

ACC AG35/TW4 10000/100/2000 TRANSFER OF TERRITORY FA
OCT. 1943-JAN. 1944

320 TRANSFER OF TERRITORY FROM AWCJ TO AC.

OCT. 1943-JUN. 1944

No. 785021

~~CONFIDENTIAL~~

ALLIED FORCE HEADQUARTERS

AFO 512

AG 453-3 GDS-0

17 March 1944

SUBJECT: Supervision and Operation of Sicilian Railways.

TO : All Concerned.

1. Under the provisions of paragraph I, 7, e, Administrative Memorandum Number 76, this headquarters, dated 9 November 1943, effective 18 March 1944, all railways in Sicily will be returned to civilian operation under the supervision of the Allied Control Commission, Internal Transportation Sub-Commission, as contemplated in paragraph 1, General Orders Number 60, this headquarters, dated 22 October 1943.

2. The Director General, Military Railway Service, this headquarters, will retain the right to transfer locomotives and rolling stock from Sicily to the mainland of Italy, subject to the prior agreement of Headquarters Allied Armies in Italy and Headquarters Allied Control Commission.

By command of General WILSON;

Albert W. Park,
1st Lt., AGD,
Asst Adjutant General

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- 2 - D.M.R.S.
- 6 - HQ. L.A.I. (Adm. Ech.)
- 6 - Movements, L.A.I.
- 6 - HQ. Allied Control Commission
- 6 - D.G.M.R.S. c/o L.A.I.
- 2 - D.TN(B) c/o L.A.I.
- 2 - AG Records

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HEADQUARTERS

14 APR 1944

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ALLIED FORCE HEADQUARTERS
APO 512

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Internal Transp. S.C.

(2)

AG 453-4 GDS-O

10 April 1944

SUBJECT: Supervision and Control of Railway Operation in Occupied ITALY.

TO : Commander-in-Chief, Allied Armies in ITALY (Administrative Echelon)

1. A unified system of supervision and control of railway operation will be brought into effect as soon as practicable in such parts of ITALY as are now, or may be in the future, occupied by the Allied Military Forces.

2. This unified system will be based on the Divisional System already in force on those sections of railway in ITALY at present operated by or under the supervision and control of, the United States Military Railway Service.

3. In order to introduce the unified system into those sections of railway in ITALY at present operated by, or under the supervision and control of, the British Transportation Service, the Director of Transportation (British) will be responsible for making the necessary readjustment in the disposition of the British Transportation personnel at his disposal in conformity with the overall requirements of the Director General, Military Railway Service.

4. In order to obtain the necessary flexibility in the future employment of military railway units, both United States and British, the Director General, Military Railway Service, will, in agreement with Headquarters, Allied Armies in Italy, establish a policy of an early and progressive substitution of civil for military operation of successive sections of the railways. The extent of this substitution, and the times when it should take place, will depend upon the military situation and the degree to which the various sections of railway are vital to Allied requirements.

5. Headquarters, Allied Armies in Italy, in conjunction with the Director General, Military Railway Service, and the Director of Transportation (British), will arrange the distribution of Movement Control and Military Railway Operating personnel so as to eliminate any overlapping or duplication of functions. This distribution of personnel will be constantly reviewed to ensure efficient and economical use of manpower.

6. Arrangements will also be made by Headquarters, Allied Armies in Italy, to ensure that whenever Military Railway Operating units are withdrawn from any specified area, Movement Control personnel are available to maintain staff supervision and control in that area over those sections of the railway operated by the Italian civil railway organisation, but still vital to Allied military requirements.

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ALLIED FORCE HEADQUARTERS
APO 512

22 October 1943

GENERAL ORDERS)

NUMBER 60)

DEVELOPMENT AND OPERATION OF ALL ITALIAN RAILWAYS

1. Brigadier General CARL R. GRAY, JR., O-129452, USA Director General, Military Railway Service, this headquarters, will be responsible for the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Sub-Commission of the Allied Commission.

2. All United States Railway Service Troops, the Railway portion of the British Transportation Service, and Italian Railway personnel and material will be at his disposal and will operate under his direction. So far as Italian Railway personnel is concerned, this will be accomplished by having General di Raimondo, together with all of the Italian military railway organization, report to the Director General to carry out the duties prescribed. The command and administration of British Railway Transportation Units referred to above will be exercised through normal British channels.

3. In the reconstruction and operation of the Italian Railways the Director General will be governed by priorities established by this headquarters, presently represented on the mainland of Italy by the Deputy Chief Administrative Officer, Advanced Administrative Echelon, AFHQ, who will coordinate and present to the Director General the railway requirements of Allied Forces and of all Italian civilian and military users.

4. The Director General will continue to be governed in the operation of military railways in North Africa by the provisions of General Order Number 19, this headquarters, cs.

By command of General EISENHOWER:

J.F.M. WHITELLY,
Major General, GS. Acting Chief of Staff.

OFFICIAL:

/s/ T. J. Davis
T. J. DAVIS
Brigadier General, United States Army
Adjutant General

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ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

NUMBER

76)

9 November 1943

ITALIAN TRANSPORTATION SYSTEMS : RELATIONS BETWEEN THE MOVEMENTS AND
TRANSPORTATION ORGANIZATION OF THE ALLIED MILITARY FORCES, AND THE
TRANSPORTATION ORGANIZATION OF THE ALLIED COMMISSION.I -- RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service *

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15th Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tn), this headquarters, and the staffs and services operating under its control* are laid down in Administrative Memorandum No. 13, this headquarters, dated 20 October 1942. The instructions contained in that memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. These instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.

*NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFHQ Advanced Administrative Echelon (FLAMBO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FLAMBO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLAMBO as given in Administrative Memorandum No. 67.

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ADM MEMO #76 (Cont'd)

4. The responsibilities of the Director General, Military Railway Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, cs.

5. a. The responsibilities and functions of the Internal Transportation Sub-Commission are given in Allied Control Commission Planning Directive No. 7 dated 26 September 1943, Appendix "F". (NOTE: To be reissued with slight amendments shortly).

b. Of these responsibilities and functions, those concerned with the control, supervision and operation of Italian railways will only be applicable to those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Military Government, or the Internal Transportation Sub-Commission. (Reference is made to paragraph 1, General Orders No. 60, this headquarters, cs).

6. In those parts of Italian territory where the railways are under the control of the Allied Forces, through their Movements and Transportation organizations, the Internal Transportation Sub-Commission will detail personnel to be attached to the appropriate military Movements and Transportation organizations. Such personnel of the Internal Transportation Sub-Commission will be commanded and administered through normal Allied Military Government or Allied Control Commission channels. Detailed allocations of staff will be made in accordance with direct arrangements between G-4 (Mov & Tr), this headquarters, and the Internal Transportation Sub-Commission.

7. The responsibilities, so far as the subject of this directive is concerned, of the personnel of the Transportation Sub-Commission referred to in paragraph 6 above, will be:

a. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between those demands.

c. To represent such requirements to the military Movements and Transportation staffs concerned, in order that these bids may be considered by the military authority in common with bids for military requirements.

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

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ADM MEMO #76 (Cont'd)

c. To agree with the appropriate Movements and Transportation staffs of the Allied forces what portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Force, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

NOTE: Such portions of the Italian railways will not be handed over on the orders of the Commander-in-Chief, Allied Force, to civilian administration until

- (1) the Allied military forces have no further vital interests in the area concerned.
- (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary
- and (3) the Italian Railway Administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

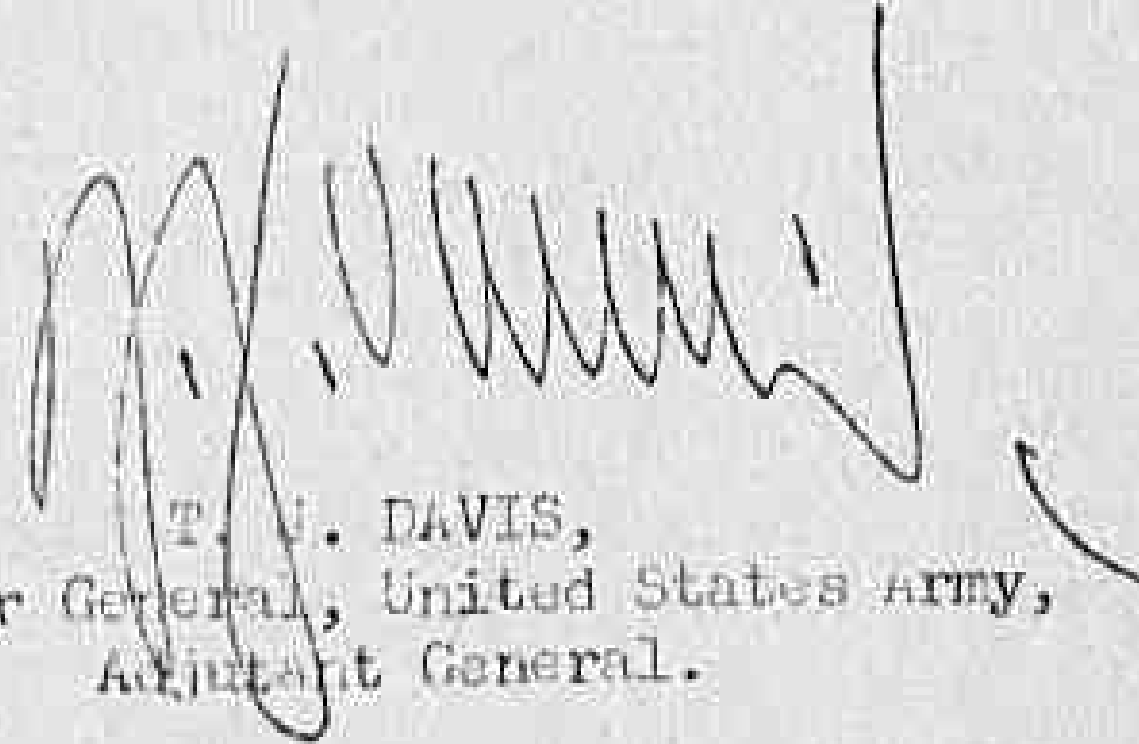
II - INLAND WATERWAYS AND HIGHWAYS (Except local bus and tram services)

The relations between the organizations shown in paragraph 1, a. and b., above, will be based on the principles given in Section I - RAILWAYS, above.

