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

Road Cert
Gen. Info

DECLASSIFIED E.O. 12356 SECTION 3.3/NND No. 785021

10000/148/1046
1 Dec '44

JWB/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

29 June 1945

335/21/Tn 3

SUBJECT : Road Link between Northern Private Railways and Inland waterways and/or Ports.

TO : Regional Commissioner, Lombardia Region

1. The attached memoranda prepared by Azienda Generale Carbonteri, via Tenca 5, Milan, and forwarded to Regional Transportation Officer, have been studied by Transportation Sub-Commission.

2. It is obviously desirable that there should be an organised method by which traffic can be conveyed between the privately owned railways of Northern Italy and the Inland Waterways or Ports. The method proposed is by road, which involves long and uneconomical haule. Furthermore, before anything can be done, the organisation concerned require a large number of additional trucks. It is suggested this is not a practical proposition, having regard to the present tyre and POL situation in this Country.

3. The Italian State Railways system in Northern Italy is fast being re-habilitated and all reports indicate that even with present limited coal availability, rail capacity has been sufficient to meet all demands. It is recommended that Azienda Generale Carbonteri plan to make maximum use of the Italian State Railways system in preference to road haul.

By Command of Rear Admiral STONE

M.J. SIEFF, Colonel

Files Section 3.1/NAD No. 78502

1. The attached memoranda prepared by Azienda Generale Carbonfari, via Tenom 5, Milan, and forwarded to Regional Transportation Officer, have been studied by Transportation Sub-Commission.

2. It is obviously desirable that there should be an organised method by which traffic can be conveyed between the privately owned railways of Northern Italy and the Inland Waterways or Ports. The method proposed is by road, which involves long and uneconomical haulz. Furthermore, before anything can be done, the organisation concerned require a large number of additional trucks. It is suggested this is not a practical proposition, having regard to the present tyre and POL situation in this Country.

3. The Italian State Railways system in Northern Italy is fast being re-habilitated and all reports indicate that even with present limited coal availability, rail capacity has been sufficient to meet all demands. It is recommended that Azienda Generale Carbonfari plan to make maximum use of the Italian State Railways system in preference to road haul.

By Command of Rear Admiral STONE

R.J. SIZER, Colonel

Copy to : File 302/Tm 3

Transferred to Access Section 3.3/NND No. 785021

Declassified E.O. 11356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION
APO 394

Milan, 10th June 1945

TT/50/72

SUBJECT : Transportation

TO : Transportation Sub-Commission
Allied Commission APO 394

1. Information herewith that may be of interest to the Transportation Sub-Commission.

J. Marcus Fitzgerald 5147
J. MARCUS FITZGERALD
LT.COL. Q.M.C.
R.T.O.

JMF/rab.

Ch 29/6
See folio 23

0385

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

Submitted by
Dr Eng C. M. Cone, Mgr Con

MEMORANDUM REGARDING THE OPPORTUNITIES OF COOPERATION BETWEEN THE ATIENDA GENERALE CARICATORI AND THE COMPANIES OF THE VARIOUS PORTS, ON ONE SIDE, and THE OFFICIO AUTO-TRASPORTI AND THE A.N.E., on the other.

24 VI 45

GENERAL PURPOSE:

Likewise as shipping, where liners and tramps are availed of, land and river-conveyances possess means for picking up cargoes wherever they may be found and means that travel according to regular schedules with approved tariffs. Taking into consideration the difficulty of settling the coal problem from one day to the other, the privately-owned railways in Italy and especially the North Milan Railways have come to an agreement with the Atienda Generale Caricatori, the object of which is the creation of lines between their own net and the road, river and sea communication systems to complete the road transportation system for the conveyance of foodstuffs, raw materials, etc. Of course, if necessary, even the system of regular lines created to connect the various privately owned railways in Italy might be placed at the disposal of foodstuff and raw material transports.

THE REGULAR SERVICES CREATED BY THE AZIENDA GENERALE CARICATORI ON BEHALF OF THE NORTH MILAN RAILWAY AND OTHER PRIVATELY OWNED RAILWAY COMPANIES.

In conformity with the agreements made on the basis of the contract signed between the Azienda Generale and the North Milan Railway Co., a copy of which is in the hand of the Transportation Division of the A.M.G. Region Lombardia, arrangements have been made to link the North Milan railway system with Genoa and Rome by means of a truck service from Milan to Genoa and of a maritime/river service from Genoa to Rome Porto San Paolo, which may be extended to Naples. Further with Ferrara and Bologna through a truck service between Milan, Cremona or Mantova, east and northeast forward and with Venice, Trieste and other Adriatic ports by a truck service operating between Milan, Verona and Venice. As a result thereof, trucks that convey manufactured goods from Varese, Como, Busto Arsizio, etc.

