contact, for which it is necessary to arrange proper passenger services with through coaches and sleeping cars.

Col.Ping wishes to know which were the objections made to this request.

Eng.Sottile informs that at the Montreux meeting Mr. Tija, Director General of ECITO, stated that, for the moment, it was not convenient to discuss these communications.

Col.Ping replies asking the reasons why, just for his information, without interfering with this declaration of his Director.

Ing.Marin says that, as this might have involved military matters, our representatives at the meeting, out of discretion, did not ask for further explanations.

Col.Ping invites the I.S.R. officially to concern the Regional Direction of ECITO about the services in question and about the reasons that account for their request, declaring also which means the I.S.R. could make available for these new communications.

Ing.Marin even declaring that, as it is known, the I.S.R. are very short of passenger rolling stock, states that a few coaches could be employed for these services; anyway the operation of these services has to be prepared and studied to be ready for the time table that will be put in force in

Declassified E.O. 12356 Section 3.3/NND No. 785021

to this request.

Eng.Sottile informs that at the Montreux meeting Mr. Tija, Director General of ECITO, stated that, for the moment, it was not convenient to discuss these communications.

Col.Ping replies asking the reasons why, just for his information, without interfering with this declaration of his Director.

Ing.Marin says that, as this might have involved military matters, our representatives at the meeting, out of discretion, did not ask for further explanations.

Col.Ping invites the I.S.R. officially to concern the Regional Direction of ECITO about the services in question and about the reasons that account for their request, declaring also which means the I.S.R. could make available for these new communications.

Ing.Marin even declaring that, as it is known, the I.S.R. are very short of passenger rolling stock, states that a few coaches could be employed for these services; anyway the operation of these services has to be prepared and studied to be ready for the time table that will be put in force in May 1947.

c) International Freight Traffic

Eng.Marin informs that he is worried about the situation of the I.S.R. freight wagons, used for the movement of coal from Poland. A few wagons come back and he fears that they may be utilized for operations beyond the Italian borders.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Col.Ping assures that he will send wires to ECITO in Praga and Warsaw to urge a prompt return of said wagons; he thin thinks that UNRRA will also intervene as they are interested in this traffic.

Col.Ping informs that, at the last ECITO meeting in Paris, he understood that the import of coal in Italy, from Poland, is foreseen to be 45.000 tonnellate for the month of December.

Ing.Marin is of the opinion that within November a larger quantity of wagons will be available for these movements, as the internal situation has improved, consequently to the end of the seasonable movements.

Eng.Caliendo states that it is anyway necessary to try and reduce the utilization turn-round of Italo-Polish wagons (that is now about 40-50 days) so that, with the same quantity of available wagons, a larger quantity of requests may be satisfied.

c) Introduction U.I.V.

Col.Ping asks whether the I. . . are prepared to adopt the U.I.V. - also for the occupied territories in Germay and Austria, mostly that, at the last ECITO meeting, the military representatives of these Zones declared that they are disposed to put in force said Regulation, excluding only, for the moment, the financial side of said regulation, as it is impossible to settle the charges with currencies that may be acceptable to all the concerned.

After a full discussion, the I. . . agree about the

Declassified E.O. 12356 Section 3.3/NND No. 785021

Poland, is foreseen to be 45.000 tonnellate for the month of December.

Ing.Merin is of opinion that within November a larger quantity of wagons will be available for these movements, as the internal situation has improved, consequently to the end of the seasonable movements.

Ing.Caliendo states that it is anyway necessary to try and reduce the utilization turn-round of Italo-Polish wagons (that is now about 40-50 days) so that, with the same quantity of available wagons, a larger quantity of requests may be satisfied.

c) Introduction R.I.V.

Col.Ping asks whether the I. . . are prepared to adopt the R.I.V. - also for the occupied territories in Germay and Austria, mostly that, at the last ECITO meeting, the military representatives of these Zones declared that they are disposed to put in force said Regulation, excluding only, for the moment, the financial side of said regulation, as it is impossible to settle the charges with currencies that may be acceptable to all the concerned.

After a full discussion, the I. . . agree about the possibility of applying the R.I.V. also for said Zones, provided that the exchange of wagons at the international border stations be controlled, to balance the wagons entering and leaving and that the International Office for Compensation of wagons stress the data concerning these exchanges, for oppur tune intervention.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Col.Ping assures, about this matter, that he will give, as soon as possible, copy of the dispositions agreed among the different occupation Zones, to settle the exchange of rolling stock among them according to the technical regulation of the R.I.V.

5. SUNDRY

a) Time-tables

Col.Ping notes that in the preface of the Official Time-table of the I.M.R. there is still a priority list for the travels of the personnel of the Allied Commission.

Eng.Sottile states that in the time-table that is going to be published, these remarks will be cancelled.

b) Italian Railway Stock

Capt.Jeffreys, referring to the shortage of I.M.R. passenger rolling stock for civilian use and to the travelling situation on civilian trains, asks that the data concerning the quantity of rolling stock kept by the Allied Forces, as well as the data concerning their runnings and their frequency, be gathered and discussed, to have a clearer idea of the utilization of the rolling stock delivered to the Allied Forces.

Maj.Tonks objects that it is not possible to discuss data of this kind with non military Bodies.

Capt. Jeffreys remarks that it would at least be convenient to have an idea of the rolling stock kept by Allied Forces for eventual requirements or as a reserve; and therefore not operated in consist with scheduled trains.

Declassified E.O. 12356 Section 3.3/NND No. 785021

a) time-tables

Col.Ping notes that in the preface of the Official Time-table of the I.S.R. there is still a priority list for the travels of the personnel of the Allied Commission.

Eng.Sottile states that in the time-table that is going to be published, these remarks will be cancelled.

b) Italian Railway Stock

Capt.Jeffreys, referring to the shortage of I.S.R. passenger rolling stock for civilian use and to the travelling situation on civilian trains, asks that the data concerning the quantity of rolling stock kept by the Allied Forces, as well as the data concerning their runnings and their frequency, be gathered and discussed, to have a clearer idea of the utilization of the rolling stock delivered to the Allied Forces.

Maj.Tonks objects that it is not possible to discuss data of this kind with non military Bodies.

Capt. Jeffreys remarks that it would at least be convenient to have an idea of the rolling stock kept by Allied Forces for eventual requirements or as a reserve; and therefore not operated in consist with scheduled trains.

Eng.Marin, even considering that the problem arising from the requests made by Capt.Jeffreys is extremely delicate, deems it convenient to point out that he thinks it may be possible to reduce the rolling stock in question, to meet the serious and urgent requirements of civilian traffic; this aim could more easily be reached by putting together the two set

Declassified E.O. 12356 Section 3.3/NND No. 785021

reserves, American and British, in a single reserve at the disposal of both the HQs.

Maj.Tonks states that at the moment there is no availability of reserve rolling stock.

Col.Ping stresses that this Committee, since its beginning (Chairman Brig.Gen.The Philips), aimed mostly to give to the I. .R. any possible assistance, especially to ease the resumption of traffic, and therefore it would fail to fulfill its purpose if the members would not inquire about the utilization of the stock and of any operational means, to be able to find out all the possible ways of improving the traffic. He said that the operation of the railways had long been returned to the Italian State Railways. It was the duty of an efficient railway to draw the attention of all concerned to inefficient use of rolling stock, especially when such stock was in short supply, and civil unrest was liable to occur through the inability of the railway to provide adequate means of conveyance of passengers.

Eng.Marin deems it possible to examine the situation up to 1st November and to modify the last data, given about two months ago; from which about 700 wagons resulted not to be operated.

Eng.Caliendo points out that the problem is to be examined under two features: a) quantity of the reserves and possibility of a proper reduction, considering the available seats and their actual use.

As for this last point, he stresses that some Allied train

Declassified E.O. 12356 Section 3.3/NND No. 785021

any possible assistance, especially to ease the resumption of traffic, and therefore it would fail to fulfill its purpose if the members would not inquire about the utilization of the stock and of any operational means, to be able to find out all the possible ways of improving the traffic. He said that the operation of the railways had long been returned to the Italian State Railways. It was the duty of an efficient railway to draw the attention of all concerned to inefficient use of rolling stock, especially when such stock was in short supply, and civil unrest was liable to occur through the inability of the railway to provide adequate means of conveyance of passengers.

Eng.Marin deems it possible to examine the situation up to 1st November and to modify the last data, given about two months ago; from which about 700 wagons resulted not to be operated.

Eng.Caliendo points out that the problem is to be examined under two features: a) quantity of the reserves and possibility of a proper reduction, considering the available seats and their actual use.

As for this last point, he stresses that some Allied train is operated with an availability of the 50 % of the offered seats, so that a proper reduction of its consist could be considered.

Major Matson says that the American Authorities disposed, some time ago, of a reserve of 27 coaches, but 996 the moment, these coaches are used for transports from Leghorn to Gorizia; 5 of these coaches have recently been returned to the I. .R.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Eng.Marin sums up the discussion and begs the Allied representatives to examine the possibility of handing over to the I.[illegible].R. the responsibility for the Allied passengers services. In this way it would be possible to form one complete reserve for all the requirements, giving, of course, a first priority to the military transports.

This problem used formerly to concern also the freight movements; the Allied Authorities did not object to grant to the I.[illegible].R. the use of the whole park, with the obligation of giving a first priority to military requirements.

The experience showed that this practice caused no inconveniences; therefore it would also be applied for passengers transports.

Col.Ping agrees with Eng.Marin that all the rolling stock could be handed over to the I.[illegible].R. who should be obliged to meet all the requirements of military nature as first priority. He further pointed out, that whilst the discussion started with the desire to assist the I.[illegible].R. in its movement of civilian passengers, both military representatives had pointed out the need to borrow additional coaches on occasions from the I.[illegible].R. for extraordinary movements of military personnel. One park of vehicles would ensure coaches were always available for military needs, whilst the I.[illegible].R. would reap the benefit of using coaches which were standing in sidings for long periods against occasional heavy military demands. This suggested practice conformed with the normal military and railway procedure.

Declassified E.O. 12356 Section 3.3/NND No. 785021

This problem used formerly to concern also the freight movements; the Allied Authorities did not object to grant to the I.S.R. the use of the whole park, with the obligation of giving a first priority to military requirements.

The experience showed that this practice caused no inconveniences; therefore it could also be applied for passengers transports.

Col.Ping agrees with Eng.Marin that all the rolling stock could be handed over to the I.S.R. who should be obliged to meet all the requirements of military nature as first priority. He further pointed out, that whilst the discussion started with the desire to assist the I.S.R. in its movement of civilian passengers, both military representatives had pointed out the need to borrow additional coaches on occasions from the I.S.R. for extraordinary movements of military personnel. One park of vehicles would ensure coaches were always available for military needs, whilst the I.S.R. would reap the benefit of using coaches which were standing in sidings for long periods against occasional heavy military demands. This suggested practice conformed with the normal military and railway procedure.

Col.Street agrees with Col.Ping and points out that the I.S.R. could be in a better condition of meeting the requirements as a whole, if they could dispose of all the rolling stock available to his purpose.

Maj.Tonks objects that, when the I.S.R. were made responsible for the operations, an exception was made in respect of the Allied passengers services and therefore also of the relative rolling stocks, that were meant to be still left

Declassified E.O. 12356 Section 3.3/NND No. 785021

at the exclusive availability of the Allied.

Col.Street replies he does not remember that any distinction of this kind had been made at that moment and he cannot see why there should be any reason to do it now, when so many difficulties have to be met.

Major Tonks insists on his point of view.

Capt.Jeffreys notes that all the members agree on the necessity of improving the civilian services, also to prevent incidents and unrest, and proposes that the Bodies represented at the meeting carefully study this matter and gather all the required data to allow a more careful examination of the problem at the next meeting of the Joint Committee.

Major Tonks says he will deal this matter with the G.H.Q. and will report the results to Brig.Marin.

Col.Ping asks to put this matter in the agenda for the next meeting, so that,all the members may be aware of the views of the G.H.Q. about it.

The Chairman

Rome, 1 November 1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

necessity of improving the civilian services, also to prevent incidents and unrest, and proposes that the Bodies represented at the meeting carefully study this matter and gather all the required data to allow a more careful examination of the problem at the next meeting of the Joint Committee.

Major Tonks says he will deal this matter with the G.H.Q. and will report the results to Eng.Marin.

Col.Ping asks to put this matter in the agenda for the next meeting, so that,all the members may be aware of the views of the G.H.Q. about it.

The Chairman

Rome, 1 November 1946

Vpng6/11

Declassified E.O. 12356 Section 3.3/NND No. 785021

Verbale della 6^ riunione del Comitato Misto Ferroviario tenuta il 1° Novembre 1946 presso la Direzione Generale FF.SS.

= = =

Presenti : Dr.Ing. MARIN - Vice Direttore Generale - Presidente - in sostituzione del Generale DI RAIMONDO assente da Roma.

Dr.Ing. SOTTILE - Servizio Movimento
Dr.Ing. CALIENDO - I.C.C.A.
Dr.Ing. DE MARTINO - Nucleo Trazione
Ten.Col. STREET - Commissione Alleata
Ten.Col. PING - E.C.I.T.O.
Magg. TONKS - Q. MOVEMENTS
Magg. NATSON - M.R.S. - U.S.A.
Cap. JEFFREYS - U.N.R.R.A.

= = =

Il Presidente, presa visione degli argomenti posti all'Ordine del giorno, apre la discussione :

1°) - Derequisizione delle proprietà ferroviarie

Viene fatto presente dal Magg. Tonks che gli elenchi delle proprietà ferroviarie ancora da derequisire sono stati ricevuti e sono sotto esame da parte delle Autorità Alleate.-

Viene assicurato che almeno il 50% di detti locali verrà restituito alla libera disponibilità dell'Amministrazione ferroviaria entro breve termine.-

Declassified E.O. 12356 Section 3.3/NND No. 785021

Dr.Ing. SOTTILE - Servizio Movimento
Dr.Ing. CALIENDO - I.C.C.A.
Dr.Ing. DE MARTINO - Nucleo Trazione
Ten.Col. STREET - Commissione Alleata
Ten.Col. PING - E.C.I.T.O.
Magg. TONKS - Q. MOVEMENTS
Magg. WATSON - M.R.S. - U.S.A.
Cap. JEFFREYS - U.N.R.R.A.

= = =

Il Presidente, presa visione degli argomenti posti all'Ordine del giorno, apre la discussione :

1°) - Derequisizione delle proprietà ferroviarie

Viene fatto presente dal Magg. Tonks che gli elenchi delle proprietà ferroviarie ancora da derequisire sono stati ricevuti e sono sotto esame da parte delle Autorità Alleate.-

Viene assicurato che almeno il 50% di detti locali verrà restituito alla libera disponibilità dell'Amministrazione ferroviaria entro breve termine.-

Chiesto sulla data di presumibile sgombero dei locali del padiglione VIII - 1° piano - del fabbricato della Direzione Generale, il Magg. Tonks assicura che per il 14 novembre i locali stessi verranno resi liberi.-

Declassified E.O. 12356 Section 3.3/NND No. 785021

Col. Ping chiede se vi sono ancora da derequisire Officine F.S. o di proprietà privata in grado di fare riparazioni.-

Viene risposto che con la derequisizione delle Officine Ferroviarie Meridionali del Vasto non si hanno notizie di altri stabilimenti ancora occupati.-

Circa la richiesta delle F.S., intesa ad ottenere una maggiore derequisizione, fino all'asse 6, dei locali del fabbricato F di Roma Termini, lato Via Principe di Piemonte, allo scopo di potervi sistemare l'Ufficio della Biglietteria, il Magg. Tonks comunica che ciò non è possibile.-

Chiarito che alle F.S. occorrebbero solo i locali al piano del ferro e non gli ambienti soprastanti, occupati da militari Alleati; fatto presente che la Biglietteria, situata oggi in via Marsala, non può trasferirsi che integralmente e quindi ha bisogno di tutti i vani, compresi fra gli assi 6 e 14, il Magg. Tonks aderisce alla proposta di tenere un sopraluogo per addivenire ad una soluzione che consenta di liberare gli assi dal 6 al 9 e per concretare gli eventuali lavori provvisori occorrenti per separare nettamente gli ambienti che rimangono ancora a disposizione delle Forze Alleate da quelli adibiti ad usi civili. (vedi anche verbale 5b).-

2°) - <u>Treno Torchlight</u>

Il Magg. Tonks dichiara che il treno Torchlight, per cui era stata programmata la restituzione alle F.S. entro il 31 ottobre c.a., per sopraggiunte circostanze, dovrà ancora essere trattenuto dal Comando Alleato, come da comunicazione

Declassified E.O. 12356 Section 3.3/NND No. 785021

maggiore derequisizione, fino all'asse 6, dei locali del fabbricato F di Roma Termini, lato Via Principe di Piemonte, allo scopo di potervi sistemare l'Ufficio della Biglietteria, il Magg. Tonks comunica che ciò non è possibile.-

Chiarito che alle F.S. occorrebbero solo i locali al piano del ferro e non gli ambienti soprastanti, occupati da militari Alleati; fatto presente che la Biglietteria, situata oggi in via Marsala, non può trasferirsi che integralmente e quindi ha bisogno di tutti i vani, compresi fra gli assi 6 e 14, il Magg. Tonks aderisce alla proposta di tenere un sopraluogo per addivenire ad una soluzione che consenta di liberare gli assi dal 6 al 9 e per concretare gli eventuali lavori provvisori occorrenti per separare nettamente gli ambienti che rimangono ancora a disposizione delle Forze Alleate da quelli adibiti ad usi civili. (vedi anche verbale 5b).-

2°) - Treno Torchlight

Il Magg. Tonks dichiara che il treno Torchlight, per cui era stata programmata la restituzione alle F.S. entro il 31 ottobre c.a., per sopraggiunte circostanze, dovrà ancora essere trattenuto dal Comando Alleato, come da comunicazione ricevuta di recente dal Quartiere Generale.-

L'Ing. De Martino chiede se le due automotrici, che fanno servizio tra Padova e Venezia, verranno restituite ai servizi civili.-

./. 992

Declassified E.O. 12356 Section 3.3/NND No. 785021

Il Magg. Tonks comunica che potrà dare una risposta in merito tra due settimane.-

Il Col. Ping domanda come è utilizzato il treno Torchlight.

Il Magg. Tonks risponde che esso effettua una corsa di andata e ritorno per settimana e che, a quanto gli risulta, nell'ultimo viaggio è stato utilizzato appieno.-

Il Cap. Jeffreys chiede se non sarebbe possibile utilizzare meglio questo materiale facendogli fare più corse settimanali, per i traffici civili e militari.-

Il Magg. Tonks dichiara che ciò non è possibile, essendo questo treno riservato ad alti ufficiali Alleati ed alle rispettive famiglie, che, non potendo usufruire dei treni Medloc, debbono forzatamente servirsi dei treni Torchlight o Flagstaff.-

L'Ing. Marin, riferendosi ai recentissimi incidenti avvenuti tra Gallarate e Milano per proteste contro la mancanza di vetture, prega il Magg. Tonks di prospettare al Quartiere Generale la situazione invero penosa e gravida di incognite nella quale versa il traffico civile.-

Il Magg. Tonks risponde che la situazione del materiale rotabile da restituire alle F.S. viene studiata giornalmente.-

3°) - <u>Linee telefoniche interurbane (Firebox)</u>

Il Magg. Tonks chiede a che punto siano gli accordi delle F.S. con l'Amministrazione Postelegrafonica in merito alla gestione da parte ferroviaria di questi circuiti.-

L'Ing. Marin comunica che l'accordo è stato raggiunto e di ciò se ne sta dando comunicazione al Comando Alleato.-

Declassified E.O. 12356 Section 3.3/NND No. 785021

Il Cap. Jeffreys chiede se non sarebbe possibile utilizza-
re meglio questo materiale facendogli fare più corse settima-
nali, per i traffici civili e militari.-

Il Magg. Tonks dichiara che ciò non è possibile, essendo
questo treno riservato ad alti ufficiali Alleati ed alle rispet-
tive famiglie, che, non potendo usufruire dei treni Medloc, deb-
bono forzatamente servirsi dei treni Torchlight o Flagstaff.-

L'Ing. Marin, riferendosi ai recentissimi incidenti avve-
nuti tra Gallarate e Milano per proteste contro la mancanza di
vetture, prega il Magg. Tonks di prospettare al Quartiere Gene-
rale la situazione invero penosa e gravida di incognite nella
quale versa il traffico civile.-

Il Magg. Tonks risponde che la situazione del materiale
rotabile da restituire alle F.S. viene studiata giornalmente.-

3°) - <u>Linee telefoniche interurbane (Firebox)</u>

Il Magg. Tonks chiede a che punto siano gli accordi delle
F.S. con l'Amministrazione Postelegrafonica in merito alla ge-
stione da parte ferroviaria di questi circuiti.-

L'Ing. Marin comunica che l'accordo è stato raggiunto e
di ciò se ne sta dando comunicazione al Comando Alleato.-

4°) - <u>Servizi Internazionali</u>

a) - Il Col. Ping dichiara che la presenza di rappresentanti
dell'E.C.I.T.O. in seno al Comitato dev'essere intesa ed
accolta come una collaborazione effettiva ed efficace che

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

lo stesso E.C.I.T.C. intende dare alle F.S.-

L'Ing. Marin ringrazia il Col. Ping per l'aiuto ricevuto finora dagli organi dell'E.C.I.T.C. specialmente per il ripristino delle relazioni internazionali.-

b) - Traffico internazionale passeggeri

L'Ing. Marin fa presente che nella Conferenza tenuta a Montreux per concretare gli orari estivi dei treni viaggiatori non è stato possibile ottenere delle relazioni dirette per il transito del Brennero oltre Innsbruck. Sarebbe oltre modo desiderabile che queste relazioni si spingessero fino a Berlino, Monaco ed i porti tedeschi del Nord, per sviluppare le relazioni merci e stringere i contatti tra i ceti commerciali; perciò è appunto necessario che siano istituiti adatti servizi per viaggiatori con vetture dirette e vetture letto.-

Il Col. Ping desidera conoscere quali sono state le opposizioni mosse contro questa richiesta.-

L'Ing. Bottile comunica che nella Conferenza in parola il Sig. Tuja, Direttore Generale dell'E.C.I.T.C., ha dichiarato che, per il momento, non era il caso di parlare di queste comunicazioni.-

Il Col. Ping replica, domandandone la ragione e ciò per sua cognizione e senza per questo entrare nel merito della dichiarazione del Sig. Tuja.-

L'Ing. Marin dice che, per motivi di discrezione, dato che poteva trattarsi di decisioni dettate da ragioni militari, i nostri delegati alla Conferenza non hanno domandato maggiori

Declassified E.O. 12356 Section 3.3/NND No. 785021

L'Ing. Marin fa presente che nella Conferenza tenuta a Montreux per concretare gli orari estivi dei treni viaggiatori non è stato possibile ottenere delle relazioni dirette per il transito del Brennero oltre Innsbruck. Sarebbe oltre modo desiderabile che queste relazioni si spingessero fino a Berlino, Monaco ed i porti tedeschi del Nord, per sviluppare le relazioni merci e stringere i contatti tra i ceti commerciali; perciò è appunto necessario che siano istituiti adatti servizi per viaggiatori con vetture dirette e vetture letto.-

Il Col. Ping desidera conoscere quali sono state le opposizioni mosse contro questa richiesta.-

L'Ing. Sottile comunica che nella Conferenza in parola i Sig. Tuja, Direttore Generale dell'E.C.I.T.O., ha dichiarato che, per il momento, non era il caso di parlare di queste comunicazioni.-

Il Col. Ping replica, domandandone la ragione e ciò per sua cognizione e senza per questo entrare nel merito della dichiarazione del Sig. Tuja.-

L'Ing. Marin dice che, per motivi di discrezione, dato che poteva trattarsi di decisioni dettate da ragioni militari, i nostri delegati alla Conferenza non hanno domandato maggiori chiarimenti.-

Il Col. Ping invita le F.S. ad interessare ufficialmente la Direzione Regionale dell'E.C.I.T.O. circa i servizi in parola ed i motivi che ne giustificano la richiesta, nonchè i

Declassified E.O. 12356 Section 3.3/NND No. 785021

mezzi che le F.S. potrebbero mettere a disposizione per queste nuove relazioni.-

L'Ing. Marin, pur dichiarando che le F.S. difettano, come è noto, di materiale per viaggiatori, afferma che tuttavia poche vetture potranno essere impiegate per questi servizi, che, comunque, dovrebbero essere impostati e studiati per l'orario, che entrerà in vigore nel maggio del prossimo anno, quando si spera di avere qualche maggiore disponibilità di vetture.-

c) - Traffico internazionale merci

L'Ing. Marin informa che lo preoccupa non poco la situazione dei carri merci F.S. adibiti al trasporto di carbone dalla Polonia, Pochi carri rientrano ed egli teme che possano essere utilizzati per servizi interni delle Amministrazioni estere di passaggio o estreme.-

Il Col. Ping assicura che invierà telegrammi all'E.C.I.F.O. di Praga e di Varsavia per sollecitare il pronto rinvio dei carri in parola, così pure ritiene che l'U.N.R.R.A. vorrà intervenire, dato che è anche interessata per questi traffici.-

Il Col. Ping informa di avere appreso nell'ultima riunione E.C.I.T.O. di Parigi che l'importazione in Italia di carbone dalla Polonia è prevista, per il mese di dicembre, in 45.000 tonnellate.-

L'Ing. Marin è dell'avviso che entro il corrente mese si verificherà una maggiore disponibilità di carri per questi trasporti, data la migliorata situazione interna, conseguente alla fine dei trasporti stagionali.-

L'Ing. Caliendo afferma che occorre tuttavia tendere a di-

Declassified E.O. 12356 Section 3.3/NND No. 785021

spera di avere qualche maggiore disponibilità di vetture.-

c) - Traffico internazionale merci

L'Ing. Marin informa che lo preoccupa non poco la situazione dei carri merci F.S. adibiti al trasporto di carbone dalla Polonia. Pochi carri rientrano ed egli teme che possano essere utilizzati per servizi interni delle Amministrazioni estere di passaggio o estreme.-

Il Col. Ping assicura che invierà telegrammi all'E.C.I.T.O. di Praga e di Varsavia per sollecitare il pronto rinvio dei carri in parola, così pure ritiene che l'U.N.R.R.A. vorrà intervenire, dato che è anche interessata per questi traffici.-

Il Col. Ping informa di avere appreso nell'ultima riunione E.C.I.T.O. di Parigi che l'importazione in Italia di carbone dalla Polonia è prevista, per il mese di dicembre, in 45.000 tonnellate.-

L'Ing. Marin è dell'avviso che entro il corrente mese si verificherà una maggiore disponibilità di carri per questi trasporti, data la migliorata situazione interna, conseguente alla fine dei trasporti stagionali.-

L'Ing. Caliendo afferma che occorre tuttavia tendere a diminuire il ciclo di utilizzazione dei carri italo-polacchi, oggi aggirantesi tra i 40-45 giorni, per fare in modo che con lo stesso quantitativo di carri a disposizione si possa far fronte a maggiori richieste.-

Declassified E.O. 12356 Section 3.3/NND No. 785021

d) - Introduzione del regolamento R.I.V.

Il Col. Ping domanda se le F.S. sono disposte ad adottare il R.I.V. anche nei confronti dei territori occupati in Germania ed Austria, tanto più che nell'ultima Conferenza E.C.I.T.O. i rappresentanti militari delle suddette Zone si sono dichiarati disposti ad attuare il detto Regolamento, escludendo soltanto, per ora, la parte finanziaria di difficile regolamentazione per la impossibilità pratica di regolare i noli in valute accettabili da tutti gli interessati.-

Dopo ampia discussione, le F.S. convengono sulla possibilità dell'applicazione del R.I.V. anche nei confronti delle Zone anzidette, purchè lo scambio dei carri nelle stazioni internazionali di confine continui ad essere sorvegliato in modo da bilanciare entrate ed uscite e che l'Ufficio Internazionale Compensazione Carri tenga in particolare evidenza, per i più opportuni interventi, i dati che si riferiscono a questi scambi.-

Il Col. Ping assicura a questo riguardo che darà, al più presto, copia delle disposizioni concordate fra le diverse Zone di occupazione per regolare appunto, fra esse, lo scambio dei materiali secondo le prescrizioni tecniche del R.I.V.-

5º) - Varie

a) - Orari

Il Col. Ping nota che nella prefazione dell'Orario

Declassified E.O. 12356 Section 3.3/NND No. 785021

suddette Zone si sono dichiarati disposti ad attuare il detto Regolamento, escludendo soltanto, per ora, la parte finanziaria di difficile regolamentazione per la impossibilità pratica di regolare i noli in valute accettabili da tutti gli interessati.-

Dopo ampia discussione, le F.S. convengono sulla possibilità dell'applicazione del R.I.V. anche nei confronti delle Zone anzidette, purchè lo scambio dei carri nelle stazioni internazionali di confine continui ad essere sorvegliato in modo da bilanciare entrate ed uscite e che l'Ufficio Internazionale Compensazione Carri tenga in particolare evidenza, per i più opportuni interventi, i dati che si riferiscono a questi scambi.-

Il Col. Ping assicura a questo riguardo che darà, al più presto, copia delle disposizioni concordate fra le diverse Zone di occupazione per regolare appunto, fra esse, lo scambio dei materiali secondo le prescrizioni tecniche del R.I.V.-

5º) - Varie

a) - Orari

Il Col. Ping nota che nella prefazione dell'Orario Ufficiale delle F.S. si riporta ancora una lista delle precedenze per i viaggi degli addetti alla Commissione Alleate.-

L'Ing. Sottile assicura che con il prossimo orario queste indicazioni saranno eliminate.-

./. 988

Declassified E.O. 12356 Section 3.3/NND No. 785021

b) - Materiale F.S.

Il Cap. Jeffreys, riferendosi alla deficienza di materiali viaggiatori per i bisogni civili delle F.S. ed alle condizioni di viaggio sugli stessi treni civili, chiede che per meglio rendersi conto della utilizzazione del materiale in consegna alle Forze Alleate vengano raccolti e discussi i dati relativi ai quantitativi di materiale che le stesse Forze Alleate trattengono, ai viaggi che effettuano, alla frequentazione che ne risulta.-

Il Magg. Tonks obbietta che non è possibile discutere dati di questa natura con Enti che non siano militari.-

Il Cap. Jeffreys osserva che sarebbe almeno desiderabile rendersi conto del materiale trattenuto dalle Forze Alleate per bisogni eventuali ovvero come scorte e quindi, come tali, non in turno con i treni programmati.-

L'Ing. Marin, pur rendendosi conto dell'estrema delicatezza del problema che si prospetta nelle richieste del Cap. Jeffreys, ritiene far presente che gli sembra possibile apportare una riduzione al materiale in parola, per venire incontro agli estremi ed urgenti bisogni del traffico civile e che lo scopo potrebbe essere più facilmente raggiunto abbinando le due riserve Americana ed Inglese in un'unica scorta a disposizione di entrambi i comandi. -

Il Magg. Tonks dichiara che attualmente non si ha disponibilità di vetture di riserva.-

Declassified E.O. 12356 Section 3.3/NND No. 785021

ne del materiale in consegna alle Forze Alleate vengano raccolti e discussi i dati relativi ai quantitativi di materiale che le stesse Forze Alleate trattengono, ai viaggi che effettuano, alla frequentazione che ne risulta.-

Il Magg. Tonks obbietta che non è possibile discutere dati di questa natura con Enti che non sieno militari.-

Il Cap. Jeffreys osserva che sarebbe almeno desiderabile rendersi conto del materiale trattenuto dalle Forze Alleate per bisogni eventuali ovvero come scorta e quindi, come tali, non in turno con i treni programmati.-

L'Ing. Marin, pur rendendosi conto dell'estrema delicatezza del problema che si prospetta nelle richieste del Cap. Jeffreys, ritiene far presente che gli sembra possibile apportare una riduzione al materiale in parola, per venire incontro agli estremi ed urgenti bisogni del traffico civile e che lo scopo potrebbe essere più facilmente raggiunto abbinando le due riserve Americana ed Inglese in un'unica scorta a disposizione di entrambi i comandi. -

Il Magg. Tonks dichiara che attualmente non si ha disponibilità di vetture di riserva.-

Il Col. Ping ricorda che questo Comitato fin dall'epoca della sua costituzione, sotto la presidenza del Brig. De Re Philipe, venne costituito col precipuo scopo di dare alle F.S. tutte le possibili forme di assistenza, specie per agevolare la ripresa dei traffici e quindi esso mancherebbe al suo scopo nel

Declassified E.O. 12356 Section 3.3/NND No. 785021

caso non indagasse su le utilizzazioni dei materiali, come degli degli altri mezzi di esercizio, al fine di escogitare tutti i provvedimenti atti a migliorare i traffici stessi.-

Egli dice che l'esercizio delle Ferrovie è stato da lungo tempo restituito alle F.S.-

E' dovere di una oculata Amministrazione richiamare l'attenzione di tutti gli interessati sull'uso inefficiente del materiale rotabile, specialmente quando tale materiale sia scarso e vi sia pericolo di eventuali disordini, causati dall'impossibilità delle ferrovie a provvedere mezzi per il trasporto passeggeri.-

L'Ing. Marin ritiene che si possa fare un esame della situazione al 1° del mese corrente, e rettificare le ultime segnalazioni, che risalgono a circa due mesi fa, delle quali risultavano inoperose circa 70 vetture.-

L'Ing. Caliendo osserva che il problema va esaminato sotto due aspetti:

a) - entità delle scorte e possibilità di una conveniente loro riduzione;

b) - utilizzazione del materiale in circolazione per quanto attiene ai posti offerti ed alla frequentazione relativa.

Egli rileva nei confronti di questo ultimo punto che qualche treno alleato circola con una disponibilità del 50% dei posti offerti e quindi si presterebbe ad una conveniente riduzione della sua composizione.-

Il Magg. Watson rileva che le Autorità Americane disponevano qualche tempo fa di 27 carrozze di scorta ma che esse

Declassified E.O. 12356 Section 3.3/NND No. 785021

tenzione di tutti gli interessati sull'uso inefficiente del materiale rotabile, specialmente quando tale materiale sia scarso e vi sia pericolo di eventuali disordini, causati dall'impossibilità delle ferrovie a provvedere mezzi per il trasporto passeggeri.-

L'Ing. Marin ritiene che si possa fare un esame della situazione al 1° del mese corrente, e rettificare le ultime segnalazioni, che risalgono a circa due mesi fa, dalle quali risultavano inoperose circa 70 vetture.-

L'Ing. Caliendo osserva che il problema va esaminato sotto due aspetti:

a) - entità delle scorte e possibilità di una conveniente loro riduzione;

b) - utilizzazione del materiale in circolazione per quanto attiene ai posti offerti ed alla frequentazione relativa.

Egli rileva nei confronti di questo ultimo punto che qualche treno alleato circola con una disponibilità del 50% dei posti offerti e quindi si presterebbe ad una conveniente riduzione della sua composizione.-

Il Magg. Matson rileva che le Autorità Americane disponevano qualche tempo fa di 27 carrozze di scorta me che esse sono sul momento impegnate per trasporti da Livorno a Gorizia e che hanno di recente restituito alle F.S. cinque carrozze.-

L'Ing. Marin riepiloga la discussione e prega i rappresentanti Alleati di esaminare l'opportunità di passare alle

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

F.S. la responsabilità dei servizi viaggiatori alleati. In tal modo si potrebbe creare una scorta unica alla quale attingere per tutti i bisogni, dando, naturalmente, a quelli militari, l'assoluta precedenza.

Il problema, egli dice, interessava un tempo anche i servizi merci e per questi le Autorità Alleate non ebbero difficoltà a cedere alle F.S. l'uso di tutto il parco sia pure con l'espressa riserva di provvedere in precedenza per i bisogni militari.

L'esperienza ha dimostrato che il sistema non ha dato luogo ad inconvenienti e potrebbe quindi essere seguito anche nel campo dei trasporti viaggiatori.

Il Col. Ping concorda col punto di vista espresso dall'Ing. Marin nel senso di passare tutto il materiale viaggiatori alle F.S., facendo a queste obbligo di rispondere alle richieste d'interesse militare con precedenza assoluta.

Fa inoltre presente che, mentre la discussione si è iniziata coll'intenzione di aiutare le F.S. per quanto riguarda il trasporto di passeggeri civili, ambedue i rappresentanti militari hanno fatto rilevare le necessità di prendere in prestito dalle F.S. quando se ne presenti l'occasione, altre carrozze per trasporti straordinari di personale militare.

Un unico parco di veicoli assicurerebbe sempre una disponibilità di carrozze per necessità militari, mentre le F.S. avrebbero il vantaggio di usare le carrozze che per lunghi periodi vengono tenute come riserva per eventuali forti richieste militari.

Questo metodo che si suggerisce è conforme con la normale procedura, sia militare che ferroviaria.

Il Col. Street si dichiara d'accordo con il Col. Ping

Declassified E.O. 12356 Section 3.3/NND No. 785021

tà a cedere alle F.S. l'uso di tutto il parco sia pure con l'espressa riserva di provvedere in precedenza per i bisogni militari.

L'esperienza ha dimostrato che il sistema non ha dato luogo ad inconvenienti e potrebbe quindi essere seguito anche nel campo dei trasporti viaggiatori.

Il Col. Ping concorda col punto di vista espresso dall'Ing. Merin nel senso di passare tutto il materiale viaggiatori alle F.S., facendo a queste obbligo di rispondere alle richieste d'interesse militare con precedenza assoluta.

Fa inoltre presente che, mentre la discussione si è iniziata coll'intenzione di aiutare le F.S. per quanto riguarda il trasporto di passeggeri civili, ambedue i rappresentanti militari hanno fatto rilevare le necessità di prendere in prestito dalle F.S. quando se ne presenti l'occasione, altre carrozze per trasporti straordinari di personale militare.

Un unico parco di veicoli assicurerebbe sempre una disponibilità di carrozze per necessità militari, mentre le F.S. avrebbero il vantaggio di usare le carrozze che per lunghi periodi vengono tenute come riserva per eventuali forti richieste militari.

Questo metodo che si suggerisce è conforme con la normale procedura, sia militare che ferroviaria.

Il Col. Street si dichiara d'accordo con il Col. Ping ed osserva che le F.S. potrebbero meglio provvedere al complesso dei bisogni, disponendo di tutto il materiale utilizzabili allo scopo.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Il Magg. Tonks obbietta che quando si provvide a dare alle F.S. la responsabilità dei servizi, fu fatta un'eccezione proprio nei riguardi dei servizi viaggiatori alleati e quindi dei materiali relativi che dovevano intendersi lasciati ancora ad esclusiva disponibilità degli Alleati.

Il Col. Street replica che non ricorda di essere stata fatta, a suo tempo, una discriminazione di tal genere e non vede le ragioni per le quali dovrebbe sussistere oggi, con le difficoltà a tutti note.

Il Magg. Tonks insiste nel suo punto di vista.

Il Cap. Jeffreys constata che tutti gli intervenuti sono d'accordo sulla necessità di migliorare i servizi civili anche per prevenire incidenti e perturbamenti sociali e propone che i vari Uffici rappresentati nel Comitato studino più a fondo la questione, raccolgano tutti i dati relativi per una più accurata disamina del problema nella prossima seduta del Comitato Misto.

Il Magg. Tonks assicura che svolgerà le opportune pratiche con il Quartiere Generale e che riferirà sui risultati all'Ing. Marin.

Il Col. Ring prega di portare la questione all'ordine del giorno della prossima seduta in modo che tutti possano avere conoscenza del punto di vista del predetto Quartiere Generale.

Roma, 1° Novembre 1946

IL PRESIDENTE

Declassified E.O. 12356 Section 3.3/NND No. 785021

tutti note.

Il Magg. Tonks insiste nel suo punto di vista.

Il Cap. Jeffreys constata che tutti gli intervenuti sono d'accordo sulla necessità di migliorare i servizi civili anche per prevenire incidenti e perturbamenti sociali e propone che i vari Uffici rappresentati nel Comitato studino più a fondo la questione, raccolgano tutti i dati relativi per una più accurata disamina del problema nella prossima seduta del Comitato Misto.

Il Magg. Tonks assicura che svolgerà le opportune pratiche con il Quartiere Generale e che riferirà sui risultati all'Ing. Marin.

Il Col. Ping prega di portare la questione all'ordine del giorno della prossima seduta in modo che tutti possano avere conoscenza del punto di vista del predetto Quartiere Generale.

Roma, 1° Novembre 1946

IL PRESIDENTE

984

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, li 1 Settembre 1946

N° Icca/ 10306/ 56

Al N° ... del ...

OGGETTO

Statistic data.

Allied Commission HQ.
Transportation and Shipping Branch

R o m e

1. Your letter AC/170/TnT dated 24 April 1946 refers.

2. You will find herewith a return covering statistic data, for July 1946, referring to ISR Administration.

983

The Director General
Sgd. Di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 11 SET. 1946 194

N° Icca/ 10305 /56

Al N° ..... del .....

OGGETTO

Dati statistici.

ALLEGATI N. 1

COMANDO DELLA COMMISSIONE ALLEATA

Sezione Trasporti e Navigazione

R O M A

1) - Riferimento alla AC/170/TNT del 24.4.46

2) - Allegata alla presente si trasmette una relazione sui dati statistici del mese di luglio c.a. interessanti questa Amministrazione.

IL DIRETTORE GENERALE

Isola Rivarola

432

MESE DI LUGLIO 1946

Sviluppo dell'esercizio (dati provvisori)

SITUAZIONE IMPIANTI :

Il totale delle linee aperte all'esercizio alla data del 31 luglio 1946 ammonta a Km. 15.265,3 dei quali 2.545,8 a doppio binario e 12.719,5 a semplice binario.

Le linee a trazione elettrica hanno raggiunto i 4.023,2 - Km. dei quali 2.781,1 a semplice binario e 1.242,1 a doppio.-

Rispetto alla data del 30 Giugno c.a. si sono avute le seguenti variazioni per quanto attiene allo sviluppo chilometrico:

Km. 97,5 in più di semplice binario
" 40,7 " " " doppio binario

e per l'esercizio elettrico

Km. 21,9 in meno di semplice binario
" 9,2 " più di doppio binario.

SITUAZIONE DEI MEZZI DI TRAZIONE

a) - Locomotive a vapore

Alla fine di Luglio le locomotive disponibili, per servizi ordinari e straordinari e per le manovre, sono state:

Locomotive F.S. 1.687 + estere 224 = 1.911

mentre quelle accantonate per emergenze eccezionali alla stessa data ammontavano:

Locomotive F.S. 267 + estere 9 = 276

In complesso, alla fine di Luglio, si è avuto, rispetto al mese di Giugno 1946, una diminuzione di 60 unità nelle locomotive a vapore per i servizi dei treni e un aumento di 71 unità in quelle ac-

Declassified E.O. 12356 Section 3.3/NND No. 785021

e 12.719,5 a semplice binario.-

Le linee a trazione elettrica hanno raggiunto i 4.023,2 - Km. dei quali 2.781,1 a semplice binario e 1.242,1 a doppio.-

Rispetto alla data del 30 Giugno c.a. si sono avute le seguenti variazioni per quanto attiene allo sviluppo chilometrico

Km. 97,5 in più di semplice binario
" 40,7 " " " doppio binario

e per l'esercizio elettrico

Km. 21,9 in meno di semplice binario
" 9,2 " più di doppio binario.

SITUAZIONE DEI MEZZI DI TRAZIONE

a) - Locomotive a vapore

Alla fine di Luglio le locomotive disponibili, per servizi ordinari e straordinari e per le manovre, sono state:

Locomotive F.S. 1.687 + estere 224 = 1.911

mentre quelle accantonate per emergenze eccezionali alla stessa data ammontavano:

Locomotive F.S. 267 + estere 9 = 276

In complesso, alla fine di Luglio, si è avuto, rispetto al mese di Giugno 1946, una diminuzione di 60 unità nelle locomotive a vapore per i servizi dei treni e un aumento di 71 unità in quelle accantonate.-

b) Locomotive elettriche :

Alla fine di Luglio le locomotive disponibili, per servizi ordinari e straordinari e per le manovre, sono state:

Locomotive F.S. 776 + estere 22 = 798

con un aumento di 12 unità nelle locomotive elettriche rispetto al mese precedente.

Declassified E.O. 12356 Section 3.3/NND No. 785021

c) - Automotrici.

Le automotrici disponibili sono state, alla fine di Luglio

automotrici F.S. 149 + estere 2 = 151

con una diminuzione di 5 unità rispetto al mese precedente.

d) - Elettromotrici.

Le elettromotrici disponibili sono state alla fine di Luglio N. 95 con un aumento di 7 unità rispetto al mese precedente.

SITUAZIONE DEL MATERIALE DA RIMORCHIO PER VIAGGIATORI E MERCI.

a) - Carrozze disponibili alla fine di Luglio:

carrozze F.S. 1.365 + estere 54 = 1.419

con un aumento di 26 unità rispetto al mese precedente.

b) - Bagagliai disponibili alla fine di Luglio:

.bagagliai F.S. 1.085 + esteri 164 = 1.249

con un aumento di 13 unità rispetto al mese precedente.

c) - Postali disponibili alla fine di Luglio

N° 183

con una diminuzione di 22 unità rispetto al mese precedente.

d) - Carri per merci disponibili alla fine di Luglio

carri F.S. 56.647 + esteri 28.848 = 85.495

con un aumento di 954 unità rispetto al mese precedente.

QUANTITA' TRENI IN ESERCIZIO

Nel mese di Luglio si sono avuti, per treni viaggiatori treni civili N. 56.364 + militari N. 3.055 = N.59.419.

Nel complesso dei servizi viaggiatori si è avuta in Luglio un aumento medio di 112 treni al giorno rispetto alla media giornaliera avutasi nel mese precedente, e una diminuzione di 4 treni al giorno nel servizio in conto militari.-

Nel mese di Luglio si sono avuti, per treni merci

Declassified E.O. 12356 Section 3.3/NND No. 785021

automotrici disponibili sono state alla fine di Luglio N. 95 con un aumento di 7 unità rispetto al mese precedente.

SITUAZIONE DEL MATERIALE DA RIMORCHIO PER VIAGGIATORI E MERCI

a) - Carrozze disponibili alla fine di Luglio:

carrozze F.S. 1.365 + estere 54 = 1.419

con un aumento di 26 unità rispetto al mese precedente.

b) - Bagagliai disponibili alla fine di Luglio:

.bagagliai F.S. 1.085 + esteri 164 = 1.249

con un aumento di 13 unità rispetto al mese precedente.

c) - Postali disponibili alla fine di Luglio

N° 183

con una diminuzione di 22 unità rispetto al mese precedente.

d) - Carri per merci disponibili alla fine di Luglio

carri F.S. 56.647 + esteri 28.848 = 85.495

con un aumento di 954 unità rispetto al mese precedente.

QUANTITA' TRENI IN ESERCIZIO

Nel mese di Luglio si sono avuti, per treni viaggiatori treni civili N. 56.364 + militari N. 3.055 = N. 59.419.

Nel complesso dei servizi viaggiatori si è avuta in Luglio un aumento medio di 112 treni al giorno rispetto alla media giornaliera avutasi nel mese precedente, e una diminuzione di 4 treni al giorno nel servizio in conto militari.-

Nel mese di Luglio si sono avuti, per treni merci

treni civili N. 30.000 + militari N. 8.100 = N. 38.100

Nel complesso dei servizi per merci in conto civili, si è avuto nel mese di Luglio un aumento medio di 100 treni al giorno rispetto alla media giornaliera avutasi nel mese precedente, e una di-

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

minuzione di 77 treni al giorno nel servizio merci in conto militari.

TRENI-CHILOMETRO

Per il servizio viaggiatori civili e militari, nel mese di Luglio 1946 si sono registrati i seguenti dati:

Traz. vapore		Traz. elettr.		Traz. a nafta		Totale
tr-Km. 1.114.735	+	1.562.089	+	686.434	=	3.365.258

contro 3.033.052 registrati nel mese precedente con un aumento di 332.206 treni-Km.

Per il servizio merci civili e militari nel mese di Luglio 1946 si sono registrati i seguenti dati.

Traz. vapore		Traz. elettr.		Traz. a nafta		Totale
tr-Km. 1.043.285	+	1.316.372	+	528.744	=	2.888.401

contro 2.720.562 registrati nel mese precedente con un aumento di 167.839 treni-Km.

CARRI CARICATI.

Nel mese di Luglio 1946 sono stati caricati i seguenti carri:

Trasporti militari		Trasporti civili		Trasporti di esercizio		Totale carri
carri 15.979	+	163.752	+	25.099	=	204.830

contro174.727 registrati nel mese precedente con ur aumento di 30.103 carri.

CICLO DEL CARRO.

E' stato di 12 giorni e 13 ore, inferiore a quello del mese precedente che fu di 14 giorni e 2h.

CONSUMI DI COMBUSTIBILI.

Nel mese di Luglio 1946 sono stati registrati i seguenti consumi:

Declassified E.O. 12356 Section 3.3/NND No. 785021

contro 3.033.052 registrati nel mese precedente con un aumento di 332.206 treni-Km.

Per il servizio merci civili e militari nel mese di Luglio 1946 si sono registrati i seguenti dati:

Traz. vapore		Traz. elettr.		Traz. a nafta		Totale
tr-Km. 1.043.285	+	1.316.372	+	528.744	=	2.888.401

contro 2.720.562 registrati nel mese precedente con un aumento di 167.839 treni-Km.

CARRI CARICATI.

Nel mese di Luglio 1946 sono stati caricati i seguenti carri:

Trasporti militari		Trasporti civili		Trasporti di esercizio		Totale carri
carri 15.979	+	163.752	+	25.099	=	204.830

contro 174.727 registrati nel mese precedente con un aumento di 30.103 carri.

CICLO DEL CARRO.

E' stato di 12 giorni e 13 ore, inferiore a quello del mese precedente che fu di 14 giorni e 2h.

CONSUMI DI COMBUSTIBILI.

Nel mese di Luglio 1946 sono stati registrati i seguenti consumi:

Carbone minerale

Tonnellate metriche 96.376 (Kg. 44,55 per Km-treno).
contro tonn. metriche 87.133 (Kg. 44,53 per Km.-treno) consumate nel mese precedente.

980

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

La rimanenza del carbone alla fine di Luglio 1946 è risultata di tonn-metriche 139.450 contro 127.423 avutasi alla fine del mese precedente con un aumento di 12.027 tonnellate.-

Nafta

Galloni U.S.A. 4.729.246 (gall. 3,88 per Km.-treno) contro galloni U.S.A. 4.734.356 (gall. 4,09 per Km.-treno) consumati nel mese precedente.

La rimanenza della nafta alla fine di Luglio 1946 è risultata di galloni 1.224.245 contro galloni 1.455.174 registrati alla fine del mese precedente con una diminuzione di galloni 230.929.

Roma, li' - 6 SET. 1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

STATISTICA SULLA RIPARAZIONE DEI ROTABILI

(periodo dal 1/7 al 31/7/1946)

LOCOMOTIVE	Riparazioni importanti eseguite dai Depositi e dalle Sq.Rialzo	Riparazioni eseguite dalle Off.di Stato e Private			Rotabili consegnati di nuova costruzione	TOTALE
		Grandi	Medie	Piccole		
	A	B	C	D	E	F
1)-Pesanti a vapore	188	31	10	6	-	235
2) " elettriche	101	25	1	3	-	130
3)-leggere e da manovra a vapore	56	12			-	68
4)-leggere elettriche	20	2			-	22
5) CARROZZE	1.489	114	148	109	-	1.861
CARRI						
6)-da carbone ad alte sponde F.S.	4.813	358	374	155	255	5.961
7)-di altri tipi F.S.	3.923	423	589	410	661	6.006
8)-da carbone esteri	1.853	-		2	-	1.855
9)-di altri tipi esteri	2.780	-		6	-	2.786

Capacità di produzione delle Officine di riparazione (F.S. e private) per i prossimi 30 giorni.

10)-locomotive a vapore	58	13	16	-	87
11)- " elettriche	21	6	7	-	34
12)-carrozze	190	190	107	1	486
13)-carri	940	1.052	603	455	3.050

Declassified E.O. 12356 Section 3.3/NND No. 785021

	A	B	C	D	E	F
1)-Pesanti a vapore	188	31	10	6	-	235
2) " elettriche	101	25	1	3	-	130
3)-leggere e da manovra a vapore	56	12	-	-	-	68
4)-leggere elettriche	20	2	-	-	-	22
5) C A R R O Z Z E	1.489	114	148	109	-	1.861
C A R R I						
6)-da carbone ad alte sponde F.S.	4.819	358	374	155	255	5.961
7)-di altri tipi F.S.	3.923	423	589	410	661	6.006
8)-da carbone esteri	1.853	-	-	2	-	1.855
9)-di altri tipi esteri	2.780	-	-	6	-	2.786

Capacità di produzione delle Officine di riparazione (F.S. e private) per i prossimi 30 giorni.

10)-locomotive a vapore	58	13	16	-	87
11)- " elettriche.	21	6	7	-	34
12)-carrozze.	190	190	107	1	488
13)-carri.	940	1.052	603	455	3.050

979 /.