III - PORTS AND SHIPPING

Separate instructions will be issued as required.

By command of General EISENHOWER:


T. J. DAVIS,
Brigadier General, United States Army,
Adjutant General.

DISTRIBUTION:

- "5"
50 - AFHQ Adv Adm Ech
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(L.G. 531-4 GIG-AGM)

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

END/gfh

35/38

Our Reference : ACC Tn/35/38

Date : 12 June 44

TO : Tn. Sub-Commission Rep. ACC.
Reggio (for Major Street).

SUBJECT : extent of Territory

1. Reference your letter dated 2 June '44 to Movements Reggio suggesting an alteration in the territory controlled by them to coincide with the I.S.R. Division.
2. The matter has been referred to E.C., L&I who do not agree to the section of line Agropoli-San Nicola Verico inclusive being transferred to Mov. Reggio control as there are Allied Force Depots in this area which are controlled from Naples or Salerno.
3. Any such request involving control of territory or any matter of policy or administration should be referred to this Headquarters for the matter to be taken up with the appropriate authority.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

SUBJECT:- Movements Area and Sub-Area Boundaries.

To: Transportation Sub-Commission, A.C.C. /
A.F.O. 394

Headquarters,
 Allied Armies in Italy.
 Mov 3/117
 9 June 44

1. Reference attached copy of letter dated 2 June 44, addressed to Movements Reggio by Major A.H. Street, A.C.C. Divisional Superintendent, Reggio Division I.S.R.
2. The request that the area ACROPOLI to SAN NICOLA VARICO inclusive, be transferred from Movements West Italy to Movements Reggio, cannot be accepted.
3. Within the area in question there are Allied Force Depots, the control of which is in NAPLES or SALERNO, from which point all traffic arrangements are made.

DET/

Copy to:- D.G.M.R.S.)
 H.Q. Movements West Italy) enclosures
 H.Q. Movements Reggio (Loss enclosure)

For Brig.
 D.G.M.C. (M)

1177

COPY/

2 June

To: Movements
Reggio Calabria

Subject: Extent of Territory.

As it is intended to shortly hand over the Calabria Division I.S.R. to civilian control it would simplify working if the area controlled by Movements Reggio; corresponded with that of the Reggio division I.S.R.

I should therefore be obliged if you could arrange for the section of line from Agropoli to San Nicola Varico (inclusive) to be transferred from Mov. W. Italy to Mov. Calabria.

(Sgd) A.H. Street Major
A.C.C. Divisional Superintendent
Reggio Division I.S.R.

Copy to C.O.
701 Grand Railway Division

1176

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
23 May 1944

DIRECTIVE

Subject: Return of Italian Railways to Civilian Operation.

To : Transportation Sub-Commission, ACC, APO 394, U.S. Army
CO, 701st Ry Grand Div, Allied Force, Mil Ry Serv, APO 400, US Army

1. Under the provisions of General Order No. 60, AFHQ, dated 22 October 1943 and Administrative Memorandum No. 76, AFHQ, dated 9 November 1943, it is contemplated that from time to time certain portions of the Italian State and privately owned railways may be returned to civilian operation under the supervision of the Allied Control Commission.

2. The Sicilian Compartimento of the Italian State Railways was so returned effective 18 March 1944 by letter order of AFHQ dated 17 March 1944, the Director General being given the right by that order to transfer locomotives and rolling stock under certain provisions.

3. In accordance with the understanding reached as between the Director Transportation Sub-Commission of the Allied Control Commission and the Director General in accordance with the policy established and anticipating the probable return of the Reggio Calabria Compartimento of the Italian State Railways under its provisions, there is hereby established from the personnel of the Allied Control Commission an organization with Headquarters at Reggio Calabria consisting of the following personnel:

Major A. H. Street, Div. Supt., & Div. Engineer (Br)
Major S. L. Baister, Master Mechanic (Br)
Major W. F. Blair, Trainmaster (Br)
Lt. F. C. Philby, Asst. to Trainmaster (Br)

4. Major Street as Division Superintendent with his organization will become familiar with the operations and requirements for military purposes of the Reggio Calabria Compartimento of the Italian State Railways and will supervise the operation and maintenance thereof operating through the Capo Compartimento at Reggio.

5. Until such time as the Reggio Calabria Compartimento is returned to full civilian control in accordance with the provisions of General Order No. 60 and Administrative Memorandum No. 76, he will report and be governed by the instructions issued by the Commanding Officer, 701st Railway Grand Division, Allied Force, Military Railway Service, sending a carbon copy of all reports rendered for the Director General to the Director, Transportation Sub-Commission.

ACC.

6. The Commanding Officer, 701st Railway Grand Division will therefore exercise control of the operation and maintenance of the Reggio Calabria Division through Division organization of Major Street above provided, supplementing that organization with such detached officers of his Headquarters as he may from time to time require placing more and more responsibility upon Major Street for the purpose of providing an experienced organization which ultimately will take over the control of this Compartimento with the least possible interference to normal operation.


CARL R. GRAY, JR
Brigadier General, USA
Director General

cc:

CAO AAI
General Di Raimondo
G-4 AFHQ
CG SOS NATOUSA

000035/24
Note

1. The position with regard to officers assigned to the Transportation Sub-Commission as technical Railway officers appears to require defining.
2. There are actually two categories of Transportation officers assigned to the Transportation Sub-Commission:

- (a) Those assigned as technical Railway officers.
- (b) Transportation officers - Roads.

as regards (b)

This category is again sub-divided into :-

- (i) technical officers, R.A.S.C., having experience in Road operation and maintenance of Road Transport.
- (ii) non technical officers who have been assigned to Regions as Transport officers.

as regards b (i)

These officers should be under the direct orders and control of the Transportation Sub-Commission (Road Section).

as regards b (ii)

Attached to Regions to carry out the requirements of the Regional Commissioner under the direction and control of Transportation Sub-Commission (Road Section).

3. With reference to (a)

Officers - Railway technical.

These officers must be under the direct orders and control of the Transportation Sub-Commission and cannot be considered in any way as Regional officers. The operation of the Italian State Railways is at present under the jurisdiction of the D.G.M.R.S. whose officers are posted throughout the occupied part of Italy and operate the railway with the assistance of the Italian railway personnel in all its branches, Operating, Locomotives, Rolling Stock, Engineering, and Stores etc., and in no way whatsoever are under the control or orders of Regional Commissioners but only under the D.G.M.R.S. As and when the D.G.M.R.S. hands over portions of the Italian State Railways to ACC., the Transportation Sub-Commission technical officers will take over, and function in exactly the same way as the personnel of the D.G.M.R.S. have been doing and will supervise the operating of the railway by the Italian Railway Administration.

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In no country in the world - whether in peace or war time are officers operating a railway under any control or orders of any other than the General Manager, or Director of Railways, and it is quite impossible for railway technical officers posted to the Divisions of the Italian State Railways to be under any other control of the railway. The railway is not, and cannot

0 1 6 3

This category is again sub-divided into :-

(i) technical officers, E.A.S.O., having experience in Road operation and maintenance of Road Transport.

(ii) non technical officers who have been assigned to Regions as Transport officers.

as regards b (i)

These officers should be under the direct orders and control of the Transportation Sub-Commission (Road Section).

as regards b (ii)

Attached to Regions to carry out the requirements of the Regional Commissioner under the direction and control of Transportation Sub-Commission (Road Section).

3. With reference to (a)

Officers - Railway technical.

These officers must be under the direct orders and control of the Transportation Sub-Commission and cannot be considered in any way as Regional officers. The operation of the Italian State Railways is at present under the jurisdiction of the D.G.M.R.S. whose officers are posted throughout the occupied part of Italy and operate the railway with the assistance of the Italian railway personnel in all its branches, Operating, Locomotives, Rolling Stock, Engineering, and Stores etc., and in no way whatsoever are under the control or orders of Regional Commissioners but only under the D.G.M.R.S. As and when the D.G.M.R.S. hands over portions of the Italian State Railways to A.S.C., the Transportation Sub-Commission technical officers will take over, and function in exactly the same way as the personnel of the D.G.M.R.S. have been doing and will supervise the operating of the railway by the Italian Railway Administration.

