

Movement of Refugees - Policy - Vol I

Policy - Vol I

10000/148/995

Jan '45

SUBJECT:- Repatriation of Italian PW.

Under Secretary of State,
The War Office,
LONDON, S.W.1.

ALLIED FORCE HEADQUARTERS

G-1(Br)/3821/A-2.

21 Jul 45.

1. Reference attached copy of this Headquarters letter of even reference and date addressed to Headquarters, MAAF (Mov) CMF.
2. It is understood that a regular service of airplanes, to take tour-expired men from CMF to the UK, will commence on 1 Aug 45.
3. Should any batches of Italian PW be repatriated to ITALY in these airplanes, on the return journeys, it would be appreciated if REA POMIGLIANO be signalled to this Headquarters and to Headquarters, Allied Commission, IPW Sub-Commission, ROME, as many days as possible before they leave the UK in order that Headquarters, Allied Commission may make arrangements for reception at, and onward routing from, the airfield.

TRQ/ER.
Encl.

Copy to:- Headquarters, Allied Commission,
Mov & Tn.

V.A.P. RUDER,
Major, D.A.A.G.,
for Field Marshal,
Supreme Allied Commander,
MEDITERRANEAN THEATRE.

0834

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

BEST COPY POSSIBLE

Relay Tele
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RECOMMENDATION ALLIED COMMISSION

and 394

DISPATCHED THROUGH AM 1000 HOURS FOR THE COMMISSION

100/22/1000 (S) TEL 220000 HRS. 24 23 July 1945

URGENT + Food Halls at FORT.

TO : SAC, 1st Group, D.P. 1 H.S.S.
SAC, 2nd Group, D.P. 2 H.S.S.
Transportation Sub-Commission, A.C.
Food Sub-Commission, A.C.

1. It is proposed to open a Food Hall on the railway at FORT.
The main purpose of this Food Hall is to give a meal to all authorized
refugees travelling by rail from Vienna to the South via FORT.

2. It is proposed that this Food Hall shall operate as from
Monday 24th August 1945 onwards.

3. (a) Transportation Sub-Commission, A.C. is asked to arrange
for all authorized refugee trains coming from Vienna via
FORT, from 6 Aug. onwards (Sunday), to stop at FORT
Food Hall for a period of from 1 to 2 hours, in order to
give a meal to the refugees on those trains. This is
in addition to the Food Halls already in operation. 2297

(b) Any arrangements required other than the above will be
subject for as and when required.

4. It is asked from Food Sub-Commission A.C. that we should
notify the following of details of the Food Hall to be installed at FORT:

- (a) Regional Food Officer, FORT, England.
- (b) Provincial Supply Officer, FORT.

5. The Director of Food Halls, Mr. Parker, is asking all
arrangements for installing the new Food Hall at FORT, and will first be
reporting to C.C. on 24th August 1945. This is
authorized to make all necessary arrangements for the Food Hall, on behalf
of H.C. to H.C. These arrangements include those shown in para 4
above.

6. All concerned are asked to give Mr. Parker every assistance
possible for her to carry out her work.

For the Director.

Best
C.C. Parker
Mr. Parker
Mr. Parker

1. It is proposed to open a Food Hall on the railway at PULLI. The main purpose of this Food Hall is to give a meal to all authorized passengers travelling by rail from PULLI to the South via PULLI.

2. It is proposed that this Food Hall shall operate as from Sunday 6th August 1945 onwards.

3. (a) Transportation Department, S.C. is asked to arrange for all authorized railway train coming from PULLI via PULLI, from 6 AM onwards (inclusive), to stop at PULLI Food Hall for a period of 1 hour to 1 1/2 hours, in order to give a meal to the passengers on these trains. This in addition to the Food Hall already in operation. 2/9/45

(b) Any arrangements required other than the above will be asked for as and when required.

4. It is noted from Food Sub-Committee S.C. that we should notify the following of details of the Food Hall to be installed at PULLI:

- (a) Regional Food Officer, Madras Region.
- (b) Provincial Supply Officer, PULLI.

5. The Inspector of Food Hall, Mr. Foster, is making all arrangements for installing the new Food Hall at PULLI, and will first be reporting to S.C. via Group at PULLI about 20th July 1945. This is authorized to make all necessary arrangements for the Food Hall, on behalf of S.C. & S.C. These arrangements include those shown in para 4 above.

6. All concerned are asked to give Mr. Foster every assistance possible for her to carry out her work.

For the Director.

B. S. S. S.
Lt. Colonel
Col. Nallan.

Copy to : Minister, Madras, P.O. Madras.

2. Please forward, (2 copies).

Inspector of Food Hall, P.O. S.C. (3 copies)

0 8 3 7

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

TRANSPORTATION SUB-COMMISSION
APO 394
DISPLACED PERSONS AND RE-EMPOWERMENT SUB-COMMISSION

AD/STN

144

DTR/148/AM

Tel. 450001 Ext. 776

29 July 1945

SUBJECT : Instructions for movement of Italian ex F.O.W.
and Refugees from GERM to Italy and from
Northern Italy to Southern destinations, also
movement of other Nationals through Italy.

TO : Distribution.

1. Attached 2 copies of Transportation Sub-Commission letter
reference 297/113/TN 3 dated 21 July 1945 are forwarded for your
information.

For the Director.

2293

[Signature]
J.C. BROWN
Major
O.S./S AIR.

DISTRIBUTION :

H.Q. "A" Group D.P. & R.S.O.		
H.Q. "B"	"	"
H.Q. "C"	"	"
H.Q. "D"	"	"
H.Q. "E"	"	"
H.Q. "F"	"	"
H.Q. "G"	"	"

Transportation Sub-Commission, A.C.

0838

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

LAOF V LOSS NR 3 R R
TRANS TO QVR 2-4
FROM LOSS 161945B
TO MOV BOLOGNA INFO *TN Sub Comm*
MOV AC ROME INFO
HQ AFHQ ATTN COT INFO
DMRSI
AG CABLES DISTRIBUTION
GR 26 BT

13 T.
142
3843

16047 207/143

REF NR T 2175
CONFIDENTIAL PD TOTAL REFUGEES RECEIVED FROM NORH // NORTH OF
BRENNER ON ONE FIVE JULY WAS THREE ONE NINE NINE PD
REPEAT THREE ONE NINE NINE

BT

HD

RD NR (3)(DML) 0001 (AR)

2395

TRANSPORTATION SUB-COMMISSION

IFC/mb

INHER OFFICE MEMORANDUM

Tele : 473701

18 July 1945

297457Tn.3.

TO : Lt. Col. J.W. BAKER, M.S.E.

1. At 1715 hrs on 17 July 1945 Displaced Persons and Repatriation Sub-Commission reported that the Refugee train due to depart Bologna at 1943 hrs 17 July for Bari and South had been cancelled by Movement Control.
2. Movements Bologna were contacted by a priority call, and the Traffic Officer stated that he was not aware of the position on Refugee trains as Movements were no longer interested, but he would obtain the necessary information and ring back.
3. At 1745 hrs Maj. Drew, Movements Bologna was contacted and confirmed that Movements were no longer responsible for Refugee trains on instructions from Movements East Italy and the person concerned was Capt. Dodds the AC. Transportation Officer. However for our information he did know that the train ex Verona due to depart Bologna 16 July was still at Bologna with the current days train just behind it. The Python train from Bologna had to be got away and only 2 engines were available. So far as he knew the Refugee train due to depart Bologna at 1943 hrs had been cancelled.
4. Endeavour to contact Capt. Dodds the AC. Transportation Officer Emilia Region was without success.
5. At 1800 hrs Major Worthington phoned Movements East Italy requesting them to speak to Movements Bologna in order to ascertain the position as to what was likely to happen to the Refugee trains.
6. Capt. Dodds was contacted first thing this morning and instructed to clarify the position with Movements Bologna and furnish a report on the delay and cancellation of these trains.
7. Movements Bologna were advised that Capt. Dodds would be contacting them and were requested to give him assistance in furnishing a report.
8. Capt. Dodds reported at 1215 hrs today that :-
 - (a) - Train ex Verona due dep. Bologna 1555 hrs 16 July actually departed 1930 hrs 17 July. Awaiting engine.
 - (b) - Train ex Verona due dep. Bologna 1555 hrs 17 July actually departed 0730 hrs 18 July. Awaiting engine.

1. At 1715 hrs on 17 July 1945 Displaced Persons and Repatriation Sub-Commission reported that the Refugee train due to depart Bologna at 1949 hrs 17 July for Bari and South had been cancelled by Movement Control.
2. Movements Bologna were contacted by a priority call, and the Traffic Officer stated that he was not aware of the position on Refugee trains as Movements were no longer interested, but he would obtain the necessary information and ring back.
3. At 1745 hrs Maj. Law, Movements Bologna was contacted and confirmed that Movements were no longer responsible for Refugee trains on instructions from Movements East Italy and the person concerned was Capt. Dodds the AC, Transportation Officer. However for our information he did know that the train ex Verona due to depart Bologna 16 July was still at Bologna with the current day's train just behind it. The Python train from Bologna had to be got away and only 2 engines were available. So far as he knew the Refugee train due to depart Bologna at 1949 hrs had been cancelled.
2791
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 - (b) - Train ex Verona due dep. Bologna 1555 hrs 17 July actually departed 0730 hrs 18 July. Awaiting engine.
 - (c) - Train ex Bologna 1949 hrs 17 July was cancelled. No engine available.


 I.F. CLANCY,
 Capt. R.E.

CRM/elc

REFUGEE TRAINS - REQUIREMENTS

1. At the Bolzano Conference the numbers of Italian Refugees to be transported from SWIFT was given as 360,000. On 29 June at a meeting held at SWIFT it was stated that the figure was 400,000, a 40,000 increase over the original estimate.
2. In view of the increased movement which it would appear will have to be undertaken and the necessity of endeavouring to complete this movement by end September, it is suggested that an additional three southbound Refugee Trains be allocated per week for the month of August '45 making a total of 14 Trains allocated as follows :-
 - (i) 10 Trains Verona to South Via Line 86, 87, 89/90
 - (ii) 2 Trains Bologna to South Via Line 86
 - (iii) 1 Train Bologna to South Via Line 217, 218, 50, 89/90
 - (iv) 1 Train Florence to South Via Line 218, 50, 89/90.
3. The movement of approx 2,000 Refugees per week Bologna to Piacenza (equivalent approx 2 Trains) for sea lift to Massina is in addition to the Trains asked for in Para 2 above.
4. It is suggested that the movement of other Nationals i.e. 12,000 Polish Refugees Forli to Bertinetta and Greeks ex SWIFT to Bari for onward shipment should be handled as a military commitment.

ER Woolington
Wey.
16 July 45.

COPY

LIVORNO 2011 AMG

SUBJECT : Monthly Displaced Persons Report
for June 1945.

TO : Headquarters, Allied Commission.
Att. Displaced Persons Sub-Commission.

POSITION ON 1ST JUNE

At the beginning of the month large numbers of persons of both sexes were concentrating daily at Calambroni Goods Yard, north of Leghorn, and were being transported south as refugees. A total of 1500 per day was usual but the number reached, on occasion, over 2000. At this time no check was possible as no compound or facilities of any description existed.

Arrangements had been made to feed refugees at San Marco Station some two kilometres away but this, which was the best possible solution at the time, caused a constant stream of people in both directions through the switch lines of the main goods yard and was a serious nuisance to the Railway Operating Company and a menace to the lives of the refugees.

It had been the practice for some time to send refugees south by any train, as and when possible, and although no record could be made or advance information sent the system had the great advantage of clearing transients away from the switch lines every few hours and thus preventing the collection of very large numbers at any one time.

Orders were received early in the month by the Railway Staff that only authorized refugee trains would be used and so the problem of holding numbers reaching at times to 2000 arose. Had the figure of 1500 per day remained constant such arrangements as were made would have been inadequate as on more than one occasion no train was allotted for as long as four days. A steady decline has however taken place the average for the last few days of the month being no more than 300. Tents having influence on this decline will appear later in this report.

ACTION TAKEN

Two urgent measures were necessary.

1. The provision of facilities for the care of refugees.
 2. The reduction of the numbers by the sending out of non-refugees.
- Toward the solving of the first point the Public Safety Officer, obtained the components of a deserted German shed which was erected, by labour supplied by the partisans, in a vacant area behind the switch yard at Calambroni, by having this shed erected ~~at the site~~ in two sections a building suitable for a kitchen was provided and another suitable for an office for two agents of the Gestapo who were detailed to be on permanent duty with the object of apprehending black market operators.

Five large Italian Red Cross Tents were obtained from Rosignano Refugees Camp and erected to provide some shelter and a barbed wire fence put up in order that the circulating of the refugees among the switch gear and trucks could be brought to an end. Two deep trench latrines were dug and a four hundred gallon water tank made available by the F.S.O., was installed and is replenished daily by an Army Water Truck. Thus some facilities for the care of people in transit have been provided although no pretence is made that a camp has been created.

Regarding the second point. It was apparent that the majority of travellers using this method of getting to the south were not refugees at all. Individuals were questioned by myself and were found to be of many different groups, the following list is made from my personal observations:

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Regarding the second point. It was apparent that the majority of travellers using this method of gettings to the south were not refugees at all. Individuals were questioned by myself and were found to be of many different groups, the following list is made from my personal observations:

1. ITALIAN SOLDIERS. Co-operations P.O.W. Allied Employed and Others; proceeding on or returning from leave, in possession of passes and rations (which they did not use as refugee rations were available and their own could be saved.)
2. UNIDENTIFIED ITALIAN SOLDIERS. Not in possession of passes or rations and appeared to be deserters.
3. CARABINIERI. In varied numbers on one occasion 22 men under an A.C.O., went through on a change of duty station.
4. CINQUE. Priests appeared regularly, a group of 12, passing through on the way to a meeting in Naples, when questioned stated that they knew that this system of free travel and camp facilities were available for all.
5. BLACK MARKETEERS. These were openly carrying large well packed parcels or suit cases, usually six or seven, which they farmed out to other people as they could

not carry them all.

6. BUSINESS AGENTS.

Men purporting to be genuine agents carrying goods in a similar manner to group 5, but were in possession of receipts and bills, alleged to be genuine, and merely using a method of avoiding transport charges on wholesale purchases.

7. VISITORS.

A very large group, going south to check up on friends relations and other varied personal matters. Many admitted that they had travelled over this route previously and returned when there business or visit was concluded and that they intended to return in a few days from the journey that they were then making.

Meeting was arranged between the Prefect, the Italian Military Commanding Officer, the Officer Commanding the Carabinieri, the Director of the Questura, the Chief of the Finance Guards, the Public Safety Officer, A.M.G. and myself. As a result of this meeting and subsequent liaison, and Italian Army Officer and a Carabinieri A.C.O., a member of the Fianone Guard and an Agent of the Questura are stationed at Calambroni, each to deal with his particular section as they arrive. Troops are taken away, checked and transported as necessary by the Italian Military. Black Market Operators are arrested by the Questura and Finance Guards and other non-refugees are told that refugee travel and other facilities are for refugees only. It is not claimed that all travellers on trains from Calambroni are genuine refugees, a percentage of the above classes still get through but the measures taken have undoubtedly discouraged many of the seekers after free rides and rations.

Most trains arrive at Leghorn already carrying a large number and so little difference in the type of persons carried would be noticed at the point of arrival. It is my opinion however, bearing in mind that the majority of the large numbers dealt with did not come from any known refugee channel north of Leghorn, that the above checks have become public knowledge and have thus influenced the very great fall in the numbers of transients making their first contact with refugee channels of this point.

ESTIMATED FIGURES.

It was not possible to obtain exact figures until late in the month but from the fact that an empty train, calculated to hold in comparative comfort 1,000, would be filled to overflowing and people left unable to find room, figures such as 1500 or 1600 were easy to estimate. Toward the middle of the month this daily figure dropped to an estimated 1000 and in the third week as our check began to operate to six or seven hundred. The last week showed an even greater drop, being an average of three hundred per day except for the 20th, on which day a ship arrived from France carrying 376 repatriated persons and made the total for that day 643.

This report would not be complete without an expression of appreciation of the very great practical help and advice given by the Public Safety Officer. Without his ability, local knowledge and connections my difficulties would have been impossibilities.

(Signed) R.A. KILLIAN, Capt.
Refugee Officer,
Livorno Zone.

Copy to Commissioner, Livorno Zone, A.M.G.

Carabinieri No. 01, a member of the Carabinieri Guard and a member of the Carabinieri No. 02, a member of the Carabinieri Guard, each to deal with his particular section as they arrive. Troops are taken away, checked and transported as necessary by the Italian military. Black Market Operators are arrested by the Questura and Finance Guards and other non-refugees are told that refugee travel and other facilities are for refugees only. It is not claimed that all travellers on trains from Calabroni are genuine refugees, a percentage of the above classes still get through but the measures taken have undoubtedly discouraged many of the seekers after free rides and rations.

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RECAPITULATING FIGURES.

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It was not possible to obtain exact figures until late in the month but from the fact that an empty train, calculated to hold in comparative comfort 1400, would be filled to overflowing and people left unable to find room, figures such as 1500 or 1600 were easy to estimate. Toward the middle of the month this daily figure dropped to an estimated 1000 and in the third week as our check began to operate to six or seven hundred. The last week showed an even greater drop, being an average of three hundred per day except for the 30th, on which day a ship arrived from France carrying 376 repatriated persons and made the total for that day 643.

This report would not be complete without an expression of appreciation of the very great practical help and advice given by the Public Safety Officer. Without his ability, local knowledge and connections my difficulties would have been impossibilities.

(Signed) R.A. MARSHALL, Capt.
Refugee Officer,
Livorno Zone.

Copy to Commissioner, Livorno Zone, A.M.C.

Subject: Movement of Refugees.

TO: Lt. Col. J.W. BAKER, M.B.E.,

15 JULY '45.

1. Refugees Moved to date.

For the Period from the cessation of hostilities to 13 July '45, the number of Refugees and PW moved was 194,422 made up as follows:-

MAY 1945.

66 Trains
By sea PIGNANO to MESSINA

65902 Refugees.
2266 "
71102.

JUNE 1945.

71 Trains
By road
By Sea PIGNANO to MESSINA

51889 Refugees.
1400 "
4134 "
67403.

Repatriation of PW - NAPIES to SARDINIA, (by sea)

1066 Refugees.

1 to 13 JULY '45.

24 Trains

20911 Refugees.

Repatriation of PW - NAPIES to SARDINIA (by sea)

3940 Refugees.

2.

2. TRAIN PATH ALLOCATIONS FOR JULY '45.

(a) Train Paths allocated by AFHQ, for movement of Refugees during the month of July 11 per week.

(b) W.e.f. from the 9th July when the Fo Bridge opened trains are being run from Verona, Bologna and Florence via the following routes:-

- (i) 7 Trains Verona to South via Lines 86, 87, 89/90.
- (ii) 2 Trains Bologna to South via Line 86.
- (iii) 1 Train Bologna to South via Lines 217, 218, 50, 89/90.
- (iv) 1 Train Florence to South via Lines 218, 50, 89/90.

(c) All bids for trains from VERONA have to be made through Army and AFHQ. In principle however, one train daily from VERONA has been agreed by AFHQ.

3. ARRANGEMENTS FOR THE MOVEMENT OF REFUGEES FROM SWITZ.

- (a) Routing
 - (i) Via Switzerland to Como & Domodossola.
 - (ii) via Brenner Pass to Verona.

71 Trains
By road
By Sea PIONING to MESSINA

51389 Refugees.
1400
4194
57483.

1066 Refugees.

1 to 13 JULY '45.

24 Trains

38911 Refugees.

Repatriation of RM. - MAILED to SARINIL (by sea)

3840 Refugees.

3300

2. TRAIN PATH ALLOCATIONS FOR JULY.

(a) Train Paths allocated by AFHQ, for movement of Refugees during the month of July 11 per week.

(b) W.e.f. from the 3rd July when the Po Bridge opened trains are being run from Verona, Bologna and Florence via the following routes :-

- (i) 7 Trains Verona to South via Lines 56, 87, 89/90.
- (ii) 2 Trains Bologna to South via Line 86.
- (iii) 1 Train Bologna to South via Lines 217, 218, 50, 89/90.
- (iv) 1 Train Florence to South via Lines 218, 50, 89/90.

(c) All bids for trains from VERONA have to be made through Army and AFHQ, in principle however, one train daily from VERONA has been agreed by AFHQ.

3. ARRANGEMENTS FOR THE MOVEMENT OF REFUGEES FROM SPAIN.

(a) Routing (i) Via Switzerland to Como & Domodossola, (ii) via Brenner Pass to Verona.

(b) Rate of acceptance for southbound movement not to exceed 2,000 per day with additional 3,000 per week, see lift from PIONING to MESSINA making total weekly lift 17,000 approx.

(c) Intakes from SPAIN via the various routes can be increased in accordance with policy laid down at the BRANNE Conference (See attached signal).

(d) Major Fry, AG Transportation Officer VERONA (Location Fifth Army (Transportation)) responsible for movement through the Bremer route and for coordination of all refugee movements through VERONA.

(e) ~~XXXXXXXXXX~~ Major Telbot (Transportation (Adv Ech) Milan) will regulate flow via SWITZERLAND and coordinate movement in the North with Maj Fry.

(f) Major Black with Fifth Army will be L.F.F.S.C. Liaison Officer.

C.L. Woolthorpe

HEADQUARTERS ALLIED COMMISSION

PO 394

DISPLACED PERSONS AND REPARATION SUB-COMMISSION

Tel. 489081 Ext. 392 2 July 1945

BES/44/ADM

SUBJECT: Berne and Frankfurt Conferences 25th June - 2nd July 1945 - Reparation.

TO : Distribution.

The following Memos, taken from BERNE and FRANKFURT Conferences, are forwarded for information:-

1. Numbers : From SHARP to ITALY.
Italians 400,000 (Note increase).
Greeks 9,000.

2. Hospital Transfers of SHARP -

None until after Medical Meeting, 12 July, Frankfurt, when SHARP ask FRG for acceptance. FRG will go to required destination. (Italian Government should be consulted.)

3. Italians Ex SHARP Target Future Southwards when agreed to by Representatives mutually.

- (a) PRELIM 5000 per day. (To include 1000 Greeks per week commencing 15 July 1945 up to 2500 in all - then pause until A.F.S.G. say "GO TIME").

(b) BERNEZ - COMO

BERNEZ - DOMODOSSOLA.

Target Figure total 14,000 per week. Target date 12 July.

N.B. Inclusive of Ex-Switzerland via COMO 1,000 a day, DOMODOSSOLA 500 a day.

4. Principle.

Representatives to step up all figures by mutual agreement as soon as possible.

5. Italians - FRANCE.

40,000 F.F. - 6,000 Displaced Persons in France. SHARP asked for priority for F.F. - turned down. O.C. 1st & 101 Groups to contact French in their areas and investigate further.

6. Italian Internees.

asked for priority - too difficult - turned down.

7. Western and Northern Europeans.29/4/45
139

2289

Conferences, are forwarded for information:-

1. Numbers : From SHAEF to ITALY.
Italians 400,000 (Not increased).
Greeks 5,000.
2. Hospital Trains of SHAEF -
None until after Medical Meeting, 12 July, Frankfurt, when SHAEF ask AFHQ for acceptance. Train will go to secured destination. (Italian Government should be consulted.)
3. Italians Ex SHAEF Transit Fiume-Southwards when agreed to by representatives mutually.
 - (a) BREMEN 5000 per day. (To include 1000 Greeks per week commencing 15 July 1945 up to 2500 in all - then pause until ...P.M.C. say "CONTINUE".)
 - (b) BREMEN - COMO
BREMEN - DOMODOSSOLA.
Target Figure total 14,000 per week. Target date 12 July.
- 3.B. Inclusive of Ex-Switzerland via COMO 1,000 a day.
DOMODOSSOLA 500 a day.
4. Principles.
Representatives to step up all figures by mutual agreement as soon as possible.
5. Italians - PRISON.
40,000 P.M. - 6,000 Displaced Persons in France. SHAEF asked for priority for P.M. - turned down. O.C. 151 & 101 Groups to contact French in their areas and investigate further.
6. Italian Internees.
asked for priority - too difficult - turned down.
7. Western and Northern Europeans.
Through COMO - SWITZERLAND to BREMEN.
8. Signal Communication to be established BREMEN - MILAN - BREMEN - FRANKFURT - PARIS.

...../2

- 2 -

9. Summary

Representative for A.F.H.Q. Movements forthwith -
 Also Representative S.M.I. if required - S.M. Forward H.Q. must keep
 in touch either direct or through Movements H.Q.

10. 1st French Army - G-3 Lt. Col. THOMAS.

BURGESS - Refugee Centres Lt. Col. DE JONCKHEIM.

11. Next Conference - Rome 20 July 1945.

G.E. FIMBLY
 Colonel,
 Director.

MIGRATION:

C. Section
 H.C. 1st Group, D.P. & H.S.C.
 H.C. 2nd Group, D.P. & H.S.C.
 H.C. 3rd Group, D.P. & H.S.C.
 H.C. 4th Group, D.P. & H.S.C.
 H.C. 5th Group, D.P. & H.S.C.
 H.C. 6th Group, D.P. & H.S.C.
 H.C. 7th Group, D.P. & H.S.C.
 G-5 Section, A.F.H.Q.
 H.N.A.
 I.D.C.R.
 No. 1 Transit Camp Bari.

(2)

CRW/elc

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Fulan

Tel : 476704

20 July 1945

297/135/Tn 3

TO : Major M. Baldwin,
HQ Movements,
North East Italy

Dear

I received your letter of 13th of July attaching copy of Jumbo's letter on the subject of unauthorised movement of Refugees Northbound, on line 86.

This matter has already been brought to my attention by Movements Ancona, and I have requested Displaced Persons and Repatriation Sub-Commission to investigate the reasons why there is such a large unauthorised movement of alleged Refugees.

Displaced Persons and Repatriation Sub-Commission have promised to make full investigations and will let me have report as soon as possible.

With regard to para 7 of Jumbo's letter, it has been agreed at today's Allied Railway Board, that the triweekly passenger service Rome to Ancona will be extended to Bologna as soon as operating can make necessary arrangements.

I cannot say when it will be possible for me to pay you a visit, but hope to do so as soon as opportunity arises. What about you paying a visit to Rome?

Yours

HQ Movements,
North East Italy

0852

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

Dear

I received your letter of 13th of July attaching copy of Jumbo's letter on the subject of unauthorized movement of Refugees Northbound, on line 86.

This matter has already been brought to my attention by Movements Ancona, and I have requested Displaced Persons and Repatriation Sub-Commission to investigate the reasons why there is such a large unauthorized movement of alleged Refugees.

Displaced Persons and Repatriation Sub-Commission have promised to make full investigations and will let me have report as soon as possible.

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I cannot say when it will be possible for me to pay you a visit, but hope to do so as soon as opportunity arises. What about you paying a visit to Rome?

Yours

0853

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

Webb 237A/135

HQ Movements
NORTH EAST ITALY
Tele : 22172

13 Jul 45

Maj. C.R. WORTHINGTON MBE
D.A.Q.M.G.(M)
Allied Commission ROME

Dear *Charles,*

I believe Mike Willis has been to see you lately. He promised to raise with you the question of refugees going north via ANCONA and causing a spot of bother. To put you more in the picture, I am sending you a copy of Jumbo's letter on the subject which has been passed on to G-4 (Mov & Tn) with a covering letter from the Colonel.

When are you coming up this way to have a look round? Its quite pleasant up here.

Yours *ever*

hac.

FMB/LW

opened Rome 14/7
Rome - Ancona train 5.00
detached Bologna

2387

4 1/2

Subject: Unauthorized Civilian Travel.

H.Q. Movements,
ANCONA, C.I.E.F.
Ref: Nov. 3/162
Tele Ext: 2004

H.Q. Movements,
NORTH EAST ITALY.

10 Jul 45.

1. The situation regarding unauthorized civilian travel has recently deteriorated particularly at ANCONA Station. Each morning large numbers of men, women and children arrive on trains of empty wagons coming from the South. The number on certain days recently has been as high as 2,000.
2. These civilians all have to be ejected from the wagons at ANCONA. For a considerable time after this they roam the station in search of trains going North, constituting a serious menace both to railway operating and the security of military stores. The static guard sentries do what they can but are too small in number to be very effective.

3. The local displaced persons organisation is set up to deal only with personnel moving South. It cannot therefore deal with the large numbers moving in the opposite direction. Even were they to be taken into camps and organised into parties to move forward, the acute shortage of wagons of all types in this area at present, precludes their being carried by rail. On interrogation it appears that large numbers of these people have originally moved South and having found the conditions not to their liking are coming North again in search of work. Such people refuse to stay in refugee camps and if moved off ANCONA Station, straggle up the road to PIACENZA or FALCONARA and attempt to board trains at those points.

4. A similar situation occurs at RIMINI, usually in the evening. Many of these civilians finally get on the workers train leaving ANCONA at 1600 hours terminating at PESARO. At this point their numbers are such that they intimidate the I.S.S. staff into letting them board trains going North and in this manner they arrive at RIMINI. Every night this station is a mass of sleeping civilians and the yard is full of people trying to find trains going North.

5. It has been found at RIMINI that a large number of these people are carrying contraband and on some days the R.T.O. has had as many as 50 persons arrested. He has now been informed by the A.C. authorities that the local jail is limited in size and arrests can only be made in accordance with its capacity.

6. The matter was taken up with Lt. Col. ROUTH, Somerset L.I., on a recent visit but the action his men may take is limited as apparently they are not allowed to shoot or treat civilians roughly. He also stated that he had been given to understand by A.F.H.Q. C-4 (Nov & Feb), that a certain amount of civilian travel was unavoidable and might be accepted. This is of course entirely contrary to the

238

2. These civilians all have to be ejected from the wagons at ANCOMA. For a considerable time after this they roam the station in search of trains going North, constituting a serious menace both to railway operating and the security of military stores. The static guard sentries do what they can but are too small in number to be very effective.

3. The local displaced persons organisation is set up to deal only with personnel moving South. It cannot therefore deal with the large numbers moving in the opposite direction. Even were they to be taken into camps and organized into parties to move forward, the acute shortage of wagons of all types in this area at present, precludes their being carried by rail. On interrogation it appears that large numbers of these people have originally moved South and having found the conditions not to their liking are coming North again in search of work. Such people refuse to stay in refugee camps and if moved off ANCOMA Station, straggle up the road to PALOMBINA or PALCOMARA and attempt to board trains at these points.

4. A similar situation occurs at RIMINI, usually in the evening. Many of these civilians finally get on the workers train leaving ANCOMA at 1600 hours terminating at PESARO. At this point their numbers are such that they intimidate the I.B.A. staff into letting them board trains going North and in this manner they arrive at RIMINI. Every night this station in a mass of sleeping civilians and the yard is full of people trying to find trains going North.

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6. The matter was taken up with Lt. Col. ROY, Somerset L.I., on a recent visit but the action his men may take is limited as apparently they are not allowed to shoot or treat civilians roughly. He also stated that he had been given to understand by L.F.H.Q. G-4 (Mov & Tr), that a certain amount of civilian travel was unavoidable and might be accepted. This is of course entirely contrary to the instructions under which this H.Q. is working.

7. In view of the seriousness of the situation it is considered that a daily civilian train (of box vans if necessary) between ANCOMA and BOLOGNA is essential. Even if personnel were unable to pay their fares it would at least keep them off military stores trains and a civilian police check against contraband could be organised. At present R.T.O.'s are being seriously hampered in their work while pilferage cannot possibly be kept down under present circumstances.

Copy to: H.Q. 61 Area.

214 Sub Area.

H.Q. Train Guard Control

192 Railway Operating Coy. R.E.

Chubb
(B.A. WILLIAMS) Lt. Col., R.E.,
A.C.H.Q. (M),
Port Commandant.

CRW/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

19 July 1945

Tel : 478704

297/130/Tn 3

SUBJECT : Evacuation ex Piombino

TO : Movements Division - Shipping Branch

Letter 129 ref.

1.

Copy of letter received from Displaced Persons and Repatriation Sub-Commission is forwarded for your information and necessary action.

For Chief Movements Division

C.R. Worthington
C.R. WORTHINGTON,
Major

9985

0857

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

297/129

CEP/gd's

HEADQUARTERS ALLIED COMMISSION

APR 39/

DISPLACED PERSONS AND REPATRIATION SUB COMMISSION

DER/4/G-II (IT)

Tel. 489041 Ext. 392

19 July 1945

SUBJECT : Evacuation ex Piombino.

TO : Transportation Sub-Commission.
(Attn: Major Worthington).

1. The Italian Cruiser "Garibaldi" will be required indefinitely on two trips per week ex PIOMBINO.

04.517

C. S. FENDLAY
Colonel
Director.

Copy to : DER/4/G-II (IT).

2384

217/122 CRW/slc

REFUGEE TRAINS - REQUIREMENTS August '45

1.

At the Bolzano Conference the number of Italian Refugees to be transported from SHAEF was given as 300,000. On 29 June at a meeting held at SHAEF it was stated that the figure was 400,000, a 40,000 increase over the original estimate.