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

to factors, might bring back footwear on their return trips to the East. Space would therefore be utilized to a maximum without waste of fuel for return trips without cargo. Furthermore, according to agreements reached between the Azienda Generale Carbonatori and the Società Subalpina di Imprese Ferroviarie, which operates navigation services on Lake Maggiore, combined services have been established between all the Lake Maggiore ports and Genoa and Venice through the Azienda Generale Carbonatori/ North Milan Railway Company and this is a matter of great importance considering the conditions of the State Railways service between Milano and Domodossola and Milano and Luino.

The agreement between the Azienda Generale Carbonatori and the Società Subalpina di Imprese Ferroviarie provides also for the creation of a camion service between Arona and Genoa to ensure the possibility of forwarding goods coming from Switzerland (from Locarno to Arona by lake and from Arona to Genoa by camion or viceversa), which would be of considerable importance in the distribution of rice from the Novara District to the Lake Maggiore region.

Moreover the Azienda Generale dei Carbonatori has an agreement with the Biella-Novara railway covering the connection also of their net with the North Milan Railway Co/ Azienda Generale Carbonatori transport system described in the above-mentioned contract between the two concerns. In such way it is possible to provide direct connections between Southern Italy and one of the most important industrial districts in Italy like Biella via Rome and Genoa as well as between the Adriatic and Biella without using the State Railway system, which would be of considerable importance also in connection with the distribution of food in the Italian wool industry centre.

OPPORTUNITIES TO DEVELOP SUCH SERVICES.

As a consequence of the satisfactory results obtained through the agreement with the North Milan Railway Co., Azienda Generale Carbonatori has received inquiries for the conclusion of similar understandings also with other private-ly owned railways, like the Bergamo-San Pellegrino and the Bergamo-Clusone lines, the Brescia and the Cremona Provincial Tramways including the Rezzato-Toberna railway

0587

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

which would permit to establish direct connections between the Garda Lake, an important fruit and vegetable producing district, and Milan, without using steam traction railways and leaving aside the main line of the Italian State Railways. Further inquiries have been received in this connection also from the people operating the electric line from Bergamia to Omegna and from Intra to Pramana. Several truckers, like the Cisalpina Autotrasporti of Milano, have offered to join such schemes in order to avoid competition and establish services with regular departures and combined tariffs.

THE MEANS WITH WHICH AZIENDA GENERALE CONTENTORI CARRY ON THEIR SERVICES

To carry out their obligations with the privately owned railways, the Azienda Generale Cartontori have at their disposal the following organizations:

a) L'Ausiliare, Organizzazione Trasporti Terrestri, Fluviali, Marittimi ed Aerei.

a concern which used to have 10 trucks, of which only two large and three small ones have been left, for the maintenance of truck services between Milano and Venice, Milano and Mantova, and Milano and Genoa. On the basis of the agreement concluded with Azienda Generale Cartontori, the North Milan Railway Co. places at the disposal of this organization seven trucks of different capacity so that it may continue its services.

b) L'Italia Fluviale and the S.A. Navigazione del Po, river navigation concerns,

which possess barges that could ensure the conveyance of 200,000 quintals of goods monthly from the Rovigo and to Mantova or Cremona and viceversa and own accommodations as pontoons, etc. for the removal of bridge or barge wrecks along the Po, in order to facilitate navigation. In 1940 and 1941 this company handled the whole sugar beet campaign in the Padua and Rovigo districts. The two concerns have also a garage in Mantova where cargoes may be accumulated, maintained and repaired, in connection with the combined river/canine service to and from Milano.

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

c) La Liguria Romana, which has operated since 1920 a regular service between Genoa and Rome, Porto San Paolo, on the Tiber, with 6 [illegible] for-carrying capacity vessels with flat bottom suitable only for such special service. Of the six vessels only four have been left; one of them is in full efficiency in the port of Trieste. The Genoa-Rome service might be resumed at once if the vessel now in Trieste, the s/s Porta Pianca, be allowed to return home, and a connection between Milan and Rome could be established through a combination of motor and maritime services. This company owns a garage on the Casilinaville between Milano and Genoa, where about ten trucks may be accomodated for such combined service.

d) La Costiera, which has at its disposal a certain number of motor sailing vessels suitable for regular service between Genoa and Southern Italy and Venice and Bari, as auxiliary to the along the coast Italian State railways, the efficiency of which cannot be restored immediately. The importance of the coastwise services of this concern may easily be understood when one considers that while railways from Venice to Bologna and from Ancona to Lecce use coal, shipping services might use liquid fuel. Further the forwarding of goods from and to Genoa might be insured by the inland waterways, where the use of coal is not necessarily involved.