1174

In no country in the world - whether in peace or war time are officers operating a railway under any control or orders of any other than the General Manager, or Director of Railways, and it is quite impossible for railway technical officers posted to the Divisions of the Italian State Railways to be under any other control than the Director or General Manager of the Railway. The railway is not, and cannot be, Regional.

The Divisions on the Italian State Railway are not Regional as the boundaries of the Railway Division do not coincide with Regional boundaries, the railway passing through all Regions. Moreover there can be no occasion, nor has there been any, for Regional Commissioners to participate in any way in the operation of the railway and on this there can be no argument.

Take the example of a railway running through provinces in India, the Sudan, the United States or any other country - the railway officers posted in the provinces or Regions are not in any way under the control or orders of the Provincial Commissioner or Governor of the Province or whoever is control of the area but are under the direct orders and control of the Railway Administration at its Headquarters.

Again the Italian railway officers in Provinces are under the direct control and orders of the Undersecretary for Communications at Railway Headquarters.

It is quite practicable for officers who are posted to Regions and who represent certain Sub-Commissions such as Industry & Commerce, Health, Agriculture, etc., to be under the orders of the Regional Commissioner, as their duties pertain to the particular Region and are involved in the general administration of the Region, but where the operation of a railway running through the Province or Region is concerned, the operating of the railway in all its branches must be under the direction of National and not Regional policy.

At present all requirements of Regional Commissioners are passed to the Railway Administration through the local Railway Representative or if circumstances warrant it, direct to the Railway Administration and there has been no indication, as yet, of Regional Commissioners wishing to exercise control over Railway officials who are posted to the Railway or posted to Regions for Railway Transportation purposes, and this would appear to be the logical attitude to adopt.

Allied Force H.Q., General Order No. 60 dated 22 Oct 1943 states :-

"The D.G.M.R.S. will be responsible for the rehabilitation technical development and operation of all Italian State and privately owned railways except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Sub-Commission of the Allied Commission, Allied Force Headquarters."

Administrative Memorandum No. 76 of 8 November 1943 reads "Supervision and operation of Italian State Railways will only be applicable to those sections of the railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section AMG or the Internal Transportation Sub-Commission."

"Such personnel of the Internal Transportation Sub-Commission will be commanded and administered through the normal AMG or ACC channels. Detailed allocation of staff will be made in accordance with direct arrangements between G-4 (Mov. & In) this Headquarters and the Internal Transportation Sub-Commission."

"To agree with the appropriate Mov. & In. staffs of the Allied Forces what portions of the Italian Railways the Movement & Transportation staffs will recommend to the Commander-in-Chief Allied Force, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission."

Allied Force H.Q.

Subject : Supervision and Control of Railway Operation in occupied Italy dated 10 April 1944.

To : Commander-in-Chief Allied Armies in Italy (Adm. Echelon).

"A unified system of supervision and control of railway operation will be brought into effect as soon as possible if Italy are now, or may be in the future, occupied by the Allied Military Forces."

This unified system will be based on the Divisional system already in force on these sections of the railway in Italy at present operated by or under the supervision and control of the United States Military Service. The D.G.M.R.S. will in agreement with Headquarters, Allied Armies in Italy, establish an early and progressive

and this would appear to be the logical attitude to adopt.

Allied Force H.Q., General Order No. 60 dated 22 Oct 1943 states:-

"The L.G.M.R.S. will be responsible for the rehabilitation technical development and operation of all Italian State and privately owned railways except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Sub-Commission of the Allied Commission, Allied Force Headquarters."

Administrative Memorandum No. 76 of 9 November 1943 reads "Supervision and operation of Italian State Railways will only be applicable to those sections of the railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section AGS or the Internal Transportation Sub-Commission."

"Such personnel of the Internal Transportation Sub-Commission will be commanded and administered through the normal AGS or AGC channels. Detailed allocation of staff will be made in accordance with direct arrangements between G-4 (Mov. & Trn) this Headquarters and the Internal Transportation Sub-Commission."

"To agree with the appropriate Mov. & Trn. staffs of the Allied Forces what portions of the Italian Railways the Movement & Transportation staffs will recommend to the Commander-in-Chief Allied Force, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission."

Allied Force H.Q.

Subject: Supervision and Control of Railway Operation in occupied Italy dated 10 April 1944.

To: Commander-in-Chief Allied Armies in Italy (Adm. Echelon).

"A unified system of supervision and control of railway operation will be brought into effect as soon as parts of Italy are now, or may be in the future, occupied by the Allied Military Forces."

This unified system will be based on the Divisional system already in force on those sections of the railway in Italy at present operated by or under the supervision and control of the United States Military Service. "The L.G.M.R.S. will in agreement with Headquarters, Allied Armies in Italy, establish an early and progressive substitution of civil for military operation of successive sections of the railways".

When the retention of successive sections of the railway ceases to be vital to Allied Military requirements, the necessary measure of supervision and control will be exercised by the Allied Control Commission as envisaged in General Order No. 60 this Headquarters dated 22 October 1943 and Administrative Memorandum No. 76 this Headquarters dated 9 November 1943.

L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

LEV/eg.

Our reference : ACC Tn/35/33
Date : 22 May 44.

TO : Brigadier General Carl R. Gray, Jr.,
Director General,
Military Railway Service.

SUBJECT: Return of Italian Railways to Civilian Operation.

1. I have to thank you for your letter dated 19 May 44, enclosing a proposed directive for Major Street and his organisation.
2. I consider that the directive is all that is required at this initial stage and fully meets essential points.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

35/32

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

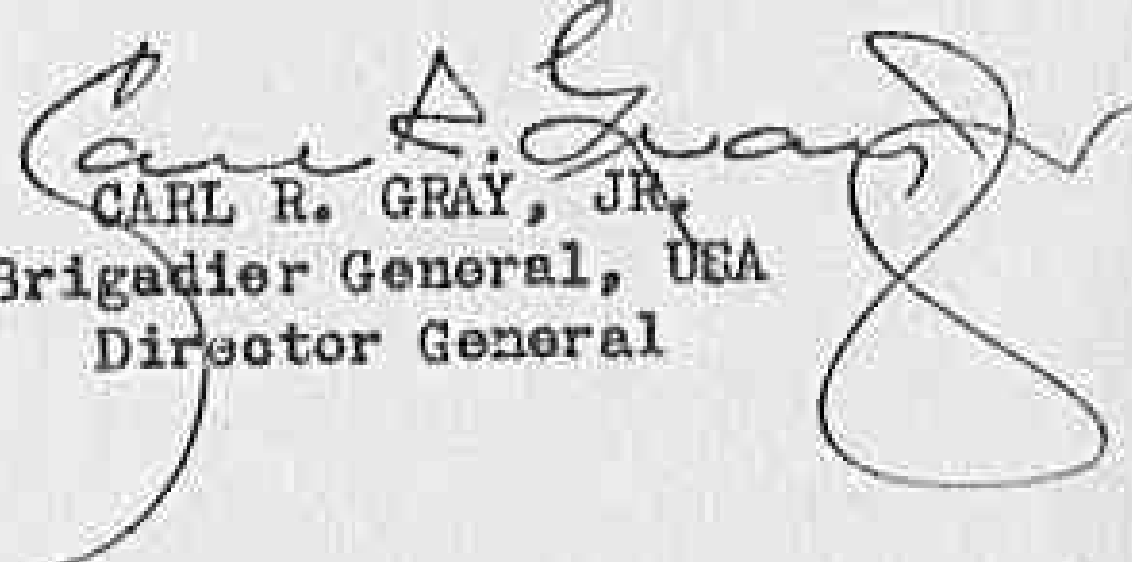
A. P. O. 400
19 May 1944

Subject: Return of Italian Railways to Civilian Operation.

To: Colonel L. E. Vining, Director
Transportation Sub-Commission, ACC
A.P.O. 394, U.S. Army

1. I attach hereto draft of a proposed directive covering the responsibilities, authorities and methods of operation for Major Street and his organization.

2. I have no particular pride of authorship and would welcome any suggestions toward clarification of the understanding reached between you and me. In order that this may be put in effect as soon as possible, I would be glad to have you expedite its return so we can have it published promptly.


CARL R. GRAY, JR.
Brigadier General, USA
Director General

1 Incl
Draft of Proposed Directive.

1171

DRAFT

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Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
19 May 1944

Subject: Return of Italian Railways to Civilian Operation.

To: Transportation Sub-Commission, ACC, APO 394, U. S. Army
CO, 701st Ry Grand Div, Allied Force, Mil Ry Serv, APO 400, US Army

1. Under the provisions of General Order No. 60, AFHQ, dated 22 October 1943 and Administrative Memorandum No. 76, AFHQ, dated 9 November 1943, it is contemplated that from time to time, certain portions of the Italian State and privately owned railways may be returned to civilian operation under the supervision of the Allied Control Commission.

2. The Sicilian Compartimento of the Italian State Railways was so returned effective 18 March 1944 by letter order of AFHQ dated 17 March 1944, the Director General being given the right by that order to transfer locomotives and rolling stock under certain provisions.