2.

*no additional
trains agreed*

In view of the increased movement which it would appear will have to be undertaken, and the necessity of endeavouring to complete this movement by end September, it is suggested that an additional three southbound Refugee Trains be allocated per week for the month of August '45 making a total of 14 Trains, allocated as follows :-

- (i) 10 Trains Verona to South Via Line 36, 37, 39/90 (7)
- (ii) 2 Trains Bologna to South Via Line 36 (2)
- (iii) 1 Train Bologna to South Via Line 217, 218, 30, 39/90 (1)
- (iv) 1 Train Florence to South Via Line 218, 30, 39/90. (1)

3.

The movement of approx 2,000 Refugees per week Bologna to Piacenza (equivalent approx 2 Trains) for sea lift to Messina is in addition to the Trains asked for in Para 2 above.

4.

*nothing yet
agreed*

It is suggested that the movement of other Nationals i.e. 12,000 Polish Refugees Forli to Barletta and Greeks ex SHAEF to Bari for onward shipment should be handled as a military commitment.

C.R. Dooling
may
18 July 45

2383

one/ele

(TRANSPORTATION SUB-COMMISSION ON

INTER-OFFICE MEMORANDUM

18 July 1945

Tel : 478704

297/124/Tn 3

SUBJECT : Meal Halts for Refugees

TO : Rail Division (Tn 4)

1. In view of the increased distances involved with the running of Refugee Trains from Verona to the South, it has been decided to allocate one Box Car per train for conveyance of rations for consumption in case of emergency.
2. Food Halts are already established at the following points :-
 - Line 87 Jesi, Foligno, Orte and Rome
 - Line 86 Loreto, Pescara, San Severo, Bari
 - Line 50 Grosseto, Santa Marinella
 - Line 94 Cava
 - Line 92 Paola.
3. In order to prevent Food wastage at Food Halts, it is essential that prior information can be obtained by Refugee Personnel as to the time of arrival of Trains. Please request I.S.R. to issue the necessary instructions to Station Masters concerned to co-operate in this matter, and to furnish, when asked, as much information as possible on the arrival times of Refugee Trains.

For Chief Movement Division


 J.W. BAKER, Lt.Col.

Copy to : Displaced Persons and Repatriation Sub-Commission

Subject: Movement of Refugees.

901- Lt. Col. J.W. BAKER, M.B.E.

1. Refugees Moved to date

For the Period from the cessation of hostilities to 13 July '45, the number of Refugees and PW moved was 194,222 made up as follows:-

MAY 1945.

66 Trains	68902 Refugees.
By sea PIONBINO to MESSINA	2200
	<u>71102.</u>
<u>TOTAL.</u>	

JUNE 1945.

71 Trains	81869 Refugees.
By road	1400
By Sea PIONBINO to MESSINA	4134
	<u>87403.</u>
<u>TOTAL.</u>	

Repatriation of PW - NAPLES to SARDINIA (by sea)

1066.

1 to 13 JULY '45.

24 Trains

30911.

Repatriation of PW - NAPLES to SARDINIA (by sea)

3940.

2.

2. TRAIN PATH ALLOCATIONS FOR JULY '45.

(a) Train Paths allocated by AFHQ. for movement of Refugees during the month of July 11 per week.

(b) W.e.f. from the 9th July when the Pe Bridge opened trains are being run from Verona, Bologna and Florence via the following routes:-

- (i) 7 Trains Verona to South via Lines 86, 87, 89/90.
- (ii) 2 Trains Bologna to South via Line 86.
- (iii) 1 Train Bologna to South via Lines 217, 218, 50, 89/90.
- (iv) 1 Train Florence to South via Lines 218, 50, 89/90.

(c) All bids for trains from VERONA have to be made through Army and AFHQ. In principle however, one train daily from VERONA has been agreed by AFHQ.

3. ARRANGEMENTS FOR THE MOVEMENT OF REFUGEES FROM SHAME.

- (a) Routing
 - (i) Via Switzerland to Como or Domodossola.
 - (ii) via Brenner Pass to Verona.

(b) Rate of acceptance for southbound movement not to exceed 2,000 per day with

2381

81869 Refugees.

1400

4134

87403.

1066.

30911.

3940.

71 Trains

By road

By Sea PLOMBINO to MESSINA

TOTALs

Repatriation of PW - NAPLES to SARDINIA (by sea)

1 to 13 JULY '45.

24 Trains

Repatriation of PW - NAPLES to SARDINIA (by sea)

2.

2. TRAIN PATH ALLOCATIONS FOR JULY '45.

(a) Train Paths allocated by AFHQ. for movement of Refugees during the month of July 11 per week.

(b) W.e.f. from the 9th July when the Po Bridge opened trains are being run from Vercelli, Bologna and Florence via the following routes:-

(i) 7 Trains Verona to South via Lines 86, 87, 89/90.

(ii) 2 Trains Bologna to South via Line 86.

(iii) 1 Train Bologna to South via Lines 217, 218, 50, 89/90.

(iv) 1 Train Florence to South via Lines 218, 50, 89/90.

(c) All bids for trains from VERONA have to be made through AFHQ and AFHQ.

In principle however, one train daily from VERONA has been agreed by AFHQ.

2381

3. ARRANGEMENTS FOR THE MOVEMENT OF REFUGEES FROM SWITZERLAND.

(a) Routing.

(i) Via Switzerland to Como or Domodossola.

(ii) via Brenner Pass to Verona.

(b) Rate of acceptance for southbound movement not to exceed 2,000 per day with additional 3,000 per week, see lift from PLOMBINO to MESSINA making total weekly lift 17,000 approx.

(c) Intakes from SWITZERLAND via the various routes can be increased in accordance with policy laid down at the BERNE Conference (See attached signal).

(d) Major Gen. AC Transportation Officer VERONA (Location Fifth Army (Transportation)) responsible for movement through the Brenner Route and for coordination of all refugee movements through VERONA.

(e) Major General Major Talbot (Transportation (Adv Ech) Milan) will regulate flow via SWITZERLAND and coordinate movement in the North with Major Gen.

(f) Major Black with Fifth Army will be D.F.R.S.C. Liaison Officer.

10/15/45

0862

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

To: Mr Raie

SECRET

for comment action

FX 21112
JULY 11/2004B

E/9314
JULY 12/0930B
ROUTINE

AMIR SIGNED SECRETED CITE FROTH
MOV GYRESEIL INFO; MOV TARANTO USIA BELGRADE UMIRA ROME HQ ALCOM (BRITISH
EMBASSY PLEASE PASS TO THIRD FOURTH AND FIFTH ADDRESSEES)

297/117

SECRET.

1. Car MOV 23890 of 10 July. Please see our FX 20477 of 10 July. Neither to all.
2. We plan commencing a repatriation ferry about end of July which would make alternate trips between TARANTO/PATRAS and TARANTO/DUBROVNIK. Rate of movement estimated at 800 per week to each port.
3. On return trips vessels could be utilised for repatriation of any Italians from GREECE and JUGOSLAVIA. ALCOM requested comment on this.
4. Agreed INFO MED

From: Shipping

DIST

INFO-ACTION : IN SC(2)

INFO : CHIEF COMMISSIONER
CA SEC
ECON SEC
DISPER
UMIRA
FILE

Folio 110 refers move of
Greeks through Italy to Greece
was cancelled as award
movement could not be
arranged. in view of the above
however agreed signal sent by
D.P.S.C. agreement to reopen movement

HEADQUARTERS
12 JUL 1945

157.

Subject : Appointment of Movement Control (Br)
Liaison Officer, Switzerland.

707/116

HQ Movements,
NORTH WEST ITALY,
Tel : ZENEFER 162.
Ref : Nov 3/3.

To : C-4 (Mov & Trn),
A.S.H.G. (5)

7 July 55.

60/47

1. INTENTION.

Effective from 10 July a Movement Control Officer (Br) will be appointed at BERNE.

2. LOCATION.

He will be attached to the HQ of the British Military Attache, BERNE.

3. ESTABLISHMENT.

Movements L.O. HEENE will be under the command of H.S. Movements, NORTH WEST ITALY for technical functions and for local administration British Military Attache BERNE.

4. FUNCTIONS.

Mov. L.O. HEENE will be responsible for the co-ordination of train arrangements with this HQ in respect of

- (a) Repatriated persons from SWITZERLAND to ITALY.
- (b) Repatriated persons from SHAMP to ITALY passing via BERNE through SWITZERLAND at a date to be AGREED.
- (c) Repatriated persons from FRANCE to ITALY passing via AVIGNON through SWITZERLAND at a date to be AGREED.
- (d) In the event of the commencement of movement of Release, Python and Leave troop trains from ITALY to U.K. via SWITZERLAND and FRANCE, he will perform the normal functions of a Movement Control Officer in regulating and advising their passage.

5. LIAISON.

- (a) Mov. representative will maintain contact with the Chief of Traffic of the Swiss Federal Railways at BERNE and this will be his only link with Swiss civilian authorities.
- (b) Acceptance of Repatriates from SWITZERLAND to ITALY will be controlled by this HQ. Mov. representative will continue

9379

Effective from 10 July a Movement Control Officer (MO) will be appointed at HERNE.

2.

LOCATION.

He will be attached to the HQ of the British Military Attache, HERNE.

3.

ESTABLISHMENT.

Movements L.O. HERNE will be under the command of H.Q. Movements, NORTH WEST ITALY for technical functions and for local administration British Military Attache HERNE.

4.

FUNCTIONS.

MOV. L.O. HERNE will be responsible for the co-ordination of train arrangements with this HQ in respect of

- (a) Repatriated persons from SWITZERLAND to ITALY.
- (b) Repatriated persons from SHAFER to ITALY passing via HERNE through SWITZERLAND at a date to be agreed.
- (c) Repatriated persons from FRANCE to ITALY passing via ANVERS through SWITZERLAND at a date to be agreed.
- (d) In the event of the commencement of movement of Release, Python and leave troop trains from ITALY to U.K. via SWITZERLAND and FRANCE, he will perform the normal functions of a Movement Control Officer in regulating and advising their passage.

5.

LIAISON.

- (a) MOV. representative will maintain contact with the Chief of Traffic of the Swiss Federal Railways at HERNE and this will be his only link with Swiss civilian authorities.
- (b) Acceptance of Repatriates from SWITZERLAND to ITALY will be controlled by this HQ. MOV. representative will convey details of the rate of acceptance to the Chief of Traffic.
- (c) In the case of Repatriates from GERMANY via HERNE and from FRANCE via ANVERS to ITALY as and when this movement is initiated, he will co-ordinate the rate of acceptance and train movements with SHAFER and 1 FRENCH ARMY.

...../Communications.

6. COMMUNICATIONS.

(2)

(a) Telephone. Speech will be through the Swiss Civil Telephone links,

(i) direct to Allied Military Exchanges at
MILAN
PARIS
FRANKFURT

(ii) via GENEVA FOR ANNEMASSE and via ST. GALLEN FOR BREGENZ.

The telephone number is BERNE 24913.

Users will ask for Capt. REMMELIN, Dr. Movement Control.

Calls will be made on Movement Control matters only by authorised branches only. In the case of NORTH WEST ITALY the following are the authorised users:

HQ Movements, NORTH WEST ITALY.
HQ Mov. Sub Area, MILAN.
AC Tn. MILAN.
MRS, MILAN.

(b) Teletype. Will NOT be used at present.

W. J. Thompson

Lt. Col. R.E.
(C.E. THOMPSON).
AGMS (H).
HQ Movements, NORTH WEST ITALY.
for Col. Q(H).

GET/OD.

Copies to : G-4 (Mov & Tn) SHAPE.

R.D.P. SHAPE.
HQ 2 District.
HQ 1 District.
HQ Mov Rear Eighth Army.
HQ Mov. North East Italy.
HQ 3 District for Mov. L.O.
HQ Mov. Rome.
HQ Mov. Naples
HQ Mov. Bari.
HQ Mov. Taranto.
HQ 59 Area.
AC Tn. Milan.

(5) for Lt. Col. CARROL.

(2) for Lt. Col. CARROL.
(5)
(2)
(2)
(2)
(4)
(1)
(2)
(2)
(2)
(2)
(2)
(6) for Major TALBOT.

2378

(9)

0 8 6 7

CRW/elc

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

File

Tel : 478704

11 July 1945

297/113/Tn 3

SUBJECT : Instructions for movement of Italian ex P.O.W. and Refugees from SHAEP to Italy and from Northern Italy to Southern destinations, also movement of other Nationals through Italy.

W. 1/1

TO : Major P. Fry, AC Transportation Officer,
C/o Fifth Army (Transportation)
Major H.C. Dalbot, Transportation Sub-Commission (Adv. Ech.)
C/o Lombardia Region
Major J.B. Black, S.R.O. G-5 AIG Fifth Army

1. Intention

Resulting from the decision taken at the Bolzano Conference it has been agreed that ex P.O.W. and Refugees of Italian nationality will be returned to Italy by two main Northern routes :-

(a) Via Brenner

(b) Through Switzerland via Como.

Other Nationals, i.e. Poles, Greeks and Russians, may have to be moved via the same routes to locations in Italy prior to repatriation, but it is agreed that such movements will not take place unless onward movement to final destination can be assured; in any event it is not anticipated that such movement will be great.

2. Method of Movement

(a) Italian Nationals, i.e. ex P.W. and Refugees

(i) Will be moved by Rail transport from Munich to Verona and from SHAEP via Switzerland to Como.

(ii) For the North will be dispersed from Verona or Como either by Rail or Road transport.

(iii) For Central, Southern Italy and Sicily will be moved by Rail; or in case of Sicily, so far as is possible, by Sea through Port of Fiombino.

(b) Other Nationals for transit through Italy

2377

TO

: Major P. Fry, AC Transportation Officer,
c/o Fifth Army (Transportation)
Major H.O. Talbot, Transportation Sub-Commission (Adv. Ech.)
c/o Lombardia Region
Major J.E. Black, S.R.O. G-5 and Fifth Army

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2. Method of Movement

- (a) Italian Nationals, i.e. ex P.W. and Refugees
 - (i) Will be moved by Rail transport from Munich to Verona and from SHAFF via Switzerland to Como.
 - (ii) For the North will be dispersed from Verona or Como either by Rail or Road transport.
 - (iii) For Central, Southern Italy and Sicily will be moved by Rail; or in case of Sicily, so far as is possible, by Sea through Port of Riombeino.
- (b) Other Nationals for transit through Italy
Will be moved to Holding Camps selected, pending onward movement arrangements.

3. Staging

- (a) Returning ex P.W. and Refugees via the Swiss route will be staged at the Como Reception Camp (capacity 5,000) and Domo-dossola.

./.

- 2 -

- (b) Returning ex P.W. and Refugees via the Brenner route will be staged at Verona Reception Camp present capacity 3,750 to be increased to 10,000.
- (c) Ex P.W. and Refugees now located in North and North East Italy moving to Southern destinations will as far as possible be concentrated at Treviso, Modena, Bologna, Forlì and Florence.
- (d) Ex P.W. and Refugees now located in North West Italy moving to Southern destinations will as far as possible be concentrated on Milan and Lucca.
- (e) Ex P.W. and Refugees for Sicily will be cleared through the staging Camps Bologna, Florence and Lucca to Piombino for onward shipment.
- (f) Other Nationals in transit will be staged under special arrangements to be advised.

4. Coordination of Movement

- (a) Close liaison will be maintained at all times with Military Movements and Transportation Representatives in connection with all movements of ex P.W., Refugees and other Nationals.
- (b) Allied Commission have provided a Liaison Officer from Displaced Persons and Repatriation Sub-Commission with location at Salò (Fifth Army HQ, Telephone No. Lightning 534).
- (c) All arrangements regarding movement
 - (i) from SHAEE via Switzerland to Italy will be handled by Transportation Sub-Commission (Adv.Ech.) Representative c/o Lombardia Region, Telephone No. Milan 12457;
 - (ii) from SHAEE via the Brenner route by AC Transportation Officer with Fifth Army (Transportation).
- (d) All movement arrangements north of a line following the Northern Boundaries of the Provinces of Ravenna, Florence, Pistoia, Lucca and Apuania will be made by Transportation Sub-Commission (Adv.Ech.) Representative at Milan and/or AC Transportation Officer with Fifth Army (Transportation) or if no AC Transportation Representative is available, with Military Movements and Transportation Representative.
- (e) All movement arrangements south of the Boundary outlined in sub-para "d" above will be made by Transportation Sub-Commission, HQ Allied Commission, Rome.

- (f) Other Nationals in transit will be staged under special arrangements to be advised.

4. Coordination of Movement

- (a) Close liaison will be maintained at all times with Military Movements and Transportation Representatives in connection with all movements of ex P.W., Refugees and other Nationals.
- (b) Allied Commission have provided a Liaison Officer from Displaced Persons and Repatriation Sub-Commission with location at Salsò (Fifth Army HQ, Telephone No. Lightning 534).
- (c) All arrangements regarding movement
- (1) from SHAET via Switzerland to Italy will be handled by Transportation Sub-Commission (Adv.Ech.) Representative c/o Lombardia Region, Telephone No. Milan 12457;
- (ii) from SHAET via the Brenner route by AC Transportation Officer with Fifth Army (Transportation).
- (d) All movement arrangements North of a line following the Northern Boundaries of the Provinces of Ravenna, Florence, Pistoia, Inces and Apuaria will be made by Transportation Sub-Commission (Adv.Ech.) Representative at Milan and/or AC Transportation Officer with Fifth Army (Transportation) or if no AC Transportation Representative is available, with Military Movements and Transportation Representative.
- (e) All movement arrangements south of the Boundary outlined in sub-para "d" above will be made by Transportation Sub-Commission, HQ Allied Commission, Rome.

5. Advices

When Refugees are sent to any destinations by Rail the despatching Displaced Persons and Repatriation Sub-Commission Officer will signal the breakdown by the quickest possible means to the following :-

- (a) If for BARI or TARANTO, to No. 1 Transit Camp, Bari
- (b) If for ROME, to ALCOM site ACDPR

- 3 -

- (c) For all other destinations, to the Refugee Representative at the destination or nearest to the destination.

The Officer receiving the signal will arrange for the Refugees to be met : BARI arranging for IARANTO as applicable. All Displaced Persons and Repatriation Sub-Commission Representatives will keep in touch with their local Movement Control HQ and AC Transportation Officers for latest information. They will continue to advise Movements HQs of breakdown by numbers and destinations immediately on departure of trains, and repeat all signals to ALOCM HQ Rome.

6. Communications

Arrangements are being made for direct telephone communication between :-

- (i) Verona and Munich
- (ii) Verona - Milan - Como Camp and Swiss Exchange point
- (iii) Milan - Berns
- (iv) Verona - A.F.H.Q.
- (v) Verona - AC HQ Rome

7. Conclusion

- (a) It will be the duty of the Displaced Persons and Repatriation Sub-Commission Liaison Officer to ensure that Camps can handle numbers of persons despatched from SHAEP and those Displaced Persons emanating from Northern Italy, within the scheduled programme.
- (b) It will be the duty of the AC Transportation Officer (Adv. Ech.) at Milan and AC Transportation Officer with Fifth Army (Transportation) to work in close liaison on all transport problems, and to coordinate all decisions taken with Fifth Army, Eighth Army, Transportation P.B.S., Military Movements, Displaced Persons Representatives and any other persons who may be concerned.
- (c) (i) Sitrep as at 1800 hrs will be made available daily to AC Transportation Liaison Officer by Displaced Persons Liaison Officer Fifth Army giving the overall position at all Camps under the following headings :-

No. Italians	
No. Allied Nationals	
No. Other Allied Nationals	
No. Evacuated	

2378

Arrangements are being made for direct telephone communication between :-

- (i) Verona and Munich
- (ii) Verona - Milan - Como Camp and Swiss Exchange point
- (iii) Milan - Berne
- (iv) Verona - A.F.H.2.
- (v) Verona - AC HQ Rome

7. Conclusion

(a) It will be the duty of the Displaced Persons and Repatriation Sub-Commission Liaison Officer to ensure that Camps can handle numbers of persons despatched from SIAEF and those Displaced Persons emanating from Northern Italy, within the scheduled programme.

(b) It will be the duty of the AC Transportation Officer (Adv. Ech.) at Milan and AC Transportation Officer with Fifth Army (Transportation) to work in close liaison on all transport problems, and to coordinate all decisions taken with Fifth Army, Eighth Army, Transportation P.S.S., Military Movements, Displaced Persons Representatives and any other persons who may be concerned.

(c) (i) Sitrep as at 1600 hrs will be made available daily to AC Transportation Liaison Officer by Displaced Persons Liaison Officer Fifth Army giving the overall position at all Camps under the following headings :-

No. Italians
No. Allied Nationals
No. Other Allied Nationals
No. Evacuated

2376

(ii) Breakdown of numbers in Camps south of Verona for movement to Rome, Naples and South, and Sicily will be rendered as at present to Displaced Persons and Repatriation Sub-Commission, HQ Allied Commission Rome, copy to Transportation Sub-Commission.

By Command of Rear Admiral STONE

M. J. Stone
M.J. STONE, Colonel

COPY TO :EXTERNAL

G-5 AFHQ
 G-4 (Mov & In) AFHQ
 AMG Fifth Army (3)
 AMG Eighth Army (3)
 HQ 13 Corps
 Fifth Army (Transportation) (3)
 HQ No 1 District
 HQ No 2 District
 Movements North East Italy (6)
 Movements North West Italy (6)
 P.E.S. Main
 Regional Commissioner, Lombardia Region (2)
 Regional Commissioner, Venezia Region (2)
 Regional Commissioner, Liguria Region (2)
 Regional Commissioner, Piemonte Region (2)
 Regional Commissioner, Emilia Region (2)
 Regional Transportation Officer, Lombardia Region (2)
 Regional Transportation Officer, Venezia Region (2)
 Regional Transportation Officer, Liguria Region (2)
 Regional Transportation Officer, Piemonte Region (2)
 Regional Transportation Officer, Emilia Region (2)
 AMG Ancona Commune
 AMG Leghorn Commune
 Senior Transportation Officer, AC Ancona
 Senior Transportation Officer, AC Florence
 Senior Transportation Officer, AC Leghorn
 AC Liaison Officer Piombino

INTERNAL
 Executive Commissioner
 Economic Section
 Civil Affairs Section
 Public Relations Branch
 Displaced Persons and Repatriation Sub-Commission (6)
 War Materials Disposal and Italian P.W. Sub-Commission (3)
 Rail Division (Tn 4)
 Movements Division Roads
 Movements Division Shipping

HEAD QUARTERS ALLIED COMMISSION

A.L.C. 394

FOOD SUB-COMMISSION

Tel: 476

Ref: 40-20/164/FOOD

SUBJECT: Travel Rations for Refugees

TO : Regional Commissioner, Emilia Region
 (Attn: Regional
 Food Officers) Piemonte Region
 Lombardy Region
 Venetia Region

AMG IV Corps
 AMG Venezia Giulia (Attn: SCAG)
 AMG 5th Army
 AMG 6th Army

Maj. Lombardie Region for Food S/C Advanced

ALCOM Liaison Officers: Naples Palermo
 Bari Catania
 Livorno Sardegna
 Ancona

Ministry of Food
 High Commissioner for Refugees

1. It has been decided that refugees travelling under arrangements made by Allied Commission, Displaced Persons, and Repatriation Sub-Commission will be provided with a travel ration in addition to the Camp feeding facilities and meals supplied at Railway Station feeding points.

2. The ration will be:

200 grams of Bread
 60 grams of Preserved Meat, or, when
 available from local sources,
 75 grams Cheese

For each day of travel

The above ration may be supplemented by purchase of uncontrolled items such as fresh fruit, wine, etc. Wherever possible, cheese should be provided in lieu of meat.

Women, children, and sick persons will receive in addition:

50 grams Food, Milk
 15 grams Sugar

For each day of travel.

3. Travel rations will be issued at Stopping Points or Camps from which a railway journey of eight hours or more commences and will be issued for the duration of the journey to destination or to

AJP/sl

9 July 45

2379

ALL VENEZIA (Attn: SOHO)

and 5th Army

and 8th Army

Hq. Lombardi, Region for Food S/C Advanced

ALCOM Liaison Officers: Naples Palermo
Bari Catania
Livorno Sardegna
Ancona

Ministry of Food

High Commissioner for Refugees

1. It has been decided that Refugees travelling under arrangements made by Allied Commission, Displaced Persons, and Repatriation Sub-Commission will be provided with a travel ration in addition to the Camp Feeding facilities and mail, supplied at Railway Station Feeding points.

2. The ration will be:

200 grams of Bread
60 grams of Preserved Meat, or, when
available from local sources,
75 grams Cheese

For each day of travel

The above ration may be supplemented by purchase of uncontrolled items such as fresh fruit, wine, etc. Wherever possible, cheese should be provided in lieu of meat.

Women, children, and sick persons will receive in addition:

50 grams Powd. Milk
15 grams Sugar

For each day of travel,

3. Travel rations will be issued at Staging Points or Camps from which a railway journey of eight hours or more commences and will be issued for the duration of the journey to destination or to the next Staging Point or Camp, i.e., one or two days.

4. The provision of bread and cheese will be arranged locally in conjunction with General or local Alimentation Office by the Camp Officials.

237

CONTINUED:

5. Preserved Meat, Milk and Sugar, will be indented for by the Camps to Supply, or A.C. Food/Supply Officers where established, in accordance with normal practice.

6. Records will be kept showing the number of Rations issued and the quantities involved. These will be shown in the Monthly Rationing Statistics Summary, Section "C".

7. Any travel Ration at present being issued without authority from this H.Q. is hereby cancelled and will be replaced by the scale laid down above.

By command of Rear Admiral S.T.C. 2:

W. J. LECHE

Colonel

Director, Food Sub-Commission

Copy to:

Executive Commissioner

Economic Section

Civil Affairs Section

Displaced Persons and Repatriation S/C

W.M.D. and Italian POW S/C

Land Forces S/C Admin

Navy S/C

Air Forces S/C

Finance S/C

Local Government S/C



0 8 7 7

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

CAS/638

JUNE 25/2310H

E/6741

JUNE 26/0900B

ROUTINE

15 ARMY GROUP

HQ ALCON ROME CITE ACFT

INFO: AMG FIFTH ARMY, AMG IV CORPS,
AMG 8TH ARMY, G-5 AFHQ, TN OFFICERS LIGURIA, PIEDMONTE, LOMBARDIA
VENEZIA

RESTRICTED.

1. ALCON 461 refers.
2. Do not concur last sentence paragraph 4. Agreed it is responsibility of armies to lift displaced persons during phase 1 on receipt firm bids from various camps. Must insist that method and manner of lift be left to discretion of armies. You may be assured that refugees will receive high priority consistent with military commitments.

DIST

ACTION : TRANSPORTATION SC (2)

INFO : CHIEF COMMISSIONER
EX COMMISSIONER
ECON SEC
CA S EC
DISPER
LT GROUP
FILE (2)
FLOAT

2374

HEADQUARTERS
AMG FIFTH ARMY
APO 464 U.S. Army

JTB/mi

107/12

22 June 1945

SUBJECT: Bid for Transportation

TO: HQ., Fifth Army, (attn. Transportation)

1. The following bid for transportation of refugees is herewith submitted. First movement to take place with effect date of availability of rail transportation.

From VERONA to FO and South	- 1700 to 3000 daily
i.e. 45 Box cars.	
From VERONA to MILAN and West	- 1000 daily, possibly 1200. i.e. 25 Box cars.

2. This figure is based on 3000 per day from Austria through Bolzano to Verona. It is presumed that the movement to Verona area from Austria, will be arranged by Movements Austria area; if not, transport for 3000 daily from Bolzano to Verona will be necessary. i.e. 75 Box cars.

3. Dependant on the Swiss frontier being opened, no figures can be given for West to East transportation, but it may be presumed that at the beginning, the percentage from Switzerland for movement South will be extremely small - possibly only about 100 per day. Movements West to East will have to be bid for by Lombardia Region to Westmoves, with whom this office will keep in touch.

4. When permission is granted for transport to come from Germany through Switzerland to Italy, greater numbers of Southerners may be expected, rising within a month from opening of frontiers to 2000 per day, which will require transport South from Verona.

5. The request for transport South to Bologna from Verona will have to be linked up on the other side of the FO, both to Bologna, and from Bologna South, by East and West routes, via Ancona and Rome respectively. This will necessitate this office advising ALCOM Rome about 12 days in advance, so that ARHQ will allot the necessary Box cars South from Bologna area;

6. As train facilities become more easily available, it is proposed to step up movements South through the Brenner to 3000 per day, making Southern movements from Verona from that source alone between 2500 and 3000 daily. It will also be probably that by that time, full scale movements through Switzerland from Germany will be under way, i.e. 5000 daily. Little knowledge of percentages of Northerners and Southerners is to hand.

COPIES TO:

HQ., A.G.

Westmoves, Milan

Lombardia Region for

Major Hirtzel, DPRSC

JAMES B. BLACK,

Major,

Senior Refugee Officer,

A.M.G. Fifth Army.

2373

from VERONA to PO and South
i.e. 45 Box cars.
From VERONA to MILAN and West
- 1700 to 2000 daily
- 1000 daily, possibly 1200. i.e. 25 Box cars.

2. This figure is based on 3000 per day from Austria through Bolzano to Verona. It is presumed that the movement to Verona area from Austria, will be arranged by Movements Austria area; if not, transport for 3000 daily from Bolzano to Verona will be necessary. i.e. 75 Box cars.

3. Dependent on the Swiss frontier being opened, no figures can be given for West to East transportation, but it may be presumed that at the beginning, the percentage from Switzerland for movement South will be extremely small - possibly only about 100 per day. Movements West to East will have to be bid for by Lombardia Region to Westmoves, with whom this office will keep in touch.

4. Then permission is granted for transport to come from Germany through Switzerland to Italy. Greater numbers of Southerners may be expected, rising within a month from opening of frontiers to 2000 per day, which will require transport South from Verona.

5. The request for transport South to Bologna from Verona will have to be linked up on the other side of the PO, both to Bologna, and from Bologna South, by East and West routes, via Ancona and Rome respectively. This will necessitate this office advising ALCOM Rome about 12 days in advance, so that AFHQ will allot the necessary Box cars South from Bologna area;

6. As train facilities become more easily available, it is proposed to step up movements South through the Brenner to 5000 per day, making Southern movements from Verona from that source alone between 2500 and 3000 daily. It will also be probably that by that time, full scale movements through Switzerland from Germany will be under way, i.e. 5000 daily. Little knowledge of percentages of Northerners and Southerners is to hand.

COPIES TO :

HQ., A.C.
Westmoves, Milan
Lombardia Region for
Major Hirtzel, DFRSC

JAMES S. BLACK,
Major,
Senior Refugee Officer,
A.M.C. Fifth Army.

2373

IFC/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele: 478704

28 June 1945

297/105/Tn.3.

SUBJECT : Refugee Train ex Florence 20 June '45.

TO : D.R.H.S., Rome
(Attn. Major London)

1. Reference conversation Major Worthington - Major London re statements made by Capt. Headlee D.R.H.S. concerning Lt. Lancaster, Displaced Persons and Repatriation Sub-Commission Representative Florence, and unauthorized loading of Refugee Trains.
2. Herewith copy of letter RVIII/44/11/30 dated 23 June '45 received from Lt. Col. Giles Senior Transportation Officer Florence enclosing copy of report called for from Lt. Lancaster, for your information.

For the Chief Commissioner


J.W. BAKER, Lt.Col.

2372

JWB/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

297/101/In.3

Tele : 4/8704

27 June 1945

297/101/In.3.

SUBJECT : Movement of Refugees and Displaced Persons.TO : Hq. Movement's Sub-Area, RomeJWB
27/6

1. Reference your Mov. 354/28, dated 14 June and Displaced Persons and Repatriation Sub-Commission letter DPT/17/C-II(II), dated 26 June '45.
2. It is requested all R.P.O.s in Rome be advised of the position to avoid future misunderstanding.

For the Chief Commissioner.

J. W. Baker
J. W. BAKER, Lt. Col.

CAO/cp

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPR/17/G-II (IT) Tel. 489081 Ext. 594 21 June 1945

SUBJECT : Refugees at Tiburtina Station.

TO : Transportation Sub-Commission,
(for personal attention Lt. Col. Baker.)

Reference your 297/89/Tn 3 dated 19 June 1945 enclosing report from RTO Tiburtina Station.

1. We have written to the Italian High Commissioner for War Refugees giving him the substance of the report.

2. The report expresses the view throughout that A.C. personnel are responsible for meeting refugee trains in Rome. This is incorrect. It is a responsibility of the High Commissioner for War Refugees.

3. For this purpose the High Commissioner for War Refugees maintains a Director and Staff who live at Prenestina Station. There is also a permanent detachment of Carabinieri who live near the Station. It is the duty of the above to meet all trains arriving at Prenestina Station.

