

A.C Trans Personnel in Kings Italy

Things Italy

10000/148/1449
Feb '45

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJS/vb
9

Tel: Ext. 318

11th March, 1945.

803/9/Tn.3.

SUBJECT: Withdrawal of Allied Personnel
from Southern Italy.

TO : The Deputy Director,
Transportation Sub-Commission.

1. AFHQ have found it necessary to re-install a military
Movement Control at Reggio and at Crotona.

2. The Director M.R.S. considers that it will be necessary
for him to send a minimum of one, and possibly two, officers down
to Reggio to assist and advise the I.S.R.

3. The ^{reinstatement} ~~reinstallation~~ of this personnel has been found
necessary because the Italian authorities are not yet considered
competent to deal with the movement and transportation problems
arising. This state of affairs demonstrates clearly the need
for the retention of the A.C. Transportation Officers in these
areas for the present.

hjs
M.J. SIEFF, Colonel,
Chief, Movements Division.

1100

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MJS/bjs

Tel. Ext 318

19th June 1945

803/19/Tn.3

SUBJECT. Movements Control,
Northern Italy.

TO. Director,
Transportation Sub-Commission.

1. Ref your 321/1/Tn.1 dated 18th June 1945.
I do not agree that Movements Control in Northern
Italy should be centred in Milan, with the senior move-
ments officer in charge.

2. A.F.H.C. have two movements control districts
operating in the present northern territory, one centred
in Milan, covering Lombardia, Liguria and Piemonte, the
other in Padua, covering Venezia. I feel that we should
have movements officers working in conjunction with
these organisations; any attempt to centralise from
Milan will cut across the proposed organisation, and
will be likely to cause confusion.

3. I think it is necessary at the earliest possible
moment to attach a trained movements officer to the
headquarters of Venezia region to work with Movements,
north eastern Italy.

4. I feel once phase 2 is in operation and it has
been found that movement capacity is adequate to meet
the standards required that we should revert to normal
regional operation.

MJS
M.J. S. 1099 Colonel.
Chief, Movements Division

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

803/19/54
20

Tel: 220

MHT/h1

321/1/TN 1

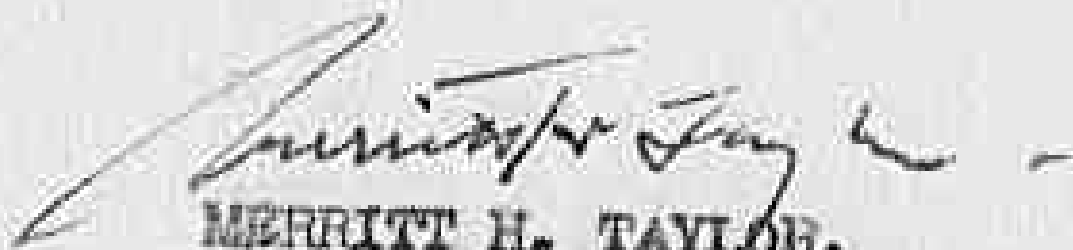
SUBJECT: Movements Control,
Northern Italy.

18 June 1945

TO : Deputy Director, Tn. S/C
Chief, Movements Division, Tn. S/C ✓

1. Lt.Col. Harris is of the opinion that Movements Control in Northern Italy should be centered in Milan, with a senior movements officer in charge.

2. He also feels that operations for Northern Italy should be coordinated from Milan covering Venezia, Emilia, and Venezia Giulia Regions as well as Lombardia, Piemonte, and Liguria Regions. Please let me have your views on this.


MERRITT H. TAYLOR,
Director.

10987

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: JULY 051044B

Message Centre No: E/0353

Date Time Rec'd: JULY 050430B

Precedence: ROUTINE

FROM: MORTON ALCON PALERMO

TO: ALCON ROME ACTET

IN CLEAR

Even prior to receipt of Mr TAYLORS letter 803/24/TB3 of 27 June the liaison officer had begun clarifying the CANNISTRACI-TUCCIO relationship. Position is now clearly understood in all quarters.