3. In accordance with the understanding reached as between the Director Transportation Sub-Commission of the Allied Control Commission and the Director General in accordance with the policy established, and anticipating the probable return of the Reggio Calabria Compartimento of the Italian State Railways under its provisions, there is hereby established from the Personnel of the Allied Control Commission an organization with Headquarters at Reggio Calabria consisting of the following personnel:

Major A. H. Street, Div. Supt., & Div Engineer (Br)
Major S. L. Baister, Master Mechanic (Br)
Major W. F. Blair, Trainmaster (Br)
Lt. F. C. Philby, Asst. to Trainmaster (Br)

4. Major Street as Division Superintendent with his organization will become familiar with the operations and requirements for military purposes of the Reggio Calabria Compartimento of the Italian State Railways and will supervise the operation and maintenance thereof operating through the Capo Compartimento at Reggio.

5. Until such time as the Reggio Calabria Compartimento is returned to full civilian control in accordance with the provisions of General Order No. 60 and Administrative Memorandum No. 76, he will report and be governed by the instructions issued by the Commanding Officer, 701st Railway Grand Division, Allied Force, Military Railway Service, sending a carbon copy of all reports rendered for the Director General to the ^{DIRECTOR}~~Chairman~~, Transportation Sub-Commission, ACC.

6. The Commanding Officer, 701st Railway Grand Division will therefore exercise control of the operation and maintenance of the Reggio Calabria Division through Division organization of Major Street above provided, supplementing that organization with such detached officers of his Headquarters as he may from time to time require, placing more and more responsibility upon Major Street for the purpose of providing an experienced organization which ultimately will take over the control of this Compartimento with the least possible interference to normal operation.

CARL R. GRAY, JR.
Brigadier General, USA
Director General

cc: CAO AAI
General Di Raimondo
G-4, AFHQ
CG, SOS NATOUSA

1139

35/31

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref: SR/OHL/2
Date: 16 May 1944

SUBJECT : Control of Sicilian Railways.

TO : Director, Transportation Sub-Commission, ACC.

1. Your letter dated 7 May (your Ref. ACC Tn/35/25) was duly received on 12 inst.
2. The four paragraphs of your letter have clarified the position, and your instructions will be acted on by us.
3. It is much appreciated by your 3 Representatives in Sicily to know that they have the immediate support of their Director in such cases as the one under notice.

For the Regional Commissioner:

*This is not
desirable, & should
be avoided when
I go to Sicily.*

O. H. Lindberg, Lt. Col.
O. H. LINDBERG, R. E.,
Lt. Col. Tn. Sub-Comm. ACC.,
Rep. at Hq. Region 1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Our reference : ACC Tn/35/30
Date : 16 May 44.

TO : Lt.Col. O.H. Lindberg,
Tn. Sub-Comm Representative,
C/o HQ ACC., Region I,
SICILY.

SUBJECT: Control of Sicilian Railways.

1. Reference your SR/OHL/4 dated 8 May 44.
2. I showed your letter under reply to the vice President, Economic Section, who was very definite that the names of Capt. Matson and Capt. Long are not to be included in the names of 30 officers to be released from Region I for duties elsewhere.
3. Technical officers assigned to the Transportation Sub-Commission are not being released for duties elsewhere.



L.E. VINING,
Lieut-Colonel,

Director, Transportation Sub-Commission, ACC.

IEV/cg.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

REF: SR/OHL/4
DATE: 8 May 1944

TO : Director, Transportation Sub-Commission, ACC,
Hq. Allied Control Commission
Trans. Sub-Commission
APO 394.

SUBJECT : Control of Sicilian Railways.

1. With reference to the enclosures which accompanied your ACC Tn/35/18, dated 17 March 1944.

2. At the Regional Commissioner's conference which I attended this morning, Col. Hancock stated that he had been asked to submit the names of 30 Officers to be released from Region I for duties elsewhere. Col. Clough (A) from ACC Hq. was present at the conference.

3. I was informed that Capt. Matson and Capt. Long had been placed on the list, and I was asked to say, when, and in what priority, they could be released.

4. I replied that the 2 Officers mentioned, and I, had been assigned to the Region by the Transportation Sub-Commission, ACC, and that before any of these three technical Officers could be moved, I should have to submit the matter to my Director.

5. I further heard at the conference that there is now a proposal to hand over the I.N.T. (road motor vehicles) to the State Railways. They have about 600 vehicles, and this would place more work on your 3 representatives here, although I consider that the proposal is a correct one.

6. I shall be obliged if you will inform me if it is your intention that Capt. Long and Capt. Matson should be included or not on the Regional Commissioner's list referred to above.

O. H. Lindberg, Lt. Col.
O.H. LINDBERG, R.E.,
Lt. Col.,
Trans. Sub-Comm., ACC,
Rep. at Hq. Reg. I.

C E R X
HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
AFC 394

29 March 1944

Ref/159/18/CA.

SUBJECT : Decree Instituting a Civil High Commissariat for Sicily.

TO : V.P. Admin. Sect. (and for Legal Sub-Com.)
Economic Section (and Finance Sub-Coms.)

1. Forwarded herewith are copies of Decree appointing a High Commissioner for Sicily, which it is thought will be of interest to the Administrative Section, (2) the Legal Sub-Commission, (3) The Economic Section, and (4) the Finance Sub-Commission.

S/ F. Feytron for
T/ NORMAN E. FISKE
Colonel
Deputy Executive
Commissioner

BEST COPY POSSIBLE

COPY

P. JACOB DRAFT - L. 1900E

ESTABLISHMENT OF A CIVILIAN HIGH COMMISSIONER FOR SICILY

P.L.

VICTOR EMANUEL III

By the Grace of God and the will of the Nation

KING OF ITALY

In accordance with par. 18 of the law of 19 January 1933, No. 129;
In accordance with the R. Decree Law of 30 October 1943, N. 2/8.
Considering that there is a state of emergency due to war;

After hearing the Council of Ministers;
On the proposal of the Head of the Government, Prime Minister Secretary of State,
Minister of Foreign Affairs and Minister ad interim of Italian Africa;
Minister of Foreign Affairs and Minister of the Interior, of Grace and Justice, of Finance,
in agreement with the Ministers of the Navy, of War, of the Navy, of Aviation, of
and ad interim of Exchange and Currency, of War, of the Navy, of Aviation, of
National Education and Minister ad interim of Popular Culture, of Public Works,
of Agriculture and Forestry, of Industry, Commerce and Labor and of Communications;

WE HAVE DECREED AND DEBATES

Par. 1

For the length of the present war and up to one year after conclusion of the
peace there has been established, under the orders of the Chief of the Government,
a High Commission for Sicily.
The High Commission has its Seat at Palermo.

Par. 2

The High Commissioner;

- a) supervises within the territory of the Island all Civil Administrations of
the State, as also local agencies, agencies and institutions of public character
and in general all agencies subject to supervision and surveillance of the State;
- b) coordinates the actions of the Prefects and other civilian Authorities of the
Island and assures the unity of purpose thereof;
- c) The authority and jurisdiction of the Council of Ministers remaining unchanged,
carries out in the said territory all the functions of the central Administrations
excepting what pertains to the Administration of Justice and the Administration
of War, of the Navy and of Aviation, to the application of fiscal laws, the central
orders of the State and for all which pertain to the management of the budget,
In every case there remains reserved to the respective Administrations, under
prevailing provisions, the jurisdiction to provide for appointment, dismissal,
promotion and transfer of personnel of the State, and of agencies of public
character.

Par. 3

The High Commissioner are:

1166

In accordance with par. 18 of the law of 19 January 1933, No. 129;
In accordance with the R. Decree Law of 30 October 1943, N. 2/B.
Considered that there is a state of emergency due to war;

After hearing the Council of Ministers;
On the proposal of the Head of the Government, Prime Minister Secretary of State,
Minister of Foreign Affairs and Minister of Interior of Italian Africa,
Minister of Grace and Justice, of Finance, of Public Works,
in agreement with the Ministers of the Interior, of War, of the Navy, of Aviation, of
and an interim of Exchange and Currency, of War, of the Navy, of Public Works,
National Education and Minister of Interior of Popular Culture, of Communications;
of Agriculture and Forests, of Industry, Commerce and Labor and of Communications;

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of War, of the Navy and of Aviation, to the application of fiscal laws, the central
orders of the State and for all which pertains to the management of the budget.
In every case there remains reserved to the respective Administrations, under
prevailing provisions, the jurisdiction to provide for appointment, dismissal,
promotion and transfer of personnel of the State, and of agencies of public
character.

Par. 3

Within the jurisdiction of the High Commissioner are:

a) to extend, within the limits of disbursement which will be set for
of public works in Sicily, the functions assigned to the Supervisor
Works with seat at Palermo, established by R. Decree Law of July
No. 1173, and to order, for handling by the said Supervisor,
of the aforesaid R. Decree-Law, any public undertaking, of
substitution of the activities of the public Administration
or relative to building and industrial disposition of stu
of partial regulatory plans inherent thereto.
Approval of works and plans is in every case assigned to
in repeal of all prevailing regulations;
b) To promote the stipulation of agreements and concen

regard to public services and order revision, and if required, rescission of those decrees. In case of rescission, the relative disputes will be brought to the knowledge of an arbitration board with seat at Palermo, presided over by the President of that Court of Appeals or a Magistrate of rank not lower than fourth, delegated by him, and composed of two members nominated by the parties. The referees must announce their decision within a period of ninety days from the arbitration request.