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCONVENIENTI DI ESERCIZIO PIU' GRAVI AVVENUTI
NEL MESE DI LUGLIO 1946

N° d'ord.	Indicazione degli inconvenienti	Quantità	Danni		Durata interruzione del servizio
			Alle persone	Al materiale	
A	Scontri di locomotive (per memoria)				
B	Investimenti di treni	2			
	1) stazione di Spigno Monferrato lato Acqui		3 feriti	gravi danni	14 ore
	2) stazione di Cassino		-	lievi danni	10 ore
C	Urti di treni	2			
	1) stazione di Verona		5 viaggiat. feriti	lievi danni	2 ore
	2) stazione di Chilivani		3 feriti	gravi danni a un carro	
D	Svii di treni	3			
	1) fra le stazioni di S. Eufemia e Falerna			ad 1 locomot e all'armamento	7 ore
	2) Km. 107 della Foggia-Potenza			lievi armamento	7 ore
	3) fra Vado e Spotorno			1 locomotore e all'armamento	7 ore
E	Incendi	17			
	1) Magazz. App.ti di Torino		6 feriti	all'impianto	
	2) tra Casal Sabini e Sanlerano		-	1 carro gravemente avariato	
	3) stazione di Lissone		-	ad 1 locomot	

Declassified E.O. 12356 Section 3.3/NND No. 785021

A	Scontri di locomotive (per memoria)				
B	Investimenti di treni	2			
	1) stazione di Spigno Monferrato lato Acqui		3 feriti	gravi danni	14 ore
	2) stazione di Cassino		-	lievi danni	10 ore
C	Urti di treni	2			
	1) stazione di Verona		5 viaggiat. feriti	lievi danni	2 ore
	2) stazione di Chilivani		3 feriti	gravi danni a un carro	
D	Svii di treni	3			
	1) fra le stazioni di S. Eufemia e Falerna			ad 1 locomot e all'armamento	7 ore
	2) Km.107 della Foggia-Potenza			lievi armamento	7 ore
	3) fra Vado e Spotorno			1 locomotore e all'armamento	7 ore
E	Incendi	17			
	1) Magazz.App.ti di Torino		6 feriti	all'impianto	
	2) tra Casal Sabini e Canterano		-	1 carro grave mente avariato	
	3) stazione di Lissone		-	ad 1 locomot	
	4) stazione di Trieste C.		-	ad 1 carro	
	5) stazione di Cassano d'Adda		-	distruzione baracca legname contenuto	

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

	6) stazione di Milano Smistamento	1 ferito	ad 1 carro ed attrezzatura elettrica
	7) stazione di Piacenza	-	gravi ad un carro
	8) staz. Bologna S. Donato		ad 1 carro
	9) " di Formia		ad 1 carro
	10) " di Villastellone		alla centralina elettr.
	11) " di Bovino		1 carro distrutto
	12) " di Caserta		1 carro distrutto e danni linea elettrica
	13) " di Verona P.N.		1 carro distrutto
	14) Km. 230 Roma-Napoli		2 carri gravemente danneggiati
	15) staz. di Pinerolo	viaggr. Feriti	-
	16) " di Fabriano		gravi ad 1 carro
	17) " di Acireale		
F	Scoppio caldaia locomotive (per memoria)	-	
G	Scoppio proiettili (per memoria)	-	
H	Alluvione (per memoria)	-	
I	Irruzione	-	

Declassified E.O. 12356 Section 3.3/NND No. '185021

	9) " di Formia			ad 1 carro
	10) " di Villastellone			alla centrale linea elettr.
	11) " di Bovino			1 carro distrutto
	12) " di Caserta			1 carro distrutto e danni linea elettrica
	13) " di Verona P.N.			1 carro distrutto
	14) Km.230 Roma-Napoli			2 carri gravemente danneggiati
	15) staz. di Pinerolo		viaggiatori feriti	-
	16) " di Fabriano			gravi ad 1 carro
	17) " di Acireale			"
F	Scoppio caldaia locomotive (per memoria)			
G	Scoppio proiettili (per memoria)	-		
H	Alluvione (per memoria)	-		
I	Inondazione (per memoria)	-		
L	Frane	2		
	1) Linea Milano-Venezia			ore 15
	2) Faè-Tortogna e Ponte Alpi			ore 19

978

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

M	Urti e svii in manovre	2			
	1) stazione di Terni		-	svio 3 carri	ore 10
	2) " " Rioncro		-	svio locomot.	ore 12
N	Sospensione treni per cause accidentali	2			
	1) guasto linea aerea staz. di Moncalieri		-	-	ore 2
	2) stazioni di Fossanova - Sezze		-	-	ore 5
O	Attentati contro la circolazione dei treni	7			
	1) linea fra Cra ed Egna		-	Palo abbattuto	ore 4
	2) fra Sagrado e Ronchi		-	al binario	-
	3) stazione di Ronchi		-	1 vettura	-
	4) fra Trieste C.M. e Trieste S.Anna		-	alla linea	ore 24
	5) Bivio S.Polo		-	distruzione impianti telegrafonici e di illuminazione	ore 6
	6) stazione di Ora		-	palo linea elettrica	
	7) fra Sambuca e S.Giacomo		-	-	
P	Incidenti ai P.L.	2			
	1) Km.142+410 fra Verona e Somma Campagna		viaggiatori 15 feriti 1 morto	autocarro danneggiato	
	2) Km.87+983 fra Cesena e Gambettola		2 feriti	-	

Declassified E.O. 12356 Section 3.3/NND No. 785021

O	Attentati contro la circolazione dei treni	7			
	1) linea fra Ora ed Egna		-	Palo abbattuto	ore 4
	2) fra Sagrado e Ronchi		-	al binario	-
	3) stazione di Ronchi		-	1 vettura	-
	4) fra Trieste C.M. e Trieste S.Anna		-	alla linea	ore 24
	5) Bivio S.Polo		-	distruzione impianti telegrafonici e di illuminazione	ore 6
	6) stazione di Ora		-	palo linea elettrica	
	7) fra Sambuca e S Giacomo		-	-	
P	Incidenti ai P.L.	2			
	1) Km.142+410 fra Verona e Somma Campagna		viaggiatori 15 feriti 1 morto	autocarro danneggiato	
	2) Km.87+983 fra Cesena e Gambettola		2 feriti	-	

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

DEI TRASPORTI

Ministero xxxxxxxxxxxxxxxxx

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Roma, - 5 SET 1946

COMANDO DELLA COMMISSIONE ALLEATA -Sez. Trasporti e Navigazione

Divisione S.A.T. Sez.

Prot. 3073/320 Allegati 2

Rispettivo prot. AC/170 I del 24 aprile 1946

OGGETTO Notizie sulle ferrovie e autoveicoli Mese di Luglio.

Si trasmettono uniti alla presente, i prospetti afferenti al mese di Luglio dei dati statistici richiesti da codesta Commissione.

Il prospetto A comprende i dati relativi alla riattivazione di linee, alla riparazione dei rotabili, al consumo di carbone ed al traffico viaggiatori e merci relativamente alle Ferrovie concesse a scartamento normale e ridotto.

Il prospetto B comprende i dati relativi agli autoveicoli entrati in circolazione durante il mese.

IL DIRETTORE GENERALE

Barig/S.G.

F

Prospetto A

MINISTERO DEI TRASPORTI
Ispettorato Generale della M.C. e dei T.C.

FERROVIE CONCESSE ALL'INDUSTRIA PRIVATA

Dati mensili per la C.A. Sez.Trasporti
Mese di Luglio

Allegato alla lettera n.3079/320 Roma, 5 settembre 1945

	Scartamento normale	Scartamento ridotto
1. Chilometri di binario riattivati	3,486 (metri 3 486)	8 (metri 8 000)
2. Linee riattivate	-	-
3. Linee riattivate a doppio binario	-	-
4. Linee elettrificate	-	11(Castelfrentano-S.Vincenzo)
5. Vagoni riparati		
a) cisterne	-	2
b) merci	50	42
c) altri	-	9
6. Carrozze per viaggiatori	20	9
7. Bagagliai	-	-
8. Ambulanti postali	-	-
9. Locomotive riparate		
a) a vapore	5	7
b) elettriche	3	-
c) automotrici elettriche	3	3
d) automotrici Diesel	-	1
10. Carbone consumato tonn.	8.500	4.500
11. Riserva carbone "	9.000	3.500
12. Inconvenienti di esercizio	-	-
13. Chilometri percorsi		
a) treni viaggiatori	1.004.350	600.393

Declassified E.O. 12356 Section 3.3/NND No. 785021

3. Linee riattivate a doppio binario	-	-
4. Linee elettrificate	-	11(Castelfrentano-S.Vincenzo)
5. Vagoni riparati		
a) cisterne	-	2
b) merci	50	42
c) altri	-	9
6. Carrozze per viaggiatori	20	9
7. Bagagliai	-	-
8. Ambulanti postali	-	-
9. Locomotive riparate		
a) a vapore	5	7
b) elettriche	3	-
c) automotrici elettriche	3	3
d) automotrici Diesel	-	1
10. Carbone consumato tonn.	8.500	4.500
11. Riserva carbone "	9.000	3.500
12. Inconvenienti di esercizio	-	-
13. Chilometri percorsi		
a) treni viaggiatori	1.004.350	600.393
b) treni merci	98.216	68.328

976

BAR/sg.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Prospetto B

Allegato alla lettera N. 3043/320
5 settembre 46

AUTOVEICOLI ENTRATI IN CIRCOLAZIONE NEL MESE DI LUGLIO

	Auto=bus	Auto=vetture	Auto=carri	Autocarri a 3 ruote	Autocarri ad uso speciali	Filo=bus	Motocarri e motocarrozzelle	Motocicli	Motoveicoli per trasporto persone	Rimorchi
ANCONA	15	42	100	-	1	-	18	98	-	4
BARI	-									
BOLOGNA										
BOLZANO	3	19	55	-	-	-	15	59	-	20
BRESCIA										
CAGLIARI	1	13	35			+	3	2	-	1
CATANZARO	-	5	26			-	-	1	-	-
FIRENZE										
GENOVA	5	37	114			-	11	15	-	1
MILANO	12	224	570	-	1	-	232	362	295	165
NAPOLI	8	227	204	-	1		11	14	-	8
PALERMO	1	9	47	-	-		1	8	7	2
ROMA	-	261	160	-	-		39	122	-	14
TORINO	7	316	518	-	3		69	147	1	212
TRIESTE	10	66	97	-	-		18	97	-	40
VERONA Giugno	2	47	87	1	-		9	74	2	38
Luglio	7	54	85	-	-		14	88	-	41

71 1320 20 98 1081 5'46

1

Declassified E.O. 12356 Section 3.3/NND No. 785021

AUTOVEICOLI ENTRATI IN CIRCOLAZIONE NEL MESE DI LUGLIO

6

Auto=vetture	Autocarri a 3 ruote	Autocarri ad uso speciali	Filobus	Motocarri e motocarrozzelle	Motocicli	Motoleggere	Rimorchi	Trattori stradali	Trattori agricoli
100	-	1	-	18	98	-	4	-	-
55	-	-	-	15	59	-	20	-	-
35	-	-	+	3	2	-	1	-	-
26	-	-	-	-	1	-	-	-	-
114	-	-	-	11	15	-	1	-	-
570	-	1	-	232	362	295	165	2	2
204	-	1	-	11	14	-	8	-	-
47	-	-	-	1	8	7	2	-	-
160	-	-	-	39	122	-	14	-	-
518	-	3	-	69	147	1	212	-	-
97	-	-	-	18	97	-	40	6	3
87	1	-	-	9	74	2	38	-	-
85	-	-	-	14	88	-	41	3	-

20 98 1084 526

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AA/2m

23 July 1945

AA/432/Tn.1

Subject : Receipts for Byron Marion Crane.

To : Transportation British
Ministry of Transport
Rome.

Attached receipts are passed to you please.

A.H. [illegible]
Lt. Colonel
Director.

2- Incl.
Receipts.

Declassified E.O. 12356 Section 3.3/NND No. 185021

Request for Status Report.

To The Secretary Bristol.

Please send me a report of the status

of Attached Requests are requested

after January

1945

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION .

FROM : HARBOUR OFFICE, BARI.

REF.No. : 11059 29 June 1946 .

SUBJECT : Return of receipts.

TO : HQ.MOVEMENTS,
AFHQ , CMF.

Attached hereto are two receipts for spare material of the three cranes "MARION", consigned by the 990 P.M. Coy R.E. Bari to us on 7 June 1946.

Officer in Charge:

(Sgd) G.Losito,
Port Major.

To' - AC 1a Sez Comm Reale

R. CAPITANERIA DI PORTO
DEL COMPARTIMENTO MARITTIMO DI BARI
SEZIONE .....

Indirizzo telegrafico: COMPAMARE - BARI

Prot. N. 11059
Risp. al .....
del 971
Allegati N. .....

Al HEADQUARTERS MOVEMENTS

CASERTA

Bari, 29 giugno 1946.-

ARGOMENTO: Restituzione di ricevute.-

Si restituiscono due ricevute debitamente firmate da questa Capitaneria, relative a materiale di ricambio delle tre gru "Marion" consegnate, in data 7 corrente, dalla 990 P.M. Coy R.E. di Bari.-

IL MAGGIORE DI PORTO
REGGENTE
(Giacomo Losito)

Declassified E.O. 12356 Section 3.3/NND No. 785021

970

MINUTES OF SIXTEENTH MEETING

OF THE

ALLIED RAILWAY BOARD

Held in office of DMRS, ITALY on 25 April, 1946

PRESENT

Chairman	:	Brig A. T. de RHE PHILIPE	DQMG(M) AFHQ
AFHQ	:	Lt Col K. SHANNON	AQMG(M) GHQ
		Lt Col B.A. COULSON	AQMG(M) LO ROME
		Major G.R.G. TONKS	DAQMG(M) LO ROME
		Major M.P. LARAMAN	DAQMG(M) LO ROME
		Capt E.A.F. ST MAUR	Secretary
MRS	:	Brig R.D. WAGHORN	DMRS
		Col H.G. POTTLE	DDTn
		Lt Col L.C. PANNELL	Tn (Finance)
		Lt Col S.E. LONDON	MRS
		Major W.D. KILSBY	Tn (Stores)
		Major C. WORDSWORTH	MRS
PBS	:	Col C.W. WALLACE	Dep CLT PBS
ALCOM	:	Lt Col A.H. STREET	Tn Sub Comm. A.C.
ISR	:	Ing G. di RAIMONDO	Director General
		Ing MARIO de MARTINO	Traction Dept.
		Ing MONDI	Movements Dept.
		Ing E. Lo SIGNO	Works Section
		Ing G. ERACCI	Stores Section
		Rag R. CLEARI	Chief, Accounts Dept.
MTOUSA	:	Capt F.G.O. TERRACE	G-4 Tn
ECITO	:	Lt Col A.C. PING	ECITO ORMG ITALY
UNRRA	:	Capt E.A. JEFFREYS	

DISTRIBUTION

Internal

External

Declassified E.O. 12356 Section 3.3/NND No. 785021

		Major M.P. LARAMAN	DAAG(M) HQ Rear
		Capt E.A.F. ST MAUR	Secretary
MRS	:	Brig R.D. WAGHORN	DMRS
		Col H.G. POTTLE	SDTn
		Lt Col L.C. PANNELL	Tn (Finance)
		Lt Col S.E. LONDON	MRS
		Major W.D. KILSBY	Tn (Stores)
		Major C. WORDSWORTH	MRS
PBS	:	Col C.N. WALLACE	Dep CLT PBS
ALCOM	:	Lt Col A.H. STREET	Tn Sub Comm. A.C.
ISR	:	Ing G. di RAIMONDO	Director General
		Ing MARIO de MARTINO	Traction Dept.
		Ing SIONDI	Movements Dept.
		Ing E. Lo SIGNO	Works Section
		Ing G. BRACCI	Stores Section
		Rog R. CLEARI	Chief, Accounts Dept.
MTOUSA	:	Capt F.G.O. TERRACE	G-4 Tn
ECITO	:	Lt Col A.C. PING	ECITO ORMA, ITALY
UNRRA	:	Capt E.a. JEFFREYS	

DISTRIBUTION

Internal
DQMG(M)
Col Q(M)
CCT (2)
Mov 3 (2)
Mov 1/6

External
DMRS ITALY (20) incl copies for dist to ISR
HQ Allied Commission (6)
HQ Mov MILAN (2)
Q(Mov) HQ 5TA
Q(Mov) Rear XIII Corps
Tn (B) Main ROME
HQ Mov Mov ROME
HQ Mov NAPLES
HQ Mov Recd Area BARI
Brigadier R.W.L. FELLOWES, CBE, MC,
ECITO (ORMOA) ITALY
c/o APO S.551 CMF (6 copies)

432

Declassified E.O. 12356 Section 3.3/NND No. 785021

115 MINUTES OF LAST MEETING

The minutes of the last meeting held on 21 Mar 46 were approved after discussion as follows:-

969

(a) Min 108(a) Military Train Guards
Brig PHILIPE asked whether the warning of 2 hours before the actual train departure time was working efficiently.
Ing di RAIMONDO replied that he considered this most satisfactory.

(b) Min 108(d) Coal Situation
Brig PHILIPE stated that it was agreed that the use of heater cars should cease completely w.e.f. 1 May.

(c) Min 109 Tank Cars
Lt Col SHANNON said that "Q" were issuing a statement of the number of these tank cars required for military services, and would release all others to the ISR.

(d) Min 113 Census of Wagons
Brig PHILIPE stated that although the ECITO census of wagons had been taken some time ago, there was still no sign of any ECITO scheme for international repatriation of wagons throughout EUROPE.
Lt Col PLNG said that the figures were still in the process of being rendered to ECITO Headquarters, and that he thought it would be some time before the results of the census were known. Meanwhile a satisfactory agreement, covering wagon exchange, had been reached between SNCF and ISR, and would continue with the approval of AFHQ.

116 COAL SITUATION

Ing di RAIMONDO stated that owing to the shortage of coal, the ISR had cut their regular services by 7000 train-Kms. In reply to the DQMG(M), Ing di RAIMONDO said that approximately 30,000 tons of coal was being held in reserve by the ISR.

Brig PHILIPE then asked for information on future imports but no such information was available. Ing di RAIMONDO stated that discussions were continuing between the Polish Government and the ISR for the provision and transit of coal from POLAND.

117 LINE 85

Brig PHILIPE asked when Line 85 between BOLOGNA and PADUA would be open.

MRS stated that they hoped to open this line on 3 May, but the ISR date was given as 6 May.

Brig PHILIPE said that the revised timings for MEDLOC feeders could not be confirmed until a definite opening date was fixed and asked that the maximum notice of any change should be given.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt Col SHANNON said that "Q" were issuing a statement of the number of these tank cars required for military services, and would release all others to the ISR.

(d) Min 113 Census of Wagons

Brig PHILIPE stated that although the ECITO census of wagons had been taken some time ago, there was still no sign of any ECITO scheme for international repatriation of wagons throughout EUROPE.
Lt Col PING said that the figures were still in the process of being rendered to ECITO Headquarters, and that he thought it would be some time before the results of the census were known. Meanwhile a satisfactory agreement, covering wagon exchange, had been reached between SNCF and ISR, and would continue with the approval of AFHQ.

116 COAL SITUATION

Ing di RAIMONDO stated that owing to the shortage of coal, the ISR had cut their regular services by 7000 train-Kms. In reply to the DQMG(M), Ing di RAIMONDO said that approximately 30,000 tons of coal was being held in reserve by the ISR.

Brig PHILIPE then asked for information on future imports but no such information was available. Ing di RAIMONDO stated that discussions were continuing between the Polish Government and the ISR for the provision and transit of coal from POLAND.

117 LINE 85

Brig PHILIPE asked when Line 85 between BOLOGNA and PADUA would be open.

MRS stated that they hoped to open this line on 3 May, but the ISR date was given as 6 May.

Brig PHILIPE said that the revised timings for MEDLOC feeders could not be confirmed until a definite opening date was fixed and asked that the maximum notice of any change should be given.

118 MEDLOC 'B'

Brig PHILIPE stated that the last train would run on MEDLOC 'B' on 5 May, and that it would then be possible to hand back to the ISR between 40 and 50 passenger coaches now in military use.

119 REPORT ON LOCOMOTIVE EXPLOSIONS

Brig PHILIPE asked Ing di RAIMONDO whether he had received the translation of Lt Col KELLY's report on the recent boiler explosions in US type locomotives. Ing di RAIMONDO replied that he had not as yet received this, but that he had received a report from his Chief Engineer on this subject.

Brig PHILIPE commended Lt Col KELLY's report, and said that it would appear that the cause of these explosions was largely due to lack of maintenance.

/Contd..... Brig PHILIPE said that .....

Declassified E.O. 12356 Section 3.3/NND No. 785021

119 (contd).

Brig PHILIPE said that these accidents might cause either,

(i) Drivers to strike

or (ii) The locomotives to be withdrawn from use by the ISR.

In either case, interference to military traffic might result.

Brig PHILIPE asked on behalf of the Board to what extent action was being taken by the ISR with reference to Lt Col KELLY's report.

Ind di RAIMONDO replied that at the present moment action was being taken as follows:-

(i) Detailed instructions have been issued to modify certain technical points on these engines in order to prevent such an explosion occurring.

(ii) An increased maintenance programme has been introduced.

He went on to say that although he agreed that a thorough maintenance of these engines very necessary, the ISR had come to the conclusion that there was a serious technical fault in the construction of these locomotives.

Brig PHILIPE said that as in Lt Col KELLY's report the extremely low standard of maintenance had been so strongly emphasised, he considered that the ISR must in any case ensure that complete overhauls and maintenance were properly carried out; the remedying of technical defects was important but would not by itself solve the problem.

Ing di RAIMONDO stated that he had received a report from the French Railways, which he said had come to the same conclusions as those reached by the ISR. Brig PHILIPE said that he was equally prepared to consider both points of view, but pointed out that, if there was a structural defect in these locos, the danger of explosion was many times increased by lack of maintenance.

Brig PHILIPE emphasised the point that should the engine crews refuse to work because of this danger, then military traffic would be seriously hampered. He said he would not persue the point further at this meeting, but would keep in close touch with this subject.

120 THE FUTURE OF THE ALLIED RAILWAY BOARD

Brig PHILIPE said that recent experience of the activities of the Board had led him to the conclusion that it was now too large, too cumbersome and too high level a body. Moreover, the progressive reduction both in military rail requirements and in military staffs made such a large military representation unnecessary and undesirable. He, therefore, proposed that the Board should be discontinued and some smaller body be established in its place.

958

Declassified E.O. 12356 Section 3.3/NND No. 785021

(ii) An increased maintenance programme has been introduced.

He went on to say that although he agreed that a thorough maintenance of these engines very necessary, the ISR had come to the conclusion that there was a serious technical fault in the construction of these locomotives.

Brig PHILIPE said that as in Lt Col KELLY's report the extremely low standard of maintenance had been so strongly emphasised, he considered that the ISR must in any case ensure that complete overhauls and maintenance were properly carried out; the remedying of technical defects was important but would not by itself solve the problem.

Ing di RAIMONDO stated that he had received a report from the French Railways, which he said had come to the same conclusions as those reached by the ISR. Brig PHILIPE said that he was equally prepared to consider both points of view, but pointed out that, if there was a structural defect in these locos, the danger of explosion was many times increased by lack of maintenance.

Brig PHILIPE emphasised the point that should the engine crews refuse to work because of this danger, then military traffic would be seriously hampered. He said he would not persue the point further at this meeting, but would keep in close touch with this subject.

120 THE FUTURE OF THE ALLIED RAILWAY BOARD

Brig PHILIPE said that recent experience of the activities of the Board had led him to the conclusion that it was now too large, too cumbersome and too high level a body. Moreover, the progressive reduction both in military rail requirements and in military staffs made such a large military representation unnecessary and undesirable. He, therefore, proposed that the Board should be discontinued and some smaller body be established in its place.

The Board generally concurred.

Brig PHILIPE said that he considered that the following periodical meetings were of practical value and should continue:-

(i) Traffic Sub Committee.

(ii) Military traffic meeting

(iii) Wagon Control Committee.

Brig PHILIPE then asked the ISR if they had a departmental conference which Allied Representatives could attend once per month, and at which Ing di RAIMONDO presided.

/Contd..... The ISR replied .....

Declassified E.O. 12356 Section 3.3/NND No. 785021

120 (contd).

The ISR replied that they had no conference on these lines.

Brig PHILIPE said that the idea he had in mind was a joint meeting once monthly with the ISR Director General in the Chair, and an Allied Rep as his Deputy Chairman. He would suggest that the Traffic Committee should become the joint Committee, provided that the Director General was the Chairman. Brig PHILIPE asked if this could be agreed.

The Allied Railway Board concurred to this, and Brig PHILIPE stated that a paper would be issued from AFHQ closing the Board and inaugerating the Traffic Sub Committee as the Joint Railway Traffic Committee.

121 CLOSING SPEECHES

Brig PHILIPE, on behalf of the Board, rose to say farewell to Brig WAGHORN, D.Tn., and to thank him for his invaluable services, work, and untiring co-operation as Deputy Director and later Director of the MRS. Ing di RAIMONDO rose in the name of the ISR to express their appreciation to Brig WAGHORN, and his own personal thanks.

Brig WAGHORN in reply to Ing di RAIMONDO thanked him for his kind words, and Brig PHILIPE for his able Chairmanship of the Allied Railway Board. He said that he hoped to see the Italian State Railways back to their normal pre-war workings and standard within the next few years.

Brig PHILIPE in closing the Board, thanked all the members for their wholehearted co-operation and good temperedness, and stated that he considered an excellent task had been accomplished.

A.T. de RHE PHILIPE,
Brigadier, DQMG(M),
Chairman, Allied Railway Board.

ATdeRP/FM

Declassified E.O. 12356 Section 3.3/NND No. 785021

G.4 (MOV & TN)

ALLIED FORCE HEADQUARTERS

Mov 6-D/RLY

Subject: RE-CONSTITUTION OF ALLIED RAILWAY BOARD

To : Addressees below

966

1. The Allied Railway Board, ITALY, was inaugurated under the authority of this Headquarters letter G.4(Mov 6)D/RLY of 7 Jan 45. It was established to direct and assist the control and co-ordination of all military and civil railway requirements in ITALY.

2. The considerable reduction in military rail requirements since the cessation of hostilities in ITALY has made possible a progressive transfer of responsibility for the technical direction and operation of the Italian State Railways from the Allied military to the Italian civil authorities.

3. This transfer of responsibility has now made the continued existence of the Allied Railway Board unnecessary, and the Board is consequently dissolved with effect from 1 May 46.

4. In future, to facilitate joint consideration and action, matters of common interest to the Allied military and Italian civil authorities will be considered at the monthly meetings of the Board's Railway Traffic Sub-Committee, now to be re-named the Joint Railway Traffic Committee.

5. The Chairman of the Joint Committee will be the Director General of the Italian State Railways, and the Deputy Chairman the senior Movements officer of the Q(Movements) Liaison Office, ROME, who will act as the AFHQ representative.

6. The Committee will include representatives of the following authorities:

ISR
Q(Mov) Liaison Office, ROME
US Military Railway Service, ITALY
DDTn, ITALY
ECITO (ORMOA), ITALY
UNRRA, ITALY

and will meet monthly on a date to be nominated by the Chairman.

H T de Rhe-Philipe

3 May 46.

(H.T. de RHE PHILIPE) Brigadier,
DQMG(M).

DISTRIBUTION

Files 308F-210F

Declassified E.O. 12356 Section 3.3/NND No. 785021

authorities.

3. This transfer of responsibility has now made the continued existence of the Allied Railway Board unnecessary, and the Board is consequently dissolved with effect from 1 May 46.

4. In future, to facilitate joint consideration and action, matters of common interest to the Allied military and Italian civil authorities will be considered at the monthly meetings of the Board's Railway Traffic Sub-Committee, now to be re-named the Joint Railway Traffic Committee.

5. The Chairman of the Joint Committee will be the Director General of the Italian State Railways, and the Deputy Chairman the senior Movements officer of the Q(Movements) Liaison Office, ROME, who will act as the AFHQ representative.

6. The Committee will include representatives of the following authorities:

ISR
Q(Mov) Liaison Office, ROME
US Military Railway Service, ITALY
DDTn, ITALY
ECITO (ORMOA), ITALY
UNRRA, ITALY

and will meet monthly on a date to be nominated by the Chairman.

H T de Rhe-Philipe

3 May 46.

(A.T. de RHE PHILIPE) Brigadier,
DQMG(M).

DISTRIBUTION

INTERNAL	G.4(Tn) MTOUSA	...4	Movements	Q(Mov) Liaison Office, ROME ....6 (incl copies for ISR)
	Q, GHQ, CMF	...1		Q(Mov) HQ XIII CORPS..2
EXTERNAL	Tn Main ROME	...6		Q(Mov) HQ BTA ...2
	DDMRS, ITALY	...6		HQ Mov MILAN ...2
	ECITO(ORMOA) ITALY	...2		HQ Mov ROME ...2
	UNRRA Mission ITALY	...3		HQ Mov NAPLES ...2
	HQ Allied Commission	..2		Staff Capt to DQMG(M).1
				Mov 3 ...1
				File

Film 308F-2106

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

965

Ref.: EC/15.02

SUBJECT: Italian Rail Situation

TO: Lt. Col. Scogrins. 8 March 1946

Please keep us up to date on the rail situation, such matters as traffic, mil/civilian; rolling stock locomotive power, cars available; lines in commission; fuel supply, coal and POL, with stock position: are all of interest and importance.
Suggest a review of the Moss letter to see how many of his contentions are still unsolved problems and action to solve them.

CHARLES W. SAITCH
Colonel AC
Acting Vice President

Declassified E.O. 12356 Section 3.3/NND No. 185021

964

ALLIED FORCE HEADQUARTERS
(MOV & TN)

RESTRICTED

MATP 4/3

11 Apr 46

Subject:- ALLIED RAILWAY BOARD - ITALY

To:- Addressees below

1. The sixteenth meeting of the ALLIED RAILWAY BOARD will take place at the offices of the Director, Military Railway Service at 0930 hrs on THURSDAY, 25 APR 46.

2. The agenda is as follows:-

(a) Consideration of Minutes of last meeting.

(b) Consideration of Sub-Committee Minutes.

(c) Future of Allied Railway Board (Ref Min 114).

(d) Other business.

Room 47
EAFStM/FM

E.A.F. ST. MAUR,
Capt.

Distribution:- DMRS(I) 15 copies
Tn Sub Comm
ALCOM 5 copies
ISR 3 "
CG PENBASE 2 "
G-4 (Tpn)
Q(Mov) Liaison Office, ROME.
ECITO (ORMOA) c/o APO S 551 CMF. 2 copies
Mov 1/6 GHQ
Mov 3 GHQ

Last meeting to be held

432

963

MINUTES OF FIFTEENTH MEETING

OF THE

ALLIED RAILWAY BOARD

Held in office of DMRS, ITALY on 21 March, 1946

PRESENT:

Chairman	:	Brig A. T. de RHE PHILIPE	DQMG(M) AFHQ
AFHQ	:	Lt Col H.M. BROOKS	COT (MTOUSA)
		Lt Col T.L. BEAGLEY	AQMG(M) GHQ
		Lt Col K. SHANNON	AQMG(M) GHQ
		Lt Col B.A. COULSON	AQMG(M) L.O. ROME
		Major G.R.G. TONKS	DAQMG(M) L.O. ROME
		Capt E.A.F. St MAUR	Secretary
MRS	:	Col H.G. POTTLE	DD Tn
		Lt Col D.R.H. CHAPLIN	Tn (Stores)
		Lt Col L.C. PANNELL	Tn (Finance)
		Lt Col W.T. KELLY	DDMRS
		Lt Col L.F. RYAN	ADTn Rly Opg
		Lt Col A.E. LONDON	MRS
PBS	:	Col J.M. COBB	C.O.T. PBS
ALCOM	:	Lt Col A.H. STREET	Railway Div. Sub Comm
ISR	:	Ing G. di RAIMONDO	Director General
		Ing G. TONNI	Traction Dept.
		Ing SOTTILE	Movements Dept.
		Ing E. Lo CICNO	Works Section
		Ing G. CALIENDO	Liaison Section
		Dott. GONNELLI	Stores Section
MTOUSA	:	Lt Col D.H. McNAUGHTON	G-4
ECITO	:	Lt Col A.C. PING	ECITO/ORMOA ITALY

DISTRIBUTION

Internal

DQMG(M)
Col Q(M)
COT (2)
Mov 5 (2)
Tn (3)
Mov 1/6

External

DMRS ITALY (20) including copies for dist to ISR
HQ Allied Commission (6)
HQ Mov North ITALY (2)
Mov Rear BTA
Mov XIII Corps
Tn (B) Main ROME
Mov ANCONA

Brig R.W.L. TELLOTE

Declassified E.O. 12356 Section 3.3/NND No. 785021

		Lt Col T.L. BEAGLEY	AQMG(M) GHQ
		Lt Col K. SHANNON	AQMG(M) GHQ
		Lt Col B.A. COULSON	AQMG(M) L.O. ROME
		Major G.R.G. TONKS	DAQMG(M) L.O. ROME
		Capt E.A.F. St AUR	Secretary
MRS	:	Col H.G. POTTLE	DD Tn
		Lt Col D.R.H. CHAPLIN	Tn (Stores)
		Lt Col L.C. PANNELL	Tn (Finance)
		Lt Col W.T. KELLY	DDMRS
		Lt Col L.F. RYAN	ADTn Rly Opg
		Lt Col A.E. LONDON	MRS
PBS	:	Col J.M. COBB	C.O.T. PBS
ALCOM	:	Lt Col A.H. STREET	Railway Div.Sub Comm
ISR	:	Ing G. di RALONDO	Director General
		Ing G. TONNI	Traction Dept.
		Ing SOTTILE	Movements Dept.
		Ing E. Lo CIGNO	Works Section
		Ing G. CALLENDO	Licison Section
		Dott. GONNELLI	Stores Section
MTOUSA	:	Lt Col D.H. McNAUGHTON	G-4
ECITO	:	Lt Col A.C. PING	ECITO/ORMOA ITALY

DISTRIBUTION

Internal

DQMG(M)
Col Q(M)
COT (2)
Mov 5 (2)
Tn (3)
Mov 1/6

External

DMRS ITALY (20) including copies for dist to ISR
HQ Allied Commission (6)
HQ Mov North ITALY (2)
Mov Rear BTA
Mov XIII Corps
Tn (3) Main ROME
Mov ANCONA
Mov ROME
Mov NAPLES
Mov BARI
Mov TARANTO

Brig R.W.L. FELLOWES, CBE, MC, ECITO (ORMOA) ITALY c/o APO S.551 CMF (6 copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

107 MINUTES OF LAST MEETING

The minutes of the last meeting, held on 18 Feb 46, were approved after discussion as follows:-

962

(a) Min 104 (c) International Civilian Passenger Trains

Brig PHILIPE asked for further information on the MILAN - ROME working of the SIMPLON express.

Ing di RAIMONDO stated that there was now a regular Daily Civil Service, and Lt Col KELLY confirmed that the PARIS - ROME coaches were no longer attached to the 400.

108 (a) Min 105 (b) Military Train Guards

In connection with recent complaints that freight trains carrying military traffic had been held up by the late arrival of train guards, Lt Col SHANNON said that investigation had shown that there were faults on both sides and that guards had frequently been kept waiting for long periods before the trains actually left.

Brig PHILIPE said that the trouble seemed to arise from uncertainty as regards the actual departure time of trains and that it was very undesirable either to delay trains or to waste the time of military guards, of whom there were now a very limited number available.

Ing di RAIMONDO asked how much time warning was required.

Brig PHILIPE directed that a warning of two hours before the actual train departure time should be given and this system should be tested and the result reported at the next meeting.

(b) Min 105 (c) Traffic Congestion

Lt Col KELLY in reply to Brig PHILIPE stated that a general improvement was taking place.

(c) Min 105 (d) Availability of Space in ROME Terminal Station

Lt Col COULSON stated that the position had been thoroughly examined and the accommodation could NOT be released.

Brig PHILIPE directed the matter be raised in two months time.

(d) Min 105 (e) Coal Situation

Lt Col PING stated that an emergency meeting had been held, at which an ISR Rep. was present, to discuss this situation. An allotment of 50,000 or 60,000 tons had been made to ISR in April and May, with the object of accumulating a reserve to meet any short fall in UNITED STATES shipments resulting from possible coal strikes there.

Ing di RAIMONDO said he was aware of the acute shortage of coal, and said "We must tighten our belts".

Declassified E.O. 12356 Section 3.3/NND No. 785021

military traffic had been held up by the late arrival of train guards, Lt Col SHANNON said that investigation had shown that there were faults on both sides and that guards had frequently been kept waiting for long periods before the trains actually left.

Brig PHILIPE said that the trouble seemed to arise from uncertainty as regards the actual departure time of trains and that it was very undesirable either to delay trains or to waste the time of military guards, of whom there were now a very limited number available.

Ing di RAIMONDO asked how much time warning was required.

Brig PHILIPE directed that a warning of two hours before the actual train departure time should be given and this system should be tested and the result reported at the next meeting.

(b) Min 105 (c) Traffic Congestion
Lt Col KELLY in reply to Brig PHILIPE stated that a general improvement was taking place.

(c) Min 105 (d) Availability of Space in ROME Terminal Station
Lt Col COULSON stated that the position had been thoroughly examined and the accommodation could NOT be released.

Brig PHILIPE directed the matter be raised in two months time.

(d) Min 105 (e) Coal Situation
Lt Col PING stated that an emergency meeting had been held, at which an ISR Rep. was present, to discuss this situation. An allotment of 50,000 or 60,000 tons had been made to ISR in April and May, with the object of accumulating a reserve to meet any short fall in UNITED STATES shipments resulting from possible coal strikes there.

Ing di RAIMONDO said he was aware of the acute shortage of coal, and said "We must tighten our belts".

Brig PHILIPE stated that a cut in Military Traffic was not desirable because, in the end, the early completion of the 'rundown' programme would be a major contribution to coal economy. Brig PHILIPE also stated that Military Traffic was subject to an automatic and progressive reduction; for example, TARANTO had closed down and military commitments at BARI would disappear.

ISR Rep. stated that train heater cars used 6% of total allocation of coal, and asked if they could be withdrawn w.e.f. 1 Apr.

Brig PHILIPE replied that he was not prepared to do this owing to the changeability of the weather at the moment. But he directed that the matter should be kept under constant review by Q(Mov) Liaison Office in conjunction with ISR.

Continued.....109 TANK CARS

Declassified E.O. 12356 Section 3.3/NND No. 785021

109 TANK CARS

Lt Col STREET stated that the conversion of certain Italian industries from coal burning to oil burning was being held up by a shortage of Tank cars to transport the oil. It was suggested that some of these cars were released for military use.

Lt Col SHANNON stated that he would ask 'Q' for their maximum requirements, and to release the rest to the ISR.

110 IMPORT OF COAL FROM POLAND AND THE RHUR

Ing di RAIMONDO stated that a Polish mission was coming to ITALY. ECITO stated that they had sent a signal to BRUSSELS to tie up the details, and had the matter in hand.

Brig PHILIPE stated that the use of wagons must NOT in any way hinder Military Traffic.

111 INTERNATIONAL CIVILIAN PASSENGER TRAIN SERVICES

ECITO put forward a request for formal authority of the Board to negotiate for the re-opening of the following:-

(i) SIMPLON - ORIENT Express - extension through TRIESTE.

(ii) ROME Express - operation of service between PARIS and ROME via MODANE.

(iii) Operation of international services via VENTIMIGLIA.

Formal authority of the Board was given.

112 CHANGE OF PROCEDURE

See attached Memorandum at Appendix 'A'.

113 CENSUS OF WAGONS

ECITO stated that they had carried out an extensive census of wagons in use in this theatre, and strongly appealed that records be kept at all boundaries and frontiers. Lt Col RYAN (WRS) stated that records were being kept between A and B Zones in VENEZIA GIULIA, but would check to make sure that these records included all details required by ECITO.

114 CONSTITUTION OF ALLIED RAILWAY BOARD

The decision of the January meeting was reviewed, and it was decided that the A.R.B. should maintain its Status Quo until April. Then owing to the future location and reduction of AFHQ it should be reviewed again.

Brig PHILIPE directed all concerned to consider proposals, to decide whether to continue the Allied Railway Board and if so in what form.

Declassified E.O. 12356 Section 3.3/NND No. 785021

111 INTERNATIONAL CIVILIAN PASSENGER TRAIN SERVICES

ECITO put forward a request for formal authority of the Board to negotiate for the re-opening of the following:-

(i) SIMPLON - ORIENT Express - extension through TRIESTE.

(ii) ROME Express - operation of service between PARIS and ROME via MODANE.

(iii) Operation of international services via VENTIMIGLIA.

Formal authority of the Board was given.

112 CHANGE OF PROCEDURE

See attached Memorandum at Appendix 'A'.

113 CENSUS OF WAGONS

ECITO stated that they had carried out an extensive census of wagons in use in this theatre, and strongly appealed that records be kept at all boundaries and frontiers. Lt Col RYAN (MRS) stated that records were being kept between A and B Zones in VENEZIA GIULIA, but would check to make sure that these records included all details required by ECITO.

114 CONSTITUTION OF ALLIED RAILWAY BOARD

The decision of the January meeting was reviewed, and it was decided that the A.R.B. should maintain its Status Quo until April. Then owing to the future location and reduction of AFHQ it should be reviewed again.

Brig PHILIPE directed all concerned to consider proposals, to decide whether to continue the Allied Railway Board and if so in what form.

Final ruling would be given at the April meeting.

A.T. de RHE PHILIPE, Brigadier, DQMG(M)
Chairman, Allied Railway Board.

EAFStM/JM.

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'A'

969

M E M O R A N D U M

As from 1 April 1946

1. Q (Mov) Liaison Office will deal direct with I.S.R. on all questions of railway operating formerly dealt with by Tn.3.

2. Q (Mov)L.O. will be the link between Mov.3. G.H.Q. and I.S.R. HQ.

3. Q (Mov)L.O. will take over no responsibilities in connection with Policy, Stores, Construction, Mech. or Finance.

4. One Staff Captain Tn.3. will be retained for the time being for liaison with Rly Op.Gp. in VENEZIA GIULIA.

5. Three Sgt. controllers Tn.3. will be retained on their present duties for the time being.

6. In spite of (4) and (5) above Q (Mov)L.O. will be responsible for executive orders to I.S.R. Signals now issued as from D.M.R.S. regarding timings of special trains etc. will be issued as from Mov Liaison.

7. The relations between Q (Mov)L.O. and the American side of M.R.S. will in day to day practice be the same as those now existing between Tn.3. and American side of M.R.S.

8. Q (Mov)L.O. will become the channel of communication for such organisations as E.C.I.T.O. who now deal with the I.S.R. through Tn.3.

. . . . . .
. . . . . .
. . . . .
. . .

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

959

ALLIED FORCE HEADQUARTERS

(MOV & TN)

RESTRICTED

MATP 4/3

16 Mar 46,

SUBJECT : ALLIED RAILWAY BOARD - ITALY

TO : ADDRESSEES BELOW

1. The fifteenth Meeting of the ALLIED RAILWAY BOARD will take place at the offices of the Director, Military Railway Service at 0930 hrs on THURSDAY, 21 MAR 46.

2. The Agenda is as follows:-

(a) Consideration of Minutes of last Meeting,

(b) Consideration of Sub Committee Minutes,

(c) Other business.

E.A.F. ST MAUR,
Capt.

Room 47
EATS-tM/EW.

Distribution:

DMRS(I)	15 Copies
Tn Sub Comm AFCOM	5 "
LSR	3 "
SMRE	2 "
CG PENBASE	2 "
G-4(Tpn)	1 "
Mov 1/6 GHQ	1 "
Mov 3 GHQ	1 "
ECITO (ORMOA) c/o APO S 551 CMF.	2 "
File	1 "

FOURTEENTH.

MINUTES OF ~~THIRTEENTH~~ MEETING

OF THE

ALLIED RAILWAY BOARD

958

Held in Office of DMRS, ITALY on 1 January 1946
18 February

PRESENT:

Chairman	:	Brig A. T. de THE PHILIPE	DQMG(M) AFHQ
AFHQ	:	Lt Col H.M. BROOKS	COT(MTOUSA)
		Lt Col K. SHANNON	AQMG(M) GHQ
		Lt Col B. A. COULSON	AQMG(M) L.O.ROME
		Capt J. GRIMSHAW	Secretary
MRS	:	Brig R. D. WAGHORN	DMRS(I)
		Col H. G. POTTLE	DD Tn
		Lt Col D. R. H. CHAPLIN	Tn (Stores)
		Lt Col L. C. PANNELL	Tn (Finance)
		Lt Col J. T. KELLY	DDMRS
		Lt Col L. F. RYAN	ADTn Rly Opg
		Capt H. H. HEADLEE	Tn
ALCOM	:	Col P. D. G. BUCHANAN	Director,Tn Sub Comm
		Lt Col A. H. STREET	Railway Div" " "
		Major P. G. MATSON	" " " " "
		Capt I. F. CLINCHING	" " " " "
ISR	:	Ing G. di RAIMONDO	Director General
		Ing De MORTINO	Chief, Traction Dept
		Ing G. BRACCHI	Chief, Stores Section
		Ing E. Lo CIGNO	Chief, Works Section
		Ing C. BIONDI	Chief, Movements Division
		Ing G. CALLENDO	Chief, Liaison Section
		Rag R. CLEARI	Chief, Accounts Dept
UNRRA		Mr J. H. BORDASS	Internal Tn Div

ALSO IN ATTENDANCE

ECITO (ORMOA)	:	Mr A. CHABRIEY	A/Dir LONDON
		Lt Col A. C. PING	Assistant Divisional Officer

Declassified E.O. 12356 Section 3.3/NND No. 785021

AFHQ	:	Lt Col H.M. BROOKS	COT (MTOUSA)
		Lt Col K. SHANNON	AQMG(M) GHQ
		Lt Col B. A. COULSON	AQMG(M) L.C.ROME
		Capt J. GRIMSHAW	Secretary
MRS	:	Brig R. D. WAGHORN	DMRS(I)
		Col H. G. POTTLE	DD Tn
		Lt Col D. R. H. CHAPLIN	Tn (Stores)
		Lt Col L. C. PARNELL	Tn (Finance)
		Lt Col W. T. KELLY	DDMRS
		Lt Col L. F. RYAN	ADTn Rly Opg
		Capt H. H. HEADLEE	Tn
ALCOM	:	Col P. D. G. BUCHANAN	Director, Tn Sub Comm
		Lt Col A. H. STREET	Railway Div" " "
		Major P. G. MATSON	" " " " "
		Capt I. F. CLINCHING	" " " " "
ISR	:	Ing G. di RAIMONDO	Director General
		Ing De MORTINO	Chief, Traction Dept
		Ing G. BRACCHI	Chief, Stores Section
		Ing E. Lo CIGNO	Chief, Works Section
		Ing C. RIONDI	Chief, Movements Division
		Ing G. CALIENDO	Chief, Liaison Section
		Rag R. CLEARI	Chief, Accounts Dept
UNRRA		Mr J. H. BORDASS	Internal Tn Div

ALSO IN ATTENDANCE

ECITO (ORMOA)	:	Mr A. CHABRIEY	A/Dir LONDON
		Lt Col A. C. PING	Assistant Divisional Officer
US ARMY		Capt M. P. GLERLAK	88 Division

DISTRIBUTION

Internal

DQMG(M)
Col Q(M)
COT (2)
Mov 3 (2)
DMRS Rep
Tn (B)
Mov 1/6

External

DMRS ITALY (20) including copies for dist to ISR
HQ Allied Commission (6)
HQ Mov North ITALY (2)
Mov Rear BTA
Mov XIII Corps
Tn (B) Main ROME
Mov ANCONA
Mov ROME
Mov NAPLES
Mov BARI
Mov TARANTO

Brig R.W.L.FELLOWES, CBE, MC, ECITO(ORMOA)ITALY C/o APO S.551 CMF (6 copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

957

104 MINUTES OF LAST MEETING

The minutes of the Last Meeting, held on 19 JAN 46, were approved after discussion as follows:-

(a) Min 99 (b) Timber

Lt Col KELLY confirmed that 700 additional wagons of timber have been released from US stocks to ISR, making a total of 1,000 wagons in all. The 700 wagons are at present loading at the rate of ten per day at LEGHORN, and ten per day at NAPLES.

(b) Min 99 (c) POL

Lt Col CHAPLIN reported that the best method of supplying POL to ISR is through military channels. It has not been possible to arrange supplies through Italian Ministerial channels.

Ing di RAIMONDO stated he was satisfied with the method of supply but would like to see the amounts increased.

Brig PHILIPE replied that POL shortages were general and there was no possibility of an early increase.

(c) Min 99 (e) International Civilian Passenger Trains

Brig PHILIPE congratulated the ISR on their successful opening of Line 50 PISA - GENOA via LA SPEZIA on Saturday last. He then asked if the attaching of the MILAN - ROME thrice weekly wagon-lit to Train 400 may be discontinued.

Lt Col KELLY explained that the ISR have asked if the wagon-lit coach may continue to be attached to Train 400 in order to make available more capacity for civilian traffic on the new civilian service via GENOA. He added that the US were agreeable to this suggestion.

Lt Col PING stated that the continued use of Train 400 for this scheduled wagon-lit coach prejudiced the use of the train for attaching other coaches of important visitors who arrive from time to time at MILAN and require onward movement to ROME. In a recent instance, he said, a party of diplomatic personnel arriving at MILAN in three coaches were sent forward to ROME by three separate routes.

Ing Di RAIMONDO replied that such additional coaches would in future be attached to the MILAN - ROME via GENOA civilian train but as a regular feature it was desired to continue to attach the thrice weekly wagon-lit to Train 400.

Brig PHILIPE pointed out that the fundamental point in this discussion was that if Train 400 is consistently running sufficiently light to permit the regular attachment of the wagon-lit coach then the necessity for continuing to run Train 400 on a daily schedule required to be re-examined. It must be borne in mind that Train 400 is a military train and as the justification for it decreases so the schedule should be reduced and a corresponding amount of coaching stock returned to

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ing di RAIMONDO stated he was satisfied with the method of supply but would like to see the amounts increased.

Brig PHILIPE replied that POL shortages were general and there was no possibility of an early increase.

(c) Min 99 (c) International Civilian Passenger Trains

Brig PHILIPE congratulated the ISR on their successful opening of Line 50 PISA - GENOA via LA SPEZIA on Saturday last. He then asked if the attaching of the MILAN - ROME thrice weekly wagon-lit to Train 400 may be discontinued.

Lt Col KELLY explained that the ISR have asked if the wagon-lit coach may continue to be attached to Train 400 in order to make available more capacity for civilian traffic on the new civilian service via GENOA. He added that the US were agreeable to this suggestion.

Lt Col PING stated that the continued use of Train 400 for this scheduled wagon-lit coach prejudiced the use of the train for attaching other coaches of important visitors who arrive from time to time at MILAN and require onward movement to ROME. In a recent instance, he said, a party of diplomatic personnel arriving at MILAN in three coaches were sent forward to ROME by three separate routes.

Ing Di RAIMONDO replied that such additional coaches would in future be attached to the MILAN - ROME via GENOA civilian train but as a regular feature it was desired to continue to attach the thrice weekly wagon-lit to Train 400.

Brig PHILIPE pointed out that the fundamental point in this discussion was that if Train 400 is consistently running sufficiently light to permit the regular attachment of the wagon-lit coach then the necessity for continuing to run Train 400 on a daily schedule required to be re-examined. It must be borne in mind that Train 400 is a military train and as the justification for it decreases so the schedule should be reduced and a corresponding amount of coaching stock returned to civilian use, in accordance with existing policy.

Brig PHILIPE directed that under the circumstances the wagon-lit coach may continue to be attached to Train 400 between MILAN and ROME subject to a re-examination at the next Meeting. Meantime, Lt Col BROOKS will ask US Special Services Section for details of their future requirements on Train 400.

(d) Min 101 Stores Sub Committee

Lt Col CHAPLIN explained that at the last meeting of the Stores Sub-Committee held on 10 JAN 46 it was decided to recommend to the Allied Railway Board that, with the handing over to the ISR of Stores control, the Stores Sub Committee should be dissolved. It is now desired to recommend that the Stores Sub Committee be allowed to

Continued...../remain in

Declassified E.O. 12356 Section 3.3/NND No. 785021

.....allowed to/.....

remain in being for about two months to deal with problems arising out of the forthcoming transfer to ISR of Allied Stores for Disposal.

956

(e) UNRRA Representation
Col BUCHANAN referred to the agreement reached at the last Meeting to invite UNRRA to join the Board (see Min 103). He introduced Mr J. H. BORDASS as the UNRRA representative.

105 TRAFFIC SUB COMMITTEE - held 11 FEB 46

(a) Min (a) Change in Chairmanship Policy of Time-Table Sub Committee
Brig PHILIPE stated that the Board agreed to the proposal that the ISR should assume responsibility for the Chairmanship of the Time-table Sub Committee.

(b) Min (b) Military Train Guards
Brig PHILIPE referred to the suggestion that trains were being delayed as much as six hrs awaiting the arrival of train guards and asked if investigations had been made.

Lt Col SHANNON replied that an investigation was now taking place but no definite conclusions had yet been reached.

(c) Mins (d) and (e) Traffic Congestion
Brig PHILIPE referred to the reported traffic congestion at ROME, CASERTA, AVERSA and VILLA LITERNO.

Brig WAGHORN stated that the heaviest congestion is now at NAPLES and diesel locomotives have been trasferred thereto to assist. The congestion is partly due to the increased military traffic and the heavy fruit and vegetable traffic from REGGIO to ROME.

Lt Col KELLY added that he is in close touch with the ISR on the matter and a gradual improvement is taking place.

(d) Min (f) Availability of Space in ROME Terminal Station
Brig PHILIPE asked if the ISR request that certain space in ROME Terminal Station should be returned to them, has been considered.

Lt Col KELLY replied that the investigation has not yet been carried out. The area referred to is at present occupied by the British Feeding Halt. It is proposed to examine the position on the ground in the near future.

(e) Min (j) Coal Situation
Brig WAGHORN reported that the Coal situation has improved slightly and there are about 17/18 days supply. The position is, however, still critical and the greatest economy is essential.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Min (b) Military Train Guards

Brig PHILIPE referred to the suggestion that trains were being delayed as much as six hrs awaiting the arrival of train guards and asked if investigations had been made.

Lt Col SHANNON replied that an investigation was now taking place but no definite conclusions had yet been reached.

(c) Mins (d) and (e) Traffic Congestion

Brig PHILIPE referred to the reported traffic congestion at ROME, CASERTA, AVERSA and VILLA LITERNO.

Brig WAGHORN stated that the heaviest congestion is now at NAPLES and diesel locomotives have been trasferred thereto to assist. The congestion is partly due to the increased military traffic and the heavy fruit and vegetable traffic from REGGIO to ROME.

Lt Col KELLY added that he is in close touch with the ISR on the matter and a gradual improvement is taking place.

(d) Min (f) Availability of Space in ROME Terminal Station

Brig PHILIPE asked if the ISR request that certain space in ROME Terminal Station should be returned to them, has been considered.

Lt Col KELLY replied that the investigation has not yet been carried out. The area referred to is at present occupied by the British Feeding Halt. It is proposed to examine the position on the ground in the near future.

(e) Min (j) Coal Situation

Brig WAGHORN reported that the Coal situation has improved slightly and there are about 17/18 days supply. The position is, however, still critical and the greatest economy is essential.

Ing Di RAIMONDO acknowledged the necessity for this economy in the use of coal.

Brig WAGHORN added that the ROME - ORTE line switched over to electric traction two days ago and some saving in coal consumption will result.

106 NAPLES RAILWAY STATION : Availability of Space

Brig WAGHORN stated that certain Areas in the NAPLES Yards are at present being used for stabling British AFVs. Q Branch GHQ have stated that they will take action to move the AFVs in order that the space may be made available to ISR.

A. T. de RHE PHILIPE, Brigadier, DQMG(M)
Chairman, Allied Railway Board.

JG/EW

Declassified E.O. 12356 Section 3.3/NND No. 785021

Q (MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

955

SUBJECT: Minutes of Fourteenth Meeting of the ALLIED RAILWAY BOARD, 18 FEB 46.

MATP 4/3

11 MAR 46

TO : DISTRIBUTION BELOW

AMENDMENT

DELETE - Minute 404 (b) first paragraph only

and

SUBSTITUTE - Lt Col CHAPLIN reported that it had not been possible to obtain any information to assist the ISR on the correct Italian Government long term method of obtaining supplies of POL. The short term method by which the ISR obtain monthly supplies through Italian Ministerial channels at present in force would continue and it was understood this was working to the satisfaction of the ISR.
Ing di RAIMONDO stated he was satisfied ...../.

A. T. de RHE PHILIPE,
Brigadier,
DQMG(M),
Chairman, Allied Railway Board.

JG/EW

DISTRIBUTION

Internal	External
DQMG(M)	DMRS ITALY (29) including copies for dist to ISR
Col [illegible](M)	
COT (2)	HQ Allied Commission (6)
Mov 3 (2)	HQ Mov North ITALY (2)
Tn (3)	Mov Rear BTA
Mov 1/6	Mov XIII Corps
	Tn(B) Main ROME
	Mov ANCONA
	Mov ROME
	Brig R.W.L.FELLOWES, CBE, MC, ECITO (CRMOA) ITALY

Declassified E.O. 12356 Section 3.3/NND No. 785021

DELETE - Minute 104 (b) first paragraph only

and

SUBSTITUTE - Lt Col CHAPLIN reported that it had not been possible to obtain any information to assist the ISR on the correct Italian Government long term method of obtaining supplies of POL. The short term method by which the ISR obtain monthly supplies through Italian Ministerial channels at present in force would continue and it was understood this was working to the satisfaction of the ISR.
Ing di RAIMONDO stated he was satisfied ....

A. T. de RHE PHILIPE,
Brigadier,
DQMG(M),
Chairman, Allied Railway Board.

JG/EW

DISTRIBUTION

Internal
DQMG(M)
Col Q(M)
COT (2)
Mov 3 (2)
Tn (B)
Mov 1/6

External
DMRS ITALY (29) including copies for dist to ISR
HQ Allied Commission (6)
HQ Mov North ITALY (2)
Mov Rear BTA
Mov XIII Corps
Tn(B) Main ROME
Mov ANCONA
Mov ROME
Mov NAPLES
Mov BARI
Mov TARANTO

Brig R.W.L.FELLOWES,
CBE, MC,
ECITO (ORMOA) ITALY
C/o APR S.551
CMF (6 copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

W 350/Tn 1

File

ALLIED FORCE HEADQUARTERS

(MOV & TN)

SUBJECT : ALLIED RAILWAY BOARD - ITALY

TO : ADDRESSEES BELOW

RESTRICTED

MATP 4/3

7 Feb 46

954

1. The fourteenth Meeting of the Allied Railway Board will take place at the offices of the Director, Military Railway Service at 0930 hours on Monday 18 Feb 46.