List

Action - Tn SC 2

Info - Chief Commissioner

Icon Sec

File 2

Flont

ACTION

HEADQUARTERS
16 JUL 1945
A. C.

1097

JWB/ala

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

Tel : 478704

803/24/23 3

SUBJECT : Withdrawal of Transportation Sub-Commission representative from Sicily

TO : AS Liaison Officer, c/o N.C.R.
Palermo

27 June 1945

1. Reference the attached copy of letter Para/61 despatched by Capt. Irvine-Lynch from Palermo on 15 June '45.

2. It is considered this letter is liable to cause considerable misunderstanding and confusion in various quarters and it is requested you clarify the position with all concerned as soon as possible.

3. With the withdrawal of Capt. Irvine-Lynch, Dr. Tuocio, Capo Compartimento I.S.R. became fully responsible to I.S.R. Central Office, Rome, for all railway matters. Mr. Cannistraci was clerk to Capt. Irvine-Lynch but on the pay-roll of I.S.R.. Director General I.S.R. agreed to the continued employment of Mr. Cannistraci in order that Dr. Tuocio should have on his staff an employee fully conversant with established procedure for bidding and programming of civilian freight traffic to the Mainland. Mr. Cannistraci is NOT a representative of Allied Commission but is a railway employee and as such is subject to the orders and discipline of Capo Compartimento. There is no question of his having "discretionary powers to act in any emergency that may arise". The channel of communication between this Headquarters and Capo Compartimento, Palermo, is through I.S.R. Central Office, Rome.

4. Neither Mr. Cannistraci nor any female employee concerned in the preparation of Shipping Reports or I.S.R. returns required by this Headquarters. All

1096

TO : AS Liaison Officer, c/o R.C.B.
Palermo

TO

1766

1. Reference the attached copy of letter Pers/61 despatched by Capt. Irvine-Lynch from Palermo on 15 June '45.
2. It is considered this letter is liable to cause considerable misunderstanding and confusion in various quarters and it is requested you clarify the position with all concerned as soon as possible.
3. With the withdrawal of Capt. Irvine-Lynch, Dr. Tuccio, Capo Compartimento I.S.R. became fully responsible to I.S.R. Central Office, Rome, for all railway matters. Mr. Cannistraci was clerk to Capt. Irvine-Lynch but on the pay-roll of I.S.R.. Director General I.S.R. agreed to the continued employment of Mr. Cannistraci in order that Dr. Tuccio should have on his staff an employee fully conversant with established procedure for bidding and programming of civilian freight traffic to the mainland. Mr. Cannistraci is NOT a representative of Allied Commission but is a railway employee and as such is subject to the orders and discipline of Capo Compartimento. There is no question of his having "discretionary powers to act in any emergency that may arise". The channel of communication between this Headquarters and Capo Compartimento, Palermo, is through I.S.R. Central Office, Rome.
4. Neither Mr. Cannistraci nor any female employed **1096** concerned in the preparation of Shipping Reports or I.W.C. returns required by this Headquarters. All Shipping returns are rendered daily by the Italian Ministry of Marine. Before his departure, Capt. Irvine-Lynch should have arranged with Dr. Salini of I.W.C. to render returns direct to this Headquarters. Will you please see Dr. Salini and ensure that returns are rendered direct in future.

5.

para 3 of letter from Capt. Irvine-Lynch is not understood. There is no R.F.C. organisation within Transport-ation Sub-Commission neither is there a desire for any Station staff. Any Office at Palermo Station alleging to represent this Sub-Commission must close forthwith. Capo Compartimento is responsible for ensuring satisfactory arrangements for any military traffic.

6.

It is requested you confirm that any wrong impressions which may have been left by Capt. Irvine-Lynch are corrected and that the position is clearly understood by all concerned.

By Command of Rear Admiral STONE

MERRITT H. TAYLOR
Director

Copy to : Director General, Italian State Railways, Rome
Transportation Officer, AG Reggio Calabria
Rail Division (Tn 4)
Roads Division

1095.14

ALLIED COMMISSION
AC TRANSPORTATION OFFICER
PALERMO

IL/er

Ref : Pers/61

Date: 15 June 1945.