Par. 4

The orders of the High Commissioner are considered final under provisions of art. 34 of the T.U. of June 26, 1924, No. 1024 of the laws on the Council of State, modified by law of February 8, 1925, No. 88.

Par. 5

The High Commissioner is appointed by Royal Decree, on nomination of the Chief of the Government and in accord with the Minister of the Interior, after approval by the Council of Ministers.

Par. 6

The High Commissioner has at his orders a Secretary General, chosen from among the Prefects of the Kingdom and appointed by Decree of the Chief of the Government, in accord with the Minister of the Interior, after approval by the Council of Ministers.

Par. 7

The High Commissioner is advised by an Advisory Council composed of nine members, who are appointed by Decree of the Chief of the Government, after approval by the Council of Ministers. The meetings of the Council are presided over by the High Commissioner and minutes thereof are edited.

Par. 8

Limited to affairs concerning Sicily, the High Commissioner intervenes in the Council of Ministers, without voting right, to submit to the examination thereof his proposals and the decisions agreed upon by the Advisory Council in regard to measures to be taken in respect to the Island. He communicates directly with the individual Ministers and with all authorities of the Kingdom in regard to affairs under his jurisdiction.

Par. 9

The Prefects exercise their functions in conformity with law and prevailing regulations, corresponding with the High Commissioner also in reference to affairs reserved to the jurisdiction of the central Administrations.

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Par. 10

The High Commissioner provides for the operation of his office through personnel assigned thereto under orders of the State Administrations and with personnel directly engaged in accordance with regulations and formalities required by R.D. 11, 1901 and subsequent amendments. The number of personnel assigned

0 1 7 8 |

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He communicates directly with the individual Ministers and with all authorities of the Kingdom in regard to affairs under his jurisdiction.

Par. 9

The Prefects exercise their functions in conformity with law and prevailing regulations, corresponding with the High Commissioner also in reference to affairs reserved to the jurisdiction of the central administrations.

1103

Par. 10

The High Commissioner provides for the operation of his office through personnel assigned thereto under orders of the State Administrations and with personnel directly engaged in accordance with regulations and limitations required by R.D.L. of 4 February 1937 No. 100 and subsequent amendments. The number of personnel assigned and caucials will be determined by the Chief of the Government on proposal of the High Commissioner with the approval of the Minister of Finance.

Par. 11

To the High Commissioner, where not already provided with other allowances at the expense of the State Budget and of other Agencies or Institutions of public law, is due a compensation of office, and in every case, an indemnity of representation. The amount of this indemnity will be determined by Decree of the Chief of the Government.

Par. 12

The compensation due the members of the Advisory Council will be fixed by Decree of the Chief of the Government.

Par. 13

The Minister of Finance is authorized to make the changes in the budget needed to put the present Decree into effect.

Par. 14

The present Decree, which goes into effect on the day of its publication in the Official Gazette of the Kingdom - Special Series - will be presented to the Legislative Assemblies for conversion into law. The Chief of the Government, Prime Minister Secretary of State, proponent, is authorized to present the relative Draft of Law.
We order when this may concern to obey the present Decree and to have it obeyed as Law of the State.

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We order whom this may concern to obey the present Decree and to have it obeyed as law of the State.

1102

SECRET

ACC MAIN (COL. ADAMS, ECONOMIC SECTION)

3 MAY 1944

SECRET

149

PRIORITY

ADAMS

PREPARED FOR MGS

FOLLOWING CABLE FOR CAL LAC SERIES PD PAREN TO AFHQ FOR MGS FROM ACC MAIN FOR ADAMS

SIGNED MACFARLANE PAREN CABLE BEGINS PD

COMBINED SUPPLY GROUP HAVING COMPLETED SURVEY OF SICILY INCLUDING PROVINCES

OF PALERMO CMA ABRIGENTO CMA CALANUSSETTA CMA TUNA CMA CATANIA AND MESSINA. MAKES

THE FOLLOWING AD INTERIM REPORT TO CGAC WASHINGTON PD

A PD REQUIREMENTS FOR SICILY

ONE PD COMPLETION OF REQUIREMENTS

a PD INDICATIONS ARE THAT NUMBER OF RATION CARDS IN CIRCULATION IS EVEN MORE DEFICIENT IN CERTAIN PROVINCES OF SICILY THAN ON THE MAINLAND PARTICULARLY WITH REFERENCE TO HEAVY WORKERS AND DUPLICATION BETWEEN PRODUCERS AND NONPRODUCERS PD WITH ITS LIMITED RESOURCES IN PERSONNEL ACC IS ENDEAVOURING TO DEAL WITH THE SITUATION AND HAS ALREADY HAD CONSIDERABLE SUCCESS IN CATANIA PD

b PD WHEAT SLASH FLOUR PD STOCKS OF IMPORTED WHEAT SLASH FLOUR IN THE ISLAND AS OF ONE FIVE APRIL ARE SUFFICIENT TO JUSTIFY REDUCTION IN THE SCHEDULE FOR MAY ARRIVAL FROM ONE FIVE ZERO ZERO ZERO TONS TO ONE ZERO ZERO ZERO TONS AND TO PERMIT STOCKPILING FOR OTHER AREAS OF THE ONE ZERO ZERO ZERO ZERO TONS SCHEDULED FOR THE ARRIVAL PD

ACC HAS TAKEN STEPS TO EFFECT THESE CHANGES PD

c PD MILLING PD MILLING CAPACITY IS LITTLE ON THE ISLAND FOR ALL FLOUR

PD AS REPORT ON GRAIN REQUIRED FOR THE FUTURE SHOULD

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39/27
Tm

SICILY M-OF-PLANT PAPER CABLE BEGINS PD

COMBINED SUPPLY GROUP HAVING CONDUCTED SURVEY OF SICILY INCLUDING PROVINCES OF PALERMO CAN AGRIGENTO CAN CALTANISSETTA CAN ENNA CAN CATANIA AND MESSINA MAKES THE FOLLOWING AD INTERIM REPORT TO DEAS WASHINGTON PD

A PD REQUIREMENTS FOR SICILY

ONE PD COMPLETION OF REQUIREMENTS

a PD INDICATIONS ARE THAT NUMBER OF RATION CARDS IN CIRCULATION IS EVEN MORE INFLATED IN CERTAIN PROVINCES OF SICILY THAN ON THE MAINLAND PARTICULARLY WITH REFERENCE TO HEAVY WORKERS AND DUPLICATION BETWEEN PRODUCERS AND NONPRODUCERS PD WITH ITS LIMITED RESOURCES IN PERSONNEL ACC IS ENDEAVOURING TO DEAL WITH THE SITUATION AND HAS ALREADY HAD CONSIDERABLE SUCCESS IN CARNIA PD

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c PD MILLING PD MILLING CAPACITY IS ASIDE ON THE ISLAND FOR ALL FLOUR REQUIREMENTS PD ANY IMPORTS OF GRAIN REQUIRED FOR THE FUTURE SHOULD BE SOLIDLY IN THE FORM OF BULKED WHEAT PD THERE ARE AT PRESENT NO FACILITIES FOR HANDLING IMPORTS OF BULK WHEAT PD REFERENCE PREVIOUS CABLE CAN INFORMATION REGARDING MILLING CAPACITY ON MAINLAND WILL FOLLOW LATER PD

d PD ITEMS FOR IMPORT PD SUPPLY GROUP RECOMMENDS THAT ALL REQUIREMENTS FOR CHEESE AND SLASH OR CANNED MEAT CAN DRIED BEANS AND PEAS CAN DEHYDRATED SOUP AND SOAP AFTER MAY ARRIVALS BE CANCELLED PD THE GROUP

SECRET

- 2 -

FURTHER RECOMMENDS THAT PRESENT STOCKS OF THESE ITEMS IN THE ISLAND BE STOCKPILED FOR USE IN OTHER AREAS AND NO ISSUES BE MADE FROM SUCH STOCKS TO THE POPULATION OF SICILY PD DATED MILK IS UNPOPULAR AND THE SUPPLY GROUP HAS RECOMMENDED TO ADD THAT FUTURE REQUIREMENTS FOR THIS ITEM IN SICILY BE CONTINUED TO HOSPITALS PD SUGAR IS ISSUED ON A RATION SCALE OF TWO ZERO ZERO GRAINS PER PERSON PER MONTH AND APPEARS TO BE SUFFICIENT PD

B PD NUTRITION PD THE GROUP HAS OBSERVED THAT THE POPULATION IN GENERAL APPEARS EVEN BETTER FED THAN ON THE MAINLAND PD POINTS MADE ON THIS SUBJECT IN PREVIOUS CABLE ARE CONFIRMED IN SICILY PD