The foregoing transport organization is completed by an office organization including branches of the Azienda Generale Caricatori and of the Ausiliaria at Turin, Biella, Milan, Genoa, Mantua, Brescia, Bologna, Ferrara, Venice and Trieste through which it is possible to ensure to the various privately owned railways and to truckers all the assistance they may require and which they could not obtain otherwise, theirorganization being limited to a determinate zone.

In order to develop its activity the Azienda Generale Caricatori requires from 50 to 60 additional cariaua, which could be accommodated in the following garages with annexed repair-shops:

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

1) North Milan Railway Co. - garage at Saronno and railway and truck station at Milano-Lambrate	30 trucks
2) Biella-Vercelli Railway garage facilities	5 "
3) Società Anonima di Imprese Ferroviarie (Imaf Maggiora)	5 "
4) La Ligure - Romana - garage facilities	10 "
5) L'Italia Fluviale - garage facilities	10 "

It should be noted that about 30 drivers of the North Milan Railway Co. are unemployed on account of the destruction during the war of the company's centers. The Ligure Romana and the Italia Fluviale have at their disposal from 15 to 20 drivers.

The Azienda Generale Carburatori would register the camions entrusted to them with the Ufficio Autotrasporti and would carry on regular services under approved schedules and tariffs, unless requested by the Ufficio Autotrasporti to undertake transports of foodstuffs, raw materials or effect any other emergency service. At the same time the Azienda Generale Carburatori would undertake to secure cargoes for any vehicles under the control of the Ufficio Autotrasporti, that should otherwise have to travel empty, against a 10% commission.

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

Tel. 47820 TRANSPORTATION SUB COMMISSION 280/1+

INTER OFFICE MEMO

AC/MS/S(Dr.) 7 June 1945

SUBJECT : Road Line - ASSAM-CHINA

TO : Rail Branch - Mov. Div.

1. It is reported that Wagons or Lorry arriving by rail at DIBRU for transhipment to ASSAM are in such a badly damaged condition that slow loading and unloading is cutting down MT capacity by approx 50%.

2. Please can steps be taken to ensure arrival of lorry at DIBRU in reasonable condition and thus effect saving in MT apart from avoiding losses of commodity.

for Chief, Movements Division

G.V. Christensen
Lt. Colonel

Copy to : Road Division

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

0341

CNO FIVE ZERO ZERO

0875 29 MAY 45 PRIORITY

TO CLEAR TO

PERA CNO TO CONFIDENTIAL REQUEST REPLY BY NINTH NAVAL DISTRICT FIVE DATED

CNO 291 MAY TO

ALLEN TO 9ND FIVE ARMY PROTOCOL FROM RA ALGER CITE ADVCE PARIS

5140

copy to : COMMITTIGATIONS U.S.
NAVAL DIV.
ECONOMIC SECTION
NOT REQ

TRANSPORTATION OF
478303

NICHOLAS FIORINO
CWO U.S.A.
Asst.Adjutant

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

3392

3392

GHQ FIFTH ARMY GROUP

TTT) 18 MAY 45 MOTORS

IN CLEAR TO

PARA ONE TO HQ FOUR CHANLIN AREA SUNDAY MAY FIVE EVE TWO OF ONE FIVE MAY TO

MARCH TO GHQ FIFTH ARMY GROUP FROM MT ALVERNO SITE A-XXIV MARCH

PARA TWO TO TOU WILL SEE FROM PARA FOUR BELOW W/FOR FIFTH SEVEN THREE OF ONE FOUR MAY THAT ALICON PROPOSED PROVIDE FOUR GUN OF FIVE TRUCKS MOUNTED INITIALLY FOR THIS SERVICE TO ONE TRUCK GUN MOUNTED EQUIPPED WITH BRONZE ONE TRUCK BATTALION AS PER PARA TWO OF SEVEN FIVE SEVEN THREE TO SATISFACTORY MOTOR TRANSPORT WILL BE AVAILABLE BE LIVORNO TWO TRUCK MAY BE FOUND NOT BEFORE ONE JUNE TO