4. There is no Refugee Staff at Tiburtina Station as that is not a refugee detraining Centre. When, for some special reason as that under review, Staff and Carabinieri have been required at Tiburtina Station the High Commissioner for War Refugees has been asked by this Sub-Commission to furnish what is necessary for the occasion.

5. In view of the complaint forwarded, however, since there has obviously been a breakdown, we suggest for any future occasion, that the R.T.O. Tiburtina Station rings up the Director of Refugees at Prenestina Station direct (Tel. 790016) and asks for what he wants. This will save a considerable amount of time instead of going through the chain A.C. - High Commissioner for War Refugees - Prenestina Station. We have asked the High Commissioner for War Refugees that any such request be complied with.

6. We think that the above will speed up any special arrangements which may have to be made, and trust that it clears up the misconception on the matter regarding A.C. duties. (N.B. We do NOT know who this "female civilian" was, referred to in the second para of the report.)

For the Director:

C. A. Oliver
C.A. OLIVER
Lt. Colonel
G-I Italian.

Copy to:- H.Q. Movements Sub-area Rome,
(Mov 354/28 dated 14 June 1945 refers.)

See 104

2370

0 8 8 3

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: EA 92657
Date/Time of Origin: JUNE 24 1942B

Message Centre No: E/5588
Date Time Rec'd: JUNE 24 2210B
Precedence: ROUTINE

FROM: AFHQ SIGNED SACRED STATE ENCOM
TO: EAST OVES INTO ALCON, MARSI

RESTRICTED

RESTRICTED

Difficulty being caused by refugee trains for south comprising more than 35 wagons on arrival ROME. Ensure maximum figure 35 wagons adhered to for future trains destined south of ROME.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec
Disper
File 2
Float



INFO - ACTION

RESTRICTED

2369

ALLIED COMMISSION
TRANSPORTATION DIVISION FOR TOSCANA
PALAZZO DEL C.P.E.
FIRENZE

RVIII/44/11/30

23 June '45.

SUBJECT: Refugee Train.

TO : Transportation Sub-Commission,
H.Q., Allied Commission.

1. Further to phone conversation regarding alleged commandeering of a train by Lt. Lancaster, I enclose his report of the circumstances.

2. I have personally investigated this case and I am satisfied that the details are accurate. I am also confident that both the R.T.C. and Lt. Lancaster handled the situation efficiently and in the best interests of all concerned.

3. It would therefore appear that some person or persons are deliberately attempting to cause friction by distortion of the facts and I suggest that enquiry be made to ascertain whether the cause is Japanese fifth column, or only heat.

4. I may add that I have found Lt. Lancaster to be efficient and competent, and in all cases meticulously careful to go through proper channels.

J. M. Giles
J. M. GILES,
Lt. Col. KRRC,

Chief Transportation Officer.

2368

JANG/16.

*Hand copy of
letter to
Duke Major
Kanda who has
asked for same for
investigation.*

DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION
PRISONERS OF WAR AND REFUGEES
5 Via de'Corsi Tel.1628
FLORENCE

Florence, 21 Jun 45

TO : Col. GILES,
Region Transportation Officer.

SUBJECT : Refugee train.-

Sir,

Herewith the report on the authorised train for refugees, which left Florence for the South, at 1600 hrs. on the 20th June 45.

Ref. 297H/77/Tn.3 dated 16 Jun, SERIAL N°20, my instructions read that the train leaving Florence for the South on 20th June, would be for 1400 refugees and I accordingly made the arrangements for that number to be dispatched. On the 19th of June, I rang up the R.T.O. at Campo di Marte station, and he assured me that he had instructions to supply 35 box-cars for refugees leaving Florence on the 20th June.

I visited the station at 1400 hrs. on the 20th June and found the 35 box-cars ready loaded.

At 1545 hrs. the R.T.O. phoned my Office to say that a Capt. JOHNSON, who is the Rail Military Supply Officer, had given orders that the refugees were to be transferred to some Italian passenger rolling stock, but that he, the R.T.O., had not had any instructions from his superior Officer to cancel his previous instructions.

I informed the R.T.O. that I would phone Major BLAIR of this new development; and Major Blair told me Capt. Johnson wanted me to get refugees off the train to await the passenger stock from Leghorn.

I immediately went to Campo di Marte station, and found that the R.T.O. had sent the train out at 1600 hrs prompt, and that it was then at Rifredi station, further up the line. Later, the R.T.O. informed me that Lt. WELLS, at P.B.S. Leghorn had given instructions that the 35 box-car train was to proceed on its journey South.

The passenger train which was to have arrived from Leghorn at 1700 hrs 20th June to take the refugees, arrived

P.T.O.

Tele 35/44/11.

at Campo di Marte station this morning, 21st June, so that the situation would have been almost impossible if the refugees had ~~previously~~ been taken off the box-cars the previous day.

I cannot accept any responsibility for the lack of liaison and information apparent between M.R.S. P.B.S. and their R.T.O.s.

Col. Oliver has been informed by me of the circumstances, and he feels with me, that I am absolutely free from any responsibility.

I am Sir,
Your obedient servant

S. Lancaster

S. LANCASTER,
Lt. R.A.

CNS/6th

TRANSPORTATION - US-ROW INSUR

INTER OFFICE MEMORANDUM

25 June 1949

Tel : 478704

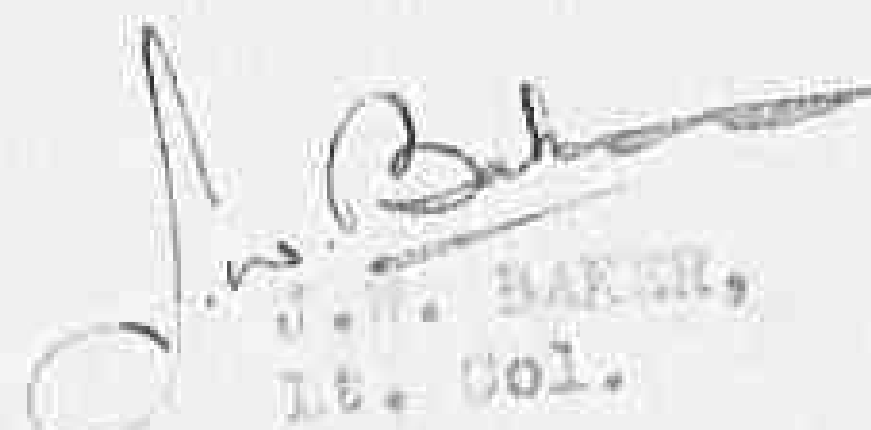
297/100/Tn 3

SUBJECT : Meal Halts for Refugee Trains

TO : Displaced Persons & Repatriation Sub-Commission

1. Reference the report submitted by your Inspectress of Food Halts and to subsequent conversations on the matter.
2. As far as is possible all future Refugee Train timings will allow for one hour's stop at each of the Meal Halts.
3. It is noted that RTOs and their staffs, located at Meal Halt stations are rendering valuable assistance to your personnel. It is pointed out however, that whilst RTOs will continue to assist where possible until such time as they are withdrawn, adequate Carabinieri should be provided immediately at all Meal Halts for control purposes, which is purely an Italian responsibility.

For the Director


 J.W. BARKER,
 Lt. Col.

Copy to : AFHQ G-4 (Mov & Tr)
 D.M.S.
 Rail Division (Tn 4)

Notes on meeting held on 22nd June 1945
regarding allocation of transport for
movement of Refugees - Northern Italy

On 22nd June at 0900 hours a meeting was held in Colonel Sieff's office to discuss the provision of additional transport for the movement of refugees from Northern Italy.

Those present were -

Col M.J. SIEFF, Chief Movements Division
Lt. Col. FOTHERGILL Displaced Persons
Lt. Col. CHRISTIANSEN, Roads Branch
Major WORTHINGTON, Rail Branch
Mr. SQUIRDS, Roads Division.

1. Lt Col FOTHERGILL opened the meeting by stating the factors affecting attainment of returning all nationals by 1st October 1945. Those are -

(a) of returning Italians from SHAEF one third are for Southern Italy - i.e. 100,000

(b) Availability of transport to affect return of refugees -

(i) Railway lift from Bologna and Forli to south - 15,000 a week

(ii) Sea lift to south - 3,000 a week.

(c) Present loaned transport from 8th and 8th Army will shortly be no longer available (8th Army loan apart from Venezia is 155 vehicles per diem).

(d) Returning ex-Italian military personnel ^{xxix} must be quickly and adequately dealt with, otherwise there will be political unrest.

Lt. Col. Fothergill stated that there were two courses open -

(a) to limit the intake so that a very small number would be handled, leading to congestion in SHAEF area and winter housing problems

(b) to make additional truck transport available, which with the use of railways will result in swift and orderly dispersal.

The plan is to allot 3 1/2 transport companies, at 120 trucks per company, to the following compartments -

Lt. Col. CHRISTIANSEN, Roads Branch
Major WORTHINGTON, Rail Branch
Mr. SQUIRES, Roads Division.

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(a) of returning Italians from SHAEF one third are for Southern Italy - i.e. 100,000

(b) Availability of transport to affect return of refugees -

(i) Railway lift from Bologna and Forli to south - 15,000 a week

(ii) Sea lift to south - 3,000 a week.

(c) Present loaned transport from 5th and 8th Army will shortly be no longer available (8th Army loan apart from Venezia is 156 vehicles per diem).

(d) Returning ex-Italian military personnel must be quickly and adequately dealt with, otherwise there will be political unrest.

Lt. Col. Fothergill stated that there were two courses open -

(a) to limit the intake so that a very small number would be handled, leading to congestion in SHAEF area and winter housing problems

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The plan is to allot $3\frac{1}{2}$ transport companies, at 120 trucks per diem, to the following compartments -

2365

Liguria (Genoa)	-	30
Lombardia (Milan)	-	60
Piemonte (Turin)	-	30
Emilia (Bologna, Forli)	-	120
Venezia	-	80
	(Verona)	120
	(Udine)	60

Each vehicle is estimated to lift 20 refugees with baggage, and 10% of each company will probably be off the road for maintenance. The total number of vehicles on the road per diem would be 378, lifting a total of 7,560 refugees. The total intake to Italy per diem is 7,500. Future requirements

to carry out the present plan are 120 vehicles from 34 transport companies. Any type of organized transport may be used.

2. Col SIFF in reply said that during Phase I there is no transport available, with the exception of a certain amount which has been allotted to 15 Army Group, to work on the frontier areas. The initial discharge is the responsibility of 15th Army Group, or subordinate formations. He suggested that Col. FOTHERGILL make a demand for the number of persons to be lifted, discuss this with Major WORTHINGTON, and then work out the details with Roads Division against the number of trucks which are going to be available during Phase II, which, it is hoped, will come into operation during the second week of July. Then 1100 vehicles which are still in their possession will be withdrawn from 15th Army Group, and returned to A.C. Col SIFF also said that he wished to be informed of the number of persons in each area to be moved. He asked Roads Division to make sure that we have some assurance from the Italian Government, when we hand transport to them, that they will detail a certain quantity of personnel for displaced personnel. If there is not enough transport, Roads and Rail must take this matter up at AFHQ. Eventually rail could probably be used.

3. Lt Col FOTHERGILL said that AFHQ are interested in the solution.

4. Col SIFF said that the present estimate of needs for organized AT, apart from refugees, would be -

Genoa - 3 3-ton CT companies
Venezia - 200 vehicles
Trieste - 200 vehicles
Reserve - 200 vehicles

It was left to Displaced Persons to make a firm demand with Major Worthington for coordination with the Roads Division. A reply should be given, if possible today, or at the latest tomorrow.

0891

May Worthington
In S/C

G.M. PETER

inspector
Fox Hall
DARC
A.C.

REPORT ON FOOD MAIL

Monday 18 June, 1945. Left Rome 5.30 a.m. arrived Orte 8 a.m. saw station official re. Time of train arrival and Secretary Sindicate for feeding agreed after sometime to put on a meal of either bread and cheese or bread and jam with milk for children and possibly wine for adults, also agreed as cooked meal could not be given in time an extra five grams of bread should be given. Talked with British soldiers on the station who agreed to help in regulating refugees if they got out of hand. Left for Foligno, where I arrived about noon I found a refugee train of 1500 in the station being fed. I explained that a train would be coming through on Tuesday requiring feeding very quickly and they agreed to supply extra bread, fruit, and milk for children. The meal I saw given out was excellent and there seemed to be no fuss or confusion but more notices should be put up in the station directing refugees to the toilets and ablution points as I had a complaint from the British troops that they will use the army latrines, and wash under the tap of the drinking water tank, thereby wasting good drinking water when sufficient taps are supplied for washing. Stayed night at Transit Hotel.

Tuesday 19th. Left Hotel 5.30 station 8.45 report that train had not left Fabriano at 9.30 and was not expected before 11 a.m. All food arranged on the platform bread, fruit, milk, also First Aid Post, everything well organized and plenty of helpers. Did not wait for train as I wanted to be in Orte for the arrival of train. Left at 11.15 train had not arrived. Arrived Orte 1 p.m. bread and jam, wine, fruit and milk prepared and ready. Before the train arrived the President and Secretary from Orte arrived to see distribution. Train came in at 3.25. All refugees were got in to single file and marched to the feeding point as food could not be taken to the train, not sufficient voluntary workers, but control of refugees undertaken by Italian and British soldiers, and very orderly. At this station fairly good sanitary arrangements but NO NOTICES at all and if this station is used by these people as I saw it used yesterday I fear an epidemic will break out at any moment. I saw the station master about it, and he asked that the High Commissioner in Rome be approached to get large notices put up directing these people to the proper places, again people wasting water under the running tap of the drinking water tank instead of under taps provided for the purpose. Feeding arrangements extremely well carried out and very orderly, very few women and children, nearly all returned Prisoners of War. Local officials very friendly and British station staff excellent. No effort by the train staff was made to get the people away in a given time, and they stayed so long that a cooked meal could easily have been given. The train was not treated as a special train running to time but an ordinary refugees train. Arrived back in Rome 7.15 p.m.

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May 1945

for report

21/6/45
L. D. H. L. D. H.

0 8 9 3

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

735021

R(M)

172



MAEA V N DEAY NR 31 A/1120
FROM ALCON REGGIO 1916403
TO TH . INC FOR TH S.C. AC 6081 .
BT

297/96

R 710 . REFERENCE YOUR SIGNAL H22 OF 16 JUNE .
REGRET MORTAGE OF BOGARS MAKES IT IMPOSSIBLE EXCHANGE
AT BATTINGLIA .

~~REFUGEE~~ REFUGEE THEN ELVE TRUCHEAT AT SUGGESTION .
NEED ALL BOGARS WE CAN FIND HERE . SIGILY CLAMOURING FOR
300 WHICH THEY CLAIM THEY NEED IMMEDIATELY .

CAN GUARENTEE IMMEDIATE RETURN OF PASSENGER STOCK WHEN
IT ARRIVES REGGIO (.)

2263/2216

BT 1916403

JN EBB K

31 RD TOR 1632 UNH AD KK

Major Action Replaying
to the sequence that a
future rolling stock program
will be worked to Court
when refugees will be transferred
to Court against the 2PAC

CWW/ele

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

21 June 1945

257/95/Tn 3

SUBJECT : Overloading of Refugee Trains

TO : Displaced Persons & Repatriation Sub-Commission

1. Reference telephone conversation (William - Worthington) of 21 June '45 regarding overloading of Refugee Trains.

2. It has been reported by R.T.O. at Tiburtina Station through HQ Movements Sub-Area, Rome that at 0015/18 June a Train of 14 coaches arrived ex Prenestina for Caserta and the South, which according to the Italian escort had on board 2,500 Refugees. It was estimated that 140 of the Refugees were hanging on to the running boards of the coaches when the train arrived from Prenestina and it was admitted by the Italian escort that the train was heavily overloaded.

3. As it was obviously unsafe to send the train forward in the same condition in which it arrived, 1 1/2 hours valuable time was taken up by the shunting engine, in order to attach two Box Cars to the train, which eventually departed from Tiburtina at 0205 hrs 38 June '45. 3869

4. It is definitely laid down that the loading capacity of a 35 Box Cars train is 1400 Refugees, 40 Refugees per Box Car, and of a coaching stock train 1,000 Refugees. The serious results which may accrue from the overloading of these trains cannot be too strongly emphasised. In order to prevent a repetition of this nature please ensure that future loadings of Refugee trains are kept within the numbers laid down.

For the Director

1. Reference telephone conversation (Alliman - Worthington) of 21 June '45 regarding overloading of Refugee Trains.

2. It has been reported by R.T.O. at Tiburtina Station through HQ Movements Sub-Area, Rome that at 0015/18 June a Train of 14 coaches arrived ex Prenestina for Caserta and the South, which according to the Italian escort had on board 2,800 Refugees. It was estimated that 140 of the Refugees were hanging on to the running boards of the coaches when the train arrived from Prenestina and it was admitted by the Italian escort that the train was heavily overloaded.

3. As it was obviously unsafe to send the train forward in the same condition in which it arrived, 1½ hours valuable time was taken up by the shunting engine, in order to attach two Box Cars to the train, which eventually departed from Tiburtina at 0205 hrs 23/6/45 June '45.

4. It is definitely laid down that the loading capacity of a 35 Box Cars train is 1400 Refugees; 40 Refugees per Box Car, and of a Coaching stock train 1,000 Refugees. The serious results which may accrue from the overloading of these trains cannot be too strongly emphasised. In order to prevent a repetition of this nature please ensure that future loadings of Refugees trains are kept within the numbers laid down.

For the Director

J.W. BAKER, Lt. Col.

Copy to : HQ Movements Sub-Area Rome
Rail Division (Ta 4)
D.M.R.S.

0 8 9 6

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

subject:- Refugees ex Frenesti

To :- Movements
Tn - Sub Commission
Allied Commission

HQ Movement Sub-Area
ROME
Nov 354/30

19 June 45

21/6 *297/94*

1. Reference attached report from RTO TIBURTINA it is hardly necessary to point out the danger and inconvenience involved in loading stock in this manner.

Will you please take up with the department concerned.

ASC/CS

Copy to:- RTO Tiburtina

Carroll
Major R.E.
B.A.O.M.G. (M).

2364
See 95 refer.

SUBJECT:- Refugees from PRINVESTINA.

R.T.O. TIBURINA.

D.A.Q.M.G. (M),
R.C. Movements,
Rome Sub-Area.

At 0015/16 June a train of 14 coaches arrived ex PRINVESTINA for CASERTA and the South. According to the Italian escort, the approximate number of refugees was 2800. There were approximately 140 refugees hanging on to the running boards of the coaches when the train arrived. The Italian escort admitted the train was heavily overloaded and asked for extra wagons. As it was obviously unsafe to send the train away in the same condition in which it arrived, 2 empty box wagons were attached (all that were available). Train departed for CASERTA 0205/16 June.

The above delayed the train and also utilised the shunting engine unnecessarily for 1 1/2 hours. It is requested that instructions be given to PRINVESTINA to despatch their refugee trains in a safe condition in future.

16 June 49.

W. Chadwick
Capt. R.A.F.
R.T.O.

2260

HEADQUARTERS ALLIED COMMISSION
APO 394

CAO/ro

DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPT/31/1/C-II (IT)

Tel. 189051 Ext. 594

20 June 1945

SUBJECT : Unauthorized Travel.

TO : Transportation Sub-Commission.

Referring to our telephone conversation (Worthington Oliver)
18 June 45.

1. We confirm that the only authorized travel of refugees on the East Coast and South of Rome so far as D.P. & R.S.C. is concerned, is that covered by the weekly schedule of trains issued by you, and duly authorized roads movements covered by movement orders issued by this H.Q.

2. In the latter case a copy of the movement order is carried by the Group Leader of the Refugees.

3. We know of no other refugee travel in these parts of Italy.

For the Director:

Colind
C.A. OLIVER,
Lt. Colonel,
G-1 Italian.

2359

DPR/18/II/G II (IT)

*Copy also see
Swiss Policy File
292K*

FOR ACTION LOMBARDIA REGION FOR DOG GROUP DISPER FOR HIRTZEL CMA PIEMONTE
REGION FOR BAKER GROUP DISPER FOR ENTHOVEN CMA LOMBARDIA REGION FOR TALBOT CMA
REGIONAL COMMISSIONER LOMBARDIA REGION CMA REGIONAL COMMISSIONER PIEMONTE REGION CMA

209

20 June 1945

PRIORITY

ADDRESS - CONTINUATION

RPTD TO FOR INFO GEORGE FIVE ALLIED FORCES HEADQUARTERS CMA NORTHMOVES CMA ITALIAN
FRONTIER CONTROL DETACHMENT COUNTER INTELLIGENCE CORPS ALLIED FORCES HEADQUARTERS FOR
VITELLO CMA ITALIAN FRONTIER CONTROL DETACHMENT COUNTER INTELLIGENCE CORPS ALLIED
FORCES HEADQUARTERS FOR BRAAFLADT

RESTRICTED PD

SUBJECT IS REPATRIATION FROM SWITZERLAND PD

PAREN TO FOR ACTION LOMBARDIA REGION FOR DOG GROUP DISPER FOR HIRTZEL CMA PIEMONTE

REGION FOR BAKER GROUP DISPER FOR ENTHOVEN CMA LOMBARDIA REGION FOR TALBOT CMA

REGIONAL COMMISSIONER LOMBARDIA REGION CMA REGIONAL COMMISSIONER PIEMONTE REGION CMA

RPTD TO FOR INFO GEORGE FIVE ALLIED FORCES HEADQUARTERS CMA NORTHMOVES CMA ITALIAN

FRONTIER CONTROL DETACHMENT COUNTER INTELLIGENCE CORPS ALLIED FORCES HEADQUARTERS FOR

VITELLO CMA ITALIAN FRONTIER CONTROL DETACHMENT COUNTER INTELLIGENCE CORPS ALLIED

FORCES HEADQUARTERS FOR BRAAFLADT FROM ALCON CITE ACDFR PAREN

PARA ONE PD LIEUTENANT FEHR PUBLIC SAFETY IS PROCEEDING TO PONTE CHIASO ABOUT TWO ~~THE~~
THREE JUNE AND IS CONTACTING MAJOR VITELLO COUNTER INTELLIGENCE CORPS BORDER CONTROL
POST PONTE CHIASO PD MAJORS HIRTZEL AND ENTHOVEN WILL REPORT TO MAJOR VITELLO BY
ONE ZERO ZERO ZERO HOURS TWO SIX JUNE AND SO OBTAIN ADDRESS OF LIEUTENANT FEHR WHOM

CONTINUED

CONTINUED

THEY WILL THEN CONTACT FOR INTRODUCTION TO SWISS AUTHORITIES AND INITIATION OF MOVE
OVER BORDER TWO EIGHT JUNE PD MAJOR TALEOT TO ATTEND ON BEHALF OF TRANSPORTATION SUB
COMMISSION TO COORDINATE MOVEMENT PD COORDINATED ALCEE TRANSPORTATION SUB COMMISSION
AND DISPER

DISTRIBUTION (BY HAND) : Transportation Sub-Commission
Lt. Fehr, security Section A.C. -for info
Political Adviser (Am)
Political Adviser (Br)
C.A. Section, A.C.

2357

DISPER

0901

CRM/ele

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

15/662

TEL : 478704

465/5/IN 3

17 June 1945

SUBJECT : Report on Conference held at Bolzano 14 and 15 June '45

TO : Lt. Col. J.W. BAKER, M.B.S.

Introduction

A resume of the results of the Conference held at Bolzano on 14 and 15 June '45 to discuss future procedure for repatriation and disposal of prisoners of war, surrendered personnel, displaced persons etc. is given in the following paragraphs. All details are however subject to final approval by the C.A.O. and will appear in minute form in due course.

Agenda

- (a) The Chair was taken by Lt. General Robertson C.A.O. AFHQ who opened the Conference with a general resume of this purpose; afterwards dealing with each item on the agenda. For the closing meeting of the Conference the Chair was taken by Brig. De Bro Philippe AFHQ when the results of the various sub-committees set up by the C.A.O. were put before the general assembly for comment and adjustment if necessary.
- (b) A copy of the agenda is attached at Appendix 'A'.

Numbers for Movement

Item No 1 on the agenda was amended to read as follows :-

Nationality and Status	From	To	Total Involved
(a) German Prisoners of War and Surrendered Enemy Personnel	Italy	Germany	100,000

2356

1. Introduction

A resume of the results of the Conference held at Bolzano on 14 and 15 June '45 to discuss future procedure for repatriation and disposal of prisoners of war, surrendered personnel, displaced persons etc. is given in the following paragraphs. All details are however subject to final approval by the C.A.O. and will appear in minute form in due course.

2. Agenda

- (a) The Chair was taken by Lt. General Robertson C.A.O. AFHQ who opened the Conference with a general resume of this purpose; afterwards dealing with each item on the agenda. For the closing meeting of the Conference the Chair was taken by Brig. De Rho Philippe DASH Movement AFHQ when the results of the various Sub-Committees set up by the C.A.O. were put before the general assembly for comment and adjustment if necessary.

- (b) A copy of the agenda is attached at Appendix 'A'.

2336

3. Numbers for Movement

Item No 1 on the agenda was amended to read as follows :-

<u>Nationality and Statute</u>		<u>From</u>	<u>To</u>	<u>Total involved</u>
(a) German Prisoners of War and Surrendered Enemy Personnel		Italy	Germany	100,000
(b) Italians		SHARP	Italy	160,000
(c) Austrians		SHARP	Austria	210,000
(d) Other Nationalities including D.P.s		SHARP	AFHQ	
			Jugoslavs 35,000)	56,000
			Bulgarians 5,000)	allow
			Greeks 16,000)	65,000
(e) Other Nationalities		AFHQ	SHARP	80,000
(f) "			Switzerland AFHQ	37,000
(g) "			" SHARP	7,000

4. Priority of classes for Disposal and Method of call forward

The Chairman stated that two directives had already been issued on this subject and that a further two directives has just been issued giving full procedure.

5. Route and Method of Transportation and Staging

The Chairman directed that a Sub-Committee should be formed under the Chairmanship of Brig. De Rho Philipe to consider this problem. The results of the Sub-Committee's findings to be issued as an Appendix to the minutes of the meeting. The Draft of the Sub-Committee's proposals are given at Appendix 'B'.

6. Target date for start of new movement procedure

- (a) For movement through the Brenner Route 1 July '45.
- (b) For movement through Switzerland, date to be settled following conference with Swiss authorities in Switzerland to be held early in July '45.

7. Method of Control

The Chairman, having outlined what he thought the procedure should be, directed that a Sub-Committee should be formed under the Chairmanship of Lt. Col. Carroll to consider this problem.

The result of the Sub-Committee's findings to be issued as an Appendix to the minutes of the meeting. The draft of the Sub-Committee's proposals are given at Appendix 'C'.

8. Miscellaneous Points

With the exception of Sub-Paras 'e' and 'f' the other items are not of immediate concern to Transportation but will appear in the minutes that will be issued. With regard to Sub-Para 'e' "Disposal of long term sick" it was proposed to use through Italian Ambulance trains for this movement.

Sub-Para 'f'. It was noted that the Swiss would provide all guards for trains moving through Switzerland. 2355

9. Points of Policy

On these points which will appear in the minutes, Transportation are not immediately effected.

Other Announcements

6.

Target date for start of new movement procedure

- (a) For movement through the Brenner Route 1 July '45.
- (b) For movement through Switzerland, date to be settled following conference with Swiss authorities in Switzerland to be held early in July '45.

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Sub-Para 'f'. It was noted that the Swiss would provide all guards for trains moving through Switzerland. 2355

9.

Points of Policy

On these points which will appear in the minutes, transportation are not immediately effected.

10.

Other Appendices

For information the up to date location statement of Displaced Persons and Repatriation Sub-Commission Camps in Northern Italy is given at Appendix 'D', and Rail Position at 31 July, as given by Lt.Col. Phillip 15 Army Group, is given at Appendix 'E'.

- 3 -

11.

Conclusions

- (a) AC Displaced Persons's Representative at the final General Meeting in reply to a question made by Shaef regarding coming of Italians destined for Italy, stated this would not be necessary. I made the point however, in view of the fact that we would probably have available Rail and shipping movement South for about 17,000 persons weekly, it was essential that proportionate numbers for onward movement South should be passed into Italy by Shaef, otherwise the result might be loss of valuable Rail and Sea lifts coupled with the inability of Displaced Persons to plan future movements. The Chairman replied that he did not think this would be possible, but the proposed amendment was noted. Lt.Col. Carroll 8-5 Movements Representative Shaef is aware of the position and will endeavour to see that proportionate numbers are passed through each route daily for the South.
- (b) Following the final General Meeting Brig. De Rue Philippe stated that for the executive control of the Brenner and Swiss Routes on the AMHQ side, Lt.Col. Phillip would be responsible for the Brenner Route and Col. Coaker for the Swiss Route.
- (c) AC Transportation Sub-Commission and Displaced Persons Sub-Commission were asked to provide Liaison Officers to work with Movements.
- (d) I pointed out that due to shortage of experienced Movements Officers it would be difficult to make the provision asked for; but that the matter would be investigated with Transportation Sub-Commission immediately on my return.
- (e) Lt.Col. Phillip has been given the task of arranging adequate telephone communications between
- (i) Verona and Munich
 - (ii) Verona - Milan - Como and Swiss 2954 exchange point
 - (iii) Verona - AMHQ
 - (iv) Verona - AC, HQ.

24/10/54

properly planned movements for German movements should be passed into Italy by Shaef, otherwise the result might be loss of valuable Rail and Sea lifts coupled with the inability of Displaced Persons to plan future movements. The Chairman replied that he did not think this would be possible, but the proposed amendment was noted. Lt. Col. Carroll U-5 Movements Representative Shaef is aware of the position and will endeavour to see that proportionate numbers are passed through each route daily for the South.

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 - (i) Verona and Munich
 - (ii) Verona - Milan - Como and Swiss 2354
exchange point
 - (iii) Verona - AFHQ
 - (iv) Verona - AC, HQ.

C. R. Worthington
C.R. WORTHINGTON
Major

Appendix 'A'

REPATRIATION AND DISPOSAL OF PRISONERS OF WAR
 SURRENDERED PERSONNEL, DISPLACED PERSONS, ETC.

AGENDA for AFHQ - SHAEP CONFERENCE
 at BOLZANO - 14-15 JUN 45

NOTE: Points for discussion will be taken in the following order.
 All points given below have appeared in the Agenda already
 agreed with SHAEP.

1. The repatriation involves the following nationalities and moves:-

<u>Nationality and Status:</u>	<u>From:</u>	<u>To:</u>	<u>Total Involved:</u>
(a) German prisoners of war and surrendered enemy personnel	ITALY	GERMANY	100,000
(b) Italians	SHAEP	ITALY	333,000
(c) Austrians (figures will be supplied by SHAEP)	SHAEP	AUSTRIA	
(d) Other nationalities including displaced persons (figures will be supplied by SHAEP)	SHAEP	AFHQ	
(e) Other nationalities	AFHQ	SHAEP	50,000
(f) Other nationalities	SWITZERLAND	AFHQ	37,000
(g) Other nationalities	SWITZERLAND	SHAEP	7,000

2. Priority of classes for disposal and method of call forward.

3. Route and method of transportation and staging:

- (a) Route, including possibility of move through SWITZERLAND.
- (b) Means of transportation.
- (c) Staging
- (d) Rate of flow

2353

4. Target date for start.

5. Method of control of movement.

1. The repatriation involves the following nationalities and moves:-

<u>Nationality and Status:</u>	<u>From:</u>	<u>To:</u>	<u>Total Involved:</u>
(a) German prisoners of war and surrendered enemy personnel	ITALY	GERMANY	100,000
(b) Italians	SHARP	ITALY	333,000
(c) Austrians	SHARP	AUSTRIA	
(d) Other nationalities including displaced persons	SHARP	APHQ	
	(figures will be supplied by SHARP)		
(e) Other nationalities	APHQ	SHARP	90,000
(f) Other nationalities	SWITZERLAND	APHQ	37,000
(g) Other nationalities	SWITZERLAND	SHARP	7,000

2. Priority of classes for disposal and method of call forward.

3. Route and method of transportation and staging:

(a) Route, including possibility of move through SWITZERLAND.

(b) Means of transportation.

(c) Staging

(d) Rate of flow

2353

4. Target date for start.

5. Method of control of movement.

6. Miscellaneous points:

(a) Medical

(b) Screening for war criminals, etc.

(c) Documentation.

(d) Disposal of women of prisoner of war and of surrendered enemy status.

(e)/

- 2 -

6. Miscellaneous Points:

- (e) Disposal of long term sick
- (f) Guards

7. Points of policy:

- (a) Stateless persons whom no country is willing to receive.
- (b) The question of the demobilisation of those Germans who live in the Russian-controlled area of GERMANY.

2352

Appendix 'B'

MOVEMENTS AND TRANSPORTATION SUB-COMMISSION

MEETING

1. The following are main conclusions of a sub-committee meeting on movements and transportation aspects of movement between SHARP and AFHQ territory.

2. Routes(a) BRENNER Route(b) Route through SWITZERLAND

The flow of Italians from along routes from AUSTRIA and NE ITALY down into ITALY is also to be taken into account.