2. The Agenda is as follows:-

(a) Consideration of Minutes of last Meeting.

(b) Consideration of Sub Committee Minutes.

(c) Other business.

J. GRIMSHAW,
S/Capt Q(M),
Secretary.

Room 47
JG/SB

DISTRIBUTION :

DMRS(I)	15 Copies
Tn Sub Comm ALCOM	5 "
ISR	3 "
SMRE	2 "
CG PENBASE	2 "
G-4(Tpn)	1 "
Mov 1/6 GHQ	1 "
Mov 3 GHQ	1 "
ECITO(CHMOA) c/o APO S.551 CMF	2 "
File	1 "

MINUTES OF THIRTEENTH MEETING

OF THE

ALLIED RAILWAY BOARD

953

Held in Office of DMRS, ITALY on 19 January, 1946.

PRESENT:

Chairman	:	Brig A.T. de RHE PHILIPS	DQMG(M) AFHQ
AFHQ	:	Lt Col H.M. BROCKS	COT (MTOUSA)
		Lt Col K. SHANNON	AQMG(M) GHQ
MRS	:	Brig R.D. WAGHORN	DMRS(I)
		Lt Col D. R. H. CHAPLIN	Tn (Stores)
		Lt Col L. C. PANNELL	Tn (Finance)
		Lt Col S. E. LONDON	Supt Rly Opg
		Major L. E. ROBSON	Tn (Stores)
		Major T. A. McEVOY	Rly Opg
		Major L. F. RYAN	Rly Opg
ALCOM	:	Col P. D. G. BUCHANAN	Director, Tn Sub Comm
		Lt Col A. H. STREET	Rail Div, Tn Sub Comm
		Major F. G. MATSON	Rail Div, Tn Sub Comm
ISR	:	Ing G. di RAIMONDO	Director General
		Ing G. CORBELLINI	Chief, Traction Dept
		Ing G. BRACCHI	Chief, Stores Section
		Ing E. Lo CIGNO	Chief, Works Section
		Ing C. BIONDI	Chief, Movements Division
		Ing G. CALIENDO	Chief, Liaison Section
		Rag R. CLERICI	Chief, Accounts Dept

ALSO IN ATTENDANCE

ECITO (ORMOA)	:	Brig R. W. L. FELLOWES	Divisional Officer
		Major A. C. PING	Assistant Divisional Officer.

DISTRIBUTION

Internal		External
DQMG(M)	DMRS ITALY (20) including	copies for dist to ISR
Col G(M)	HQ Allied Commission	(6)

Declassified E.O. 12356 Section 3.3/NND No. 785021

		Lt Col R. BEARCR	Asst(E) Engr
MRS	:	Brig R.D. WAGHORN	DMRS(I)
		Lt Col D. R. H. CHAPLIN	Tn (Stores)
		Lt Col L. C. PANNELL	Tn (Finance)
		Lt Col S. E. LONDON	Supt Rly Opg
		Major L. E. ROBSON	Tn (Stores)
		Major T. A. McEVOY	Rly Opg
		Major L. F. RYAN	Rly Opg
ALCOM	:	Col P. D. G. BUCHANAN	Director, Tn Sub Comm
		Lt Col A. H. STREET	Rail Div, Tn Sub Comm
		Major P. G. MATSON	Rail Div, Tn Sub Comm
ISR	:	Ing G. di RAIMONDO	Director General
		Ing G. CORBELLINI	Chief, Traction Dept
		Ing G. PERUCCHI	Chief, Stores Section
		Ing E. de CIGNO	Chief, Works Section
		Ing C. BIONDI	Chief, Movements Division
		Ing G. CALLENDO	Chief, Liaison Section
		Rag R. CLERICI	Chief, Accounts Dept

ALSO IN ATTENDANCE

ECITO (ORMOA)	:	Brig R. W. L. FELLOWES	Divisional Officer
		Major A. C. PING	Assistant Divisional Officer.

DISTRIBUTION

Internal

DQMG(M)
Col Q(M)
COT (2)
Mov 5 (2)
DMRS Rep
Tn(B)
Mov 1/6

External

DMRS ITALY (20) including copies for dist to ISR
HQ Allied Commission (6)
HQ Mov North ITALY (2)
Mov Rear BTE.
Mov XIII Corps
Tn(D) Main ROME
Mov ANCONA
Mov ROME
Mov NAPLES
Mov BARI
Mov TARANTO
Brig R.W.L. FELLOWES, CBE, MC,
ECITC (ORMOA)
C/o HQ ALLIED COMMISSION,
ROME (6)

Declassified E.O. 12356 Section 3.3/NND No. 785021

99 MINUTES OF LAST MEETING

The minutes of the last Meeting, held on 20 DEC 45, were approved after discussion as follows:- 952

(a) Minute 96(a) - Financial Settlements for Extra-ITALY Traffic (Wagon Control).

The Chairman stated that Allied information on exchange of wagons on extra-Italian traffic was that balance of exchange was satisfactory. Ing BIONDI stated that satisfactory control at frontiers was not maintained from an ISR point of view, and he had the matter in hand.

(b) Minute 96(b) - Timber

The Chairman stated that he had caused investiga-tion to be made on the question of the exportation of Italian timber, and was now able to say that no Italian timber was being exported.

(c) Minute 96(c) - POL

Lt Col CHAPLIN stated procedure for supply of ISR POL had not yet been agreed, but he had no reason to doubt that supplies would be forthcoming. ISR are also pursuing the matter through Ministerial channels. In the meantime, conditions similar to those under Minute 97(b) (Allocation of Coal) should apply.

(d) Minute 96(d) - Local Purchase - Northern ITALY.

Ing di RAIMONDO reported that formal order centralizing control of local purchase in HQ ISR ROME was signed by the Minister on 10 JAN 46.

(e) Minute 96(e) - International Civilian Passenger Trains

(i) The Chairman stated that in normal circumstances only important military personnel in ITALY would require accommodation in the through train from ITALY to PARIS, and the demand, if and when made, would not be large.

(ii) In view of the failure of opening of Line 50 between PISA and GENOA via LA SPEZIA, Lt Col H. M. BROOKS agreed to the continued attachment of the ROME - MILAN Wagon-lits to the American SWISS Tour train 400 until 15 FEB (the new date of opening of Line 50).

(f) Minute 97(b) - Allocation of Coal

Declassified E.O. 12356 Section 3.3/NND No. 785021

The Chairman stated that he had caused investiga-tion to be made on the question of the exportation of Italian timber, and was now able to say that no Italian timber was being exported.

(c) Minute 96(c) - POL

Lt Col CHAPLIN stated procedure for supply of ISR POL had not yet been agreed, but he had no reason to doubt that supplies would be forthcoming. ISR are also pursuing the matter through Ministerial channels. In the meantime, conditions similar to those under Minute 97(b) (Allocation of Coal) should apply.

(d) Minute 96(d) - Local Purchase - Northern ITALY.

Ing di RAIMONDO reported that formal order centralising control of local purchase in HQ ISR ROME was signed by the Minister on 10 JAN 46.

(e) Minute 96(e) - International Civilian Passenger Trains

(i) The Chairman stated that in normal circumstances only important military personnel in ITALY would require accommodation in the through train from ITALY to PARIS, and the demand, if and when made, would not be large.

(ii) In view of the failure of opening of Line 50 between PISA and GENOA via LA SPEZIA, Lt Col H. M. BROOKS agreed to the continued attachment of the ROME - MILAN Wagon-Lits to the American SWISS Tour train 400 until 15 FEB (the new date of opening of Line 50).

(f) Minute 97(b) - Allocation of Coal

Brig WAGHORN stated that ISR would be in a position to take over control of coal from 1 FEB 46. It would be well for MRS to continue to attend Coal Distribution meetings in order to render help as needed, and he would require to be kept fully in touch with the position.

Ing di RAIMONDO felt that, if ITALY were to be used as the port of entry for supplies to other countries, coal should be supplied in addition to the allotment for internal ITALY.

Agreed: (i) that control of distribution of coal pass to ISR on and from 1 FEB 46. DMRS to be kept fully informed.

(ii) on UNRRA Import traffic for countries other than ITALY, ISR should treat direct with UNRRA for appropriate coal supplies.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(g) Minute 97(d) - Interchange with other countries

Lt Col SHANNON stated that, on investigation it was found that traffic passing through TRIESTE and VENICE ports was labelled as follows:-

951

at TRIESTE — British military labels used on traffic for VENEZIA GIULIA and AUSTRIA shewing weights, and British waybills were issued, thus assuring record of traffic.

at VENICE — AC wagon labels were used, with normal ISR documentation by Lettera de Vettura.

Lt Col PANNELL stated that on traffic for AUSTRIA which had passed through GENOA records of 56,700 tons were available but actual documents could not be traced. Lt Col BROOKS undertook to make enquiry through US channels, and Ing di RAIMONDO said he would enquire as to what Italian documentation was available.

(h) Minute 98(a) - Emergency Supplies of Equipment and Stores for ISR

Lt Col CHAPLIN stated he was satisfied ISR were implementing the recommendations of the Special Stores Meeting held on 1 NOV 45, and full control could be handed over to ISR on 1 FEB 46, with the following reservations:-

(i) that MRS should continue to have access to Stores for VENEZIA GIULIA

(ii) that stores and supplies for military trains and ambulance trains should be made immediately available to MRS as required.

With these reservations, it was agreed control of Stores pass to ISR on and from 1 FEB 46.

100 TRAFFIC SUB COMMITTEE - held 7 JAN 46

The Chairman explained that winter conditions had caused hardship and illness to troops when travelling in box cars, and AFHQ had ruled that during the winter troops were to be conveyed in passenger coaching stock. He added that investigations as to future troop movements were already in hand, and actual details would be available in a week or so. It was intended to reduce MEDLOC 'B' Service between MILAN and CALAIS from three to two trains per day, with subsequent reduction in feeder services, and as a result of the investigations now being made, and which would be available by 1 FEB 46, it was hoped to be able to release further passenger coaches for Italian civilian use.

Declassified E.O. 12356 Section 3.3/NND No. 785021

to make enquiry through US channels, and Ing di RAIMONDO said he would enquire as to what Italian documentation was available.

(h) Minute 98(a) - Emergency Supplies of Equipment and Stores for ISR

Lt Col CHAPLIN stated he was satisfied ISR were implementing the Recommendations of the Special Stores Meeting held on 1 NOV 45, and full control could be handed over to ISR on 1 FEB 46, with the following reservations:-

(i) that MRS should continue to have access to Stores for VENEZIA GIULIA

(ii) that stores and supplies for military trains and ambulance trains should be made immediately available to MRS as required.

With these reservations, it was agreed control of Stores pass to ISR on and from 1 FEB 46.

100 TRAFFIC SUB COMMITTEE - held 7 JAN 46

The Chairman explained that winter conditions had caused hardship and illness to troops when travelling in box cars, and AFHQ had ruled that during the winter troops were to be conveyed in passenger coaching stock. He added that investigations as to future troop movements were already in hand, and actual details would be available in a week or so. It was intended to reduce MEDLOC 'B' Service between MILAN and CALAIS from three to two trains per day, with subsequent reduction in feeder services, and as a result of the investigations now being made, and which would be available by 1 FEB 46, it was hoped to be able to release further passenger coaches for Italian civilian use.

101 STORES SUB COMMITTEE - held 10 JAN 46

The Chairman referred to recommendation of Stores Sub-Committee that with the handing over of Stores control to ISR the Stores Sub Committee would no longer be required.

He proposed that the Sub Committee should continue in an informal way until the next meeting of the Allied Railway Board, it being left with the Chairman of the Sub Committee to decide if a meeting were necessary.

Agreed : Sub Committee to continue, further consideration to given at next meeting.

102 FINANCE SUB COMMITTEE - held 7 JAN 46

No item for discussion by the Board.

Declassified E.O. 12356 Section 3.3/NND No. 785021

165 OTHER BUSINESS

The Chairman referred to Minute 82 of the TENTH Meeting of the Board held on 19 OCT 45 when it was decided that consideration as to the further continuance of the Board should be given at the JAN Meeting. 950

He referred to the original terms of reference of the Board as set out in AFHQ Circular letter G-4(Mov 6)D/ALY of 7 JAN 45 as follows:-

"Para 3. The Board will be responsible for:

(a) The co-ordination of the measures contributing to the early restoration of the Italian Railways, and their progressive return to civilian operation and control.

(b) Submission of recommendations for executive action to the authority concerned.

(c) Assistance, as required, to DMGS, ITALY in the solution of those day to day railway problems which arise from non-military requirements.

Para 4. The Board will establish sub-committees as necessary to deal with particular aspects of its work.

Para 5. The establishment of this Board in no way affects the existing responsibilities of the organisations represented on it."

He felt that there was still much good work to be done by the Board, and proposed it should continue for another three months, further review to be given at the APR Meeting.

Col BUCHANAN pointed out that the Transportation Sub Commission was scheduled to close down in the near future and suggested UNRRA should be invited to attend Board Meetings.

Agreed : Allied Railway Board should continue with its Sub-Committees (except for the conditions set out in Minute 100 for the Stores Sub-Committee) for a further three months and that UNRRA should be invited to join the Board.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(a) The co-ordination of the measures contributing to the early restoration of the Italian Railways, and their progressive return to civilian operation and control.

(b) Submission of recommendations for executive action to the authority concerned.

(c) Assistance, as required, to DMRS, ITALY in the solution of those day to day railway problems which arise from non-military requirements.

Para. 4. The Board will establish sub-committees as necessary to deal with particular aspects of its work.

Para. 5. The establishment of this Board in no way affects the existing responsibilities of the organisations represented on it."

He felt that there was still much good work to be done by the Board, and proposed it should continue for another three months, further review to be given at the APR Meeting.

Col BUCHANAN pointed out that the Transportation Sub Commission was scheduled to close down in the near future and suggested UNRRA should be invited to attend Board Meetings.

Agreed : Allied Railway Board should continue with its Sub-Committees (except for the conditions set out in Minute 100 for the Stores Sub-Committee) for a further three months and that UNRRA should be invited to join the Board.

A.T. de RHE PHILIPE,
Brigadier,
DQMG(M),
Chairman, Allied Railway Board.

Room 47

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS

(MCV & TN)

SUBJECT : ALLIED RAILWAY BOARD - ITALY

TO : ADDRESSEES AS BELOW

RESTRICTED 949

MATP.4/3

7 Jan 46

1. The Thirteenth Meeting of the Allied Railway Board, ITALY, will take place at the offices of the Director, Military Railway Service at 0930 hrs on SATURDAY 19 Jan 46.

2. The Agenda is as follows:-

(a) Consideration of Minutes of last Meeting.
(b) Consideration of Sub Committee Minutes.
(c) Min 82. Terms of Reference - To confirm or otherwise, the existing Terms of Reference of the Allied Railway Board for a further period of three months.
(Copy of AFHQ Circular letter G4(Mov6)D/RLY of 7 Jan 45 attached).
(d) Min 98. Control and allocation of Stores and Equipment by ISR - confirmation of decision to hand over control to ISR as from 1 Feb 46.
(e) Any other business.

J. GRIMSHAW,
Capt RE,
S/Capt to DQMG(M).

Room 47
JG/EW.

Distribution:

DARS ITALY.	15 copies
In Sub Commission Allied Commission	5 copies
ISR	3 copies
SHAPE	2 copies
CG PENBASE	2 copies
C.O.T.	1 copy
Mov 1/6	1 copy
Mov 3	1 copy
File	1 copy.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. The Thirteenth Meeting of the Allied Railway Board, ITALY, will take place at the offices of the Director, Military Railway Service at 0930 hrs on SATURDAY 19 Jan 46.

2. The Agenda is as follows:-

(a) Consideration of Minutes of last Meeting.
(b) Consideration of Sub Committee Minutes.
(c) Min 82. Terms of Reference - To confirm or otherwise, the existing Terms of Reference of the Allied Railway Board for a further period of three months.
(Copy of AFHQ Circular letter G4(Mov6)D/RLY of 7 Jan 45 attached).
(d) Min 98. Control and allocation of Stores and Equipment by LSR - confirmation of decision to hand over control to LSR as from 1 Feb 46.
(e) Any other business.

J. GRIMSHAW,
Capt RE,
S/Capt to DAMG(M).

Room 47
JG/SW.

Distribution:

DMRS ITALY.	15 copies
To Sub Commission Allied Commission	5 copies
LSR	3 copies
SMRE	2 copies
CG PENBASE	2 copies
C.C.T.	1 copy
Mov 1/6	1 copy
Mov 3	1 copy
File	1 copy.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copy

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tn)

9:8

RESTRICTED

G-4(Mov6) D/RLY.

7 Jan 45.

SUBJECT : Formation of Allied Railway Board, ITALY.

TO : Addressees attached covering letter.

1. In order to assist control and co-ordination of all current and planned requirements, military and civil, for the ITALIAN railways, an Allied Railway Board (to be known as "The Allied Railway Board, ITALY"), is being set up.

2. The Board will be composed as follows :

Representatives of : A.F.H.Q. (G-4(Mov & Tn).).
D.M.R.S. ITALY.
A.C.
I.S.R.
Ufficio Transporti S.M.R.E.

D.Q.M.G. (Mov & Tn), A.F.H.Q., will be chairman.

3. The Board will be responsible for :

(a) The co-ordination of measures contributing to the early restoration of the ITALIAN Railways, and their progressive return to civilian operation and control.

(b) Submission of recommendations for executive action to the authority concerned.

(c) Assistance, as required, to D.M.R.S., ITALY, in the solution of those day to day railway problems, which arise from non-military requirements.

4. The Board will establish sub-committees as necessary to deal with particular aspects of its work.

5. The establishment of this Board in no way affects the existing responsibilities of the organisations represented on it.

Declassified E.O. 12356 Section 3.3/NND No. 785021

TO : Addressees attached covering letter.

1. In order to assist control and co-ordination of all current and planned requirements, military and civil, for the ITALIAN railways, an Allied Railway Board (to be known as "The Allied Railway Board, ITALY"), is being set up.

2. The Board will be composed as follows :

Representatives of : A.F.H.Q. (G-4(Mov & Tn).).
D.M.R.S. ITALY.
A.C.
I.S.R.
Ufficio Trensporti S.M.R.E.

D.Q.M.G. (Mov & Tn), A.F.H.Q., will be chairman.

3. The Board will be responsible for :

(a) The co-ordination of measures contributing to the early restoration of the ITALIAN Railways, and their progressive return to civilian operation and control.

(b) Submission of recommendations for executive action to the authority concerned.

(d) Assistance, as required, to D.M.R.S., ITALY, in the solution of those day to day railway problems, which arise from non-military requirements.

4. The Board will establish sub-committees as necessary to deal with particular aspects of its work.

5. The establishment of this Board in no way affects the existing responsibilities of the organisations represented on it.

(signed) A. T. DE RHE PHILIPE,
Brigadier, DQMG (Mov & Tn).

KEEP/rt

Declassified E.O. 12356 Section 3.3/NND No. 785021

2021

Tn 9/c
(6)
432/947

MINUTES OF TWELFTH MEETING

OF

ALLIED RAILWAY BOARD

Held in Office of DMRS, ITALY on 20 December 1945

PRESENT

Chairman	-	Brig A.T. de RHE PHILIPE	DQMG(Mov & Tn) AFHQ
AFHQ	-	Lt Col H.M. BROCKS	COT (MTOUSA)
		Lt Col A.M. WILLIS	AQMG(M) GHQ
		Major K. SHANNON	DAQMG(M) GHQ
MRS	-	Brig R.D. WAGHORN	DMRS(I)
		Col H.G. POTTLE	DDTn
		Lt Col W.T. KELLY	DDMRS
		Lt Col D.H. REYNOLDS	Tn Stores
		Lt Col L.C. PANNELL	Tn Finance
		Major E.J.M. HAYWARD	Rly Opg
		Major L.E. ROBSON	Tn Stores
PBS	-	Col J.M. COBB	Tn
ALCCM	-	Col P.D.G. BUCHANAN	Dep Dir, Tn Sub Comm
		Mr R.P. MOSS	Rail Div, Tn Sub Comm
		Major P.G. MATSON	Rail Div, Tn Sub Comm
		Major C.F. BERRIDGE	Mov Div, Tn Sub Comm
ISR	-	Gen G. di RAIMONDO	Director General
		Ing G. CORBELLINI	Chief Traction Dept
		Ing G. BRACCI	Chief Stores Section
		Ing E. Lo CIGNO	Chief Works Section
		Ing C. BIONDI	Chief Movements Division
		Ing G. CALIENDO	Chief Liaison Section
		Rag R. CLEARI	Chief Accounts Dept
		Capt J. GRIMSHAW	Secretary

ALSO IN ATTENDANCE

ECITO(CRMCA)	Brig R.W.L. FELLOWES	ECITO(CRMCA)

DISTRIBUTION

Internal

DQMG(Mov & Tn)
Col Q(M)
COT (2)

External

DMRS ITALY (20) incl copies for dist to ISR
HQ Allied Commission (6)
HQ Mov North ITALY (2)

Declassified E.O. 12356 Section 3.3/NND No. 785021

		Col H.G. POTTLE	DDTn
		Lt Col W.T. KELLY	DDMRS
		Lt Col D.H. REYNOLDS	Tn Stores
		Lt Col L.C. PANNELL	Tn Finance
		Major E.J.M. HAYWARD	Rly Opg
		Major L.E. ROBSON	Tn Stores
PBS	-	Col J.M. COBB	Tn
ALCOM	-	Col P.D.G. BUCHANAN	Dep Dir, Tn Sub Comm
		Mr R.P. MOSS	Rail Div, Tn Sub Comm
		Major P.G. MATSON	Rail Div, Tn Sub Comm
		Major C.F. BERRIDGE	Mov Div, Tn Sub Comm
ISR	-	Gen G. di RAIMONDO	Director General
		Ing G. CORBELLINI	Chief Traction Dept
		Ing G. BRACCI	Chief Stores Section
		Ing E. Lo CIGNO	Chief Works Section
		Ing C. BIONDI	Chief Movements Division
		Ing G. CALIENDO	Chief Liaison Section
		Rag R. CLEARI	Chief Accounts Dept
		Capt J. GRIMSHAW	Secretary

ALSO IN ATTENDANCE

ECITO(ORMOA)	Brig R.W.L. FELLOWES	ECITO(ORMOA)

DISTRIBUTION

Internal		External	
DQMG(Mov & Tn)		DMRS ITALY	(20) incl copies for dist to ISR
Col Q(M)		HQ Allied Commission	(6)
COT	(2)	HQ Mov North ITALY	(2)
Mov 3	(2)	Mov Rear BTA	
DMRS Rep		Mov XIII Corps	
Tn(B)		Tn(B) Main RCME	
Mov 1/6		Mov ANCONA	
		Mov RCME	
		Mov NAPLES	
		Mov BARI	
		Mov TARANTO	
		Brig R.W.L. FELLOWES, OBE, MC, ECITO(ORMOA) c/o HQ Allied Commission, RCME	(6 copies)

---

2 JAN 1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

96 MINUTES OF LAST MEETING 946

The minutes of the last meeting, held on 15 Nov 45, were adopted after discussion as follows:-

(a) Minute 87. Financial Settlements For Extra-ITALY Traffic

It was established that separate records are maintained of all military and civilian traffic passing through ITALY en route to AUSTRIA, whilst UNRRA pay their own carriage charges. Mr. MOSS stated that there was no doubt that it is the responsibility of the Italian Government to carry both military and civilian traffic through ITALY to other countries, but he did not consider it their responsibility to pay the carriage charges. He added that the Italian Government are maintaining records of AMG traffic to AUSTRIA with a view to establishing a credit against AUSTRIA as a basis of negotiations for supplies of timber.

Brig PHILIPE stated that payment for the carriage of military stores for AUSTRIA will probably continue to be a responsibility of the Italian Government, but the final decision on this point is reserved.

General RAIMONDO asked for guidance regarding the ISR locomotives and rolling stock travelling to other countries.

Brig PHILIPE pointed out that ISR locomotives did not cross the border, but the question of rolling stock is a much wider one and will not be settled for some months. In any case, statistics show that there is more rollingstock in ITALY belonging to other nations than there is ISR rollingstock in other countries and the advantage is, therefore, with the ISR.

General RAIMONDO stated he had not seen these statistics, but protested that many of the foreign wagons arriving in this country are under guard and have come to collect a particular consignment. They cannot, therefore, be used by the ISR.

Brig PHILIPE directed that the ISR should present a detailed case, supported by proved statistics, before raising this subject again.

(b) Minute 88 (c) Timber.

Ing BRACCI reported that he had tried all areas south of CATANZARO but had only been able to obtain 4,000 cubic metres of

Declassified E.O. 12356 Section 3.3/NND No. 785021

ITALY to other countries, but he did not consider it their responsibility to pay the carriage charges. He added that the Italian Government are maintaining records of AMG traffic to AUSTRIA with a view to establishing a credit against AUSTRIA as a basis of negotiations for supplies of timber.

Brig PHILIPE stated that payment for the carriage of military stores for AUSTRIA will probably continue to be a responsibility of the Italian Government, but the final decision on this point is reserved.

General RAIMONDO asked for guidance regarding the ISR locomotives and rolling stock travelling to other countries.

Brig PHILIPE pointed out that ISR locomotives did not cross the border, but the question of rolling stock is a much wider one and will not be settled for some months. In any case, statistics show that there is more rollingstock in ITALY belonging to other nations than there is ISR rollingstock in other countries and the advantage is, therefore, with the ISR.

General RAIMONDO stated he had not seen these statistics, but protested that many of the foreign wagons arriving in this country are under guard and have come to collect a particular consignment. They cannot, therefore, be used by the ISR.

Brig PHILIPE directed that the ISR should present a detailed case, supported by proved statistics, before raising this subject again.

(b) Minute 88 (c) Timber.

Ing BRACCI reported that he had tried all areas south of CATANZARO but had only been able to obtain 4,000 cubic metres of timber. This is largely due to the fact that it is not possible to cut large quantities at this time of the year. Some of the stock held by PBS at LEGHORN has been obtained, and efforts will be maintained to obtain as much as possible from this source.

Brig PHILIPE stated that timber production from the CATANZARO area is still required for military purposes but assured General RAIMONDO that the timber was not, so far as he knew, being exported. The main military need was for winter accommodation for British forces.

(c) Minute 88 (d) POL

Major ROBSON reported that civil supplies of POL, including fuel oil, are under AC control until the end of January. Action is still being taken to ascertain the correct procedure for obtaining future supplies for ISR.

Continued.....(d).....

Declassified E.O. 12356 Section 3.3/NND No. 785021

(d) Minute 88 (c). Local Purchase - Northern ITALY

General RAIMONDO reported that control of local purchase is now centralized in HQ ISR ROME although the formal order has still to be signed by the new Minister of Communications.

345

(e) Minute 89 (b). International Civil Passenger Trains

Brig PHILIPE stated that agreement has been reached for the introduction of the SIMPLON - ORIENT Express commencing 7 Jan 46. The train will carry one through coach to ROME, and one through coach to VENICE. General RAIMONDO stated that it had been the intention to run the ROME coach via GENOA and LA SPEZIA, but as this line would not now be open until 20 Jan some difficulty was being experienced in arranging suitable timings on the alternative route via BOLOGNA. The most satisfactory solution would be to attach the coach to the US SWISS Leave Train (Train No 400).

Lt Col KELLY confirmed that this was in fact possible. Brig PHILIPE therefore ruled that the ROME coach might, in the special circumstances, be attached to the US SWISS Leave Train during the period 7 - 20 Jan 46.inclusive. The VENICE coach will be attached to a civilian train.

Brig FELLOWES asked for confirmation that the low priority allocated to the provision of coaching stock for this train does not now apply to its operation. This was confirmed.

Col BUCHANAN asked what arrangements were being made for a block reservation for military passengers.

Brig PHILIPE stated there was no immediate military requirement for space in these coaches, but reserved the right to demand a block reservation if and when the need arose.

(f) Minute 89 (c). Mixed Military and Civilian Passenger Trains.

Brig PHILIPE stated that the BARI - ROME service commenced on 12 Dec. The NAPLES - VILLACH service is planned to start on 3[illegible] Dec. On this latter service no civilians will be carried beyond VENICE. With regard to the provision of civilian feeding facilities, General RAIMONDO reported that it was not possible to provide civilian feeding halts on the various routes and civilian passengers would continue to be responsible for their own arrangements.

CONSIDERATION OF MINUTES OF SUB COMMITTEE MEETINGS

Declassified E.O. 12356 Section 3.3/NND No. 785021

route via BOLOGNA. The most satisfactory solution would be to attach the coach to the US SWISS Leave Train (Train No 400).

Lt Col KELLY confirmed that this was in fact possible. Brig PHILIPE therefore ruled that the ROME coach might, in the special circumstances, be attached to the US SWISS Leave Train during the period 7 - 20 Jan 46.inclusive. The VENICE coach will be attached to a civilian train.

Brig FELLOWES asked for confirmation that the low priority allocated to the provision of coaching stock for this train does not now apply to its operation. This was confirmed.

Col BUCHANAN asked what arrangements were being made for a block reservation for military passengers.

Brig PHILIPE stated there was no immediate military requirement for space in these coaches, but reserved the right to demand a block reservation if and when the need arose.

(f) Minute 89 (c). Mixed Military and Civilian Passenger Trains.

Brig PHILIPE stated that the BARI - ROME service commenced on 12 Dec. The NAPLES - VILLACH service is planned to start on 3[illegible] Dec. On this latter service no civilians will be carried beyond VENICE. With regard to the provision of civilian feeding facilities, General RAIMONDO reported that it was not possible to provide civilian feeding halts on the various routes and civilian passengers would continue to be responsible for their own arrangements.

CONSIDERATION OF MINUTES OF SUB COMMITTEE MEETINGS

97 Traffic Sub Committee (Held 11 Dec 45)

(a) Minute (b). Coaches for Civilian Trains

Brig PHILIPE announced that it will be possible during the first half of Jan 46 to release two, or possibly three, sets of coaching stock for ISR use. He pointed out that over 40 coaches have already been handed back although, up to ten days ago, they were not in service.

General RAIMONDO replied that some of them are now being used on a new service between NAPLES and REGGIO.

Mr MOSS stated that he did not know this but that the Tn Sub Commission would ensure that these coaches were put into civilian service on the routes on which they are most urgently required.

Continued...../Brig PHILIPE stated

Declassified E.O. 12356 Section 3.3/NND No. 785021

Brig PHILIPE stated that the question as to how best the coaches may be used is a matter for solution between AC and ISR but unless the coaches are used for essential civil traffic, the military authorities will be less generous in their efforts to return further stock.

944

(b) Minute (c). Allocation of Coal

Brig WAGHORN stated he was anxious to hand over the control of coal allotted to railways as early as possible. Before doing so, however, he wishes to be satisfied that the ISR have the necessary organisation and contacts to take over the responsibility. Brig WAGHORN therefore suggested that the ISR should immediately appoint one representative to negotiate this handover.

Brig PHILIPE endorsed this proposal and directed that the handover would take place by the first week in Feb 46; ISR representative to be nominated within 48 hours of the date of this meeting. This representative to attend the Coal Allocation Meeting on 3 Jan 46. The present coal position in this country, said Brig WAGHORN, shows that coal stocks are decreasing. There are now only 12 days reserve in hand whilst consumption has increased to 22,000 tons per week. He therefore stressed the need for the strictest economy and proper use of oil burning locomotives.

(c) Minutes (d) and (f) - Wagon Distribution

Brig PHILIPE stated that mutual accusations as between the military and civilian authorities, regarding the distribution and use of railway wagons, has given rise to a considerable amount of correspondence. In actual fact there has been a progressive reduction in the military tonnages and there is an implication that civilian traffic is being loaded in excess of locomotive power. In order to effect an improvement, each side will forthwith examine its own loadings to ensure that only authorised traffic is being carried.

General RAIMONDO stated that this matter has already been examined and the ISR have come to the conclusion that there should only be one authority to decide the balance as between military and civilian traffic. This authority should be the ISR who, having allotted first priority to military traffic, would then know what capacity was available for civilian traffic.

Brig PHILIPE stated that this principle was already in operation. Weekly POM Programmes covering over 90% of the military traffic which moves by rail are published seven days in advance and copies are passed to ISR in advance. Ing BIONDI acknowledged the existence of this programme but protested that of the 10,000 wagons available the military programme calls for the use of 2,650.

Declassified E.O. 12356 Section 3.3/NND No. 785021

representative to be nominated within 48 hours of the date of this meeting. This representative to attend the Coal Allocation Meeting on 3 Jan 46. The present coal position in this country, said Brig WAGHORN, shows that coal stocks are decreasing. There are now only 12 days reserve in hand whilst consumption has increased to 22,000 tons per week. He therefore stressed the need for the strictest economy and proper use of oil burning locomotives.

(c) Minutes (d) and (f) - Wagon Distribution

Brig PHILIPE stated that mutual accusations as between the military and civilian authorities, regarding the distribution and use of railway wagons, has given rise to a considerable amount of correspondence. In actual fact there has been a progressive reduction in the military tonnages and there is an implication that civilian traffic is being loaded in excess of locomotive power. In order to effect an improvement, each side will forthwith examine its own loadings to ensure that only authorised traffic is being carried.

General RAIMONDO stated that this matter has already been examined and the ISR have come to the conclusion that there should only be one authority to decide the balance as between military and civilian traffic. This authority should be the ISR who, having allotted first priority to military traffic, would then know what capacity was available for civilian traffic.

Brig PHILIPE stated that this principle was already in operation. Weekly POM Programmes covering over 90% of the military traffic which moves by rail are published seven days in advance and copies are passed to ISR in advance. Ing BIONDI acknowledged the existence of this programme but protested that of the 10,000 wagons available the military programme calls for the use of 2,650.

Brig PHILIPE pointed out that although the figure of 2,650 wagons appears on page 1 of the POM Programme it merely represents a daily maximum allocation as agreed on 31 July 45. It had, in fact, never been reached and an examination of the appended pages to the POM Programme show that only an average of 1,500 wagons are required for all military purposes. Brig PHILIPE concluded by saying that this was yet another illustration of the necessity for a close scrutiny of domestic affairs by both the military and civilian authorities.

(d) Minute (e). Interchange with other Countries.

Brig PHILIPE stated that wagons of military traffic are labelled in exactly the same way as hitherto and the ISR should therefore have no difficulty in compiling accurate records of wagons passing over the frontiers.

Continued...../General RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 785021

General RAIMONDO replied that the weights and contents are not always shown and Brig PHILIPE stated he would arrange to have this remedied. Brig FELLOWES referred to a signal dated 13 Dec which he had received from CRMOA, ECITO, BRUSSELS. Relevant extract reads as follows:- 9:3

"REPATRIATION FRENCH CISTERN WAGONS FROM ITALY TO FRANCE. FRENCH STATE THIS HAS ALREADY BEEN RAISED THROUGH ISR WITH ALLIED MILITARY AUTHORITIES BUT WITHOUT RESULT. SUGGEST YOU REOPEN QUESTION ON BASIS OF WAGON FOR WAGON EXCHANGE OF FRENCH CARS EX ITALY FOR ITALIAN OR GERMAN CARS OF EQUIVALENT CAPACITY AND CONDITION EX FRANCE".

After discussion, Brig PHILIPE ruled that the suggested repatriation of French rolling stock must wait until the wagon census, being organised by ECITO, has been taken, when a general interchange as between European countries will be organised.

98. STORES SUB COMMITTEE (Held 23 Nov 45)

(a) Minute 111. Emergency Supplies of Equipment and Stores to ISR

Brig PHILIPE explained that the military authorities are anxious to hand over the control of stores to ISR and in many cases have already done so. Certain items in short supply, which were essential to military rail services must, however, remain under military control for the time being. In the meantime, it is for ISR to state from what date they can meet the conditions for the control and allocation of stores laid down in the minutes of the special meeting held on 1 Nov 45, attached as Appendix "A" to the Stores Sub Committee Minutes of 6 Nov 45.

General RAIMONDO replied that ISR could meet these conditions as from 1 Jan 46.

Brig PHILIPE therefore directed that transfer of control should start provisionally as from 1 Jan 46, with a target date of 1 Feb 46 for completion. This decision to be subject to confirmation at the next Allied Railway Board Meeting.

A.T. DE RHE PHILIPE,
Brigadier.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(a) Minute 111. Emergency Supplies of Equipment and Stores [illegible]

Brig PHILIPE explained that the military authorities are anxious to hand over the control of stores to ISR and in many cases have already done so. Certain items in short supply, which were essential to military rail services must, however, remain under military control for the time being. In the meantime, it is for ISR to state from what date they can meet the conditions for the control and allocation of stores laid down in the minutes of the special meeting held on 1 Nov 45, attached as Appendix "A" to the Stores Sub Committee Minutes of 6 Nov 45.

General RAIMONDO replied that ISR could meet these conditions as from 1 Jan 46.

Brig PHILIPE therefore directed that transfer of control should start provisionally as from 1 Jan 46, with a target date of 1 Feb 46 for completion. This decision to be subject to confirmation at the next Allied Railway Board Meeting.

A.T. DE RHE PHILIPE,
Brigadier,
DQMG(Mov & Tn),
Chairman, Allied Railway Board.

Room 47
JG/EW.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

ACP/ic

Tel: 843238
Ref: AC/111/Tn 4

30 October 45

942

SUBJECT: Northern Delegations.

TO : Deputy Director,
Tn Sub-Commission

1. Reference is to statement made at Allied Railway Board that AMG is responsible for the continued maintenance of the Northern Delegations.

2. The two delegations were set up in the early days of liberation of Northern Italy by MRS, in view of the difficulties in communication, and the necessity of having central points to which communications could be sent for urgent attention.

3. AMG is in no way responsible for the setting up of such Delegations, and during a tour of the North, Major Davis of MRS interviewed Colonel Poletti, then in charge of Lombardia Region, in respect of a letter which was written by Colonel Poletti to Ing. Bianchi, which purported to put the latter in charge of all railways in Northern Italy.

4. As a result of this interview, Colonel Poletti not only withdrew his letter, but agreed he was not in a position to speak on behalf of Liguria and Piemonte Regions. This was made perfectly clear to Ing. di Raimondo at the time, for Major Richardson and Major Ping happened to be on tour when the interview took place, and gave full support to Major Davis.

5. It is most desirable that this should be clearly understood, as it is our definite opinion that Rome Headquarters will not be able to take full control of the northern compartimenti until the Minister instructs that the two Delegations of Milano and Verona be terminated, and all power be returned to Rome Headquarters in order that instructions can be given direct to the Capi Compartimenti concerned.

/s/ R.P. Moss
Chief
Rail Division

Copy to: Director, Military Railway Service.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Northern Italy by MRS, in view of the difficulties in communication, and the necessity of having central points to which communications could be sent for urgent attention.

3. AMG is in no way responsible for the setting up of such Delegations, and during a tour of the North, Major Davis of MRS interviewed Colonel Poletti, then in charge of Lombardia Region, in respect of a letter which was written by Colonel Poletti to Ing. Bianchi, which purported to put the latter in charge of all railways in Northern Italy.

4. As a result of this interview, Colonel Poletti not only withdrew his letter, but agreed he was not in a position to speak on behalf of Liguria and Piemonte Regions. This was made perfectly clear to Ing. di Raimondo at the time, for Major Richardson and Major Ping happened to be on tour when the interview took place, and gave full support to Major Davis.

5. It is most desirable that this should be clearly understood, as it is our definite opinion that Rome Headquarters will not be able to take full control of the northern compartimenti until the Minister instructs that the two Delegations of Milano and Verona be terminated, and all power be returned to Rome Headquarters in order that instructions can be given direct to the Capi Compartimenti concerned.

/s/ R.P. Moss
Chief
Rail Division

Copy to: Director, Military Railway Service.

Ref. 432/Tn 1 — 1st Ind. — PDGB/lrv

Transportation Sub-Commission, Hq. Allied Commission — 30 October 45

TO:- DCMS (Mov & Tn) - AFHQ

1. Above memorandum is forwarded to you for your information as Chairman of the Allied Railway Board.

P.D.G. BUCHANAN, Colonel
Acting Director

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Rec'd Dec

ALLIED FORCE HEADQUARTERS

(MOV & TN)

941

Subject : ALLIED RAILWAY BOARD - ITALY — RESTRICTED

To : ADDRESSEES AS BELOW — MATP.4/3

13 Dec 45

1. The Twelfth Meeting of the Allied Railway Board, ITALY, will take place at the offices of the Director, Military Railway Service at 0930 hours on Thursday 20 Dec 45.

2. The Agenda is as follows:-

(a) Consideration of Minutes of Last Meeting.

(b) Consideration of Sub-Committee Minutes.

(c) Other business.

J. GRIMSHAW,
Capt. RE,
S/Capt to DQMG(Mov & Tn).

Room 47
JG/EH.

Distribution :

Mov & Tn AFHQ	3 copies
DMRS ITALY	15 "
Tn Sub-Commission Allied Commission	5 "
ISR	3 "
SMRE MTLA	2 "

Ministry of Transports
I S R Direction General

Rome, Dec. 22 1945

C. 213/9984/48 Decl 7653/28

940

Subject: Allied Military transports bound out of Italy

Transportation & Shipping
Sub Commissione AC (Rail Division)
C/o Tn. (Br) Main CMF
Building

From the paragr. 87 of the Minutes concerning the XI Meeting of the Allied Railway Board, held on 15 November last, it results that the railway charges for Allied military movements (goods and passengers) made on ISR lines and bound out of Italy, are to be debited to the concerned destination foreign countries. To comply with this disposition it would be necessary for us to keep separate records of said movements.

Owing to the lack of proper agreements on the matter (as stated in our letter, same file, of September 15 - 1945), we have tried till now to get from the stations the details - not always available - of said movements, but obviously the recording is not complete.

Now, to comply with the repeated disposition, it should be necessary to hand to this Direction the movement warrants or, at least, to report the information required for charges accounting, namely, quantity of passengers, quality and weight of goods, departing station and exit frontier station.

Once in posses of such warrants or information, we could select the a/m. movements, from those made within the Italian frontiers, and debit the charges for the former to the neighbouring foreign railway, for further refund to be made by its own Government.

The Director General:

na ng 21/12

F.to DI RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
COMPARTIMENTO DI ~~SERVIZIO COMMERCIALE TRAFFICO~~

Tipo 5

N.C.213/9984/48/Decr/7653/28

al N. del

Roma li, 22 DIC. 1945 19 939

OGGETTO: Trasporti militari alleati diretti all'estero.-

Transportation & Shipping Sub
Commissione AC.(Rail Division) c/o
Trasportation (Br)Main CMF
S E D E

Al punto 87 del verbale dell'XIº riunione del Comitato Ferroviario alleato, che ha avuto luogo il 15 novembre c.a., risulta che le spese inerenti ai trasporti militari alleati di persone e di cose effettuati sulla rete di questa Amministrazione per l'estero dovrebbero far carico ai rispettivi paesi di destinazione: di qui la necessità per queste ferrovie di tenere separate registrazioni per i trasporti medesimi.-

Premesso che, in mancanza di accordi (vedi nostra lettera di pari numero del I5 sett. c.a.), questa Amministrazione, per i trasporti militari alleati, si è limitata e si limita tuttora a richiedere alle stazioni la segnalazione dei trasporti eseguiti nei limiti del possibile, e cioè quando gli elementi necessari erano e sono a conoscenza delle stazioni medesime, si fa presente che per disporre nel senso desiderato occorre siano comunicati a questa Direzione Generale i documenti di trasporto oppure

Sm.

L'./.

Arti Grafiche Garetti - Sede S. Gio... 5044 (A61)

Declassified E.O. 12356 Section 3.3/NND No. 185021

gli elementi necessari per la tassazione (quantitativo dei viaggiatori, qualità delle cose trasportate, peso, stazione mittente e transiti di confine d'uscita).-

In possesso dei documenti o degli elementi sopra indicati, questa amministrazione sarebbe in grado sia di stornare i trasporti di cui trattasi da quelli eseguiti nell'interno, sia di predisporre i rendiconti da portare a debito della ferrovia estera a contatto con la nostra rete, affinchè la ferrovia stessa proceda poi al recupero di quanto addebitatole presso il proprio Governo.-

IL DIRETTORE GENERALE

COPY

Ministry of Transports
ISE Direction General.

Rome, 15 Sett.1945.

N.C.213/9984/48/Icca
6423/28.

SUBJECT: Allied Military movements. — Tn.Sub-Commission A.C., Building

938

Allied Military movements were and are still carried out on lines of Central and Southern Italy, without having issued special instructions, for our stations, about warrants, freight charges and other charges, since no agreement was taken with the Allied Military Authorities on the matter.

This General Direction, therefore, requested to the various stations to report on movements whenever possible, namely according to the availability of proper information.

With the liberation of Northern Italy, such movements began to be carried out also on that territory, but some Commercial Sections, such as those at Genoa, Turin, Milan and Trieste, upon agreement with the local Allied HQ, issued detailed instructions about the movements above referred to (passengers, luggages and freight), as well as about collection of some accessory charges.

As these instructions are partially unlike and they require additional accountancy work and the issue of warrants, considered as unnecessary, it should appear, essential to coordinate said instructions, so that an uniform treatment be secured on the whole network.

For your knowledge, I am enclosing copy of the instructions issued by the Commercial Sections at Turin, Milan as those from Genoa and Trieste have not been received.

Please take this matter into consideration and let us know your suggestion accordingly.

Director General
sgd.: Di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785021

carried out on lines of Central and Southern Italy, without having issued special instructions, for our stations, about warrants, freight charges and other charges, since no agreement was taken with the Allied Military Authorities on the matter.

This General Direction, therefore, requested to the various stations to report on movements whenever possible, namely according to the availability of proper information.

With the liberation of Northern Italy, such movements began to be carried out also on that territory, but some Commercial Sections, such as those at Genoa, Turin, Milan and Trieste, upon agreement with the local Allied HQ, issued detailed instructions about the movements above referred to (passengers, luggages and freight), as well as about collection of some accessory charges.

As these instructions are partially unlike and they require additional accountancy work and the issue of warrants, considered as unnecessary, it should appear, essential to coordinate said instructions, so that an uniform treatment be secured on the whole network.

For your knowledge, I am enclosing copy of the instructions issued by the Commercial Sections at Turin, Milan as those from Genoa and Trieste have not been received.

Please take this matter into consideration and let us know your suggestion accordingly.

Director General
sgd.: Di Raimondo

Declassified E.O. 12356 Section 3.3/NND No. 785021

937

MINUTES OF ELEVENTH MEETING

OF

ALLIED RAILWAY BOARD

Held in Office of DMRS, ITALY on 15th November 1945

PRESENT

Chairman	-	Brig R.D. WAGHORN	DMRS(I)
AFHQ	-	Lt Col A.M. WILLIS	AQMG(M)
MRS	-	Col H.G. POTTLE	DD Tn
		Lt Col D.R.H. CHAPLIN	AD Tn (Stores)
		Lt Col W.T. KELLY	DDMRS
		Lt Col D.H. REYNOLDS	Tn Stores
		Lt Col R.D. GARDINER	Rly Opg & Mech
		Major G.H.B. DAVIS	DAD Tn (Finance)
		Major P.P. SEASTON	Rly Bridging
		Capt. F. JOHNSON	Rly Mech
		Capt. E.J.M. HAYWARD	Rly Opg
ALCOM	-	Col P.D.G. BUCHANAN	Dep Dir. Tn Sub Comm
		Lt Col C.R. WORTHINGTON	Rail Div Tn Sub Comm
		Mr R.P. MOSS	Rail Div Tn Sub Comm
		Major P.G. MATSON	Rail Div Tn Sub Comm
MMLA	-	Capt. G.R.G. TONKS	Mov Liaison Officer
ISR	-	Gen G. di RAIMONDO	Director General
		Ing G. CORBELLINI	Chief Traction Dept
		Ing CELLI	Chief Mov Division
		Ing G. BRACCI	Chief Stores Section
		Ing E. Lo CIGNO	Chief Works Section
		Rag R. CLEARI	Chief Accounts Dept
		Ing G. CALIENDO	Chief Mov Division
SMRE	-	Col O. BOGLIACCINO	Ufficio Trasporti
		Capt. J. GRIMSHAW	Secretary

ALSO IN ATTENDANCE

ECITO(ORMOA) - Brig R.W.L. FELLOWES — ECITO

DISTRIBUTION

Internal

External

Declassified E.O. 12356 Section 3.3/NND No. 785021

MRS	-	Col H.G. POTTLE	DD Tn
		Lt Col D.R.H. CHAPLIN	AD Tn (Stores)
		Lt Col W.T. KELLY	DDMRS
		Lt Col D.H. REYNOLDS	Tn Stores
		Lt Col R.D. GARDINER	Rly Opg & Mech
		Major G.H.B. DAVIS	DAD Tn (Finance)
		Major P.P. SEASTON	Rly Bridging
		Capt. F. JOHNSON	Rly Mech
		Capt. E.J.M. HAYWARD	Rly Opg
ALCOM	-	Col P.D.G. BUCHANAN	Dep Dir. Tn Sub Comm
		Lt Col C.R. WORTHINGTON	Rail Div Tn Sub Comm
		Mr R.P. MOSS	Rail Div Tn Sub Comm
		Major P.G. MATSON	Rail Div Tn Sub Comm
MMLA	-	Capt. G.R.G. TONKS	Mov Liaison Officer
ISR	-	Gen G. di RAIMONDO	Director General
		Ing G. CORBELLINI	Chief Traction Dept
		Ing CELLI	Chief Mov Division
		Ing G. ERACCI	Chief Stores Section
		Ing E. Lo CIGNO	Chief Works Section
		Rag R. CLEARI	Chief Accounts Dept
		Ing G. CALIENDO	Chief Mov Division
SMRE	-	Col O. BOGLIACCINO	Ufficio Trasporti
		Capt. J. GRIMSHAW	Secretary

ALSO IN ATTENDANCE

ECITO(ORMOA) - Brig R.W.L. FELLOWES ECITO

DISTRIBUTION

Internal		External	
DQMG(Mov & Tn)		DMRS ITALY	(20) incl copies for dist to ISR
Col Q(M)		HQ Allied Commission	(6)
COT	(2)	HQ Mov North ITALY	(2)
Mov 3	(2)	Mov Rear BTA	
DMRS Rep		Mov XIII Corps	
Tn(B)		Tn(B) Main ROME	
Mov 1/6		SMRE MMLA	
		Mov ANCONA	
		Mov ROME	
		Mov NAPLES	
		Mov BARI	
		Mov TARANTO	
		Brig R.W.L. FELLOWES, CBE, MC, ECITO(ORMOA), c/o HQ Allied Commission, ROME.	(3 copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

85. INTRODUCTION

Brig WAGHORN announced that he would take the chair in the absence of Brig de RHE PHILIPE at present in hospital.

86. MINUTES OF PREVIOUS MEETINGS

The minutes of the previous meeting, held on 19 Oct 45, were adopted after discussion as follows:- 936

(a) Min 74(c). Boots and Clothing for ISR

Gen di RAIMONDO confirmed that a supply of gas capes had now been received and orders for their distribution had been issued.

(b) Min 81. Operation and Control of the Italian Railways

Brig WAGHORN reported that the handover of operation and control of the Italian Railways to ISR was on the whole proceeding satisfactorily.

Brig WAGHORN stated that there was still room for improvement in the running of existing services but pointed out that the serious coal shortage precluded the running of additional services.

Arising out of this, Brig FELLOWES asked if this means that the coal shortage will prevent the running of additional passenger trains even if more coaching stock becomes available. Brig WAGHORN replied that this might arise but in due course some relief will be afforded by the increased use of electric and oil burning locomotives.

(c) Min 84. Coal

Brig WAGHORN explained that though the coal position has improved slightly since the last meeting, the greatest economy must be exercised. Particular attention should be paid to the guarding of coal stocks, especially on the East coast.

87. FINANCIAL SETTLEMENT FOR EXTRA-ITALY TRAFFIC

Mr MOSS drew attention to the personnel and freight traffic both military and civilian which is carried on the Italian Railways en route to other countries, particularly AUSTRIA. This traffic, he said, cannot be charged against the "Occupation of ITALY" and should therefore be recorded separately. It transpired that the ISR are not maintaining separate records but that the information could be made available from military warrants which are also used for AC traffic.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Brig WAGHORN reported that the handover of operation and control of the Italian Railways to ISR was on the whole proceeding satisfactorily.

Brig WAGHORN stated that there was still room for improvement in the running of existing services but pointed out that the serious coal shortage precluded the running of additional services.

Arising out of this, Brig FELLOWES asked if this means that the coal shortage will prevent the running of additional passenger trains even if more coaching stock becomes available. Brig WAGHORN replied that this might arise but in due course some relief will be afforded by the increased use of electric and oil burning locomotives.

(c) Min 84. Coal

Brig WAGHORN explained that though the coal position has improved slightly since the last meeting, the greatest economy must be exercised. Particular attention should be paid to the guarding of coal stocks, especially on the East coast.

87. FINANCIAL SETTLEMENT FOR EXTRA-ITALY TRAFFIC

Mr MOSS drew attention to the personnel and freight traffic both military and civilian which is carried on the Italian Railways en route to other countries, particularly AUSTRIA. This traffic, he said, cannot be charged against the "Occupation of ITALY" and should therefore be recorded separately. It transpired that the ISR are not maintaining separate records but that the information could be made available from military warrants which are also used for AC traffic.

Major DAVIS confirmed that G-5 AFHQ are reviewing this matter, but Mr MOSS pressed for more definite action.

Lt Col WORTHINGTON added that the carriage of other nationals presents a difficult problem. Eventually the charges would probably be debited against the appropriate countries but no method of doing this has yet been devised.

Brig WAGHORN directed that Lt Col WILLIS should pursue the matter at AFHQ.

Continued...../CONSIDERATION

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONSIDERATION OF MINUTES OF SUB COMMITTEE MEETINGS

88. STORES SUB COMMITTEE (held 6 Nov 45)

(a) Min 100. Emergency Supplies of Equipment and Stores to ISR 935

Mr MOSS stated that insofar as it had been agreed that ISR stores still remain under military control he did not think that the ISR could function efficiently. Lt Col CHAPLIN drew attention to the new system for the centralised control and allocation of common user stores as agreed at a special meeting of the Stores Sub Committee. Copy of the relevant minutes are attached as Appendix 'A' to Stores Sub Committee minutes of 6 Nov 45.

Lt Col CHAPLIN stated that MRS control is being exercised to disclose the weaknesses in the supply system of the ISR and to endeavour to provide those stores which are most required. Lt Col CHAPLIN explained that the MRS supervision was of a "benevolent" nature, the object being to help not hinder the ISR.

Brig WAGHORN stated that, up to recently, the majority of railway stores were provided from military sources and considerable quantities are still supplied. It is the intention that control will be exercised until the ISR are sufficiently organised to take over the responsibility. The handover will take place progressively and the Appendix 'A' already referred to is the first step in this direction.

(b) Min 101(b). Italian Epuration Committee

Brig WAGHORN stated that ISR employees in suspension under epuration should be re-employed as far as possible.

Gen di RAIMONDO confirmed that this principle is being applied. In practise, however, some difficulty is being experienced in cases where anti-fascist units have knowledge of pre-war activities of various individuals. In these cases the only solution is to transfer the individual to an area where he is unknown. The Council of Ministers will shortly discuss a new law on the subject which provides that those employees who are to return will be permitted to do so straight away and no punishment by suspension will be applied.

Mr MOSS added that a list of key personnel had been submitted.

(c) Min 102. Timber

Following a discussion on the supply of timber to ISR,

Declassified E.O. 12356 Section 3.3/NND No. 785021

to disclose the weaknesses in the supply system of the ISR and to endeavour to provide those stores which are most required. Lt Col CHAPLIN explained that the MRS supervision was of a "benevolent" nature, the object being to help not hinder the ISR.

Brig WAGHORN stated that, up to recently, the majority of railway stores were provided from military sources and considerable quantities are still supplied. It is the intention that control will be exercised until the ISR are sufficiently organised to take over the responsibility. The handover will take place progressively and the Appendix 'A' already referred to is the first step in this direction.