SUBJECT: Withdrawal of Tn. Sub-Comm Rept from Sicily.

TO : H.Q. TN. Sub-Commission A.C.

With reference to the withdrawal of the Tn. Sub-Comm.
Rept. from Sicily.

1. It is important that Mr. CANNISTRACI be retained here on the same terms and conditions as hitherto with the necessary discretionary powers to act in any emergency that may arise, subject of course to the control of H.Q.

2. The girl Mela Cataldo left here some months ago and had to be replaced by the present girl who we are training in to the work. In addition we found it necessary to engage an additional girl to prepare the voluminous Shipping reports, I.N.T. returns as required by H.Q.

3. I do not propose to keep on the full Station Staff but one R.T.O. should be retained to check and arrange Military movement of freight and personnel and attend on all outgoing and incoming trains.

4. Kindly let me have your instruction.

Irvine-Lynch

IRVINE-LYNCH, S/Capt.R.E.
Transportation Officer
Sicily.

1094

TO : H.Q. TN. Sub-Commission A.C.

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4. Kindly let me have your instruction.

Irvine Lynch

IRVINE-LYNCH, S/Capt.R.E.
Transportation Officer
Sicily.

1094

A.C. Liaison Officer

% NOB

Palermo

*W Salini of Int renders returns
direct to this H.Q.*

803/21

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 594
TRANSPORTATION SUB-COMMISSION

MBT/ah

803/21/TB 3

20 June 1945

SUBJECT: Provision of Transportation Officers for AC
TO : Economic Section

1. The attached copy of letter from ARHQ is passed to you for information; attention is particularly invited to paragraph 3.

2. This Sub-Commission has carefully considered the requirements referred to in paragraph 3 and considers that so long as SACMSD is responsible for the prevention of disease and unrest in Italy transportation officers with movement control experience are necessary at the points shown in the table below; the table also shows the nationality of the present occupant of the post and, in the case of British officers, the release group.

Place	Nationality of Officer	Release Group
Reggio	(B) <i>Italy</i>	13
Naples	(C) <i>France</i>	
Bari	(B) <i>Italy</i>	21
Rome	(A) <i>Italy</i>	
Piombino	(A) <i>Italy</i>	
Florence	(C) <i>Italy</i>	
Leghorn	(A) <i>Italy</i>	
Ancona	(B) <i>Italy</i>	16
Holocene	(A) <i>Italy</i>	
Turin	(A) <i>Italy</i>	
Genoa	--	
Milan	(B) <i>Italy</i>	12
Verona	--	
Pedua	--	
Venice	(B) <i>Italy</i>	22
Trieste	(B) <i>Italy</i>	10

It will be noted that there are three vacancies now, that two more will arise when Canadian officers are released, and that a further six will arise when British officers up to Group 22 are released.

3. There are a number of transportation officers available in AC, but these are employed on specialist duties such as motor maintenance, formation of truck pools, etc., and have not the experience for the work involved; it is emphasized that we require trained movement control officers in order to prevent disease and unrest. In view of the definite statement in paragraph 5 of the inclosed, will you please take up through the usual channels to secure

File - TB 3

1093

the transfer of such officers to AC; five should be requested now and six for say 1-2 months time; their rank should generally be that of captain.

4. If movements officers are available in the theater, it is strongly recommended that their services should be secured to allow the proper release of AC British officers under the Release Regulations. We should not say that individual AC officers are "operationally necessary", if others in later release groups can be made available to do the job equally well.

5. Will you please treat this memorandum as urgent.

MERRITT H. TAYLOR
Director

1 2nd: 9-4 (Rev 6) B/ORG/AC

cc: G-1 (B)
Tn/1 file

1092

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN)

SUBJECT : Withdrawal of ALLIED
COMMISSION Transportation
Officers.

G-4 (MOV & TN) E/ORG/AC

7 Jun 45
MAJ A
21/12

TO : TN SUB COMMISSION AC

1. Ref your letter 383/126/Tn 3 of 4 Jun. The question of the withdrawal of AC Tn officers was discussed at a recent meeting of the CAO, A C of S G-5, DQMG (Mov & Tn), and Colonel SIEM.