5139

PARA THREE TO THEREFORE REQUEST YOUR ARRANGEMENT EARLIEST TO COMMENCING THIS MOVEMENT WHICH CONSIDERED HIGH PRIORITY BY THIS HQ TO

PARA FOUR TO SINFF BARO HARRIS SPOKE TO

COPY TO ROADS DIV COORDINATIONS WITH CORPS
MOVEMENTS BRO NOV RAIL
TRANSPORTATION OC

318 M/Sgt A.

NICHOLAS PERSINO
SGO U.S.A.
Asst.Adjutant

0393

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext. 376 SPF/ah

540/38/Tr 1 29 March 1945

MEMORANDUM for Chief, Road Division

SUBJECT: Use of Railway Facilities by Road Transport Operators

1. With reference to the attached draft letter, this is properly a subject which should be handled by your division, consulting as necessary with the Rail Division. Since the draft was written a further letter has been received from General Di Raimondo and a copy is attached. In view of the objections of the IRR the whole subject will want further consideration.

2. Regarding General Di Raimondo's suggestion that the IRR should operate their own road services, you will be aware that we discussed this fully with the General today. For record it may be noted here that vehicles transferred to the Italians from the Allies will be transferred to the Italian Government. Generally speaking, only vehicles already in operation on specific jobs will be transferred and we shall expect such vehicles to remain on these specific jobs if they are essential ones such as the haulage of food, etc. We explained to General Di Raimondo that the new vehicles now being imported into the country were not being sold to Italian operators.

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director

5138

2 Incls:
1-Cy ltr 27 March 45 Gen. Gen. Di Raimondo
M.111/31
2-Cy draft ltr to Gen. Di Raimondo,
Subj: Road Transport by IRR

cc: Planning Staff (Lt. Col. Harris)
Rail Division
Movements Division

0594

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

COPY

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION

Rome, 27 March 1945
N.111/31

TO: TM S/Commission A.C.
Rail Division

SUBJECT: Railway lines in northern territories your AC/SSE/TM 4 dated 19 March 1945 refers.

1. It is beyond any doubt that all railway plants and installations (yards, warehouses, stations, etc.) can be usefully utilized for the operation of road haulage transports, with evident advantages from both technical and economical viewpoint.

2. But just on account of above reasons this General Direction sees not only the opportunity but the necessity that said road haulage transports be directly operated by ISR administration.

3. On the other hand the suggestion to put ISR facilities at private carriers' disposal cannot be favourably accepted by ISR Administration as the contemporaneous utilization of the same facilities for both rail and road transports would need a promiscuous utilization of the staff with all disadvantages arising whenever directions are issued by two different sources.

4. It must be considered moreover that, as already stressed in your a/m letter, the possibilities of competition between rail and road transports could be increased by the very fact that railway facilities have been put at road transports' disposal. And even if said competition must be presently considered only as a theoretical factor, it could become an actual one and one to be reckoned with, when the activity of the railways will further proceed.

5. To avoid above competition it is necessary, that closely following the rehabilitation of ISR lines and plants, road haulage transports be called towards the areas where no other means of communication are available.

6. This progressive adjustment of mutual competency btw. rail and road transports can be reached only by entrusting one and the same body, that is ISR, with the organization and the operation of both rail and road transport services.

7. We want to call that Rail Division's attention to the opportunity that ISR may be assigned a road rolling stock of their own, to be fed through the supply of motorvehicles going to be put at Italian Market's disposal by the United Nations. We beg to send herewith attached, on this subject, copy of our application to Transportation S/Commission dealing with restitution of motorvehicles to ISR (which is directly under ISR control) together with copy of another letter addressed to Transportation S/Commission in January last, dealing also with allocation of motorvehicles to ISR.

8. If ISR request would be granted, it would be possible to further utilize both staff and facilities that, as already remarked by that Rail Division, are presently in excess of the actual needs of the rail traffic.

THE Director General
Rail G.Di Ferrovie

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

COPY

DRAFT

CSO/hm

SUBJECT : Road Transport by ISR.

TO : General DI Raimondo.

1. Your letter and report C113/1152/33 dated 6 Feb '45 and your letter dated 9 Mar '45 have been given further study with a view of using certain ISR rail facilities in Northern Italy when this area is liberated.