3. Types of Movement and Acceptance(a) Southbound

AS ITALY can accept forthwith in ITALY 5000 per day by controlled movement plus up to 2500 per day that may enter ITALY by uncontrolled movement. The Joint SHARP/AFHQ committee will review this figure at intervals in order to increase it when possible. AS ITALY require additional personnel and about 6 OT Coys (780 trucks) in order to maintain and later increase these numbers.

(b) Northbound

(1) Germans: SHARP can accept forthwith German PWs and surrendered personnel, but they should not be for the Russian Zone of Germany. All German personnel will move northward by BRENNER route.

(2) Other Nationalities: French, Belgian and Dutch personnel should be repatriated via SWITZERLAND or over the FRANCO-ITALIAN border. Central Europeans should move by the BRENNER route.

4. Capacity:

From a technical transportation point of view routes should be developed initially to the following capacities:

(a) BRENNER Route - 3000 per day.

(b) Via SWITZERLAND - 3000 per day (from within or through SWITZERLAND).

5. Railway working

(a) Swiss Route: Clearance has been obtained from Swiss Government. Technical details will be discussed as soon

2351

ITALY down into ITALY is also to be taken into account.

3. Types of Movement and Acceptance

(a) Southbound

AC ITALY can accept forthwith in ITALY 3000 per day by controlled movement plus up to 2500 per day that may enter ITALY by uncontrolled movement. The joint SHAEP/AFHQ committee will review this figure at intervals in order to increase it when possible. AC ITALY require additional personnel and about 6 MT Coys (750 trucks) in order to maintain and later increase these numbers.

(b) Northbound

(1) German: SHAEP can accept forthwith German PWs and surrendered personnel, but they should not be for the Russian zone of Germany. All German personnel will move northward by BRENNER route.

(2) Other Nationalities: French, Belgian and Dutch personnel should be repatriated via SWITZERLAND or over the FRANCO-ITALIAN border. Central Europeans should move by the BRENNER route.

2354

4. Capacity:

From a technical transportation point of view routes should be developed initially to the following capacities:

- (a) BRENNER Route - 3000 per day.
- (b) Via SWITZERLAND - 3000 per day (from within or through SWITZERLAND).

5. Railway working

(a) Swiss Route: Clearance has been obtained from Swiss Government. Technical details will be discussed as soon as possible. Swiss have offered locomotives and some rolling stock and will be asked to provide all stock. Proposed terminals to be examined are - SHAEP - SCHAFHAUSEN - or BRUGENZ - ARAU (for movement into France) - AFHQ - CHIASSO - COMO area.

(b) Brenner Route: There will be a shuttle service of which the main terminals will be - SHAEP - MUNICH area (INNSBRUCK for personnel to and from AUSTRIA) - AFHQ - VERONA. The wagon requirement is estimated as 400 box cars, of which 200 will be provided by DMRS ITALY and SHAEP will examine

provision of further 200. The estimated rate of 2 - 3 trains per day. The provision of locomotives will be agreed between the concerned.

6. COMMUNICATIONS:

Good communications are essential between BRUCH and VORONA, between BRUCH and terminals of Swiss route and between BRUCH and SHARP and AHN.

7. Relation to Overall Movement Programmes:

Shuttle services will have to be related to overall movement programmes at BRUCH and AHN and their working will depend on facilities at each end to redistribute personnel.

8. Starting Dates:

(a) BRUCHER Route - 1 July 1945.

(b) SWISS Route - dependant on meeting with Swiss Reps.

9. Other Movement:

(a) Austrians from BRUCH territory to AUSTRIA: This is matter for discussion between 12th Army Gp, Eighth Army and AC AUSTRIA. Eighth Army are only willing to accept personnel for provinces of STYRIA and CARINTHIA.

(b) Yugoslavs and Hungarians to be repatriated from BRUCH territory: Commander-in-Chief MONTENEGRO is not yet able to give date when DANUBE will be open for this movement. It was recommended that 12th Army Gp and Eighth Army should examine route, SALZBURG - SPIITAL - VILLACH - JENSENICH for movement into YUGOSLAVIA. Montenegrans will be moved down into ITALY when shipping is available for onward movement by sea.

10. Covered Accn.

AC ITALY will not require any military assistance in construction of winter accn. for Italians or other personnel moving by these routes into Italy. Any construction will be undertaken by AC under their own arrangements.

[illegible]

12.12.2015

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the power to coopt other experts and united all groups also

Parent & Son. 6

2. To establish means of personnel to be moved by category (as far as possible); northern and southern respectively.

• Let's go back again
to the 1950s (and the
1960s) when the
CIA was still a
secret agency.

to (a) the fact that the population of the United States is increasing rapidly, and (b) the fact that the population of the United States is becoming more and more diverse.

6. To submit, review and approve on behalf of the

c. To facilitate the flow of nationalities through international controls to their final destinations.

3. Method of operation.

[illegible]

Received 10/10/2014

Training 2009

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CLAUDIA
JENNIFER

24250 Route
6300, Uda

22.27 38.00

0756

Appendix 'D'

HEADQUARTERS ALLIED COMMISSION

APO 394

DISPLACED PERSONS AND REHABILITATION SUB-COMMISSION

DPR/0-1/ADM

Tel. 400081 Ext. 976

11 June 1945

SUBJECT : Provisional Location Statement of D.F. & R.S.O. Camps in Northern Italy.

TO : Distribution.

The w/m provisional location statement, cancelling previous location statements issued under cover of this H.Q. letter even number dated 28 May 1945 and 31 May 1945, has been compiled from information to hand this date and will be revised as and when further details are known.

Group	Camp No.	Location	Capacity (Approximate)
H.Q. 'A' Group Venetian Region	IT 22 AMG P.O.	S. CANDIDO	1000
	1 other (Barracks)	S. CANDIDO	2000
	* IT 23 AMG P.O.	FORTE	3000
	IT 24 AMG P.O.	ROLEMO	3000 overnight
	1 other	BOZZANO	3000
	IT 51 Camp	VALLES	
	IT 52 Camp	VERONA	2000 overnight
	1 other Centre	VERONA (Allied Nationals)	1000 overnight
	1 other Centre	VERONA (Temp. ly closed)	750 overnight
	Frontier Post	VIPITENO	3000
1 Centre (Barracks)	STAMBERG (Spondigna)	2500	

* Note: At present situated in 'no Group' -
is 'A' Group Camp which will be moved forward.

H.Q. 'B' Group
Piemonte Region

IT 19 Camp	NOVARA
IT 20 Camp	CHIVASSO
IT 21 Camp	MONCALIERE
Frontier Post	DOMODOSSOLA
Frontier Post	SUSA
Frontier Post	PINEROLO

H.Q. 'C' Group
Liguria Region

IT 25 Camp	S. RUFO
IT 71 Camp	GENOA (Allied Nationals)
IT 72 Camp	GENOA
IT 73 AMG Camp	BORGOMARE

H.Q. 'D' Group
Lombardia Region

IT 75 Camp (Transit)	ENGIO PAVIA
1 other being formed	RACCONI PAVIA
IT 76 AMG P.O.	MILAN
IT 77 AMG P.O.	MILAN

2348

1000
2/3000
2500 overnight
3500 overnight

100

IT 75 Comp. (Tronetti)	REGGIO EMILIA.	1000
1 other being formed	REGGIO EMILIA.	2/3000
IT 76 MG P.C.	MILAN	2500 overnight
IT 77 MG P.C.	MILAN	3500 overnight
IT 78 MG P.C.	COMO	5000 overnight
IT 79 MG P.C.	VARESE	2000 overnight
IT 80 MG P.C.	BRERA	3000 overnight
Frontier Post	TRISA	1000 (not yet operating)
1 Centre	CRIVOLI.	2500 overnight

-2-

A.
Smilla Region

IT 27 Camp
IT 28 Camp
No. 1 AMG Transit Camp BOLLOCH

2000
600
750 overnight
1500 feeding
accommodation

No. 2 AMG Transit Camp BOLOGNA
No. 3 Camp (Railhead) BOLOGNA
1 Centre
1 Centre
1 Centre (Es weeks)

3000 overnight
3000 overnight
7500 overnight
1000 overnight
4000

H.Q. 'E' Group
Venetia Region

IT 1 AMG S.G.
IT 2 AMG E.C.
IT 4 AMG F.C.
IT 11 AMG E.C.
IT 12 AMG E.C.
IT 13 AMG E.C.

500 tented
5000 buildings
500 tented
5000 buildings
300
5000 buildings
2000 tented

For the Director:

K.O. BROWN
Major,
O. I/C AMB.

DISTRIBUTION :

D.S. & R.S.O. List 'L' (2 copies for C-II (IT) Branch)
C.I. Section, H.Q. A.C.
A.F.H.Q. G-5 Section
W.M.D. & I.P.O.M. (Attention Col CAMPBELL)

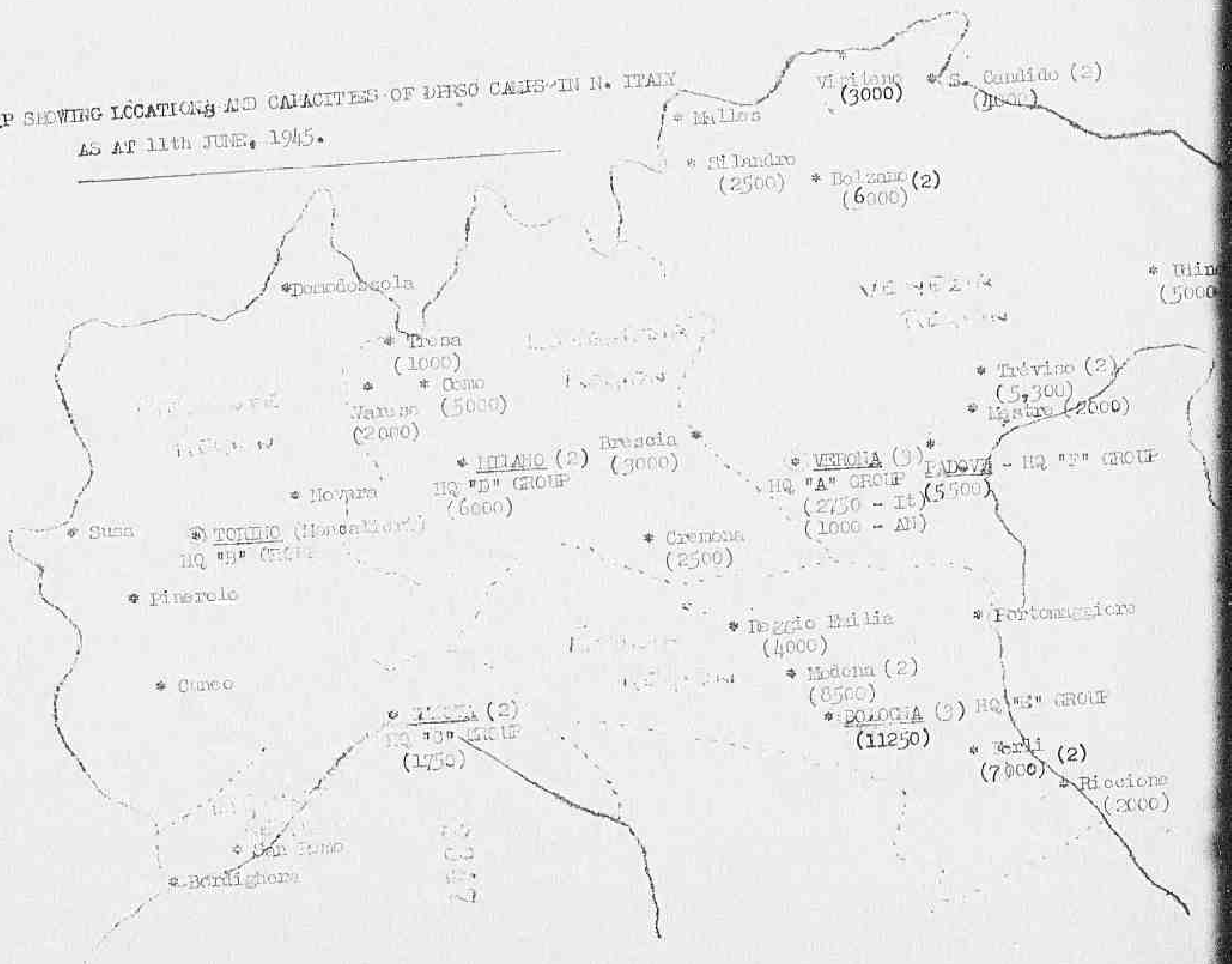
NOTE - W.E.F. 2 June 1945 H.Q. 'H' Group D.P.A.S.C. has been formed in ancona area, Commander Lt. Col. ANDREWS.

The following Corps at present being established will come under his command :-

SERVICIAAO
FERRO

** PALOMBINA is now under command 'H' Group

MAP SHOWING LOCATIONS AND CAPACITIES OF BRISO CAMPS IN N. ITALY
AS AT 11TH JUNE, 1945.



09191

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

CAPACITIES OF GERMAN CAMPS IN N. ITALY
1945.

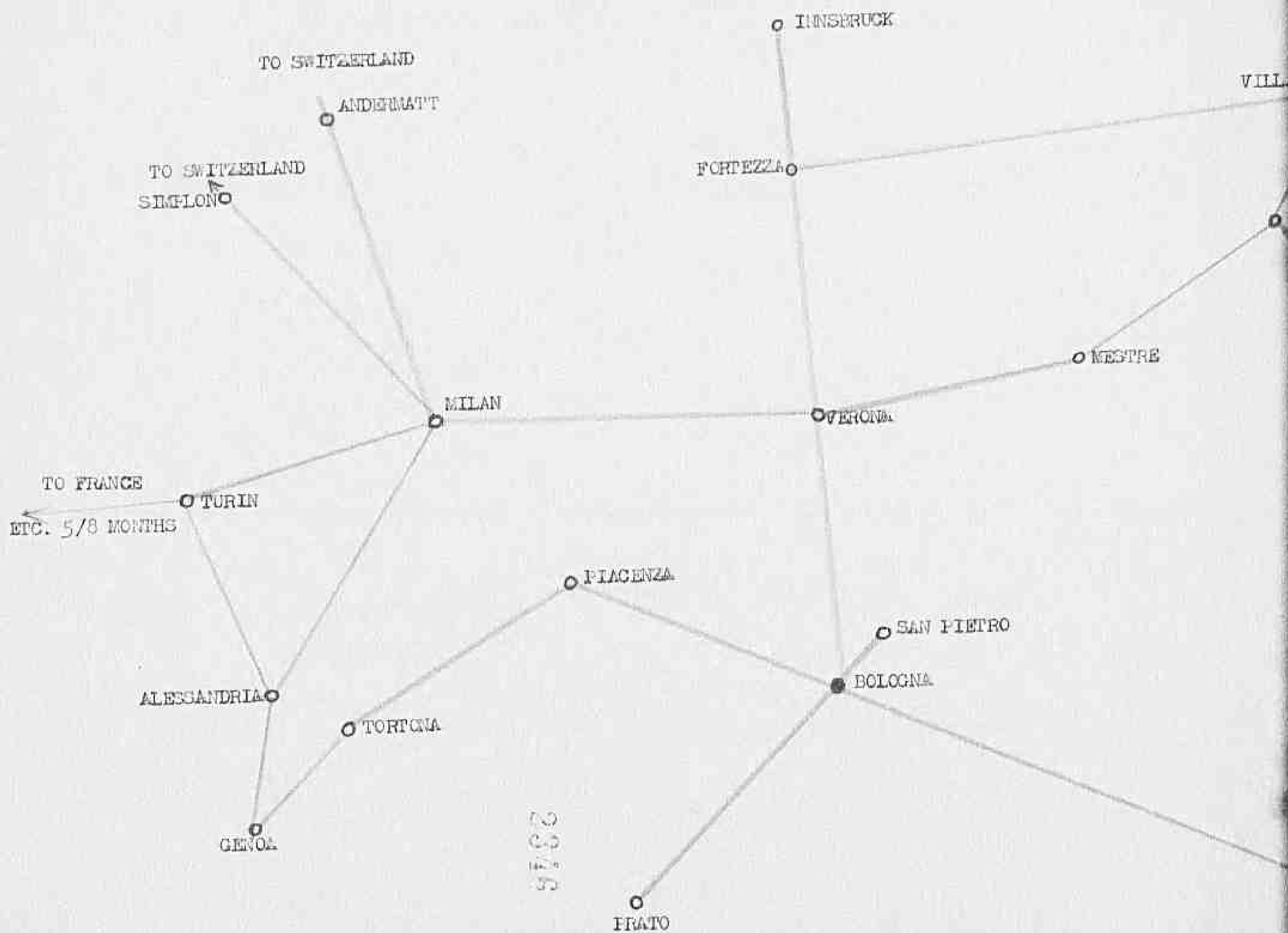


09201

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

RAIL POSITION AT 31 JULY
DIAGRAMATIC ONLY

ALL LINES OPEN



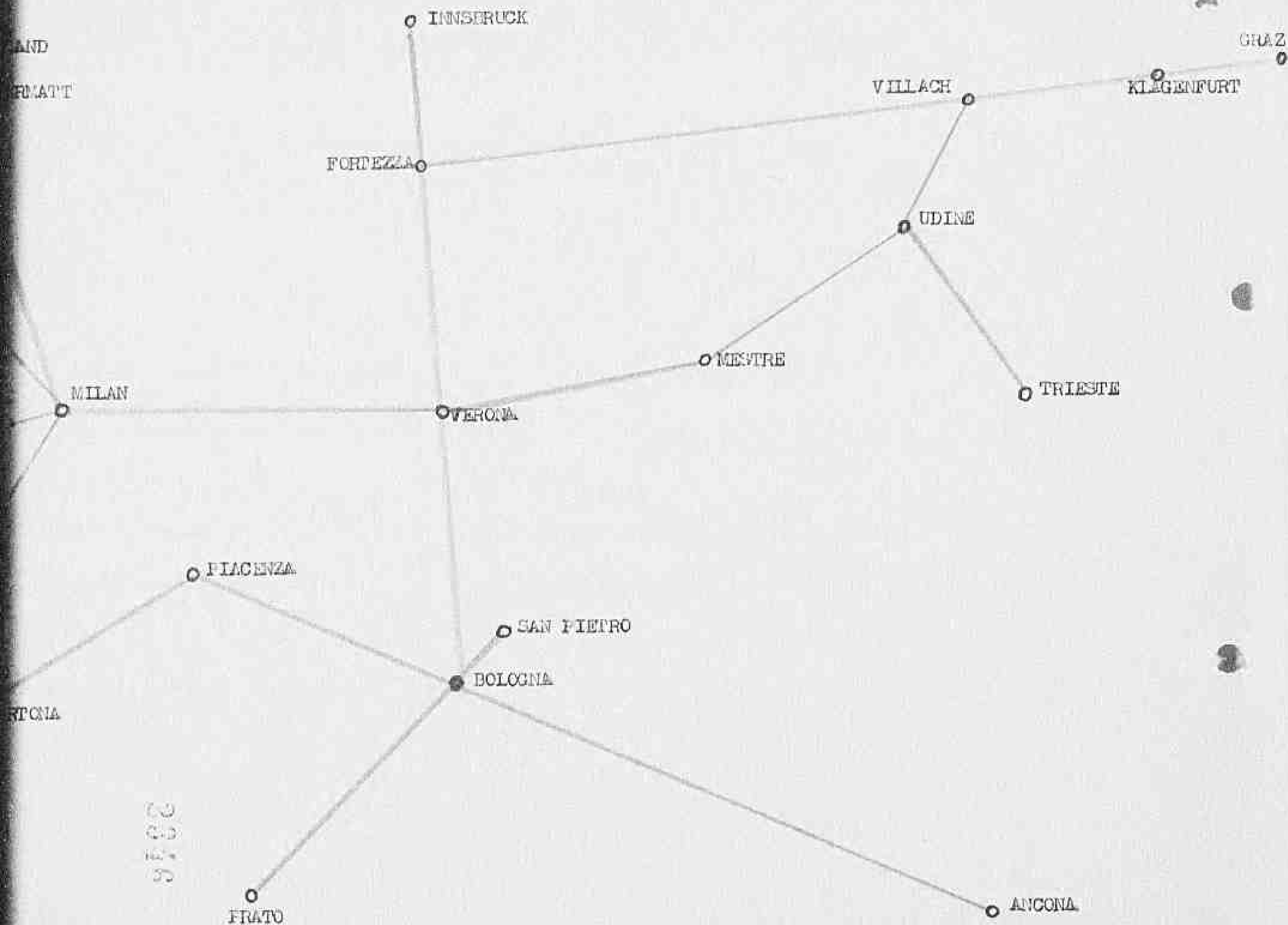
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Declassified E.O. 12356 Section 3.3/NND No. 735021

RAIL POSITION AT 31 JULY
DIAGRAMATIC ONLY

ALL LINES OPEN

Appendix 'E'



Policy File

CRD/pd

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPR/17/G II (IT)

Tel. APO 394 Ext. 594

June 1945

SUBJECT : Movement of Refugees
TO : Distribution

1. When refugees are sent to any destination the dispatching officer will signal the breakdown to the following :-

- (a) If for BARI or TARANTO, to No. 1 Transit Camp BARI.
- (b) If for ROME, to ALCOM c/o ASDPR.
- (c) For all other destinations, to the refugee representative at the destination or nearest to the destination.

2. The officer receiving the signal will arrange for the refugees to be met, BARI arranging for TARANTO as applicable.

3. All refugee representative will keep in touch with their local Movement Control H.Q. for latest information. They will continue to advise those H.Q. of breakdown by numbers and destinations immediately on departure of trains.

For the Director,

G. OLIVER
Lt. Colonel
G-1 Italian

DISTRIBUTION:

List "B" (less 1, 3, 4, 11, 12, 16,).
No. 1 Transit Camp for Mr. Gibson.
Transportation Sub-Commission A.G.
High Commissioner for War Refugees,
Italian Government Piazza Nicosia 1 Rome.

2345

0 9 2 3

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

297/89/TWE
IFC/ab

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

File

Tels : 470701

19 June 1945

277/89/In.3.

SUBJECT : Refugees at Tiburtina Station

TO : Displaced Persons & Repatriation Sub-Commission

1 (11/15)
21/6

John G. Ryan

1. The I.A.G.M.C. (M) Hq. Movements Sub-Area, Rome has forwarded the enclosed report from the RTO Tiburtina Station stating his difficulties experienced in dealing with a Refugee train ex 'Perli' on 11 June '45.
2. Whilst it is the aim of Movement Control Staff to render every possible assistance to the movement of Displaced Persons, their activities are limited by shortage of staff.
3. Will you therefore please ensure that all Refugee trains destined or passing through Rome Stations are met by one of your representatives with an adequate number of Carabinieri for control purposes.

For the Director.

J. W. Baker
J.W. BAKER, Lt.Col.

Copy to : Hq. Movements Sub-Area, Rome
(Your Mov 354/28 dated 14 June '45 refers)

22/6

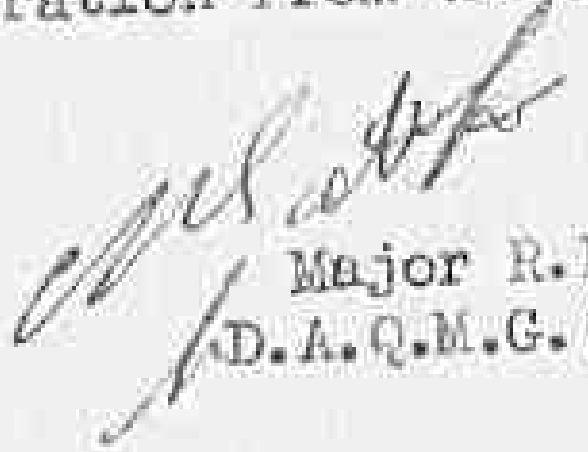
88/713

Subject:- Refugees at Tiburtina Station.HQ Movements Sub-Area
RCME
Mov 354/23To :- Movements
Tn Sub-Commission
Allied Commission

14 June 45

1. Reference attached report from RFO TIBURTINA.
2. It is understood that arrangements were made as indicated in the report with Displaced Persons Sub-Commission through your office.
3. Could you please confirm action taken by your department and point out to Displaced Persons Sub-Commission that it is almost impossible for RFO's to deal with refugees except with the aid of their representatives and a great deal of co-operation from their department.

Copy to: RFO TIBURTINA


Major R.E.
D.A.Q.M.G. (M).

2343

SUBJECT: REFUGEES AT LIBURNIA STATION.

R.A.C. LIBURNIA.

RT/21/6

D.A.C. (4).
Rome Area.

At 1900 hrs. on 11 June this office was advised by Radio Office that the first refugee train from Rome had departed Rome at 1840 hrs as A.C. were unable to deal with it at Pinerola. It had to be dealt with here. They stated that A.C. representatives were coming with carabinieri to supervise the disembarkment of refugees for Rome and the embarkment of the balance, and to give this office the breakdown of the train for transmission to Radio Office.

At 2100 hrs. this office was advised by I.D.M. that the train had left Rome. Radio Office was informed that the train would be here in about 30 minutes and that as yet no A.C. personnel or carabinieri had reported. At 2125 Radio Office was advised that the train had arrived and there was still no sign of A.C. or carabinieri. A.C. staff there were proceeded to detain refugees for Rome with considerable difficulty and much questioning through an interpreter. At 2300 hrs. Radio Office was telephoned again and they stated there should certainly be an A.C. representative at the train and that if we waited any longer we must telephone to Pinerola direct. We rang the refugee camp at Pinerola and they replied that they had been having some trouble with refugees and they were therefore unable to let us have any carabinieri. Eventually one of the interpreters found a female civilian representative of A.C. standing at the back of the station building talking to some of the refugees. She had no arm band or other indication that she was anything but an ordinary civilian. She was unable to give any breakdown figures for the train and it was impossible for A.C. staff to find out the refugees were all over the yard and outside the yard, and of many different nationalities.

The Capo Stazione complained to this office that the refugees were impeding shunting operations. As the A.C. representative was unable to control the refugees we called in the American M.P.s for assistance and the station was eventually cleared. Just as the train was departing (at 2345) an American M.P. lieutenant arrived at the station to protest that it was against the regulations for refugees to stop in a marshalling yard.

2349

Lt. Rose
R.A.C.

LIBURNIA 13 June 45.

0926

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: TAR/C/819
 Date/Time of Origin: JUNE 101050

Message Centre No: E/4469
 Date Time Rec'd: JUNE 101535
 Precedence: IMPORTANT

FROM: MOV TARANTO

TO: EASTMOVES, MOV BOLOGNA, MOV ANCONA, 23 REFUGEE EVACUATION CENTRE, ALCOM ROME

RESTRICTED

RESTRICTED.

Subject is refugee trains.

23 Refugee Centre DPS/1 dated 8 not to all MOV BOLOGNA MRH 2/8 dated 7 not to all MOV ANCONA TO 604 dated 09 not to all refer. Refugee train arrived TARANTO 100450 Ex FORLI via LORETTO containing 119 Italians 3 Yugoslavs 1 Turk 5 Russians. No breakdown given by 23 Refugee Camp or MOV BOLOGNA. MOV ANCONA signal arrived too late for action. All please note refugees other than Italian cannot be accepted TARANTO. Nationalities other than Italian should be directed to No 1 Reception Camp BARI. 23 Refugee Evacuation Camp to signal breakdown of evacuees to MOV BARI No 1 Reception Camp BARI and MOV TARANTO. Agreed Lt Col WIMPH ALCOM AND 52 AREA. MOV Sub Areas to include MOV BARI in train despatch advices and to ensure breakdown of refugees always given.

Copy on file 29/E/TN3

DIST

2344

ACTION TN SC 2
 INFO CHIEF COMMISSIONER
 ECON SEC
 DISPER
 FILE

RESTRICTED

CRW/elo

343/30/Tn 3

SUBJECT : Report on visit to SHAEF Main, SHAEF Advanced, and War Office London regarding Movement of Displaced Persons.

TO : Lt.Col. J.W. Baker, M.B.E.

1. Introduction

The above tour was carried out in conjunction with Displaced Persons & Repatriation Sub-Commission and G-5 AFHQ, with a view to devising some system of control for the reception of Italians returning to Italy and repatriation of Germans and other Nationals to their Countries and to prevent as far as possible the unnecessary movement of Poles, Yugoslavs, Greeks etc, into Italy for holding until they can be repatriated.

2. Meeting at SHAEF Main, Versailles

A Meeting was held with Lt.Col. Cramer (U.S.) Displaced Persons G-5 SHAEF Main at which the general Refugee situation was outlined by Lt.Col. Cramer and the following information was given as to the likely future Policy regarding movement of Refugees together with approximate figures of the numbers to be moved.

(a) A Committee under the chairmanship of movements sits daily at SHAEF Advanced Frankfurt. The Committee consists of Representatives from G-1, G-4, G-5 and any other Sections which may be interested in movement of Refugees and P.W.s. This Committee coordinates all matters regarding Movement of Refugees or P.W.s.

(b) A weekly Sitrep is at present being issued giving the numbers of Refugees to be moved (all Nationalities). In addition to the weekly sitrep a daily sitrep is to be issued commencing forthwith. Arrangements have been made that copies of all sitreps are sent to Transportation Sub-Commission, Movements Division as well as Displaced Persons & Repatriation Sub-Commission.

(c) The number of Italians to be repatriated to Italy as on 25 May '45 were given as follows :-

From Country	Army Group	Nos in Camps	Nos outside Camps	Total
				2,000

Persons & Repatriation Sub-Commission and G-5 AFHQ, with a view to devising some system of control for the reception of Italians returning to Italy and repatriation of Germans and other Nationals to their Countries and to prevent as far as possible the unnecessary movement of Poles, Yugoslavs, Greeks etc, into Italy for holding until they can be repatriated.

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(c) The number of Italians to be repatriated to Italy as on 25 May '45 were given as follows :-

From Country	Army Group	Nos in Camps	Nos outside Camps	Total
Belgium	-	3,000	2,000	2,000
France	-	-	27,000	30,000
Germany	12 ARMY GP	41,762	-	41,762
	U.S. 15 Army	136,265	5,600	141,865
	12 Army	30,081	15,000	45,081
	7 U.S. Army	-	39,659	39,659
	21 Army Gp	-	25,000	25,000
	1 French Army	-	-	-
Austria	3 Army	34,000	4,000	38,000
		245,108	66,659	51,600
				363,367

=====

To the total of 363,367 should be added 50,000 to 100,000 Italian Refugees etc. not classified, plus an unknown number of Italian from Russian Territory about which nothing is yet known.

(d) France is prepared to accept transit Refugees of other Nationalities e.g. for Luxembourg, Belgium and Holland, but before accepting for Holland they must be assured that the Dutch can eventually accept.

(e) France can accept through all her exchange points approx 50,000 persons daily.

(f) All Poles, Lithuanians and Latvians etc. west of the Curzon line will not be held by the Russians unless they claim Russian citizenship. All East of the Curzon line at present under SHARP control will be repatriated before Russian take over unless they claim Russian citizenship.

(g) Poles coming under Para 2 (f) above will be put into camps and as far as possible absorbed into industry.

(h) No moves of Poles, Greeks and Slavs is to take place into Italy unless they are claiming Italian citizenship and have been cleared by Liaison Officers or in cases of operational emergency.

(i) Suggestion and recommendations

(i) It was definitely agreed that in so far as control was possible NO Refugees should be sent into Italy by any means without first clearing through AFHQ G-5, Displaced Persons & Repatriation Sub-Commission and Transportation Sub-Commission as to the ability to accept.

(ii) Some system be worked out on a P.C. basis whereby a standing Committee representing various Sections should go to Frankfurt as often as necessary to tie up movement problems with SHARP or the setting up of a small Central Control HQ to deal with all movements between SHARP and AFHQ.

(iii) Question of direct telephone or wireless communication with SHARP, AFHQ and French Military Mission is strongly urged.. The means of such communication to be available for Refugee work ONLY.

(iv) The question of the release of certain Liaison Officers who have been awaiting orders from Troopers was taken up by G-5 and it was agreed to send a signal to Troopers stating that SHARP could supply, requesting them for an immediate confirmation to proceed. The necessity to have these officers on ground as soon as possible was urged by Movements Representative.

Russian Citizenship. All East of the Carson line at present under SHARP Control will be repatriated before Russian take over unless they claim Russian Citizenship. Poles coming under Para 2 (f) above will be put into camps and as far as possible absorbed into industry. No moves of Poles, Greeks and Slavs is to take place into Italy unless they are claiming Italian Citizenship and have been cleared by Liaison Officers or in cases of operational emergency.