2. The policy then established, and which this HQ is prepared to authorize, was as follows:-

(a) that the position of Tn officers in Free ITALY differed from that of other AC representatives. The Tn facilities in ITALY have inadequate capacity to cover the full requirements of military movement and essential civil traffic and, consequently, must be subject to close overall control.

(b) The ISR could not be accepted as an adequate organisation in sole control of civil traffic because

(i) any inefficiency in their work would directly affect military traffic.

(ii) The status of their representatives would not ensure that essential civil traffic moved in face of demands by local Allied military officers for the movement of military traffic.

(c) The reduction resulting from redeployment and release of military movement control would not permit the military authorities to undertake the supervision of civil traffic movement.

(d) Certain areas, notably REGGIO and CIVITAVECCHIA, were essential both from military and civil angles and required general supervision by Allied officers.

3. The position indicated in para 2 above will continue until SACMED's overall responsibility for prevention of disease and unrest in ITALY ceases and until progress in military redeployment movements has reached a point at which Tn capacity is in excess of requirements. Until these conditions are fulfilled the CAO is prepared to authorize the retention of such Tn officers of the AC as are necessary to ensure the proper fulfilment of SACMED's military and civil responsibilities.

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4. Dealing with the specific proposals made in your letter under reference, it is noted that the present intention is to retain 13 Tn officers at points south of the Rimini - FISA line. These proposals are agreed. However, as regards the further proposal to withdraw by about 15 JULY officers from the various compartments named, these proposals should be reconsidered in the light of the

Continued...../policy....

4 (continued)

of the/.....

policy established above. In particular, the withdrawal of one officer from each of ROME and REGGIO is not agreed.

5.

It should be emphasised that the withdrawal of officers should not and, in fact, must not be related to the release of the individuals at present holding Tn appointments. The sole criterion is to retain sufficient appointments for the efficient execution of Allied Commission responsibilities. If individuals are released, the provision of replacements should be taken up through the usual channels and G-4 (Mov & Tn) in these headquarters will give any assistance possible in the provision of personnel.

Room 47
ATdERP/EW

A.T. de RHE Philips

A. T. de RHE PHILIPS,
Brigadier,
DQMG (Mov & Tn).

Est. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

APT/eh

Phone 489081

✓ WES/126/Tn 3

4 June 1945

SUBJECT: Withdrawal of Allied Commission Transportation Officers

TO : AFHQ, G-4, NOV & Tn

1. Reference your letter of 25 May, G-4B/ORG/AC, the points you make, particularly that in paragraph 3, are fully accepted by this Sub-Commission and the plan we submitted on 10 May was made accordingly.

2. Briefly, our proposals for transportation work south of the Rimini-Pisa line are that we should now retain officers at the following points (outside headquarters):

Reggio	1	Piombino	1
Bari	2	Leghorn	1
Naples	2	Florence	2
Rome	1	Ancona	3

It is assumed that in view of recent discussions block tonnages over ISR lines will be allocated and that the detail work for utilizing these tonnages should be left to the ISR themselves but always under the general supervision of this Sub-Commission. If the scheme develops as we hope, it is felt that by say 15 July we should withdraw the officers included in the above table at ISR Compartimento Headquarters (i.e., one from each compartment -- Reggio, Bari, Naples, Rome, Florence and Ancona); we should attach to this Headquarters two of these officers withdrawn from the field and utilize them as traveling inspectors to see that the ISR were in fact carrying on as they should. We should then have one transportation officer left at each of the following places -- Bari, Naples, Piombino, Leghorn and Florence -- and two at Ancona. A further review will be made periodically in the light of changing circumstances. It is felt that in this way we would safeguard without undue risk SACRED's civilian transportation responsibilities under the disease and unrest formula.

3. A separate letter is being submitted to AFHQ (Adjutant General's Department) through the G-1 branch of this Headquarters. It requests permission to withdraw certain officers, and though presented in a slightly different form, the scheme accords with what is set out above. If, therefore, you are in agreement with what we state above, would you please inform the Adjutant General's Department accordingly.