C PD WAREHOUSING PD EXCELLENT JOB OF STORAGE AND STACKING IN FORTY PALERMO WAREHOUSES HAS BEEN DONE UNDER SUPERVISION OF A TECHNICAL EXPERT PD IT IS OBVIOUS THAT THE RESULTS OBTAINED BY .00 MUST BEHIND LARGELY ON PROPERLY QUALIFIED TECHNICAL PERSONNEL BEING MADE AVAILABLE PD

D PD HOARDED GRAIN PD WHEAT CONTINUES TO MOVE INTO BLACK MARKET IN SICILY BUT REPORTEDLY IN VERY REDUCED QUANTITIES AND AT PRICES RANGING UP TO EIGHT ZERO ZERO ZERO LIRA PER QUINTRAL COMPARED WITH ABOUT NINE ZERO ZERO LIRA LAST AUGUST PD OFFICIAL PRICE CONTINUES AT FIVE ZERO ZERO LIRA BUT NO GRAIN IS BEING VOLUNTARILY OFFERED PD IT WAS IMPOSSIBLE TO MAKE OR OBTAIN A RELIABLE ESTIMATE OF ONE NINE FOUR THREE HARVEST PD IT IS THEREFORE NOT POSSIBLE NOW TO GUAGE EXTENT OF STOCKS NOT YET COMMERCIALIZED PD

E PD CROP CONDITIONS PD AS ON THE MAINLAND ONLY WEATHER CONDITIONS IN SICILY HAVE BEEN FAVORABLE FOR WHEAT AND OTHER WINTER FIELD CROPS AND PRESENT CONDITIONS INDICATE YIELDS WILL BE AVERAGE OR BETTER UNLESS UNFAVORABLE WEATHER CONDITIONS ARE EXPERIENCED DURING NEXT MONTH PD

F PD FERTILIZERS PD THE PRESSING NEEDS FOR COMING CROP SEASON BEGINNING IN SEPTEMBER ARE SUPERPHOSPHATES FOR PULSES AND A COMBINATION OF SUPERPHOSPHATES AND NITROGENOUS FERTILIZERS FOR GRAIN CROPS PD POTASH FERTILIZERS ARE NOT NEEDED PD

VERY BETTER PD THAN ON THE MAINLAND PD POINTS MADE ON THIS SUBJECT IN PREVIOUS CABLES ARE CONFIRMED IN SLOVAK PD

C PD WAREHOUSING PD EXCELLENT FOR OF STORAGE AND STACKING IN FORTY PALLETS WAREHOUSES HAS BEEN DONE UNDER SUPERVISION OF A TECHNICAL EXPERT PD IT IS OBVIOUS THAT THE RESULTS OBTAINED BY AG MUST BEPARD LARGELY ON PROPERLY QUALIFIED TECHNICAL PERSONNEL BEING MADE AVAILABLE PD

D PD HARVESTED GRAIN PD WHEAT CONTINUES TO FLOW INTO BLACK MARKET IN SICILY BUT ESPECIALLY IN VERY REDUCED QUANTITIES AND AT PRICES RANGING UP TO EIGHT ZERO ZERO LIRA PER QUINTEL COMPARED WITH ABOUT NINE ZERO ZERO LIRA LAST AUGUST PD OFFICIAL PRICE CONTINUES AT FIVE ZERO ZERO LIRA BUT NO GRAIN IS BEING VOLUNTARILY OFFERED PD IT WAS IMPOSSIBLE TO MAKE OR OBTAIN A RELIABLE ESTIMATE OF ONE NINE FOUR THREE HARVEST PD IT IS THEREFORE NOT POSSIBLE NOW TO GUAGE EXTENT OF STOCKS NOW YET COMMERCIALIZED PD

E PD CROP CONDITIONS PD AS ON THE MAINLAND CMA. WEATHER CONDITIONS IN SICILY HAVE BEEN FAVORABLE FOR WHEAT AND OTHER WINTER FIELD CROPS CMA. AND PRESENT CONDITIONS INDICATE YIELDS WILL BE AVERAGE OR BETTER UNLESS UNFAVORABLE WEATHER CONDITIONS ARE EXPERIENCED DURING NEXT MONTH PD

F PD FERTILIZERS PD THE PRESSING NEEDS FOR COMING CROP SEASON BEGINNING IN SEPTEMBER ARE SUPERPHOSPHATES FOR PULSES AND A COMBINATION OF SUPERPHOSPHATES AND NITROGENOUS FERTILIZERS FOR GRAIN CROPS PD POLISH FERTILIZERS ARE NOT NEEDED PD FOR THE INFORMATION OF THE FERTILIZER COMMITTEE OF C PD R PD M PD B PD AND C PD F PD B PD ITALIAN AGRICULTURAL TECHNICIANS INDICATE THAT DEFICIENT AMOUNTS OF NITRATE HAS EXCEEDED SATISFACTORY UNDER CONDITIONS HERE PD

G PD CROP ESTIMATIONS PD THE GROUP URGENTLY REQUESTS INFORMATION FROM COAC ON ACTION TAKEN REGARDING TWO CROP ESTIMATORS AND TEN GRAIN ASSESSMENT OFFICERS

RECOMMENDED IN PREVIOUS CABLE PD UNLESS CROP ESTIMATORS ARRIVE ON OR ABOUT

3921

MAY ONE CMA IT IS SUGGESTED THAT THEY NOT BE SENT AS HARVEST IN SICILY AND IN PARTS OF MAINLAND BEING END OF MAY PD

H PD WHEAT AMASSMENT PD ACC HAS INFORMED THE GROUP THAT WORKING IN CLOSE COLLABORATION WITH THE ITALIAN GOVERNMENT/OF A DEGREE ON THE AMASSMENT OF ONE NINE FOUR FOUR

WHEAT HARVEST PD DETAILS WILL FOLLOW LATER PD

I PD CLOTHING AND FOOTWEAR PD AS IN ITALY CLOTHING IN SICILY IS HIGH IN PRICE PD NO UNUSUAL HARSHNESS CMA HOWEVER CMA DUE TO LACK OF CLOTHING REPORTED PD CLOTHING IS NOT RATIONED AND CERTAIN QUANTITIES OF EXISTING TEXTILES ARE BEING USED IN THE MANUFACTURE OF HIGH PRICED LUXURY ITEMS WHICH APPEAR IN GOOD SUPPLY IN BETTER CLASS CHOIRS PD AS IS THE CUSTOM IN SICILY THERE IS CONSIDERABLE HAND KNITTING OF WOOL GARMENTS PD KNITTING WOOL CAN BE PURCHASED IN CITY SHOPS PD

TAKING INTO CONSIDERATION THE OVERALL TEXTILE SITUATION IN ITALY AND SICILY INCLUDING PAPER ONE PAPER PROVEN STOCKS IN MILLS FROM TWO PAPER COMMERCIAL STOCKS IN SHOPS AND WAREHOUSES PAPER THREE PAPER CONDITION OF CLOTHING WORN BY INDIVIDUALS PAPER FOUR PAPER HAND KNITTING PAPER FIVE PAPER KNITTING MACHINE ENGINEERING AND FROM SIX PAPER SALVAGED MILITARY CLOTHING CMA BLANKETS AND CAMOUFLAGE CLOTH CMA IT IS QUESTIONABLE WHETHER ANY CLOTHING IMPORTS WERE NEEDED DURING THE FIRST SIX MONTHS OF OCCUPATION CMA AND THE GROUP NOW CONSIDERS THAT NO REAL SHORTAGE WILL BE CAUSED IF NO ADDITIONAL IMPORTS OF TEXTILES AND CLOTHING ARE INTRODUCED INTO SICILY AND PRESENTLY OCCUPIED ITALY DURING THE REMAINDER OF ONE NINE FOUR FOUR PD ACC DOES NOT AGREE BUT IS GIVING CONTINUAL STUDY TO THIS QUESTION PD

THE SHOE SITUATION IS MUCH THE SAME IN SICILY AS IN ITALY **4182** QUANTITIES OF HIDES ARE AVAILABLE IN SICILY AND THE GROUP HAS BEEN INFORMED THAT ADDITIONAL QUANTITIES ARE AVAILABLE IN SARDINIA PD THE QUESTION HAS NOT BEEN RAISED WITH ACC AS TO WHETHER ANY HIDE HARSHNESS WOULD RESULT IF NO

SHOPS OR SHOE MAKING MATERIALS WERE MADE DURING THE REMAINDER OF

CLOTHING IS NOT RAISED AND CERTAIN QUANTITIES OF WISCONSIN TEXTILES ARE BEING USED IN THE MANUFACTURE OF HIGH PRICED LUXURY ITEMS WHICH APPEAR IN GOOD SUPPLY IN BETTER CLASS SHOPS PD ACC IS THE CUSTOM IN SICILY THERE IS CONSIDERABLE HAND KNITTING OF WOOL, GARMENTS PD KNITTING WOOL CAN BE PURCHASED IN CITY SHOPS PD