Suggestion and Recommendations

- (i) It was definitely agreed that in so far as control was possible NO Refugees should be sent into Italy by any means without first clearing through AFHQ G-5, Displaced Persons, Repatriation Sub-Commission and Transportation Sub-Commission as to the ability to accept.
- (ii) Some system be worked out on a P.O.O. basis whereby a standing Committee representing various Sections should go to Frankfurt as often as necessary to tie up movement problems with SHARP or the setting up of a small Central Control HQ to deal with all movements between SHARP and AFHQ.
- (iii) Question of direct telephone or wireless communication with SHARP, AFHQ and French Military Mission is strongly urged. The means of such communication to be available for Refugee work only.
- (iv) The question of the release of certain Liaison Officers who have been awaiting orders from Troopers was taken up by G-5 and it was agreed to send a signal to Troopers stating that SHARP could supply, requesting them for an immediate confirmation to proceed. The necessity to have these officers on ground as soon as possible was urged by Movement Representative.
- (v) A copy of notes on Repatriation prepared by SHARP G-5 Division Displaced Persons Branch, dated 11 May 45 may be found at Appendix 'A'.

3. Meeting with SHARP Military Mission to France arranged by SHARP Main

- (a) A Meeting presided over by Lt. Col. Witte (U.S.) was arranged in order that problems regarding the repatriation of French Refugees and P.O.s could be considered. For minutes of Meeting see Appendix 'B'.

(b) The necessity for close working between G-5, AFHQ, Displaced Persons & Repatriation Sub-Commission, AC Transportation Sub-Commission and SHAEP Mission in Paris was strongly stressed by the chairman and endorsed by all present adding that now the various Representatives had met and knew each other the tying up of the detailed working should be made much easier.

4. Meeting at SHAEP Advanced, Frankfurt

(a) It was stated that a Meeting had been called by Lt. General Robertson AFHQ to take place at Bolzano in about ten days time (date fixed 14 June '45) for the purpose of discussing the following points :-

- (i) Reception Camps
- (ii) Methods of Movement
- (iii) Routes
- (iv) Rate of Flow
- (v) Movement back to South Eastern Europe
- (vi) General Control of Movement

(b) It was again stressed by G-5 AFHQ, Displaced Persons & Repatriation Sub-Commission and Transportation Sub-Commission that movement must be properly controlled and the absolute necessity of ascertaining in advance whether consignee can accept both from Transportation and staging points of view. SHAEP Advanced promised that everything possible would be done to control movement and also endorsed Para 2 (h) of this report until it has been agreed what the future policy is to be.

(c) It was reported that a movement by air from Belgrade to France (Istray) of French Refugees was to commence on the 3 June '45. It was suggested by Transportation Sub-Commission that returning aircraft should bring back a lift of Southern Italians setting down at Foggia and pick up Jugoslavs now in Italy to be set down in Jugoslavia. The matter was referred to AFHQ for a decision.

(d) The visiting Representatives were invited to attend the daily coordination Meeting in order that they might see how the Committee functioned and at the same time ask any questions regarding present movement of Refugees and P.W.s. Transportation Sub-Commission Representative informed the Meeting of the difficulties under which movement was at present being carried out in Italy. Indications of our present daily lifts Southbound of 2,000 maximum was given, it being added

Robertson AFHQ to take place at Bolzano in about ten days time (date fixed 14 June '45) for the purpose of discussing the following points :-

- (i) Reception Camps
- (ii) Methods of Movement
- (iii) Routes
- (iv) Rate of Flow
- (v) Movement back to South Eastern Europe
- (vi) General Control of Movement

- (b) It was again stressed by G-5 AFHQ, Displaced Persons & Repatriation Sub-Commission and Transportation Sub-Commission that movement must be properly controlled and the absolute necessity of ascertaining in advance whether consignee can accept both from Transportation and staging points of view. SHARP Advanced promised that everything possible would be done to control movement and also endorsed Para 2 (h) of this report until it has been agreed what the future policy is to be.
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- (e) It was stated that every endeavour is being made to complete the movement of Refugees by the winter.

(f) Suggestions and Recommendations

The question for Joint Control was discussed and it was generally agreed that a Joint Control in some form was necessary. It was suggested, however that the Bolzano Conference might well form a basis of such a control and that this matter should be discussed at the Conference.

- (g) It is suggested that now it is possible to fly direct to Frankfurt; weekly visit to SHARP Advanced should be made in order that Displaced Persons & Repatriation Sub-Commission and Transportation Sub-Commission can attend one of the daily meetings each week.

5. Visit to War Office (M) 2 and Directorate CA 2.

The general question of movement of Refugees was again discussed and the following points were made :-

- (a) Movement through Switzerland to French Ports known as Redlock for shipment to U.K. is under discussion on the highest levels but to date no definite details could be given, but whilst it is understood that this movement is a Military one it was felt that it may affect movement of Northbound D.P.s on account of the limited rail and road lifts in Italy.
- (b) With regard to available personnel shipping lifts in the Mediterranean Zone it was stated that it would not exceed 40,000 monthly, and that no additional shipping could be expected. This figure, however, did not include any lifts that could be arranged locally.
- (c) A certain amount of pressure is being brought to bear with regard to movement of Stateless persons to Italy for holding, it was realised that this would add to the Italian transport difficulties and was not to be encouraged; this point of view was endorsed.
- (d) The importance of a central control was again agreed by all concerned in order that a proper control could be established for movement of Refugees into and out of Italy.
- (e) The importance of having adequate personnel available for screening and controlling of Refugees through frontier points and into holding camps was stressed and an assurance was given that every endeavour was being made to make the necessary personnel available.

6. Conclusion

- (a) It was agreed that close liaison between SHARP Main, APHQ G-5, Allied Commission, French Mission and such Missions representing other Allied Countries was of the utmost importance if smooth working was to be realised.
- (b) That frequent visits should be made to the HQs mentioned

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- (b) That frequent visits should be made to the HQs mentioned in Para 5 (a) above to iron out immediate difficulties.
- (c) That a Committee be established on the lines of the one at present in operation at SHARP Advanced. In order to coordinate all movement problems.

- (d) That a method of communication either telephonic or wireless be instituted between the various HQs. This is already being investigated by SHAF Advanced Movements.
- (e) That returns of numbers held at each Frontier Post and all Camps be telephoned to a Central Control Point in the North daily and a consolidated return furnished daily to this HQ.
- (f) That movement over the Frontier should not exceed ability to accept.
- (g) That any movement which may later be continued in the opposite direction, should be prevented if at all possible. The movement of nationals involving temporary accommodation in other countries other than that from which they are being sent will only take place when all arrangements have been made for the journey i.e. road, rail, sea or air to final destination.

C. P. Worthington
C. P. WORTHINGTON,
Major

10 June 1945

2234

ATTACHMENT 'A'

GENERAL HEADQUARTERS
ALLIED EXERCISES PERSONS
G-5 Division
Displaced Persons Branch

SPARE/G-5/12

11 May 1945.

MEMORANDUM FOR : Chief, Displaced Persons Branch, G-5

NOTES ON REEVALUATION

1. The large numbers of displaced persons in Europe constitute a grave problem from the point of view of transport, and whilst it is not possible to lay down at this stage (pending reports on availability of rolling stock, condition of railway lines and airfields and volume of shipping trucks and airplanes at our disposal), it might be helpful to present a broad picture of the problem that has to be faced. It is extremely difficult at this stage to give a clear picture, for reports from Armies have so far been neither complete nor accurate. Now that hostilities have ceased however, we should be receiving shortly more detailed information giving accurate figures and localities.

2. Means of Transport

a. Sea. It is unlikely that ships will be made available to lift any large numbers of displaced persons. At present there are 5 ships operating on the Marseilles-Odesa run, exchanging Russians for Western Europeans. There is every indication that even these ships will be withdrawn very shortly from the service. Captured ships in the Baltic or Swedish coastwise ships may become available for service between Lubeck and Polish Russian ports, but here again the lift will not be very great.

b. Rail. Certain rail systems in Germany have been allotted priority in the reconstruction programme and details of the systems running west-east have been circulated to the Armies with the request that they establish Assembly Centres along the routes, which Centres incidentally would also cater for road traffic. There is bound to be a heavy strain on the railway systems in Germany for all purposes and it is not likely that displaced persons will be lifted in any great volume for some considerable time to come.

c. Trucks. It is difficult to estimate at this stage what number of vehicles will be made available for displaced persons, but if they could be made available they would be a great asset, particularly for short hauls, and here it might be mentioned that there should be quite a considerable number of eastern displaced persons located within a distance of 60 miles from the Russian border zone.

d. Air. It is generally agreed that it is not only desirable but essential to return displaced persons to their countries of domicile before winter. This can be achieved only by the use of aircraft in large numbers. As previously mentioned, rail and sea movement will not solve the problem and trucking can assist only in a comparatively small way. No doubt the Russians will be asked to take full part in this air scheme and contribute aircraft.

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e. Trekking. Displaced persons will trek despite attendant orders. To what extent this movement can be organized is problematical, but we must, however, guard against large numbers of displaced persons straying from the main highways and finding themselves in inaccessible localities far from river bridges, thus constituting further movement problems. It should be possible, at this stage, for armies to release personnel for duty as road traffic police to guide displaced persons on the right road.

3. Handover Transshipment Camps.

Camps will have to be established at vantage points running north-south along Russian zone border where eastbound and westbound displaced persons can be exchanged. Camps will most certainly have to be established at the points where the railways cross the Russian zone and further camps established adjacent to selected airfields on or near the border.

4. Movement problem by nationalities.

In the absence of accurate information, the figures given below can only be a guide.

a. Western Europeans. In the SHARF zone considerable numbers are at present moving west, passing through Reception Centres in France and Belgium to their homes. This movement is continuing daily at an average rate of nearly 22,000 French nationals a day passing into France and 5,000 Belgian nationals a day into Belgium. Small numbers only are entering the Netherlands but arrangements are being made to step up the capacity of the Reception Centres.

It is estimated that there are 1,200,000 western Europeans in the Russian zone. Presumably arrangements will be made for these displaced persons to be transported by the Russians to Handover transshipment camps at zone border to, say, the Holland border is 120 miles - rather a long haul by truck, particularly of the displaced persons will have a further journey before them to their home town. It would appear, therefore, that the repatriation of western Europeans from the Russian zone will have to be by rail or air and as the prospects of rail travel in any great volume are not very bright, the answer would appear to be air. Regarding the latter, arrangements could be made to have displaced persons segregated in Handover transshipment camps by nationality and even by province in order that they could be flown as near as possible to their homes, so obviating internal transportation problems in the western countries. These remarks apply also to the 200,000 western Europeans in Austria and, although it is not visualised that there will be Handover transshipment camps as such, western displaced persons will have to be concentrated in camps in Austria, either near east-west railways or airfields.

Western Europeans in north-eastern Europe may be evacuated by sea to Lubek.

b. Russian. There are about 75,000 in the western countries. Sea evacuation is unlikely in any great volume. Distances are too great for trekking; rail travel will be limited and it is, therefore, recommended that they should be evacuated by air in craft bringing back western Europeans from eastern Europe. In this connection it should be pointed out that there are many more western Europeans in the Russian zone than there are Russians in the western countries. After the 75,000 have already been lifted, economy in air transport can be achieved by the planes emptying their loads in the western countries and re-loading by trucking down at suitable airfields in Western Germany, where it is estimated that there are some 200,000 Russians. The balance of over 1,200,000 Russians in Germany (SHARF) may not constitute any great problem, as the distances are comparatively short to the Russian zone and displaced persons should be cleared by trekking or trucking - the vast majority by trekking. The exception to this will be the number of Russians who may be found in southern Germany and these will have to be moved by air.

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Russians at or near Lubeck will be evacuated by sea.

c. Northern and Baltic State Nationals.

40,000 in western countries

50,000 in western Germany

450,000 in other parts of Germany (GDR).

- 3 -

The same principle of movement as in case of Russians, but it is understood these nationals will only be repatriated subject to certain conditions pending solution of political problems.

d. Czechs. It is estimated that there is a total of 90,000 in Germany (SECRET), but it is not known what proportion is located near the Czech frontier within range of truck transportation or within the limit of trekking. There is little point in making any suggestion for movement pending receipt of more detailed information except to point out that one of the west-east rail systems on the reconstruction programme is that entering Czechoslovakia from Karlsruhe, Heidelberg, Frankfurt, Wurzberg and Bamberg. There may be Czechs in small numbers in other countries but details are not available at present.

e. Yugoslavs.

Much the same remarks apply, as in the case of the Czechs, to the 100,000 Yugoslavs in Germany (SECRET). The condition of the line of rail communication from Germany to Yugoslavia is unknown at present, but having regard to the heavy fighting in Austria and Hungary, it may be reasonably safe to assume that rail transport will not be possible for some time, even if rolling stock is available. Here again air appears to be the only solution. Screening to ascertain whether or not the Yugoslavs in question are adherents of Tito will be necessary prior to movement. There are Yugoslavs in comparatively small numbers in other parts of Europe outside Germany but numbers are not known. These in France should be evacuated by sea from Marseilles.

f. Greeks.

Lack of rail transport and difficulties of geography indicate air presents the only chance of evacuating the 10,000 Greeks at present in Germany (SECRET).

g. Italians.

330,000 in Germany (SECRET)
150,000 in Austria (SECRET)

There is little prospect of rail transport becoming available in the interior of Germany for the movement of southbound Italians. Trekking would appear to be inevitable, with perhaps some help from road transport. Understand the line Munich-Innsbruck through the Brenner Pass to Italy will not be in operation before the end of the year. The line Strasbourg-Freiburg to Basel on the Swiss frontier is on the programme for reconstruction and, providing rolling stock is available, the movement of Italians south-bound may be accelerated by use of this particular system as far as the Swiss frontier. It is suggested that by agreement with the Swiss Government, Italians from Germany be entrained across Switzerland to the Italian border. The time for the journey is roughly 8 hours and the regular shuttle service might be operated. Italians could be concentrated near Basel for entrainment to Italy via Berne on the Milan line, and near Schaffhausen for entrainment to Como via Zurich. The Italians in Austria will have perforce to walk to the Italian frontier unless road transport can be made available. In this connection, it is suggested that negotiations as with AFHQ and other responsible authorities should be initiated at an early date with a view to starting the movement out of Austria as soon as possible to take advantage of the fine weather. Reception Centres will have to be established on Italian frontier and, if the rail transit plans

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h. Stateless displaced persons.

200,000 in Germany (SHAF) (which does not include non-repatriable Poles nor Sudeten Germans). This is a transport problem which will not arise in the immediate future.

i. Miscellaneous.

Other movement problems may present themselves, such as the large number of Germans which we understand have recently been evacuated to Denmark, particularly if they turn out to be in the main, women and children and wounded. Details are awaited as to numbers. Furthermore, small numbers of displaced persons of various nationalities may be found in Norway, but here again there are no details at present.

5. Suggested System for Bidding for Transport.

G-5 of each Army to collect detailed and accurate information of all displaced persons in its area as to nationality, numbers (men, women and children) and present locality. G-5 Army Group will bid for transport for all displaced persons eligible for evacuation through G-4 of the Army Group and G-4 will provide transport by air (through CATOR) or by sea, rail or road. G-5 Army Group to be responsible for any trekking arrangements.

/s/ F.L. CARROLL
Lt. Colonel
Repatriation Section.

C O P Y

Appendix 'B'

SUPREMACY HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
Mission (France)
G-5 Division
DPHW Section

AFO 887
1 June 1945

337.1

SUBJECT : Conference on Repatriation Problems in Italy :-
French POWs and DPs from Italy to France,
Italian DPs from France to Italy

TO : Lt. Colonel Witte

1. Present at the conference :
- Col. Jacques Verres, Mission Italia, Ministry of PDR
 - Col. Jacques Gallini, Direction du Repatriement, Ministry of PDR
 - Lt. Gerard Molinari, Mission Italia, Ministry of PDR
 - Lt. Col. R.B. Hicks, AFHQ, Displaced Persons Division
 - Lt. Col. G.F. Pothergill, Allied Commission, Italy, DP Sub-Commission
 - Major G.R. Worthington, Allied Commission, Italy, Transportation
 - Lt. Col. R.F. Witte, SHAPE Mission (France), G-5, DPAA Section
 - Major Milton Gordon, SHAPE Mission (France), G-4, Transportation
 - Lt. R.L. Criley, SHAPE Mission (France), G-5 DPAA Section

2. Estimates of the numbers of French POWs in Italy vary; however, there appears to be approximately 14,000 French POWs in the Southern Area, a considerable concentration of POWs and DPs in Northern Italy, with scattered pockets elsewhere. There is 2331 a possible maximum of 50,000 DPs and POWs.
3. In view of the almost total lack of available rail transport in Northern Italy, with little chance of improvement before August, it was agreed that it would be advisable to close the Austrian-Italian frontier, and to route all French POWs and DPs now in Austria via Switzerland or route North of Switzerland.
4. The possibilities of air-lifts are being explored by AFHQ, but it seems improbable that more than a small proportion can be moved, and that the numbers which can

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 Col. Jacques Gallini, Direction du Repatriement, Ministry
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Lt. Gerard Colinari, Mission Italia, Ministry of PDR
 Lt. Col. K.B. Hicks, AFHQ, Displaced Persons Division
 Lt. Col. C.F. Fothergill, Allied Commission, Italy, DP
 Sub-Commission

Major G.R. Worthington, Allied Commission, Italy,
 Transportation

Lt. Col. R.F. Witte, SHARP Mission (France), G-5, DP&W
 Section

Major Wilton Gordon, SHARP Mission (France), G-4,
 Transportation

Lt. R.L. Criley, SHARP Mission (France), G-5 DP&W Section

2. Estimates of the numbers of French POWs in Italy vary; however, there appears to be approximately 14,000 French POWs in the Southern Area, a considerable concentration of POWs and DPs in Northern Italy, with scattered pockets elsewhere. There is a possible maximum of 30,000 DPs and POWs. 231

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4. The possibilities of air-lifts are being explored by AFHQ, but it seems improbable that more than a small proportion can be repatriated by this means. It appears that the numbers which can be repatriated by air will be very limited and at irregular intervals.

5. Repatriation from Naples to France is to be effected by sea, probably Naples to Marseille; the possibilities to be explored for possible Italian and French vessels which can perform a two way shuttle service between these two ports.

6. The most practical means of repatriation from Northern Italy to France seems to be by road transport by the following routes :-

- a. Coast road, Ventimiglia - Villefranche
- b. Mt. Cenis highway, Suze - St. Jean-de-Maurienne

- (1) Ventimiglia and Suze are proposed by the French authorities as assembly centers, from which truck convoys would be organized to rail-heads at St. Jean-de-Maurienne and Villefranche.
- (2) Processing center at Villefranche to function at the rate of 1500 capacity per day; St. Jean-de-Maurienne to be rail-head for rail shipments to Reception Center at Luney, which has a daily capacity for 2,000 (of which 1,000 is normally to be reserved for repatriation movements from Italy and 1,000 from Switzerland).
- (3) AFHQ to be responsible for movements to assembly centers to be established at Ventimiglia and Suze; SHAPE Mission and the Ministry of PDR to work out the means of road transport from assembly centers to the French rail-heads.

7. As supplementary means of transportation from Northern Italy to France the French Ministry of PDR is exploring the possibility of utilizing small boat which can dock in fishing ports (San Remo and others in Northern Italy) and Villefranche or Marseille in France.

8. Colonel Verner is to leave immediately with his party of 24 persons to join the French Mission of Repatriation in Italy. He is to report to AFHQ at Caserta to discuss the assignment of his personnel in Italy, and to return to France to report to the Ministry of PDR (and to give relevant information to SHAPE Mission). His party has been called forward by G-1 but the French staff works with all Frenchmen regardless of whether GPs or POWs.

9. In principle, repatriation movements will be two way movements of French from Italy on movements west and Italians to Italy on return movements, to make the fullest use of the means of transportation available. Italians are to be screened as to destination before departure so that those destined for the South of Italy return by boat or plane to Naples or Sicily, and only those destined for Northern Italy to be repatriated by road transport or small boats to Northern

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(2) Processing center at Villefranche to function at the rate of 1500 capacity per day; St. Jean-de-Maurienne to be rail-head for rail shipments to Reception Center at Annecy, which has a daily capacity for 2,000 (of which 1,000 is normally to be reserved for repatriation movements from Italy and 1,000 from Switzerland).

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23-10

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10. French acceptance of Non-French Western Europeans is agreed to on same basis as from Germany. AFHQ, or the appropriate Military formation, must give notice to this Mission of the movements of such Non-French Nationals to France in order to permit coordination of their movement to destination.

11. AFHQ and other Military formations will provide information copies to this Mission of all cables on matters affecting France or operations in France.

12. The French Border Reception Centers with their capacities on the French-Swiss and the French-Italian Borders are as follows :

a. French-Swiss Border.

<u>Center</u>	<u>Daily processing Capacity</u>
Annecy	2,000 +
Annemasse	1,000
Avan	1,000

b. French-Italian Border.

<u>Center</u>	<u>Daily processing Capacity</u>
Villefranche	1,000

+ 1,000 of which are available for French Repatriates from Italy.

R.L. ORILEY
1st Lt. CAP.

0948

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:
Date/Time of Origin: JUNE 051547Message Centre No: E/3775
Date Time Rec'd: JUNE 052400
Precedence: ROUTINEFROM: CINC MED
TO: FONAM INFO TOTALI, NOIC NAPLES, ALLIED COMMISSION

RESTRICTED

*For file 20
(Shipping Lane copy)*

RESTRICTED.

*what is
NOTICE*

ALLIED COMMISSION have recieved no request for movement of 700 refugees referred to in your 031829 not to all. It is necessary that all such requests are made through ALLIED COMMISSION so that relative urgency of moves can be decided. GARIBALDI can not be made available for this purpose at present.

DIST

INFO-ACTION TN SC (2)
INFO CHIEF COMMISSIONER
ECON SEC
NAVY SC
MWIR
WSA
MIN OF MARINE (TN SC)
FILE

RESTRICTED

2328

0949

Declassified E.O. 12356 Section 3.3/NND No. 735021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 85766
 Date/Time of Origin: JUN 011705B

Message Centre No: E/3281
 Date Time Rec'd: JUN 020825B
 Precedence: IMPORTANT

FROM: AFHQ SIGNED SIGNED CITE FHCED
 TO: ALICE HOME INFO DISTRICT

IN CLEAR.

Understood refugee trains arriving TARANTO without adequate arrangements being made for disposal of persons on arrival. Immediate investigation of position urgent and cancellation of trains scheduled for TARANTO essential unless you are satisfied adequate facilities available to meet commitments in TARANTO. Signal DISTRICT your decision and advise your representative in DISTRICT to contact Major GHOFF of DISTRICT to help meet emergency situation.

DIST

ACTION: Tn S/C 2
 * Disper
 INFO: Chief Commissioner
 Econ Sec
 CA Sec
 File



ACTION

2327

*Asphered Person have
 then in have & will be
 TD*

HEADQUARTERS ALLIED COMMISSION

APO 394

DISPLACED PERSONS AND REPARATION SUB-COMMISSION

DPR/9-1/ADM

Tel. 489081 Ext. 576

31 May 1945

SUBJECT : Provisional Location Statement of D.P. & S.S.O. Camps in Northern Italy.

TO : Distribution.

The u/n provisional location statement, cancelling previous location statement issued under cover of this H.Q. letter even number, dated 28 May 1945, has been compiled from information to hand this date and will be revised as and when further details are known.

Group	Camp No.	Location	Capacity (Approximate)
H.Q. 'A' Group. Venetia Region	IT 22 A.M.G. E.C.	S. CARLEDO	-
	* IT 23 A.M.G. E.C.	FORLI	10000
	IT 24 A.M.G. E.C.	BOLZANO	3000 overnight
	IT 51 Camp	HALES	2000 overnight
	IT 53 Camp	VERONA	1000 overnight
	1 Other Centre	VERONA	750 overnight
	1 Other Centre	VERONA	-
	Frontier Post	VIFITENO	-

* Note : At present situated in 'B' Group -
is 'A' Group Camp which will be moved forward.

H.Q. 'B' Group
Piemonte Region

IT 19 Camp	NOVARA
IT 20 Camp	CUNEO
IT 21 Camp	MONFALCONE
Frontier Post	DO'ODROSSO
Frontier Post	BUSA
Frontier Post	PIEMONTE

H.Q. 'C' Group
Liguria Region

IT 25 Camp	S. REMO	1000
IT 26 Camp	GENOA	-
IT 27 Camp	GENOA	-
IT 71 Camp	GENOA (Allied Nationals)	550 Overnight
IT 72 Camp	GENOA	1200 Overnight
Frontier Post	FORBICHERA	-

H.Q. 'D' Group
Lombardia Region

IT 75 Transit Camp	REGGIO EMILIA	5000/10000
IT 76 A.M.G. E.C.	MIAN	2500 overnight

2228

The u/m provisional location statement, cancelling previous location statement issued under cover of this H.Q. letter even number, dated 28 May 1945, has been compiled from information to hand this date and will be revised as and when further details are known.

Group	Camp No.	Location	Capacity (Approximate)
H.Q. 'A' Group, Venetia Region			
	IT 22 A.M.G. E.C.	S. CANDIDO	-
	IT 23 A.M.G. E.C.	FORLI	10000
	IT 24 A.M.G. E.C.	BOLEZANO	5000 overnight
	IT 51 Camp	MILLES	2000 overnight
	IT 53 Camp	VERONA	1000 overnight
	1 Other Centre	VERONA	750 overnight
	1 Other Centre	VERONA	
	Frontier Post	VIPITERNO	
	* Note : As present situated in 'E' Group - is 'A' Group Camp which will be moved forward.		
H.Q. 'B' Group Piemonte Region			
	IT 19 Camp	NOVARA	-
	IT 20 Camp	CUINCO	
	IT 21 Camp	MONCALIERI	
	Frontier Post	DOGHERSGLIA	
	Frontier Post	SUSA	
	Frontier Post	PINEROLO	
H.Q. 'C' Group Liguria Region			
	IT 25 Camp	S. REMO	-
	IT 26 Camp	GENOA	1000
	IT 27 Camp	GENOA	
	IT 71 Camp	GENOA (Hilled Nationals)	550 Overnight
	IT 72 Camp	GENOA	1200 Overnight
	Frontier Post	BORDIGHERA	
H.Q. 'D' Group Lombardia Region			
	IT 75 Transit Camp	REGGIO EMILIA	5000/10000
	IT 76 A.M.G. E.C.	MILAN	2500 overnight
	IT 77 A.M.G. E.C.	MILAN	3500 overnight
	IT 78 A.M.G. E.C.	COCCO	5000 overnight
	IT 79 A.M.G. E.C.	VARESE	3000 overnight
	IT 80 A.M.G. E.C.	BRESCIA	3000 overnight
	Frontier Post	TRESCA	1000 (not yet operating)
	1 Centre	CREMONA	500 overnight

2225

...../2

- 2 -

H.Q. 'E' Group
Emilia Region

IT 87 Camp
IT 88 Camp
A.M.G. T.C. No.1

BICCIONE
PALOMBINA
BLOCCO

2000
1600
750 overnight
4500 Fooding
accommodation.
4500 overnight
7500 overnight
1000 overnight

A.M.G. T.C. No.2
1 Centre
1 Centre

BLOCCO
NOTENA
NOGHERA

H.Q. 'F' Group
Venetia Region

IT 1 A.M.G. E.C.

PADOVA

500 tented
5000 bldgs.
500 tented
5000 bldgs.

IT 2 A.M.G. E.C.
IT 4 A.M.G. E.C.
IT 11 A.M.G. E.C.

S. GIORGIO (UDINE)
UDINE
PO river bridge
M/R ME93

300
5000 bldgs.
500 tented
5000 bldgs.

IT 12 A.M.G. E.C.
IT 13 A.M.G. E.C.

TRAVISO
PIESTRE

For the Director:

K.C. BROWN,
Major,
O. i/c AM.

DISTRIBUTION :

D.P.A. R.S.C. List 141 (2 copies for G-III (IT) Branch)
C.A. Section H.Q. A.C.
A.P.E.G. G-5 Section
W.H.D. & I.P.O.W. (Attention Col CAMPBELL)

0 2 5 3

COPY
HEADQUARTERS ALLIED COMMISSION
APC 394
DISPLACED PERSONS AND REPARATION SUB-COMMISSION

DPR/2/G-11(IT) 5 June 1945

1. Refugee Train Requirements

Average daily
total refugees

- (a) Forli, Ancona to Rome and South
(See para 2 (b) (ii) below).
2 trains daily

2,800

NOTE: When Forli ceases, one of these trains to start from Bologna via Forli, and the other from Ancona.

- (b) Modena, Bologna via west coast to Rome and South

1 train daily

1,400

- (c) Livorno and Lucca to Rome and South

2 trains per week each from Livorno and Lucca

800

- (d) Florence to Rome and South

2 trains weekly

400

- (e) Bologna, Forli, Adriatic to Bari only

(See para 2 (a) below)
2 trains weekly

400

- (f) Florence and Livorno to Piombino

2000 refugees weekly

100

- (g) Bari - Ortona

400 weekly

50

- (h) Rome - Florence

700 weekly

100

6,250

2. Refugee Ship Requirements

During displacement by Major Southern etc AFHQ 11 June 1945

(b) <u>Modena, Bologna via west coast to Rome and South</u>	1 train daily	1,400
(c) <u>Livorno and Lucca to Rome and South</u>	2 trains per week each from Livorno and Lucca	800
(d) <u>Florence to Rome and South</u>	2 trains weekly	400
(e) <u>Bologna, Forli, Adriatic to Bari only</u> (See para 2 (a) below)	2 trains weekly	400
(f) <u>Florence and Livorno to Piombino</u>	2000 refugees weekly	300
(g) <u>Bari - Ortona</u>	400 weekly	50
(h) <u>Rome - Florence</u>	700 weekly	100
		6,250
		6,350

During last month by Major Sullivan and AFHQ

2. Refugee Ship Requirements

- (a) Venezia - Bari (as soon as available). This to replace 1 Adriatic train, (para 1 (e) above). 2,000 weekly.
- (b) Venezia to Ancona (as soon as available).
- (i) This would replace backloading of truck transport

...../2

- 2 -

Venezia to Forli which is ceasing, and train transport Forli to Ancona.

- (11) This would mean that one train daily of para 1 (a) above, would depart Ancona instead of Bologna.
- (114) Daily lift to be 1,400.

(c) Piombino to Messina
2,000 per week.

sgt. C.A. OLIVER,
Lt. Colonel
G-4 Italian.

2224

JTE/cp

HEADQUARTERS ALLIED COMMISSION
APO 194

DISPLACED PERSONS AND REPARATION SUB-COMMISSION

DER/2/C-II (IT)

Tel. 439081 Ext. 594

3 June 1945

SUBJECT: Refugee Trains.

TO: Distribution.

L. Transportation Sub-Commission has requested that all G.S.C. Refugee Camps advise their Local Movement Control H.Q. of breakdown by numbers and destinations of all passenger trains at time of departure.

For the Director:

C.A. OLIVER

Lt. Colonel

G-1 Italian.

DISTRIBUTION:

H.Q. 'A' Group, D.P. & R.S.C. (13)
H.Q. 'B' Group, D.P. & R.S.C. (12)
H.Q. 'C' Group, D.P. & R.S.C. (12)
H.Q. 'D' Group, D.P. & R.S.C. (12)
H.Q. 'E' Group, D.P. & R.S.C. (12)
H.Q. 'F' Group, D.P. & R.S.C. (12)
H.Q. 'G' Group, D.P. & R.S.C. (12)
Toscana Region for D.P. & R.S.C. Rep. (Lt. Col. Yen)

Transportation Sub-Commission, A.C.

(Reference your 297/55/Ch 3 dated 31 May 1945).

6000

09571

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

297/68
Tm.

Originator's Reference: MF 14443
Date/Time of Origin: MAY 311615

Message Centre No: E/3180
Date/Time Rec'd: JUNE 010830
Precedence: PRIORITY

FROM: SHAEF MISSION FRANCE SIGNED LEWIS CITE MGCE
TO: AICOM TRANSPORTATION SUB COMMISSION FOR SIEFF DISPER AICOM, INFO SHAEF FORWARD FOR G 5. SHAEF MAIN

SECRET

SECRET.

Following from LOTHERGILL-WORTHINGTON. Recommendation being made to G 5 AFHQ.
Best chances of repatriation French Ex AUSTRIA appears to be via SWITZERLAND or Northern route. This already agreed between Swiss and French authorities at rate of up to 5000 a day through SWITZERLAND. Recommend therefore strict enforcement of Austro-Italian frontier being closed to French.

HEADQUARTERS
7 JUN 1945

DIST
ACTION DISPER
" IN SC (2)
INFO CHIEF COMMISSIONER
EXEC COMMISSIONER
C A SEC
PUB SAFETY SC
FILE (2)
FLOAT

SECRET

2729

BEST COPY POSSIBLE

SMB/alc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 470704

6 June 1945

247/64/Tn 3

SUBJECT : Transportation of Refugees
and Displaced PersonsTO : V.P., Civil Affairs Section
Displaced Persons Repatriation Sub-Commission

1. Attached for information is copy of report dated 3 June '45, forwarded from SHAF Adm by representation of this Sub-Commission, together with copy of minutes of meeting held at SHAF Mission to France 1 June '45.
2. Reference para 10 of Major Worthington's report. Reply has been received to this HQ letter 642/48/Tn 3 dated 21 May, and copy was attached to this Sub-Commission letter 227/37/Tn 3 dated 1 June 45.