(b) Min 101(b). Italian Epuration Committee

Brig WAGHORN stated that ISR employees in suspension under epuration should be re-employed as far as possible.

Gen di RAIMONDO confirmed that this principle is being applied. In practise, however, some difficulty is being experienced in cases where anti-fascist units have knowledge of pre-war activities of various individuals. In these cases the only solution is to transfer the individual to an area where he is unknown. The Council of Ministers will shortly discuss a new law on the subject which provides that those employees who are to return will be permitted to do so straight away and no punishment by suspension will be applied.

Mr MOSS added that a list of key personnel had been submitted.

(c) Min 102. Timber

Following a discussion on the supply of timber to ISR, Brig WAGHORN directed that action must be taken forthwith as follows:-

Mr MOSS to investigate the possibility of obtaining timber from Southern AUSTRIA through AC AUSTRIA.

Lt Col WILLIS to investigate the possible military decontrol of timber areas in CALABRIA.

Lt Col KELLY to investigate the possibility of obtaining the release of some of the 100,000 cubic metres stock reported to be held by PBS in LEGHORN.

Reports will be called for at the next meeting of the Allied Railway Board.

Continued...../(d)

Declassified E.O. 12356 Section 3.3/NND No. 785021

(d) Min 104. P.O.L.

Lt Col CHAPLIN confirmed that action is being taken to ascertain the correct procedure for obtaining future supplies of POL, including fuel oil, for ISR.

(e) Min 105. Local Purchase - Northern ITALY

Brig WAGHORN referred to the recommendations of the Stores Sub Committee regarding the ISR delegations in NE and NW ITALY viz:-

"That the constitution of the Delegations in NE and NW ITALY should be reconsidered, with a view to authorising the disbandment of these organisations, which had served their purpose during the period when communications between Northern and Southern ITALY were much impaired. 934

It was the opinion of the Committee that an early return to normal ISR Compartimenti organisation involving unified control from ROME was most desirable and would increase the efficiency of the ISR in the Stores, Construction and Traction (Equipment) Departments."

Brig WAGHORN then asked if the views of the Allied Railway Board have been communicated to the Minister in accordance with Min 80 of the last meeting of the Allied Railway Board.

Gen di RAIMONDO replied that, with the improvement in communications, it is now possible to control the Northern regions from HQ ISR ROME. The delegations in NE and NW ITALY are, therefore, superfluous and should be disbanded. ISR are anxious to effect this unified control but as the two delegations were originally created by MRS, the ISR are not in a position to implement their withdrawal.

The meeting agreed that the recommendations of the Stores Sub Committee be accepted and that Gen di RAIMONDO take up the matter with the Minister of Communications.

(f) Min 107. Pre-War Contracts for Stores, ISR

Brig WAGHORN asked what the present position is in regard to pre-war contracts still in the course of fulfilment.

Gen di RAIMONDO confirmed that all such contracts, no longer required, have been suspended. In other cases, contacts have been modified to meet existing requirements. He also confirmed that damaged wagons etc are being fully canibalised to produce as many useful spare parts as possible, and contractors will only manufacture what is necessary over and above this.

Declassified E.O. 12356 Section 3.3/NND No. 785021

It was the opinion of the Committee that an early return to normal ISR Compartimenti organisation involving unified control from ROME was most desirable and would increase the efficiency of the ISR in the Stores, Construction and Traction (Equipment) Departments."

Brig WAGHORN then asked if the views of the Allied Railway Board have been communicated to the Minister in accordance with Min 80 of the last meeting of the Allied Railway Board.

Gen di RAIMONDO replied that, with the improvement in communications, it is now possible to control the Northern regions from HQ ISR ROME. The delegations in NE and NW ITALY are, therefore, superfluous and should be disbanded. ISR are anxious to effect this unified control but as the two delegations were originally created by MRS, the ISR are not in a position to implement their withdrawal.

The meeting agreed that the recommendations of the Stores Sub Committee be accepted and that Gen di RAIMONDO take up the matter with the Minister of Communications.

(f) Min 107. Pre-War Contracts for Stores, ISR

Brig WAGHORN asked what the present position is in regard to pre-war contracts still in the course of fulfilment.

Gen di RAIMONDO confirmed that all such contracts, no longer required, have been suspended. In other cases, contacts have been modified to meet existing requirements. He also confirmed that damaged wagons etc are being fully canibalised to produce as many useful spare parts as possible, and contractors will only manufacture what is necessary over and above this.

89. TRAFFIC SUB COMMITTEE (held 14 Nov 45)

(a) Min (a). Civilian and Military Passenger Services

In connection with the proposed transfer of five sets of ISR equipment to FRANCE for employment on MEDLOC 'A', Brig WAGHORN stated he did not propose to open the matter for discussion. AC have already represented the matter in writing to AFHQ and a decision is awaited.

(b) Min (b). International Civil Passenger Trains

Brig WAGHORN referred to the proposal to introduce a tri-weekly service between ROME and PARIS. He stated that coaching stock is allocated in the following order of priority,

Continued...../(i)

Declassified E.O. 12356 Section 3.3/NND No. 785021

(i) Military requirements
(ii) Italian internal requirements
(iii) International services.

Moreover, it is the feeling at AFHQ that the proposal to commence this service on 15 November is premature in view of the fact that future military commitments have not yet been clearly defined. The setting up of the proposed service does not present any difficulty from an operating point of view but its date of introduction is a matter for solution between ECITO, AC and AFHQ.

Brig FELLOWES stated that the proposed international civilian passenger train services recorded in Minute 83 of the last Allied Railway Board meeting were discussed at the BRUSSELS conference on 22 Oct 45. Arrangements were made for sufficient wagon-lit coaches for a tri-weekly service between PARIS - ROME to be provided from the stock based on PARIS. The only stock to be provided by ISR being the restaurant car between ROME and MILAN.

For the present, the service will operate between PARIS and MILAN only; the first services leaving PARIS and MILAN on 15 Nov and 21 Nov respectively.

933

The question then arose as to the best method of co-ordinating the booking of military and civilian passengers. Mr MOSS suggested that the Wagon-Lit Company could do this very efficiently.

Brig WAGHORN directed that Lt Col WILLIS should take this point up as a matter of urgency.

(c) Min (c). Mixed Military and Civilian Passenger Trains

Brig WAGHORN outlined the proposals to convey civilians on existing train services as follows:-

(i) between NAPLES and VENICE on the NAPLES - VILLACH military service.

(ii) on the NAPLES - LEGHORN service extended to MILAN.

Lt Col WILLIS confirmed that the proposals are already under consideration at AFHQ. Difficulty arises on the question of feeding halts, and asked if it were possible to provide civilian feeding facilities at the same places as the existing military feeding halts.

Gen di RAIMONDO stated he would examine the question to see if there were railway restaurant rooms at the stations where military feeding halts are located, and if not, to see what

Declassified E.O. 12356 Section 3.3/NND No. 785021

for a tri-weekly service between PARIS - ROME to be provided from the stock based on PARIS. The only stock to be provided by ISR being the restaurant car between ROME and MILAN.

For the present, the service will operate between PARIS and MILAN only; the first services leaving PARIS and MILAN on 15 Nov and 21 Nov respectively.

933

The question then arose as to the best method of co-ordinating the booking of military and civilian passengers. Mr MOSS suggested that the Wagon-Lit Company could do this very efficiently.

Brig WAGHORN directed that Lt Col WILLIS should take this point up as a matter of urgency.

(c) Min (c). Mixed Military and Civilian Passenger Trains

Brig WAGHORN outlined the proposals to convey civilians on existing train services as follows:-

(i) between NAPLES and VENICE on the NAPLES - VILLACH military service.

(ii) on the NAPLES - LEGHORN service extended to MILAN.

Lt Col WILLIS confirmed that the proposals are already under consideration at AFHQ. Difficulty arises on the question of feeding halts, and asked if it were possible to provide civilian feeding facilities at the same places as the existing military feeding halts.

Gen di RAIMONDO stated he would examine the question to see if there were railway restaurant rooms at the stations where military feeding halts are located, and if not, to see what alternative arrangements can be made.

(d) Min (e). Pilot Train for Special Trains

Brig WAGHORN referred to the proposal that the pilot trains and stand by engines which are made available whenever FLAGSTAFF and MARAL run, should now be dispensed with. He agreed in principle but ruled that the final decision must rest with the Capos Compartimenti according to the conditions prevailing at the time.

OTHER BUSINESS

90. GLASS

Gen di RAIMONDO stated that the ISR require 500,000 square metres of glass and asked if it was possible to obtain some from the factory

Continued...../at VIETRI

Declassified E.O. 12356 Section 3.3/NND No. 785021

at VIETRI which is believed to be manufacturing glass for AUSTRIA.

Lt Col CHAPLIN replied that the glas being supplied to AUSTRIA is a military commitment.

Col BUCHANAN added that this matter of supply from VIETRI is already in hand between AC and G-5 AFHQ.

91. OSTIGLIA BRIDGE

Brig WAGHORN drew attention to the unreliable state of the OSTIGLIA Bridge and stated that repairs on a long term basis are essential.

Gen di RAIMONDO replied that such repairs are already in hand but the recent exceptional floods have interfered with the work. It is hoped to complete the work early in January 1946. 352

In this connection, Gen di RAIMONDO asked if stocks of ROTH WAGNER bridging could be made available to ISR. It is desired to concentrate it in order to ascertain exactly what is available.

Brig WAGHORN stated that there is only a small stock in the theatre and this is being held as a reserve. The suggestion that it should be concentrated at a central point will be considered.

NOTE: It has since been confirmed that the bridging required for the OSTIGLIA Bridge has been covered.

92. BOLOGNA MARSHALLING YARD

Gen di RAIMONDO reported that a very extensive reconstruction scheme for BOLOGNA is now under consideration. It is designed to remove the "bottleneck" difficulties which frequently arise at that point.

93. LINE 50. PISA - GENOA

Brig WAGHORN announced that the line from PISA to LA SPEZIA will open on 18 Nov and to GENOA by the end of the year. He congratulated ISR on this excellent performance.

94. SUB COMMITTEE MEETINGS

Brig WAGHORN directed that Sub Committee Meetings must in future, be held at least one week before the following Allied Railway Board Meeting in order to facilitate the distribution of the minutes.

95. SIMPLON - ORIENT EXPRESS

Brig FELLOWES stated that a meeting is to be held at LUGANO on 22 Nov to discuss the re-introduction of the SIMPLON - ORIENT Express. The SWISS FEDERAL RAILWAYS have asked the ISR to send a representative

Declassified E.O. 12356 Section 3.3/NND No. 785021

WAGNER bridging could be made available to ISR. It is desired to concentrate it in order to ascertain exactly what is available.

Brig WAGHORN stated that there is only a small stock in the theatre and this is being held as a reserve. The suggestion that it should be concentrated at a central point will be considered.

NOTE: It has since been confirmed that the bridging required for the OSTIGLIA Bridge has been covered.

92. BOLOGNA MARSHALLING YARD

Gen di RAIMONDO reported that a very extensive reconstruction scheme for BOLOGNA is now under consideration. It is designed to remove the "bottleneck" difficulties which frequently arise at that point.

93. LINE 50. PISA - GENOA

Brig WAGHORN announced that the line from PISA to LA SPEZIA will open on 18 Nov and to GENOA by the end of the year. He congratulated ISR on this excellent performance.

94. SUB COMMITTEE MEETINGS

Brig WAGHORN directed that Sub Committee Meetings must in future, be held at least one week before the following Allied Railway Board Meeting in order to facilitate the distribution of the minutes.

95. SIMPLON - ORIENT EXPRESS

Brig FELLOWES stated that a meeting is to be held at LUGANO on 22 Nov to discuss the re-introduction of the SIMPLON - ORIENT Express. The SWISS FEDERAL RAILWAYS have asked the ISR to send a representative and requested them to extend the invitation to MRS, AC and AFHQ. Arrangements will be made to see that representatives are present.

R.D. WAGHORN,
Brig DMRS(I),
for DQMG(Mov & Tn),
Chairman, Allied Railway Board.

20 Nov 45
JG/EH.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

Post Dn

ALLIED FORCE HEADQUARTERS

(MOV & TN)

SUBJECT : ALLIED RAILWAY BOARD - ITALY — RESTRICTED

TO : ADDRESSEES AS BELOW. — MATP.4/3

11 Oct 45

931

1. The Tenth Meeting of the Allied Railway Board, ITALY, will take place at the offices of the Director, Military Railway Service at 0930 hrs on Friday 19 Oct 45.

2. The Agenda is as follows:-

(a) Consideration of Minutes of Last Meeting.

(b) Consideration of Sub-Committee Minutes.

(c) Other business.

J. GRIMSHAW,
Capt RE,
S/Capt to DQMG(Mov&Tn).

JG/EW

Distribution :-

AFHQ Mov & Tn	3 copies
DMRS ITALY	15 "
Tn Sub-Commission, Allied Commission	5 "
Mov LO MMIA	2 "
ISR	3 "
Ufficio Transporto, SMRE	2 "

292/

ACP/ic

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 843238
Ref: AC/292/Tn 4

30 October 45

Doctor Ugo La Malfa,
Minister of Transports,
R o m e

My dear Dr. La Malfa:

939

I think that your attention should be drawn to the words of Brigadier A.T. de RHE PHILIPE, Chairman of the Allied Railway Board, at the Meeting held on 19th October 1945. He stated that the transfer of control and operation of the railways to the Italian State Railways, already proceeding, has now been officially recognised by AFHQ by letter AG 531 TRN-O of 17 October 1945, and a copy of that letter is attached hereto.

From 1 November, traffic control, operation, maintenance of stock and permanent way will once again be in the hands of the State Railways themselves, and I feel sure the many employees throughout the country will be anxious and ready to prove their ability to accept and fulfill the responsibilities placed upon them. Much of the economic need of Italy is based on transport; for food distribution, and agricultural and industrial revival, reliance must be placed on the railways.

On the occasion of this important moment in the history of the Italian Railways, I would like to tender my congratulations to you, to the Director General, and through him to the staff of the State Railways in the sure knowledge that this moment they have waited for will not find them wanting.

In the meantime, the Officers of Transportation Sub-Commission will continue to be ready to render advice and assistance as it may be required.

Very truly yours,

P.G.D. Buchanan

P.G.D. Buchanan,
Acting Director.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Commission

MINUTES OF TENTH MEETING

OF

ALLIED RAILWAY BOARD

Held in Office of DMRS, ITALY on 19th October 1945.

PRESENT

Chairman	-	Brig A.T. de RHE PHILIPE	DQMG(Mov & Tn) AFHQ
MRS	-	Brig R.D. WAGHORN	DMRS(I)
		Col E.F. BARNES	DDMRS
		Col H.G. POTTLE	DD Tn
		Lt Col D.R.H. CHAPLIN	AD Tn (Stores)
		Lt Col W.T. KELLY	ADD (Equipment)
		Lt Col A.W. McMURDO	AD Tn (Constr)
		Major G.H.B. DAVIS	DAD Tn (Finance)
		Major T.A. McEVOY	DAD Tn (Org)
		Capt C. WORDSWORTH	S/Capt (Mech)
		Lieut E.C. LYON	S/Lieut (Elec)
ALCOM	-	Col P.D.G. BUCHANAN	Chief Mov Div
		Lt Col L.M. COOPER	Mov Div, Tn Sub Com.
		Mr R.P. MOSS	Chief, Rail Div, Tn Sub Com.
		Major A.C. PING	Rail Div, Tn Sub Com.
MMLO	-	Capt G.R.G. Tonks	Mov Liaison Officer
ISR	-	General G. di RAIMONDO	Director General
		Ing G. CORBELLINI	Chief, Traction Dept.
		Ing C. BIONDI	Chief, Movements Division
		Ing G. ERACCI	Chief, Stores Section
		Rag R. CLEARI	Chief, Accounts Dept.
		Ing BELLONI	Engineering Dept.
ECITO(CRMOA)		Brig R.W.L. FELLOWES	Divisional Officer
		Capt. J. GRIMSHAW	Secretary

929

73. INTRODUCTION

Brig PHILIPE introduced Brig R.W.L. FELLOWES, CBE, MC, as a Divisional Officer of ECITO. In the event of ITALY becoming a member, ECITO will be formally invited to nominate an official member of the Allied Railway Board. In the meantime, Brig FELLOWES (or his representative) were welcome to attend as observers.

Declassified E.O. 12356 Section 3.3/NND No. 785021

		Lt Col A.W. McMURDO	AD Tn (Constr)
		Major G.H.B. DAVIS	DAD Tn (Finance)
		Major T.A. McEVOY	DAD Tn (Org)
		Capt C. WORDSWORTH	S/Capt (Mech)
		Lieut E.C. LYON	S/Lieut (Elec)
ALCOM	-	Col P.D.G. BUCHANAN	Chief Mov Div
		Lt Col L.M. COOPER	Mov Div, Tn Sub Com.
		Mr R.P. MOSS	Chief, Rail Div, Tn Sub Com.
		Major A.C. PING	Rail Div, Tn Sub Com.
MMIA	-	Capt G.R.G. Tonks	Mov Liaison Officer
ISR	-	General G. di RAIMONDO	Director General
		Ing G. CORBELLINI	Chief, Traction Dept.
		Ing C. BIONDI	Chief, Movements Division
		Ing G. BRACCI	Chief, Stores Section
		Rag R. CLEARI	Chief, Accounts Dept.
		Ing BELLOMI	Engineering Dept.
ECITO(ORMOA)		Brig R.W.L. FELLOWES	Divisional Officer
		Capt. J. GRIDSHAW	Secretary

73. INTRODUCTION

Brig PHILIPE introduced Brig R.W.L. FELLOWES, CBE, MC, as a Divisional Officer of ECITO. In the event of ITALY becoming a member, ECITO will be formally invited to nominate an official member of the Allied Railway Board. In the meantime, Brig FELLOWES (or his representative) were welcome to attend as observers.

74. MINUTES OF PREVIOUS MEETINGS

The minutes of the previous meeting, held on 20 Sep 45, were adopted after discussion as follows:-

(a) Min 60(a). Output of Lignite Mines

Brig WAGHORN reported that a quantity of cement bags have now been obtained. They are of poor quality and 30/40% are probably useless.

(b) Min 70. Sorting of Materials in Depots and Dumps

Lt Col CHAPLIN stated that he has now been informed that a separate organisation, linked with ISR Stores HQ, is being set up to deal with this task.

29

Continued...../(c) Min 67.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) Min 67. Boots and Clothing for ISR

Brig WAGHORN reported that 10,000 gas capes have now been released for use by ISR and distribution arrangements are being made.

CONSIDERATION OF MINUTES OF SUB COMMITTEE MEETINGS

75. FINANCE SUB COMMITTEE

No meeting held.

76. EQUIPMENT SUB COMMITTEE

No meeting held.

77. CONSTRUCTION SUB COMMITTEE

No meeting held.

928

78. TRAFFIC SUB COMMITTEE (held 17 Oct 45)

(a) Introduction of Additional Civil Services

Referring to Minute (a) of the Traffic Sub Committee Minutes, Brig PHILIPE pointed out that authority for the introduction of additional civil services, local or otherwise, was derived from the Allied Railway Board and not from the Headquarters MRS.

It was agreed that the Time Table Sub Committee of the Traffic Sub Committee was the appropriate executive body for this purpose and that the Chairman of the Traffic Sub Committee could act on behalf of the Board in authorising new services.

(b) Min (b) Meetings of Time Table Sub Committee

Agreed.

(c) Interchange of Equipment with Surrounding Countries

ISR stated that records of interchange of equipment were being kept at all international interchange points except at POSTUMIA in VENEZIA GIULIA. DMRS stated that such records were maintained by his staff in VENEZIA GIULIA as regards movements between Zone A and Zone B. The interchange point between the British Zone and the ISR was UDINE and the ISR confirmed that they were keeping the necessary records at this point.

Declassified E.O. 12356 Section 3.3/NND No. 785021

77. CONSTRUCTION SUB COMMITTEE

No meeting held.

78. TRAFFIC SUB COMMITTEE (held 17 Oct 45)

(a) Introduction of Additional Civil Services

Referring to Minute (a) of the Traffic Sub Committee Minutes, Brig PHILIPE pointed out that authority for the introduction of additional civil services, local or otherwise, was derived from the Allied Railway Board and not from the Headquarters MRS.

It was agreed that the Time Table Sub Committee of the Traffic Sub Committee was the appropriate executive body for this purpose and that the Chairman of the Traffic Sub Committee could act on behalf of the Board in authorising new services.

(b) Min (b) Meetings of Time Table Sub Committee

Agreed.

(c) Interchange of Equipment with Surrounding Countries

ISR stated that records of interchange of equipment were being kept at all international interchange points except at POSTUMIA in VENEZIA GIUILA. DMRS stated that such records were maintained by his staff in VENEZIA GIUILA as regards movements between Zone A and Zone B. The interchange point between the British Zone and the ISR was UDINE and the ISR confirmed that they were keeping the necessary records at this point.

Brig PHILIPE asked DMRS to ensure that the records for interchanges between Zone A and Zone B in VENEZIA GIUILA were made available to the ISR to enable them to complete their records on an international basis.

(d) Min (d) Total Civil Passenger Kilometer Mileage

Agreed.

(e) Min (e) Civilian Passenger Train - ROME to VIENNA

See Min 83 of current conference.

Continued...../79.

Declassified E.O. 12356 Section 3.3/NND No. 785021

79. STORES SUB COMMITTEE

(a) Min 91 Recovery and Distribution of Dispersed ISR Stores In Northern ITALY

Lt Col CHAPLIN reported that Ing BRACCI has now submitted a statement of stores personnel employed 1940/45, but added that of these personnel, 188 are in suspension under epuration. Information regarding recovered stores is almost complete and the list of priority repairs needed to ISR warehouses in Northern ITALY is now available.

Lt Col CHAPLIN stated that he had not had an opportunity to consider these various matters but would report further at the next meeting of the Board.

It was agreed to request the Chairman of the Stores Sub Committee to continue his efforts to assist the return of personnel to the Stores Dept of the ISR with a view to improving the efficiency of that Dept. 927

(b) Min 92. Timber

Lt Col CHAPLIN reported that though action has been taken in this matter no satisfactory solution has been reached. The amount of timber at present available to ISR is insufficient for their winter requirements. The cause of the trouble, added Lt Col CHAPLIN, is that as the military authorities have a prior claim on timber from BOLZANO and CALABRIA, the ISR have not been permitted to make wholesale purchases. Mr MOSS suggested that AFHQ should give a ruling on this subject. Brig PHILIPE agreed and it was decided that the matter be submitted through MRS to AFHQ drawing particular attention to the adverse affects which will result if sufficient timber is not forthcoming. Brig PHILIPE added that in the meantime the Stores Sub-Committee must not relax the efforts being made through their own channels.

80. CONTROL OF ISR STORES

Lt Col CHAPLIN reported that experience has proved that although the functions of the Stores Section of the ISR are clearly defined it was not yet exercising adequate authority to ensure centralised control. In particular, no system is operating whereby ISR stores, particularly those in short supply, are allocated on an overall priority basis.

ISR representatives explained that, at the present time, the [illegible] the various Departments decide in conference which is the

Declassified E.O. 12356 Section 3.3/NND No. 785021

at the next meeting of the Board.

It was agreed to request the Chairman of the Stores Sub Committee to continue his efforts to assist the return of personnel to the Stores Dept of the ISR with a view to improving the efficiency of that Dept.

(b) Min 92. Timber

Lt Col CHAPLIN reported that though action has been taken in this matter no satisfactory solution has been reached. The amount of timber at present available to ISR is insufficient for their winter requirements. The cause of the trouble, added Lt Col CHAPLIN, is that as the military authorities have a prior claim on timber from BOLZANO and CALABRIA, the ISR have not been permitted to make wholesale purchases. Mr MOSS suggested that AFHQ should give a ruling on this subject. Brig PHILIPE agreed and it was decided that the matter be submitted through MRS to AFHQ drawing particular attention to the adverse affects which will result if sufficient timber is not forthcoming. Brig PHILIPE added that in the meantime the Stores Sub-Committee must not relax the efforts being made through their own channels.

80. CONTROL OF ISR STORES

Lt Col CHAPLIN reported that experience has proved that although the functions of the Stores Section of the ISR are clearly defined it was not yet exercising adequate authority to ensure centralised control. In particular, no system is operating whereby ISR stores, particularly those in short supply, are allocated on an overall priority basis.

ISR representatives explained that, at the present time, the Heads of the various Departments decide in conference which is the most important work and authorise the release of stores accordingly. In practice each area, particularly the North, tends to look after its own interests.

It was established that the ISR have no effective machinery for controlling items in short supply on a long term basis or, in fact, of establishing which items are in short supply.

Mr MOSS recommended that the Stores Section of the ISR should be made responsible for the centralised allocation of stores. Director General, ISR to decide in cases of conflicting priority claims.

Brig PHILIPE stated that he could not agree that a stores holding section could exercise powers of allocation.

Continued...../Gen de RAIMONDO

Declassified E.O. 12356 Section 3.3/NND No. 785021

Gen di RAIMONDO stated he was aware of the necessity for the centralised control of stores but pointed out that political difficulties in Northern ITALY, together with powers granted by AMG to the local Italian authorities, made effective control impossible. Brig PHILIPE explained that AMG authority in Northern ITALY has now lapsed and that ISR were thus handicapped only by Italian domestic difficulties. In view of the obvious importance of the matter he requested the Director General, ISR to communicate the views of the Board to his Minister.

Further discussion disclosed the fact that Capi Compartimenti are reluctant to disclose their stocks to HQ ISR but steps are being taken to overcome this.

926

It was agreed that Lt Col CHAPLIN should, in collaboration with Heads of ISR Departments, examine the existing arrangements for the centralised control and allocation of common user stores and recommend to the Director General methods by which the system could be improved and made effective.

81. OPERATION AND CONTROL OF THE ITALIAN RAILWAYS

Brig PHILIPE stated that the transfer of control and operation of the railways to ISR, already proceeding, has now been officially recognised in AFHQ circular letter AG 531 TPN-O of 17 Oct 45, copy attached at Appendix 'A'.

Details of the transfer will continue to be worked out between DMRS(I) and HQ, ISR.

82. TERMS OF REFERENCE

Brig PHILIPE referred to AFHQ circular letter G4(Mov 6)D/RLY of 7 Jan 45 which announced the formation of the Allied Railway Board. With the progressive handover of railway control to ISR the terms of reference of the ARB will eventually require revision. It was agreed to postpone further consideration of this point until the first meeting of the Board in 1946.

In the meantime, opinions were invited as to whether the five Sub-Committees originally set up are still necessary.

Brig WAGHORN proposed that:-

(a) The Equipment and Traffic Sub-Committees be combined.
(b) The Construction and Stores Sub-Committees be combined.
(c) The Finance Sub-Committee should continue as at present.

Declassified E.O. 12356 Section 3.3/NND No. 785021

for the centralised control and allocation of common user stores and recommend to the Director General methods by which the system could be improved and made effective.

81. OPERATION AND CONTROL OF THE ITALIAN RAILWAYS

Brig PHILIPE stated that the transfer of control and operation of the railways to ISR, already proceeding, has now been officially recognised in AFHQ circular letter AG 531 TPN-O of 17 Oct 45, copy attached at Appendix 'A'.

Details of the transfer will continue to be worked out between DMRS(I) and HQ, ISR.

82. TERMS OF REFERENCE

Brig PHILIPE referred to AFHQ circular letter G4(Mov 6)D/RLY of 7 Jan 45 which announced the formation of the Allied Railway Board. With the progressive handover of railway control to ISR the terms of reference of the ARB will eventually require revision. It was agreed to postpone further consideration of this point until the first meeting of the Board in 1946.

In the meantime, opinions were invited as to whether the five Sub-Committees originally set up are still necessary.

Brig WAGHORN proposed that:-

(a) The Equipment and Traffic Sub-Committees be combined.
(b) The Construction and Stores Sub-Committees be combined.
(c) The Finance Sub-Committee should continue as at present.

It was agreed that the number of Sub-Committees be reduced to three, Stores, Traffic and Finance, each retaining the existing chairman and members. In addition, members of the disbanded Equipment Sub-Committee may attend meetings of the new Stores and Traffic Sub-Committees, and members of the disbanded Construction Sub-Committee may attend meetings of the new Stores Sub-Committee.

83. INTERNATIONAL CIVILLAN PASSENGER TRAINS

Brig PHILIPE announced the introduction of a civilian passenger train service between VIENNA and PARIS and invited opinion on the running of international train services through ITALY.

Continued...../Brig FELLOWES

Declassified E.O. 12356 Section 3.3/NND No. 785021

Brig FELLOWES stated that at an ECITO Conference to be held in BRUSSELS on 23 Oct it is proposed to discuss the introduction of a civilian passenger train service between PARIS and BELGRADE (possibly ZAGREB) via MILAN and TRIESTE, with feeder services between, MILAN - ROME; VERONA - MUNICH; TRIESTE - VENICE.

The AFHQ policy regarding international trains, said Brig PHILIPE, would naturally be to encourage only those services which are of both military and civil value. In practice, owing to military control of rolling stock, these would inevitably be the first services to operate.

The question for ISR to consider is whether it would be beneficial to introduce certain international services before all the domestic requirements have been met. 925

Brig PHILIPE added that AFHQ proposals for two international services are under consideration. They are, ROME - PARIS (via SWITZERLAND) and ROME - VIENNA (via UDINE) and it is apparent that provision of rolling stock is the main limitation.

84. COAL

Brig WAGHORN drew attention to the necessity for extreme economy in the use of coal. Relevant statistics are attached at Appendix 'B'. From these figures it will be observed that in the four months July to October, 24 days stock of coal have been lost whilst the daily consumption has increased from 53,500 tons to 88,000 tons.

The following programme of re-electrification is now a matter of primary importance, and every effort should be made to complete the projects as quickly as possible.

		PRESENT ETC
Line 65.	FLORENCE - VERNIO	Not known
	VERNIO - BOLOGNA	20 Oct 45
Line 69.	BOLOGNA - VERONA	28 Oct 45
	VERONA - TRENTO	30 Nov 45
Line 65.	BOLOGNA - PIACENZA	30 Nov 45
	ROME - ORTE	31 Dec 45
Line 89.	ROME - VILLA LITERNO	Not known
	+VILLA LITERNO - AVERSA	31 Oct 45
Line 94.	+NAPLES - TORRE ANNUNZIATA	31 Oct 45

Declassified E.O. 12356 Section 3.3/NND No. 785021

beneficial to introduce certain international services before all the domestic requirements have been met.

Brig PHILIPE added that AFHQ proposals for two international services are under consideration. They are, ROME - PARIS (via SWITZERLAND) and ROME - VIENNA (via UDINE) and it is apparent that provision of rolling stock is the main limitation.

84. COAL

Brig WAGHORN drew attention to the necessity for extreme economy in the use of coal. Relevant statistics are attached at Appendix 'B'. From these figures it will be observed that in the four months July to October, 24 days stock of coal have been lost whilst the daily consumption has increased from 53,500 tons to 88,000 tons.

The following programme of re-electrification is now a matter of primary importance, and every effort should be made to complete the projects as quickly as possible.

		PRESENT ETC
Line 65.	FLORENCE - VERNIO	Not known
	VERNIO - BOLOGNA	20 Oct 45
Line 69.	BOLOGNA - VERONA	28 Oct 45
	VERONA - TRENTO	30 Nov 45
Line 65.	BOLOGNA - PIACENZA	30 Nov 45
	ROME - ORTE	31 Dec 45
Line 89.	ROME - VILLA LITERNO	Not known
	+VILLA LITERNO - AVERSA	31 Oct 45
Line 94.	+NAPLES - TORRE ANNUNZIATA	31 Oct 45

+ Contact line complete, awaiting mobile substations under repair in MILAN.

Continued...../Ing CORBELLINI

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ing CORBELLINI stated that efforts are being made by ISR to avoid wastage of fuel. A scheme is already in operation whereby engine drivers may be rewarded for coal economy. Statistics of coal consumption are being compiled and a close watch kept on both stocks and expenditure.

A.T. DE RHE PHILIPE,
Brigadier,
DQMG(Mov & Tn),
Chairman, Allied Railway Board.

924

Room 47
JG/EH

DISTRIBUTION

Internal

DQMG(Mov & Tn)
Col Q(M)
COT (2)
Mov 3 (2)
DMRS Rep
Tn (B)
Mov 1/6

External

DMRS Italy (20) incl copies for Dist to ISR
HQ Allied Commission (6)
HQ Mov North Italy (2)
Mov Rear BTA
Mov XIII Corps
Mov LO MMIA
Tn (B) Main Rome
SMRE MMIA
Mov Ancona
Mov Rome
Mov Naples
Mov Bari
Mov Taranto
Secretary, General Provisional
Organisation for European Inland Transport,
Berkeley Square House
Berkeley Square, LONDON, W.1. (2 copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'A'
(to ARB Minutes of 19 Oct 45)

ALLIED FORCE HEADQUARTERS
APO 512

AG 531 TPN-O

17 October 1945

SUBJECT : Operation and Control of the Italian Railways.

TO : All Concerned.

1. Transfer of Control - The traffic control and traffic operation of the Italian railway railway system including the maintenance of railway stock and the maintenance of permanent way will be handed over to the Italian State Railways effective 1 November 1945.

2. From that date the Italian State Railways will be fully responsible for the efficient working of the railways and the movement of all traffic.

3. Area of Responsibility - The Italian Railway system, for the purpose of this instruction, is defined as all railways in ITALY and SICILY except those in the present TRIESTE Compartimento and the line TRIESTE - UDINE - TARVISIO (the main British L of C into AUSTRIA). The latter will continue under the control of the Director, Military Railway Service, ITALY.

323

4. This headquarters retains the right to resume control or operation of any section of the Italian railways, if it considers it necessary for military reasons.

5. Military Traffic - The Italian State Railways will at all times give first priority to the movement of Allied military traffic, unless authority has been given in a specific case by this headquarters to alter the priority.

6. Movements and Transportation Section, AFHQ (or subordinate Movements/ Transportation (US), headquarters as appropriate) will place demands for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will nominate a senior official in each compartimento to be the link between the local Movements or Transportation (US) Headquarters and the railways.

8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at Headquarters of Italian State Railways and representatives in those compartimenti, in which there is major military traffic moving.

9. As the Director, Military Railway Service is satisfied that control by the Italian State Railways is working smoothly, he may withdraw these representatives progressively from Compartimenti. Prior notice of withdrawal

Declassified E.O. 12356 Section 3.3/NND No. 785021

Railways effective 1 November 1945.

2. From that date the Italian State Railways will be fully responsible for the efficient working of the railways and the movement of all traffic.

3. Area of Responsibility - The Italian Railway system, for the purpose of this instruction, is defined as all railways in ITALY and SICILY except those in the present TRIESTE Compartimento and the line TRIESTE - UDINE - TARVISIO (the main British L of C into AUSTRIA). The latter will continue under the control of the Director, Military Railway Service, ITALY.

323

4. This headquarters retains the right to resume control or operation of any section of the Italian railways, if it considers it necessary for military reasons.

5. Military Traffic - The Italian State Railways will at all times give first priority to the movement of Allied military traffic, unless authority has been given in a specific case by this headquarters to alter the priority.

6. Movements and Transportation Section, AFHQ (or subordinate Movements/ Transportation (US), headquarters as appropriate) will place demands for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will nominate a senior official in each compartimento to be the link between the local Movements or Transportation (US) Headquarters and the railways.

8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at Headquarters of Italian State Railways and representatives in those compartimenti, in which there is major military traffic moving.

9. As the Director, Military Railway Service is satisfied that control by the Italian State Railways is working smoothly, he may withdraw these representatives progressively from Compartimenti. Prior notice of withdrawal will be given to this headquarters.

10. The Director, Military Railway Service will also be responsible for carrying out, or supervising, as he considers necessary, such railway reconstruction and maintenance of permanent way as are required for the movement of Allied military traffic.

11. Civilian Traffic - It will be the responsibility of the Italian Government to co-ordinate bids for the movement by rail of essential civil traffic (in territory returned to its jurisdiction) and place demands for the movement of this traffic on the Italian State Railways.

Continued...../12.

Declassified E.O. 12356 Section 3.3/NND No. 785021

12. Allied Commission will continue to give technical advice to the Italian State Railways on the reconstruction and operation for civil purposes of the railways so long as its technical staff remains.

13. Maintenance of Railway Equipment. - The Italian State Railways will be responsible for the maintenance of all railway equipment.

14. The Director, Military Railway Service, will be responsible for supervising the upkeep of US and British equipment being used by the Italian State Railways until disposal instructions for this equipment are issued.

15. Railway Stores - Separate instructions will be issued on the hand-over of control and future supply of railway stores.

16. Details of Transfer - The Director, Military Railway Service will be responsible for the detailed handover of control to the Italian State Railways.

922

BY COMMAND OF THE ACTING SUPREME ALLIED COMMANDER:

(SIGNED) C.W. CHRISTENBERRY
Colonel, AGD
Adjutant General

DISTRIBUTION:

"B" plus
50 - M & Tn
25 - DMRSI
2 - CAO
2 - G-4(MTO)
2 - G-5
2 - Tpn Sub Comm., AC
2 - AG Records

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

APP
(to ARB Mi

HIGH VOLATILE COAL - ITALY

		FIRM FIGURES		
		JULY	AUGUST	SEPTEMBER
Opening Stock	Tons	70,500	103,000	115,000
	Days	51	56	53
Estimated Requirements	Tons	78,000	60,000	83,500
Allocations	Tons	79,000	67,000	72,000
Receipts	Tons	86,000	70,000	82,000
Consumed	Tons	53,500	58,000	87,000
Closing Stock	Tons	103,000	115,000	110,000
	Days	56	53	39

Declassified E.O. 12356 Section 3.3/NND No. 185021

APPENDIX 'B'
(to AFB Minutes of 19 Oct 45)

HIGH VOLATILE COAL - ITALY

FIRM FIGURES			ESTIMATED FIGURES
JULY	AUGUST	SEPTEMBER	OCTOBER
70,500	103,000	115,000	110,000
51	56	53	39
78,000	60,000	83,500	84,000
79,000	67,000	72,000	61,000
86,000	70,000	82,000	73,000
53,500	58,000	87,000	88,000
103,000	115,000	110,000	95,000
56	53	39	32

Declassified E.O. 12356 Section 3.3/NND No. 185021

ALLIED FORCE HEADQUARTERS

(MOV & TN)

SUBJECT : ALLIED RAILWAY BOARD - ITALY — RESTRICTED

TO : ADDRESSEES AS BELOW. — MATP.4/3

11 Oct 45

929

1. The Tenth Meeting of the Allied Railway Board, ITALY, will take place at the offices of the Director, Military Railway Service at 0930 hrs on Friday 19 Oct 45.

2. The Agenda is as follows:-

(a) Consideration of Minutes of Last Meeting.

(b) Consideration of Sub-Committee Minutes.

(c) Other business.

J. GRIMSHAW,
Capt RE,
S/Capt to DQMG(Mov&Tn).

JG/EW

Distribution :-

AFHQ Mov & Tn	3	copies
DMRS ITALY	15	"
Tn Sub-Commission, Allied Commission	5	"
Mov LO MMIA	2	"
ISR	3	"
Ufficio Transporto, SMRE	2	"

Declassified E.O. 12356 Section 3.3/NND No. 185021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh
Phone 489081

432/26/Tn 1

9 April 1945

SUBJECT: Import Program for Transportation Material.

TO : Chairman, Allied Railway Board, Italy,
c/o AFHQ, G-4, (Mov & Tn).

1. Reference to our letter of 6 March last, there is nothing further to report regarding the import program for transportation material.

2. Mr. Taylor, the Director of the Transportation Sub-Commission, is still in the United States.

For the Chief Commissioner:

919

M B Thomas.

M. B. THOMAS, Colonel
Deputy Director

cc: Director, MRS
General Director, ISR
Rail Division, Tn S/C, AC

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDCB/lrv

Ref. 432/Tn 1

25 October 1945

SUBJECT: Operation and Control of the Italian Railways

TO : Acting Vice President, Economic Section

1. Herewith for your information are two copies of a memorandum (AG 531 TPN-O of 17 October 1945) just issued by AFHQ, concerning the hand-over of operation and control of the Italian Railways effective 1 November 1945.

2. The issue of this memorandum follows discussion which has taken place at recent meetings of the Allied Railway Board, and the subject matter of the memorandum has been agreed by all concerned.

P.D.G. BUCHANAN, Colonel
Acting Director

918

2 Incl.
memo.

28

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/eh

Phone 489081

432/27/Tn 1

7 May 1945

SUBJECT: Import Program for Transportation Material.

TO : Chairman, Allied Railway Board, Italy,
c/o AFHQ, G-4, (Mov & Tn).

1. Reference to our letter of 6 March last (432/16/Tn 1, subject: Allied Railway Board, Italy), there is nothing further to report regarding the import program for transportation material.

For the Chief Commissioner:

M. B. THOMAS, Colonel
Deputy Director

cc: Director, MRS
General Director, ISR
Rail Division, Tn S/C, AC

917

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Planning Staff

FPR/em

Ref. 237/Tn.2 INTER OFFICE MEMORANDUM 5 March 1945

SUBJECT: Meeting of Allied Railway Board Italy Long Term Planning for Railway Rehabilitation. (South of Rimini Pisa Line).

TO : Deputy Director, Transportation Sub-Commission.

1. The program of requirements to prevent desease and unrest has been completed and handed to the Director, Transportation Sub-Commission for perusal.

2. The Six Monthly and 1945 Program for the rehabilitation of the I.S.R. and coastwise shipping have been screened, checked and all requisition forms completed, drawings , blue prints and necessary documents will accompany these requisitions.

3. Italian ministries will shortly be submitting data for collation for the rehabilitation of Ports and Warehouses, the program to extend over a period of years.

916

F.P.RICHARDSON,
Major, R.E.,
Planning Staff
Transportation Sub-Commission

20

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 4001/163/EC

27 March 1945.

SUBJECT: Relations with Italian Government.

TO : VP, Economic Section (15)
VP, Civil Affairs Section (10)
Director, Communications Sub-Commission
Director, War Material Disposal &
Italian PW Sub-Commission

915

1. Vice Presidents will impress upon the Directors of their Sub-Commissions, and Directors of Independent Sub-Commissions upon their officers, the necessity of implementing the policy of the CCS directive defining the new relations of the Allied Commission with the Italian Government, especially with respect to the following paragraph:

"The Staff of Allied Commission Headquarters should occupy itself primarily with consultation and advice to the Italian Government at high levels."

2. Experience during the last six months has shown that whereas officers in the field have been careful to avoid executive action or speech with officials of the Provincial governments, there has been a tendency at HQ for officers in the Sub-Commissions to forget that the dropping of the "C" from A.C.C. was intended to convert the relations between the Allied Commission and the Italian Government to those of adviser (and provider of supplies) on the one hand and of a sovereign government on the other. I have heard reports of discussions and conferences which lead me to think that more forceful measures than advice have been used to persuade - if indeed not to compel - the Italian Government to accept the views of the Allied Commission and come into line. In some instances these measures have been taken by subordinate officers of Sub-Commissions speaking perhaps to subordinate officials of the Italian Government. But the effect has been the same - and is unfortunate. The Italians presume that every member of the Commission speaks with the authority of the Chief Commissioner and they suffer, in their estimation, from a multiplicity of masters, and the application of conflicting policies of "advice" and "control".

3. In future, therefore, Vice Presidents and Directors of Sub-Commissions will ensure that such formal advice as it may be necessary to convey to the Italian Government is given by Vice Presidents or their Deputies or by Directors of Sub-Commissions, to Ministers or Under-Secretaries. At lower levels officers should refrain from giving formal advice and should restrict their functions to verbal consultation and discussion, expressing informally and unofficially any advice which they may feel should be given and would have the complete approval of their Director or Vice President. Generally speaking, in all their dealings with members of the Italian Government on matters affecting Italian Government territory, officers must act with diplomacy and tact rather than as mentors or

Declassified E.O. 12356 Section 3.3/NND No. 785021

following paragraph:

"The Staff of Allied Commission Headquarters should occupy itself primarily with consultation and advice to the Italian Government at high levels."

2. Experience during the last six months has shown that whereas officers in the field have been careful to avoid executive action or speech with officials of the Provincial governments, there has been a tendency at HQ for officers in the Sub-Commissions to forget that the dropping of the "C" from A.C.C. was intended to convert the relations between the Allied Commission and the Italian Government to those of adviser (and provider of supplies) on the one hand and of a sovereign government on the other. I have heard reports of discussions and conferences which lead me to think that more forceful measures than advice have been used to persuade - if indeed not to compel - the Italian Government to accept the views of the Allied Commission and come into line. In some instances these measures have been taken by subordinate officers of Sub-Commissions speaking perhaps to subordinate officials of the Italian Government. But the effect has been the same - and is unfortunate. The Italians presume that every member of the Commission speaks with the authority of the Chief Commissioner and they suffer, in their estimation, from a multiplicity of masters, and the application of conflicting policies of "advice" and "control".

3. In future, therefore, Vice Presidents and Directors of Sub-Commissions will ensure that such formal advice as it may be necessary to convey to the Italian Government is given by Vice Presidents or their Deputies or by Directors of Sub-Commissions, to Ministers or Under-Secretaries. At lower levels officers should refrain from giving formal advice and should restrict their functions to verbal consultation and discussion, expressing informally and unofficially any advice which they may feel should be given and would have the complete approval of their Director or Vice President. Generally speaking, in all their dealings with members of the Italian Government on matters affecting Italian Government territory, officers must act with diplomacy and tact rather than as mentors or governors. Only thus will the Italian Government learn to shoulder its responsibility.

Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copies to: Acting President
Political Advisers (2)
VP Establishment Section
Navy Sub-Commission
Land Forces Sub-Commission (MMIA)
Air Forces Sub-Commission
Public Relations Branch
Liaison Division.

file

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Txt. 376 HEADQUARTERS ALLIED COMMISSION MBT/vb
APO 394
Transportation Sub-Commission

432/19/Tn 1. 6th March, 1945.

SUBJECT: Allied Railway Board, Italy. 914

TO : Chairman, Allied Railway Board, Italy.
c/o AFHQ, G-4, (Mov & Tn).

1. Further to our letter 432/7/Tn 1, of the 6th February, 1945, the programme of railway requirements for the prevention of disease and unrest has now been completed and will be sent to the United States very shortly.

2. The larger twelve monthly programme for the development of industry generally, including transportation, is nearing completion, and this also should be sent to Washington during March. The items have been classified (a) those necessary for the prevention of disease and unrest, and (b) those necessary for the development of the primary economic life of the country.

3. Mr. Taylor, the Director of the Transportation Sub-Commission, is returning to Washington in order to assist with the presentation of these programmes in the proper quarters.

For the Chief Commissioner:

A.B. THOMAS, Colonel,
Deputy Director.

cc:
Director, MTB.
General Director, ISH.
Rail Division, Tn S/C, AC.

Declassified E.O. 12356 Section 3.3/NND No. 185021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MET/hl

Tel: 376

432/17/TN 1

16 Mar. '45

SUBJECT: Cement

TO : Major Street
Major Richardson

913

1. At the meeting of the Allied Railway Board yesterday, some discussion took place regarding the method of allocating cement to construction works sponsored by AC. As I understood it, the following was decided:

a) that AC should examine projects put forward by the Italian State Railways and should consider them from the point of view of developing the primary economic life of the country; for such construction as we approve, we should establish a priority number and the priority list should be revised periodically.

b) The Military Railway Service will allocate cement to works of essential military need.

c) The Military Railway Service will then advise the Construction Sub-Committee of the Allied Railway Board what cement is left over each month for AC projects. It would then be for AC to use this cement in accordance with the priority determined in para. 1.

When the actual minutes of the Board are issued, I would like to discuss the question further with Major Street and Major Richardson.

M.B. THOMAS, Colonel,
Deputy Director.

Declassified E.O. 12356 Section 3.3/NND No. 185021

UNRESTRICTED

Txt. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ABT/eh

GRIa/Tn 1

22 January 1945

SUBJECT: Allied Railway Board, Italy

TO : Finance Sub-Commission
Attention: Colonel Crawshaw

1. At a meeting of the Allied Railway Board, Italy, held on 18 January, Colonel Crawshaw's name was given as our representative on the Finance Sub-Committee of the Railway Board; this was in accordance with the arrangement previously made with Colonel Crawshaw.

2. The Chairman of the Sub-Committee will be Lieut. Colonel L. Pennell, who is the Finance Officer on the staff of the Director General, Military Railways Service. If necessary a railway officer from this Sub-Commission can accompany Colonel Crawshaw to meetings: Major A. C. Ping or Captain C. F. Wyatt have been nominated.

3. The attached sheet shows the work which will be covered by the Finance Sub-Committee.

A. E. THOMAS, Colonel
Deputy Director, Tn S/C

1 Incl:
Cy para 1 of "Working Sub-Committees and their terms of reference"

cc:
Rail Division, Tn S/C (Major Ping)
Admin. Div., Tn S/C (Capt. Wyatt)

912

Declassified E.O. 12356 Section 3.3/NND No. 185021

File

Tel. 376 HEADQUARTERS ALLIED COMMISSION MBT/eh
APO 394
TRANSPORTATION SUB-COMMISSION

GRls/Tn 1 19 January 1945

SUBJECT: Meeting of Allied Railway Board, ITALY

TO : Planning Staff, Tn.

1. The first meeting of the Allied Railway Board, Italy, was held yesterday; it comprises representatives of AC, the Italian State Railways and the Director of Military Railways under AFHQ chairmanship.

2. Meetings will be held monthly on the third Thursday of each month and it has been agreed that the Board shall be kept informed regarding long term planning for railway rehabilitation. Such planning is primarily a responsibility for AC and will at present assist in provisioning for plant, materials and transport. It is not proposed to go into details at Board meetings, but they do require to have just a brief report of what is happening.

3. Will Planning Staff (Major Richardson) please prepare the necessary report in collaboration with the Rail Division and submit it to the Director on the Monday preceding the second Thursday in each month. The report has to be circulated to the members of the Board to reach them before the second Thursday in each month.

M. B. THOMAS, Colonel
Deputy Director, Tn S/C

cc: Rail Division

911

MINUTES OF NINTH MEETING
OF
ALLIED RAILWAY BOARD

Held in Office of DMRS, ITALY
on 20 Sep 45

PRESENT: Col. F.E.B. GIRLING G-4 (Mov & Tn) AFHQ (Acting Chairman)

MRS			
Brigadier	E.D.	Waghorn	DMRS
Colonel	W.P.	Wilson	DDMRS
Colonel	C.H.	Barnatt	DD Tn (Org)
Colonel	W.L.	Topham	DD Tn (Mech)
Lt. Col.	A.W.	McMurdo	ADTn (Constr)
Lt. Col.	L.C.	Pannell	ADTn (Finance)
Lt. Col.	D.R.H.	Chaplin	ADTn (Stores)
Lt. Col.	W.A.G.	Suddaby	ADTn (Operations)
AFHQ			
Colonel	K.D.	McKenzie	COT
Lt. Col.	F.L.	Jagger	G-4 (Mov & Tn)
Major	T.L.	Beagley	G-4 (Mov & Tn)
1st Lt.	G.T.	Simpson (Jr)	OCOT
Allied Commission			
Colonel	P.D.G.	Buchanan	Chief Movement Division
Lt. Col.	L.M.	Cooper	Movements Div Tn Sub Commission
Major	C.F.	Constable	Movements Div Tn Sub Commission
Mr	R.P.	Moss	Chief, Rail Div Tn Sub Commission
Major	A.C.	Ping	Rail Div Tn Sub Commission
MMLA			
Captain	The Lord Westbury		Movements Liaison Officer
SMRE			
Lt. Col.	C.	Simonetti	Dep Chief Transport Officer
ISR			
General	G. di	Raimondo	Director General
Ing.	E. Lo	Cigno	Chief, Engineering Dept
Ing.	G.	Caliendo	Aid to Director General
Ing.	C.	Biondo	Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Section
Ing.	G.	Corbellini	Chief, Traction Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.

60. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were adopted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt. Col.	D.R.M.	Chaplin	ADTn (Operations)
Lt. Col.	W.A.G.	Suddaby	

AFHQ			
Colonel	K.D.	McKenzie	CCT
Lt. Col.	F.L.	Jagger	G-4 (Mov & Tn)
Major	T.L.	Beagley	G-4 (Mov & Tn)
1st Lt.	G.T.	Simpson (Jr)	CCCT

Allied Commission			
Colonel	P.D.G.	Buchanan	Chief Movement Division
Lt. Col.	L.M.	Cooper	Movements Div Tn Sub Commission
Major	C.F.	Constable	Movements Div Tn Sub Commission
Mr	R.P.	Moss	Chief, Rail Div Tn Sub Commission
Major	A.C.	Ping	Rail Div Tn Sub Commission

MMIA			
Captain	The Lord Westbury		Movements Liaison Officer

SMRE			
Lt. Col.	C.	Simonetti	Dep Chief Transport Officer

ISR			
General	G. di	Raimondo	Director General
Ing.	E. Lo	Cigno	Chief, Engineering Dept
Ing.	G.	Caliendo	Aid to Director General
Ing.	C.	Biondo	Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Section
Ing.	G.	Corbellini	Chief, Traction Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.

60. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were adopted.

(a) Minute 52 (a) Output of Lignite Mines

The Chairman stated he had no further information on this subject.

AC stated that the line principally concerned was Line 65 North of AREZZO, reconstruction of which was being impeded and had practically stopped due to shortage of gasoline and cement. The cement is available but it is impossible to obtain the necessary bags to move it in, there being required in the neighbourhood of 300,000 bags per month.

The ISR and AC to handle with the Minister of Commerce and Industry in an effort to obtain the necessary bags.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Minute 52 (b) Payment by ISR for repair of Rolling Stock by Private Firms.

This matter dealt with by Finance Sub-Committee.

(c) Minute 52 (c) Future Provision of Railway Equipment

Brigadier Fellowes made the statement, at the last meeting, that a decision was needed from a higher level. The Chairman stated the disease and unrest clause no longer applies, as with the end of hostilities in GERMANY and JAPAN this responsibility was passed to the Italian Government.

CONSIDERATION OF MINUTES OF SUB COMMITTEE MEETINGS

61. STORES SUB COMMITTEE

Approved.

62. TRAFFIC SUB COMMITTEE

Approved.

63. FINANCE SUB COMMITTEE

Approved.

64. CONSTRUCTION SUB COMMITTEE

No meeting held.

Minute 56 (b) Timber for SPEZIA - GENOA Line

The Chairman asked about the progress in connection with this line. Mr. Moss advised that there is no complaint on shortage of timber, but gasoline is still a problem.

65. EQUIPMENT SUB COMMITTEE

DD Tn Mech stated that no final decision has yet been reached in regard to Epuration of ISR Engineers Cuttica and Rebuffi, and that their presence is most definitely required by the Equipment Section of the ISR.

Major PING advised that in response to inquiry by AC they received a reply from the Epuration Committee, and AC has further advised the Epuration Committee that the steps taken are not sufficient to meet the needs and requested special steps to be taken and report made as soon as possible.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Italian Government.

CONSIDERATION OF MINUTES OF SUB COMMITTEE MEETINGS

61. STORES SUB COMMITTEE

Approved.

62. TRAFFIC SUB COMMITTEE

Approved.

63. FINANCE SUB COMMITTEE

Approved.

64. CONSTRUCTION SUB COMMITTEE

No meeting held.

Minute 56 (b) Timber for SPEZIA - GENOA Line

The Chairman asked about the progress in connection with this line. Mr. Moss advised that there is no complaint on shortage of timber, but gasoline is still a problem.

65. EQUIPMENT SUB COMMITTEE

DD Tn Mech stated that no final decision has yet been reached in regard to Epuration of ISR Engineers Cuttica and Rebuffi, and that their presence is most definitely required by the Equipment Section of the ISR.

Major PING advised that in response to inquiry by AC they received a reply from the Epuration Committee, and AC has further advised the Epuration Committee that the steps taken are not sufficient to meet the needs and requested special steps to be taken and report made as soon as possible.