TAKING INTO CONSIDERATION THE OF RAIL, TEXTILE SITUATION IN ITALY AND SICILY INCLUDING FACTS ONE PAREN FACTOR INDICATES IN MILLS PAREN TWO PAREN COMMERICAL STOCKS IN SHOPS AND WAREHOUSES PAREN THREE PAREN CONDITION OF CLOTHING WORN BY INDIVIDUALS PAREN FOUR PAREN HAND KNITTING PAREN FIVE PAREN EXISTING MACHINE PRODUCTION ONE PAREN SIX PAREN SALVAGED MILITARY CLOTHING ONE MARKETS AND CLOUTLACE CLOTH ONE IT IS QUESTIONABLE WHETHER ANY CLOTHING IMPORTS WERE NEEDED DURING THE THESE SIX MONTHS OF OCCUPATION ONE AND THE GROUP NOW CONSIDERS THAT NO REAL HANDICAP WILL BE CAUSED IF NO ADDITIONAL GROUPS OF TEXTILES AND CLOTHING ARE INTRODUCED INTO SICILY AND PRESENTLY OCCUPIED ITALY DURING THE REMAINDER OF ONE NINE FOUR FOUR PD ACC DOES NOT AGREE BUT IS GIVING CONTINUED STUDY TO THIS QUESTION PD

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SECRET
- 4 -

3921

- J PD TRANSPORTATION PD TRUCK TRANSPORTATION IN SICILY FOR CIVILIAN PURPOSES IS IN BETTER SHAPE THAN ON MAINLAND CHIEFLY DUE AVAILABILITY OF CAPTURED VEHICLES IN CENTRAL ORGANIZATION UNDER ITALIAN MANAGEMENT PD THERE IS CM, HOWEVER OIL IN ACUTE SHORTAGE OF TIRES FOR VEHICLES ENGAGED IN ESSENTIAL WORK AND THE GROUP AND ACC FEARED THIS AS SERIOUS PD ACC HAS BEEN NERVOUSLY TO DEAL WITH THIS SERIOUS SITUATION BY SETTING UP ARRANGEMENTS FOR RELOADING AND INVESTIGATING POSSIBILITY OF OBTAINING TIRES FROM LOCAL ARMY STOCKS FOR USE IN BOTH SICILY AND MAINLAND PD
- K PD PETROLEUM PD THE FOLLOWING COMMENTS RELATE TO MAINLAND AND SICILY PD THROUGHOUT ENTIRE SURVEY BY GROUP THERE HAS BEEN NO COMPLAINT FROM ACC OR ITALIAN OFFICIALS OF ANY LACK OF PETROLEUM PRODUCTS FOR CIVILIAN PURPOSES AND THIS IN VIEW OF THE FACT THAT PETROLEUM SECTION OF ADVANCE EXERCISE (AM) CONSIDERS OFFICIAL MONTHLY REEVALUATION DATE TO MAINTAIN CIVILIAN ECONOMY PD EXPLANATION BY PETROLEUM SECTION IS THAT UNCONTROLLED SUPPLIES OF PETROLEUM PRODUCTS OBTAINABLE FROM STOCKS ABANDONED BY GERMANS AND FROM ILLEGAL SALES AND PURCHASING OF ARMY PETROL ARE SO MINUTELY AT LESS THAN OFFICIAL PRICES THAT OFFICIAL RATION IS MEANINGLESS PD
- L PD CHIEF COMMISSIONER HAS BEEN AND APPROVED ABOVE CABLE

L. T. MONTANT, JR.
2nd Lt. AGO
Adjutant

serious situation by setting up arrangements for repurchasing and investigating possibility of obtaining tires from local army stocks for use in more slowly and mainland PD

K PD PETROLEUM PD THE FOLLOWING COMMENTS RELATE TO MAINLAND AND SUTLEY PD THROUGHOUT ENTIRE FIELD SURVEY BY GROUP THERE HAS BEEN NO COMPLAINT FROM ACC OR ITALIAN OFFICIALS OF ANY LACK OF PETROLEUM PRODUCTS FOR CIVILIAN PURPOSES AND THIS IN VIEW OF THE FACT THAT PETROLEUM SECTION OF ADVANCE SECTION AFHQ CONSIDERS OFFICIAL MONETARY ISSUES BALANCE SHEET TO MAINTAIN CIVILIAN ECONOMIC EXPLANATION BY PETROLEUM SECTION IS THAT UNCONTROLLED SUPPLIES OF PETROLEUM PRODUCTS OBTAINABLE FROM STOCKS ARMED STAFF GERMAN AND FROM IDIOT SALES AND PURCHASING OF ARMY PETROL ARE SO FLEETWHEEL AT LESS THAN OFFICIAL PRICES THAT OFFICIAL RATION IS NEARLY USELESS PD

L PD CHIEF COMMISSIONER HAS BEEN AND APPROVED ABOVE CASE

L. T. MONTGOMERY, JR.
2nd Lt. AGD
Adjutant

- 4 -
SECRET

HEADQUARTERS

ALLIED CONTROL COMMISSION

Transportation Sub-Commission

APO 384

Our reference : ACC Tn/35/25
Date : 7 May 44.

TO : Lt.Col; O.H. Lindberg,
Tn. Sub-Commission Representative, at HQ,
Region I, Sicily.

SUBJECT : Control of Sicilian Railways.

1. Reference your letter SH/OHL/2 dated 28 April 44, Para 2.
I am definitely opposed to the suggestion that the Regional Commissioner will exercise supervision over the railways in Sicily. This supervision will be done by the Transportation Sub-Commission, ACC, represented by you and your officers, and all correspondence will be made by you direct to me and vice versa.
2. On all matters pertaining to Railway Operation I shall address you direct and you will do the same as regards railway matters by addressing me direct.
3. I agree with all you say as regards delays which will result by letters on railway matters passing through the Regional Commissioner or the T.C.J.P.W. and moreover neither channel is in a position to do anything but merely forward such letters.
4. I wish it to be clearly understood by all concerned that you and your staff are under my direct orders, you will supervise the operation of the Sicilian Railways in the interests of the ACC in all its branches as well as in the case of civil needs of the country, bearing in mind that only movement of essential traffic takes place.
5. You will please consider Memorandum sent under this office letter No. ACC Tn/35/12 of 17 March 44 as cancelled.

19/5
tip

L.E. VINING?
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to :- Regional Commissioner, Region I.

1. Reference your letter SN/OHL/2 dated 28 April 44, Para 2. I am definitely opposed to the suggestion that the Regional Commissioner will exercise supervision over the railways in Sicily. This supervision will be done by the Transportation Sub-Commission, ACC, represented by you and your officers, and all correspondence will be made by you direct to me and vice versa.
2. On all matters pertaining to Railway Operation I shall address you direct and you will do the same as regards railway matters by addressing me direct.
3. I agree with all you say as regards delays which will result by letters on railway matters passing through the Regional Commissioner or the T.O.U.F.W. and moreover neither channel is in a position to do anything but merely forward such letters.
4. I wish it to be clearly understood by all concerned that you and your staff are under my direct orders, you will supervise the operation of the Sicilian Railways in the interests of the ACC in all its branches as well as in the case of civil needs of the country, bearing in mind that only movement of essential traffic takes place.
5. You will please consider Memorandum sent under this office letter No. ACC Tn/35/13 of 23 March 44 as cancelled.

1945
1101

L.S. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to :- Regional Commissioner, Region 1.
(For information. It will be appreciated that to address letters on technical matters in connection with Railway Operation through you or the T.O.U.F.W. is only wasting your time and causing unnecessary delay and moreover it must be made clear that the responsibility of the functioning of the Sicilian Railways is the responsibility of the Transportation Sub-Commission and is undertaken by the Tn. Sub-Commission representatives appointed).

35/24

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref: SR/OHL/2

TO : Director, Transportation Sub-Commission, ACC.
c/o Movement and Transportation,
HQ., AAI. (Adm.Echelon) C.M.F.

SUBJECT : Control of Sicilian Railways.

Date : 28 April 1944.

1. Reference is made to your letter dated 17 March and enclosures (your Ref.ACC Tn/35/18).

2. In para.2 of "Functions of Internal Transportation Sub-Commission as regards Railways in Sicily", it is stated that Supervision will be exercised by the Regional Commissioner, through the three specialist Railway Transportation Officers, assigned to the Region.

3. I understood that this means that my letters to and from you pass through the Regional Commissioner, and I therefore add on my letters to you "For the Regional Commissioner", and they are sent to his office for dispatch.

4. In Palermo, there is a Division, called the T.C.U.P.W. and Mining Division and Lt.Col.Bolick is the Chief. It is con- tended at H.Q. Reg.1 that letters from you to the Regional Com- missioner, for my attention, should be sent on to me, through Lt.Col. Bolick.

5. This causes serious delay, and seeing that neither Lt.Col.Bolick, nor any of his Officers, are Railway men, I see no object in it, and therefore, I ask that the matter should be clarified.

6. I keep in close collaboration with Lt.Col.Bolick, on all transportation matters in which he and I are interested, but cannot read in your instructions that it is intended that the Mining Division should be concerned in the Control of the Sicilian Railways.

7. As a typical example of what is happening to Cor- respondence, I enclose a letter regarding Sicilian Railways. This was sent by Executive Officer to the Regional Commissioner.