2. We agree with your thesis that railway personnel and terminal facilities may well be used in conjunction with road transport in lieu of trains over those routes which cannot be readily rehabilitated yet serve territory upon which large urban centres depend upon for their food supply. It is obvious that only a very limited number of lines can meet these requirements, and that only a very limited number of ~~trucks~~ civilian trucks would be available for this service. Coordination and control can only be secured at present in AMG territory, hence our suggestion that we plan for this service in Northern Italy only. Any such plan to be used in Liberated Italy must be effected by the ISR and PBAC.

3. In order to activate a plan as suggested by you, the following suggestions are submitted as a basis for a proposed operating agreement: 5136

(a) Routes to be used shall be determined by AMG aided by technical assistance furnished by ISR.

(b) Trucks to be used shall be allocated by AMG from their civilian truck pools. The number to be used shall be determined by AMG based upon rail traffic generated as opposed to other transport commitments.

(c) Tariff rates shall be determined and posted by ISR after AMG approval and shall be such as to guarantee a reasonable return to the truck operator, using the PBAC national tariff as a basis. Individual contracts should be made by ISR with each truck owner to mutual advantage.

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

(d) ISE shall produce the necessary funds to put terminal facilities in repair. All such work shall be under ISE jurisdiction but ARO will aid in release of materials, etc.

(e) First priority shall be given to transport of food stuffs. Passenger transport will not be provided until approved by ARO.

(f) P.O.L., spares and tires will be obtained thru truck pools.

(g) ISE will run their business completely, merely calling on the truck pools for allocation of vehicles.

4. Due to the fact that local shippers are accustomed to using rail facilities on regular scheduled runs, it is anticipated that designated lines will soon become remunerative and provide a vital service as feeders to urban centres.

ac: Lt. Col. Harris, Planning Staff
Gov. Division - Boida

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

Subject:- Bard Movement - General Position.

SECRET.

See Information

Movements
G.S. Some Area
Gen 1/20.
20 Dec 44

78/1

(1) Full details of routes, staging areas etc for U.S.A.F. and RAF movements, are given in Appendix "A".

(2) Complete statement of Medical facilities available in our City is given at Appendix "B".

Lt. Col
A.A.G. (a)

5134

Distribution:-
1 A (Serv & Tn)
Movements 12 Army Group
Movements Left Bde 5 Army
Movements Rear H Army
Movements 1 Shortlist
Movements Rear Italy
Movements Base Italy
Movements Milroy
Movements Dwight
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
G.P.M. 3 Shortlist
G.S. 20 Div GSP (X)
[illegible] Movements Base
A/File
Gen 1/20
War Diary
Spare Copies

APPENDIX "A"

SECRET.

ROAD TRAFFIC FACILITIES

NORTH 1.

Airfield:-	TIP "C" A 1367. Capacity 200/300 vehs. Hard standing.
Traffic Control Posts:-	TIP "C" A 1367. Under American Control.
Petrol:-	NIL.
Water:-	TAQUINIA.
Bookery:-	1705 Air Corps Ord. 2 miles North of TAQUINIA.
Medical:-	AO (Gr) Gen Hospital P 6967. Medical Dispensary TAQUINIA Airfield.
Classification:-	Class 70 one way. Class 40 two way.

NORTH 2.

Airfield:-	A 1352. Capacity 500/600 vehs. Hard standing.
Traffic Control Posts:-	(1) VITERBO A 4926. (2) ACQUAPENDENTE A 2561. Controlled by 75 Div DMP (TC)
Petrol:-	NIL.
Water:-	(1) VITERBO (2) ACQUAPENDENTE
Bookery:-	VITERBO A 4427. Dot 687 By Bookery Doc.
Medical:-	NIL.
Classification:-	Class 15.

5133

Release under E.O. 13526 Section 3.3/NND No. 785027

APPENDIX "A"

SECRET.

ROAD TRAFFIC FACILITIES

ROUTE 5.

Stations:- A 7590. Capacity 500/600 wms. or alternative Hard standing available at track connecting A 7502 BERLEBU - WILDIA - A 7507. Hard standing used at the discretion of 75 Div CSP (TV). Water available at WILDIA.

Traffic Control Posts:- CIVIL GENDARME A 7510. Controlled by 75 Div CSP (TV).

Patrols:- 11 M.P.P.C. P 7372.

Water:- REPAIR Qty Gen A 7603.

Recovery:- CIVIL GENDARME A 7510. Det 68) Qty Recovery Gen.

Medical:- NIL.

Classification:- Class 40.

ROUTE 4 and Lateral Routes 17 and 5.