1009

-2-

4. In connection with previous requests for withdrawal of officers, it is again pointed out that considerable delay takes place in granting the necessary permission. This Headquarters submitted on 1 May a letter under G-1(D) reference asking for permission to withdraw:

Captain Irvine-Lynch,	Palermo
Major Woodcock,	Barl
Major Marks,	Maples

Approval so far as G-4 was concerned was given and confirmed by your letter May 4/1/36 of 13 May; but in spite of repeated requests, we still have not received the official AG approval to withdraw these officers.

For the Chief Commissioner:



M. B. THOMAS, Colonel
Deputy Director

cc: AEBG (G-5)
X 109/Tn 1 file

1088

necessity for reduction of personnel in the ISR, one or two factors to be borne in mind before we can make such a reduction effective. Your proposals are made under two headings:

- (a) the introduction of regular In services for civilian use or, alternatively, the allocation of definite capacities for this purpose, and
- (b) the use of ISR staff for all control of bidding and programming in Italian Government territory.

Taking para 2 (a) first.

I have issued instructions that an immediate examination is to be made by G-4(Mov & Tn) in conjunction with DERS and the ALLIED COMMISSION of the feasibility of introducing more standardised services on the railways in ITALY. The policy I wish to establish is that such priority requirements as troop and leave trains, essential civil passenger services, and essential civil freight services, shall be considered as a first requirement on rail capacity. We will then restrict PCM bidding to the balance of the capacity available, keeping in mind that these capacities are not absolute on individual lines and can be varied up and down by redistribution of loco power and rolling stock. In other words, I would like to reach the point at which the Italian railways are being run on peacetime civilian lines with a responsibility for meeting essential military traffic on a regular-flow basis.

This examination ties up with the policy decision agreed between DERS and myself that by sometime in the Autumn we will be forced by loss of personnel into handing over full operation and maintenance of the Italian railways system to the ISR. It is clearly undesirable that this change over should take place abruptly from our present military "emergency" traffic to normal civil "timetable" traffic.

As regards your second point, the control of bidding and programming by the ISR is dependent upon adequate safeguarding of SACRED's responsibility for disease and unrest. This was defined in a COMBINED CHIEFS OF STAFF Signal on 31 Jan 45 which stated....

- "For the duration of combined operations, the combined US-UK military authorities will be responsible for providing:
- A. Those quantities of food, fuel, clothing, medical, sanitary and other agreed essential supplies necessary to prevent disease and unrest prejudicial to such operations.
 - B. Those supplies such as fertilizer, raw materials....

Continued..... /machinery and.....

B. (Continued)

materials/.....

machinery and equipment, the importation of which will reduce military requirements for the import of essential civilian supplies for the purposes referred to in this paragraph.....

C. Those supplies necessary for the restoration of such of the Italian power systems and transportation and communication facilities as will further the military effort against GERMANY and JAPAN.....

G-5 consider that the duration of combined operations will continue so long as AFHQ exists. Therefore, so long as this responsibility continues I do not see how we can handover the responsibility for all control of bidding and programming in Italian Government territory as suggested.

So far as Movement Control, Allied Force is concerned, our progressive losses of personnel will compel us to concentrate on control of purely military movement, and we shall be unable to help much in supervision of the movement of essential civil freight. In fact, when the ISR take over full responsibility for the running of the railways, Movement Control will perform its functions in much the same way as this is done in the UK.

I suggest that the various ideas contained in your letter and in mine require discussion between G-4 (Mov & Tr), Transportation Sub Commission and the DMS. I will try and arrange a meeting in ROME in the middle of next week when I am due to attend the North Italian SHIPPING Meeting being laid on by MEDBO. However, my movements at this time are dependent upon the return of the CAO from UK and it may be necessary to postpone our suggested discussions until later.

A. T. de KHE PHILIP

A. T. de KHE PHILIP,
Brigadier,
DMSG (Mov & Tr).

ATdKRP/SW.

1086

6.

7.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 376

MJS/hl

383/89/TN 3

10 May 1945

SUBJECT: Withdrawal of AC Transportation Officers

TO : G-4 (Mov & Tr), AFHQ

1. Considerable progress in the organization of movement and better use of transportation facilities has been made during recent weeks by the I.S.R. insofar as rail capacity is concerned, and by the Italian Ministry of Marine in port working.