Mr. MOSS stated that he was anxious to turn this matter over to the Civil Affairs for handling, inasmuch as AC and MRS were no longer vitally concerned in it, and he could see no reason why a technical part of the AC should handle this matter. DMRS, and DGISR agreed with Mr. MOSS on this position.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Census of Rolling Stock in ex SHAEF

Mr. MOSS stated that AC has written to EGITO but as yet have received no reply.

General Di RAIMONDO stated that the ISR has received communication from the Foreign Minister that EGITO has decided to have a census in all countries where they have an organisation. RUSSIA has agreed to take part in this census.

AD Tn (Moch) stated he has written to G-4 AFHQ in regard to 49 steam locos ISR loaned to HUNGARY. It was announced that instructions have been requested from War Office, LONDON, and a reply is awaited.

(c) Ferry Boat REGGIO

Director General, ISR advised that ferry boat REGGIO will be repaired in the PALERMO Shop Yards.

Ferry boat Villa San Giovanni is running now.

Ferry boat MESSINA will come into service by the end of September.

Ferry boat SHILLA has been lifted up and all engines found in order and should be in service by June 1946.

OTHER BUSINESS

66. Chairmanship of Committees of the Board

Matter deferred. No discussion had.

67. Boots and Clothing for ISR

Chairman stated that a certain number of gas capes are to be made available for civilian employees of British forces and this Theater allotment will be made shortly. ISR to come in on these.

Mr. MOSS stated that certain items of clothing have been made available to the Minister of Commerce and that the Minister of Transport has written to the Minister of Commerce requesting an allotment for the ISR employees.

68. Discontinuance of Bidding System in Southern ITALY

Minute (b) of Traffic Sub-Committee approved and bidding system for Civil Traffic in Southern ITALY will be withdrawn. Military traffic will move under PGM programme as at present.

69. Recovery and Distribution of dispersed ISR Stores in Northern ITALY

Declassified E.O. 12356 Section 3.3/NND No. 785021

AD Tn (Mech) stated he has written to [illegible] steam locos ISR loaned to HUNGARY. It was announced that instructions have been requested from War Office, LONDON, and a reply is awaited.

(o) Ferry Boat REGGIO

Director General, ISR advised that ferry boat REGGIO will be repaired in the PALERMO Shop Yards.

Ferry boat Villa San Giovanni is running now.

Ferry boat MESSINA will come into service by the end of September.

Ferry boat SHILLA has been lifted up and all engines found in order and should be in service by June 1946.

OTHER BUSINESS

66. Chairmanship of Committees of the Board

Matter deferred. No discussion had.

67. Boots and Clothing for ISR

Chairman stated that a certain number of gas capes are to be made available for civilian employees of British forces and this Theater allotment will be made shortly. ISR to come in on these.

Mr. MOSS stated that certain items of clothing have been made available to the Minister of Commerce and that the Minister of Transport has written to the Minister of Commerce requesting an allotment for the ISR employees.

68. Discontinuance of Bidding System in Southern ITALY

Minute (b) of Traffic Sub-Committee approved and bidding system for Civil Traffic in Southern ITALY will be withdrawn. Military traffic will move under PCM programme as at present.

69. Recovery and Distribution of dispersed ISR Stores in Northern ITALY

AD Tn Stores stated that he is not at all satisfied with the progress being made in sorting ISR stores or the establishment of centralized control. Dispersed Stores are being recovered at slow rates and no details of the stock recovered are reaching the stores people at RCME. The situation in the North is out off from control at RCME and this control must exist if the Stores organisation is to function properly.

909

Declassified E.O. 12356 Section 3.3/NND No. 785021

ISR states this matter is of a technical and political nature and is rather difficult to circumvent in a short period. However the Central Office is doing the best it can to get slowly but surely the control of all the activities and stores in North ITALY.

The Chairman stressed to Director General, after much discussion, the importance of getting the Stores situation organised and controlled so that an efficient functioning organisation can be had.

70. Sorting and Inventorying Materials in Depots and Dumps

Mr. MOSS stated that there would be a directive issued by G-5, AFHQ, within the next ten days or two weeks to the effect that as quickly as a count was made of depots and dumps they would be turned over to the Italian Government for disposal. The ISR is to act as agent of the Italian Government on this matter and the Stores Section of the ISR is to handle this job. At present, AD Tn Stores feels that the ISR Stores Section is not capable of handling their present work, without this additional assignment.

It was agreed that no action would be taken until this directive is issued.

71. Local purchases ISR, Northern ITALY

AD Tn Stores stated that at the last meeting of the Stores Sub-Committee it was agreed to establish two Stores Committees, one for the Northeast and one for the Northwest. Evidently this organisation has not been put into effect. Has Ing. ROLLA the necessary staff to carry out the functions assigned to him?

Ing. BRACCI stated that Ing. ROLLA has the staff, and is in contact with this Headquarters, and local purchases with the VERONA and MILAN Delegation. He is putting up two offices, one technical and one administrative and as orders are received from ROME HQ they get in touch with the local industries, manufacturers, etc., and advise ROME what can be obtained or accomplished.

After much discussion the Chairman stressed to General di RAIMONDO the importance of the Stores Section of the Italian State Railways, and drew his attention to the apparent looseness of the present organization.

72. Long Term Requirements

AD Tn Stores stated that requisitions for long term requirements have been placed through American military and appeal from WASHINGTON has been received that all possible reductions in demands be made. He then asked the ISR to produce as quickly as possible stock list of critical items

Declassified E.O. 12356 Section 3.3/NND No. 785021

Mr. MOSS stated that there would be a directive issued by G-5, AFHQ, within the next ten days or two weeks to the effect that as quickly as a count was made of depots and dumps they would be turned over to the Italian Government for disposal. The ISR is to act as agent of the Italian Government on this matter and the Stores Section of the ISR is to handle this job. At present, AD Tn Stores feels that the ISR Stores Section is not capable of handling their present work, without this additional assignment.

It was agreed that no action would be taken until this directive is issued.

71. Local purchases ISR, Northern ITALY

AD Tn Stores stated that at the last meeting of the Stores Sub-Committee it was agreed to establish two Stores Committees, one for the Northeast and one for the Northwest. Evidently this organisation has not been put into effect. Has Ing. ROLLA the necessary staff to carry out the functions assigned to him?

Ing. BRACCI stated that Ing. ROLLA has the staff, and is in contact with this Headquarters, and local purchases with the VERONA and MILAN Delegation. He is putting up two offices, one technical and one administrative and as orders are received from ROME HQ they get in touch with the local industries, manufacturers, etc., and advise ROME what can be obtained or accomplished.

After much discussion the Chairman stressed to General di RAIMONDO the importance of the Stores Section of the Italian State Railways, and drew his attention to the apparent looseness of the present organization.

72. Long Term Requirements

AD Tn Stores stated that requisitions for long term requirements have been placed through American military and appeal from WASHINGTON has been received that all possible reductions in demands be made. He then asked the ISR to produce as quickly as possible stock list of critical items which they consider could be offset against the demands made on American military. This was two months ago. Ing. BRACCI has been unable to produce anything at all due to lack of communications.

Matter again brought to Ing. Di RAIMONDO's attention by the Chairman and the importance of straightening out the Stores Section was stressed.

F.E.B. GIRLING, Col Q(M)
A/DQMG (Mov & Tn).

DISTRIBUTION OVERLEAF/

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

DISTRIBUTION/

External

DQMG (Mov & Tn)
Col Q(M)
QMT (2)
Mov 3 (2)
DMRS Rep
TN (B)
Mov 1/6

External

DMRS Italy (20) incl copies for Dist to ISR

HQ Allied Commission (6)
HQ Mov North Italy (2)
Mov Rear BTA
Mov XIII Corps
MOV LO MMIA
Tn (B) Main Rome
SMRE MMIA
Mov Ancona
Mov Rome
Mov Naples
Mov Nari
Mov Taranto
Secretary General Provisional
Organisation for European Inland Transport,
Berkeley Square House,
Berkeley Square, LONDON W.1 (2 copies)

MINUTES OF EIGHTH MEETING
OF
ALLIED RAILWAY BOARD

Held in Office of DMRS, ITALY
on 16 Aug 45

PRESENT: Brigadier R.W.L. Fellowes, Brig Q(M) Mov & Tn AFHQ

MRS			
Brigadier	R.D.	Waghorn	DMRS
Colonel	W.P.	Wilson	DDMRS
Colonel	J.	Ratter	DDTn (Constr)
Colonel	C.H.	Barnett	DDTn (Org)
Colonel	W.L.	Topham	DDTn (Mech)
Lt. Col.	L.C.	Pannell	ADTn (Finance)
Lt. Col.	D.R.H.	Chaplin	ADTn (Stores)
Lt. Col.	W.A.G.	Suddaby	ADTn (Operations)
Major	D.H.	Reynolds	DADTn (Stores)
AFHQ			
Major	M.A.	Reniok	Tn (A) Rail Section
Allied Commission			
Mr.	F.	Upman	Director Tn Sub Commission
Colonel	M.B.	Thomas	Deputy Director Tn Sub Commission
Colonel	P.D.G.	Buchanan	Chief Movement Division
Lt. Col.	J.W.	Baker	Movements Div Tn Sub Commission
Major	C.R.	Worthington	Movements Div Tn Sub Commission
Mr.	R.P.	Moss	Chief Rail Div Tn Sub Commission
Major	A.C.	Ping	Rail Div Tn Sub Commission
MMIA			
Captain	W.A.A.	Evans	Movements Liaison Officer
SMRE			
Colonel	O.	Bogliaccino	Chief Transport Officer
ISR			
General	G. di	Raimondo	Director General
Ing.	E. Lo	Cigno	Chief, Engineering Dept.
Ing.	G.	Caliendo	Aid to Director General
Ing.	C.	Biondo	Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Dept.
Ing.	G.	Corbellini	Chief, Traction Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.
Captain	J.A.K.	Gray	Secretary

The Chairman welcomed Mr. Upman, who has succeeded Mr. M.H. Taylor

Declassified E.O. 12356 Section 3.3/NND No. 785021

Colonel	W.L.	Topham	DDTn (Mech)
Lt. Col.	L.C.	Pannell	ADTn (Finance)
Lt. Col.	D.R.H.	Chaplin	ADTn (Stores)
Lt. Col.	W.A.G.	Suddaby	ADTn (Operations)
Major	D.H.	Reynolds	DADTn (Stores)
AFHQ			
Major	M.A.	Roniok	Tn (A) Rail Section
Allied Commission			
Mr.	F.	Upman	Director Tn Sub Commission
Colonel	M.B.	Thomas	Deputy Director Tn Sub Commission
Colonel	P.D.G.	Buchanan	Chief Movement Division
Lt. Col.	J.W.	Baker	Movements Div Tn Sub Commission
Major	C.R.	Worthington	Movements Div Tn Sub Commission
Mr.	R.P.	Moss	Chief Rail Div Tn Sub Commission
Major	A.C.	Ping	Rail Div Tn Sub Commission
MMIA			
Captain	W.A.A.	Evans	Movements Liaison Officer
SMRE			
Colonel	O.	Bogliaccino	Chief Transport Officer
ISR			
General	G. di	Raimondo	Director General
Ing.	E. Lo	Cigno	Chief, Engineering Dept.
Ing.	G.	Caliendo	Aid to Director General
Ing.	C.	Biondo	Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Dept.
Ing.	G.	Corbellini	Chief, Traction Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.
Captain	J.A.K.	Gray	Secretary

The Chairman welcomed Mr. Upman, who has succeeded Mr. M.H. Taylor as Director Tn Sub Commission.

52. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were adopted; minute 46 (a) to read as amended.

(a) Minute 45 (f) Output of Lignite Mines

The Chairman regretted that he had no further information on the question of derequisitioning material, but undertook to pursue the matter further.

937

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Minute 48 (a) Payment by ISR for repair of Rolling Stock by Private Firms.

ADTn stated that satisfactory progress had been made during the month.

(c) Minute 51 Future Provision of Railway Equipment

DMRS stated that the responsibilities of Sub Committees had been laid down in minute 35 (for the meeting held on 15 May), MRS could therefore only undertake to provide details of such surplus stores and equipment as would be available, when War Office and War Department, Washington, had declared their policy. Requirements under "Disease and Unrest" had now been covered.

Mr. Moss suggested that it was perhaps premature for MRS to be relieved of all their responsibilities under the "Disease and "Unrest" clause.

The Chairman agreed that a decision on this was needed from a higher level. He promised, therefore, to take the matter up at AFHQ, so that an order might be published clearly defining the present position.

CONSIDERATION OF MINUTES OF SUB COMMITTEE MEETINGS

53. STORES SUB COMMITTEE

(a) Minute 65 Recovery and Distribution of dispersed ISR Stores in Northern ITALY.

Director ISR said that instructions had been given to the Stores representatives in the North to expedite the recovery of dispersed stores. There were, however, certain difficulties of control, as some of the stores were open to stealing and others to removal under requisition. The work of cataloguing was proceeding, but it was a slow job.

AD Tn (Stores) said that he was not yet satisfied that the work was being pressed energetically enough. He wanted to have concrete evidence of the steps actually taken to recover dispersed stores.

The Chairman concluded the discussion with a request to the ISR to submit full information to the Stores Sub Committee, including the fullest details of the difficulties of control referred to.

(b) Minute 71 ISR Local Purchases, Northern ITALY

Director General ISR stated that no Central Coordinating Commission had yet been set up, and he felt that the existing

Declassified E.O. 12356 Section 3.3/NND No. 785021

could therefore only undertake to provide details of such surplus stores and equipment as would be available, when War Office and War Department, Washington, had declared their policy. Requirements under "Disease and Unrest" had now been covered.

Mr. Moss suggested that it was perhaps premature for MRS to be relieved of all their responsibilities under the "Disease and "Unrest" clause.

The Chairman agreed that a decision on this was needed from a higher level. He promised, therefore, to take the matter up at AFHQ, so that an order might be published clearly defining the present position.

CONSIDERATION OF MINUTES OF SUB COMMITTEE MEETINGS

53. STORES SUB COMMITTEE

(a) Minute 65 Recovery and Distribution of dispersed ISR Stores in Northern ITALY.

Director ISR said that instructions had been given to the Stores representatives in the North to expedite the recovery of dispersed stores. There were, however, certain difficulties of control, as some of the stores were open to stealing and others to removal under requisition. The work of cataloguing was proceeding, but it was a slow job.

AD Tn (Stores) said that he was not yet satisfied that the work was being pressed energetically enough. He wanted to have concrete evidence of the steps actually taken to recover dispersed stores.

The Chairman concluded the discussion with a request to the ISR to submit full information to the Stores Sub Committee, including the fullest details of the difficulties of control referred to.

(b) Minute 71 ISR Local Purchases, Northern ITALY

Director General ISR stated that no Central Coordinating Commission had yet been set up, and he felt that the existing system of committees in each compartimento resulted in better and quicker action.

AD Tn (Stores) explained that his recommendation requiring the establishment of a centralised body to control and coordinate local purchase and distribution has arisen as a result of:

(i) Lack of ISR Stores organisation in the Northern Provinces
(ii) The need for a Stores authority to study the interests of the whole ISR system as opposed to local interests.
(iii) Knowledge of resources in Northern ITALY which were not yet being exploited by the ISR, to reduce their demands upon Allied Resources.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Mr. Moss said that from the AC standpoint it was desirable to have an organisation in MILAN which could coordinate stores matters for the delegations of VERONA and MILAN.

It was finally agreed:-

"The Board consider it desirable to establish two Stores Committees one for the North-East and one for the North-West. These Committees shall have their Headquarters in MILAN and shall between them form an ISR Stores Purchasing and Co-ordinating Commission. This would be under the direction and control of HQ Stores Dept ISR ROME and not under authority of the Chiefs of the VERONA and MILAN delegations. ISR are to submit proposals for implementing this decision at the next meeting of the Stores Sub Committee".

It was pointed out that this was a temporary measure dictated largely by lack of communications and the need for ISR to make the greatest possible use of the local resources of ITALY.

(c) Handing over of MRS Stores

AD Tn referred to the policy laid down in the letter from Q(AE) AFHQ. This clearly stated that AC must demand only through CC AC and could not seek to establish any prior claim on stores now lying in MRS depots.

MRS would inform AC ITALY of such Tn supply stores as were being considered for disposal, to enable them to submit bids through MRS for consideration by Ministry of Supply, or FEA, according to their origin, if such stores were declared globally surplus to military requirements. MRS undertook to make recommendations, wherever possible, to assist AC ITALY.

AC agreed that the position was clear.

5b

TRAFFIC SUB COMMITTEE

(a) Minute (a) Minutes of Allied Railway Board

The Chairman assured that the point was fully appreciated.

(b) Minute (b) Introduction of Civilian Passenger Service in North ITALY.

The Chairman explained that G-4 (Mov & Tn) AFHQ must give their consent before any new services were introduced, because the picture was constantly changing, and it would be undesirable to have to cancel a service that had already been introduced.

DDMRS pointed out that AFHQ were represented on the Sub Committee and that it was essential for the powers granted by minute 46 (a) to

Declassified E.O. 12356 Section 3.3/NND No. 785021

meeting of the Stores Sub Committee".

It was pointed out that this was a temporary measure dictated largely by lack of communications and the need for ISR to make the greatest possible use of the local resources of ITALY.

(c) Handing over of MRS Stores

AD Tn referred to the policy laid down in the letter from Q(AE) AFHQ. This clearly stated that AC must demand only through CC AC and could not seek to establish any prior claim on stores now lying in MRS depots.

MRS would inform AC ITALY of such Tn supply stores as were being considered for disposal, to enable them to submit bids through MRS for consideration by Ministry of Supply, or FEA, according to their origin, if such stores were declared globally surplus to military requirements. MRS undertook to make recommendations, wherever possible, to assist AC ITALY.

AC agreed that the position was clear.

5/m

TRAFFIC SUB COMMITTEE

(a) Minute (a) Minutes of Allied Railway Board

The Chairman assured that the point was fully appreciated.

(b) Minute (b) Introduction of Civilian Passenger Service in North ITALY.

The Chairman explained that G-4 (Mov & Tn) AFHQ must give their consent before any new services were introduced, because the picture was constantly changing, and it would be undesirable to have to cancel a service that had already been introduced.

DDMRS pointed out that AFHQ were represented on the Sub Committee and that it was essential for the powers granted by minute 46 (a) to remain unimpaired in the future.

The Chairman agreed, since no services would be established till the consent of the Traffic Sub Committee had been obtained. All the services already proposed were noted and approved.

(c) Facilities for Conveyance of small consignments by Rail

DDMRS asked if satisfactory arrangements existed for conveying small consignments from all stations.

Lt. Col. Baker stated that facilities did exist and were adequately advertised.

Declassified E.O. 12356 Section 3.3/NND No. 785021

55. FINANCE SUB COMMITTEE

ADTn (Finance) said that there were no new points to raise before the Board.

(a) Minute 43. Railway Freight Charges in connection with Wheat for AUSTRIA.

ISR were informed that this question was still under discussion.

56. CONSTRUCTION SUB COMMITTEE

(a) DDTn (Constr) said that there had been no further meeting: no questions of policy had arisen and everything was being dealt with satisfactorily, as it arose.

He reminded the Board of the skeleton plan drawn up in May: this had been completed within the last few days. Little work, therefore, remained to be done under military arrangements:-

(i) The two links into FRANCE by the Mont CENIS and the VENTIMIGLIA routes.
(ii) Temporary structures to open the BOLOGNA PADUA line; these would in no way interfere with ISR permanent reconstruction.
(iii) It was probably that some troops might have to be used on the tasks of making line 65 safe for winter conditions. Contractors were still experiencing delays in obtaining material and transport to site. Similar urgent work might have to be undertaken elsewhere too.

(b) Timber for SPEZIA - GENOA Line

Director General ISR asked if this timber had yet been released. It was pointed out that this was purely an AC/ISR matter; neither the Construction nor Stores Sub Committee had been concerned with the line.

DDTRS stated, however, that PBS had matter in hand,

57 EQUIPMENT SUB COMMITTEE

(a) Minute 3. Epuration - ISR Engineers CANTUTTI, CUTTICA and REBUFFI

DD Tr. (Mech) said that he had raised the point, as an early decision was required one way or the other.

Col. Thomas undertook to exercise the necessary pressure.

(b) (i) Minute 8 Census of Rolling Stock in ex SHAEF

DD Tr (Mech) explained that the French had asked for details of their stock in ITALY, and he felt it was necessary to make similar enquiries about ISR stock in other countries.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(a) DDTn (Constr) said that there had been no further meeting: no questions of policy had arisen and everything was being dealt with satisfactorily, as it arose.

He reminded the Board of the skeleton plan drawn up in May: this had been completed within the last few days. Little work, therefore, remained to be done under military arrangements:-

(i) The two links into FRANCE by the Mont CENIS and the VENTIMIGLIA routes.
(ii) Temporary structures to open the BOLOGNA PADUA line; these would in no way interfere with ISR permanent reconstruction.
(iii) It was probably that some troops might have to be used on the tasks of making line 65 safe for winter conditions. Contractors were still experiencing delays in obtaining material and transport to site. Similar urgent work might have to be undertaken elsewhere too.

(b) Timber for SPEZIA - GENOA Line

Director General ISR asked if this timber had yet been released. It was pointed out that this was purely an AC/ISR matter; neither the Construction nor Stores Sub Committee had been concerned with the line.

DDTRS stated, however, that FBS had matter in hand,

5) EQUIPMENT SUB COMMITTEE

(a) Minute 3. Epuration - ISR Engineers CANTUTTI, CUTTICA and REBUFFI

DD Tn (Mech) said that he had raised the point, as an early decision was required one way or the other.

Col. Thomas undertook to exercise the necessary pressure.

(b) (i) Minute 8 Census of Rolling Stock in ex SHAEF

DD Tn (Mech) explained that the French had asked for details of their stock in ITALY, and he felt it was necessary to make similar enquiries about ISR stock in other countries.

AD Tn (Stores) stated that the matter was in hand with AFHQ; G-4 (Mov & Tn) had promised to refer the matter to ECITO in PARIS.

Col. Thomas said that other similar requests had been received and these had been deferred for action by ECITO, although no decision had yet been reached as to ITALY's membership,

Agreed: AC will write to ECITO as another step towards obtaining the desired information.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(ii) Marking of Foreign Rolling Stock by ISR

This question was raised by the Chairman.

DD Tn (Mech) informed the Board that foreign wagons had previously been renumbered to avoid possible confusion. This practice had now ceased and the present ruling was that there should be no renumbering or marking of any sort by ISR.

(c) Minute 10. Ferryboat "REGGIO"

DMRS said this was a matter of importance.

DD Tn (Mech) stated that DD Tn (Docks) had taken the question up with the Royal Navy and that the matter would be pressed.

OTHER BUSINESS

58. Chairmanship of Committees of the Board

DMRS raised this as a point that would shortly need attention. As military interests declined he felt that the chairmanship of the Board and the Sub Committees should pass to AC.

The Chairman said that this question would be raised at the next meeting.

59. Boots and Clothing for the ISR

DMRS referred to the struggle he had had last year to obtain boots and clothing for the ISR. Unless strenuous efforts were again made, sickness and inability to face winter conditions might make serious inroads into the numbers of available men, and thus interfere with military traffic.

It was now a matter for ISR to take up with the Italian Government, and the Director General was anxious to obtain supply from stocks frozen in Northern ITALY.

Director Tn Sub Commission said that he had passed the latter question to the appropriate Commission, and no further action could be taken at present.

The Chairman stated that AFHQ would be able to give little, if any, assistance this year, but undertook to look into the possibility of supplying anti-gas capes as protection against rain.

F.E.B. GIRLING, Col Q(M)
A/DQMG (Mov & Tn).

DISTRIBUTION:

External

Declassified E.O. 12356 Section 3.3/NND No. 785021

With the Royal Navy and [illegible]

OTHER BUSINESS

58. Chairmanship of Committees of the Board

DMRS raised this as a point that would shortly need attention. As military interests declined he felt that the chairmanship of the Board and the Sub Committees should pass to AC.

The Chairman said that this question would be raised at the next meeting.

59. Boots and Clothing for the ISR

DMRS referred to the struggle he had had last year to obtain boots and clothing for the ISR. Unless strenuous efforts were again made, sickness and inability to face winter conditions might make serious inroads into the numbers of available men, and thus interfere with military traffic.

It was now a matter for ISR to take up with the Italian Government, and the Director General was anxious to obtain supply from stocks frozen in Northern ITALY.

Director Tn Sub Commission said that he had passed the latter question to the appropriate Commission, and no further action could be taken at present.

The Chairman stated that AFHQ would be able to give little, if any, assistance this year, but undertook to look into the possibility of supplying anti-gas capes as protection against rain.

F.E.R. GIRLING, Col Q(M)
A/DQMG (Mov & Tn).

DISTRIBUTION:

Internal

DQMG (Mov & Tn)
Col Q(M)
COT (2)
Mov 3 (2)
DMRS Rep
TN(B)
Mov 1/6

External

DMRS Italy (20) incl copies for Dist to ISR)

HQ Allied Commission (6)
HQ Mov North East Italy
HQ Mov North West Italy
Mov Rear BTA
Mov XIII Corps
Mov LO MMIA
TN(B) Main Rome
SMRE MMIA
Mov Ancona
Mov Rome
Mov Naples
Mov Bari
Mov Taranto

Secretary General Provisional
Organisation for European Inland
Transport,
Berkeley Square House,
Berkeley Square, LONDON W.I
(2 copies)

906

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tel. ROME 84STFI/5 (Firebox)
EXT 49

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subjects- Minutes of Seventh Meeting of Allied Railway Board. Tn.A.1/217.

To :- G-4 Mov & Tn, A.F.H.Q. 1 Aug 45.

Copy to:- Secretary, Capt. J.A.K.Gray.

Reference minute 46 (a) of the above meeting, the third para of which reads as follows:-

"Agreed. The Sub-Committee to examine all proposals in this light and recommend to G-4 (Mov & Tn) AFHQ such services as do not in any way interfere with military requirements. The line Bologna - Verona is already bid to full capacity for military traffic and there is little prospect of Rome - Milan services until the Po Bridge at Piacenza is repaired."

This does not represent the agreement reached concerning this matter, which was that:-

"The Traffic Sub-Committee would examine all proposals in this light and establish such services as do not in any way interfere with military requirements particularly as regards availability of stock, and line capacity."

It is essential that the minutes should represent accurately what was stated and agreed whatever amendments may be considered necessary subsequently.

I have shown the above draft to Brig. de Rhe Philipe who agrees with it.

Would you please have the necessary amendment issued as soon as possible.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Reference minute 46 (a) of the above meeting, the third para of which reads as follows:-

"Agreed. The Sub-Committee to examine all proposals in this light and recommend to G-4 (Mov & Tn) AFHQ such services as do not in any way interfere with military requirements. The line Bologna - Verona is already bid to full capacity for military traffic and there is little prospect of Rome - Milan services until the Po Bridge at Piacenza is repaired."

This does not represent the agreement reached concerning this matter, which was that:-

"The Traffic Sub-Committee would examine all proposals in this light and establish such services as do not in any way interfere with military requirements particularly as regards availability of stock, and line capacity."

It is essential that the minutes should represent accurately what was stated and agreed whatever amendments may be considered necessary subsequently.

I have shown the above draft to Brig. de Rhe Philipe who agrees with it.

Would you please have the necessary amendment issued as soon as possible.

(R.D.WAGHORN)
Brigadier.
Director, Military Railway Service,
Italy.

Copy to: Tn.Sub-Commission, A.C. (Rail Divn) - with reference to your AC/292/Tn.4 dated 30 July 45.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tn)

SUBJECT: Minutes of Seventh Meeting of ALLIED RAILWAY BOARD

MOV 3/311/1

10 AUG 45

1. - Reference your Tn A.1/217 of 1 AUG 45 I attach copy of the amendment issued today.

2. Notwithstanding this Minute 46 (a) as amended, no services will be put into operation until authority has been obtained from this Headquarters.

R.W.L. FELLOWES,
Brig Q (M),
for DQMG (Mov & Tn).

Copies to: Tn Sub-Commission AC (Rail Division)
Secretary ALLIED RAILWAY BOARD.

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED.

Subject :- Allied Railway Board - Italy.

Mov. L.O. DMRS.
Tel. 843495 or Firebox
Ext. 9386.

Ref:- MLO/I6A/I60
IO Aug 45.

To:-
Addressees as below.

Reference my MLO/I6A/I58 of 9 Aug 45.

Please note additional item on the agenda:-

(d) Marking of foreign rolling stock by I.S.R.

J.A.K. GRAY.,
Capt. R.E.
Secretary, Allied Railway Board.

DISTRIBUTION

AFHQ G-4 (Mov & Tn)	(3 copies)
DMRS, ITALY	(15 ")
Tn Sub-Commission, Allied Commission	(5 ")
Mov. L.O. MMIA	(2 ")
I.S.R.	(3 ")
Ufficio Transporto, S.M.R.E.	(2 ")

Declassified E.O. 12356 Section 3.3/NND No. 185021

Director of Military Operations

RESTRICTED.

Subject:- Allied Railway Board - Italy.

To:- Addressees as below.

Mov. L.O. DMRS.
Tel. 643495 or Firebox
Ext. 9386

Ref:- MLC/I6A/I58
9 Aug 45.

1. The Eighth Meeting of the Allied Railway Board, Italy, will take place at the offices of the Director, Military Railway Service, at 0930 hours on Thursday, 16 August, 1945.

2. The Agenda is as follows :-

(a) Consideration of Minutes of Last Meeting.

(b) Consideration of Sub-Committee's Minutes.

(c) Other Business.

(d) Working of Troop Trains shown by I.S.R.

3. Please acknowledge.

J.A.K. GRAY.,
Capt. R.E.
Secretary, Allied Railway Board.

DISTRIBUTION.

AFHQ. G-4 (Mov & Tn)	(3 copies)
DMRS. ITALY	(15 ")
Tn Sub-Commission, Allied Commission	(5 ")
Mov. L.O. MMIA	(2 ")
I.S.R.	(3 ")
Ufficio Trasporto, S.M.P.E.	(2 ")

902

MINUTES OF SEVENTH MEETING

OF

ALLIED RAILWAY BOARD

Held in Office of DMRS, ITALY

on 19 JUL 45

AMENDMENT:

Minute 46(a) of the above meeting is cancelled and the following substituted:

46 TRAFFIC SUB COMMITTEE

(a) Minute (b). Civilian Passenger Service RCME to MILAN

DMRS stressed the urgent need for this service to north and asked that authority be given to proceed with the arrangements.

The Chairman stated that the need was fully appreciated, but the prior claims of redeployment had still to be met. The Board, however, could now agree in principle to the establishment of new services, where stock was available.

AGREED. The Sub Committee to examine all proposals in this light and establish such services as do not in any way interfere with military requirements.

F. E. B. GIRLING,
Col Q(M) for
DQMG(Mov & Tn),
Chairman Allied Railway Board.

10 AUG 45
JG/EW

DISTRIBUTION:

Internal

DQMG (Mov & Tn)
Brig Q(M)
COT (2)
Mov 3 (2)
TN Main RCME
DMRS Rep

External

DMRS ITALY (20) (Incl copies for dist to ISR)
HQ Allied Commission (6)
HQ Mov North East Italy
HQ Mov North West Italy
HQ Mov Fifth Army (Br Incr)
HQ Mov Eighth Army
Mov LO MMLA
SMRE MMIA

Declassified E.O. 12356 Section 3.3/NND No. 785021

(a) Minute (b). Civilian Passenger Service ROME to MILAN

DMRS stressed the urgent need for this service to north and asked that authority be given to proceed with the arrangements.

The Chairman stated that the need was fully appreciated, but the prior claims of redeployment had still to be met. The Board, however, could now agree in principle to the establishment of new services, where stock was available.

AGREED. The Sub Committee to examine all proposals in this light and establish such services as do not in any way interfere with military requirements.

F. E. B. GIRLING,
Col Q(M) for
DQMG(Mov & Tn),
Chairman Allied Railway Board.

10 AUG 45
JG/EW

DISTRIBUTION:

Internal

DQMG (Mov & Tn)
Brig Q(M)
COT (2)
Mov 3 (2)
TN Main ROME
DMRS Rep

External

DMRS ITALY (20) (Incl copies for dist to ISR)
HQ Allied Commission (6)
HQ Mov North East Italy
HQ Mov North West Italy
HQ Mov Fifth Army (Br Incr)
HQ Mov Eighth Army
Mov LO MMIA
SMRE MMIA
Mov LO DMRS
Movements ROME
Movements NAPLES
Movements BARI
Movements TARANTO
Secretary General Provisional Organisation for
European Inland Transport,
Berkeley Square House,
Berkeley Square,
LONDON, W.1. (2)

901

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/ic

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

Tel. 843238
Ref. AC/292/Tn 4

30 July 45

SUBJECT : Civilian passenger service ROME to MILAN.

TO : Deputy Director,
Military Railway Service.

1. Reference is to Minute 46 a of Meeting of Allied Railway Board held 19 July 45.

2. It is not felt the decision recorded is a true record of the meeting. No statement was made by the Chairman that the Traffic Sub-Committee should make recommendation to G-4 (Mov & Tn) AFHQ in respect of civilian passenger train services.

3. There has been a tendency recently for AFHQ to hold enquiries and suspend action on decisions of the Traffic Sub-Committee, which is entirely against the intention of the functions of the Committee.

4. AFHQ is fully represented at the Traffic Sub Committee, and in accordance with the original decision to set up the Allied Railway Board and its Sub-Committees, the Traffic Sub-Committee has considerable powers invested in it to act in accordance with its decisions. Where decisions are not possible for any reason, the matter is referred to the Allied Railway Board.

5. The point we wish to make is, that if we can prove a track existing and stock available for the operation of a civil passenger service, there should be no reason to refer the question of the introduction of a civilian passenger service to G-4 Mov & Tn, especially when they have a representative present at Traffic Sub-Committee Meetings.

6. We are prepared to accept your statement as to whether a track exists or not, because you are responsible for train operation, but we do hope you will request amendment of the minute in order to give back to the Traffic Sub-Committee the powers it originally had, and which will be taken away from it if this minute stands as written. We recognise the Allied Railway Board as our supreme authority on such matters, but we do feel it should be made quite clear the Traffic Sub-Committee is not a subsidiary body of G4 Mov & Tn AFHQ.

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. It is not felt the decision recorded is a true record of the meeting. No statement was made by the Chairman that the Traffic Sub-Committee should make recommendation to G-4 (Mov & Tn) AFHQ in respect of civilian passenger train services.

3. There has been a tendency recently for AFHQ to hold enquiries and suspend action on decisions of the Traffic Sub-Committee, which is entirely against the intention of the functions of the Committee.

4. AFHQ is fully represented at the Traffic Sub Committee, and in accordance with the original decision to set up the Allied Railway Board and its Sub-Committees, the Traffic Sub-Committee has considerable powers invested in it to act in accordance with its decisions. Where decisions are not possible for any reason, the matter is referred to the Allied Railway Board.

5. The point we wish to make is, that if we can prove a track existing and stock available for the operation of a civil passenger service, there should be no reason to refer the question of the introduction of a civilian passenger service to G-4 Mov & Tn, especially when they have a representative present at Traffic Sub-Committee Meetings.

6. We are prepared to accept your statement as to whether a track exists or not, because you are responsible for train operation, but we do hope you will request amendment of the minute in order to give back to the Traffic Sub-Committee the powers it originally had, and which will be taken away from it if this minute stands as written. We recognise the Allied Railway Board as our supreme authority on such matters, but we do feel it should be made quite clear the Traffic Sub-Committee is not a subsidiary body of G4 Mov & Tn AFHQ.

Chief,
Rail Division.

909

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINUTES OF SEVENTH MEETING
OF
ALLIED RAILWAY BOARD

Held in Office of DMRS, ITALY
on 19 Jul 45

PRESENT: Brigadier A.T. de RHE Philipe, DQMG (Mov & Tn) AFHQ, in the chair

MRS			
Brigadier	R.D.	Waghorn	DMRS
Colonel	W.P.	Wilson	DDMRS
Colonel	E.L.	Parkes	DDTn (Org)
Colonel	J.	Ratter	DDTn (Constr)
Colonel	C.H.	Barnett	DDTn (Br) AFHQ
Colonel	W.L.	Topham	DDTn (Mech)
Lt. Col.	L.C.	Pannell	ADTn (Finance)
Lt. Col.	D.H.	Chaplin	ADTn (Stores)
Lt. Col.	W.G.	Suddaby	ADTn (Operations)
AFHQ			
Colonel	K.D.	Mackenzie	Chief of Tn (A)
Major	M.A.	Renick	Tn (A) Rail Section
Allied Commission			
Mr.	M.H.	Taylor	Director Tn Sub Commission
Colonel	M.B.	Thomas	Deputy Director Tn Sub Commission
Lt. Col.	J.W.	Baker	Acting Chief Movement Division
Lt. Col.	O.H.	Lindberg	Chief Rail Div, Tn Sub Commission
Major	A.C.	Ping	Rail Div Tn Sub Commission
Major	F.P.	Richardson	Planning Div, Tn Sub Commission
NMLA			
Capt.		The Lord Westbury	Movements Liaison Officer
SMRE			
Colonel	O.	Bogliaccino	Chief Transport Officer
ISR			
General	G. di	Raimondo	Director-General
Ing.	E. Lo	Cigno	Chief, Engineering Dept.
Ing.	G.	Caliendo	Aide to Director-General
Ing.	C.	Biondo	Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Dept.
Ing.	G.	Corbellini	Chief, Traction Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Colonel	E.L.	Parkes	DDTn (Constr)
Colonel	J.	Ratter	DDTn (Br) AFHQ
Colonel	C.H.	Barnett	DDTn (Mech)
Colonel	W.L.	Topham	ADTn (Finance)
Lt. Col.	L.C.	Pannell	ADTn (Stores)
Lt. Col.	D.H.	Chaplin	ADTn (Operations)
Lt. Col.	W.G.	Suddaby	
AFHQ			
Colonel	K.D.	Mackenzie	Chief of Tn (A)
Major	M.A.	Renick	Tn (A) Rail Section
Allied Commission			
Mr.	M.M.	Taylor	Director Tn Sub Commission
Colonel	M.B.	Thomas	Deputy Director Tn Sub Commission
Lt. Col.	J.W.	Baker	Acting Chief Movement Division
Lt. Col.	O.H.	Lindberg	Chief Rail Div, Tn Sub Commission
Major	A.C.	Ping	Rail Div Tn Sub Commission
Major	F.P.	Richardson	Planning Div, Tn Sub Commission
MMLA			
Capt.		The Lord Westbury	Movements Liaison Officer
SMRE			
Colonel	O.	Bogliaccino	Chief Transport Officer
ISR			
General	G. di	Raimondo	Director-General
Ing.	E. Lo	Cigno	Chief, Engineering Dept.
Ing.	G.	Caliendo	Aide to Director-General
Ing.	C.	Biondo	Chief, Movements Division
Ing.	G.	Dracci	Chief, Stores Dept.
Ing.	G.	Corbellini	Chief, Traction Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.
ECITO			
M.	Jean Levy		President
Professor	Handelink		Director General
Mr.	J.	Cahane	Secretary General
Capt.	J.A.K.	Gray	Secretary

The Chairman opened the meeting by welcoming the 3 representatives of ECITO, M. Jean Levy, President, Professor Handelink, Director-General, and Mr. J. Cahane, Secretary General, whom he had invited to come and watch the proceedings.

899

Declassified E.O. 12356 Section 3.3/NND No. 785021

45. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were adopted, after the following points had been raised.

(a) Minute 37 (a). Transport for ISR

It was reported that the delivery of vehicles was proceeding satisfactorily. DMRS referred to difficulties experienced in the supply of petrol, but action is being taken by AC to improve this.

(b) Minute 38 (b). Revision of Line Capacities and Allocation of Block Tonnages for Civil Traffic.

The Chairman stated that another meeting had been held on 18 Jul, but had been adjourned till 21 Jul, so that the details of a revised scheme might be worked out.

(c) Minute 39 (b). Mechanical Equipment

DDTn (Constr) said that, although AC had not yet received a full statement of requirements from ISR, the matter was satisfactorily in hand.

The Chairman said that there was no need for the Board to intervene now, but that the matter would be raised at the next meeting as a check that all was in order.

(d) Minute 40 (b). Electric Locomotives

The Chairman stated that he had been unable to take up this question at FRANKFURT, as he had not received the list in time.

DMRS reported that the question was now in hand.

The secretary was, however, instructed to check that subsequent action had in fact been taken by AFHQ.

(NOTE: It has been confirmed that the matter is being pressed).

(e) Minute 42. Movement of Refugees

The Chairman said that he had sanctioned an increase by the BRENNER route up to 5,000, as a local arrangement to be agreed by the controls at either end.

Lt. Col. BAKER said that so far the distribution of refugees arriving in ITALY had been satisfactory, but this required careful attention, as any increase in the proportions for the south would upset the balance. It was not considered advisable to agree to any increased flow, which the Chairman said would almost certainly be requested at the forthcoming meeting of the

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Minute 38 (b). Revision of Line Capacities and Allocation of Block Tonnages for Civil Traffic.

The Chairman stated that another meeting had been held on 18 Jul, but had been adjourned till 21 Jul, so that the details of a revised scheme might be worked out.

(c) Minute 39 (b). Mechanical Equipment

DDTn (Constr) said that, although AC had not yet received a full statement of requirements from ISR, the matter was satisfactorily in hand.

The Chairman said that there was no need for the Board to intervene now, but that the matter would be raised at the next meeting as a check that all was in order.

(d) Minute 40 (b). Electric Locomotives

The Chairman stated that he had been unable to take up this question at FRANKFURT, as he had not received the list in time.

DMRS reported that the question was now in hand.

The secretary was, however, instructed to check that subsequent action had in fact been taken by AFHQ.

(NOTE: It has been confirmed that the matter is being pressed).

(e) Minute 42. Movement of Refugees

The Chairman said that he had sanctioned an increase by the BRENNER route up to 5,000, as a local arrangement to be agreed by the controls at either end.

Lt. Col. BAKER said that so far the distribution of refugees arriving in ITALY had been satisfactory, but this required careful attention, as any increase in the proportions for the south would upset the balance. It was not considered advisable to agree to any increased flow, which the Chairman said would almost certainly be requested at the forthcoming meeting of the Refugee Joint Committee.

Lt. Col. BAKER also referred to the movement of other nationals, which he thought should be an AFHQ responsibility; in any case there must be strict control.

The Chairman stated that 2,000 Greek nationals had been accepted under strong pressure for the period 16-31 Jul. Owing to shortage of shipping in the Adriatic, no more would be accepted till further shipping was provided. The question of responsibilities would be discussed later between AFHQ and AC.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(f) Minute 44. Output of Lignite Mines

On the subject of reconstruction of line 65, DDTn (Constr) referred to difficulties of delivering materials to the site. Cement was in good supply, but wagons were short. The time of completion was unlikely to be much advanced, unless a greater priority was placed on the movement of materials.

The Chairman ruled that this was really an AC concern, who must consider it as part of the general problem.

Director-General ISR then referred to this problem as he had encountered it during his recent visit to the North. There were in fact 3 main obstacles:-

(i) Freezing of certain materials, particularly timber. This was delaying the contractors during the best season for such permanent reconstruction.
(ii) Supply of petrol for conveyance of materials to the site.
(iii) Wagon Supply

The Chairman said that the method of distribution of petrol was not a matter for the Board, and it must be raised by ISR with AC.

Director Tn. Sub Commission informed the Board that this has already been done and that in respect of the maldistribution of petrol the Minister of Transport was pressing the matter strongly with the Government.

Lt. Col. BAKER stated that the whole question of derequisitioning material was in hand with AFHQ, and it affected the rehabilitation of industry generally.

The Chairman undertook to investigate the present position on his return to AFHQ.

CONSIDERATION OF MINUTES OF SUB-COMMITTEE MEETINGS

46. TRAFFIC SUB-COMMITTEE

(a) Minute (b). Civilian Passenger Service ROME to MILAN

DMRS stressed the urgent need for this service to north and asked that authority be given to proceed with the arrangements.

The Chairman stated that the need was fully appreciated, but the prior claims of redeployment had still to be met. The Board, however, could now agree in principle to the establishment of new services, where stock was available.

AGREED. The Sub-Committee to examine all proposals in this light and recommend to G-4 (Mov & Tn) AFHQ such services as do not in any way interfere with military requirements. The line BOLOGNA-VERONA is

Declassified E.O. 12356 Section 3.3/NND No. 785021

was delaying the contractors during the [illegible] permanent reconstruction.
(ii) Supply of petrol for conveyance of materials to the site.
(iii) Wagon Supply

The Chairman said that the method of distribution of petrol was not a matter for the Board, and it must be raised by ISR with AC.

Director Tn. Sub Commission informed the Board that this has already been done and that in respect of the maldistribution of petrol the Minister of Transport was pressing the matter strongly with the Government.

Lt. Col. DAKER stated that the whole question of derequisitioning material was in hand with AFHQ, and it affected the rehabilitation of industry generally.

The Chairman undertook to investigate the present position on his return to AFHQ.

CONSIDERATION OF MINUTES OF SUB-COMMITTEE MEETINGS

46. TRAFFIC SUB-COMMITTEE

(a) Minute (b). Civilian Passenger Service ROME to MILAN

DMRS stressed the urgent need for this service to north and asked that authority be given to proceed with the arrangements.

The Chairman stated that the need was fully appreciated, but the prior claims of redeployment had still to be met. The Board, however, could now agree in principle to the establishment of new services, where stock was available.

AGREED. The Sub-Committee to examine all proposals in this light and recommend to G-4 (Mov & Tn) AFHQ such services as do not in any way interfere with military requirements. The line BOLOGNA-VERONA is already tid to full capacity for military traffic and there is little prospect of ROME-MILAN services until the PO Bridge at PIACENZA is repaired.

(b) Minute (c). Block Tonnage and Increase of ISR Responsibility for Civilian Movement.

The Chairman referred to recent wagon shortages and the Board agreed with his recommendation that the proposed Wagon Control Board be established. DMRS will therefore set up this Board as soon as possible.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) Minute (g). Mixed Train Service

DMRS asked what freight trains were concerned. Major PING replied that the requests chiefly affected branch lines where there were irregular services.

The Chairman said there could be no objection where a regular service could be arranged.

DDMRS suggested that the introduction of Diesel car services for this purpose be also considered.

AGREED. These requests be granted where MRS can arrange with the use of time table trains.

47. CONSTRUCTION SUB-COMMITTEE

DDTn (Constr) regretted that no minutes were available, as the meeting had been held only the previous day.

There were, however, no matters of particular interest for the Board. The meeting had been chiefly concerned with the bottlenecks that had already been discussed by the Board, (see Minute 46 (e)).

It was therefore only necessary to record the serious delays to projects now in hand as illustrated by the case of PIACENZA Bridge. The opening was now likely to be 2 or 3 weeks after the original target of 31 Aug, owing to difficulties of materials and transport.

48. FINANCE SUB-COMMITTEE

(a) Minute 37. Payment by ISR for Repairs of Rolling Stock by Private Firms.

ADTn (F) (Finance Sub-Committee), brought to the notice of the Board that certain Italian firms engaged in the repairs of wagons, had received no remuneration from the ISR, although they had been carrying on work for over six months. He stated that although MRS was not concerned in the terms of the contracts made between the contracting firms and ISR, non-payment of the very large sums involved, would be likely to interfere with work of military importance; he thought that the ISR should be pressed at least to make suitable payments on account so as to ensure continuity of supply.

The Chairman emphasised that the Board was concerned solely with the results of non-payment, but as these may be serious, he asked ISR for a statement on the position.

Director-General ISR referred to their usual method of settlement, though he agreed that on account payments were made when necessary. There were complications as record of payments made by the Fascists had not yet been thoroughly examined. This was so in the case of CECCHETTI.

ADTn (Finance) stated that the real issue was payment for work done for the Allies during the last six months, and there were other firms

Declassified E.O. 12356 Section 3.3/NND No. 785021

DDTn (Constr) regretted that no minutes were available, as the meeting had been held only the previous day.

There were, however, no matters of particular interest for the Board. The meeting had been chiefly concerned with the bottlenecks that had already been discussed by the Board, (see Minute 46 (a)).

It was therefore only necessary to record the serious delays to projects now in hand as illustrated by the case of PIACENZA Bridge. The opening was now likely to be 2 or 3 weeks after the original target of 31 Aug, owing to difficulties of materials and transport.

48. FINANCE SUB-COMMITTEE

(a) Minute 37. Payment by ISR for Repairs of Rolling Stock by Private Firms.

ADTn (F) (Finance Sub-Committee), brought to the notice of the Board that certain Italian firms engaged in the repairs of wagons, had received no remuneration from the ISR, although they had been carrying on work for over six months. He stated that although MRS was not concerned in the terms of the contracts made between the contracting firms and ISR, non-payment of the very large sums involved, would be likely to interfere with work of military importance; he thought that the ISR should be pressed at least to make suitable payments on account so as to ensure continuity of supply.

The Chairman emphasised that the Board was concerned solely with the results of non-payment, but as these may be serious, he asked ISR for a statement on the position.

Director-General ISR referred to their usual method of settlement, though he agreed that on account payments were made when necessary. There were complications as record of payments made by the Fascists had not yet been thoroughly examined. This was so in the case of CECCHETTI.

ADTn (Finance) stated that the real issue was payment for work done for the Allies during the last six months, and there were other firms besides CECCHETTI, to whom payment was long overdue.

The Chairman asked AC and ISR to press the Italian Government to make the necessary decisions as the Board was intimately concerned in the early settlements.

ISR representative stated that there was to be a meeting in MILAN on 23 July to discuss methods of payments for industry in general.

AGREED. Finance Sub-Committee to examine what payments have been made and if delays are still occurring, so that the Board may be informed of position at the next meeting.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Minute 38. Warranting Arrangements for Allied and Italian Civilians employed by AC, UNRRA and Other Organisations.

The Chairman pressed for an early decision, as the numbers involved were steadily increasing and a standard arrangement was urgently required.

49. EQUIPMENT SUB-COMMITTEE

Minute 3. Converting ISR Engines to Oilburning

DDTn (Mech) stated that this question was receiving the careful attention necessary, but there were no points to raise before the Board.

50. STORES SUB-COMMITTEE

Minute 49. Recovery and Distribution of Dispersed ISR Stores in Northern ITALY

ADTn (Stores) said that there were 2 ISR officials on tour in the North, whose report should be available within the next month.

The Chairman deferred the matter till the next meeting.

51. OTHER BUSINESS

Future Provision of Railway Equipment

The Chairman stated that a decision must soon be made on what the ultimate arrangements will be. He asked what the present views of AC were on the question of supply when all army assistance had been discontinued.

Director Tn Sub-Commission said that the requirements for the rest of the year had been discussed as agreed by the Board. An agreement as to requirements was reached, they were passed to the Foreign Economic Administration, WASHINGTON, who held a further credit of 100,000,000 dollars for 1945. This procedure would continue, though the credit for 1946 had not yet been determined.

The Chairman then referred to ECITO. Although the establishment of the organisation in ITALY had not yet been determined as a matter of principle, it was worth while to bear in mind two functions laid down in the "Draft Agreement".

(1) "Collection of information concerning the requirements of transport equipment and material, and assistance in the realisation of requirements".

(2) "Allocation or Distribution for use to Government of such transport equipment and material as may be made available for this purpose by the Allied C's in C, by Occupation authorities or by agencies of any one

Declassified E.O. 12356 Section 3.3/NND No. 785021

50. STORES SUB-COMMITTEE

Minute 49. Recovery and Distribution of Dispersed ISR Stores in Northern ITALY

ADTn (Stores) said that there were 2 ISR officials on tour in the North, whose report should be available within the next month.

The Chairman deferred the matter till the next meeting.

51. OTHER BUSINESS

Future Provision of Railway Equipment

The Chairman stated that a decision must soon be made on what the ultimate arrangements will be. He asked what the present views of AC were on the question of supply when all army assistance had been discontinued.

Director Tn Sub-Commission said that the requirements for the rest of the year had been discussed as agreed by the Board. An agreement as to requirements was reached, they were passed to the Foreign Economic Administration, WASHINGTON, who held a further credit of 100,000,000 dollars for 1945. This procedure would continue, though the credit for 1946 had not yet been determined.

The Chairman then referred to ECITO. Although the establishment of the organisation in ITALY had not yet been determined as a matter of principle, it was worth while to bear in mind two functions laid down in the "Draft Agreement".

(1) "Collection of information concerning the requirements of transport equipment and material, and assistance in the realisation of requirements".

(2) "Allocation or Distribution for use to Government of such transport equipment and material as may be made available for this purpose by the Allied C's in C, by Occupation authorities or by agencies of any-one or more of the United Nations".

297

M. LEVY then gave a brief outline of the purpose and functions of ECITO. Its concern is broadly the restoration of transport equipment and facilities in the member countries and furthermore of international traffic.

Director Tn Sub Commission said it was not yet possible to express AC's attitude towards ECITO, as the policy was still being considered by Chief Commissioner, AC. In the meanwhile AC machine will continue as now.

The Chairman then submitted to the Board two propositions put forward in a letter from MIRS. These were agreed after discussion.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(i) Wef 1 Oct 45:

(a) MRS/TN would be responsible for supplying requirements for solely military projects only.

(b) AC Tn Sub Commission would become responsible for ordering and supplying Italian Railway requirements of a purely civil nature, and also requirements for both civil and military needs, which cannot be split, due to their character, on a quantitative end-use basis.

(ii) Stores obtained through existing indents, placed through American military channels and based upon the original AC requisition for supplies for the ISR, for the second half 1945, and received after 1 Oct 45, would be issued from MRS depots to AC for application to the tasks for which originally ordered.

Director Tn Sub Commission explained that AC could not fulfil their obligations to ISR unless the quantity of equipment left by the military was reasonably large.

DMRS stated that it was not possible to say exactly what would be handed over, as the policy had not yet been decided. It was unlikely, however, that any consumable stores would be required for redeployment.

Meanwhile it was agreed that the respective Sub Committees should take immediate action on the programmes being submitted through AC channels so that the orders might be passed forward with all speed.

R.W.L. FELLOWES,
Brigadier Q(M) for
DQMG (Mov & Tn)
Chairman Allied Railway Board.

DISTRIBUTION:

Internal

DQMG (Mov & Tn)
Brig Q(M)
COT (2)
Mov 3 (2)
TN Main Rome
DMRS Rep

External:

DMRS ITALY (20) (incl copies for dist to ISR)
HQ Allied Commission (6)
HQ Mov North East Italy
HQ Mov North West Italy
HQ Mov Fifth Army (Dr Inc)
HQ Mov Eighth Army
Mov LO MMLA
SHAEF MMLA
Mov LO DMRS
Movements Rome
Movements Naples

Declassified E.O. 12356 Section 3.3/NND No. 785021

be issued from MAS depots to AC for application to [illegible] originally ordered.

Director Tn Sub Commission explained that AC could not fulfil their obligations to ISR unless the quantity of equipment left by the military was reasonably large.

DMRS stated that it was not possible to say exactly what would be handed over, as the policy had not yet been decided. It was unlikely, however, that any consumable stores would be required for redeployment.

Meanwhile it was agreed that the respective Sub Committees should take immediate action on the programmes being submitted through AC channels so that the orders might be passed forward with all speed.

R.W.L. Fellowes

R.W.L. FELLOWES,
Brigadier Q(M) for
DQMG (Mov & Tn)
Chairman Allied Railway Board.

DISTRIBUTION:

Internal

DQMG (Mov & Tn)
Brig Q(M)
COT (2)
Mov 3 (2)
TN Main Rome
DMRS Rep

External:

DMRS ITALY (20) (incl copies for dist to ISR)
HQ Allied Commission (6)
HQ Mov North East Italy
HQ Mov North West Italy
HQ Mov Fifth Army (Br Inc)
HQ Mov Eighth Army
Mov LO MMLA
SHAPE MMLA
Mov LO DMRS
Movements Rome
Movements Naples
Movements Bari
Movements Taranto
Secretary General Provisional Organisation for
European Inland Transport,
Berkeley Square House,
Berkeley Square, LONDON W.1. (2 copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

292.