For the Director



J.W. BAKER, Lt.Col.

Copy to : Movements Division - Shipping

2319

SHARP advanced
3 June '45.

297/13

1. I am writing this brief note from SHARP to give you an idea of the form for sending on.
2. A meeting has been called by General Robertson for about 10 days time. Date yet to be fixed to discuss future policy regarding DP and refugee movement. The meeting so far as is known at present is to be held at Bolzano and it is intended that all U.S. Army Groups etc. will be represented. See A.P.H.Q. signal # 15720 dated 1 June on the matter.
3. Numbers of Italian to be repatriated as given by SHARP main as on 25 May '45 are as follows :

From Country	Army Group	No. in Camps	No. outside Camps	Totals
Belgium		3,000	2,000	2,000
France				30,000
Germany				
	12 Army Gr.			41,762
	U.S. 15 Army	41,762		41,762
	12 Army	136,265	5,000	141,265
	7 U.S. Army	30,000	15,000	45,000
	5 Army	34,000	4,000	38,000
	21 Army Gr.		33,659	33,659
	1 French Army		25,000	25,000
				<u>503,367</u>

To the total of 363,367 should be added a further 50,000 for scattered bodies bringing the total to be moved into Italy up to 413,367.
4. No estimate can yet be given of the Italians now in Russia for repatriation.
5. It has been agreed that unless for operational reasons there will be no movement of Yugoslavs, Poles or Greeks until the over-all policy is settled at the coming conference.
6. Large movements of Poles are being carried out on the SHARP side by air. It has been recommended to A.P.H.Q. that in connection with the French repatriation movement from Belgium by air Italians should be brought back to Italy followed up by a movement of Yugoslavs Italy to Jugoslavia. I suggest this is immediately followed up with A.P.H.Q. as there is in this scheme a chance to save valuable shipping and rail space on our side of the house.
7. Minutes of the Meeting held at SHARP Mission to France are attached for information and action on the question of shipping from S. Reno.

3. numbers of Italian to be repatriated as given by subject main as on 25 May '45 are as follows :-

From Country	Army Group	No. in Camps	No. outside Camps	Totals
Belgium			2,000	2,000
France		3,000	27,000	30,000
Germany				
	12 Army Grp.			41,762
	U.S. 12 Army	41,762		41,762
	12 Army	136,265	5,600	141,865
	7 U.S. Army	30,081	15,000	45,081
	3 Army	34,000	4,000	38,000
	21 Army Grp.	39,859		39,859
	1 French Army	25,000		25,000
				<u>363,367</u>

To the total of 363,367 should be added a further 50,000 for scattered bodies bringing the total to be moved into Italy up to 413,367.

4. No estimate can yet be given of the Italians now in Russia for repatriation.

5. It has been agreed that unless for operational reasons there will be no movement of Jugoslavs, Poles or Greeks until the over-all policy is settled at the coming conference.

6. Large movements of PW & IIRs are being carried out on the SWART side by air. It has been recommended to A.F.H.Q. that in connection with the French repatriation movement from Belgium by air Italians should be brought back to Italy followed up by a movement of Jugoslavs Italy to Jugoslavia. I suggest this is immediately followed up with A.F.H.Q. as there is in this scheme a chance to save valuable shipping and rail space on our side of the house.

7. Minutes of the Meeting held at SWART Mission to France are attached for information and action on the question of shipping from V. Remo.

8. All points regarding proper control of movement of IIRs and PW and the ability for us to accept have been stressed and will be specially dealt with at the forthcoming conference. All copies of signals, minutes of meetings etc. will in future be sent us for information.

9. I'm leaving for Trooper with Lt. Col. Pothergill to day and will visit War Office on shipping matters as per instructions QUARTY advanced. Unless orders received to the contrary will return Friday 3 June '45.

- 2 -

10. I recommend that urgent representations be made to A.P.H.Q. to reply to Col. Stoff letter 612/48/m.3. dated 21 May 1948 as this information will be required at the forthcoming Conference.

(signed)

C.R. Worthington,
Major.

2017

Reception centres

Advance section	15 L of C Sub-Area 21 Army Gp	OISE Base Section	6 Army Group	12 Army Group
GIVET	LILLE HAZEBRUCK	VALENCIENES CHARLESVILLE MEZIERES HIRSON MAUBEUGE JEUMONT	NIEDERBROUN COLMAR SAARBURG BITCHE MULHOUSE WISSENBURG STRASBURG BELFORT	FORBACH BANLAY THEOVILLE ST. AVOLD

Supply Centres

VALENCIENES MEZIERES	HAGMAN SAARBURG MULHOUSE	METZ
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Rail Transit Centre

VALENCIENES HIRSON	MULHOUSE	METZ (Reserve)
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CPD
10/14

0965

APPENDIX B

COPY

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
Mission (France)
G-5 Division
DPRW Section

ATO 887
1 June 1945.

337.1

SUBJECT : Conference on Repatriation Problems in Italy:-
French POWs and DPs from Italy to France,
Italian DPs from France to Italy

TO : Lt. Colonel Witte.

1. present at the conference :

- Col. Jacques Vernes, Mission Italia, Ministry of IDR.
- Col. Jacques Gellini, Direction du Repatriement, Ministry of IDR.
- Lt. Gerard Molinari, Mission Italie, Ministry of IDR.
- Lt. Col. K.B. Hicks, AFHQ, Displaced Persons Division.
- Lt. Col. C.F. Fothergill, Allied Commission, Italy, DP Sub-Commission.
- Major C.R. Worthington, Allied Commission, Italy, Transportation.
- Lt. Col. E.F. Witte, SHAEP Mission (France), G-5, DPRW Section.
- Major Milton Gordon, SHAEP Mission (France), G-4, Transportation.
- Lt. R.L. Criley, SHAEP Mission (France), G-5, DPRW Section.

2. Estimates of the numbers of French POWs in Italy vary; however, there appears to be approximately 14,000 French POWs in the Southern area, a considerable concentration of POWs and DPs in Northern Italy, with scattered pockets elsewhere. There is a possible maximum of 50,000 DPs and POWs.

3. In view of the almost total lack of available rail transport in Northern Italy, with little chance of improvement before August, it was agreed that it would be advisable to close the Austrian-Italian Frontier, and to route all French POWs and DPs now in Austria via Switzerland or route North of Switzerland.

4. The possibilities of air-lifts are being explored by AFHQ, but it seems improbable that more than a small proportion can be repatriated by this means. It appears that the numbers which can be repatriated by air will be very limited and at irregular intervals.

5. Repatriation from Naples to France is to be effected by sea, probably Naples to Marseille; the possibilities to be explored for possible Italian and French vessels which can perform a two way shuttle service between these two ports.

6. The most practical means of repatriation from Northern Italy to France seems to be by road transport by the following routes :

- a. Coast road, Ventimiglia - Villefranche.

231

1. present at the conference :

Col. Jacques Vernes, Mission Italia, Ministry of IDP.
 Col. Jacques Gallini, Direction du Repatriement, Ministry of PRA.
 Lt. Gerard Molinari, Mission Italia, Ministry of PRA.
 Lt. Col. K.B. Hicks, AFHQ, Displaced Persons Division.
 Lt. Col. C.F. Fothergill, Allied Commission, Italy, DP Sub-Commission.
 Major C.R. Worthington, Allied Commission, Italy, DP Sub-Commission.
 Lt. Col. E.F. Witte, SHAPE Mission (France), G-5, DPRA Section.
 Major Milton Gordon, SHAPE Mission (France), G-4, Transportation.
 Lt. R.L. Criley, SHAPE Mission (France), G-5 DPRA Section.

2. Estimates of the numbers of French POWs in Italy vary; however, there appears to be approximately 14,000 French POWs in the southern area, a considerable concentration of POWs and DPs in Northern Italy, with scattered pockets elsewhere. There is a possible maximum of 50,000 DPs and POWs.

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5. Repatriation from Naples to France is to be effected by sea, probably Naples to Marseille; the possibilities to be explored for possible Italian and French vessels which can perform a two way shuttle service between these two ports.

6. The most practical means of repatriation from Northern Italy to France seems to be by road transport by the following routes :

- a. Coast road, Ventimiglia - Villefranche.
- b. Mt. Cenis highway, Suze - St. Jean-de-Maurienne.

- (1) Ventimiglia and Suze are proposed by the French authorities as assembly centers, from which truck convoys would be organized to rail-heads at St. Jean-de-Maurienne and Villefranche.
- (2) Processing center at Villefranche to function at the rate of 1500 capacity per day; St. Jean-de-Maurienne to be rail-head for rail shipments to Reception Center at Annecy, which has a daily capacity for 2,000 (of which 1000 is normally to be reserved for repatriation movements from Italy and 1000 from Switzerland)

(3) AFHQ to be responsible for movements to assembly centers to be established at Ventimiglia and Suze; AFHQ Mission and the Ministry of HIR to work out the means of road transport from assembly centers to the French rail-heads.

7. As supplementary means of transportation from Northern Italy to France, the French Ministry of HIR is exploring the possibility of utilizing small boats which can dock in fishing ports (San Remo and others in Northern Italy) and Villefranche or Marseille in France.

8. Colonel Tarnes is to leave immediately with his party of 24 persons to join the French Mission of Repatriation in Italy. He is to report to AFHQ at Caserta to discuss the assignment of his personnel in Italy, and to return to France to report to the Ministry of HIR (and to give relevant information to AFHQ Mission). His party has been called forward by G-1 but the French staff works with all Frenchmen regardless of whether in or out.

9. In principle, repatriation movements will be two way movements of French from Italy on movements west and Italians to Italy on return movements, to make the fullest use of the means of transportation available. Italians are to be screened as to destination before departure so that those destined for the youth of Italy return by boat or plane to Naples or Sicily, and only those destined for Northern Italy to be repatriated by road transport or small boats to Northern Italy.

10. French acceptance of Non-French Western Europeans is agreed to on same basis as from Germany. AFHQ or the appropriate military formation, must give notice to this Mission of the movements of such Non-French Nationals to France in order to permit coordination of their movement to destination.

11. AFHQ, and other military formations will provide information copies to this Mission of all cables on matters affecting France or operations in France.

12. The French Border Reception Centers with their capacities on the French-Swiss and the French-Italian Borders are as follows:

a. French-Swiss Border.

Center	Daily Processing Capacity
Annecy	2,000 *
Ambraseuse	1,000
Evian	2,000

b. French-Italian Border

Center	Daily Processing Capacity
Villefranche	1,000

* 1,000 of which are available for French Repatriates from Italy.

271

France to report to the Ministry of War (and to give relevant information to the War Mission). His party has been called forward by G-1 but the French staff works with all Frenchmen regardless of whether they are POWs.

9. In principle, repatriation movements will be two way movements of French from Italy on movements west and Italians to Italy on return movements, to make the fullest use of the means of transportation available. Italians are to be screened as to destination before departure so that those destined for the South of Italy return by boat or plane to Naples or Sicily, and only those destined for Northern Italy to be repatriated by road transport or small boats to Northern Italy.

10. French acceptance of non-French Western Europeans is agreed to on same basis as from Germany. AFHQ, or the appropriate military formation, must give notice to this Mission of the movements of such non-French Nationals to France in order to permit coordination of their movement to destination.

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a. French-Swiss Border.

Center Daily Processing Capacity

Annecy	2,000 *
Ameyras	1,000
Evian	1,000

b. French Italian Border

Center Daily Processing Capacity

Villefranche	1,000
--------------	-------

2311

* 1,000 of which are available for French repatriates from Italy.

R.L. GRILEY
1st Lt., CMF.

0969

936/29

Subject :- Moves of Repatriates ex the Balkans.

From :- Gov. L.O. (1945).

5 Jun 45.

297/62

The following details are passed to you for information.

FROM RECEIVED.

G2495B

TO Q(Maint) 1945

(INFO) G 52 AREA. AREA. DV ALBAID. SOUTHERNMOVES.

CG.2651 (.) Ref Adv ALBAID signal CGMIND 81 dated 2 Jun (.) May further moves of Italian Military from BALKANS be co-ordinated by you with reference to accommodation at TARANTO (.) Normal capacity of camp is 5000 (.) At present 6000 are held of which 2400 are awaiting movement instructions for ROMA and FLORENCE (.) G2E signal indicates a further 500 expected BRINDISI today (.) Request urgent action.

*Spoke Col. Findlay. Not his Camp.
Spending under arrangements G-25 3 Dist.*

*Spoke Capt. Westbury - HMA signalling
AFHQ - no longer interested.*

*• bids or actions by us until
AFHQ decide responsibility for Camp.*

Copy to :- In the Commission, ...

Westbury
Capt 23
3/Capt 2(10).
(The Lord Westbury)
Movements Liaison Officer.

Oz 1/6.

*TUKER Camp (followed St. Andrews Camp)
Taranto*

2312

04/03/2004

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Vol. 473732

2011/02/19/03

in turn, a measure of net gains and a logical method.

doi:10.1017/S0022292412001007

1. reference our letter 297/57/m.3c dated 3 June and conversation (Pineley - Chief) 4 June '46.
2. the over-all movement problem has again been discussed with A.F.H., who have been advised of your latest estimate that you will shortly have 50,000 persons per week for movement to destinations south of Paris. - Pologne - Florence - Lyon - Leghorn, against 100,000 estimated available lift by all transportation means of approximately 17,000 per week.
3. A.F.H. were advised you are developing Route 2 as the linking Route South to Rome. Strong recommendation is made that you organize a walking route which will continue to Naples.
4. we are already experiencing difficulty in arranging sufficient trains to maintain regular clearances from the forward camps, and A.F.H. state there is at present little possibility of early relief owing to heavy demands being made on transportation.
5. railway lines 59/70, Naples to Rome, are now handling traffic up to maximum capacity. It is considered that movement by rail from groups in Naples area to destinations in Southern Italy will be sufficient to handle all refugees arriving at Naples on foot.

you: tian t'ien t'ien

Ans.

colonna

244

0971

1. Enclosure for letter 27/5/46, dated 3 June 46, (Friday - Staff) 4 June 46.

2. The over-all movement problem has again been discussed with A.F.H.C. who have been advised of your latest estimate that you will shortly have 50,000 persons per week for movement to destinations south of Paris - Bologna - Florence - Lucca - Leghorn, against 17,000 estimated available lift by all transportation means of approximately 17,000 per week.

3. A.F.H.C. were advised you are developing Route 2 as the linking route south to Rome. Strong recommendation is made that you organize a linking route which will continue to Naples.

4. We are already experiencing difficulty in arranging sufficient trains to maintain regular clearance from the forward camp, and A.F.H.C. state there is at present little possibility of early relief owing to heavy demands being made on transportation.

5. Railway lines 83/93, Naples to Rome, are now handling traffic up to maximum capacity. It is considered that movement by rail from camp in Naples to the 50 destinations in Southern Italy will be sufficient to handle all refugees arriving at Naples on foot.

For the Director,

W.J.S.

W.J. Staff,
Colonel.

2319

Copy to : C-5 A.F.H.C.
C-4 (now in) A.F.H.C.
V.P. Civil Affairs Section
Executive Commission
Technical Section
War Material Division & A.F.H.C. Sub-Commission

09721

Movement of Refugees

May 1945

247/60

1. Refugee movement by rail during month of May.

(a) Florence Area to Rome

<u>No. of Trains</u>	<u>No. of Refugees</u>	<u>From</u>	<u>To</u>
2	600	Lucce	Rome
4	2004	Leghorn	"
5	3657	Florence	"
<u>Total: 11 trains 6261 Refugees</u>			

(b) North East Area to Rome

8	5132	Arezzo	Rome
13	18500	Perli	"
1	300	Rimini	"
1	400	Riccione	"

Total: 23 trains 24322 Refugees

(c) North & Rome to South

1	1202	Florence	Caserta for South
5	6200	Perli	"
15	22069	Rome	"

Total: 22 trains 29471 Refugees

(d) North East Area to South via East Coast

5	5900	Perli	Taranto
---	------	-------	---------

Total: 5 trains 5900 Refugees

(e) Northbound Movement

2	800	Beri	Ortona
1	400	Legce	"
2	1738	Rome	Florence
<u>Total: 5 trains 2938 Refugees</u>			

2. Movement by Sea

4 lifts

2471

3. Movement by Road

Total: 4 lifts 2054 Refugees

09731

(b) North East Area to Rome

8	5132
13	19500
1	900
1	1500

Arezzo	Rome
Forli	"
Rimini	"
Riccione	"

Total: 23 trains 24332 refugees

(c) North & Rome to South

1	1202
5	6200
16	22069

Florence	Caserta for South
Forli	"
Rome	"

Total: 22 trains 29471 Refugees

(d) North East Area to South via West Coast

5	5900
---	------

Forli	Taranto
-------	---------

Total: 5 trains 5900 Refugees

(e) Northbound Movement

2	800
1	400
2	1738

Bari	Ortona
Lecco	"
Rome	Florence

Total: 5 trains 2938 Refugees

2. Movement by Sea

4	2054
---	------

Piombino	Messina
----------	---------

Total: 4 lifts 2054 Refugees

3. Movement by Road

1	840
---	-----

Florence	Rome
----------	------

Total: 1 lift 840 Refugees

*

11	- 6261
23	- 24232
22	- 29071
25	- 5900
2	- 2938
64	- 68902

HEADQUARTERS UNITED COMMISSION
SPO 334
TRANSPORTATION SUB-COMMISSION.

JMB/a.

297/59

Ref: 297/57/Ta.3.

5 June 1945.

Subject: Transportation of Refugees and
Displaced Persons.

Re: Displaced Persons and Repatriation Sub-Commission.

1. Reference this R.2a. letter 212/45/Ta.2. dated 21 May 1945, addressed to A.F.R. 54 (Rev 2 Ta).
2. Attached for information is copy of A.F.R. 54 letter, 21 (Rev 5) 2/UP dated 29 May 1945.
3. Reference is made to D.P. and R. 5-Com. Memorandum CFB/51/ADM. dated 5 June 1945. Maximum shipping available is already being employed from Piamonte (lifting 5,000 per week) and the question of shipping from Venice is actively in hand, although it will be seen from attached copy of A.F.R. 54 letter, that no date can yet be given when personnel shipping will be able to use Venice Port.
4. This Sub-Commission is endeavouring to arrange trains as desired and to have the assurance of A.F.R. 54 that the best possible programme will be agreed within existing rail capacities.

For the Director:

M. J. HART,
Colonel.

Copy to: G.I., A.F.R. 54
V.P. Civil Affairs Section,
Executive Commissioner,
Economic Section,
War Material and I.R.F. 5-Com.

Enclosure: Copy letter 54 (Rev 5) 2/UP,
dated 29 May 1945.

2230

Col. Sullivan
prepare a copy of letter we have sent
 in A.H.B.

THESE STUDIES WERE SUPPORTED BY THE NATIONAL COMMISSION ON EXCELLENCE IN GOVERNMENT, 1993-1994.

DISPLACED PERSONS AND REEVALUATION. SUB COMMISSION

Vol. 499081 Ext. 392
2 June 1945.

2 June 1994

SUBJECT : Refugee and Displaced Persons Situation in Germany + vary as
0.41. 31.5.45.

These interested.

17

(a) To repatriate 1,000,000 Italian Nationals at present outside the Southern Frontiers.

Its return home at least 100,000 Southern Italians now in the North.

(c) To deal with some 40,000 Allied Nationals and possibly up to 100,000 roles and mixed Slaves who are or may become stateless.

CHARTERED.

Registered Activities Nationals.

All the Frontiers are now "reasonably" controlled and subject to "Tranine Conditions" in Central Europe, it is hoped the following daily figures will not be exceeded :

North West	4,000
Eastern Africa	5,000
Swiss Export	1,500

The French frontier is not yet open. In addition to the above figures, probably 1,000 will cross daily "unofficially".

Italian Refugees and Workers in Northern Italy.

(b) Southern

A considerable flow of these have been moving South, but all Regions have been asked verbally to limit the flow so as to allow Italian repatriates from Central Europe to be moved first. A maximum of 200 Southerners per day, if possible, from each Region should not be exceeded.

TELECOMMUNICATIONS

THE FIRST FORTNIGHT - GENOVA.

Fig. 3. "Doubtful" and "at home" categories.

... $\rho_{\text{max}} = 0.05$. I tried it out.

Abstract

(c) Via Florence and Rome 3 trains per week.
being asked to soon stop out of Modena.
I train per day to Rome

(a) Leijonh and Brown - I could not say discussed by

- (a) To repatriate 1,000,000 Italian Nationals at present outside the Northern Frontiers.
- (b) To return home at least 100,000 Southern Italians now in the North.
- (c) To deal with some 40,000 Allied Nationals and possibly up to 100,000 Poles and mixed Slavs who are or may become stateless.

2. GENERAL.

- (a) Italian Repatriates & Displaced Allied Nationals.

All the Frontiers are now "freely accessible" controlled and subject to "Famine Conditions" in Central Europe, it is hoped the following daily figures will not be exceeded:

North East	4,000
Prussian Area	2,000
Swiss Frontier	1,300

The French Frontier is not yet open. In addition to the above figures, probably some 1,000 will cross daily "unofficially".

- (b) "Southern Italian" Refugees and Workers in Northern Italy.

A considerable flow of these have been moving South, but all Regions have been asked verbally to limit the flow so as to allow Italian repatriates from Central Europe to be moved first. A maximum of 300 Southerners per day, if possible, from each Region should not be exceeded.

3. TRANSPORTATION.

The first "Bottleneck" is at RIMINI - BOLOGNA - GENOA.
The second "Bottleneck" is at ROME.

- (a) Via ROMA, ROME etc. 1 train per day.
- (b) Via Adriatic 1 train per week.
- (c) Via Florence and Rome 2 trains per week. 1 train per day to Rome being asked for from Bologna or Modena.
- (d) Leghorn and Livorno 1 train per day alternatively being asked for.
- (e) East and West and via Verona. Civil Motor Transport assisted by Army Transport.

.... /2

2209

- 2 -

Railway is open MILAN, TURIN, GENOA, but the Port of GENOA is unlikely to be open in less than 4 to 6 weeks. Therefore, "Southerners" from Lombardia and Piemonte Regions must NOT be shipped to GENOA.

Future Hopes.

- (a) To develop Venice as a shipping Port for Southern Italians and Allied Nationals, a minimum of 1,000 to 2,000 required daily.
- (b) To explore the possibilities of La Spezia (possible mid-June)
- (c) To raise the possibilities of sea transport for Sicilians and Southern Italians from PICHINO up to 500 daily. At present about 1,000 a week.

4. OUTLINE OF REFUGEE CONDITIONS IN NORTHERN ITALY.

(a) Emilia Region.

Centres :- RICCIONE (1,500) FOGLI (2,500 plus 2,500) BOLOGNA (4,000 plus 7,500) MODENA (12,000) REGGIO (5,000) also ANCONA (800)

As VENICE opens FOGLI will decrease.

(b) Venezia Region (East).

Centres :- PADOVA (5,000) TREVISO (now 3,000) UDINE North and South. MESTRE (Venice) Transit Camp for 500 has been dealing with 5,000 daily since Army took away Barracks. Previous accommodation at TREVISO also taken away by Army.

Back loading almost "too perfect".

(c) Venezia Region (West)

Centres : VERONA (4,000 plus field camp) SOLETO, RALLES and 2 others. Backloading improving - all trucks not yet reporting and contacting.

(d) Lombardia Region.

Centres : MILAN (2,500 plus 3,000) COMO (4,000) VALESE (2,000) Backloading improving. Food to 6-12 days longer difficult. Many Southerners in Area.

(e) Piemonte Region.

Centres : Castello Moncalieri (2,500 - 4,000) plus new 4,000 Centre in TURIN, CUNEO, NOVARA, TOROSSO, and AOSTA 7 SUSA etc. Food improving, but still difficult. Many Southerners in TURIN Area. Backloading difficult. Considerable number of French awaiting repatriation.

(f) Liguria Region.

Centres : GENOA (2,000 plus 500) BORDIGHERA, SAN REMO. Food difficult. Back loading last 4 days average 500 daily. Previously very few. Many Southerners in area.

(g) LIVORNO.

Many refugees appearing by train, road, etc. in station varied 1,500

4. OUTLINE OF REFUGEE CONDITIONS IN NORTHERN ITALY.

(a) Emilia Region.

Centres :- RICCIONE (1,500) ZOLA (2,500 plus 2,500) BOLOGNA (4,000 plus 7,500) MODENA (12,000) REGGIO (5,000) also ALCOA (800)

As VERONA opens FOMI will decrease.

(b) Venecia Region (East).

Centres :- PADOVA (5,000) TREVISO (now 5,000) ULISSE North and South, MASTRE (Venice) Transit Camp for 500 has been dealing with 3,000 daily since Army took away barracks. Previous accommodation at TREVISO also taken away by Army. Back loading almost "top perfect".

(c) Venecia Region (West)

Centres :- VEROVA (4,000 plus field camp) SOLETO, FALLES and 2 others. Backloading improving - all trucks not yet reporting and contacting.

(d) Lombardia Region.

Centres :- MILAN (2,500 plus 2,000) COMO (4,000) VARESE (2,000) Backloading improving. Food to 5 days border difficult. Many Southerners in area.

(e) Piemonte Region.

Centres :- Castello Moncalieri (2,500 - 4,000) plus new 4,000 Centre in TURIN, CUNEO, NOVARA, CROSCOLA and ROSA 7 SUSA etc. Food improving, but still difficult. Many Southerners in TURIN area. Backloading difficult. Considerable number of French awaiting repatriation.

(f) Liguria Region.

Centres :- GENOA (2,000 plus 500) PORTOFINO, SAN REMO. Food difficult. Back loading last 4 days average 500 daily. Previously very few. Many Southerners in area.

(g) LIVORNO.

Many refugees appearing by train, road, etc., in station yard, 1,500 daily for some time. Ad hoc train shipments stopped. Lately 200 Sicilians.

(h) PIOMBINO

Italian Cruiser "Gabbiani" left on 31st May with 1,000 refugees for Reggio Calabria and Sicily. Supply Element reserved for "Centre". With grounds could hold 700 - 1,000 for a night or two.

5. FOOD

Available except where noted. Special (local resources where available)

San A.M.G. and in emergency Army Rations.

6. SECURITY.

Allied Security are not able to compete with the large number of Centres. Now that the war is finished in Europe this would not appear so essential, but I consider that Italian Security (SILM) should be given every opportunity so as to screen for Germans etc., posing as refugees and other elements undesirable to Italy.

7. GERMAN CIVILIANS.

These are becoming a problem in many centres. In one centre Mrs. HIMMEL and the wife and children of the Commanding General of an SS Division have been accommodated. In my opinion prominent German civilians should be sent to a civil internment camp, and lesser fry be screened and held until such time as they can be repatriated to Germany.

8. STATELESS PERSONS.

Polas, Yarpulays and Russians who do not wish to return to their Countries. These numbers are very great and are increasing.

9. FRENCH NATIONALS.

At least 12,000 French (Workers and ex-soldiers) are north of UDINE in Austria. When the political situation is clarified, it is hoped to send them home across Northern Italy unless the Swiss line is open. Individual French being repatriated on the Visa of the French Responsible Representative with Regional D.P.A. concerned and without reference to any other authority.

DEMobilisation OF ITALIAN "EX-SOLDIERS".

Arrangements have been made with Italian Prisoners of War Organisation to document, etc., ex soldiers in certain Centres. In some cases it has been found necessary to operate a separate centre. Teams have been arranged (it is hoped) for PAVIA, VERONA, MILAN, TURIN, GENOA, BOLOGNA, MODENA and FLORENCE.

11. ACCOMMODATION IN REGION H.Q. OR PROVINCIAL OFFICERS MESSRS.

In most cases in Northern Italy, the accommodation in Officers Messes which is available is fully occupied by Region H.Q. and visiting Officers of the Region or Province concerned. By the courtesy of these officers the privilege of being a temporary member of the Officers Mess is often extended to H.Q. A.C. Officers. Arrangements should be made by Group Commanders D.P. & R.S.C. to accommodate visiting Officers of attached Allied Missions in Military Transit Hotels or Camps.

12. ORGANISATION.

Both A.M.G. 5 Army and A.M.G. 15 Corps requested a senior Refugee Officer, Endeavouring to supply. A.M.G. 5 Army agreed that officers with A.M.G. 5 Army would also act as Forward H.Q. D.P.A. Office for whole of North Italy. In my opinion it is essential to control flow of refugees at "Bottlenecks". Telephone communications with A.M.G. 5 Army are excellent.

2308

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initials

has
spies
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just
Spectrum
industry alone 10.

10
identity class

10
identity class

~~Sept 10~~

2000

101

C.B. FINLEY,
Colonel,
Director.

C. B. FINLEY,
Colonel,
Director.

297/56/Tn3

SUBJECT:- Transportation of
Repatriates.

ALLIED FORCE HEADQUARTERS
G4(Mov 6) D/DF.
Tel: PIGEON 443

29 May 45.

To:- A.C.(Tn Sub Commission)

55
48

Reference your 612/48/Tn 3 of 21 May 45.

1. The rail movement now being provided should be able to handle approximately 2000 persons a day, provided the flow is regular. It may, of course, be necessary to interrupt the movement during the move of a formation.
2. An Italian cruiser and three torpedo boats are being provided to ply between PIOMBINO and RIEGIO, giving an approximate lift of 3000 per week. This is the maximum shipping available.
3. There is a delay in opening VENICE and the date on which personnel shipping can use the port cannot yet be given. There is, however, unlikely to be shipping available for some time at least.

R.W.L. Fellowes

R.W.L. FELLOWES
Brigadier, for
DQMG(Mov 6: Tn).

29 May 45.

Staff
PV Jants

Ref. 10

Regulation of Italian Displaced Persons
and 394
Resettlement of Displaced Persons

12/11/43

21 Nov 1943

Subject: Transportation of Repatriates

Ref. 10, 1-2 (see 1-10)

1. It is estimated that 1,000,000 repatriates will move from outside the northern frontier of Italy into Italy. The bulk of these will come from East of Germany. Some 350,000 of these will probably be for destinations south of Rome.
2. It is proposed, in agreement with AFM and Chief, to see that the movement of repatriates of DMRF is controlled in accordance with the capacity of the camps in northern Italy and the capacity of means of transportation to move these refugees south. It is hoped to send a member of the Displaced Persons and Repatriation sub-Commission on the Transportation sub-Commission on a liaison visit to AFM and 15th Army Group shortly.
3. It is anticipated that repatriates for destinations south of Rome, who ^{might} be moved by sea, will arrive in the Venice-Trieste area at the rate of 2,000 per day, and in the Genoa area at the rate of 250 per day.
4. At the present minute there is little difficulty in moving repatriates to the Venice-Trieste area, by which region they are brought to forwarding empty transport. It is anticipated that the bulk of the movement forward from this region will be by rail, at the same time any shipping that can be made available will prove most useful (see Signal 8027, dated 19 May, reference).
5. Evacuation routes are already being organized in the north for displaced persons, who only have a relatively short distance to reach their final destination. In addition, it is proposed to examine the establishment of walking routes over longer distances, establishing food points some 15 miles apart.
6. In the light of the figures given in the above paragraph 1, and some estimate to given of the numbers it is anticipated can be moved by rail, and possibly by water transport daily from the north to the south.

For the Chief Commissioner:

M/Sell Lt.

S. J. DUFF, Colonel

cc: VP, Civil Affairs Section
Executive Commissioner
Displaced Persons and Repatriation 1/3

War Material & Italian P.A. 1/3
G-1, AFM
Economic Section

6/2

IPC/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478701

31 May 1945

297/55/Tn 3

SUBJECT : Refugee Trains Southbound

TO : Displaced Persons & Repatriation Sub-Commission

1. Reference conversation Clinging - Elliman of today.
2. Please instruct all OC's Refugee Camps to advise their local Movement Control Headquarters of breakdown by numbers and destinations of all Refugee trains, at time of departure.
3. This information will ensure smooth running of trains and will eliminate operating difficulties which have arisen in the past.

For the Director

FD
J.W. BAKER, Lt.Col.Copy to : D.M.R.S. (Major London) *[initials]*
Joint Railway Control, Rome

2305

0984

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

29 May 1945

W103

FROM: DMRSI

TO : CO, 701 RGD, Florence
CO, 715 ROE, Florence
CO, 719 ROE, Leghorn

Refugees will not be moved by rail in small carload lots from the Leghorn-Florence Area to Rome until movement is authorized by MRS Headquarters, Rome. A few such movements are reported to have occurred recently. CS-588. Signed London.

cc - AC Tn S/C, Movements Section
Supt. Car Service
Joint Railway Control, Rome

S. E. London
S. E. LONDON
Major, T.C.
1140

CRW/gfh

TRANSPORTATION SUB COMMISSION

INTER OFFICE MEMORANDUM FILE

Tel : #78704

29 May 1945

297/53/Tn 3

SUBJECT : Transportation facilities for Partisans &
Homeward bound Refugees.