2. In view of the present situation in Europe and the increasing demands for AC Transportation personnel for work elsewhere, together with the policy to hand back as much work and responsibility as is feasible to the Italians, it is desired to put forward for consideration, the plan suggested below for withdrawal of AC Transportation personnel in Italy.

RAIL:

3. Machinery is already in motion in Italian Government territories whereby the Transportation Officers in the field are handing over the work which they have been doing to I.S.R. and are training I.S.R. staffs in order that they may be capable of carrying out the existing procedure for movement of civilian stores immediately on the withdrawal of AC personnel. The new procedure introduced 19 March '45 is working well and very little is necessary to implement any decisions which may be taken.

4. It is suggested that 30 June '45 be a deadline date for hand over to I.S.R. for all control of bidding and programming in Italian Government territory (including Umbria Marche & Toscana Regions). By this date the Italian Government territory would be represented on the railway side by the Compartimenti of Ancona, Florence, Rome, Naples, Bari, Reggio, Sicily, and Sardinia. So far as this Hq. is concerned, a representative from Hq. I.S.R. will be working in the Branch within the course of the next few days in order that he and any additional I.S.R. staff required may be in a position to carry out the work at present done in this Branch.

It may even be possible to extend the suggested system to the North, dependent on conditions that are found there and the development which takes place during the next six weeks.

5. In order that the hand over may be on a workable basis, it is suggested:

- a) that revised line capacities are issued, based on availability of wagons and not on ability to pass trains.
- b) that a definite tonnage capacity on all lines ~~1000~~ movement of civilian supplies be allotted and that I.S.R. will only

1 7 8 1

use of transportation facilities has been made during recent weeks by the I.S.R. insofar as rail capacity is concerned, and by the Italian Ministry of Marine in port working.

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- a) that revised line capacities are issued, based on availability of wagons and not on ability to pass trains.
- b) that a definite tonnage capacity on all lines ¹⁹⁸⁵ movement of civilian supplies be allotted and that I.S.R. will only program movement within these capacities.
- c) if the suggestion outlined in sub-para. "b" cannot be agreed, Movements Division, Rail Branch, will be the mouthpiece of I.S.R. (and, in effect, of Italian Government) at the AFHQ Priority of Movement Conferences, speaking in terms of bulk tonnages only.

10 May 1945

- 2 -

Withdrawal

SEA:

6. An experiment is already proceeding at Civitavecchia with the withdrawal of all Allied Commission Officers from this port. Provided this plan proves successful, it is proposed to withdraw AC Officers from other Italian controlled ports.

7. Another experiment has commenced at Naples with the establishment of an Italian controlled area within the port. If this is successful, it is proposed to extend this organization to other military controlled ports, where the military situation will permit of such action being taken. Furthermore, if the Naples experiment proves successful, it is proposed to request AFHQ's permission to withdraw the AC Port Liaison Officers, and arrange for the Italian Authorities, controlling the Italian area of the port, to deal direct with the military Port Commandants.

8. Here again, it is suggested that 30th of June be the deadline date.

9. The Italian Ministry of Marine already has Liaison Officers working with the Shipping Branch, Movements Division, and the Port and Warehouse Divisions.

10. In order to lay down priorities of civilian movement, the Italian Government should set up a representative Board for this purpose.

11. To complete the picture, it may be added that the only other Transportation Officers "in the field" in Southern Italy are the Warehouse Officers at Naples, Ancona and Leghorn and certain "Truck Pool" Officers at various points. It is proposed that these officers should all be withdrawn as soon as the warehouse work can properly be handed over to the Consorzio Agrario and the vehicles in the truck pools to the Italian Government.