R E S T R I C T E D.

MOV. _. O. DMRS.

Telephone 843495 or
Firebox 9356.

M.O / 16A / 75.

12 July, 1945.

Subject : Allied Railway Board - ITALY.

To : Addressees as below.

1. The Seventh meeting of the Allied Railway Board, ITALY will take place at the office of the Director, Military Railway Service, at 0930 hours on Thursday, 19 July, 1945.

2. Copies of the agenda are attached.

3. Please acknowledge.

J. A. K Gray

J.A.K. GRAY,
Capt. R.E.
Secretary, Allied Railway Board.

JAKG/303.

DISTRIBUTION: -

AFHQ, G-4 (Mov & Tn).	(3 copies)
DMRS, ITALY.	(15 copies)
Tn. Sub-Commission, Allied Commission.	(5 copies)
Mov.L.O. MMIA.	(2 copies)
I.S.R.	(3 copies)
Ufficio Trasporto, S.I.L.R.E.	(3 copies)

896

Declassified E.O. 12356 Section 3.3/NND No. 785021

AGENDA FOR MEETING NO. 7 OF

ALLIED R.E./S.C. BOARD, ITALY.

1. Consideration of Minutes of last meeting.
2. Consideration of Sub-Committee Minutes.
3. Other Business.

Fwd S/C 4440
2 copies

MINUTES OF SIXTH MEETING
OF
ALLIED RAILWAY BOARD

Held in Office of DMRS, ITALY
on 21 June 1945

PRESENT: Brigadier A.T. de RHE Philipe, DQMG (Mov & Tn) AFHQ, in the chair

MRS			
Brigadier	R.D.	Waghorn	DMRS
Colonel	E.I.	Parkes	DDTn (Org)
Colonel	J.	Ratter	DDTn (Constr)
Colonel	R.E.	Coward	DDTn (Stores)
Lt. Col.	L.C.	Pannel	ADTn (Finance)
Lt. Col.	D.H.	Chaplin	ADTn (Stores)
Major	S.A.	Webster	DADTn (Mech)
Major	S.E.	London	Supt. Transportation
AFHQ			
Major	M.A.	Renick	Tn (A) Rail Section
ALLIED COMMISSION			
Mr	M.H.	Taylor	Director Tn Sub-Commission
Colonel	M.B.	Thomas	Deputy Director Tn Sub-Commission
Colonel	M.J.	Sieff	Chief, Movements Division
Lt. Col.	J.W.	Baker	Movements Div, Tn Sub-Commission
Lt. Col.	O.H.	Lindberg	Chief Rail Div, Tn Sub-Commission
Major	A.C.	Ping	Rail Div, Tn Sub-Commission
MMIA			
Capt.	The Lord Westbury		Movements Liaison Officer
SMRE			
Colonel	O.	Bogliaccino	Chief Transports Officer
ISR			
General	G.	di Raimondo	Director-General
Ing.	F.	Marin	Deputy Director-General
Ing.	E.	Lo Cigno	Chief, Engineering Dept.
Ing.	G.	Caliendo	Aide to Director-General
Ing.	C.	Biondo	Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Dept.
Ing.	G.	Corbellini	Chief, Traction Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.
Capt.	J.A.K.	Gray	Secretary

37. MINUTES OF PREVIOUS MEETING

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt. Col.	D.H.	Chaplin	ADTn (Stores)
Major	S.A.	Webster	DADTn (Mech)
Major	S.E.	London	Supt. Transportation

AFHQ

Major	M.A.	Renick	Tn (A) Rail Section

ALLIED COMMISSION

Mr	M.H.	Taylor	Director Tn Sub-Commission
Colonel	M.B.	Thomas	Deputy Director Tn Sub-Commission
Colonel	M.J.	Sieff	Chief, Movements Division
Lt. Col.	J.W.	Baker	Movements Div, Tn Sub-Commission
Lt. Col.	O.H.	Lindberg	Chief Rail Div, Tn Sub-Commission
Major	A.C.	Ping	Rail Div, Tn Sub-Commission

MMLA

Capt.	The Lord Westbury		Movements Liaison Officer

SMRE

Colonel	O.	Bogliaccino	Chief Transports Officer

ISR

General	G.	di Raimondo	Director-General
Ing.	F.	Marin	Deputy Director-General
Ing.	E.	Lo Cigno	Chief, Engineering Dept.
Ing.	G.	Caliendo	Aide to Director-General
Ing.	C.	Biondo	Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Dept.
Ing.	G.	Corbellini	Chief, Traction Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.
Capt.	J.A.K.	Gray	Secretary

37. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were adopted after a discussion on various matters:-

(a) Minute 28 (b). Transport for ISR

Enquiry into the present position brought to light a number of points:-

i. A further 23 out of the 80 Class V vehicles coming from 84 military sources had been received, bringing the total to 39. The balance of the 7 from US Sources is available for collection by ISR.

copy sent to Econ Sec

Declassified E.O. 12356 Section 3.3/NND No. 785021

ii. Director Tn. Sub-Commission then referred to a letter from the ISR dealing with the consignment of 2,000 trucks promised through the normal channels. 280 have already been handed over, but a number of these are still held in ROME; because of difficulties in respect of maintenance, spare parts and especially spare wheels and tyres. As stabling accommodation in ROME was limited, the ISR wished to postpone a delivery of a further 520 now available. It was generally felt that this revealed a most unsatisfactory state of affairs.

iii. The Chairman stated that the information was especially disturbing in view of the considerable pressure exerted on the Allied authorities to provide trucks. The ISR must improvise, as the Army had to do under operational conditions, and get full use out of the trucks now in their possession. He added that the balance of the 80 Class V vehicles arranged from military sources would probably not be handed over owing to the change in circumstances.

iv. DMRS referred to the urgent demands for transport voiced in all the Compartimenti, where the carrying out of vital railway repairs was bound up with the lorry availability. To assist the many contractors concerned with all types of reconstruction work he felt that the Compartimenti should allocate a definite proportion of the trucks at their disposal for their use. It should be laid down that contractors should only approach DMRS when all local efforts had failed.

In this connection, it was stated by ISR representatives that about 100 lorries had already been distributed to the Compartimenti to assist the essential work.

v. Director Tn. Sub-Commission remarked that these lorries had been requested primarily to meet demands for haulage of traffic to augment rail facilities. There was no objection, however, to their present use of reconstruction work.

AGREED: ISR to take immediate steps to place in service the maximum number of trucks possible, and temporarily to cannibalize certain vehicles, if necessary; to achieve this. The Board could not press the question of further supplies of trucks till those already in the hands of the ISR were being fully utilised.

The position to be reviewed at the next meeting.

(b) Minute 33. Movement of Refugees

Declassified E.O. 12356 Section 3.3/NND No. 785021

on the Allied authorities to provide trucks. The ISR must improvise, as the Army had to do under operational conditions, and get full use out of the trucks now in their possession. He added that the balance of the 80 Class V vehicles arranged from military sources would probably not be handed over owing to the change in circumstances.

iv. DMRS referred to the urgent demands for transport voiced in all the Compartimenti, where the carrying out of vital railway repairs was bound up with the lorry availability. To assist the many contractors concerned with all types of reconstruction work he felt that the Compartimenti should allocate a definite proportion of the trucks at their disposal for their use. It should be laid down that contractors should only approach DMRS when all local efforts had failed.

In this connection, it was stated by ISR representatives that about 100 lorries had already been distributed to the Compartimenti to assist the essential work.

v. Director Tn. Sub-Commission remarked that these lorries had been requested primarily to meet demands for haulage of traffic to augment rail facilities. There was no objection, however, to their present use of reconstruction work.

AGREED: ISR to take immediate steps to place in service the maximum number of trucks possible, and temporarily to cannibalize certain vehicles, if necessary; to achieve this. The Board could not press the question of further supplies of trucks till those already in the hands of the ISR were being fully utilised.

The position to be reviewed at the next meeting.

(b) Minute 33. Movement of Refugees

This subject was dealt with separately. See Minute 42.

(c) Minute 34. Railway Policy in North ITALY

The Chairman stated that the present reconstruction intentions of MRS in Northern ITALY had been defined at the last meeting of the Construction Sub-Committee held on 7 Jun. Minutes of this meeting were in the hands of all interested persons.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(d) Minute 35. Tn Stores, Construction Material and Equipment.

Director, Tn. Sub-Commission stated that by 1 August a total of 5,000 trucks should have been handed over to the Italian Govt. by AC. This figure will include the 2,000 x 2½ tons equivalents which the ISR are to operate. In addition there are the 600 captured enemy vehicles in SICILY.

CONSIDERATION OF MINUTES OF SUB-COMMITTEE MEETINGS

38. TRAFFIC SUB-COMMITTEE

(a) Minute (c). Civilian Passenger Service - ROME to MILAN

The Chairman said that two points should be borne in mind in discussing any extensions of civilian passenger services:-

i. The new scheme for AC tonnage allocations (See Minute 38 (b) below).

ii. Heavy military demands likely to be made on existing coaching stock for the next six months.

In so far as any additional stock was required, it would therefore be necessary to await further information on these military requirements.

(b) Revision of Line Capacities and Allocation of Block Tonnages for Civil Traffic.

The Chairman referred at this point to the meeting held on 15 June. A copy of the Minutes is attached hereto as Appendix 'I'. Lt. Col. Baker said that the tonnages allocated AC were satisfactory. To [illegible] the future the ISR were beginning to handle the day to day paper work and initial consideration of bids. AC HQ would, however, continue to screen the final programme and watch priorities. It was agreed that in the event of emergency refugee movements, the question of who should give up the tonnage required would be decided at the time between G-4 (Mov & Tn) and AC.

After discussion the proposals set forth were agreed by the Board. The scheme will therefore come into operation on 2 July, and will be altered as necessary in the light of experience at the end of a month. MMIA tonnages are to be included in the military allocation

39. CONSTRUCTION SUB-COMMITTEE

(a) Minute 22

Declassified E.O. 12356 Section 3.3/NND No. 785021

(a) Minute (c). Civilian Passenger Service - Rome to Milan

The Chairman said that two points should be borne in mind in discussing any extensions of civilian passenger services:-

i. The new scheme for AC tonnage allocations (See Minute 38 (b) below).

ii. Heavy military demands likely to be made on existing coaching stock for the next six months.

In so far as any additional stock was required, it would therefore be necessary to await further information on these military requirements.

(b) Revision of Line Capacities and Allocation of Block Tonnages for Civil Traffic.

The Chairman referred at this point to the meeting held on 15 June. A copy of the Minutes is attached hereto as Appendix 'I'. Lt. Col. Baker said that the tonnages allocated AC were satisfactory. To prepare for the future the ISR were beginning to handle the day to day paper work and initial consideration of bids. AC HQ would, however, continue to screen the final programme and watch priorities. It was agreed that in the event of emergency refugee movements, the question of who should give up the tonnage required would be decided at the time between G-4 (Mov & Tn) and AC.

After discussion the proposals set forth were agreed by the Board. The scheme will therefore come into operation on 2 July, and will be altered as necessary in the light of experience at the end of a month. MMLA tonnages are to be included in the military allocation

39. CONSTRUCTION SUB-COMMITTEE

(a) Minute 22. Responsibility for future construction

DDTn (Constr) said that a special meeting had been held the chief purpose of which had been to emphasise the responsibilities of AC and ISR. They would have to pay particular attention to the consolidation of bridges which had only been temporarily repaired by the military, and some of the work entailed would have to be done before the winter.

The two recommendations were then read by the Chairman; these were approved, together with an amendment proposed by Director Tn Sub-Commission, whereby Para (b) now reads:- 893

"That the initiation, supervision and provision of assistance to all construction work on the railways additional to that outlined in the previous paragraph is the sole responsibility of ISR assisted by AC.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Para (a) lays down that MRS are to be responsible for works of purely military importance, specified as such.

(b) Minute 25. Mechanical Equipment

The Chairman requested that the Board be informed of the present position. As no definite information was yet available, he asked AC to prepare a report for the next meeting, showing estimated requirements of ISR for all types of mechanical equipment, estimated availabilities from civil sources, and action being taken to provide the balance.

ISR said their most urgent need was for bulldozers. It was impressed on them that all demands should be put forward through normal AC channels as soon as the need arose.

(c) Minute 27. Communications.

The Chairman asked what action was being taken by AC/ISR to restore the communication system to a state of permanency. Military assistance would practically cease by the end of the year, and though no existing military lines or station installations would be removed, many of the repairs already effected would require further attention to enable them to withstand winter conditions. The ISR must, therefore, regard this as a most urgent problem. DMRS stated that CSO would assist with communications in the North as a temporary measure, but also stressed the urgency for immediate action by ISR.

ISR stated that work was already proceeding on the cables. Material available in the North should serve to make existing works sufficiently permanent. But, a large quantity of material would be necessary for long-term reconstruction for which normal indents would be made to AC.

40. EQUIPMENT SUB-COMMITTEE

(a) Minute 2. Oilburning

DMRS stated that work was going ahead on the necessary installations, although supply difficulties had not been finally solved: the quantity required was however very small compared with the demands of the Navy.

The Board agreed to the present policy, as it is essential to be prepared for an early change over to oil burning.

Declassified E.O. 12356 Section 3.3/NND No. 785021

normal AC channels as soon as the need arose.

(c) Minute 27. Communications.

The Chairman asked what action was being taken by AC/ISR to restore the communication system to a state of permanency. Military assistance would practically cease by the end of the year, and though no existing military lines or station installations would be removed, many of the repairs already effected would require further attention to enable them to withstand winter conditions. The ISR must, therefore, regard this as a most urgent problem. DMRS stated that CSO would assist with communications in the North as a temporary measure, but also stressed the urgency for immediate action by ISR.

ISR stated that work was already proceeding on the cables. Material available in the North should serve to make existing works sufficiently permanent. But, a large quantity of material would be necessary for long-term reconstruction for which normal indents would be made to AC.

40. EQUIPMENT SUB-COMMITTEE

(a) Minute 2. Oilburning

DMRS stated that work was going ahead on the necessary installations, although supply difficulties had not been finally solved: the quantity required was however very small compared with the demands of the Navy.

The Board agreed to the present policy, as it is essential to be prepared for an early change over to oil burning.

(b) Minute 4. Electric Locomotives

The Chairman stressed the importance of increasing electric traction as another means of off setting the coal shortage. ISR stated that there were about 90 DC electric locomotives at MUNICH and a further 30 AC 3-phase locomotives. These would be of no value in that part of Europe and they requested that they might be returned to ITALY as soon as possible.

DADTn (Mech) was asked to obtain full particulars of the numbers and types of these locomotives, and the Chairman undertook to take up the question of their return at a meeting at FRANKFURT in the near future.

Declassified E.O. 12356 Section 3.3/NND No. 785021

41. STORES AND FINANCE SUB-COMMITTEE

There were no points for discussion.

OTHER BUSINESS

42. Movement of Refugees

The Chairman referred to a meeting held at BOLZANO to discuss the movement of refugees and displaced persons. There were said to be 300,000 to 400,000 to come South into ITALY from Central EUROPE.

The method of moving these people was to be as follows:-

i. 2500-3000 daily by the BRENNER route. A shuttle service would be worked between MUNICH and VERONA military arrangements.

ii. Plans to move another 2500-3000 daily by SWISS routes were to be discussed shortly.

iii. In addition to these controlled flows, there was likely to be an uncontrolled flow of another 2500.

The responsibility of AFHQ would end at VERONA, and in the Lake COMO Area. AC would then take over.

It was unlikely that there would be any increase in the trains coming South. These would, however, cater for 15,000 weekly out of the total of some 50,000-60,000. Col. SIEFF stated that in any case most of those likely to arrive from SWITZERLAND were for North ITALY. In the past demands over the original programme had been met satisfactorily.

43. Reporting of Railway Accidents in the Press

DMRS stated that the Press should make no announcements of accidents except on his authority.

The Board agreed, and it appears that instructions to this effect already exist.

Col. SIEFF said that the Public Relations Branch of AC are concerned in this, and confirmed that they have already instructed the ITALIAN newspapers accordingly.

Declassified E.O. 12356 Section 3.3/NND No. 785021

The method of moving these people was to be as follows:-

i. 2500-3000 daily by the BRENNER route. A shuttle service would be worked between MUNICH and VERONA military arrangements.

ii. Plans to move another 2500-3000 daily by SWISS routes were to be discussed shortly.

iii. In addition to these controlled flows, there was likely to be an uncontrolled flow of another 2500.

The responsibility of AFHQ would end at VERONA, and in the Lake COMO Area. AC would then take over.

It was unlikely that there would be any increase in the trains coming South. These would, however, cater for 15,000 weekly out of the total of some 50,000-60,000. Col. SIEFF stated that in any case most of these likely to arrive from SWITZERLAND were for North ITALY. In the past demands over the original programme had been met satisfactorily.

43. Reporting of Railway Accidents in the Press

DMRS stated that the Press should make no announcements of accidents except on his authority.

The Board agreed, and it appears that instructions to this effect already exist.

Col. SIEFF said that the Public Relations Branch of AC are concerned in this, and confirmed that they have already instructed the ITALIAN newspapers accordingly.

44. Output of Lignite Mines

Col. SIEFF referred to the importance of lignite as a substitute for coal, and in particular raised the question of the mine at CASTELNUOVO. There is a stock of 100,000 tons and also a quantity of brickettes which might be suitable for locomotive use. As the outlet for this was at SAN GIOVANNI VALDARNO, it raised the whole question of the reconstruction on Line 65. A very low priority had so far been allotted. DDTn (Constr) said that so far contracts for the repair of this line had been restricted to clearance of debris, preparation of sites and such other work as could usefully be done without the expenditure of new materials. But, now that cement was available in greater quantities it should be possible to speed up the reconstruction under AC arrangements.

Declassified E.O. 12356 Section 3.3/NND No. 785021

AGREED: (i) ISR and AC to re-examine the question of the reconstruction of Line 65 in the light of the present situation. Their report to be submitted to Construction Sub-Committee for consideration as suggested by the Chairman.

(ii) Recommendations to be passed through AC Channels to AFHQ for any action or assistance required.

R. W. L. FELLOWES,
Brigadier, Q(M) for
DQMG (Mov & Tn).
Chairman Allied Railway Board.

Distribution:

Internal: DQMG (Mov & Tn)
Brig Q(M)
COT (2)
Mov 3 (2)
TN (B)
DMRS Rep

External: DMRS Italy (20)
(incl copies for dist to ISR)
HQ Allied Commission (3)
HQ Mov North East Italy
HQ Mov North West Italy
HQ Mov Fifth Army (Br Inc)
HQ Mov Eighth Army
Mov LO MMIA
SMRE MMIA
Mov 15 Army Gp
Mov LO DMRS
Movements Rome
Movements Naples
Movements Bari
Movements Taranto

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appx I

NOTES OF MEETING AT DMRS OFFICE, ROME 15 JUNE, 1945 ON REVISION OF LINE CAPACITIES AND ALLOCATION OF BLOCK TONNAGES FOR CIVIL TRAFFIC.

Present:	Lt Col J. W. BAKER	AC
	Lt Col L. M. COOPER	G-4(Mov & Tn)
	Major F. L. DUTHIE	AC
	Brig R. W. L. FELLOWES	G-4(Mov & Tn)
	Lt Col F. L. JAGGER	G-4(Mov & Tn)
	Major S. E. LONDON	MRS
	Col K. D. McKENZIE	Tn(A)
	Major A. C. PING	AC
	Major M. A. RENWICK	Tn(A)
	Col M. B. THOMAS	AC
	Col W. P. WILSON	MRS
	Major R. G. WILSON	MRS

1. Brig Fellowes outlined the object of the proposals before the meeting and said that proposed revised capacities had been put forward by G-4(Mov & Tn)

(a) to meet the changed flow of military traffic since the cessation of hostilities,

(b) to cater for redeployment and release movement, and

(c) to give a fixed allocation for civil traffic to enable AC to plan further ahead and also to make a start on handing over responsibility for civil movement to the ISR.

Military traffic must, however, still have priority, and it must be clearly understood that, in emergency, civil allocations may have to be cut to provide for priority military movement.

Detailed allocations had not been worked out for the North, because neither capacities nor demands for movement are sufficiently clearly known. Suggested tonnages, shown at Appendix 'B', were noted.

It was emphasised that whatever was agreed today was in the nature of an experiment to be reviewed after one months trial.

2. Col Wilson stressed the fact that line capacities quoted by MRS were all-in capacities and must include passenger trains. Brig Fellowes agreed and explained that, in view of the generally accepted fact that there were not sufficient wagons to fill the lines to capacity, an effort had been made in the proposals put forward to show Stores tonnage separately on a basis, calculated from practical experience, to be within the capacity of the available wagon pool. This figure was below the total line capacity quoted by MRS.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. Brig Fellowes outlined the object of the proposals before the meeting and said that proposed revised capacities had been put forward by G-4(Mov & Tn)

(a) to meet the changed flow of military traffic since the cessation of hostilities,

(b) to cater for redeployment and release movement, and

(c) to give a fixed allocation for civil traffic to enable AC to plan further ahead and also to make a start on handing over responsibility for civil movement to the ISR.

Military traffic must, however, still have priority, and it must be clearly understood that, in emergency, civil allocations may have to be cut to provide for priority military movement.

Detailed allocations had not been worked out for the North, because neither capacities nor demands for movement are sufficiently clearly known. Suggested tonnages, shown at Appendix 'B', were noted.

It was emphasised that whatever was agreed today was in the nature of an experiment to be reviewed after one months trial.

2. Col Wilson stressed the fact that line capacities quoted by MRS were all-in capacities and must include passenger trains. Brig Fellowes agreed and explained that, in view of the generally accepted fact that there were not sufficient wagons to fill the lines to capacity, an effort had been made in the proposals put forward to show Stores tonnage separately on a basis, calculated from practical experience, to be within the capacity of the available wagon pool. This figure was below the total line capacity quoted by MRS.

3. Col McKenzie asked that the AC demands for Civil tonnage be screened very closely as he expected redeployment movement of personnel, stores and vehicles to be very high during the next few months. He went on to explain that because of shipping availability cross movement between ports might be unavoidable and would have to be considered as a priority traffic.

Brig Fellowes entirely agreed and drew attention to his previous statement that the Civil allocations were always liable to reduction, where necessary, to provide for the movement of essential military stores. Lt Col Baker stated that Tn Sub Commission screened most rigidly the demands put to it by the other Sub Commissions of AC, and in fact not more than 50% of the original bids were ever put forward. These in turn suffered reduction at the PCM Conference. He mentioned further that in

Declassified E.O. 12356 Section 3.3/NND No. 785021

practice only approximately 60% to 70% of the accepted bids were actually moved due to a combination of organisational difficulties and lack of wagons. A fixed allocation would enable longer term planning and so help to overcome organisational problems arising from the necessarily hand to mouth planning when tonnages were allocated weekly.

Col Wilson suggested the experiment be postponed for a month so as to permit redeployment movement to be carried out under the old system, but AC reps pressed very strongly for inauguration by 2 July, stressing the need for a start to be made as early as possible in training the ISR to accept those responsibilities for the control of Civil traffic which would ultimately be theirs.

Col Wilson pointed out that special military priorities might well seriously encroach on the Civil allocation during July. Col Thomas said he fully understood this but was still desirous of making a start and accepting cuts as necessary.

Col McKenzie's point regarding redeployment and its high priority was accepted by all concerned and on that understanding agreement was reached that the revised capacities and fixed allocation of tonnage would be put into force experimentally from 2 July for one month, the system to be reviewed at a similar meeting to be held mid July on the basis of experience gained to that date.

4. The provisional proposals tabled by G-4(Mov & Tn) were examined in detail and certain amendments made to line capacities at the request of MRS.

Suggested Civil allocations were gone through and with minor alterations agreed. Lt Col Baker asked whether the refugee trains shown were in addition to the Civil stores tonnage. He was informed this was the case, but if additional refugee trains were required capacity would have to come out of the Civil stores allocation.

5. It was agreed that a revised statement incorporating the amendment mentioned above (See Appendix 'A') would be submitted to DCMG (Mov & Tn) for approval by the Allied Railway Board, with the recommendation that the scheme operate from 2 July and be revised as necessary at the end of that month.

6. Cols' Wilson, McKenzie and Major Renwick then withdrew and certain points of detail were discussed as shown below.

(a) Lt Col Baker asked whether the present arrangement for internal movement within Compartimenti, eg, in the Naples area and in the Heel were affected by the proposals.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Col Wilson pointed out that special military priorities might well seriously encroach on the Civil allocation during July. Col Thomas said he fully understood this but was still desirous of making a start and accepting cuts as necessary.

Col McKenzie's point regarding redeployment and its high priority was accepted by all concerned and on that understanding agreement was reached that the revised capacities and fixed allocation of tonnage would be put into force experimentally from 2 July for one month, the system to be reviewed at a similar meeting to be held mid July on the basis of experience gained to that date.

4. The provisional proposals tabled by G-4(Mov & Tn) were examined in detail and certain amendments made to line capacities at the request of MRS.

Suggested Civil allocations were gone through and with minor alterations agreed. Lt Col Baker asked whether the refugee trains shown were in addition to the Civil stores tonnage. He was informed this was the case, but if additional refugee trains were required capacity would have to come out of the Civil stores allocation.

5. It was agreed that a revised statement incorporating the amendment mentioned above (See Appendix 'A') would be submitted to DQMG (Mov & Tn) for approval by the Allied Railway Board, with the recommendation that the scheme operate from 2 July and be revised as necessary at the end of that month.

6. Cols' Wilson, McKenzie and Major Renwick then withdrew and certain points of detail were discussed as shown below.

(a) Lt Col Baker asked whether the present arrangement for internal movement within Compartimenti, eg, in the Naples area and in the Heel were affected by the proposals. Brig Fellowes stated the scheme was designed to apply only to lines subject to PCM Conference and local movement is intended to continue as before.

(c) Docks clearance will also continue on the same basis except that clearances from Piombino and Civitaveochia must come within the Civil tonnages shown for line 50.

(d) It was agreed that from 2 July Movements will cease to indent for wagons for Civil traffic. Such matters will be dealt with directly between AC and MRS, and detailed indents will be prepared by Capi Compartimenti. It was pointed out that the new arrangements would necessitate closer liaison between AC Tn Rail Division and MRS and Mov LO.

R. W. L. Fellowes

R. W. L. FELLOWES, Brig
for Brigadier,
DQMG(Mov & Tn)

Mov 3/363/3
17 June, 1945

Declassified E.O. 12356 Section 3.3/NND No. 785021

ESTIMATED BASIC CIVIL AND
MILITARY TONNAGES - NORTH ITALY

Appendix 'B'

SECTION OF LINE	CIVIL ALLOCATION ✱	MILITARY ALLOCATION	
	Stores	Stores and incidental personnel	Passenger Trains
GENOA - ALESSANDRIA	25200	3500	
ALESSANDRIA - GENOA	2800		
ALESSANDRIA - TURIN	8400	700	
TURIN - ALESSANDRIA	5000		
ALESSANDRIA - MILAN	16800	2800	
MILAN - ALESSANDRIA	8400		
MILAN - VERONA	8400		21
VERONA - MILAN	2800	1400	21
BOLOGNA - VERONA	1400	2800	14
VERONA - BOLOGNA	3500		14
VENICE - VILLACH	2800	14000	11½
VILLACH - VENICE	1400		11½
VENICE - VERONA	1400	1400	7
VERONA - VENICE	1400		7
TRIESTE - UDINE	700	2100	3½
UDINE - TRIESTE	700		3½

✱ Civil Passenger Trains in NW & NE Italy not included. Institution of such services will be dependent on coaching stock and coal availability.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALESSANDRIA - TURIN	8400	700	
TURIN - ALESSANDRIA	5000		
ALESSANDRIA - MILAN	16800	2800	
MILAN - ALESSANDRIA	8400		
MILAN - VERONA	8400		21
VERONA - MILAN	2800	1400	21
BOLOGNA - VERONA	1400	2800	14
VERONA - BOLOGNA	3500		14
VENICE - VILLACH	2800	14000	11½
VILLACH - VENICE	1400		11½
VENICE - VERONA	1400	1400	7
VERONA - VENICE	1400		7
TRIESTE - UDINE	700	2100	3½
UDINE - TRIESTE	700		3½

* Civil Passenger Trains in NW & NE Italy not included. Institution of such services will be dependent on coaching stock and coal availability.

290

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

SCHEDULE OF BASIC CIVIL AND MILITARY TONNAGES - JULY 1945

Line		Civil Allocation			Military Allocation		Total Allocation		
No	Section	Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passe Tra
92	Reggio-Salerno	4000	7		6000		10000		
95	Reggio-Metaponto	3500	7		2000		5500		
94	Metaponto-Salerno	4500	3		2000		6500		
94	Salerno-Metaponto	4500	3		2000		6500		
91	Foggia-Caserta	4000	7		10000	8	14000		1
91	Caserta-Foggia	3000	7		17000	8	20000		1
89/90	Naples-Rome	17500	7		28000	16	45500		2
89/90	Rome-Naples	7000	7	9	52500	16	59500	9	2
50	Rome-Leghorn	14000	3		21000	2	35000		
50	Leghorn-Rome	17500	3	2	24500	2	42000	2	
218/219	Leghorn-Prato-Florence	14000	3		42000		56000		
218/219	Florence-Prato-Leghorn	4200	3	2	35000		39200	2	
65	Rome-Orte	4900	3		24500	12	29400		
65	Orte-Rome	9800	3	7	31500	12	41300	7	
65	Orte-Arezzo	2100	3		3500		5600		
65	Arezzo-Orte	7000	3		8400		15400		
65	Florence-Bologna	1750	2		28000		29750		
65	Bologna-Florence	1750	2		28000		29750		
87	Orte-Falconara	7000	2		17500	12	24500		
87	Falconara-Orte	7000	2	7	17500	12	24500	7	
86	Ancona-Bologna	7000	2		28000	21	35000		
86	Bologna-Ancona	2100	2	9	28000	21	30100	9	
86	Foggia-Ancona	3500	3		17500	9	21000		
86	Ancona-Foggia	3500	3	2	17500	9	21000	2	

NOTE: Military passenger trains include possible Overland L of C requirements:

1 TPD Naples-Milan via Lines 90/87/86/69/53
1 TPD Taranto-Milan via Lines 86/69/53
1 TPD NE Italy-Milan via Udine/Verona ($\frac{1}{2}$ train ex Venice $\frac{1}{2}$ train ex Trieste)

ϕϕϕ Bolo
Faen

Declassified E.O. 12356 Section 3.3/NND No. 185021

APPENDIX "A"

TONNAGES - JULY 1945

L Allocation		Military Allocation		Total Allocation			Total Capacities		
							Based on	Based on Train Paths	
assenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains	Wagon Availability	Tonnage Per Week	No of Trains Per Day
7		6000		10000		7	11400	25200	9 x 400 Tns
7		2000		5500		7	5600	14000	5 x 400 Tns
3		2000		6500		3	8400	12250	10 x 175 Tns
3		2000		6500		3	8400	12250	10 x 175 Tns
7		10000	8	14000		15	21000	21000	12 x 300 Tns
7		17000	8	20000		15	21000	21000	12 x 300 Tns
7		28000	16	45500		23	49000	71400	12 x 600 Tns 10 x 300 Tns
7	9	52500	16	59500	9	23	59500	71400	12 x 600 Tns 10 x 300 Tns
3		21000	2	35000		5	38500	58800	14 x 600 Tns
3	2	21500	2	42000	2	5	42000	58800	14 x 600 Tns
3		42000		56000		3	56000	70000	20 x 500 Tns
3	?	35000		39200	2	3	56000	70000	20 x 500 Tns
3		21500	12	29400		15	35000	46250	15 x 450 Tns
3	7	31500	12	41300	7	15	42000	46250	15 x 450 Tns
3		3500		5600		3	7000	22050	7 x 450 Tns
3		8400		15400		3	17500	22050	7 x 450 Tns
2		28000		29750		2	35000	35000	10 x 500 Tns
2		28000		29750		2	35000	35000	10 x 500 Tns
2		17500	12	24500		14	28000	29176	12½ x 335 Tns
2	7	17500	12	24500	7	14	31500	29176	12½ x 335 Tns
2		28000	21	35000		23	42000	56000	16 x 500 Tns
2	9	28000	21	30100	9	23	35000	42/56000	ϕϕϕ
2		17500	9	21000		12	21000	34300	14 x 350 Tns
3	2	17500	9	21000	2	12	21000	34300	14 x 350 Tns

clude possible Overland L of C requirements:

ϕϕϕ Bologna-Faenza 12 x 500 Tns 42000 TPW
Faenza-Ancona 16 x 500 Tns 56000 TPW

90/87/86/69/53
s 86/69/53
ne/Verona ($\frac{1}{2}$ train ex Venice $\frac{1}{2}$ train ex Trieste)

GTN S/ 1358

HEADQUARTERS 27 MAY 1945 A. C.

SECRET

MINUTES OF FIFTH MEETING OF ALLIED RAILWAY BOARD

Held in Office of D.M.R.S. on 17 May, 1945

PRESENT: Brigadier A.T. de Rhe Philipe, DQMG (Mov & Tn) AFHQ in the chair.

MRS			
Brigadier	R.D.	Waghorn	DMRS
Colonel	W.P.	Wilson	DDMRS
Colonel	E.L.	Parkes	DD Tn (Org)
Colonel	J.	Ratter	DD Tn (Constr.)
Colonel	R.E.	Coward	DD Tn (Stores)
Major	G.H.	Davies	DAD Tn (Finance)
Captain	C.	Wordsworth	S/Capt Tn (Mech)
AFHQ			
Major	M.A.	Renick	Tn (A) Rail Section
ALLIED COMMISSION			
Mr	M.H.	Taylor	Director Tn Sub Commission
Lt. Col.	J.W.	Baker	Movements Division Tn Sub Commission
Lt. Col.	O.H.	Lindberg	Chief Rail Division, Tn Sub Commission
Major	A.C.	Ping	Rail Division, Tn Sub Commission
MMLA			
Capt.	The Lord Westbury		Movements Liaison Officer
SMFE			
Lt. Col.	C.	Simonetti	for Chief Transports Officer
ISR			
General	G. di	Raimondo	Director-General
Ing.	E.	Lo Cigno	Chief, Engineering Dept
Ing.	G.	Caliendo	Aide to Director-General
Ing.	S.	Sottile	Deputy Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Dept.
Ing.	G.	Corbellini	Chief, Tractor Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.
Capt.	J.A.K.	Gray	Secretary

28. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were adopted after a discussion on the following points:-

(a) Minute 21 (e). Civilian Passenger Service North of Rome

Declassified E.O. 12356 Section 3.3/NND No. 785021

AFHQ			
Major	M.A.	Renick	Tn (A) Rail Section
ALLIED COMMISSION			
Mr	M.H.	Taylor	Director Tn Sub Commission
Lt. Col.	J.W.	Baker	Movements Division Tn Sub Commission
Lt. Col.	O.H.	Lindberg	Chief Rail Division, Tn Sub Commission
Major	A.C.	Ping	Rail Division, Tn Sub Commission
MMLA			
Capt.	The Lord Westbury		Movements Liaison Officer
SMRE			
Lt. Col.	C.	Simonetti	for Chief Transports Officer
ISR			
General	G. di	Raimondo	Director-General
Ing.	E.	Lo Cigno	Chief, Engineering Dept
Ing.	G.	Caliendo	Aide to Director-General
Ing.	S.	Sottile	Deputy Chief, Movements Division
Ing.	G.	Bracci	Chief, Stores Dept.
Ing.	G.	Corbellini	Chief, Tractor Dept.
Rag.	R.	Cleari	Chief, Accounts Dept.
Capt.	J.A.K.	Gray	Secretary

28. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were adopted after a discussion on the following points:-

(a) Minute 21 (a). Civilian Passenger Service North of Rome

DDMRI stated that the stock position was now sufficient to meet these requirements, but that the approval of G-4 (Mov & Tn) was awaited on the question of line capacities.

The urgency of this question was agreed and the chairman undertook to review the matter afresh in the light of the new situation existing from May 8, and give an early decision.

(b) Minute 22 (b). Transport for ISR

Director-General, ISR, said that only 16 out of the 80 vehicles had so far been received by the ISR. DD Tn (Org) stated that the releases were in order but that there were not sufficient drivers yet available. 888

AGREED: AC to do all possible to expedite delivery. 8/3

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONSIDERATION OF SUB-COMMITTEE MEETINGS

29. TRAFFIC SUB-COMMITTEE

DDMRI said that no meeting had been held, but questions arising were being dealt with satisfactorily day by day. The chief outstanding problem was that of civilian passenger services. This would be discussed at a meeting soon after the chairman's decision became known.

30. CONSTRUCTION SUB-COMMITTEE

DD Tn (Constr.) reported that there had been no meeting because of the situation in the North. It was, however, hoped at the next meeting to submit to the ISR the future plans for reconstruction called for by military requirements.

31. EQUIPMENT SUB-COMMITTEE

There were no points arising from the Minutes, but DMRI stated that he hoped soon to have full information as to the Tn Equipment available in the North.

32. STORES AND FINANCE SUB-COMMITTEES

There were no points arising from the Minutes of these Sub-Committees.

OTHER BUSINESS

33. Movement of Refugees

AC reported that the camps in the North are being inundated and that the train programme laid on with G-4 (Mov & Tn) was proving inadequate. The issue was complicated by the heavy loading on the trains, which were conveying up to 2,000 instead of the expected 1,000.

The Chairman said that the problem was not really a technical one. It was so vast that the railways alone could not solve it, though they would have to make their contribution, and he would examine the position to see if extra assistance could be given now.

AGREED: (a) Main responsibility rests with the Italian Government and AC. It is, therefore, for them to decide such questions as the maximum number per wagon, after consideration of health and safety factors and methods of enforcement.

(b) AC to obtain all possible information as to future numbers and destinations, so that loading at forward railheads can be controlled.

(c) Question of increased camp accommodation must also be

Declassified E.O. 12356 Section 3.3/NND No. 785021

he hoped soon to have full information as to the Tn Equipment available in the North.

32. STORES AND FINANCE SUB-COMMITTEES

There were no points arising from the Minutes of these Sub-Committees.

OTHER BUSINESS

33. Movement of Refugees

AC reported that the camps in the North are being inundated and that the train programme laid on with G-4 (Mov & Tn) was proving inadequate. The issue was complicated by the heavy loading on the trains, which were conveying up to 2,000 instead of the expected 1,000.

The Chairman said that the problem was not really a technical one. It was so vast that the railways alone could not solve it, though they would have to make their contribution, and he would examine the position to see if extra assistance could be given now.

AGREED: (a) Main responsibility rests with the Italian Government and AC. It is, therefore, for them to decide such questions as the maximum number per wagon, after consideration of health and safety factors and methods of enforcement.

(b) AC to obtain all possible information as to future numbers and destinations, so that loading at forward railheads can be controlled.

(c) Question of increased camp accommodation must also be thoroughly examined by AC.

34. Railway Policy in North ITALY

DMRI said that at the next meeting it would be possible to present an overall picture of the situation in the North. The ISR would be informed what works the Allies proposed to carry out and what would remain for them to do.

35. Tn. Stores, Construction Material and Equipment

Director Tn Sub Commission referred to the short and long term supply programmes of ISR requirements which had already been submitted to Washington, and he now thought that with the opening up of the North's industrial capacity the problem might become one of raw materials rather than of manufactured products: the lists would therefore need early revision. In

Declassified E.O. 12356 Section 3.3/NND No. 785021

consideration of further requirements, it was of importance to know what might become available from military sources as this would also affect the supply needs from abroad.

The Chairman said that there were two separate problems here:-

(i) Requirements
(ii) Method of meeting these requirements.

These must be considered on the basis of Rehabilitation, not of 'disease and unrest', it being felt the latter had now been covered.

DMRI said that there seemed to be three questions to be answered:

(i) How much existing equipment is to be handed over.
(ii) To what extent MRS is to order on a military basis.
(iii) At what stage and under what conditions should the materials ordered be supplied.

AGREED: (a) AC and ISR to re-examine the import programme to cover ITALY as a whole.

(b) Statement of revised requirements to be submitted to appropriate Sub-Committees.

(c) Sub-Committees then to say what surplus military stocks would be available to meet these demands, although these stocks are only one source of supply and the Board can only dispose of them in accordance with the general policy to be laid down by War Office.

(d) The method of submitting requirements is not the Board's concern. It was felt, however, that a complete list should be submitted, but showing that items had already been ordered.

(e) Director-General ISR's proposal to submit the demands in two stages to cover first, the urgent needs, and later, long-term requirements, was accepted.

(f) Director Tn Sub Commission to call an early meeting.

36 Road Transport Organisation

Director Tn Sub Commission stated that 3,700 lorries at present being operated in ITALY by truck companies under military control are shortly to be handed over to civilian authorities for operation.

He asked if the Board had any views on the organisation to be devised.

The Chairman replied that this hardly come within the Board's scope, but

Declassified E.O. 12356 Section 3.3/NND No. 785021

(ii) To what extent MRS is to order on a military basis.
(iii) At what stage and under what conditions should the materials ordered be supplied.

AGREED: (a) AC and ISR to re-examine the import programme to cover ITALY as a whole.

(b) Statement of revised requirements to be submitted to appropriate Sub-Committees.

(c) Sub-Committees then to say what surplus military stocks would be available to meet these demands, although these stocks are only one source of supply and the Board can only dispose of them in accordance with the general policy to be laid down by War Office.

(d) The method of submitting requirements is not the Board's concern. It was felt, however, that a complete list should be submitted, but showing that items had already been ordered.

(e) Director-General ISR's proposal to submit the demands in two stages to cover first, the urgent needs, and later, long-term requirements, was accepted.

(f) Director Tn Sub Commission to call an early meeting.

36 Road Transport Organisation

Director Tn Sub Commission stated that 3,700 lorries at present being operated in ITALY by truck companies under military control are shortly to be handed over to civilian authorities for operation.

He asked if the Board had any views on the organisation to be devised.

The Chairman replied that this hardly come within the Board's scope, but that at the next meeting individual members might like to express opinions.

A.T. de RHE PHILIPE,
Brigadier,
DQMG (Mov & Tn).
Chairman, Allied Railway Board.

887

Declassified E.O. 12356 Section 3.3/NND No. 785021

DISTRIBUTION:

Internal:	DQMG (Mov & Tn)		External:	DMRS Italy (20)
	Brig Q(M)			(incl copies for dist to
	COT	(2)		ISR)
	Mov 3	(2)		HQ Allied Commission (3)
	Tn (B)			HQ Mov North East Italy
	DMRS Rep			HQ Mov North West Italy
				HQ Mov South Italy
				HQ Mov Fifth Army (Br Inc)
				HQ Mov Eighth Army
				Mov LO MMIA
				SMRE MMIA
				Mov 15 Army Gp
				Mov LO DMRS

Declassified E.O. 12356 Section 3.3/NND No. 718502-1

SECRET

MINUTES OF FOURTH MEETING
OF
ALLIED RAILWAY BOARD

Held in Office of DMRS
on 19 Apr 45

PRESENT : Brigadier R.D. Waghorn, Director Military Railway Service, Italy, in the chair.

MRS		
Colonel	W.P. Wilson	DDMRS
Colonel	E.L. Parkes	DD Tn (Org)
Colonel	J. Ratter	DD Tn (Constr)
Colonel	J. Leese	DD Tn (Br) AFHQ
Lt.Col.	R.P. Moss	DD Tn (Operations)
Lt.Col.	W.L. Topham	AD Tn (Mech)
Lt.Col.	R.E. Coward	AD Tn (Stores)
Lt.Col.	L.C. Pannell	AD Tn (Finance)
AFHQ		
Lt.Col.	F.L. Jagger	AQMG(T)
Major	M.A. Menick	Tn(A) Rail Section
ALLIED COMMISSION		
Colonel	M.B. Thomes	Deputy Director, Tn Sub-Commission
Lt.Col.	J.W. Baker	Movements Division, Tn Sub-Commission
Lt.Col.	O.H. Lindberg	Chief Rail Division, Tn Sub-Commission
Major	A.C. Ping	Rail Division, Tn Sub-Commission
MMLA		
Capt.	The Lord Westbury	Movements Liaison Officer
SMFE		
Colonel	O. Bogliaccino	Chief Transports Officer
ISR		
General	G. di Raimondo	Director-General
Ing.	E. Lo Cigno	Chief, Engineering Dept
Ing.	G. Caliendo	Aide to Director-General
Ing.	C. Biondo	Chief, Movements Division
Ing.	G. Bracci	Chief, Stores Dept
Ing.	G. Corbellini	Chief, Traction Dept
Rag.	R. Oleari	Chief, Accounts Dept
Major	D.M. Howes	DAQMG(T), Secretary

20. MINUTES OF PREVIOUS MEETING

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt.Col.	R.E. Coward	AD Tn (Stores)
Lt.Col.	L.C. Pannell	AD Tn (Finance)
AFHQ		
Lt.Col.	F.L. Jagger	A/DMG(T)
Major	M.A. Renick	Tn(A) Rail Section
ALLIED COMMISSION		
Colonel	M.B. Thomes	Deputy Director, Tn Sub-Commission
Lt.Col.	J.W. Baker	Movements Division, Tn Sub-Commission
Lt.Col.	O.H. Lindberg	Chief, Rail Division, Tn Sub-Commission
Major	A.C. Ping	Rail Division, Tn Sub-Commission
MMIA		
Capt.	The Lord Westbury	Movements Liaison Officer
SMRE		
Colonel	O. Bogliaccino	Chief Transports Officer
ISR		
General	G.di Raimondo	Director-General
Ing.	E. Lo Cigno	Chief, Engineering Dept
Ing.	G. Caliendo	Aide to Director-General
Ing.	C. Biondo	Chief, Movements Division
Ing.	G. Bracci	Chief, Stores Dept
Ing.	G. Corbellini	Chief, Traction Dept
Rag.	R. Oleari	Chief, Accounts Dept
Major	D.M. Howes	DAQMG(T), Secretary

20. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were adopted. In a subsequent discussion on individual minutes the following points were noted :-

(a) Minute 14(b). Leave Travel Arrangements - Italian Military Personnel.

MMIA representative confirmed that this matter had been taken in hand with AFHQ and that bids were made at the weekly POM Meeting for the movement of organised parties.

243

886

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Minute 14(c). Pilferage.

AC stated that a certain number of trained Carabinieri were available for static and train guard duties, but that AFHQ, G-4 (Mov & Tn) had indicated that they were not in favour of employing them as train guards on military freight trains.

So far as the formation of a railway police unit was concerned, political issues were involved, making the formation of such a unit undesireable at present.

CONSIDERATION OF MINUTES OF SUB-COMMITTEE MEETINGS

21. TRAFFIC SUB-COMMITTEE

(a) Minute 1(a). Civilian Passenger Service North of Rome.

AQMG(M), AFHQ stated that approval was given in principle to the running of civilian passenger services Rome-Ancona: Rome-Arezzo: and Rome-Grosetto provided the running of such trains does not mean loss of tonnage capacity for military requirements and that coaching stock can be supplied over and above military requirements.

AGREED: AC to submit details of required services to the Traffic Sub-Committee who will consider along with known additional military requirements and arrange for the introduction of either whole or part of the requested services as soon as possible.

(b) Minute 1(c). Passes.

DDRRI stated that the Traffic Sub-Committee had approved the recommendations of the Sub-Committee formed to investigate the question of issue of passes and permits to civilians.

AFHQ have issued a directive on this matter to all Movement Headquarters, but not to Services, laying down the channels of application etc.

AGREED that the Sub-Committee Minutes be forwarded to AFHQ in order that such a directive can be issued.

(c) The attention of the Board was specially drawn to Sub-Committee Minutes 2(a), (b), (c), and (d).

22. CONSTRUCTION SUB-COMMITTEE

(a) Minute 12(b). Reconstruction CHIUSI-SIENA-EMPOLI Line.

AC stated that a complete priority list of civilian sponsored railway reconstruction projects had now been supplied to all

Declassified E.O. 12356 Section 3.3/NND No. 785021

and Rome-Grosetto provided the running of such trains does not mean loss of tonnage capacity for military requirements and that coaching stock can be supplied over and above military requirements.

AGREED: AC to submit details of required services to the Traffic Sub-Committee who will consider along with known additional military requirements and arrange for the introduction of either whole or part of the requested services as soon as possible.

(b) Minute 1(c). Passes.

DEMRI stated that the Traffic Sub-Committee had approved the recommendations of the Sub-Committee formed to investigate the question of issue of passes and permits to civilians.

AFHQ have issued a directive on this matter to all Movement Headquarters, but not to Services, laying down the channels of application etc.

AGREED that the Sub-Committee Minutes be forwarded to AFHQ in order that such a directive can be issued.

(c) The attention of the Board was specially drawn to Sub-Committee Minutes 2(a), (b), (c), and (d).

22. CONSTRUCTION SUB-COMMITTEE

(a) Minute 12(b). Reconstruction CHIUSI-SIENA-EMPOLI Line.

AC stated that a complete priority list of civilian sponsored railway reconstruction projects had now been supplied to all concerned.

(b) Minute 15. Transport for ISR.

AC stated that they wished to make it clear to all concerned that there was no possibility of obtaining a release for ISR purposes of the vehicles now arriving in this country from the USA.

A total of 80 vehicles, had however, been obtained from other sources for ISR use, and the distribution of these would be the responsibility of the ISR.

Declassified E.O. 12356 Section 3.3/NND No. 785021

23. EQUIPMENT SUB-COMMITTEE

(a) Minute 2. Terni.

AD Tn Mech informed the meeting that permission had now been obtained for the plating of wagons to be carried out at Terni Steel Works.

(b) Minute 9. Coal Tests in Tunnels.

DMRI stated that tests had now been carried out with low volatile coal in the tunnel section of Line 89, and would also be made on the Isernia-Potenza line. He wished all concerned to understand that it was necessary for these tests to be continued over a period to see that fume concentrations were not cumulative; also later at fixed intervals in order to ensure that all fresh arrivals of low volatile coal are up to standard.

24. STORES SUB-COMMITTEE.

(a) Minute 22. Timber Requirements.

DMRI re-iterated that it was now even more necessary than hitherto that the maximum possible effort be made to return as many wagons to traffic as possible.

AD Tn Stores stated that he had in hand the question of the 11,000 tons of Calabrian timber that has been offered to the E... He further stated that the timber situation for wagon repair had shewn a considerable improvement.

AGREED: ISR would be responsible for moving the timber to Railheads. AD Tn Stores will submit the necessary bids for movement.

(b) Minute 25. Saefem Works, Arezzo.

AD Tn Stores stated that AFLRS had now agreed that controlled stores at the above works would be placed at the disposal of MRS.

(c) Minute 29. Collection of Scrap Metals for ISR.

AD Tn Stores stated that it had been agreed that certain scrap could be sent to Terni Steel Works. This however, only covers a small portion of the available scrap and the ISR are still looking for an area or areas to which scrap can be sent for holding prior to calling forward to the Steel Works.

(d) Minutes 23 & 24. No further information yet available.

25. FINANCE SUB-COMMITTEE.

There were no points arising from the Minutes of the

Declassified E.O. 12356 Section 3.3/NND No. 785021

24. STORES SUB-COMMITTEE.

(a) Minute 22. Timber Requirements.

DSRI re-iterated that it was now even more necessary than hitherto that the maximum possible effort be made to return as many wagons to traffic as possible.

AD Tn Stores stated that he had in hand the question of the 11,000 tons of Calabrian timber that has been offered to the [illegible]. He further stated that the timber situation for wagon repair had shewn a considerable improvement.

AGREED: ISR would be responsible for moving the timber to Railheads. AD Tn Stores will submit the necessary bids for movement.

(b) Minute 25. Sacfem Works, Arezzo.

AD Tn Stores stated that AFLRS had now agreed that controlled stores at the above works would be placed at the disposal of ISR.

(c) Minute 29. Collection of Scrap Metals for ISR.

AD Tn Stores stated that it had been agreed that certain scrap could be sent [illegible] Terni Steel Works. This however, only covers a small portion [illegible] the available scrap and the ISR are still looking for an area or areas to which scrap can be sent for holding prior to calling forward to the Steel Works.

(d) Minutes 23 & 24. No further information yet available.

25. FINANCE SUB-COMMITTEE.

There were no points arising from the Minutes of this Sub-Committee.

26. Bridge Reconstruction - GIOIA TAURO - Line 92.

DSRI asked whether the necessary material for this work was now on the site. It transpired that with the exception of the steel tables, which were at present en route, and a small quantity of timber, all remaining materials were on hand. It was confirmed that work was being carried on throughout the 24 hours. Completion date was agreed by all as being 30 Jun at the latest, but that there is a probability that this date may ultimately be brought forward two or three weeks.

885

Declassified E.O. 12356 Section 3.3/NND No. 785021

27. Distribution of Sub-Committee Minutes.

DMRI requested that the chairman of each Sub-Committee ensure that minutes of their particular committees were circulated to the chairman of the other committees.

1185 Fellowes

R.W.L.FELLOWES,
Brigadier, for
DQMG(Mov & Tn)
Chairman, Allied Railway Board

27 Apr 45

DISTRIBUTION:

Internal	DQMG(Mov & Tn)		External	DMRS Italy (20)
	Brig Q(M)			(incl copies for dist to ISR)
	COT	(2)		HQ Allied Commission (3)
	Mov 3	(2)		HQ Mov Rome
	Tn(B)			HQ Mov Central Italy
	DMRS Rep			HQ Mov East Italy
				HQ Mov West Italy
				HQ Mov Fifth Army (Br Inc)
				HQ Mov Eighth Army
				Mov LO MMIA
				SMPE MMIA
				Mov 15 Army Gp
				Mov LO DMRS

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

Mov. L.O. DMRS.

Telephone 84395 or
Firebox Ext 99.

Subject : Allied Railway Board - ITALY.

12 April, 1945.

To : Addressees as below.

MLO / 16 / 38.

1. The Fourth Meeting of the Allied Railway Board, ITALY will take place at the office of the Director, Military Railway Service, at 0930 hours, Thursday, 19 April, 1945.

2. Copies of the Agenda are attached.

3. Please acknowledge.

D.M. HOWES,
Major, R.E.
Secretary.

Distribution : -

A.F.H.Q, G-4 (Mov & Tn).	5 copies
DMRS, Italy.	15 copies
Tn. Sub-Commission, Allied Commission	5 copies ✓
Mov. L.O. MMIA.	2 copies
I.S.R.	3 copies
Ufficio Transporte. S.M.R.E.	3 copies

884

TN 4

SECRET

MINUTES OF THIRD MEETING
OF
ALLIED RAILWAY BOARD

Held in Office of DMRS
on 15 March, 1945.

PRESENT: Brigadier A.T. de Rhe Philipe, DQMG(Mov & Tn) AFHQ in the chair.