TO : War Materials Disposal & Italian PW Sub-Commission

1. Reference conversation (Lt.Col. Campbell-Major Worthington) of 29 May '45.
2. The attached correspondence received from Presidency of the Council of Ministers is forwarded for any action you may think fit.
3. As you are aware an intensive movement of Refugees by Rail and Sea transport is at present in operation and it is known that these movements include a number of ex POW and Partisans.

For the Director

C.R. Worthington
C.R. WORTHINGTON
Major

2304

WAR REFUGEES ALLIED COMMISSION
AFC 394
Office of the Executive Commissioner

Tel: 318

HJ/ab

15/297/15/78 3

SUBJECT: Transportation of Refugees, etc.

27 May 1946

TO: G-5, AFHQ

1. Arrangements are already in hand with G-4 (Nov 27), AFHQ to establish a flexible program for the movement of refugees from the North to Rome, Southern Italy, and Sicily.

2. Accurate information of the numbers of refugees, escaped etc., is not yet available, but a program is being worked out. This will be based on the latest available information, so that any emergency due to excess movement of refugees in the Bologna-Florence-Ferri area is avoided and at the same time demands for movement are made so that the minimum wastage of capacity results.

3. Satisfactory arrangements have been made for the movement by rail of 1,000 refugees per day from the Bologna-Ferri area to Rome and the South. An over-all program is being prepared and will be submitted to you so that utilization of available shipping for movement of refugees to Sicily, Reggio-Calabria, etc., can be effected, if you prefer to make this movement by sea instead of rail.

4. A copy of the Northeast rail program is attached for your information and copies of any further program set up will be forwarded to you immediately.

For the Chief Commissioner

For the Chief Commissioner
R. H. Jones

E. J. Jones
for Brigadier,
Executive Commissioner.

copies to: G-4 (Nov 27) AFHQ
Executive Section
Civil Affairs Section
Transportation S/C
RMS & IPW S/O

17/15

28/1

2303

HEADQUARTERS ALLIED COMMISSION
AFHQ 324
Transportation Sub-Commission

Tel : 478704

15 May 1945

297/36/Tn 3

SUBJECT : Movement of Refugees

TO : Displaced Persons & Repatriation Sub-Commission

1. INTRODUCTION

Reference meeting (Lt.Col. Oliver-Major Werthington) of 14 May '45 regarding movement of Refugees from Forli & Arezzo to Rome for onward movement to Southern destinations.

2. PROGRAMME

The following programme has been agreed by G-4 (Mov & Tn) AFHQ., but may be subject to adjustment in the event of certain Priority Military movements materialising.

(a) MOVEMENT - FORLI & AREZZO to ROME (PRENESTINA)

Time & Date departure	Number of Refugees	FROM	TO	Time & Date arrival
0700/15	1000	Forli	Rome (Fren)	0630/16
0837/15	1000	"	" "	1030/16
0837/16	1000	"	" "	1030/17
0837/17	1000	"	" "	1030/18
2058/18	1000	Arezzo	" "	0750/19
0837/19	1000	Forli	" "	1030/20
2058/20	1000	Arezzo	" "	0750/21
0837/21	1000	Forli	" "	1030/22
0837/22	1000	"	" "	1030/23
0837/23	1000	"	" "	1030/24
0837/24	1000	"	" "	1030/25

(b) MOVEMENT - ROME PRENESTINA to SOUTHERN DESTINATION

one train daily (1000 Refugees) will leave Rome (Preneestina) for the South at 1700 hrs w.e.f. 16 May '45. Destinations to be advised by Displaced Persons & Repatriation Sub-Commission.

3. ADVISES

- (a) 24 hours notice will be given by Displaced Persons & Repatriation Sub-Commission Representative at Ferli to Movements HQ. 1 District regarding any change in the above programme.
- (b) Displaced Persons & Repatriation Sub-Commission Representative, Florence, will advise R.T.C. Arezzo of any changes in programme from Arezzo.
- (c) Displaced Persons & Repatriation Sub-Commission, this HQ., will advise Transportation Sub-Commission Movements Division - Rail (Tel. No. 336 or 342) 24 hours in advance, of destinations for daily train ex Rome, stating :-
 - (i) whether for Calabria & Sicily
 - (ii) whether for Naples, Benevento and the Heel.
- • (d) Transportation Sub-Commission Movements Division - Rail, will advise all concerned by 'phone, confirming by signal, information received as per para 3 (c) above.

4. MOVEMENT OF REFUGEES FROM FLORENCE

No programme has yet been prepared for movement of Refugees from Florence pending firmer details from Displaced Persons & Repatriation Sub-Commission.

For the Director

M.J. Siff
M.J. SIFF.
Colonel.

Copy to : EXTERNAL
G-3 AFHQ
G-4 (Mov & Tr) AFHQ
IMRS
HQ. Movements, North East Italy
HQ. Movements, Southern Italy
HQ. Movements, Sub-Area Rome
HQ. Movements, Foligno
Regional Commissioner, Umbria Marche Region
Regional Commissioner, Toscana Region
Transportation Officer, Umbria Marche Region
Transportation Officer, Toscana Region

INTERNAL
Executive Commissioner
Economic Section
Civil Affairs Section
Rail Division (Tn 4)
Roads Branch

REGULATED ALLIED COMMISSION
APO 394
OFFICE OF EXECUTIVE COMMISSIONER

TO: 318

101/1040

101/1040/101

SUBJECT: Transportation of refugees, etc.

May 1945

TO: 3-5, 101

1. Arrangements are already in hand with G-4 (Gov & IN), APO, to establish a flexible program for the movement of refugees from the North to Rome, Northern Italy, and Sicily.

2. Accurate information of the numbers of refugees, covered, etc., is not yet available, but a program is being worked out. This will be based on the latest available information, so that any emergency due to excess movement of refugees in the Bologna-Florence-Rome area is avoided and at the same time demands for movement are made so that the minimum wastage of capacity results.

3. Satisfactory arrangements have been made for the movement by rail of 1,000 refugees per day from the Bologna-Rome area to Rome and the South. An over-all program is being prepared and will be submitted to you so that utilization of available shipping for movement of refugees to Sicily, Reggio-Calabria, etc., can be effected, if you prefer to meet this movement by sea instead of rail.

4. A copy of the Northeast rail program is attached for your information and copies of any further programs set up will be forwarded to you immediately.

Brigadier,
Executive Commissioner.

Copies to: G-4 (Gov & IN) APO
Remedial Section
Civil Affairs Section
Transportation S/O
APO 394 101

2201

HEADQUARTERS ALLIED COMMISSION

APO 394

DISPLACED PERSONS AND REPATRIATION SUB COMMISSION

DFR/1-5/ADM.

Tel. 489081 Ext. 576

May 1945.

SUBJECT: Transportation of Repatriates.

TO : Vice President, C.A. Section, A.C.
Colonel M.J. Sieff, Transportation Sub-Commission.

1.

PROBLEM.

- (a) Estimated 1,000,000 repatriates from outside Northern Frontiers of Italy. The bulk of these will come from East of COMO. They will arrive the TREVISO - PAVIA - VERONA area and eventually in the FORLI - MODENA area.
- (b) It is considered that approximately 330,000 of these will require to be moved south of Rome.

2.

INTENTION.

To control the movement of refugees to conform with available transport and accommodation.

3.

METHOD.

- (a) Control Frontiers and admit only 10,000 per day, some 3,000 of which will have to be moved south of Rome daily. This is the maximum number it is anticipated can be moved South by rail or sea, either from Ancona or the West Coast and later from Venice and Genoa.

(b) In case the Frontiers cannot be controlled. It is proposed:

- (i) To hold in readiness camps with a capacity of 100,000 in or adjacent to the Po Valley where food is plentiful. This will be difficult to arrange for 2 or 3 weeks.
- (ii) To intensify use of shipping from VENICE to Southern Italy at the rate of 2,000 a day and from Genoa at the rate of 250 per day.
- (iii) At present we have accommodation for some 20,000 at TREVISO which will make an excellent Shipping Centre.
- (iv) To organise walking routes with food points some 15 miles apart. This would take care of some of the stranger ones and might deal with some of those living between Rome and the Gothic Line.

4.

REQUESTED.

220

- (b) It is considered that approximately 330,000 of these will require to be moved south of Rome.

2. INTENTION.

To control the movement of refugees to conform with available transport and accommodation.

3. METHOD.

- (a) Control Frontiers and admit only 10,000 per day, some 3,000 of which will have to be moved south of Rome daily. This is the maximum number it is anticipated can be moved South by rail or sea, either from Ancona or the West Coast and Later from Venice and Genoa.

2000

- (b) In case the Frontiers cannot be controlled. It is proposed :

- (i) To hold in readiness camps with a capacity of 100,000 in or adjacent to the Po Valley where food is plentiful. This will be difficult to arrange for 2 or 3 weeks.

- (ii) To intensify use of shipping from VENICE to Southern Italy at the rate of 2,000 a day and from Genoa at the rate of 250 per day.

- (iii) At present we have accommodation for some 20,000 at TREVISO which will make an excellent Enipping Centre.

- (iv) To organise walking routes with food points some 15 miles apart. This would take care of some of the stronger ones and might deal with some of those living between Rome and the Gothic Line.

4. REQUESTED.

That all sources of shipping be explored and used to ease the rail situation.

Specifically

- (a) Now Ancona-Fiombino at rate of 500 per day
(b) Later Venice 2000 a day
Genoa 250 a day.

Copy to: G-II (IT).

C.B. FINLAY,
Colonel,
Director.

0992

TRANSPORTATION SUB-COMMISSION

INTERNAL SECURITY - ITALY

File

File : 076704

22 May 1945

07/50/14.3.

SUBJECT : Arrival of refugees in Rome

1. Displaced Persons Registration Sub-Commission

1. Reference conversations (Lt. Col. Oliver & Mr. Worthington) of 16 and 17 May '45.
2. It is confirmed that you will make the following arrangements for the reception of refugees at Rome Station :-
 - (a) provision of adequate Carabinieri for control purposes at stations.
 - (b) provision of latrine facilities at reception station.
3. In connection with R.F. requirements for movement of personnel to and from reception station and in the Rome Area your attention is invited to para 7 (a), b and c of memorandum no. 1 dated 6 April '45. (copy attached) regarding procedure. Bids must be submitted on bid form (Appendix A to Roads Branch (Movements Division)). It is appreciated that you will not be able to bid as far in advance as laid down in the memorandum but the system will be made as flexible as possible.
4. Supply of bid forms is sent herewith - please complete in quadruplicate in respect of each bid.

For the Director.

W. J. Sney

W. J. SNEY, Colonel.

Copy to : D.P.M.S.
Mr. Movements Sub-area, Rome
Transportation Officer, D.P. Area
Civil Affairs Section
for material disposal & Italian R.F. Sub-commission
Rail Division (M.A.)
Roads Branch.

09931

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

DPR/11-6/RW

FOR ACTION GEORGE FIVE AFHQ

7017

13 May 1945

PRIORITY

RESTRICTED PD

SUBJECT IS TRANSIT OF JEWS THROUGH ITALY PD

PARIN TO FOR ACTION GEORGE FIVE AFHQ FROM ALBON CITY ACQIR PARIN

PARA ONE PD PHONE CALL HARDMAN SLANT TRIGGS REFERS PD IGCR REQUEST THAT ONE EIGHT ZERO YOUNG JEWS AT PRESENT IN SWITZERLAND BE ALLOWED TO TRANSIT THROUGH ITALY TO PALESTINE PD ALL ARE IN POSSESSION OF PALESTINE CERTIFICATES PD IT IS DELETED THAT THREE PERSONS JOIN SPANISH SS PLUS ULTRA DUE TO SAIL FROM BARCELONA SIX JUNE WITH TWO TWO ZERO OTHER JEWISH EMIGRANTS PD SHIP DUE TO CALL NAPLES APPROX NINE JUNE AND THEN WILL GO ON TO PALESTINE PD LISBON OFFICE IGCR STATED THAT IT IS IMPOSSIBLE TO OBTAIN FRENCH TRANSIT VISA IN TIME FOR THEM TO JOIN SHIP AT BARCELONA PD REQUEST THAT FRONTIER FACILITIES BE AFFORDED TO THIS GROUP AT COMO AS IT IS NOT KNOWN WHEN SHIPPING FACILITIES COULD AGAIN BE ARRANGED PD TRANSPORT FROM COMO TO NAPLES IS PRACTICABLE

DISFER

478301

2298

Spoke May Hardman

No action

Lisbon 4/14/45 - no action taken
Shaw, W. H. H. H.5403
/wts

09941

10

0

29/1/48

Subject: Movements of refugees.

To: RAF.
Military Commission.

From: Movements Sub-Area,
MOA.
POV 251/71.
17 May 48.

1. Control of refugees at stations in this area is getting completely out of hand with serious consequences to railway operating.
2. In order to maintain control of refugees at BRUSSELA station it is essential that you supply, at once, a force of 100 Carabinieri, available for the period of movement and a similar force available to control refugees on trains detained at any other station in the MOA area.

N. Walbaum. Capt. R6
for [unclear]
[unclear]

✓ *In folio 50*

[Signature]
21/5/2297

JTB/mh

DISSEMINATION AND COMMISSION

UNITED STATES MEMORANDUM

18 May 1945

File : 478704

297/27/m.3.

SUBJECT : Movement of refugees

12 : Displaced persons & repatriation sub-commission
per materials disposed & Italian R.R. Sub-Commission

1. The question of movement of refugees and displaced persons was raised and discussed at the meeting of Allied railway board Italy, held at headquarters U.S.A., on 17 May '45.

2. D.D.G. (now a TA) made it quite clear it could not be expected that the railways would be able to cope with entire problem. Road and sea will be used when transportation by these means is available, but even so it is doubtful whether these three means will be able to lift the number of people it is estimated may have to move.

3. D.D.G. (now a TA) who has recently returned from Geneva, spoke of the problem in northern Europe where it is already known they have 750,000,000 displaced persons for movement. Camps are being established 12/15 miles apart and displaced persons are to be marched in organized bodies from camp to camp only.

4. Allied forces continue to make heavy demands on transportation capacity in Italy and the movement of displaced persons can only be considered in conjunction with the over-all military program. It is of urgent necessity that an estimate be given of the total number of displaced persons there will be for movement. Camps in the forward areas must be sufficiently large to cope with the influx from the North and movement from these camps must be strictly controlled. Consideration should also be given to the question of roadside camps and organized marches.

5. In order that this sub-commission may study the problem and agree on over-all program with A.F.H.Q., it is requested earliest possible information be given of estimated total number for movement, showing main areas from which the moves will commence and main areas to which the moves will be made.

6. It is requested that one set of figures be submitted for both refugees and Italian R.R. personnel.

2296

W. L. L. L.

W. L. L. L.
Director.

1. The question of movement of refugees and displaced persons was raised and discussed at the meeting of Allied Military Board Italy, held at headquarters U.S.A., on 17 May '45.
2. D.D.O. (now D.D. M.A.) made it quite clear it could not be expected that the railways would be able to cope with entire problem. Road and sea will be used when transportation by these means is available, but even so it is doubtful whether these three means will be able to lift the numbers of people it is anticipated may have to move.
3. D.D.O. (now D.D. M.A.), who has recently returned from staff, spoke of the problem in northern Europe where it is already known they have 7/8,000,000 displaced persons for movement. Camps are being established 10/15 miles apart and displaced persons are to be absorbed in organized bodies from camp to camp daily.
4. Allied forces continue to make heavy demands on transportation capacity in Italy and the movement of displaced persons can only be considered in conjunction with the over-all military programme. It is of urgent necessity that an estimate be given of the total number of displaced persons there will be for movement. Camps in the forward areas must be sufficiently large to cope with the influx from the north and movement from these camps must be strictly controlled. Possibilities should also be given to the question of food and crops and organized marches.
5. In order that this sub-committee may study the problem and agree on over-all programme with I.F.H.A., it is requested earliest possible information be given of estimated total number for movement, showing main areas from which the moves will commence and main areas to which the moves will be made.
6. It is requested that one set of figures be submitted for both refugees and Italian P.O. personnel.

2296

W. J. Hall

for SECURITY A. 7.4.45.44
Director.

Copy to : Executive Commissioner
Economic Section
Civil Affairs Section
D-2 J. P. H. G.
D-4 (now D. M.A.) J. P. H. G.

Rome

TRANSPORTATION - REFUGEES, etc.

PAGE 3

4 15 May Economic Reference 3 above:
Section

a) D.P. & R. S/C have submitted a program for movement of refugees ex Northeast to Rome and the South. This program has been submitted to AFHQ, and flexible arrangements have been made whereby up to 1,000 refugees per day can be moved from the Northeast to Rome, and a further 1,000 from Rome to the South. No firm program has yet been submitted by D.P. & R. S/C for movement ex Florence to Rome and the South.

b) The only bid for movement of escaped POWs is for 100 per day from Florence to the South. Arrangements for this movement are in hand with AFHQ.

c) This S/C is not opposed to advanced bidding for these movements, but is only prepared to submit bids on reasonable estimates. On May 12th figures given for movement over the same period varied between 3,000 and 20,000 persons. It is self evident that no bid for transportation, which is in short supply, can be based on such an estimate, unless the minimum figure is taken, which will prove unsatisfactory.

d) It is understood that a camp and control point is being established at Bologna; this information has been passed to us verbally. We have seen nothing in writing.

2. Attached is a ^{revised} draft letter for signature of the Executive Commissioner to G-5.

2295

For the Director:



M.J. SIEFF,
Colonel.

DRAFT

DRAFT

HEADQUARTERS ALLIED COMMISSION
APO 394
OFFICE OF EXECUTIVE COMMISSIONER

Tel: 318

MJS/hl

AC/110/16/TN 3

SUBJECT: Transportation of Refugees, etc.

15 May 1945

TO : G-5, AFHQ

1. Arrangements are already in hand with G-4 (Mov & Tr), AFHQ, to establish a flexible program for movement of refugees from the North to Rome, Southern Italy, and Sicily.
2. Accurate information of the ^{numbers} ~~movements~~ of refugees, escaped POWs, etc. are not yet available but a program is being worked out based on the latest available information, so that an emergency due to excess movement of refugees in the Bologna-Florence-Forli area, is avoided and at the same time demands for movement are so made that the minimum wastage of capacity results.
3. Satisfactory arrangements have been made for the movement by rail of 1,000 refugees per day from the Bologna-Forli area to Rome and the South. An over-all program is being worked out, which will be submitted to AFHQ, so that utilization of available shipping for movement of refugees to Sicily, Reggio-Calabria, etc. can be effected, if AFHQ prefer to make this movement by sea instead of rail.
4. A copy of the program from the Northeast by rail is attached for your information and copies of any further programs set up will be forwarded to you immediately.

copies to:
G-4 (Mov & Tr) AFHQ
Economic Section
Civil Affairs Section
Transportation S/C

2294
M.S. LOEH,
Brigadier,
Executive Commissioner.

CSG/tp

Tele. :478303 Transportation Sub-Commission

14 May '45

INTER OFFICE MEMO

Ref. : AC/110/15/Tn3

SUBJECT : Movement of D.P. & Rs.

TO : Rail Branch. Movements Division.

1. Reference is made to minute 8 of AC/110/14/Tn3, dated 11 May '45 and conversation Lt. Col. Christensen - Major Worthington this morning.
2. It is understood that Major Worthington has had consultations with A.F.H.Q. and Lt. Col. Oliver of D.P. and R. Sub-Commission and is now in possession of the information asked for by Col. Sieff (see minute 8 referred to in para.1 above) and other information obtained from A.F.H.Q.
3. (i) Lt. Col. Giles, Transportation Officer, TOSCANA Region (FLORENCE) telephoned this morning and stated that:
" He had been informed by Lt. Col. Yeo (D. P. & R. S/C) that there are at present in FLORENCE 3500 Civilian and 500 Military persons. They are arriving from BOLOGNA at the rate of 3 -500 per day."
This information was passed to Lt. Col. Oliver who said he would phone Lt. Col. Yeo at FLORENCE 1628.
(ii) During the telephone conversation with Lt. Col. Oliver he stated that he had had a conference with Major Worthington and passed to him a programme showing total numbers to be moved.
4. As it is envisaged that some of the movement will be by road it is requested that this branch be given at least 3 days notice of M.T. requirements in order that the necessary arrangements may be made.

For the Chief, Movements Division :


C.N. CHRISTENSEN
Lt. Colonel.

Copy to :
D. P. & R. S/C.

229

1000

DPB/L/O-II (II)

37

FOR ACTION AND UNILIA REPORT INTO AND UNILIA REGION FOR DEPART REPRESENTATIVE
DPB/C

7520

14 May 1945

PRIORITY

IN CLEAR. PD

SUBJECT IS REPORTED IN CAMP NUN BY RCA AND ITALIAN AUTHORITIES EXCLUSIVE OF
ANY CAMP TAKEN OVER FROM DPB/C PD

REPORT TO FOR ACTION AND UNILIA REPORT INTO AND UNILIA REGION FOR DEPART
REPRESENTATIVE DPB/C FROM ACTION CAMP ACORD. HANDE

PARA ONE PD STATES THAT MOVEMENT OF REFUGEES FROM THESE CAMPS IS NOT
ARRANGED WITHOUT FORTNIGHT NOTICE TO ALICE WITH WHOM TRANSPORT
ARRANGEMENTS MUST BE COORDINATED PD

PARA TWO PD SPECIALLY FOREIGN DATE NOTICE IS REQUIRED BEFORE RAIL MOVEMENT PD

DISTRIBUTION (BY HAND)

Transportation Sub-Commission, A.C.

Tel: 478303

HEADQUARTERS ALLIED COMMISSION.
APO 394

CSG/anh.

Ref: AC/110/14/Tn3.

Transportation Sub-Commission.

Minutes of Meeting held on 11 May 40.

297/32

SUBJECT :- Movement of Displaced Persons.

1. Present:-

Col. M.J. Sieff.	-	Chief, Movements Division.
Lt. Col. C.A. Oliver.	-	D.P. & R. S/C.
Lt. Col. G. Fernyhough.	-	Roads Division.
Lt. Col. C.W. Christensen.	-	Roads Branch - Mov Div.
Major. C.R. Worthington.	-	Rail Branch - Mov Div.
Major. G.B. Godfrey.	-	Shipping Branch - Mov Div.
Major. C. Stait-Gardner.	-	Roads Branch - Mov Div.
Major. E.G. Lush.	-	Food S/C.
Capt. I.F. Clinging.	-	Rail Branch - Mov Div.
Capt. A.A. Gower.	-	Roads Branch - Mov Div.

2. (a) Col. Sieff stated that the meeting had been called for the purpose of :-

- (i) Ascertaining numbers to be moved.
- (ii) Preparing a programme for movement by Rail, Road and Sea.
- (iii) Establishing feeding and accommodation requirements.

(b) Very conflicting information had been received verbally regarding numbers of D.P., Refugees and Italian ex P.W. requiring movement from FLORENCE and BOLOGNA to ROME. Some reports indicated that there was a total of 1200 in FLORENCE and 3000 in BOLOGNA. Other reports referred to figures as high as 20000 in the BOLOGNA Area, of which a proportion were to go to South Italy.

3. Lt. Col. Oliver said he was not able to clarify the position. D.P. & R. S/C is not responsible for handling ex Italian Army P.W. but as no machinery for their handling is at present in operation he felt obliged, in the interests of all concerned, to accept this responsibility temporarily. He had attempted to obtain figures and had not yet succeeded. He did not wish to mislead the Meeting any further and asked to be allowed to continue his efforts to obtain some reliable information and put in a bid for movement approx 48 hours later.

4. (a) Col. Sieff stated that it is essential that any bids

2291

10021

1. Lt. Col. G. Fernyhough. - Roads Division.
 Lt. Col. C.M. Christensen. - Roads Branch - Mov Div.
 Major. C.R. Worthington. - Rail Branch - Mov Div.
 Major. C.B. Godfrey. - Shipping Branch - Mov Div.
 Major. C. Stait-Gardner. - Roads Branch - Mov Div.
 Major. E.G. Lush. - Food S/C.
 Capt. I.F. Clinging. - Rail Branch - Mov Div.
 Capt. A.A. Gower. - Roads Branch - Mov Div.

2. (a) Col. Staff stated that the meeting had been called for the purpose of :-

- (i) Ascertaining numbers to be moved.
- (ii) Preparing a programme for movement by Rail, Road and Sea.
- (iii) Establishing feeding and accommodation requirements.

(b) Very conflicting information had been received verbally regarding numbers of D.P., Refugees and Italian ex P.W. requiring movement from FLORENCE and BOLOGNA to Rome. Some reports indicated that there was a total of 1200 in FLORENCE and 3000 in BOLOGNA. Other reports referred to figures as high as 20000 in the BOLOGNA Area, of which a proportion were to go to South Italy.

3. Lt. Col. Oliver said he was not able to clarify the position. D.P. & P. S/C is not responsible for handling ex Italian Army P.W. but as no machinery for their handling is at present in operation he felt obliged, in the interests of all concerned, to accept this responsibility temporarily. He had attempted to obtain figures and had not yet succeeded. He did not wish to mislead the Meeting any further and asked to be allowed to continue his efforts to obtain some reliable information and put in a bid for movement approx 48 hours later.

2294

4. (a) Col. Staff stated that it is essential that any bids submitted should show :-

- (i) Point of origin.
- (ii) Number for Rome.
- (iii) " " SICILY.
- (iv) " " Tce.
- (v) " " Heal.

(b) Lt. Col. Oliver said that previous experience had shown that approximately 50% had destinations in SICILY and REGGIO and the balance were spread between Central Italy and the Heel.

5. Col. Sieff stated that since the main reason for bringing D.E. & R. to RUMI was for sorting, arrangements should be made for sorting them not further South than FLORENCE so that those who could be moved by sea should be moved direct to LINGHOE. Lt. Col. Oliver agreed provided that the necessary machinery could be set up in the FLORENCE area to carry out this work.

6. Major Lush said that there was no difficulty in meeting feeding commitments.

7. Lt. Col. Oliver stated that he had over 2000 persons in CIVICITA awaiting movement to FLORENCE. His camps in RUMI are over full. It is essential that they be cleared as soon as possible in order that there should be accommodation for those expected from the North. It was agreed that S/C would be moved on 12 or 13 May to FLORENCE in returning P.V., and that efforts should be made to move by train the maximum number destined for the South.

8. Col. Sieff directed that a programme be prepared giving the information called for in para 4(a) above and submitted to transportation S/C not later than Monday 14 May '40 for the preparation of a movement programme.

O.W. CHRISTENSEN
Lt. Colonel

DISTRIBUTION:-

As per para. 1 above.

11 May 1940

Tptn.S/C/
Ref:297/29/m3

Displaced Persons & Repatriation Sub-Commission were asked to provide a definite programme for movement of Refugees and P.O.W. from the North to Southern destinations including Sicily. When details were received a firm Rail, Road, and shipping programme would be prepared in conjunction with AFHQ and Sub-Commission concerned.

2290

No. 2

have been set up for other personnel or stores movements.

It is essential that approximate figures should be submitted immediately to this sub-Commission in order that the necessary forward programming can be carried out.

At the present time first priority has to be given to the Heavy Deployment of Military personnel.

In order that both Refugees and P.O.W. can be called forward for onward movement from Northern Camps it is essential that these camps are large enough to cope with the intakes.

Coordinated Displaced Persons & Repatriation Sub-Commission and War Materials Disposal and P.O.W. Sub-Commission.

For the
Director.

C.R. Worthington
C.R. WORTHINGTON.
Major.

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

IMMEDIATE.

Ref: 2100/100

12 May 1945.

SUBJECT: Transportation - Refugees, etc.

TO : VP, Economic Section.

1. We shall be faced almost at once with urgent demands to transport refugees, Italian OS, etc., from North to South. The pressure on transportation from the military side is very great and we are now no longer in the happy position of being able to depend on empty trains running South for they will all be full of military troops. We must bear this in mind when arranging for the many thousands of refugees which will have to be carried and it will be as well to explain this urgently to AFHQ by signal or letter in order that the proper priority can be given to our bids.

2. G-5, AFHQ have suggested that we should step up our bids in order that the inevitable cut-back may affect us less.

HSL/33.

M. S. L.
Brigadier,
Executive Commissioner.

Copy to: Transportation Sub-Com.
GA Sec

2280

CSG/gmh.

HEADQUARTERS ALLIED COMMISSION.
APO 394
Transportation Sub-Commission.

Tele: 478303

Ref : AG/110/12/Tn3

11 May 45

SUBJECT: Movement of Displaced Persons.

TO : Food Sub-Commission.
D.P. & R. Sub-Commission.
Movements Division - Rail Branch.
" " Roads "
" " Shipping Branch.
Road Division.

1. Confirming verbal arrangements made earlier today a meeting will be held at 1600 hours this afternoon in Room 11 - 6th Floor.

2. The object of the meeting is to arrange details for :-

(i) The movement of displaced persons and others as described below.

(a) Estimated 20,000 from FLORENCE Area to ROME.

(b) Estimated 2,000 from ROME Area to FLORENCE.

(ii) Date of commencement of movement.

(iii) Method of movement.

(iv) Feeding arrangements.

3. Addressees are requested to send a representative.

For the Director :

M. J. Sieff
M. J. SIEFF.
Colonel.

o/cp

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DEF/2/0-II (IT) Tel. 489081 Ext. 594 29 April 1945

SUBJECT : Return home of refugees to BOLOGNA Area.

TO : The Director Refugee Camp Florence.

1. Lieut. NASH and Lt. Col. OLIVER spoke on the telephone on this subject on 28 April 1945, the matter having been previously discussed between Colonel FINDLAY (Director DPSC) and Ave. ONETO (High Commissioner for War Refugees, Italian Government).

2. It was agreed as follows:-

- (a) That the Director of the Refugee Camp Florence would send to their homes, as opportunity occurred, all refugees in his Camp who have their homes near BOLOGNA. In this respect it was noted that at present (28 April 1945) it was not possible to send refugees further North than LOJANO.
- (b) That the Director Refugee Camp Florence would notify D.P.R.S.C. from time to time when he had cleared a sufficient number of Bolognese from his Camp in this manner, to be able to accept a similar number of Bolognese refugees from the Rome Camps.

Note:-

On the handing over of Florence Refugee Camp to High Commissioner for War Refugees, Italian Government, this should be done through High Commissioner for War Refugees, Italian Government.

- (c) D.P. & R.S.C. would then apply for transport to get the correct number of refugees from Rome to the Florence Camp.
- (d) The process would then be repeated until all Bolognese refugees were cleared from the Rome Camps.

3. It is suggested that 600 - 700 would be a convenient number of refugees to clear from Rome to Florence by rail at any one time, but smaller numbers might be cleared by road as opportunity occurred.

4. We shall be grateful if you will put the above plan into action.

For the Director:

C.A. Oliver
C.A. OLIVER
Lt. Colonel
C-1 Italian.

Copy to:- Transportation (Mail) Sub-Commission,
High Commissioner for War Refugees, Italian Gov't.,
Piazza Niccolini 1, Rome.

2287

IPC/elc

INTER-OFFICE MEMORANDUM

Tel : 478701

20 April 1945

227/24/Tn 3

SUBJECT : Food halts for Refugee trains

TO : Displaced Persons & Repatriation Sub-Commission

1. Reference your DPR/27/6-11(IT) dated 31 March '45.
2. APRC will not agree to the use of Telene Carreto as a refreshment halt for refugee trains, as the rail facilities are inadequate, and to stop trains at this point would cause operating difficulties.
3. It is suggested that refugees for the South-west are also fed at Vairano to ensure of no discontent arising between the two parties.

For Chief Movements Division

J. W. Baker
J. W. BAKER, Lt. Colonel
Movements Division, Rail

2286

Subject: Food Halts for Refugee Trains

Alfred Ford Headquarters
C-1 (Nov & Tp)
Tel: Freedom 320

Nov 3/345/1

15 Apr 45

To : To Sub Commission 46

1. Reference your 297/20/Tn 3 of the 3 April, we cannot agree the use of TELESCOPIC CARRIAGE as a refreshment halt for refugee trains as the rail facilities are inadequate and to stop trains at this point would cause operating difficulties.
2. Please advise this HQ when the necessary facilities are available at VAIRAO.

Left checking

*See memo to suggest
all personnel are fed at
Vairao as must stop
about 10 hrs now*

Shoke to Chastelaine 1814

*WAC HOSKILL, Major
for Brigadier,
DETC (Nov & Tp).*

3-113

*East & South a
1214*

See memo no 2285

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

DJB/eh

15 April 1945

227/22/Ta 2

SUBJECT: Refugee Trains

TO : Displaced Persons and Repatriation Sub-Commission

1. Reference your DPH/S/C-12 (12) dated 7 April 1945, it is agreed that the suggestions put forward in paragraph 6 should result in the minimum wastage of movement capacity. It is fully appreciated that the maximum liaison between DPH Sub-Commission and the Rail Branch of the Movement Division, Transportation Sub-Commission is essential in order that your regular bids can be kept to a minimum, but firm emergency demands can be met as and when necessary.