12. The above proposed procedure is forwarded for your consideration and comment, and I should be glad if you can reply as soon as possible in order that maximum time can be given to all concerned to carry out the final hand over arrangements.

for the Chief Commissioner

M. B. Thomas

M. B. THOMAS, Colonel,
Deputy Director.

Distribution:

G-5, AFHQ,
Economic Section
Rail Division, The S/C
Port & Warehouse Division, The S/C

1094

7. Another experiment has commenced at Naples with the movement of an Italian controlled area within the port. If this is successful, it is proposed to extend this organization to other military controlled ports, where the military situation will permit of such action being taken. Furthermore, if the Naples experiment proves successful, it is proposed to request AFHQ's permission to withdraw the AC Port Liaison Officers, and arrange for the Italian Authorities, controlling the Italian area of the port, to deal direct with the military Port Commandante.

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9. The Italian Ministry of Marine already has Liaison Officers working with the Shipping Branch, Movements Division, and the Port and Warehouse Division.

10. In order to lay down priorities of civilian movement, the Italian Government should set up a representative Board for this purpose.

11. To complete the picture, it may be added that the only other Transportation Officers "in the field" in Southern Italy are the Warehouse Officers at Naples, Ancona and Leghorn and certain "Truck Pool" Officers at various points. It is proposed that these officers should all be withdrawn as soon as the warehouse work can properly be handed over to the Consorzio Agrario and the vehicles in the truck pools to the Italian Government.

12. The above proposed procedure is forwarded for your consideration and comment, and I should be glad if you can reply as soon as possible in order that maximum time can be given to all concerned to carry out the final hand over arrangements.

for the Chief Commissioner

M. J. Thomas

M. J. THOMAS, Colonel,
Deputy Director.

Distribution:

G-5, AFHQ
Economic Section
Rail Division, The S/C
Port & Warehouse Division, The S/C

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CONFIDENTIAL

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MJS/bjs

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19th June 1945

Tel. Ext 318

756/40/Tn.3

SUBJECT. Duties of transportation officers

TO. Deputy Director,
Transportation Sub-Commission

1. Ref your letter 107/86/Tn.1 dated 18th June 1945.

2. I suggest that Captain Bont be shown as a senior transportation officer in the Ancona area. I do not consider that Smith has carried out his duties in a particularly efficient manner, whereas Bont has worked excellently up to the present.

3. Ref para 2, I suggest that a paragraph be inserted, stating that hitherto in certain cases the senior transportation officer has failed adequately to coordinate all movement and transportation work in his area, e.g. Taylor at Bari.

4. I agree with the other points raised.

M. J. Sieff

M.J. SIEFF, Colonel.

1083

Subject :- Italian Army Movement Control.

Land Forces Sub Commission, A.C.,
(M.M.I.A.)
Tel :- ROME 478206.
Ref :- Mov.CM1/6.
5 May 45.

A.P.H.Q.

1. With reference to your AG.370.5/105.C-0 dated 30 April 45. In view of the present changed situation, Italian Army Movement Control has no bodies to spare within its ceiling of 540.
2. Should it be considered desirable for the scheme to go forward, the above ceiling would have to be raised.

[Signature]
Colonel
for Major-General
M.M.I.A.

Copy to :-

Tn Sub-Commission, A.C. - your 803/12/Tn3 of 27 Mar 45 refers.

1080

RESTRICTED

REP/26

ALLIED FORCE HEADQUARTERS
APO 512

AG 370.3/105 C-0

30 April 1945

SUBJECT: Italian Army Movement Control

TO: President
Allied Commission
FOR: Land Forces Sub-Commission AG(RMIA)

1. Reference is made to Allied Commission letter 803/13/123 of 27 March 1945, a copy of which was sent to the Movements Liaison Officer RMIA.

2. The proposal is agreed in principle. It is presumed that you will find the personnel from the 241 unfilled spaces allocated to movement control in your Strength State. The commitment is ITI-III.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

JACK CARTER
Captain, AGD
Asst Adjutant General

Hq, Allied Commission

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RESTRICTED

RESTRICTED

RHF/pg/wp

ALLIED FORCE HEADQUARTERS
APO 512

TNSK

AG 370.5/105 G-0

30 April 1945

SUBJECT: Italian Army Movement Control

TO: President
Allied Commission
FOR: Land Forces Sub-Commission AC (MMIA)

1. Reference is made to Allied Commission letter 803/12/Tn3 of 27 March 1945, a copy of which was sent to the Movements Liaison Officer MMIA.