MRS			
Brigadier	R.D.	Waghorn	DMRS
Colonel	W.P.	Wilson	DDMRS
Colonel	E.L.	Parkes	DD Tn (Org)
Colonel	J.	Ratter	DD Tn (Constr.)
Lt. Col.	R.P.	Moss	DD Tn (Operations)
Lt. Col.	W.L.	Topham	AD Tn (Mech.)
Lt. Col.	R.E.	Coward	AD Tn (Stores)
Lt. Col.	L.C.	Pannell	AD Tn (Finance)
AFHQ			
Brigadier	R.W.L.	Fellowes	Brig Q(M)
Lt.	G.	Simpson	Tn (A) Rail Section
ALLIED COMMISSION			
Colonel	M.B.	Thomas	Deputy Director, Tn Sub-Commission
Colonel	M.J.	Sieff	Chief Movements Division Tn Sub-Commission
Lt. Col.	J.W.	Baker	Movements Division, Tn Sub-Commission
Lt. Col.	O.H.	Lindberg	Rail Division, Tn Sub-Commission
Major	A.C.	Ping	Rail Division, Tn Sub-Commission
AMLA			
Capt.	W.A.A.	Evans	Movements Liaison Officer
SMRE			
Colonel	O.	Bogliaccino	Chief Transports Officer
ISR			
Ing.	E.	Lo Cigno	Chief, Engineering Dept (also representing General G. di Raimondo, Director General)
Ing.	G.	Caliendo	Aide to Director General
Ing.	C.	Biondi	Chief, Movements Division
Ing.	G.	Bucci	Chief, Stores Dept
Ing.	G.	Corbellini	Chief, Traction Dept
Rag.	E.	Olcari	Chief, Accounts Dept
Major	D.M.	Howes	DAQMG(M), Secretary

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt. Col.	W.E. Popham	AD Tn (Stores)
Lt. Col.	R.E. Coward	AD Tn (Finance)
Lt. Col.	L.C. Pannell	

AFHQ		
Brigadier	R.W.L. Fellowes	Brig Q(M)
Lt.	G. Simpson	Tn (A) Rail Section

ALLIED COMMISSION		
Colonel	M.B. Thomas	Deputy Director, Tn Sub-Commission
Colonel	M.J. Sieff	Chief Movements Division Tn Sub-Commission
Lt. Col.	J.W. Baker	Movements Division, Tn Sub-Commission
Lt. Col.	O.H. Lindberg	Rail Division, Tn Sub-Commission
Major	A.C. Ping	Rail Division, Tn Sub-Commission

MIL		
Capt.	W.A.A. Evans	Movements Liaison Officer

SMRE		
Colonel	O. Bogliaccino	Chief Transports Officer

ISR		
Ing.	E. Lo Cigno	Chief, Engineering Dept (also representing General G. di Raimondo, Director General)
Ing.	G. Caliendo	Aide to Director General
Ing.	C. Biondi	Chief, Movements Division
Ing.	G. Bucci	Chief, Stores Dept
Ing.	G. Corbellini	Chief, Traction Dept
Rag.	E. Cleari	Chief, Accounts Dept
Major	D.M. Howes	DAQMG(M), Secretary

13. MINUTES OF PREVIOUS MEETING

The Chairman stated that the agreement reached in Minute 11 (a) (i) laying down that MRS would be the authority for the conveyance of civilians on military trains had been misinterpreted by some members.

AGREED: The minute in question to be re-worded as follows:-

(a) Civilian trains instigated at Military request MRS to be the authority for deciding how many civilians, approved by AC, can be carried in addition to existing load.

883

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Military troop trains or travel over lines where no Civilian Service is available.

Movements to be the deciding authority and applications to be submitted by AC or MRS to local Movements Headquarters.

Subject to the above amendment, the minutes of the previous meeting were adopted.

CONSIDERATION OF MINUTES OF SUB-COMMITTEE MEETINGS

14. TRAFFIC SUB-COMMITTEE

(a) Minute 2(a). Civilian Passenger Facilities North of ROME

The Chairman explained to the meeting that the present policy of AFHQ is to prevent the movement of civilians into forward areas, and both LEGHORN and ANCONA at present fall under that heading.

AGREED: AC after discussion with MRS will forward an official application to AFHQ.

(b) Para. 2(d). Leave Travel arrangements; Italian Military Personnel and Italian Technicians attached to Allied Military Units.

The Chairman pointed out that the matters referred to in this Minute should not be handled by AC. In the case of Italian military personnel, MMIA is the proper channel, and the relevant employing service where Italian civilians are concerned.

AGREED: MMIA to investigate Italian Military leave travel requirements, and place bids on AFHQ for consideration.

(c) Para. 2 (g). Pilferage

DMRS asked if AC could state how many Italian Police are now available to supplement existing train guards.

AGREED: Necessary information to be obtained and placed before next meeting of Traffic Sub-Committee.

15. STORES SUB-COMMITTEE

(a) Minute 9 (4). Long Term requirements of Stores for ISR

AC stated that the Director Tn Sub-Commission was at present visiting LONDON and WASHINGTON in an endeavour to arrange the hastening of despatch of ISR stores required during the current

Declassified E.O. 12356 Section 3.3/NND No. 785021

forward areas, and both LEGHORN and [illegible] that heading.

AGREED: AC after discussion with MRS will forward an official application to AFHQ.

(b) Para. 2(d). Leave Travel arrangements; Italian Military Personnel and Italian Technicians attached to Allied Military Units.

The Chairman pointed out that the matters referred to in this Minute should not be handled by AC. In the case of Italian military personnel, MMIA is the proper channel, and the relevant employing service where Italian civilians are concerned.

AGREED: MMIA to investigate Italian Military leave travel requirements, and place bids on AFHQ for consideration.

(c) Para. 2 (g). Pilferage

DMRS asked if AC could state how many Italian Police are now available to supplement existing train guards.

AGREED: Necessary information to be obtained and placed before next meeting of Traffic Sub-Committee.

15. STORES SUB-COMMITTEE

(a) Minute 9 (4). Long Term requirements of Stores for ISR

AC stated that the Director Tn Sub-Commission was at present visiting LONDON and WASHINGTON in an endeavour to arrange the hastening of despatch of ISR stores required during the current year.

(b) Minute 12. Sacfem Works, AREZZO.

AD Tn (Stores) stated that at the last meeting of the AFLRS Committee a request for the blocking of further requisitioning of plant, stores and equipment from the above works had not been agreed. All services are now in a position to bid for any equipment in this factory and the committee will decide the allocation on a priority basis.

AGREED: MRS to officially apply to AFHQ requesting that an instruction be issued to prevent the disposal of the remaining equipment at this factory.

Declassified E.O. 12356 Section 3.3/NND No. 785021

16. CONSTRUCTION SUB-COMMITTEE

(a) Minute 7 (g). Line 220. CHIUISI - SIENA - EMPOLI

The Chairman stated that in his opinion the agreement reached in Minute 11 (d) concerning Minute (i) of the first meeting of the Construction Sub-Committee, gave this Sub-Committee power to make decisions regarding the commencement of work such as above, without reference to the Allied Board. DD Tn (Constr) stated that the matter had been referred to the Board because it entailed the use of a controlled military store i.e. cement.

AGREED: Where any reconstruction project sponsored by AC as part of a long term civil rehabilitation scheme is proposed, and it involves the use of a controlled military store, the following is to apply:-

(i) AC will investigate the request in the light of its desirability for the economic rehabilitation of the country, and will allot a priority.

(ii) The Chairmen of the Construction and Stores Sub Committee will jointly consider the proposals of AC and advise as to the probable availability of stores. This will enable AC to allocate the availabilities in accordance with priorities.

(b) Minute 10. Tyres for ISR Vehicles.

Chief, Engineering Dept, ISR advised the meeting that 5 tyres had now been issued to his Construction Section.

AGREED: ISR will ensure an equitable distribution between departments of any tyres allocated.

17. FINANCE AND EQUIPMENT SUB-COMMITTEES

There were no points arising out of the minutes of these Sub-Committees.

18. DISPOSAL OF SCRAP MATERIAL

DD Tn (Constr) stated that there were large quantities of scrap material up and down the line which, to date, during reconstruction had just been thrown clear of running lines and left. The presence of these accumulations of scrap have a bad moral effect and further it is desirable that the ISR be encouraged to clear all possible ground in order that gradual rehabilitation of facilities may proceed. Further it is quite possible that much of this material may be re-used after treatment at a steel works. He therefore proposed that a drive to clear up this scrap material be instigated.

AGREED: (a) ISR will be responsible for arranging clearance of this material

Declassified E.O. 12356 Section 3.3/NND No. 785021

and will allot a priority.

(ii) The Chairmen of the Construction and Stores Sub Committee will jointly consider the proposals of AC and advise as to the probable availability of stores. This will enable AC to allocate the availabilities in accordance with priorities.

(b) Minute 10. Tyres for ISR Vehicles.

Chief, Engineering Dept, ISR advised the meeting that 5 tyres had now been issued to his Construction Section.

AGREED: ISR will ensure an equitable distribution between departments of any tyres allocated.

17. FINANCE AND EQUIPMENT SUB-COMMITTEES

There were no points arising out of the minutes of these Sub-Committees.

18. DISPOSAL OF SCRAP MATERIAL

DD Tn (Constr) stated that there were large quantities of scrap material up and down the line which, to date, during reconstruction had just been thrown clear of running lines and left. The presence of these accumulations of scrap have a bad moral effect and further it is desirable that the ISR be encouraged to clear all possible ground in order that gradual rehabilitation of facilities may proceed. Further it is quite possible that much of this material may be re-used after treatment at a steel works. He therefore proposed that a drive to clear up this scrap material be instigated.

AGREED: (a) ISR will be responsible for arranging clearance of this material to suitable points.

(b) The Stores Sub-Committee will be responsible for general supervision and rendering such assistance as the ISR requires.

Where necessary the movement of such stores will be bid to AFHQ for consideration at the weekly PCL.

Declassified E.O. 12356 Section 3.3/NND No. 785021

19. OTHER BUSINESS

Brigadier WAGHORN informed ISR representatives that it was the intention to hand back the control of the ROME, ANCONA and FLORENCE Compartimento's on the same basis as the NAPLES and BARI Compartimentos, to the ISR. It is also intended that the ISR shall assume a greater degree of control within the MRS Headquarters. It is therefore essential that the ISR commence planning now in order that the change over, which may be at short notice, can be effected smoothly. It is realised that adequate communications will be an essential proviso before any such change of control is instituted and this matter is at present being pursued.

A. T. de RHE PHILIPE
Brigadier
D.Q.M.G. (MOV & TN)
Chairman, Allied Railway Board.

22th March, 1945

DISTRIBUTION:

Internal	DQMG (Mov & Tn)		External	DMRS Italy (20)
	Brig. Q(M)			(incl copies for dist to ISR)
	COT	(2)		HQ Allied Commission (3)
	Mov. 3	(2)		HQ Mov Rome
	Tn (B)			HQ Mov Central Italy
	DMRS Rep.			HQ Mov East Italy
				HQ Move West Italy
				HQ Mov 5 Army (Br Inc)
				HQ Mov 5 Army
				Mov LO MMIA
				SMRE MMIA
				Mov 15 Army Gp.

declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED.

Mov. L.O. MAC.,

Telephone 813495 or
Firebox Ext. 99.

9 Mar 45.

Ref : MO/16/6

Subject : ALLIED RAILWAY BOARD - ITALY.

To : Addressees as below.

1. The Third Meeting of the Allied Railway Board, Italy will take place at the office of the Director, Military Railway Service, at 0930 hours on Thursday, 15 March 1945.

2. Copies of the Agenda are attached.

3. Please acknowledge.

L.M.Howes
L.M.HOWES,
Major R.E.
Secretary.

DISTRIBUTION.

AFHQ. G-4 (Mov.& Tn.)	(5 Copies)
BARI, ITALY.	(15 Copies)
✓Tn. Sub-Commission, Allied Commission.	(5 Copies)
Mov. L.O. MAC.	(2 Copies)
I.G.H.	(3 Copies)
Ufficio Trasporti A.M.M.G.	(3 Copies)

881

Declassified E.O. 12356 Section 3.3/NND No. 185021

AGENDA FOR MEETING NO.3 OF
ALLIED RAILWAY BOARD, ITALY.

1. Consideration of Minutes of last Meeting.

2. Consideration of Sub-Committee Minutes.

3. Disposal of scrap material.

4. Other business;

S E C R E T

MINUTES OF SECOND MEETING
OF
ALLIED RAILWAY BOARD

Held in Office of DMRS
on 15 February, 1945

PRESENT: Brigadier A. T. de Rhe Philipe, DQMG(Mov & Tn) AFHQ in the chair.

MRS
Brigadier R. D. Waghorn, DMRS.
Colonel W. P. Wilson, DDMRS.
Colonel A. H. Early DD Tn (Railways).
Lt. Col. R. P. Moss, DD Tn (Operations).
Lt. Col. W. L. Topham, AD Tn (3(M)).
Lt. Col. R. E. Coward, AD Tn (Stores).
Lt. Col. L. C. Pannell, AD Tn (F).
Major C. Williams. DAD Tn (Constr.).

AFHQ
Major M. A. Renick, Tn A (Rail Section).

Allied Commission
Mr. M. H. Taylor, Director, Tn Sub-Commission.
Colonel M. B. Thomas, Deputy Director, Tn Sub-Comm.
Lt. Col. C. H. Lindberg, Rail Division, Tn Sub-Comm.
Major A. C. Ping, Rail Division, Tn Sub-Comm.
Major C. R. Worthington, Movements Division Tn Sub-Comm.

MMLA
Capt. W. A. A. Evans, Movements Liaison Officer.

SMRE
Colonel O. Bogliaccino, Chief Transports Officer.

ISR
General G. di Raimondo, Director General.
Ing. G. Caliendo, Aide to Director General.
Ing. O. Biondi, Chief, Movements Division.
Ing. G. Bracci, Chief, Stores Department.
Ing. G. Corbellini, Chief, Traction Department (Florence).
Ing. E. Lo Cigno, Chief, Works Department.
Rag. E. Olcari, Accounting Department.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt. Col. W. L. Topham, AD Tn (3(M)).
Lt. Col. R. E. Coward, AD Tn (Stores).
Lt. Col. L. C. Pennell, AD Tn (F).
Major O. Williams, DAD Tn (Constr.).

AFHQ
Major M. A. Benick, Tn A (Rail Section).

Allied Commission
Mr. M. H. Taylor, Director, Tn Sub-Commission.
Colonel M. B. Thomas, Deputy Director, Tn Sub-Comm.
Lt. Col. C. H. Lindberg, Rail Division, Tn Sub-Comm.
Major A. C. Ping, Rail Division, Tn Sub-Comm.
Major C. R. Worthington, Movements Division Tn Sub-Comm.

MMIA
Capt. W. A. A. Evans, Movements Liaison Officer.

SACRE
Colonel O. Bogliaccino, Chief Transports Officer.

ISR
General G. di Raimondo, Director General.
Ing. G. Caliendo, Aide to Director General.
Ing. C. Biondi, Chief, Movements Division.
Ing. G. Bracci, Chief, Stores Department.
Ing. G. Corbellini, Chief, Traction Department (Florence).
Ing. E. Lo Cigno, Chief, Works Department.
Rag. E. Olcari, Accounting Department.

10. MINUTES OF PREVIOUS MEETING.

Minutes of previous meeting were adopted.

11. CONSIDERATION OF MINUTES OF SUB-COMMITTEE MEETINGS.

(a) TRAFFIC SUB-COMMITTEE

MINUTE 2(A) Circulation Permits and/or Passes for Civilian Employees other than ISR or MRS.

Brigadier Waghorn raised the question of the conveyance of civilians in military areas, when such civilians were performing work of essential use to the Allied Forces, although not qualifying for free travel under the existing arrangements whereby direct employees of the Allies or contractors to the Allies are so conveyed.

880

Declassified E.O. 12356 Section 3.3/NND No. 785021

AGREED: (i) MRS authority must be obtained for the conveyance of civilians on military trains. Where such authority is given, the number of civilians will be strictly limited to those engaged on essential work and the desirability of maintaining the "prevention of disease and unrest" formula.

(ii) AC will be responsible for the issuing of MRS permits to civilians based on the type of employment and contribution to war effort, and will agree with MRS on the numbers to be conveyed. No charge shall be made on the worker so conveyed.

(iii) AC may raise the question of free conveyance of the workers concerned should AFLRB give a decision that such workers should not be carried without payment.

(iv) Normal civilian passenger services will be introduced in areas where the demand exists as soon as circumstances permit.

(v) The matter be referred to Traffic Sub-Committee for procedure and method of checking of passengers travelling.

(b) EQUIPMENT SUB-COMMITTEE

(i) MINUTE 6. Timber

Arising from the Minutes, the acute shortage of timber was stressed. Chairman, Stores Sub-Committee stated that action had been taken, and information on the subject would be publicised by that Sub-Committee.

AGREED: Representative of Equipment Sub-Committee will attend next Meeting of Stores Sub-Committee in order to ensure liaison on the question is fully maintained.

(ii) MINUTE 10. Use of Officina San Giorgio Works, Pistoia for Railway Purposes.

Chairman of Sub-Committee announced that since this item had been tabled, the Works have been released for MRS use as from 4th February, and arrangements are well in hand to put the works into operation.

(iii) MINUTE 2. Pescara Running Shed.

Chairman of Sub-Committee asked AC to undertake supervision of repairs to running shed and roundhouse at Pescara, ready for use

Declassified E.O. 12356 Section 3.3/NND No. 785021

(iii) AC may raise the question of free conveyance of the workers concerned should AFLRB give a decision that such workers should not be carried without payment.

(iv) Normal civilian passenger services will be introduced in areas where the demand exists as soon as circumstances permit.

(v) The matter be referred to Traffic Sub-Committee for procedure and method of checking of passengers travelling.

(b) EQUIPMENT SUB-COMMITTEE

(i) MINUTE 6. Timber

Arising from the Minutes, the acute shortage of timber was stressed. Chairman, Stores Sub-Committee stated that action had been taken, and information on the subject would be publicised by that Sub-Committee.

AGREED: Representative of Equipment Sub-Committee will attend next Meeting of Stores Sub-Committee in order to ensure liaison on the question is fully maintained.

(ii) MINUTE 10. Use of Officina San Giorgio Works, Pistoia for Railway Purposes.

Chairman of Sub-Committee announced that since this item had been tabled, the Works have been released for MRS use as from 4th February, and arrangements are well in hand to put the works into operation.

(iii) MINUTE 2. Pescara Running Shed.

Chairman of Sub-Committee asked AC to undertake supervision of repairs to running shed and roundhouse at Pescara, ready for use when the Ortona-Ancona line is brought into operation.

AGREED: Matter be referred to Construction Sub-Committee

(iv) RESERVATION OF SITES IN FORWARD AREAS FOR MRS AND ISR.

ISR raised the question on the desirability of earmarking in advance certain premises in Northern territory for the use of MRS and ISR, to prevent removal of essential machinery.

AGREED: The indication of MRS interest in particular works in Northern territory was desirable, and steps should be taken to advise AFLRB accordingly. It was fully realised that military demands are paramount, and that an advancing army would utilise all materials in furtherance of its task. The Chairman undertook to raise the matter at a forthcoming CAC Conference on North Italy.

(c) STORES SUB-COMMITTEE

Minutes were accepted, no matter arising for Allied Railway Board discussion or action.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(d) CONSTRUCTION SUB-COMMITTEE.

MINUTE 1. Amendment of AFHQ Memorandum N.76 dated 7th November, 1943, setting out responsibilities of Transportation Sub-Commission. AC.

Chairman stated steps would be taken to arrange the amendment of Memorandum N.76 in order to enable AC to accept responsibility for works on military rail lines, but this would take some time, and work in hand should not be delayed.

AGREED: Decision of Chairman be accepted as authority for AC to proceed with works as delegated to it by the various Sub-Committees, pending amendment of Memorandum N.76.

MINUTE 4. Financial responsibility of MRS/AC for Contracts placed by ISR at the instigation of MRS/AC.

Brigadier Waghorn pointed out that it was essential that finance should always be available for the completion of works of military priority. Although no difficulty had so far occurred, there might be danger of work being held up through lack of financial support.

AGREED: MRS requirements are primary commitment, and after this AC will be the channel for ensuring that money is available for work of civilian need based on priority assessed by AC. Cost of reconstruction will be kept entirely apart from costs of maintenance.

MINUTE 2.(c). REVIEW OF CURRENT AND PROJECTED CONTRACT WORKS: Line 65 - Arezzo - Florence.

NOTED: The re-building of the line will be a secondary phase to the clearing of debris and preparatory work, and that this second phase will not proceed until a satisfactory supply of materials is on hand for the work to proceed. ISR emphasised that contracts had been let, and that although the secondary phase might be delayed, the contractors concerned would be expected to complete the job in due course.

MINUTE 3. Tyres and Petrol.

Chairman stated that whilst it was noted that some difficulty arose in securing petrol for contractors engaged on purely civil contracts, the Board would not be in a position to alter the existing machinery of supply, which was based on

Declassified E.O. 12356 Section 3.3/NND No. 785021

take some time, and work to hold [illegible]

AGREED: Decision of Chairman be accepted as authority for AC to proceed with works as delegated to it by the various Sub-Committees, pending amendment of Memorandum N.76.

MINUTE 4. Financial responsibility of MRS/AC for Contracts placed by ISR at the instigation of MRS/AC.

Brigadier Waghorn pointed out that it was essential that finance should always be available for the completion of works of military priority. Although no difficulty had so far occurred, there might be danger of work being held up through lack of financial support.

AGREED: MRS requirements are primary commitment, and after this AC will be the channel for ensuring that money is available for work of civilian need based on priority assessed by AC. Cost of reconstruction will be kept entirely apart from costs of maintenance.

MINUTE 2.(d). REVIEW OF CURRENT AND PROJECTED CONTRACT WORKS: Line 65 - Arezzo - Florence.

NOTED: The re-building of the line will be a secondary phase to the clearing of debris and preparatory work, and that this second phase will not proceed until a satisfactory supply of materials is on hand for the work to proceed. ISR emphasised that contracts had been let, and that although the secondary phase might be delayed, the contractors concerned would be expected to complete the job in due course.

MINUTE 3. Tyres and Petrol.

Chairman stated that whilst it was noted that some difficulty arose in securing petrol for contractors engaged on purely civil contracts, the Board would not be in a position to alter the existing machinery of supply, which was based on the priority demands of military needs.

AGREED: Present procedure should continue, and if any difficulty arises in respect of contracts which have a military priority the matter should be raised again.

Mr Taylor, AC, pointed out that within the sizes available, the ISR request for tyres had been met without being cut. It was hoped that the Pirelli Tyre Plant at Tivoli would be in operation shortly, when pressure would be maintained for the completion of the requisition.

(d) FINANCE SUB-COMMITTEE

MINUTE 3D 1. Contracts placed by ISR on instructions of MRS of AC

879

Declassified E.O. 12356 Section 3.3/NND No. 785021

AGREED: The allocation of funds should be the responsibility of Finance Sub-Commission, AC. The investigation of time factors, finance involved, and any special scrutiny of contracts which might be considered necessary, should be the responsibility of the Construction Sub-Committee, which should co-opt a representative of Finance Sub-Committee if desired.

12. ADDITIONAL TO AGENDA.

(a) TRAFFIC SUB-COMMITTEE.
MINUTE 2 e. Operation of Line 90 by Italian State Railways.

ISR stated that provided power was fully available, they would be able to take over control of operation of Line 90 and the Naples Compartimento from 5th March, 1945.

Chairman stated that ISR would be the Agents of MRS, who would guarantee power being available.

NOTED: This information was noted, and Traffic Sub-Committee Meeting Minutes 2 d and e were approved.

(b) STORES INDENTS FOR ISR.

ISR asked if it would be possible for a 3 month's issue of Stores, to be made, rather than for continued submission of individual indents.

Chairman stated this would be difficult to implement owing to scarity of supplies, but the principle was accepted. Long term requisitions were being covered by AC.

25th February, 1945.

A. T. de RHE PHILIPE
Brigadier
D.Q.M.G.(MOV & TN)
Chairman, Allied Railway Board.

DISTRIBUTION:

Internal DQMG(Mov & Tn) External DMRS Italy (20)

Declassified E.O. 12356 Section 3.3/NND No. 785021

ISR stated that provided power was fully available, they would be able to take over control of operation of Line 90 and the Naples Compartimento from 5th March, 1945.

Chairman stated that ISR would be the Agents of MRS, who would guarantee power being available.

NOTED: This information was noted, and Traffic Sub-Committee Meeting Minutes 2 d and e were approved.

(b) STORES INDENTS FOR ISR.

ISR asked if it would be possible for a 3 month's issue of Stores, to be made, rather than for continued submission of individual indents.

Chairman stated this would be difficult to implement owing to scarity of supplies, but the principle was accepted. Long term requisitions were being covered by AG.

25th February, 1945.

A. T. de RHE PHILIPE
Brigadier
D.Q.M.G.(MOV & TN)
Chairman, Allied Railway Board.

DISTRIBUTION:

Internal
DQMG(Mov & Tn)
Brig. Q(M)
COT (2)
Mov. 3
Tn (B)
DMRS Rep.

External
DMRS Italy (20)
(incl copies for dist to ISR)
HQ Allied Commission (3)
HQ Mov Rome
HQ Mov Central Italy
HQ Mov East Italy
HQ Mov West Italy
HQ Mov 5 Army (Br Inc)
HQ Mov 5 Army
Mov LO MAIA
SHAEF MAIA
Mov 15 Army Gp.

Declassified E.O. 12356 Section 3.3/NND No. 785021

AGENDA FOR MEETING N°. 2 OF

ALLIED RAILWAY BOARD, ITALY.

1. Consideration of Minutes of last Meeting.

2. Consideration of Sub-Committee Minutes.

3. Return to I.S.R. of Railway Operation in Naples Area and on Line 90.

4. Control of A.C. Civil Traffic.

5. Timber release for Wagon Repair.

6. Use of Officina San Giorgio at Pistoia for Railway purposes.

7. Any other business.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. Consideration of Minutes of last Meeting.

2. Consideration of Sub-Committee Minutes.

3. Return to I.S.R. of Railway Operation in Naples Area and on Line 90.

4. Control of A.C. Civil Traffic.

5. Timber release for Wagon Repair.

6. Use of Officina San Giorgio at Pistoia for Railway purposes.

7. Any other business.

878

Declassified E.O. 12356 Section 3.3/NND No. 785021

Military Railway Service,
Italy.

Tel: Firebox 74.
Outside Line 843063.

TM.A.1/211.

14 Feb. 45.

Subject: Allied Railway Board, Italy.

To: General di Raimondo.
Col. J. Ratter.
Col. W.P. Wilson.
Lt.Col.R.F. Moss.
Lt.Col.W.L. Topham.
Lt.Col.R.E. Coward.
Lt.Col.L.C. Pennell.

1. The second Meeting of the Allied Railway Board, Italy, will take place at the office of the Director, Military Railway Service at 0930 hours on Thursday, 15 February, 1945.

2. A copy of the Agenda is attached. Will you please attend or send a representative who can make decisions on your behalf.

(C.R. HOLDOM)
for Brigadier,
Director, Military Railway Service.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 26335
Date Time of Origin: FEB 13/1930A

Message Centre No: D/1781
Date Time Rec'd: FEB 14/0930
Precedence: PRIORITY

FROM: AFHQ SIGNED SACMED CITE: FHGDM.
TO : DMRS (I) TRANSPORTATION S/C ALCOM, MMIA, MOVEMENTS ROME.

RESTRICTED

RESTRICTED.

1. 2nd monthly meeting of Allied Railway Board will be held at Hq Military Railway Service at 0930 on Thursday February 15.

2. Agenda:

(A) Consideration of minutes of last meeting.

(B) Consideration of Sub Committee minutes.

(C) Return to ISR of Railway operation in NAPLES area and on line 90.

(D) Control of AC civil traffic.

(E) Timber releases for wagon repair.

(F) Use of official SAN GIORGIO at PISTOIA for railway purposes.

(G) Any other business.

3. DMRS please notify ISR. MOVEMENTS ROME notify SMRE.

INFO - ACTION

DIST

Info-Action: TN S/C
Info: A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
LAND FORCES
FILE

HEADQUARTERS 14 FEB 1945 876 Ac

RESTRICTED

SECRET

MINUTES OF FIRST MEETING OF ALLIED RAILWAY BOARD

held in office of DMRS
on 18 January 1945

PRESENT: Brigadier A.T. de Rhe Philipe, DQMG(Mov & Tn), AFHQ in the chair.

MRS
Brigadier R.D. Waghorn, DMRS.
Lt. Col. W.P. Wilson, DDMRS.
Colonel J. Ratter, DD Tn (Constr).
Lt. Col. R.P. Moss, DD Tn (Operations).
Lt. Col. W.L. Topham, AD Tn (3 (M)).
Lt. Col. R.E. Coward AD Tn (Stores).
Lt. Col. L.C. Pannell, AD Tn (F).

AFHQ
Brigadier R.W.L. Fellowes, Brig Q(M).

Mov 15 ARMY GROUP
Lt. Col. D. Rogers, AQMG(M).

Allied Commission
Mr. M.H. Taylor, Director, Tn Sub Comm.
Colonel M.B. Thomas, Deputy Director, Tn Sub Comm.
Lt. Col. J.W. Baker, Movements Division, Tn Sub Comm.
Lt. Col. O.H. Lindberg, Rail Division, Tn Sub Comm.
Major A.C. Ping, Rail Division, Tn Sub Comm.

MMLA
Capt. Lord Westbury, Movements Liaison Officer.

SMRE
Colonel O. Bogliaccino, Chief Transports Officer.

ISR
General G. di Raimondo, Director General.
Ing. C. Galiendo, Aide to Director General.
Ing. G. Biondi Chief, Movements Division.
Ing. G. Bracci, Chief, Stores Department.
Ing. G. Corbelliini, Chief, Traction Department, (Florence)
Ing. E. Lo Cigno, Chief, Works Department.
Ing. G. Grande, Chief, Traction Department Liaison Officer.
Ing. S. Dorati, Works Department, Communications Section.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Colonel J. Ratter, DD Tn (Constr).
Lt. Col. R.P. Moss, DD Tn (Operations).
Lt. Col. W.L. Topham, AD Tn (3 (M)).
Lt. Col. R.E. Coward AD Tn (Stores).
Lt. Col. L.C. Pannell, AD Tn (F).

AFHQ
Brigadier R.W.L. Fellowes, Brig Q(M).

Mov 15 ARMY GROUP
Lt. Col. B. Rogers, AQMG(M).

Allied Commission
Mr. M.M. Taylor, [illegible] Director, Tn Sub Comm.
Colonel M.B. Thomas, Deputy Director, Tn Sub Comm.
Lt. Col. J.W. Baker, Movements Division, Tn Sub Comm.
Lt. Col. O.H. Lindberg, Rail Division, Tn Sub Comm.
Major A.C. Ping, Rail Division, Tn Sub Comm.

MALA
Capt. Lord Westbury, Movements Liaison Officer.

SMRE
Colonel C. Bogliaccino, Chief Transports Officer.

ISR
General G. di Raimondo, Director General.
Ing. C. Caliendo, Aide to Director General.
Ing. G. Biondi Chief, Movements Division.
Ing. G. Bracci, Chief, Stores Department.
Ing. G. Corbellini, Chief, Traction Department, (Florence)
Ing. M. Lo Cigno, Chief, Works Department.
Ing. G. Grande, Chief, Traction Department Liaison Officer.
Ing. S. Dorati, Works Department, Communications Section.

875

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. LONG-TERM PLANNING

AGREED: This is primarily a responsibility for AC, and at present consists chiefly in providing plant, materials and transport. It is not proposed to go into details at meetings. The Director, Transportation Sub-Commission will submit a brief report by the 2nd Thursday of each month stating what action has been taken.

5. CONSTITUTION OF WORKING COMMITTEES

AGREED: That the Chairman of each Working Sub-Committee should be an officer of of Military Railway Services.

That each Sub-Committee should consist of nominated representatives of :

Military Railway Services
Allied Commission, (Transportation Sub-Commission)
and ISR

The Traffic Committee also to include a representative for [illegible] (Movements and Transportation).

6. APPOINTMENT OF REPRESENTATIVES TO COMMITTEES

AGREED: That the following representatives be appointed :

(a) TRAFFIC SUB-COMMITTEE
Chairman: Lt. Col. W.P. Wilson, DMRS, Rome
Members: Lt. Col. J.W. Baker, Allied Commission, (Tn Sub-Comm)
Lt. Col. C.H. Lindberg, Allied Commission, (Tn Sub-Comm)
Lt. Col. G.W. Brown, G-4 Mov & Tn, AFHQ
Ing. C. Biondi, ISR (Movements)

(b) CONSTRUCTION SUB-COMMITTEE
Chairman: Colonel J. Ratter, DD Tn (Constr), Transportation Increment, CMF
Members: Major A.L. Street, Allied Commission, (Tn Sub-Comm)
Major F.P. Richardson, Allied Commission, (Tn Sub-Comm)
Ing. M. Lo Cigno, ISR

(c) EQUIPMENT SUB-COMMITTEE
Chairman: Lt. Col. W.L. Topham, MRS (AD Tn 3(M)), Rome
Members: Major S.L. Baister, Allied Commission, (Tn Sub-Comm)
Ing. G. Corbellini, ISR (Traction Dept)

(d) STORES SUB-COMMITTEE
Chairman: Lt. Col. R.L. Coward, AD Tn 2, Transportation Increment, CMF
Members: Major C.M. Long, Allied Commission, (Tn Sub-Comm)
Ing. G. Bracci, ISR (Stores)

(e) FINANCE SUB-COMMITTEE
Chairman: Lt. Col. L.C. Pannell, MRS (Tn F)
Members: Colonel H.G. Crowshaw, Allied Commission (Finance Sub-Comm)

Declassified E.O. 12356 Section 3.3/NND No. 785021

The Traffic Committee also to include a representative for [illegible] (Movements and Transportation).

6. APPOINTMENT OF REPRESENTATIVES TO COMMITTEES

AGREED: That the following representatives be appointed :

(a) TRAFFIC SUB-COMMITTEE
Chairman: Lt. Col. W.P. Wilson, DDMRS, Rome
Members: Lt. Col. J.W. Baker, Allied Commission, (Tn Sub-Comm)
Lt. Col. O.H. Lindberg, Allied Commission, (Tn Sub-Comm)
Lt. Col. G.W. Brown, G-4 Mov & Tn, AFHQ
Ing. C. Biondi, ISR (Movements)

(b) CONSTRUCTION SUB-COMMITTEE
Chairman: Colonel J. Ratter, DD Tn (Constr), Transportation Increment, CMF
Members: Major A.K. Street, Allied Commission, (Tn Sub-Comm)
Major F.P. Richardson, Allied Commission, (Tn Sub-Comm)
Ing. M. Lo Cigno, ISR

(c) EQUIPMENT SUB-COMMITTEE
Chairman: Lt. Col. W.L. Topham, MRS (AD Tn 3(M)), Rome
Members: Major S.L. Baister, Allied Commission, (Tn Sub-Comm)
Ing. C. Corbellini, ISR (Traction Dept)

(d) STORES SUB-COMMITTEE
Chairman: Lt. Col. R.A. Coward, AD Tn 2, Transportation Increment, CMF
Members: Major C.M. Long, Allied Commission, (Tn Sub-Comm)
Ing. G. Bracci, ISR (Stores)

(e) FINANCE SUB-COMMITTEE
Chairman: Lt. Col. L.C. Pannell, MRS (Tn F)
Members: Colonel H.G. Crowshaw, Allied Commission (Finance Sub-Comm) +
Dott. L. Olcari, ISR ≠

Note: + AC pointed out that the internal arrangements of Allied Commission would require an officer of the Finance Sub-Commission to be appointed for this Sub-Committee.

≠ Additional ISR representatives to be co-opted as needed.

7. AGENDA FOR SUB-COMMITTEES

Points to be raised for discussion at the Sub-Committees should be submitted in advance to the appropriate Sub-Committee Chairman at the addresses given, in order to ensure inclusion in Agenda.

874

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

MINUTES OF FIRST MEETING
OF
ALLIED RAILWAY BOARD

held in office of DMRS
on 18 January 1945

PRESENT: Brigadier A.T. de Rhe Philipe, DQMG(Mov & Tn), AFHQ in the chair.

MRS
Brigadier R.D. Waghorn, DMRS.
Lt. Col. W.P. Wilson, DDMRS.
Colonel J. Ratter, DD Tn (Constr).
Lt. Col. R.P. Moss, DD Tn (Operations).
Lt. Col. W.L. Topham, AD Tn (3 (M)).
Lt. Col. R.L. Coward AD Tn (Stores).
Lt. Col. L.C. Pannell, AD Tn (F).

AFHQ
Brigadier R.W.L. Fellowes, Brig Q(M).

Mov 15 ARMY GROUP
Lt. Col. D. Rogers, AQMG(M).

Allied Commission
Mr. M.H. Taylor, Director, Tn Sub Comm.
Colonel M.B. Thomas, Deputy Director, Tn Sub Comm.
Lt. Col. J.W. Baker, Movements Division, Tn Sub Comm.
Lt. Col. O.H. Lindberg, Rail Division, Tn Sub Comm.
Major A.C. Ping, Rail Division, Tn Sub Comm.

MMLA
Capt. Lord Westbury, Movements Liaison Officer.

SMRE
Colonel C. Bogliaccino, Chief Transports Officer.

ISR
General G. di Raimondo, Director General.
Ing. C. Galiendo, Aide to Director General.
Ing. G. Biondi Chief, Movements Division.
Ing. G. Bracci, Chief, Stores Department.
Ing. G. Corbellini, Chief, Traction Department, (Florence)
Ing. M. Lo Cigno, Chief, Works Department.
Ing. C. Grande, Chief, Traction Department Liaison Officer.
Ing. S. Dorati, Works Department, Communications Section.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt. Col. R.P. Moss, DD Tn (Operations).
Lt. Col. W.L. Topham, AD Tn (3 (M)).
Lt. Col. R.L. Coward AD Tn (Stores).
Lt. Col. L.C. Pannell, AD Tn (F).

AFHQ
Brigadier R.W.L. Fellowes, Brig Q(M).

Mov 15 ARMY GROUP
Lt. Col. D. Rogers, AQMG(M).

Allied Commission
Mr. M.H. Taylor, Director, Tn Sub Comm.
Colonel M.E. Thomas, Deputy Director, Tn Sub Comm.
Lt. Col. J.W. Baker, Movements Division, Tn Sub Comm.
Lt. Col. O.H. Lindberg, Rail Division, Tn Sub Comm.
Major A.C. Ping, Rail Division, Tn Sub Comm.

MMLA
Capt. Lord Westbury, Movements Liaison Officer.

SMRE
Colonel O. Bogliaccino, Chief Transports Officer.

ISR
General G. di Raimondo, Director General.
Ing. G. Galiendo, Aide to Director General.
Ing. G. Biondi Chief, Movements Division.
Ing. G. Bracci, Chief, Stores Department.
Ing. G. Corbellini, Chief, Traction Department, (Florence)
Ing. E. Lo Cigno, Chief, Works Department.
Ing. G. Grande, Chief, Traction Department Liaison Officer.
Ing. S. Dorati, Works Department, Communications Section.

875

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. The Chairman briefly explained his reasons for recommending the formation of the Allied Railway Board. He stated that its main function was to coordinate the activities of the various authorities now concerned in the operation, reconstruction and future rehabilitation of the Italian State Railways. In particular, this coordination would be of value in ensuring the economic use of such railway facilities and material as were available after essential military requirements had been met.

2. FORMATION OF ALLIED RAILWAY BOARD

AGREED: (i) That an Allied Railway Board be formed, consisting of representatives of AFHQ, MRS, AC, and ISR.

(ii) That the Board meet on the third Thursday of the month, at the office of the Director, Military Railway Services, at 0930 hours, unless otherwise specified.

(iii) That the Board will deal with important matters of policy brought up either by the Chairman or a member or submitted to the Board by the Chairman of one or other of the Working Committees.

(iv) That the Board will confirm decisions made or action taken by the Working Sub-Committees during the previous month.

(v) That the Chairman will put forward to AFHQ or AC recommendations of the Board for executive action beyond his powers.

3. FORMATION OF WORKING SUB-COMMITTEES OF THE ALLIED RAILWAY BOARD

AGREED: (i) That five Working Sub-Committees to the Allied Railway Board be formed, to be known as under :

(a) Traffic Sub-Committee
(b) Construction Sub-Committee
(c) Equipment Sub-Committee
(d) Stores Sub-Committee
(e) Finance Sub-Committee

(ii) That the functions of these Sub-Committees be as defined in Appendix '..' attached hereto.

(iii) That each Sub-Committee will meet as required by its respective Chairman.

(iv) That each Sub-Committee will submit a report to :

Chairman, Allied Railway Board
Director, Military Railway Services
Director, Transportation Sub-Commission, AC
Director General, Italian State Railways

by the 2nd Thursday of each month, giving the following information :

Declassified E.O. 12356 Section 3.3/NND No. 785021

by the Chairman of one or other of the Working Committees.

(iv) That the Board will confirm decisions made or action taken by the Working Sub-Committees during the previous month.

(v) That the Chairman will put forward to AFHQ or AC recommendations of the Board for executive action beyond his powers.

3. FORMATION OF WORKING SUB-COMMITTEES OF THE ALLIED RAILWAY BOARD

AGREED: (i) That five Working Sub-Committees to the Allied Railway Board be formed, to be known as under :

(a) Traffic Sub-Committee
(b) Construction Sub-Committee
(c) Equipment Sub-Committee
(d) Stores Sub-Committee
(e) Finance Sub-Committee

(ii) That the functions of these Sub-Committees be as defined in Appendix '..' attached hereto.

(iii) That each Sub-Committee will meet as required by its respective Chairman.

(iv) That each Sub-Committee will submit a report to :

Chairman, Allied Railway Board
Director, Military Railway Services
Director, Transportation Sub-Commission, AC
Director General, Italian State Railways

by the 2nd Thursday of each month, giving the following information :

(a) Decisions made and/or action taken to implement those decisions.
(b) Points requiring a decision by the Allied Railway Board.

(v) That these reports will form the main agenda of the Allied Railway Board, those under (a) requiring formal confirmation, and those under (b) coming up for discussion by the Board to decide action to be taken.

(vi) That the Working Committees will have power to co-opt in order to ensure satisfactory fulfilment of their duties.

(vii) That Working Committees may invite representatives of any other Sub-Committee to be present at their meetings, or to have inter-communication by correspondence.

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. LONG-TERM PLANNING

AGREED: This is primarily a responsibility for AC, and at present consists chiefly in providing plant, materials and transport. It is not proposed to go into details at meetings. The Director, Transportation Sub-Commission will submit a brief report by the 2nd Thursday of each month stating what action has been taken.

5. CONSTITUTION OF WORKING COMMITTEES

AGREED: That the Chairman of each Working Sub-Committee should be an officer of of Military Railway Services.

That each Sub-Committee should consist of nominated representatives of :

Military Railway Services
Allied Commission, (Transportation Sub-Commission)
and ISR

The Traffic Committee also to include a representative for [illegible] (Movements and Transportation).

6. APPOINTMENT OF REPRESENTATIVES TO COMMITTEES

AGREED: That the following representatives be appointed :

(a) TRAFFIC SUB-COMMITTEE
Chairman: Lt. Col. W.P. Wilson, DDMRS, Rome
Members: Lt. Col. J.W. Baker, Allied Commission, (Tn Sub-Comm)
Lt. Col. C.H. Lindberg, Allied Commission, (Tn Sub-Comm)
Lt. Col. G.W. Brown, G-4 Mov & Tn, AFHQ
Ing. C. Biondi, ISR (Movements)

(b) CONSTRUCTION SUB-COMMITTEE
Chairman: Colonel J. Ratter, DD Tn (Constr), Transportation Increment, CMF
Members: Major A.M. Street, Allied Commission, (Tn Sub-Comm)
Major F.P. Richardson, Allied Commission, (Tn Sub-Comm)
Ing. L. Lo Cigno, ISR

(c) EQUIPMENT SUB-COMMITTEE
Chairman: Lt. Col. W.L. Topham, MRS (AD Tn 3(M)), Rome
Members: Major S.L. Baister, Allied Commission, (Tn Sub-Comm)
Ing. G. Corbellini, ISR (Traction Dept)

(d) STORES SUB-COMMITTEE
Chairman: Lt. Col. R.L. Coward, AD Tn 2, Transportation Increment, CMF
Members: Major C.M. Long, Allied Commission, (Tn Sub-Comm)
Ing. G. Bracci, ISR (Stores)

(e) FINANCE SUB-COMMITTEE
Chairman: Lt. Col. L.C. Pannell, MRS (Tn F)

Declassified E.O. 12356 Section 3.3/NND No. 785021

The Traffic Committee also to include a representative for AFHQ (Movements and Transportation).

6. APPOINTMENT OF REPRESENTATIVES TO COMMITTEES

AGREED: That the following representatives be appointed :

(a) TRAFFIC SUB-COMMITTEE
Chairman: Lt. Col. W.P. Wilson, DMRS, Rome
Members: Lt. Col. J.W. Baker, Allied Commission, (Tn Sub-Comm)
Lt. Col. O.H. Lindberg, Allied Commission, (Tn Sub-Comm)
Lt. Col. G.W. Brown, G-4 Mov & Tn, AFHQ
Ing. C. Biondi, ISR (Movements)

(b) CONSTRUCTION SUB-COMMITTEE
Chairman: Colonel J. Ratter, DD Tn (Constr), Transportation Increment, CMF
Members: Major A.H. Street, Allied Commission, (Tn Sub-Comm)
Major E.P. Richardson, Allied Commission, (Tn Sub-Comm)
Ing. E. Lo Cigno, ISR

(c) EQUIPMENT SUB-COMMITTEE
Chairman: Lt. Col. W.L. Topham, MRS (AD Tn 3(M)), Rome
Members: Major S.L. Baister, Allied Commission, (Tn Sub-Comm)
Ing. G. Corbellini, ISR (Traction Dept)

(d) STORES SUB-COMMITTEE
Chairman: Lt. Col. R.E. Coward, AD Tn 2, Transportation Increment, CMF
Members: Major C.M. Long, Allied Commission, (Tn Sub-Comm)
Ing. G. Bracci, ISR (Stores)

(e) FINANCE SUB-COMMITTEE
Chairman: Lt. Col. L.C. Pannell, MRS (Tn F)
Members: Colonel H.G. Crawshaw, Allied Commission (Finance Sub-Comm) +
Dott. L. Cicari, ISR ≠

Note: + AC pointed out that the internal arrangements of Allied Commission would require an officer of the Finance Sub-Commission to be appointed for this Sub-Committee.

≠ Additional ISR representatives to be co-opted as needed.

7. AGENDA FOR SUB-COMMITTEES

Points to be raised for discussion at the Sub-Committees should be submitted in advance to the appropriate Sub-Committee Chairman at the addresses given, in order to ensure inclusion in Agenda.

874

Declassified E.O. 12356 Section 3.3/NND No. 785021

8. REHABILITATION COMMITTEE

AGREED: As a result of the creation of the Allied Railway Board and its Sub-Committees, the Rehabilitation Committee and its subordinate New Works and Contracts Sub-Committee would merge into the new Construction Committee.

9. OTHER BUSINESS

(a) Brigadier Waghorn raised the question of the necessity of establishing satisfactory control of civilian traffic.
AGREED: Matter be referred to Traffic Sub-Committee.

(b) Brigadier Waghorn raised the question of making arrangements for the handing over of Naples Compartimento to Italian operation and Movements' supervision.
AGREED: Matter be referred to Traffic Sub-Committee.

(c) General di Raimondo sought clarification on any new procedure which might be necessary as a result of the setting up of the new Board. The Chairman stated that the Transportation Sub-Commission of the AC remained the proper channels between the ISR and the Allied authorities for official action in non military railway matters. However the ISR could deal direct with the Allied Railway Board (or any of its Sub-Committees) on railway matters covered by its terms of reference provided that consent to this procedure had been given by the Transportation Sub-Commission.

(d) Brigadier Waghorn emphasized the necessity of the provision of cars to the various Capo Compartimenti in order to enable them to carry out essential work.

(e) Mr. Taylor, AC, pointed out that AFHQ had removed from AC the right to requisition cars, but that ISR had the right to do so. However, the matter of tyres had been made a priority and AC are pressing for these to be made available at the earliest possible moment.
AGREED: ISR prepare at once two lists of road transport requirements, a short term list to be submitted to Director, Military Railway Services, in order that he might determine which vehicles were necessary to enable MRS to carry out its work, and to request them through channels, and a long term list to be submitted to AC for inclusion in long term equipment lists, thereafter to AC in 6-monthly returns.

(f) Capacity of Lines
The Chairman stated that a careful examination of the use and allocation of existing line capacity was now being made at AFHQ. The purpose of this examination was to ensure that full use of allocated capacity was made by the loading authorities concerned. The Chairman hoped to make a further statement on this subject at the next meeting.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) General di Raimondo sought clarification on any new procedure which might be necessary as a result of the setting up of the new Board. The Chairman stated that the Transportation Sub-Commission of the AC remained the proper channel as between the ISR and the Allied authorities for official action in non military railway matters. However the ISR could deal direct with the Allied Railway Board (or any of its Sub-Committees) on railway matters covered by its terms of reference provided that consent to this procedure had been given by the Transportation Sub-Commission.

(d) Brigadier Weghorn emphasized the necessity of the provision of cars to the various Capo Compartimenti in order to enable them to carry out essential work.

(e) Mr. Taylor, AC, pointed out that AFHQ had removed from AC the right to requisition cars, but that ISR had the right to do so. However, the matter of tyres had been made a priority and AC are pressing for these to be made available at the earliest possible moment.
AGREED: ISR prepare at once two lists of road transport requirements, a short term list to be submitted to Director, Military Railway Services, in order that he might determine which vehicles were necessary to enable MRS to carry out its work, and to request them through channels, and a long term list to be submitted to AC for inclusion in long term equipment lists, thereafter to AC in 6-monthly returns.

(f) Capacity of Lines
The Chairman stated that a careful examination of the use and allocation of existing line capacity was now being made at AFHQ. The purpose of this examination was to ensure that full use of allocated capacity was made by the loading authorities concerned. The Chairman hoped to make a further statement on this subject at the next meeting.

H T de la Rue Philips

H.T. de la RUE PHILIPS,
Brigadier,
DQMG(Mov & Tn),
Chairman, Allied Railway Board.

28 January 1945

Distribution :

Internal

DQMG (Mov & Tn)
Brig. Q(M).
G.C.T. (2)
Mov. 3
Tn(B).
D.R.S. Rep

External.

D.R.S. Italy) 20
(Incl. copies for dist. to ISA)
2 Allied Commission.
2 Mov ROME.
HQ Mov. Central Italy.
HQ Mov. East Italy.
HQ Mov West Italy.
HQ Mov 5 Army (Br. Incr).
HQ Mov 8 Army.
Mov L.O. [illegible] I.A.
S.M.A.E. M.M.I.A.
Mov 15 Army Gp

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "A"

Working Sub-Committees and their terms of reference.

1. Construction Sub-Committee.

(a) To co-ordinate all reconstruction and maintenance work other than that required to cover essential military operational needs. The above will be dealt with under the following sub-heads:

(i) Works required to improve exisiting facilities and to cover military needs after line has opened to traffic.

(ii) Work required for permanent rehabilitation, but not necessarily of military importance, both on lines opened and lines under repair.

(iii) Maintenance of lines open to traffic and allocation of responsibility as between MRS and AC.

2. Traffic Sub-Committee.

(a) To co-ordinate the military and civil rail traffic requirements with a view to making the maximum use of available facilities.

(b) To co-ordinate the allocation of power and stock in order best to implement (a).

(c) To agree procedure for control of civilian traffic, both personnel and stores.

(d) To co-ordinate the handing over of operation of lines from MRS to ISR and the control from MRS to AC.

3. Equipment Sub-Committee.

(a) To co-ordinate the work of repair of locos and stock and to agree a working procedure.

(b) To take such measures as are necessary to bring into production additional facilities as are available either for the purpose of repair of locos and stock or with a view to new construction.

4. Stores Sub-Committee.

1. To decide, within the framework of directives on general policy, the respective responsibilities of MRS, Tn Sub-Commission, AC., and ISR in regard to the supply of stores for railway requirements.

2. To advise other Working Committees on supply matters, in

Declassified E.O. 12356 Section 3.3/NND No. 785021

opened and lines under repair.

(iii) Maintenance of lines open to traffic and allocation of responsibility as between MRS and AC.

2. Traffic Sub-Committee.

(a) To co-ordinate the military and civil rail traffic requirements with a view to making the maximum use of available facilities.

(b) To co-ordinate the allocation of power and stock in order best to implement (a).

(c) To agree procedure for control of civilian traffic, both personnel and stores.

(d) To co-ordinate the handing over of operation of lines from MRS to ISR and the control from MRS to AC.

3. Equipment Sub-Committee.

(a) To co-ordinate the work of repair of locos and stock and to agree a working procedure.

(b) To take such measures as are necessary to bring into production additional facilities as are available either for the purpose of repair of locos and stock or with a view to new construction.

4. Stores Sub-Committee.

1. To decide, within the framework of directives on general policy, the respective responsibilities of MRS, Tn Sub-Commission, AC., and ISR in regard to the supply of stores for railway requirements.

2. To advise other Working Committees on supply matters, in particular on limitations of supply which will affect programmes of reconstruction and repair, and the placing of contracts.

3. To seek decisions on priorities affecting requirements of stores from other Working Committees or from the Allied Railway Board.

./.

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. To pool information regarding sources and channels of supply of materials.

5. To co-ordinate and achieve the maximum uniformity practicable in the procedure for supplying stores to the various compartimenti of the I.S.R.

5. Finance Sub-Committee.

The Sub-Committee will discuss and report on the financial aspect arising out of the assumption by the Allied Commission of railway rehabilitation and reconstruction works, and with particular reference to the following:

(a) Works commenced by the MRS and subsequently handed over to AC. for completion, either by direct contract or through I.S.R.

(1) Accounting for materials and services supplied by the Military up to the time of handing over, including surplus materials unused on the site.

(2) Final accounting, preparation of completion statements, assessing of values of stores incorporated and services rendered, and reporting for inclusion in the AC. account.

(3) Outstanding contractors' bills for services and materials ordered by Military.

(4) Requisition action not finalised at time of taking over to AC.

(5) Handing over of Contracts.

(6) Handing over arrangements for food supplies to ISR contractors and methods of recording such issues against the I.S.R.

(7) Accounting for Military labour and mechanical equipment assistance :

(b) Works commenced and completed under AC. supervision, but with certain Military labour and equipment assistance.

(1) Recording of Military labour and equipment hours.

(c) Accounting for Military Stores.

(1) Supplies to AC. for ISR direct domestic use.

(2) For incorporation in construction projects.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(a) for completion, either by direct contract or through I.S.R.

(1) Accounting for materials and services supplied by the Military up to the time of handing over, including surplus materials unused on the site.

(2) Final accounting, preparation of completion statements, assessing of values of stores incorporated and services rendered, and reporting for inclusion in the AC. account.

(3) Outstanding contractors' bills for services and materials ordered by Military.

(4) Requisition action not finalised at time of taking over to AC.

(5) Handing over of Contracts.

(6) Handing over arrangements for food supplies to ISR contractors and methods of recording such issues against the I.S.R.

(7) Accounting for Military labour and mechanical equipment assistance :

(b) Works commenced and completed under AC. supervision, but with certain Military labour and equipment assistance.

(1) Recording of Military labour and equipment hours.

(c) Accounting for Military Stores.

(1) Supplies to AC. for ISR direct domestic use.

(2) For incorporation in construction projects.

(d) Contracts placed by ISR on instruction of HRS or AC.

(1) Responsibility for approval of contracts in respect of work ordered by above.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

RESTRICTED

ANNEXURE II TO APPENDIX "A"

Working Sub-Committee and their terms of reference.

1. Construction Sub-Committee

(a) To co-ordinate all reconstruction and maintenance work other than that required to cover essential military operational needs. The above will be dealt with under the following sub-heads:-

(i) Works required to improve existing facilities and to cover military needs after line has opened to traffic.

(ii) Work required for permanent rehabilitation, but not necessarily of military importance, both on lines opened and lines under repair.

(iii) Maintenance of lines open to traffic and allocation of responsibility as between M.R.S. and A.C.

2. Traffic Sub-Committee.

(a) To co-ordinate the military and civil rail traffic requirements with a view to making the maximum use of available facilities.

(b) To co-ordinate the allocation of power and stock in order best to implement (a).

(c) To agree procedure for control of civilian traffic, both personnel and stores.

(d) To co-ordinate the handing over of operation of lines from M.R.S. to I.S.R. and the control from M.R.S. to A.C.

3. Equipment Sub-Committee.

(a) To co-ordinate the work of repair of locos and stock and to agree a working procedure.

(b) To take such measures as are necessary to bring into production additional facilities as are available either for the purpose of repair of locos and stock or with a view to new construction.

4. Stores Sub-Committee.

1. To decide, within the framework of directives on gen

Declassified E.O. 12356 Section 3.3/NND No. 185021

olicy, the respective responsibilities of M.R.S.; Tn. Sub-Commission A.C., and I.R.S. in regard to the supply of stores for railway requirements.