For the Director:

W. J. Sieff

W. J. SIEFF, Colonel
Chief, Movement Div.

cc: Civil Affairs Section
Economic Section

2284

File

JFE/cp

HEADQUARTERS ALLIED COMMISSION

APC 394

DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DFR/2/C-II (IT) Tel. 489081 Ext. 594 7 April 1945

SUBJECT : Refugee Trains.

TO : Transportation Sub-Commission, A.C.

292/21

Reference your 297/17/Tn 3 dated 31 March 1945.

1. The transportation problem presented by you calls for an outline of the policy of evacuation of refugees from the Forward Areas. Briefly this is as follows.

2. Movements from the North to Rome.

(a) The Camps in the Army Areas are of small refugee capacity, usually 300 - 500 and have to be kept as empty as Army Policy dictates. The flow of refugees from these Camps goes into the larger Camps run directly by D.P. & R.S.C., and usually situated immediately behind Army Areas.

(b) (i) These D.P. & R.S.C. Camps can never refuse to take refugees from Armies and must therefore be kept reasonably empty to allow for influx.

(ii) The normal method of evacuating refugees from these DFRSC Camps is by train to Rome.

(c) The flow of refugees into D.P.R.S.C. Camps is irregular both in numbers and in time spacing. It is not possible to wait till 800 are collected and then bid for a train of 800 at 10 days notice. The Camps would be overflowing before the 10 days had expired. The following arrangements were therefore made with you in January last.

(i) That we would ask you weekly for authority as under:-

300 refugees from VADA to ROME
600 " " AREZZO " "
600 " " RICCIONE to ROME

2253

(ii) This authority would be requested at least 10 days before the earliest date required. Owing to the impossibility of estimating anything like exact requirements so far ahead it was agreed that the demands should be modified locally between the D.P. R.S.C. Group Commanders on the spot and the RTOs concerned.

The intention was twofold, to reduce the demands to a minimum and at the same time to clear the D.P.R.S.C Camps.

1. The transportation problem presented by you calls for an outline of the policy of evacuation of refugees from the Forward Areas. Briefly this is as follows.

2. Movements from the North to Rome.

- (a) The Camps in the Army Areas are of small refugee capacity, usually 300 - 500 and have to be kept as empty as Army Policy dictates. The flow of refugees from these Camps goes into the larger Camps run directly by D.P. & R.S.C., and usually situated immediately behind Army Areas.
- (b) (i) These D.P. & R.S.C. Camps can never refuse to take refugees from Armies and must therefore be kept reasonably empty to allow for influx.
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(i) That we would ask you weekly for authority as under:-

300	refugees from VADA to ROME
600	" " AREZZO "
600	" " RICCIONE to ROME

2283

(ii) This authority would be requested at least 10 days before the earliest date required. Owing to the impossibility of estimating anything like exact requirements so far ahead it was agreed that the demands should be modified locally between the D.P. R S.C. Group Commanders on the spot and the RTOs concerned.

The intention was twofold, to reduce the demands to a minimum and at the same time to clear the D.P.R.S.C Camps.

(d) Thus the final figure probably would be different from the original figure we asked you to authorize. But this final figure agreed to by Camp Commandant and R.T.O., was probably exactly right, since it was checked up on the spot by those directly concerned. This would abolish the discrepancy of 2,225 (4,500 - 2,275) shown in your paras 2 and 3.

*As from
D.P. R S.C.
Requirements*

- (e) We put the above arrangement into execution only after consultation with your Sub-Commission. There has been, in fact, the most perfect liaison between your Sub-Commission and ours, with a frank desire to help on both sides and to understand each other's problems.
- (f) Recently the original figures of 300, 600 and 600 appeared to need modification and a letter was sent to you on 29 March 1945 (letter No. DFR/2/G-II (IT)) giving you our proposals on the matter. These proposals showed a weekly reduction from 1500 to 900.

3. Movements from ROME to the SOUTH.

- (a) There is a collection of Camps at Rome with a total capacity of approx. 8000. These Camps are always nearly full, sometimes overcrowded. This is because there are so many refugees belonging to the North or to devastated Areas, who cannot be evacuated to their homes. The Policy holds good as for the Northern Camps, that refugees coming from the North cannot be refused.

- (b) There is only a small working margin, depending on the flow of refugees from the North.

4. You will see from the above that it is difficult to bid for a standard train of 800, nor can exact numbers be given at 10 days notice. Similarly 4 days notice of cancellation could only be guesswork as at any time during the four days there might be - and sometimes has been - an influx of refugees with little or no prior notice.

- 5. (a) However, in spite of these difficulties, the only two trains South from Rome, last month (March 1945) average 717 refugees per train, a difference of only 83 from your stated figure of 800. All the remaining trains for March were cancelled. Similarly the average figures for February 1945 was 801.34.

- (b) In any case we have understood that empty wagons are run South from Rome daily, in which case it would appear that cancellation by us (even at less than 4 days) would not cause complete waste of the use of rolling stock.

- (c) Knowing the impossibility of bidding for exact figures so far ahead we have had to work on an average figure, but because of this we have been careful to keep in closest touch with you and when in doubt about having a full complement - which has often occurred - we have told you the exact numbers in hand at the moment and asked you if you wished us to cancel the train or not. Whatever has been your answer we have complied with it without argument.

- 6. (a) From your letter it is clear that your need is for:-

- (i) Greater notice and more accurate figures than is normally possible to give with refugees.

2282

(a) There is a collection of Camps at Rome with a total capacity of approx. 8000. These Camps are always nearly full, sometimes overcrowded. This is because there are so many refugees belonging to the North or to devastated Areas, who cannot be evacuated to their homes. The Policy holds good as for the Northern Camps, that refugees coming from the North cannot be refused.

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2289

6. (a) From your letter it is clear that your need is for:-

(i) Greater notice and more accurate figures than is normally possible to give with refugees.

(ii) Larger numbers at any one time than we can at present produce.

(iii) Cancellation at 4 days notice.

(b) At the same time it is obvious that a further tightening up

- 3 -

must be made. We therefore suggest the following as being a sound working arrangement for both your Sub-Commission and ours:-

(i) Trains from the North to Rome.

To stand as now (in our letter No. DFR/2/G-II (IT) dated 29 March 1945) but with the addition that the figures be revised monthly, based on the figures for the previous month.

(ii) Trains from Rome to the South.

That we should bid for one train of 800, per week, instead of 2 trains of that capacity each.

(c) While maintaining that we can give no accurate forecast of cancellation 4 days ahead, we are prepared to cancel at 4 days notice in order to comply with your wish in the matter.

(d) All the above subject to request for trains at short notice should the situation demand it.

7. We can not emphasise too strongly the value of close liaison between our two Sub-Commissions. With the continuance of this liaison and the proposals outlined in para. 6 (b) above, the difficulties raised in your letter should be overcome.

For the Director:

(Ffolkes)

C. F. FOLKES
Lt. Colonel
Deputy Director.

Copy to: Civil Affairs Section (Attention Col. R. R. CRIEPPS)
Economic Section.

2281

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7. We can not emphasise too strongly the value of close liaison between our two Sub-Commissions. With the continuance of this liaison and the proposals outlined in para. 6 (b) above, the difficulties raised in your letter should be overcome.

For the Director:

(Fothergill)

C.F. FOTHERGILL
Lt. Colonel
Deputy Director.

Copy to:- Civil Affairs Section (Attention Col. R.R. CRIPPS)
Economic Section.

2281

Capt. Chappin

*Please pay very special
attention to these comments.
To start a Daily sheet
with Dispersed Present S/C
might tighten up administration
the existing sheet leaves
bottom the Two S/Cs*

CPS
10/4

CRW/elc

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

Tel : 478704

3 April 1945

297/20/Tn 3

SUBJECT : Food Halts for Refugee Trains

TO : G-4 (Mov & Tn)
AFHQ

1. The attached copy of letter has been received from the Displaced Persons & Repatriation Sub-Commission.
2. Please inform this Headquarters whether there is any objection from a military point of view to Telesse Cerreto being utilised as a Meal Halt instead of Vairano.

For the Chief Commissioner

Ch. Woolbright
for S.B. THOMAS, Colonel *leary*
Deputy Director
Transportation Sub-Commission

Copies to : Displaced Persons & Repatriation Sub-Commission
HQ Movements, West Italy
AS Transportation Officer, Naples

2250

JRE/gd's

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPR/27/G-II (IT)

Tel. 489081 Ext. 594

3/ March 1945

SUBJECT : Food halts for refugee trains.

TO : Transportation Sub-Commission, A.C.

1. The office of the High Commissioner for War Refugees, Italian Government has asked that a food halt may be established by them at TRIESTE CARREFO in place of VAIRANO as authorized.

2. Reason : VAIRANO comes on the line before the train splits at Caserta and it would be awkward to feed only those refugees who are going to the East and South East. Those going South West are fed at Cave di Tirreni which is working well at present.

3. Your reply is requested.

For the Director.

James F. Oliver
C.A. OLIVER
Lt. Colonel. Capt.
for G-1 Italian.

Copy to : High Commissioner for War Refugees,
Italian Government.
Food Sub-Commission, A.C.

2279

1020

JTE/jdr

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPR/3/G-II (IT) Tel. 489031 Ext 594 29 March 1945

SUBJECT : Refugee trains from North to Rome.

TO : Transportation Sub-Commission A.C.

297/18

1. Reference conversations Capt. Clinging - Capt. Elliman.
2. It is recommended that the following reductions be initiated in train authorizations for bringing refugees from the North to Rome, Prenestina Station.

WEEKLY REQUESTS

<u>FROM</u>	<u>PRESENT REQUEST</u>	<u>NEW REQUEST</u>
RICCIONE	600	400
AREZZO	600	200
LUCCA	300	200

3. It is to be understood, however, that this schedule is subject to change, and, that in case of an emergency or sudden influx of refugees special trains would be laid on by arrangement.

For the Director,

James Elliman
C.A. OLIVER
Lt. Colonel
Capt
for C-1 Italian.

Copy to : AMS Evacuation Camp No. 21
" " " " 22
" " " " 26
DPRSC Representative, C.A. Section, H.Q., 15th Army Group
High Commissioner for War Refugees
Movements Rome.

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB-COMMISSION
(Movements Division)

HJB/v

Tel: Ext. 318

31st March, 1945.

RM7/17/m.3.

SUBJECT: Waste of Movement Capacity - Refugee Trains.

TO : Displaced Persons & Repatriation Sub-Commission.

1. During the period 1st to 25th February, 1945, you placed bids with this Sub-Commission for 11 refugee trains from the forward areas to Rome, and for 7 refugee trains from Rome to the South.

2. Your bids, *for movement from the North to Rome.* capacity provided and actual numbers carried, were as follows:-

	<u>Bid</u>	<u>Capacity Provided</u>	<u>Actual Numbers Carried</u>
each			
3 trains/for 600 persons, Fiesole/Rome		1,800 persons	1,028 persons
3 " " " 600 " Arezzo/Rome		1,800 "	295 "
4 " " " 300 " Vado/Rome		1,200 " }	
1 train for 300 " Lucca/Rome		300 " }	952 "
		4,500 "	2,275 "

Of the 11 trains bid one was not authorized by AHC Priorities ~~and~~ Movement Conference, as higher priority demands were made on the line Fiesole/Rome for the period under review.

3. A normal train load for personnel movement is 600 persons, and for each such train 600 tons of line carrying capacity is allocated at AHC P.O.M. From the details in para 2 above, for movement from the north to Rome, you will see that stock was placed to the extent of 2,275 persons in excess of the persons carried, but within the totals for which your bids were made. This represents a wastage of movement capacity of between 1,000 and 1,250 tons.

4. Of the 7 trains requested for movement of refugees from Rome to the South, 3 ran fully loaded; the other 4 were cancelled, but such short notice was given that there was no time to permit of replacement by other military or civilian traffic. This represents a waste of rail movement capacity of approximately 1,600 tons.

- 2 -

5. It is appreciated that you may have difficulty in estimating accurately in advance the numbers of refugees that will be available for movement. In view of the overall transport capacity available you should, therefore, be conservative in your demands, and not make excessive demands, as is obvious from the figures detailed in para 2. This Sub-Commission will always do its utmost to obtain emergency movement for you should there be an unforeseen influx of refugees into any area at a given moment. Your demands for movement of refugees should be based on the following:-

- (a) Train loads of 800 should be bid. This is particularly important for movement south of Rome.
- (b) If a train load of 800 persons cannot be made up the exact number to be moved should be stated.
- (c) A minimum of 4 days notice should be given of any cancellation to permit re-allocation of line capacity to other traffic.

6. The wastage of capacity during the month of February in the movement of refugees represents a movement of approximately 2,500 tons of stores. At the present moment the main bottle neck ~~is~~ the prevention of disease and unrest, and the low level of industrial rehabilitation, is lack of transport capacity. The cases of wastage of transport capacity available are numerous, and the implications of this wastage on not only the Italian side of the Allied Commission work, but on the general Allied war effort, are obviously not understood by many people making demands for movement capacity. The importance of maximum utilization of available capacity cannot be over emphasised.

M. J. Hieft 67

M. J. HIEFT, Colonel.

For HERMITT R. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:-

Civil Affairs Section (Cripps/Staff spoke).
Economic Section.

2276

1. During the period 11 to 28 February '45 this sub-commission was requested to arrange the following 11 Refugee Trains from the forward areas to Rome :-

3	Trains	Riccione to Rome	(of 600 capacity each)
4	"	Vada " "	(of 300 " ")
3	"	Arezzo " "	(of 600 " ")
1	"	Lucca " "	(of 300 " ")

of these 11 trains requested only 1 train, Riccione to Rome was not authorised at AFHQ. POM.

Actual personnel carried were as follows :-

Ex Rimini	630	✓
Ex Lucca	844	✓
Ex Foligno	20	✓
Ex Castiglion Fiorentino	295	✓
Ex Riccione	53	✓
Ex Chiavari	325	✓
Ex Cecina	108	✓

Total 2275

The 10 trains scheduled to run had a carrying capacity of 4500.

2. During the same period 7 trains were requested from Rome to Reggio and Bari and of these 4 were cancelled.

The three trains run conveyed 2404 refugees.

1024

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

IPB/slc

INTER-OFFICE MEMORANDUM

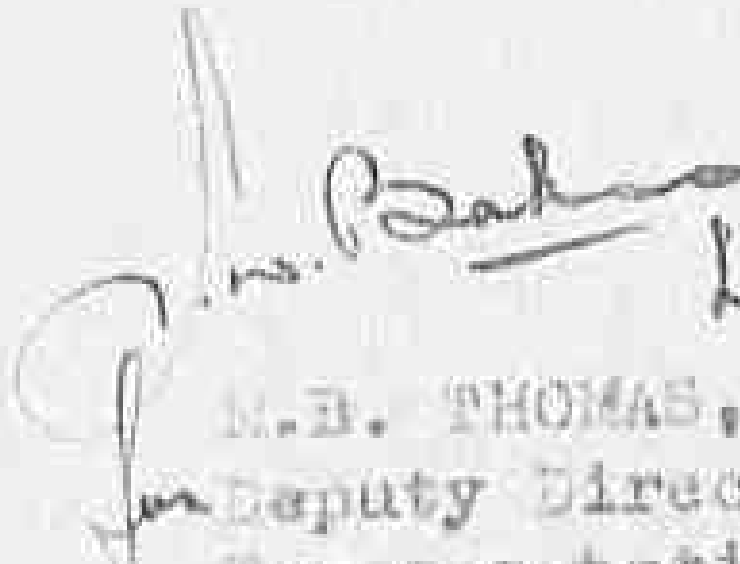
21 March 1945

Tel : 478701

297/16/In 3

SUBJECT : Special Refugee Trains from Southern Italy to Rome
TO : Displaced Persons & Repatriation Sub-Commission

1. Confirming conversation Clinging - Wilman re this matter.
2. It has been agreed that one train per week can be run from the South to Rome for the dispersal of Refugees to their homes.
3. It is requested that personnel for each train be confined to the same region i.e. complete trains from Puglia, Calabria or Sicilia Regions.


Lt. Col.
M.B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

2275

IFC/mb

INTER OFFICE MEMO

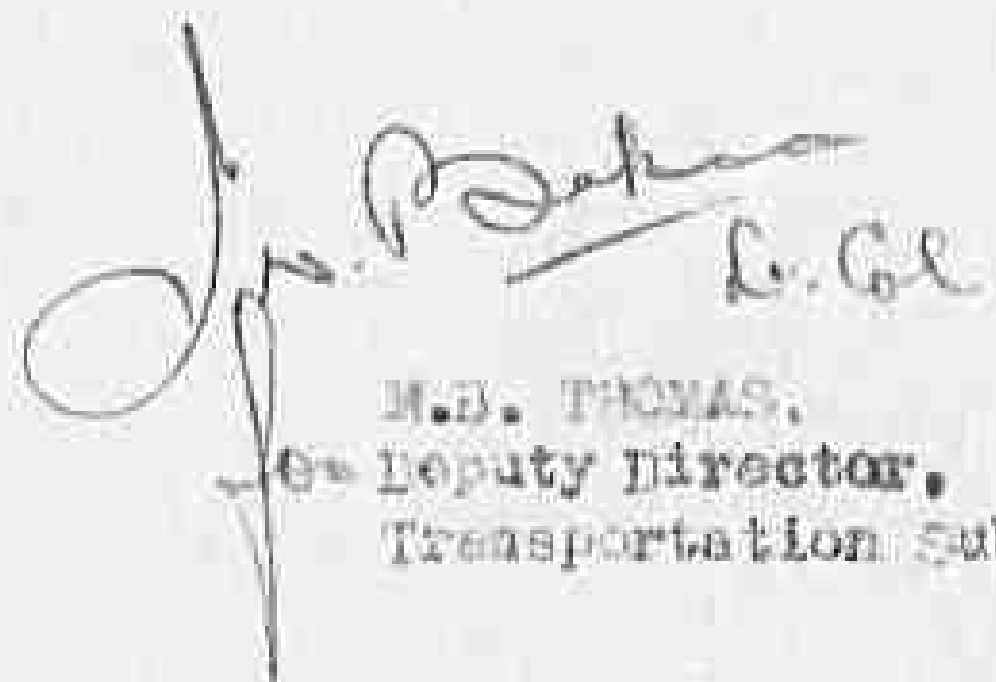
Tele : 478701

20 March 1945

297/15/Ta.3.

SUBJECT : Meal Halts - Refugee TrainsTO : Displaced Persons & Repatriation Sub-Commission.

1. reference conversation (Clinging - Elliman) and further to my 297/11/Ta.3. dated 25 Feb. '45.
2. It has been agreed that Vairano and Gerignola Campagna stations are suitable for civilian refugee halts in preference to Cervaro pivio as previously stated.
3. Will you please advise this Sub-Commission when the necessary facilities are available so that trains can be routed accordingly.


L. Gl.

M.B. THOMAS,
Deputy Director,
Transportation Sub-Commission.

2273

2274

IFC/elc

INTER-OFFICE MEMORANDUM

Tel : 478701

21 March 1945

297/14/Tn 3

SUBJECT : Special Refugee Trains from Southern Italy to Rome
TO : Displaced Persons & Repatriation Sub-Commission

1. In reply to your DPR/2/G-11(IT) dated 7 March '45.
2. It has been agreed that one train per week can be run from Puglia, Calabria and Sicilia Regions to Rome for the dispersal of Refugees to their homes.

M.B. THOMAS, Colonel
Deputy Director
Transportation Sub-Comm.

2273

1027

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

TN 5/c 2934

Subject: Real Halt for Civilian
Refugee Trains

Allied Force Headquarters
G-1 (Mov & Tr)
Tel: Freedom 870

Nov 3/12

15 Mar 45

297/13

To : HQ AG

Copy to: Movements West Italy
Movements East Italy
DMRS
MRS Nov 10

1. Reference your letter 297/11/Tn 3 dated 25 Feb 45 and telephone conversation (CLIMING - DEEPSTER), it has been agreed by all concerned that VARENO and GERIGNOLA CAMPAGNA stations are suitable for the setting up of feeding and sanitary facilities for use by civilian refugees travelling by rail. These stations are now nominated in preference to CERVARO RIVIO station which was the subject of your letter above referred to.

2. Please advise this HQ when the necessary facilities are available so that trains can be routed accordingly.

HEADQUARTERS
18 MAR 1945
A. C.

G. A. PLEES
G. A. PLEES, Major,
for Brigadier,
DMG (Mov & Tr).

See file 12
297/13
2272

1028

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

JFE/rt

HEADQUARTERS ALLIED COMMISSION
APO 594
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPR/2/G-II (IT)

Tel. 489081 Ext 594

297/12
7 March 1945

SUBJECT: Special Trains from South

TO : Transportation Sub-Commission A.C.

1. The High Commissioner for War Refugees Italian Government has asked this Sub-Commission to inquire into the possibility of moving some 7000 refugees from Puglia, Calabria and Sicilia Regions to Rome for dispersal to their homes.
2. It was suggested that the trains be for 600 to 1000 per week depending on what might best fit the railroad schedule.
3. Your advice would be appreciated.

For the Director:

James K. Oliver
C.A. OLIVER
Lt. Colonel
G-1 Italian

Capt.

OK
Copy to: High Commissioner for War Refugees
File 16/G-21 (IT)

See 297/10/143

done 21/3/45

2274

E-mail: oscar@cs.cmu.edu

[illegible]

100% = 1.000000

5. MS/MN/IR

[illegible]

1990年12月15日

1. Performance measurements not being/only affecting the purchase to off 2017/18. 3 action to Feb 2018

Indirizzo del tuo sito:

It is noted that in the developed countries the
population is well built for industry or agriculture owing to
the frequent intake of sunlight in view of the smaller of
intermingling of natives with the local population.
Even though the Mexican and the Andean Indians in the near
past have still been in the habit of spending most of the
winter months in the mountains, it is interesting that a Mexican diplomat
has been reported to have said in London for many years,
and it is understood that Sweden will admit people during
the winter months to the high winter resorts and
the mountain regions.

There is, in addition, the continued separation of Negro and white residents normally in the station, where it is believed that at present there are only seventy individuals on a large scale. In the station were used by refugees housed in it, probably that the standard of cleanliness here of the military barracks was low, and of the station generally would be considerably lower.

On a number of 250's above, it is an extremely undesirable in combination in most cases. For various reasons we are limited on both material, possibly in quantity and in the quantity of the material.

52
 5000 of this road (100 ft. in) have been
 5000 of this road (100 ft. in) have been

You the Cyber Scientist

2277

Clubs

Subject:- Meal Halts for Civilian Refugee Trains at Benevento.

HQ Movements.
West Italy,
CMF.

To :- Tn Sub-Commission, HQ AC APO 394.

Q(M)R/16A.

18 Feb 45.

1. Further to our Q(M)R/16A of 8 Feb '45.
2. Below is given an extract from 94 Sub-area letter 406 Q of 15 Feb :-

"Med this HQ state that it is not considered advisable to establish a meal halt for Refugees at Benevento owing to the present epidemic of Smallpox in view of the danger of intermingling of refugees with the local population. Even though the Smallpox epidemic terminates in the near future there still exists the danger of typhoid when the season starts. It is understood that a typhoid epidemic has been an annual occurrence in Benevento for many years, and it is anticipated that typhoid will occur again during the warm weather owing to the high carrier rate from last season's severe epidemic. There is, in addition, the additional consideration of hygiene and sanitation generally in the station, where it is believed that at present there are only sanitary facilities on a large scale for troops. If the station were used by refugee trains it is probable that the standard of cleanliness both of the Military Latrines and area, and of the station generally would be considerably lowered. In view of the above, it is considered inadvisable to establish a meal halt for refugee trains as suggested as this would greatly increase existing difficulties at Benevento".

3. Would you therefore please arrange to set up the civilian meal-halt at some other station on the Caserta - Foggia line.

CA/RSR.

Copy to : G-4 (Mov & Tn) AMHQ.
HQ 94 Sub-area.
CO 701 Ry Cd Div (TC).
RTO Benevento.

(C. AYERS).
Maj.
For LT. COL.
A.Q.M.G.(M).

2269

CRW/ej

INTER-OFFICE MEMORANDUM

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

Tel : 478704

11 February 1945

297/2/Tn 3

SUBJECT : Routing of Civilian Refugee Trains

TO : Displaced Persons & Repatriation
Sub-Commission

1. Reference your DPR/2/G-11 (IT) dated 24th January 1945 and further to Transportation Sub-Commission letter Ref : 297/5/Tn 3 dated 7 Feb 1945, Para 3.
2. Arrangements have now been made that in future all refugee trains run from the Rome Area with refugees for mixed destinations in South and East Italy, rolling stock containing passengers for stations on the Benevento Line and stations east of Cervara to and including Taranto, Brindisi and Lecce will be detached at Caserta and routed via Benevento and Bari to Destination.

CTB
HARRITT H. TAYLOR
Director, Transportation Sub-Commission

2268

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cwd

516 T

A.P.O. 512
8 February 1945

SUBJECT: Trains for Refugees to South Italy

TO : CO, 701 Railway Grand Division, APO 512
CO, 715 Railway Operating Battalion, APO 512
DAD Tn 3 (O), Building

297/8

1. In future when refugee trains are run from the Rome area with refugees for mixed destinations in South and East Italy, cars containing passengers for stations on Benevento Line and stations east of Cervaro, to and including Taranto, Brindisi, and Lecce will be detached at Caserta and routed via Benevento and Bari Lines to destination.
2. This routing is necessary in order that refugees may be properly fed enroute.

For the Director:

S.E. LONDON
Captain, TC
Superintendent Transportation

cc:- G-4 (Mov & Tn) AFHQ
Movements Rome
Movement Section, ISR, Rome
AC Tn Sub/Comm, Rail Divn.

Above refers to your letter, file AC/53/Tn 4,
dated 1 February 1945.

*Copy for
Movements*

Tn 512 Ref.

AC 297/2/Tn 3

*and [unclear]
9.2.45*

2267

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

JWB/vb

Tel: 478704

10th February, 1945.

Ref: 297/7/Tn.3.

SUBJECT: Meal Halt for Civilian Refugee
Trains at Benevento.

TO : Displaced Persons and
Repatriation Sub-Commission.

1. Reference this Sub-Commission's 297/5/Tn.3, dated
7th February, 1945.

2. We have been advised by H.C. Movements, West Italy, that
H.C. 94 Sub Area report there is an epidemic of suspected smallpox
at Benevento. It is requested that you postpone arrangements for
the meal halt at Benevento until the matter is cleared up.

Bah
Lt. Col.
MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:-

H.C. Movements, West Italy. (C(4)E/16A dated 6 Feb 45. Please
advise when it will be in order to
proceed with meal halt arrangements)

2266

2/7/6

Subject:- Meal Halts for Civil Refugee
Trains at Benevento.

HQ Movements,
West Italy,
CMF.

To :- Transportation Sub-Commission HQ,
AC, APO 394.

Q(M)R/16A.

6 Feb 45.

1. Further to our letter Q(M)R/16A of 4 Feb 45.
2. HQ 94 Sub-Area report that there is an epidemic of suspected Smallpox at Benevento.
3. In view of this it is requested that you postpone the project until the matter is cleared up.

L. Ayers
(C. AYERS).
Maj.
for LT. COL.
A.Q.M.G.(M).

CA/RSH.

Copy to G-4 (Mov & Tr) AMHQ.
HQ 94 Sub-Area.
CO 701 Ry Cd Div (TC).
NTO Benevento.

92 9/2

2265

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

7th February, 1945.

Tel: 478704

Ref: 297/5/Tn.3.

SUBJECT: Meal Halt for Civilian Refugee
Train at Benevento.

TO : Displaced Persons and Repatriation
Sub-Commission.

1. Reference your DPR/2/G-II(IT) dated 24th January,
1945.

2. We are advised there is no objection to the
establishment at Benevento of a meal halt for refugee trains
subject to the following conditions:-

- (a) That the trains are so timed as not to clash with
the arrival of Allied troop trains for feeding at the
Military Halt at Benevento.
- (b) That a sufficient number of police are detailed to
the station in each case to keep order and regulate
the feeding arrangements, and also assist in prevent-
ing the pilferage of stores etc., from wagons standing
in Benevento Yard.
- (c) That proper hygiene and sanitation arrangements are
made for the civilians to obviate endangering the
health of Allied troops regularly using the station.

3. Arrangements are in hand whereby all coaches or
box wagons moving from Rome to East Coast destinations are
attached at Caserta.

[Signature]
MERRITT H. TAYLOR,
Director Transportation
Sub-Commission. 226

Subject:- Meal Halts for Civil Refugee Trains at Benevento.

HQ Movements,
West Italy,
CMF.

To :- Transportation Sub-Commission HQ, AC, APO 394.

Q(M)R/16A.

4 Feb 45.

1. Reference your letter AC/297/3/Tn. 3 of 27 January 45 to G-4 (Mov & Tn) AMHQ.
2. With the following provisos, there would be no objection to the establishment at Benevento of a meal halt for refugee trains :-
 - (a) that the latter trains are so timed as not to clash with arrival of Allied troop trains for feeding at the Military Meal Halt at Benevento.
 - (b) that a sufficient number of police are detailed to the station in each case to keep order and regulate the feeding arrangements, and also assist in prevention of pilferage of stores etc from wagons standing in Benevento Yard.
 - (c) that proper hygiene and sanitation arrangements are made for the civilians, to obviate endangering the health of Allied troops regularly using the station.
3. Kindly keep this HQ advised of any meal halts to be scheduled at Benevento.

CA/RSB.

Copy to : G-4 (Mov & Tn) AMHQ. (less encl)
HQ 94 Sub-Area (one encl)
CO 701 Ry Gd Div (TC) (one encl)
RTO Benevento (one encl)

6. Ayers
(C. AYERS).
Maj.
for LT. COL.
A. J. M. G. (M).

JWB/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our Ref: AG/297/3/En.3.

27 January 1945.

SUBJECT: Refugee Trains to South Italy

TO : G - 4 (Mov & En)
Allied Force Headquarters

1. All refugees travelling by rail from Rome to South Italy are fed before entrainment.
2. For those travelling to Calabria and Sicily, regular meal halts have been established at CAVA DEI TIRRENI and PAOLO.
3. For those travelling to East Coast, there is only the meal halt at BARI, with the result they are approx. 2 days without a meal.
4. It is proposed to establish a meal halt for refugees at BENEVENTO.
Will you please say whether you have any objections to this proposal.

For the Chief Commissioner:

L. W. Taylor
L. W. TAYLOR
Director
Transportation Sub-Commission

Copy to: Displaced Persons &
Repatriation Sub-Commission.

1232

JWR/RL

INTER OFFICE MEMO

Our Ref: AC/297/2/Tn.3.

27 January 1945.

SUBJECT: Refugee Trains to South Italy

TO : Rail Division,
Transportation Sub-Commission.

1. Reference para 2 of attached copy, translation of letter from High Commissioner for Refugees.
2. Can you please arrange with M.R.S. that coaches or box-cars, carrying refugees for East Coast destinations, are regularly detached at Genoa?
3. We are handling the question of meal halt at BENEVENTO with G - 4 (Mov & Tn) A.F.N.S.

W. B. Baker
St Col
 W.J. SIEFF,
 Lt. Colonel, R.A.
 Chief, Movements Division

Copy to: Displaced Persons &
 Repatriation Sub-Commission.

Enclosure: Copy of translation from
 High Commissioner for Refugees.

2261

252/98
These letters & letters to me (11/15)
D.O. Letter from Lt. Col. C.A. OLIVER, G-I Italian, D.P. & R.S.C. 25/1

DPR/2/G-II (IT)

24 January 1945
297/1

Dear Worthington,

Our talk yesterday afternoon.

Herewith copy of High Commissioner for War Refugees' letter.

Will you please study para 2. Also para 4 from the point of view of trains stopping long enough for a meal.

James
Castro
To: Major Worthington
Transportation Sub-Commission
A.C.

COPY

HIGH COMMISSIONER FOR WAR REFUGEES

TRANSLATION

TO: HQ Italian Refugee Branch
A.C.

SUBJECT: Trains to South Italy.

- 1) The special trains, scheduled weekly for South Italy, take refugees to CALABRIA and SICILY. Some of the coaches are detached and coupled to the normal trains for CAMPANIA, LUCANIA and PUGLIE.
- 2) These coaches are detached at different stations each time, according to the journey they have to make. It would be appreciated if in future this could be done always at the same station (preferably at Caserta and the same itinerary Rept (preferable Caserta- Benevento, Cervaro, Lucera, Bari; and from Bari, to Brindisi, Lecce and to Taranto, Metaponto, Potenza.)
- 3) As known to the Sub-Commission, only one meal stop (at Bari) exists on the Caserta, Benevento, Bari line.
The refugees remain therefore without any meal from Rome to Bari, that is for about 2 days.
- 4) It is therefore requested that a meal-stop be set up at Benevento, which would only have to work on a small scale, the number of refugees in transit never exceeding 150.
- 5) We are waiting your reply.

The High Commissioner
(Tito Zaniboni)

2259

1042