2. The proposal is agreed in principle. It is presumed that you will find the personnel from the 241 unfilled spaces allocated to movement control in your Strength State. The commitment is ITI-ITI.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

JACK CARTER,
C. I. G. D.
Asst. Adj. Gen.
JACK CARTER
Captain, AGD
Asst Adjutant General

Copy furnished:
Allied Commission
FOR: Sub-Commission,
Movements Division (TPN 3)
ATTENTION: Colonel M. J. Sieff

RECEIVED
MAY 1945

RECEIVED
MAY 1945

This copy for President, Allied Commission, APO 394, FOR: Sub-Commission, Movements Division (TPN 3)
ATTENTION: Colonel M. J. Sieff

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RESTRICTED

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AJS/vb

RESTRICTED

Tel: 478704

BOB/14/Tn.3.

SUBJECT: Employment of Italian Military
Movement Control Personnel.

TO : G-4 (Mov & Tn), AFHQ.

1. Reference your G-4 (Mov & Tn) B/ORG/AC, dated 18th April, 1945.

2. This matter has been further discussed with A.M.I.A. who state that they can take no action until such time as G-3 (ORG) AFHQ agree to the employment of Italian Military personnel for the purpose proposed.

3. A.M.I.A. point out that should G-3 (ORG) agree, personnel can be made available in the field almost immediately, but only as a temporary measure, unless the war establishment ceiling for Italian Military Movement Control is raised and additional personnel are allocated. All personnel now available (approx. 150 all ranks) are earmarked for Northern Italy and in view of the present military situation, they may be required at an early date.

4. Will you please discuss this question with G-3 (ORG), advising result, in order that a scheme may be agreed with A.M.I.A. for the phasing into position of the personnel required.

5. Since the plan for utilisation of Italian Military Movement Control personnel was initiated considerable progress has been made in handing back certain functions of the railway work to the IRT. It is too soon yet to say how successful this move will be, but results so far have been encouraging. It is therefore proposed, subject to the agreement of G-3 (ORG), only to proceed with stationing personnel at the eleven points which you suggest in para 2 of your letter, after giving this personnel some elementary training. After sufficient time has elapsed to establish what benefit is being gained from the use of Italian Military Movement Control personnel, a decision can be taken as to whether the scheme should be abolished, further extended, or the status quo maintained.

6. On receipt of your further letter notifying agreement

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of G-3 (ONG) a detailed plan will be agreed and communicated to all concerned.

For the Chief Commission:

M. J. Siefert

M. J. SIEFT, Colonel.

Copy to:

G-5, AFHQ.
Movements Liaison Officer, M.A.I.A.

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

4JB/vb
12

Tel: Ext. 318

27th March, 1945.

Ref: 803/12/Tn.3.

SUBJECT: Utilisation of Italian Military
Control Personnel.

TO : G-4 (Mov & Tn), AFHQ.

1. Further to our 803/8/Tn.3, dated 6th March, 1945, and conversation Brigadier Fellowes/Col. Stoff.

2. Attached herewith at Appendix "A" is an amended chart, with a proposed distribution of Italian military movement control personnel. The numbers suggested have been worked out in conjunction with the Movements Liaison Officer, MMIA, and allowance has been made for existing Italian military movement control groups, which could cover A.C. and civilian traffic in addition to their Italian military movement duties.

3. Of the total personnel demanded, 53 officers and 126 ORs, 16 officers and 36 ORs are to cover work in connection with ports and shipping, and 34 officers and 84 ORs are for rail work; the balance of 3 officers and 6 ORs is to strengthen the Headquarters at Bari and Rome.

4. It is understood that no Italian RTOs are at present mobile: the attached plan shows the areas which the RTOs would cover, and obviously, if they are to be effective, some transport provision should be made.

5. May we have your views please on the proposed scheme.

For the Chief Commissioner:

Copy to:

Movements Liaison Officer, MMIA.
G-5, AFHQ.

Encls.

MBB
ARLETT H. TAYLOR,
Director,
Transportation Sub-Commission.

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