Stations:- RIETI B 1823. Capacity 250/300 wms. Water available.

Traffic Control Posts:- RIETI B 0756. Controlled by 75 Div CSP (TV).

Patrols:- NIL.

Recovery:- NIL.

Medical:- RIETI M.I. Room.

Classification:- Class 5 ROMA - RIETI Lateral route therefore Class 40.

ROUTE 6.

Stations:- P 8164. Capacity 500/600 wms. Hard standing available. Lateral. (Report Centre page) VALMONTONE track 01149-01719. Hard standing. 500/600 wms.

Traffic Control Posts:- P 8164. Controlled by 75 Div CSP (TV)

Patrol:- NIL.

Water:- Colosseum Rome

Recovery:- ROME P 8166. Det 637 Qty Recovery Gen.

Medical:- Central M.I. Room ROME P.7766. ANZIO C 2949. 99 (Br) Gen Hosp.

Classification:- Class 40.

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

	[illegible] - [illegible] - [illegible]. [illegible] used at the discretion of 75 Gay CSF (TC). Water available at [illegible].
Traffic Control Points:-	[illegible] [illegible]. Controlled by 75 Gay CSF (TC).
Patrols:-	11 M.P.P.C. [illegible].
Posts:-	[illegible] 13y Sta [illegible].
Reserves:-	[illegible]. Det [illegible] by Reserve Bde.
Medical:-	NIL.
Classification:-	Class 40.

ROUTE 5 and Internal routes 17 and 5.

Stations:-	[illegible] 5 ([illegible]). Capacity [illegible]/[illegible] vehs. Water available.
Traffic Control Points:-	[illegible] [illegible]. Controlled by 75 Gay CSF (TC).
Patrols:-	NIL.
Reserves:-	NIL.
Medical:-	[illegible] M.I. Bde.
Classification:-	Class 5 ROUTE - [illegible] Internal routes Reserve Class 40.

5132

ROUTE 6.

Stations:-	P 8164. Capacity 500/600 vehs. Hard standing available. Interim. (Depart Centre Bay) VALMONTONE Track [illegible]. Hard standing. 500/600 vehs.
Traffic Control Points:-	P 8164. Controlled by 75 Gay CSF (TC)
Patrols:-	NIL.
Posts:-	Colleseno Road
Reserves:-	ROUTE P 8466. Det 687 by Reserve Bde.
Medical:-	Control M.I. Bde ROUTE P.7761. ROUTE 0 2343. 55 (Br) Gen Hosp.
Classification:-	Class 40.

No. CMN/1/1 Section 3.1/1336 Section 1.0.0.

78502

ATTACHMENT "A"

ROAD TRAFFIC FACILITIES

ANNEX.

ANNEX 7.

Stand up:-	(1) TCP "A" P 0516. Capacity 200/300 vehs. Hard standing. (2) TCP "B" G 0885. Capacity 200/300 vehs. Hard standing. Water available.
Traffic Control Posts:-	(1) TCP "A" P 0522. Controlled by 15 City GCP (TC) and American Police. (2) TCP "B" G 0920. Controlled by American Police only.
Patrols:-	NIL.
Ferry:-	TCP "B" G0920.
Boundary:-	P 0724 North of [illegible]. Out GCP by boundary [illegible].
Bridges:-	P 0819. M.T. [illegible] 35 [illegible].
Classification:-	Class 70 one way. Class 40 two way.

5131

- - - - - - - - - - -

ATTACHMENT "B"

MEDICAL FACILITIES IN KOBE CITY.

Unit.	Location.	Map Ref.
3 Cfn Gen Hosp	Scuola Militare (A)	715673
30 (Int) Gen Hosp	Ospedale Luce-Cimarelli Torrente Nevigna, 30 Viale Delle Milizie	725688
104 (Br) Gen Hosp	Ospedale Delle	758535
106 (Gl) Gen Hosp	Ospedale Santa Maria Della Pietà Via [illegible]	687719
Central M.T. Hosp	M.T., 2 Via Monghera	765677
12 Gen Hosp Hqs	att 1 Military Prison & Detention Bde, Caserma Gallo	800670
M.T. Hosp 159 Infantry Bde	Via Appia Claudia	795610
M.T. Hosp 30 Int Base Sub.	Fort Antonio	738715
73rd Sudan Hosp	[illegible]	723690
Gen Hosp.	75 Strada Breville	634648

Declassified Section 3.3/NND No. 785021

0402