2. To advise other Working Committees on supply matters, in particular on limitations in supply which will affest programmes of reconstruction and repair, and the placing of contracts.

3. The ssk decisions on priorities affecting requirements of stores from other Working Committees or from the Allied Railway Board.

4. The pool information regarding soucers and channels of supply of materials.

5. The co-ordinate and achieve the maximum uniformity practicable in the procedure for supplying stores to the various compartiment of the I.S.R.

5. Finance Sub-Committee.

The sub-Committee will discuss and report on the financial aspect arising out of the assumption by the Allied Commission of railway rehabilitation and reconstruction works, and with particular reference to the following:-

(a) Work commenced by the M.R.S. and subsequently handed over to A.C. for completion, either by direct contract or through I.S.R.

(1) Accounting for material and services supplied by the Military up to the time of handing over, including surplus materials unused on the site.

(2) Final accounting, preparation of completion statements, assessing of values of stores incorporated and services rendered, and reporting for inclusion in the A.C. account.

(3) Outstanding contractors' bilds for services and materials ordered by Military.

(4) Requisition action not finalised at time of taking over by A.C.

(5) Handing over Contracts.

(6) Handing over arrangements for food supplies to I.S.R. contractors and method of recording such issues against the I.S.R.

Declassified E.O. 12356 Section 3.3/NND No. 185021

(7) Accounting for Military labour and mechanical equipment assistance.

(B) Works commenced and completed under A.C. supervision, but with Military Labour and equipment assistance.

(1) Recording of Military Labour and equipment hours.

(c) Accounting for Military Stores.

(1) Supplies to A.C. for I.S.R. direct domestic use.

(2) For incorporation in construction projects.

(d) Contracts placed by I.S.R. on instruction of M.R.S. or A.C.

(1) Responsibility for approval of contracts in respect of work by above.

Lt. Col Lindberg

RESTRICTED

292/1

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tn) G-4(Mov 6)D/RLY.

11 Jan.45.

TO : Allied Railway Board, ITALY.

SUBJECT : Meeting as below.

Further this H.Q's G-4(Mov 6)D/RLY of 7 JAN 45 the first meeting of the Allied Railway Board will be held at 1500 hrs on 18 JAN 1945 in the Office of D.M.R.S., ITALY, Ministry of Communications Building, ROME.

2. A copy of the Agenda is attached at Appendix "A". Will you please attend or send a representative who can make decisions on your behalf.

3. Will D.M.R.S. please pass copies to I.S.R. and Ufficio Transporti S.I. ,E.

R. W. L. Fellowes

R. W. L. FELLOWES,
Brigadier,
for Brig., D.Q.M.G(Mov & Tn).

DISTRIBUTION:

D.M.R.S., ITALY (10 Copies)
Th. G.H. Commission (Mov), Allied Commission. (5 Copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. A copy of the Agenda is attached at Appendix "A". Will you please attend or send a representative who can make decisions on your behalf.

3. Will D.M.R.S. please pass copies to I.S.R. and Ufficio Transporti S.A.C.E.

R. W. L. FELLOWES,
Brigadier,
for Brig., D.Q.M.G(Mov & Tn).

A.
D/Lt-Col.

COPIES SENT :

D.M.R.S., A.F.H.Q. (6 Copies)
Mr. Gold-Cox Lawson (Mov), Allied Commission. (5 Copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

Appendix "A" to
G-4(Mov 6)D/RLY of 10 Jan 45.

AGENDA FOR MEETING No. 1 OF
ALLIED RAILWAY BOARD, ITALY.

1. Explanation of the functions and duties of the BOARD by the Chairman.

2. Procedure to be adopted. See Annexure I.

3. Setting up Working Sub-Committee. Nomination of members, and setting out terms of reference. See Annexure II.

4. Replacement of Railway Rehabilitation Committee by the Allied Railway Board.

5. Any other business.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. Explanation of the functions and duties of the BOARD by the Chairman.

2. Procedure to be adopted. See Annexure I.

3. Setting up Working Sub-Committee. Nomination of members, and setting out terms of reference. See Annexure II.

4. Replacement of Railway Rehabilitation Committee by the Allied Railway Board.

5. Any other business.

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

ANNEXURE I TO APPENDIX "A".

Procedure for work of Allied Railway Board and Working Sub-Committees.

1. Allied Railway Board.

The Board will meet once a month at a suitable time and place to be agreed and which will be notified to all concerned by the Chairman.

(a) The Board will deal with important matters of policy brought up either by the Chairman or a member or submitted to the Board by the Chairman of one or other of the Working Committees.

(b) Confirm decisions made or action taken by the Working Sub-Committees during the previous month.

(c) The Chairman will put forward to A.F.H.Q., or A.C., recommendations for executive action which are beyond his powers.

2. Working Sub-Committees.

The Working Sub-Committees will meet as required under their respective Chairmen. They will submit a report by the 3rd of each month to the Chairman, Allied Railway Board, giving the following information:-

(a) Decisions made and/or action taken to implement those decisions.

(b) Points requiring a decision by the Allied Railway Board.

Reports will be circulated prior to the monthly meeting of the Allied Railway Board and form the main Agenda, those under (a) requiring formal confirmation and those under (b) coming up for discussion and decision by the Board as regards action to be taken. Construction Sub-Committee will, in addition, submit a brief progress report on works in hand. Reports must be kept as brief as possible and particularly in the case of (a) should state what has been done and not what may be done.

3. Long-term planning for rehabilitation.

This is primarily a responsibility for A.C. and at present consists chiefly in provisioning for plant, materials and transport. It is not proposed to go into details at meetings. The Director of Transportation A.C.

Declassified E.O. 12356 Section 3.3/NND No. 785021

to the Board by the Chairman of one or other of the Working Committees.

(b) Confirm decisions made or action taken by the Working Sub-Committees during the previous month.

(c) The Chairman will put forward to A.F.H.Q., or A.C., recommendations for executive action which are beyond his powers.

2. Working Sub-Committees.

The Working Sub-Committees will meet as required under their respective Chairmen. They will submit a report by the 7th of each month to the Chairman, Allied Railway Board, giving the following information:-

(a) Decisions made and/or action taken to implement those decisions.

(b) Points requiring a decision by the Allied Railway Board.

Reports will be circulated prior to the monthly meeting of the Allied Railway Board and form the main Agenda, those under (a) requiring formal confirmation and those under (b) coming up for discussion and decision by the Board as regards action to be taken. Construction Sub-Committee will, in addition, submit a brief progress report on works in hand. Reports must be kept as brief as possible and particularly in the case of (a) should state what has been done and not what may be done.

3. Long-term planning for rehabilitation.

This is primarily a responsibility for A.C. and at present consists chiefly in provisioning for plant, materials and transport. It is not proposed to go into details at meetings. The Director of Transportation A.C. will submit a brief report by the 2nd Monday of each month stating what action has been taken.

- - - - - - - - - - - - - -

867

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED.

ANNEXURE II TO APPENDIX "A".

Working Sub-Committees and their terms of reference.

1. Construction Sub-Committee.

(a) To co-ordinate all reconstruction and maintenance work other than that required to cover essential military operational needs. The above will be dealt with under the following sub-heads:-

(i) Works required to improve existing facilities and to cover military needs after line has opened to traffic.

(ii) Work required for permanent rehabilitation, but not necessarily of military importance, both on lines opened and lines under repair.

(iii) Maintenance of lines open to traffic and allocation of responsibility as between M.R.S. and A.C.

2. Traffic Sub-Committee.

(a) To co-ordinate the military and civil rail traffic requirements with a view to making the maximum use of available facilities.

(b) To co-ordinate the allocation of power and stock in order best to implement (a).

(c) To agree procedure for control of civilian traffic, both personnel and stores.

(d) To co-ordinate the handing over of operation of lines from M.R.S. to I.S.R. and the control from M.R.S. to A.C.

3. Equipment Sub-Committee.

(a) To co-ordinate the work of repair of locos and stock and to agree a working procedure.

(b) To take such measures as are necessary to bring into production additional facilities as are available either for the purpose of repair of locos and stock or with a view to new construction.

4. Stores Sub-Committee.

1. To decide, within the framework of directives on general policy, the respective responsibilities of M.R.S., Tn. Sub-Commission A.C., and I.S.R. in regard to the supply of stores for railway requirements.

2. To advise other Working Committees on supply matters, in particular on

Declassified E.O. 12356 Section 3.3/NND No. 785021

as between M.R.S. and A.C.

2. Traffic Sub-Committee.

(a) To co-ordinate the military and civil rail traffic requirements with a view to making the maximum use of available facilities.

(b) To co-ordinate the allocation of power and stock in order best to implement (a).

(c) To agree procedure for control of civilian traffic, both personnel and stores.

(d) To co-ordinate the handing over of operation of lines from M.R.S. to I.S.R. and the control from M.R.S. to A.C.

3. Equipment Sub-Committee.

(a) To co-ordinate the work of repair of locos and stock and to agree a working procedure.

(b) To take such measures as are necessary to bring into production additional facilities as are available either for the purpose of repair of locos and stock or with a view to new construction.

4. Stores Sub-Committee.

1. To decide, within the framework of directives on general policy, the respective responsibilities of M.R.S., Tn. Sub-Commission A.C., and I.S.R. in regard to the supply of stores for railway requirements.

2. To advise other Working Committees on supply matters, in particular on limitations in supply which will affect programmes of reconstruction and repair, and the placing of contracts.

3. To seek decisions on priorities affecting requirements of stores from other Working Committees or from the Allied Railway Board.

4. To pool information regarding sources and channels of supply of materials.

5. To co-ordinate and achieve the maximum uniformity practicable in the procedure for supplying stores to the various compartimenti of the I.S.R.

266

..Contd/.5. Finance Sub-Com

Declassified E.O. 12356 Section 3.3/NND No. 785021

ANNEXURE II TO APPENDIX "A" (Contd).

5. Firance Sub-Committee.

The Sub-Committee will discuss and report on the financial aspect arising out of the assumption by the Allied Commission of railway rehabilitation and reconstruction works, and with particular reference to the following:-

(a) Works commenced by the M.R.S. and subsequently handed over to A.C. for completion, either by direct contract or through I.S.R.

(1) Accounting for materials and services supplied by the Military up to the time of handing over, including surplus materials unused on the site.

(2) Final accounting, preparation of completion statements, assessing of values of stores incorporated and services rendered, and reporting for inclusion in the A.C. account.

(3) Outstanding contractors' bills for services and materials ordered by Military.

(4) Requisition action not finalised at time of taking over by A.C.

(5) Handing over of Contracts.

(6) Handing over arrangements for food supplies to I.S.R. contractors, and method of recording such issues against the I.S.R.

(7) Accounting for Military labour and mechanical equipment assistance

(b) Works commenced and completed under A.C. supervision, but with certain Military labour and equipment assistance.

(1) Recording of Military labour and equipment issues.

(c) Accounting for Military Stores.

(1) Supplies to A.C. for I.S.R. direct domestic use.

(2) For incorporation in construction projects.

(d) Contracts placed by I.S.R. on instruction of M.R.S. or A.C.

(1) Responsibility for approval of contracts in respect of work ordered by above.

Declassified E.O. 12356 Section 3.3/NND No. 785021

for information on the A.C.

(3) Outstanding contractors' bills for services and materials ordered by Military.

(4) Requisition action not finalised at time of taking over by A.C.

(5) Handing over of Contracts.

(6) Handing over arrangements for food supplies to I.S.R. contractors and method of recording such issues against the I.S.R.

(7) Accounting for Military labour and mechanical equipment assistance.

(b) Works commenced and completed under A.C. supervision, but with certain Military labour and equipment assistance.

(1) Recording of Military labour and equipment hours.

(c) Accounting for Military Stores.

(1) Supplies to A.C. for I.S.R. direct domestic use.

(2) For incorporation in construction projects.

(d) Contracts placed by I.S.R. on instruction of M.R.S. or A.C.

(1) Responsibility for approval of contracts in respect of work ordered by above.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HE ADQUARTERS

G-4(Mov & Tn)

RESTRICTED

G4(Mov S)D/T

7. Jan. 45.

SUBJECT : Formation of Allied Railway Board, ITALY.

TO : Addressees as below.

Herewith, attached, is copy of letter, subject as above.

The first meeting of the Allied Railway Board, ITALY, will be held on Thursday, 18 Jan. 45, at time and place to be announced later.

A. T. DE WHE EMILLEN,
Brigadier,
D.D.M.G(Mov & Tn).

KESP/rt.

Distribution

INTERNAL

G4 (Br)	1
G4(Mov & Tn)	10
C. O. T. (US)	6
Tn (Br)	6

EXTERNAL

Mov, 15 Army Gp	1
Mov, 5 Army (Br Inc.)	1
Mov 8 Army	1
Mov, 2 District.	2
Mov, Central ITALY	2
Mov, West ITALY.	2
Mov, East ITALY.	1
Mov, ROME Area	
Tn. Sub Commission (Mov)	5
Allied Commission	10

BARI, ITALY.

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tn)

G-4(Mov 6)D/RLK.

7 Jan. 45.

SUBJECT : Formation of Allied Railway Board, ITALY.

TO : Addressees attached covering letter.

1. In order to assist control and co-ordination of all current and planned requirements, military and civil, for the ITALIAN railways, an Allied Railway Board (to be known as "The Allied Railway Board, ITALY"), is being set up.

2. The Board will be composed as follows :

Representatives of : A.F.H.Q. (G-4(Mov & Tn)).
D.M.R.S., ITALY.
A.C.
I.S.R.
Ufficio Transporti S.M.R.E.

D.Q.M.G.(Mov & Tn), A.F.H.Q., will be chairman.

3. The Board will be responsible for :

(a) The co-ordination of measures contributing to the early restoration of the ITALIAN Railways, and their progressive return to civilian operation and control.

(b) Submission of recommendations for executive action to the authority concerned.

(c) Assistance, as required, to D.M.R.S., ITALY, in the solution of those day to day railway problems, which arise from non military requirements.

4. The Board will establish sub-committees as necessary to deal with particular aspects of its work.

5. The establishment of this Board in no way affects the existing responsibilities of the organisations represented on it.

A. T. DE RHE PHILIPE,
Brigadier, DQMG (Mov & Tn).

KEP/rt

863

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext. 376 HEADQUARTERS ALLIED COMMISSION AMT/eh
AFO 394
TRANSPORTATION SUB-COMMISSION

432/7/Tn 1 6 February 1945

SUBJECT: Allied Railway Board, Italy

TO : Chairman, Allied Railway Board, Italy
c/o AFHQ, G-4, Rov. & Tn.

1. In accordance with the arrangements agreed at the last meeting of the Allied Railway Board, below is given a brief note as to the long term planning arrangements for the Italian railways.

2. The immediate program for requirements to prevent disease and unrest is practically complete. It is hoped that it will be sent to the United States very shortly and that the material requested in it will commence to arrive in the second half of this year.

3. In addition, the first program for the development of the primary economic life of the country is in preparation. The railway demands under this head have been translated and are in process of screening and checking. When this has been done they will be incorporated with the demands from other industries, trades, etc.

For the Chief Commissioner:

M. B. THOMAS, Colonel
Deputy Director

cc:
Director, AMS
General Director, IGR
Rail Division, Tn S/C, AC

Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject:- Appointment of Secretary - ALLIED RAILWAY BOARD.

G.4 (Mov & Tn)
ALLIED FORCE HEADQUARTERS
Tel: FREEDOM 443

Mov 3/377

To:- COT
DMRS, ITALY (5 copies - including copies for distribution to ISR).
ALLIED Tn Sub Commission (4 copies)
SMRE
MMIA

Copy to:- Tn (B)
D.M.R.S. Rep (A.F.H.Q.)
D.Q.M.G. (Mov & Tn)
Mov L.O., D.M.R.S.

---

1. Major Howes, Mov L.O. at HQ. M.R.S. is appointed Secretary of the Allied Railway Board.

2. Points for inclusion in the Agenda will be submitted to him by the second Thursday in the month. For the meeting taking place on 15 Mar, they will be submitted as soon as possible, but not later than 10 Mar.

3. The Secretary will issue the Agenda to reach addressees not later than the Monday before the meeting.

F.L.JAGGER
Lt.Col.
for D/Q.M.G.(Mov & Tn)

6 Mar 45.

861

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext. 376 HEADQUARTERS ALLIED COMMISSION MBT/vb
APO 394
Transportation Sub-Commission

432/1H/Tn 1. 6th March, 1945.

SUBJECT: Allied Railway Board, Italy.

TO : Chairman, Allied Railway Board, Italy,
c/o AFHQ, G-4, (Mov & Tn).

1. Further to our letter 432/7/Tn 1, of the 6th February, 1945, the programme of railway requirements for the prevention of disease and unrest has now been completed and will be sent to the United States very shortly.

2. The larger twelve monthly programme for the development of industry generally, including transportation, is nearing completion, and this also should be sent to Washington during March. The items have been classified (a) those necessary for the prevention of disease and unrest, and (b) those necessary for the development of the primary economic life of the country.

3. Mr. Taylor, the Director of the Transportation Sub-Commission, is returning to Washington in order to assist with the presentation of these programmes in the proper quarters.

For the Chief Commissioner:

M.B. Thomas

M.B. THOMAS, Colonel,
Deputy Director.

cc:
Director, MRS.
General Director, ISR.
Rail Division, Tn S/C, AC.

Please mention the above reference in reply.

TRANSPORTATION SUB-COMMISSION RAIL SECTION

SEEN. INITIALS.

CHIEF.
ASSISTANT
ADMIN.
CIVIL ENG.
MECH. ENG.
TRAFFIC.
STORES.

60

Declassified E.O. 12356 Section 3.3/NND No. 785021

(1) 292

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MET/eh

Phone 469081

9 April 1945

436/26/Tn 1

SUBJECT: Import Program for Transportation Material.

TO : Chairman, Allied Railway Board, Italy.
c/o AFHQ, G-4, (Mov & Tn).

1. Reference to our letter of 6 March last, there is nothing further to report regarding the import program for transportation material.

2. Mr. Taylor, the Director of the Transportation Sub-Commission, is still in the United States.

For the Chief Commissioner:

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director

cc: Director, MRS
General Director, IAR
Rail Division, Tn S/O, AC

859

Declassified E.O. 12356 Section 3.3/NND No. 185021

AGF/82

TRANSPORTATION SUB-COMMISSION, A.F.,
(RAIL DIVISION)
C/o Transportation Inormation;
G.H.Q.

Tel.: 843238

Ref.: AG/282/Tr.4

29 April 1945

SUBJECT: Civilian passenger Train service,
Rome-Leghorn, Rome-Naples,
Rome-Pescara.

TO : General Direction
A.M.G.

1. At Meeting of the Allied Railway Board, it was noted that acceptance has been made in principle for the operation of civilian passenger trains between Rome and Livorno, and Rome-Pescara-Ancona.

2. Please therefore supply details of proposed services on these lines, indicating the frequency of the service, and the number of passenger coaches required.

3. So far as the Service to Ancona and Pescara is concerned, it is suggested this be one service from Rome, splitting at Orte.

4. In conjunction with MRS, best possible arrangements will be made within the limitations of the rolling stock available. It is desirable to suggest priority of introduction, to cover the prospect of insufficiency of rolling stock to meet all the requirements.

5. It will also be necessary to introduce a control scheme for seating accommodation, and LNR train guards up on the Rome-Naples-Caserta service.

6. It is possible that the first of these service may be able to operate from Monday 30 April, so that early action is requested.

Director.

858

Copy to:- MRS (Lt.Col.Hess)
Mov.Tn.3/Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MET/eh

Phone 489681

432/27/Tn 1

7 May 1945

SUBJECT: Import Program for Transportation Material.

TO : Chairman, Allied Railway Board, Italy,
c/o AFHQ, G-4, (Mov & Tn).

1. Reference to our letter of 6 March last (432/18/Tn 1, subject: Allied Railway Board, Italy), there is nothing further to report regarding the import program for transportation material.

For the Chief Commissioner:

M. B. THOMAS, Colonel
Deputy Director

cc: Director, MRS
General Director, ISR
Rail Division, Tn S/C, AC

RPM/ic

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

Tel. 843238
Ref. AC/292/Tn 4

9 August 45

SUBJECT : Italian Railway - Equipment and Material requirements 1945/46.

TO : Director,
Military Railway Service.

1. Reference is to your letter Tn A2/16/12 of 5 August 45.

2. I feel it is most essential to refer at once to the Minutes of Meetings of the Allied Railway Board in order to establish the responsibility of Military Railway Service for screening ISH demands for material necessary for rehabilitation.

3. The pre-amble of the Chairman, when the Allied Railway Board was set up, stated :-

"The Board was brought into being to meet the necessity for establishing a machinery to assist the Italian State Railways in greater measure, due to the extended fronts, distribution requirements, urgency of rehabilitation, and the need for creation of machinery to deal with day to day problems".

4. Minute 4 of the formation Meeting stated:

"Long term planning is primarily the responsibility of Allied Commission, and the Director of Transportation Sub-Commission will submit a report by the 2nd Thursday of the month".
At Meeting 19 July 45, Director Transportation Sub-Commission submitted a verbal report, and it was agreed and minuted (51(21)) that the respective Sub-Committees should be responsible for screening the ISH programmes submitted by Allied Commission.

5. A perusal of the terms of reference of the Working Committees will establish those Committees as the proper channels for dealing with such works:-

(1) Construction Sub-Committee

(a) To co-ordinate all reconstruction and maintenance work other than that required to cover essential military operational

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. I feel it is most essential to refer at once to the Minutes of Meetings of the Allied Railway Board in order to establish the responsibility of Military Railway Service for screening IER demands for material necessary for rehabilitation.

3. The pre-amble of the Chairman, when the Allied Railway Board was set up, stated :-

"The Board was brought into being to meet the necessity for establishing a machinery to assist the Italian State Railways in greater measure, due to the extended fronts, distribution requirements, urgency of rehabilitation, and the need for creation of machinery to deal with day to day problems".

4. Minute 4 of the formation Meeting stated:

"Long term planning is primarily the responsibility of Allied Commission, and the Director of Transportation Sub-Commission will submit a report by the 2nd Thursday of the month".
At Meeting 19 July 45, Director Transportation Sub-Commission submitted a verbal report, and it was agreed and minuted (51(11)) that the respective Sub-Committees should be responsible for screening the IER programmes submitted by Allied Commission.

5. A perusal of the terms of reference of the Working Committees will establish these Committees as the proper channels for dealing with such work:-

(1) Construction Sub-Committee

(a) To co-ordinate all reconstruction and maintenance work other than that required to cover essential military operational needs.

(ii) Work required for permanent rehabilitation, but not necessarily of military importance, both on lines opened and lines under repair".

(3) Equipment Sub-Committee

(b) To take such measures as are necessary to bring into production additional facilities as are available either for the purpose of repair of locos and stocks, or with a view to new construction.

1./1./

Declassified E.O. 12356 Section 3.3/NND No. 785021

(4) Works Sub-Committee

(2) To advise Routing Committees on supply matters .....

(5) To co-ordinate the maximum uniformity practicable in the procedure for supply of stores.

5. Upon the creation of these new Sub-Committees, the old Rehabilitation Committee was disbanded, because of the broader aspects of the Allied Railway Board.

6. Under General Orders 25, 25 October 1944, the Director, Military Railway Service was, by paragraph III (1c), made responsible for the reconstruction of Railways of Italy, without time limit or limitation as to military or civilian needs. The responsibilities of the Chairmanship of the Sub-Committees of the Allied Railway Board is obviously based on this, and would account for the decision of the Allied Railway Board that the screening of the ISE demands was a matter for the Sub-Committees.

7. If it is desired to amend the functions of the Allied Railway Board to give to AC greater responsibilities, it is suggested that suitable notification be given to the Chairman in order that it may be included on the Agenda of the next Meeting.

Director

Copy (information)
Chairman, Allied Railway Board.

Declassified E.O. 12356 Section 3.3/NND No. 785021

of Railways of Italy, without time limit or limitation as to military or civilian needs. The responsibilities of the Chairmanship of the Sub-Committees of the Allied Railway Board is obviously based on this, and would account for the decision at the Allied Railway Board that the screening of the IRT demands was a matter for the Sub-Committees.

7. If it is desired to amend the functions of the Allied Railway Board to give to AC greater responsibilities, it is suggested that suitable notification be given to the Chairman in order that it may be included on the Agenda of the next Meeting.

Director

Copy (information)
Chairman, Allied Railway Board.

855

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

Minute No.

45. (a) Provision of petrol for ISR vehicles is a responsibility of Road Division, AC, and they are dealing with the matter.

(c) Military equipment requirements of ISR have been submitted to our civil engineer, and they have been included in the list of requirements for rehabilitation.

(f) In respect to line 68 we have asked our civil engineer to endeavor to step up the date of completion because the line now takes on an added importance in getting through connections between Rome and the north.

46. This has now been amended by AFHQ in accordance with the desires of MRS and this Subcommission.

Traffic Sub-Committee

Decisions of the Traffic Sub-Committee in respect of services to the north, officially to be confirmed at the Allied Board.

Finance Sub-Committee

Arrangements were made with the ISR at the last Finance Sub-Committee meeting for payment to be made to the various firms who are employed to repair rolling stock. It is probable that Lt. Col. Pannell will report fully on this point.

Allied and Italian Civilians and UNRRA Personnel

We are proceeding with ISR for the necessary printing of travel warrants to be used by civilians and UNRRA personnel when traveling by rail. These warrants will be distributed to certain places as are indicated both by AC and UNRRA, and the earliest possible withdrawal of the use of British military warrants is promised.

Equipment Sub-Committee

ISR engineers Cantutti, Cuttica and Rebuffi. So far as Signor Rebuffi is concerned we were asked by MRS to hasten the proceedings against him as having been a fascist. We informed MRS on 23 July that the case against him had been proved and it is presumed that he is accordingly being dismissed from the

Declassified E.O. 12356 Section 3.3/NND No. 185021

service of the ISR. In respect of Signor Cuttica, we have had no correspondence, but we understand that all papers in respect of the framing of the case against him have been sent to the Florence expo for investigation.

Stores Sub-Committee

Recovery and Distribution of Dispersed ISR Stores in northern Italy.

We have written to the Minister of Transport who is responsible for the allocation of vehicles allotted by AC to the Government, and requested that the necessary arrangements be made for suitable road transport to be provided for HQ Stores Section, ISR.

Steel Supply

The ISR have made the necessary urgent bids for ground steel to AC stores and the necessary action is being taken accordingly.

Calcium Carbide

We have taken this matter in hand with the Industry Sub-Commission with the idea that the necessary coke shall be supplied to the Terni Society for the production of carbide.

FOURTH DRAFT | ALLIED FORCE HEADQUARTERS | CONFIDENTIAL

G-4 (MOV & TN) | 24 Sep 45

SUBJECT : Operation and Control of Italian State Railways

attach to ARB file

OBJECT

1. The object of this paper is to consider the method by which the traffic operation and traffic control of the Italian railway system including the maintenance of stock and permanent way can be handed over to the Italian State Railways and at what date and by what stages this handover can take place.

PRESENT SITUATION

2. The railways in ITALY are in fact already operated by ISR, within the limits of the communications available to them. DMRS however exercises control by orders issued through his HQ at ROME and through his representatives in the various compartimenti, particularly instructions on rolling stock and power. All rail capacity (based on wagon availability), except for certain areas in NORTH ITALY, is at present allotted either to traffic bid on military account or by Allied Commission on civil account.

RESPONSIBILITIES AFTER RETURN OF CONTROL TO ISR

3. When the control of the railways is returned to the Italian State Railways, there will be the following division of responsibilities:-

(a) ISR, on behalf of the Italian Government, will be fully responsible for the efficient control and operation of the railways: this will include the responsibility for ensuring that the movement of military traffic is given first priority and that essential civil traffic is moved in accordance with priorities laid down by the appropriate

Declassified E.O. 12356 Section 3.3/NND No. 785021

PRESENT SITUATION

2. The railways in ITALY are in fact already operated by ISR, within the limits of the communications available to them. DMRS however exercises control by orders issued through his HQ at ROME and through his representatives in the various compartimenti, particularly instructions on rolling stock and power. All rail capacity (based on wagon availability), except for certain areas in NORTH ITALY, is at present allotted either to traffic bid on military account or by Allied Commission on civil account.

RESPONSIBILITIES AFTER RETURN OF CONTROL TO ISR

3. When the control of the railways is returned to the Italian State Railways, there will be the following division of responsibilities:-

(a) ISR, on behalf of the Italian Government, will be fully responsible for the efficient control and operation of the railways: this will include the responsibility for ensuring that the movement of military traffic is given first priority and that essential civil traffic is moved in accordance with priorities laid down by the appropriate Italian ministries.

(b) DMRS, for as long as his organization remains, will only be responsible for supervising the movement of military traffic and ensuring that this traffic is being handled efficiently by the ISR.

Continued/..(c)..

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) Allied Commission will continue to advise the Italian Government on whether essential civil traffic by rail is being moved in relation to its economic priority.

MOVEMENT OF MILITARY TRAFFIC

4. After the handover Mov & Tn AFHQ, will inform ISR (initially through DMRS) the number of wagons required daily to be loaded on military account and the capacity required for military movement on each main line. (In some cases this will be done on a compartimento level from the Mov area/Tn (US) HQ through the MRS rep to the Capo compartimento or his rep). The wagon allocation and allotment of capacity by lines will be revised at regular intervals as military commitments are reduced.

5. It should be the general policy not to increase at any stage either the military wagon allotment or the capacity allotted to the military on any line. There will, however, be unforeseen military commitments and ISR should be warned that it may be necessary to interfere with the civilian programme from time to time.

6. There will be the following stages in the relaxation of control of ISR by DMRS as regards movement of military traffic:-

Stage I From the date of handover, Mov & Tn will as at present pass demands for military movement through DMRS to ISR. ISR will issue the necessary orders through its own channels to compartimenti. DMRS will retain the necessary staff alongside HQ ISR to ensure military requirements are being met and also

Declassified E.O. 12356 Section 3.3/NND No. 785021

cases this will be done on a compartimento level from the Mov arse/Tn (US) HQ through the MRS rep to the Capo compartimento or his rep). The wagon allocation and allotment of capacity by lines will be revised at regular intervals as military commitments are reduced.

5. It should be the general policy not to increase at any stage either the military wagon allotment or the capacity allowed to the military on any line. There will, however, be unforeseen military commitments and ISR should be warned that it may be necessary to interfere with the civilian programme from time to time.

6. There will be the following stages in the relaxation of control of ISR by DMRS as regards movement of military traffic:-

Stage I — From the date of handover, Mov & Tn will as at present pass demands for military movement through DMRS to ISR. ISR will issue the necessary orders through its own channels to compartimenti. DMRS will retain the necessary staff alongside HQ ISR to ensure military requirements are being met and also MRS reps in the more important compartimenti to ensure technical operation of military traffic is satisfactory.

Stage II — As ISR control begins to work smoothly, DMRS will progressively withdraw his reps in the compartimenti and local Movement/Tn (US) HQ will deal direct with the ISR regarding their day to day requirements.

851

Continued/..Stage III ..

Declassified E.O. 12356 Section 3.3/NND No. 785021

Stage III Finally DMRS will withdraw his supervisory staff from HQ ISR. Movements/Tn (US) HQ will then deal direct with ISR at all levels. (This stage cannot take place until either AFHQ moves to ROME or military requirements have fallen to small tonnages).

7. It will be desirable in order to ensure efficient liaison that ISR should nominate a senior official in each compartimento to be the link between Movements/Tn (US) HQ and ISR on all matters.

8. It must be the general rule that Allied military traffic is given first priority and there will be no departure from this rule without the specific case being referred through Mov/Tn (US) channels to AFHQ.

MOVEMENT OF CIVIL TRAFFIC

9. By the date of handover there are likely to be three types of traffic other than Allied military traffic :-

(a) Italian military traffic

(b) essential civil traffic

(c) other civil traffic.

It will then be the responsibility of the respective Italian ministries to bid on ISR for movement of and to decide priorities for essential traffic. ISR will use such spare capacity as is left after meeting Allied military traffic requirements and traffic in (a) and (b) above to resume normal commercial services.

Declassified E.O. 12356 Section 3.3/NND No. 785021

should nominate a senior official in each compartimento to be the link between Movements/Tn (US) HQ and ISR on all matters.

6. It must be the general rule that Allied military traffic is given first priority and there will be no departure from this rule without the specific case being referred through Mov/Tn (US) channels to AFHQ.

MOVEMENT OF CIVIL TRAFFIC

9. By the date of handover there are likely to be three types of traffic other than Allied military traffic :-

(a) Italian military traffic

(b) essential civil traffic

(c) other civil traffic.

It will then be the responsibility of the respective Italian ministries to bid on ISR for movement of and to decide priorities for essential traffic. ISR will use such spare capacity as is left after meeting Allied military traffic requirements and traffic in (a) and (b) above to resume normal commercial services.

TECHNICAL ASSISTANCE TO ISR

10. After the handover, Allied Commission will continue to give advice to ISR on technical matters for as long as sufficient technical staff remains.

11. Until disposal instructions are received for US and Brit equipment being used by ISR, PWBS will remain responsible for exercising sufficient control and supervision to ensure the upkeep of this equipment in accordance with Sect III para 2 of Gen Orders No 25 dated 25 Oct 44.

850

Continued/..AREA OF CONTROL ..

Declassified E.O. 12356 Section 3.3/NND No. 785021

AREA OF CONTROL

12. The above system of control and operation should apply to all the ISR network in ITALY except the TRIESTE Compartimento, which comprises the Allied Zone of VENEZIA GIULIA, and the main rail L of C into AUSTRIA (line UDINE - TARVISIO). These will continue under control of DMRS.

TIMING OF THE HANDOVER

13. The following factors affect the date by which control can be handed back to ISR.

(a) It is the Allied policy to hand back the control of civil organizations incl public utility services to Italian authorities as soon as practicable.

(b) When control is returned to ISR, Allied Commission will continue to advise ISR on technical matters. It is possible that Allied Commission will be disbanded at an early date, and even now its staff is being progressively reduced. It is therefore desirable that the handover should take place as early as possible in order that Allied Commission technical personnel may be available to advise ISR in the early stages.

(c) Military Railway Service staff is also being progressively reduced and it will soon be difficult to retain efficiently the present system of control.

(d) The move of British formations into winter quarters is almost

Declassified E.O. 12356 Section 3.3/NND No. 785021

back to ISR.

(a) It is the Allied policy to hand back the control of civil organizations and public utility services to Italian authorities as soon as practicable.

(b) When control is returned to ISR, Allied Commission will continue to advise ISR on technical matters. It is possible that Allied Commission will be disbanded at an early date, and even now its staff is being progressively reduced. It is therefore desirable that the handover should take place as early as possible in order that Allied Commission technical personnel may be available to advise ISR in the early stages.

(c) Military Railway Service staff is also being progressively reduced and it will soon be difficult to retain efficiently the present system of control.

(d) The move of British formations into winter quarters is almost complete, but there are three divisions to be redeployed in the near future. It is possible this redeployment movement will continue until end 45. Otherwise there are no planned Brit formation moves before 46. US redeployment of formations is already largely completed and by November there are only likely to be units remaining grouped around port areas (except 88 Div). There will however be the closing out of PBS LEGHORN, about December.

8 & 9

Continued/..(e)..

Declassified E.O. 12356 Section 3.3/NND No. 785021

(e) The proportions of traffic moving over main routes is at present approximately two thirds military and one third civil. As Italian Army traffic will shortly be part of the civil bid and as military traffic is progressively reducing, present indications are that by November amounts of civil and military traffic will be almost equal, but that it will be end 45 before civil traffic is definitely in the majority.

14. It is likely that up to November there will be still as much military as civil traffic moving and major formation moves will also be in progress, but in view of the close MRS supervision of military movement in Stage I (see para 6) and the desirability of handing over while Allied Commission and DMRS have sufficient personnel to assist ISR in the early stages, the handover should begin as soon as possible. It is therefore considered that the railways should be handed over to the control of ISR if possible on 15 Oct 45 and at any rate not later than 1 Nov 45. ISR should be consulted that these dates are feasible from their point of view. After the date of handover DMRS should withdraw his reps from compartimenti progressively (Stage II), as he is satisfied that ISR control is working efficiently, prior notice being given to Mov & Tn, AFHQ.

COMMUNICATIONS

15. The date of handover is finally dependent on the provision of adequate signal communications for ISR. DMRS has requested Signals to provide private lines between ROME and the main compartimento HQ for ISR use. Signals will be able to allot three private circuits NORTH of ROME, which should give

Declassified E.O. 12356 Section 3.3/NND No. 785021

14. It is likely that up to November there will be still as much military as civil traffic moving and major formation moves will also be in progress, but in view of the close MRS supervision of military movement in Stage I (see para 6) and the desirability of handing over while Allied Commission and DMRS have sufficient personnel to assist ISR in the early stages, the handover should begin as soon as possible. It is therefore considered that the railways should be handed over to the control of ISR if possible on 15 Oct 45 and at any rate not later than 1 Nov 45. ISR should be consulted that these dates are feasible from their point of view. After the date of handover DMRS should withdraw his reps from compartimenti progressively (Stage II), as he is satisfied that ISR control is working efficiently, prior notice being given to Mov & Tn, AFHQ.

COMMUNICATIONS

15. The date of handover is finally dependent on the provision of adequate signal communications for ISR. DMRS has requested Signals to provide private lines between ROME and the main compartimento HQ for ISR use. Signals will be able to allot three private circuits NORTH of ROME, which should give adequate service to the Northern Compartimenti. There will be one private circuit SOUTH to NAPLES and a private link from NAPLES to BARI, but it will be necessary for ISR to use a common user line to REGGIO. It is considered that these arrangements when they are established should give ISR satisfactory communications.

8/8

Continued/..FUTURE OF ALLIED MILITARY RAILWAY SERVICE

Declassified E.O. 12356 Section 3.3/NND No. 785021

FUTURE OF ALLIED MILITARY RAILWAY SERVICE

16. It is desirable, even under this new system of control, that the Military Railway Service should remain constituted on an Allied basis for so long as there are large tonnages of military stores moving on the railways.

RAILWAY STORES.

17. The transfer of responsibility to ISR for the control of civilian railway stores will be the subject of a separate paper.

CONCLUSIONS

18. It is concluded that

(a) the traffic control and traffic operation of the Italian railway system should be handed over to the ISR as soon as possible. ISR should assume full responsibility for the efficient working of the railways and the movement of all traffic.

(b) DMRS as long as his organization remains should be responsible for ensuring that military traffic is being moved efficiently. This supervision should be relaxed in stages as ISR working becomes more efficient.

(c) Allied Commission should advise ISR on the technical operation of the railways so long as the Commission exists.

(d) The railways should be handed over to ISR control if possible on 15 Oct 45 and at any rate not later than 1 Nov 45. These dates should be dependent on the provision of adequate signal

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONCLUSIONS

18. It is concluded that

(a) the traffic control and traffic operation of the Italian railway system should be handed over to the ISR as soon as possible. ISR should assume full responsibility for the efficient working of the railways and the movement of all traffic.

(b) DMRS as long as his organization remains should be responsible for ensuring that military traffic is being moved efficiently. This supervision should be relaxed in stages as ISR working becomes more efficient.

(c) Allied Commission should advise ISR on the technical operation of the railways so long as the Commission exists.

(d) The railways should be handed over to ISR control if possible on 15 Oct 45 and at any rate not later than 1 Nov 45. These dates should be dependent on the provision of adequate signal communication and subject to agreement by ISR.

RECOMMENDATION

19. It is recommended that the policy of returning control to ISR as outlined above, be approved in order that the date of handover may be discussed with ISR, and the necessary directive published.

217

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

292

MOVEMENT OF MILITARY TRAFFIC

(a) Military traffic will always be given first priority and there will be no departure from this rule without a specific case being referred to a military authority.

(b) After the hand over visualised in this paper has taken place, G-4 (Mov & Tn) AFHQ will deal direct with the ISR, through a liaison detachment if AFHQ is not in Rome. These military demands will be met by the ISR as first priority, and when they have been satisfied all remaining movement capacity will be at the disposal of the ISR.

(c) In a similar manner, movement representatives at the headquarters of ISR Compartimenti will deal direct with these officers.

MOVEMENT OF CIVILIAN TRAFFIC

(a) The responsibility for establishing the relative priority as between one type of civilian traffic and another will from the date of hand over fall to the Italian Government. The Allied Commission will exercise such supervision as may be necessary over the determination of these priorities.

COORDINATION OF PBS TRAFFIC

(a) The demands of PBS for military movement will be coordinated by G-4 (Mov & Tn) AFHQ before being presented to the ISR.

FUNCTIONS OF THE DET AFTER TURN-OVER

(a) Technical advice of military transportation matters to ISR (Mov & Tn) AFHQ.

(b) Command and disposal of all Allied transportation troops in Italy.

(c) Technical controls of operation, whether this is being done by the ISR or Allied transportation troops, on such lines as may be designated as Allied military railway lines.

Part on Allied Railway Board Papers

846

SECOND
~~SECOND~~DRAFT

ALLIED FORCE HEADQUARTERS

CONFIDENTIAL

G-4(Mov & Tn)

Subject : Operation and Control of Italian State Railways - Future Policy.

OBJECT

1. The object of this paper is to consider the method by which the operation and control of the Italian railway system can be handed over to the Italian State Railways and at what date and by what stages this hand-over can take place.

PRESENT SITUATION

2. The railways in ITALY are in fact already operated by the ISR. DGRS however exercises control by orders issued through his HQ at ROME and through his representatives in the various compartimenti, particularly as regards rolling stock and power. All rail capacity (based on wagon availability), except for certain areas in NORTH ITALY, is at present allotted either to traffic bid on military account or on AC account.

RESPONSIBILITIES AFTER RETURN OF CONTROL TO ISR

3. When the control of the railways is returned to the ISR, there would be the following division of responsibilities -

(a) the Italian Government will be responsible for ensuring that all rail traffic is moved in accordance with the country's economic needs and that the railways are being operated as efficiently as possible to meet their own requirements and those of the Allies

(b) ISR will be fully responsible for the efficient control and operation of the railways ; this will include the responsibility

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. The railways in ITALY are in fact already operated by the ISR. DMRS however exercises control by orders issued through his HQ at ROME and through his representatives in the various compartimenti, particularly as regards rolling stock and power. All rail capacity (based on wagon availability), except for certain areas in NORTH ITALY, is at present allotted either to traffic bid on military account or on AC account.

RESPONSIBILITIES AFTER RETURN OF CONTROL TO ISR

3. When the control of the railways is returned to the ISR, there would be the following division of responsibilities -

(a) the Italian Government will be responsible for ensuring that all rail traffic is moved in accordance with the country's economic needs and that the railways are being operated as efficiently as possible to meet their own requirements and those of the Allies

(b) ISR will be fully responsible for the efficient control and operation of the railways : this will include the responsibility for ensuring that the movement of military traffic is given first priority and that essential civil traffic is moved in accordance with priorities laid down by the appropriate Italian ministries.

(c) Transportation Sub-Commission, AC will ~~be available to~~ advise the Italian Government whether railway operation is as efficient as it should be and what improvements could be made - and also to advise on whether essential civil traffic is being moved in relation to its economic priority

845

Continued/..(d) DMRS will be..

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785021

(d) . DMRS, for as long as his organisation remains, will be responsible for supervising the movement of military traffic only and ensuring that this traffic is being handled efficiently by the ISR.

MOVEMENT OF MILITARY TRAFFIC

4. When the hand-over takes place, G-4(Mov & Tn) AFHQ, will inform the ISR through DMRS the number of wagons required daily to be loaded on military account and the capacity required for military movement on each main line. (In some cases this will be done on a compartimento level from the Mov area or Sub-area through the MRS rep to the Capo compartimento or his rep). The wagon allocation and allotment of capacity by lines will be revised at regular intervals as military commitments are reduced. There should be regular working committee meetings between reps of G-4(Mov & Tn), MRS and ISR to discuss these matters.

5. It should be the general policy not to increase at any stage either the military wagon allotment or the capacity allotted to the military on any line. There will, however, be unforeseen military commitments and the ISR should be warned that it may be necessary to interfere with the civilian programme from time to time. DMRS must also retain initially the necessary organisation to resume control of any portion of the system in the case of a complicated military move or of the failure of ISR organisation.

6. It is considered that there will be the following stages in the relaxation of control of the ISR by DMRS as regards movement of military traffic:-

Stage I From the date of hand-over, G-4(Mov & Tn) will as at present pass demands for military movement to DMRS who will give details to HQ

Declassified E.O. 12356 Section 3.3/NND No. 785021

some cases this will be done on a compartimento level from the Nov area or Sub-area through the MRS rep to the Capo compartimento or his rep). The wagon allocation and allotment of capacity by lines will be revised at regular intervals as military commitments are reduced. There should be regular working committee meetings between reps of G-4(Mov & Tn), MRS and ISR to discuss these matters.

5. It should be the general policy not to increase at any stage either the military wagon allotment or the capacity allotted to the military on any line. There will, however, be unforeseen military commitments and the ISR should be warned that it may be necessary to interfere with the civilian programme from time to time. DMRS must also retain initially the necessary organisation to resume control of any portion of the system in the case of a complicated military move or of the failure of ISR organisation.

6. It is considered that there will be the following stages in the relaxation of control of the ISR by DMRS as regards movement of military traffic:-

Stage I — From the date of hand-over, G-4(Mov & Tn) will as at present pass demands for military movement to DMRS who will give details to HQ ISR. This HQ will in turn issue the necessary orders through its own channels to compartimenti. DMRS will retain the necessary staff alongside HQ ISR to ensure military requirements are being met and also MRS reps in the more important compartimenti to ensure technical operation is satisfactory.

Stage II — As ISR control begins to work smoothly, DMRS will progressively withdraw his reps in the compartimenti and local Movement HQs will deal direct with the ISR regarding their day to day requirements.

844

Continued / .. (2) ..

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONFIDENTIAL

Stage III Finally, such railway personnel will be retained in the Transportation Directorate as will be necessary to meet emergency requirements. Movements will then deal direct with ICR at all levels. (This stage cannot take place until either AMG moves to ICR or military requirements have fallen to small tonnages).

7. It must be the general rule that military traffic is given first priority and there should be no departure from this rule without the specific case being referred to a military authority.

MOVEMENT OF CIVIL TRAFFIC

8. By the date of handover there should be three types of traffic other than Allied military traffic

(a) Italian military traffic

(b) essential priority civil traffic

(c) other civil traffic.

As regards (a) and (b), it will be the responsibility of the respective Italian ministries to bid on ICR for this movement and to ensure that traffic on (a) and (b) is moved before that in (c). It will also be necessary for Italian Government to decide priorities within (a) and (b). ICR will use such spare capacity as is left after meeting military traffic requirements and traffic in (a) and (b) above to restore as far as possible normal commercial services.

9. Allied Commission will supervise the priorities given for traffic in (a) and (b) above by the Italian authorities and will ensure that the ICR is observing these priorities in the movement of civil traffic. The most efficient method will probably be to continue the bidding procedure as at present. AC will also give approval to the coal allocation for rail

Declassified E.O. 12356 Section 3.3/NND No. 785021

8. By the date of handover there should be three types of [illegible]

them Allied military traffic

(a) Italian military traffic

(b) essential priority civil traffic

(c) other civil traffic.

As regards (a) and (b), it will be the responsibility of the respective Italian ministries to bid on ICR for this movement and to ensure that traffic on (a) and (b) is moved before that in (c). It will also be necessary for Italian Government to decide priorities within (a) and (b). ICR will use such spare capacity as is left after meeting military traffic requirements and traffic in (a) and (b) above to resume as far as possible normal commercial services.

9. Allied Commission will supervise the priorities given for traffic in (a) and (b) above by the Italian authorities and will ensure that the ICR is observing these priorities in the movement of civil traffic. The most efficient method will probably be to continue the bidding procedure as at present. AC will also give approval to the coal allocation for railway needs.

TECHNICAL SUPERVISION OF ICR

10. After the handover, the technical supervision of ICR operation except as regards military movement will be the responsibility of the Rail Division, Transportation Sub-Commission. In the initial stages, ICR should, if possible, have a number of technical officers to AC to assist in their task. As the staff of AC is reduced or when it is replaced by a governmental mission, it will have to be left more and more to the Italian Government to supervise the efficient working of its railways.

243

CONFIDENTIAL

Continued / .. 11 ..

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONFIDENTIAL

11. It will be desirable in order to ensure efficient liaison between MBS or Movements on the one hand and the LSR on the other in compartiments that the LSR should appoint a senior officer in each compartiments to be the link between ~~Movements Military~~ and the LSR on all matters.

~~AREA OF CONTROL~~

12. The above system of control and operation will not yet apply either to the TRIESTE Compartiments which comprises the Allied Zone of VENEZIA GIULIA, or to the main rail L of C into AUSTRIA, namely the line UDINE - TARVISIO. These will continue under control of MBS with LSR acting as the Allied agent.

RIGHTS OF HANDOVER

13. The following factors affect the date by which control can be handed back to the LSR.

(a) It is the Allied policy to hand back the control of civil organisations and public utility services to Italian authorities as soon as possible in order to reduce Allied commitments in ITALY.

(b) When control is returned to the LSR, the Transportation Sub-Commission, AC will supervise the LSR and see that they are undertaking their responsibilities efficiently. It is probable that Allied Commission will be disbanded about end 45 and even before that date their staff is being progressively reduced. Any Transportation mission which succeeds the Transportation Sub-Commission will not have the organisation to carry out this supervision so efficiently. It

Declassified E.O. 12356 Section 3.3/NND No. 785021

Airfields. These will continue under control of MSS with DSR acting as the Allied agent.

TIMING OF HANDOVER

13. The following factors affect the date by which control can be handed back to the DSR.

(a) It is the Allied policy to hand back the control of civil organisations incl public utility services to Italian authorities as soon as possible in order to reduce Allied commitments in ITALY.

(b) When control is returned to the DSR, the Transportation Sub-Commission, AC will supervise the DSR and see that they are undertaking their responsibilities efficiently. It is probable that Allied Commission will be disbanded about end 45 and even before that date their staff is being progressively reduced. Any Transportation mission which succeeds the Transportation Sub-Commission will not have the organisation to carry out this supervision so efficiently. It is therefore desirable that the handover should take place as early as possible and certainly at least one month before end 45.

(c) Military Railway Service personnel are also becoming increasingly fewer and it will soon be difficult to retain efficiently the present system of control.

(d) The move of British formations into winter quarters is almost complete, but there are three divisions to be redeployed in the near future. No firm plans are available, but

Continued/.. it is possible

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONFIDENTIAL

it is possible this redeployment movement will continue until end 45. Otherwise there are no planned formation moves before 46. US redeployment of formations is already largely completed and by November there are only likely to be units remaining grouped around port areas (except 34 Div). There will however be the closing out of FBS LEGHORN, about December.

(c) The balance between military and civil traffic moving over main routes is at present approximately two thirds military and one third civil. As Italian Army traffic will shortly be part of the civil bid and as military traffic is progressively reducing, present indications are that by Nov-ember amounts of civil and military traffic will be almost equal, but that it will be end 45 before civil traffic is definitely in the majority. It is undesirable that control should be returned to the ISR when the major part of traffic moving is still military.

14. DMRS has recommended a target date of 1 Nov for the hand-over, on the assumption that by that date there will be a considerable decrease in military traffic. It is likely that at 1 Nov there will still be as much military traffic as civil moving and that major formation moves will still be in progress, but in view of the close MRS supervision of military movement in Stage I (see para 6) and the desirability of handing over while Allied Commission and DMRS have sufficient personnel to assist the ISR in the early stages, this might still be made the target date. It is considered therefore that plans should be made for the hand-over of control on 1 Nov and that

Declassified E.O. 12356 Section 3.3/NND No. 785021

military and one third civil. As Italian Army traffic will shortly be part of the civil bid and as military traffic is progressively reducing, present indications are that by Nov-ember amounts of civil and military traffic will be almost equal, but that it will be end 45 before civil traffic is definitely in the majority. It is undesirable that control should be returned to the ISR when the major part of traffic moving is still military.

14. DMRS has recommended a target date of 1 Nov for the hand-over, on the assumption that by that date there will be a considerable decrease in military traffic. It is likely that at 1 Nov there will still be as much military traffic as civil moving and that major formation moves will still be in progress, but in view of the close MRS supervision of military movement in Stage I (see para 6) and the desirability of handing over while Allied Commission and DMRS have sufficient personnel to assist the ISR in the early stages, this might still be made the target date. It is considered therefore that plans should be made for the hand-over of control on 1 Nov and that a decision on the date should be made about 15 Oct.

COMMUNICATIONS

15. DMRS has requested Signals to provide private lines between ROMS and the main compartimento HQ for ISR use. Signals will be able to allot these private circuits NORTH of ROME, which should give adequate service to the Northern Compartimenti. There will be one private circuit SOUTH to NAPLES and a private link from NAPLES to BARI, but it will be necessary for ISR to use a common user line to REGGIO. It is considered that these arrangements should give ISR satisfactory communications.

Continued/..FUTURE OF ALLIED MILITARY RAILWAY

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONFIDENTIAL

FUTURE OF ALLIED MILITARY RAILWAY SERVICE

16. It is desirable, even under this new system of control, that the Military Railway Service should remain constituted on an Allied basis for so long as there are large tonnages of US military stores moving on the railways.

FUTURE OF ALLIED RAILWAY BOARD

17. When control is handed over and is no longer a military responsibility, it is desirable that the chairmen/ship of the Railway Board should pass to the Allied Commission. The terms of reference should be revised and the necessity for the Sub-Committees reviewed. The Traffic Sub-Committee should continue to meet to discuss military and civil requirements for movement in the forthcoming period. (See para 4 above).

CONCLUSIONS

18. It is concluded that

(a) the control of the Italian railway system should be handed over to the ISR as soon as possible and the Italian Government and ISR should assume full responsibility for the efficient working of the railways and the movement of civil traffic.

(b) Allied Commission should supervise the technical operation of the railways in the early stages and ensure that essential civil traffic is being moved.

(c) DMRS should be responsible initially for ensuring that military traffic is being moved efficiently: this supervision to be relaxed in stages as ISR working becomes more efficient.

Declassified E.O. 12356 Section 3.3/NND No. 785021

reviewed and the necessity for the Sub-Committees reviewed. The Traffic Sub-Committee should continue to meet to discuss military and civil requirements for movement in the forthcoming period. (See para 4 above).

CONCLUSIONS

18. It is concluded that

(a) the control of the Italian railway system should be handed over to the ISR as soon as possible and the Italian Government and ISR should assume full responsibility for the efficient working of the railways and the movement of civil traffic.

(b) Allied Commission should supervise the technical operation of the railways in the early stages and ensure that essential civil traffic is being moved.

(c) DMTS should be responsible initially for ensuring that military traffic is being moved efficiently: this supervision to be relaxed in stages as ISR working becomes more efficient.

(d) Plans should be made to hand over this control on 1 Nov and a decision on the date to be taken by 15 Oct.

849

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

Evidence

Minute 38:

A.C. has handled the matter with UNRRA and has offered UNRRA the use of Special A.C. personnel Warrants providing UNRRA would pay how they would re imburse the I.S.R. for the value of the Warrants required.

Min 50:

This has been handled with Displaced persons S/C thru our Movements Division Adhering the points as set out in the Minute and a Direct will be put into effect Debarring for the use of all refugees.

Min 56:

The I.S.R. have been instructed that the documentation of Military traffic must be uniformed thru out Italy - any special local arrangements differing from general instructions should be Cancelled.

839

Declassified E.O. 12356 Section 3.3/NND No. 785021

PGM/ic

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

31 December 45

Tel: 84340
Ref: AC/292/Tn 4

SUBJECT : Allied Military Traffic ex Italy

TO : Italian State Railways
Building

1. Reference Letter of December 22 - 1945 file C.213/9984/48/ICCM/7653/20.

2. This subject was fully discussed at the last meeting of the Allied Railway Board and if it is still a problem it is suggested that the subject be handled further at the next meeting.

P. G. MATSON
MAJOR T.C.
for Director

838