1. Reference is made to your letter dated 17 March and enclosures (your Ref.ACC Tn/35/18).
2. In para.2 of "Functions of Internal Transportation Sub-Commission as regards Railways in Sicily", it is stated that Supervision will be exercised by the Regional Commissioner, through the three specialist Railway Transportation Officers, assigned to the Region.
3. I understood that this means that my letters to and from you pass through the Regional Commissioner, and I therefore add on my letters to you "For the Regional Commissioner", and they are sent to his office for dispatch.
4. In Palermo, there is a Division, called the T.C.U.P.W. and Mining Division and Lt.Col.Bolick is the Chief. It is contended at H.Q. Reg.1 that letters from you to the Regional Commissioner, for my attention, should be sent on to me, through Lt.Col. Bolick.
5. This causes serious delay, and seeing that neither Lt.Col.Bolick, nor any of his Officers, are Railway men, I see no object in it, and therefore, I ask that the matter should be clarified.
6. I keep in close collaboration with Lt.Col.Bolick, on all transportation matters in which he and I are interested, but cannot read in your instructions that it is intended that the Mining Division should be concerned in the Control of the Sicilian Railways.
7. As a typical example of what is happening to Correspondence, I enclose a letter regarding Sicilian Railways. This was sent by Executive Officer to Public Works and Mining Division (Lt.Col.Bolick), who sends it on to me.
8. I would be much obliged if you would kindly inform me, if it is your wish that Railway matters via Sub-Commission, ACC, Regional Commissioner and me, should or should not, be passed through the T.C.U.P.W. & Mining Division also.

For the Regional Commissioner:

1 Encl.

O. H. Lindberg
O.H. LINDBERG, R.E.,
Lt.Col.Tn.Sub-Comm.ACC,
Rep. at HQ.Reg.1

STATO MAGGIORE REGIO ESERCITO

UFFICIO TRASPORTI

P.M.151

H.Q. Movements,
No. 1 District
MOV. 1053

Copy to : Delegation Military Transport

609 - P A L E R M O

17 Apr. 44

Subject : COAL SUPPLY - SICILIAN RAILWAYS.

Your letter No. 1477/L/F of 10 March, was not received in this office until the past few days. Since this letter was written the situation as improved considerably, and facilities now exist for the transportation of Italian Military and civil goods and passengers both in Eastern and in Western Sicily.

These facilities are the maximum possible with the limited amount of coal available.

As you may be aware the control of the Sicilian Railways was taken over on 18 Mar by A.C.C., and future enquiries regarding railway services should be made to this body.

MAJOR
DAMOG(M).

STATO MAGGIORE REGIO ESERCITO

UFFICIO TRASPORTI

P.M.151

H.Q. Movements,
No. 1 District
MOV. 1053

Copia al : DELEGAZIONE TRASPORTI MILITARI

609 - P A L E R M O

17 Apr. 44

Oggetto : RIFORNITURA DI CARBONE - FERROVIE DELLA SICILIA

La vostra lettera No. 1477/T/F del 10 Marzo 44, è pervenuta a questo ufficio soltanto pochi giorni fa.

Dacché questa lettera è stata scritta, la situazione è stata considerevolmente migliorata e le attuali agevolazioni sono per il trasporto di Militari Italiani, merce civile e passeggeri in ambedue le parti Orientale e Occidentale della Sicilia.

Queste agevolazioni sono il massimo possibile di quanto si può fare in rispetto alla disponibilità del carbone.

Come voi dovete esserne a conoscenza il controllo delle

for the transportation of Italian Military and civil goods and passengers both in Eastern and in Western Sicily.

These facilities are the maximum possible with the limited amount of coal available.

As you may be aware the control of the Sicilian Railways was taken over on 18 Mar by A.C.C., and future enquiries regarding railway services should be made to this body.

PS H. Q. Movements

MAJOR
DAMOG(M).

STATO MAGGIORE REGIO ESERCITO
UFFICIO TRASPORTI

P.M. 151

H.Q. Movements,
No. 1 District
MOV. 1051

17 Apr. 44

Copia al : DELEGAZIONE TRASPORTI MILITARI
609 - P A L E R M O

Oggetto : RIFORMITURA DI CARBONE - FERROVIE DELLA SICILIA

La vostra lettera No. 1477/T/F del 10 Marzo 44, è pervenuta a questo ufficio soltanto pochi giorni fa.

Dacché questa lettera è stata scritta, la situazione è stata considerevolmente migliorata e le attuali agevolazioni sono per il trasporto di Militari Italiani, merce civile e passeggeri in ambedue le parti Orientale e Occidentale della Sicilia.

Questa agevolazione sono il massimo possibile di quanto si può fare in rispetto alla disponibilità del carbone.

Come voi dovete esserne a conoscenza il controllo delle Ferrovie della Sicilia è stato passato all'A.C.C. il 18 Marzo e in seguito tutte le informazioni riguardanti il servizio ferroviario devono essere fatte a questo corpo.

MAGGIORE
DAMOG(M).

0193

35723

Minutes of Meeting Held at I.B.S. Region I

0930 hours, 30 March 1944

Subject: Control of Southern Railway

Present: Regional Commissioner

Executive Officer

Lt. Col. Barnes

Lt. Col. Bolick

Capt. Birmingham

Lt. Col. Linder

Capt. Watson

Capt. Loh

And Lt. Barone

I.B.S.

Chief of T.B.U.R. I.B.S. Region Div.

" " Movements, No. 1 District

Representatives of Transportation

Sub-Commission A.C.C.

1. Regional Commissioner said the meeting was to discuss two letters he had received from the Director of the Transportation Sub-Commission A.C.C. headed "Control of Southern Railway", one dated 17 March (Ref. A.C.C. M/55/18) and the other dated 21 March (Ref. A.C.C. M/55/20).

2. These letters were read.

3. The following points were then agreed:

- a. To discontinue the Transportation Request to I.B.S. for Civilian traffic. In future all requests will be handed to the Station Masters and dealt with by them, under A.C.C. Supervision. T.R.'s will continue to be provided for Military traffic.
- b. I.B.S. to maintain R.T.O's at strategic stations to supervise and control military movements. A.C.C. to be kept informed of contemplated military moves.
- c. Military traffic to be handled on scheduled trains, where practicable.
- d. Diesel cars now assigned for Military purposes to remain under control of I.B.S. for the time being. The Diesel in No. 1 District, allocated to A.C.C. to remain under the control of that District.
- e. A.C.C. to advise No. 1 District and I.B.S. of an contemplated change in the basic schedule of trains.
- f. A.C.C. to advise No. 1 District and I.B.S. of an special

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1. Col. Bolles
 Lt. Col. Birmingham
 Lt. Col. Lander
 Capt. Watson
 Capt. Lohr
 and Lt. Beasone

Representatives of Transportation Sub-Commission A.C.C.

1. Regional Commissioner said the meeting was to discuss etc. letters he had received from the Director of the Transportation Sub-Commission A.C.C. headed "Control of Sicilian Railways", one dated 17 March (Ref. A.C.C. Tn/55/15) and the other dated 21 March (Ref. A.C.C. Tn/55/20).

2. These letters were read.

3. The following points were then agreed:

a. To discontinue the Transportation Request to I.B.S. for Civilian Traffic. In future all requests will be handed to the Station Masters and dealt with by them, under I.B.S. supervision. I.B.S. will continue to be provided for military traffic.

b. I.B.S. to maintain R.T.O's at strategic stations to supervise and control military movements. A.C.C. to be kept informed of contemplated military moves.

c. Military traffic to be handled on scheduled trains, where practicable.

d. Diesel cars now assigned for military purposes to remain under control of I.B.S. for the time being. The Diesel in No.1 District, allocated to C.O.C. to remain under the control of that District.

1158

e. A.C.C. to advise No.1 District and I.B.S. of any contemplated change in the basic schedule of trains.

f. A.C.C. to advise No.1 District and I.B.S. of any special moves, i.e. refugees, supplies etc., so that military moves will not be interfered with.

g. No.1 District and I.B.S. insisted that military traffic should be guarded en route and this was welcomed by the A.C.C. representatives. It was understood that the military would furnish their own guards.

h. Lt. Col. Lander said he would inform the Director of the Transportation Sub-Commission to inform of the various moves, in connection with the running of the Sicilian Railways, which had been done by I.B.S., No.1 District and Lt. Col. Lander, up to the time of the hand-over.

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5. Lt. Col. Lamber, reported that the Extension Committee, 3601, held its final meeting on 20 March. A new Committee has been formed and is to meet the 11th of March, on 10th. This Committee will advise the 3rd Air and 4th (Boats) representatives and the 5th Technical. The Extension 3rd-Commission (Representative in 3601). Lt. Col. and No. 1 Division will also be represented, and the Director of the Extension Committee is to attend.

DISTRIBUTION:

- 1. 3601. Commission
- 1. 3601.
- 1. 3601. Division
- 1. 3601. Division
- 1. 3601. Division
- 1. 3601. Division
- 1. 3601. Division

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

DECLASSIFICATION:

1. National Commission

2. District

3. State

4. County

5. City

6. ZIP

FILED IN 100-100000

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5/22
Transportation Sub-Commission, ACC.,
c/o Mov & Tr.,
H.Q., A.A.I. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/16/87

Date : 28 March 44.

TO : Regional Commissioner, Region I,
(for Lt.Col. O.H. Lindberg, Transportation Sub-Commission
Representative, A.C.C.).

SUBJECT : Situation on Sicilian Railways.

1. This letter will be delivered by 2nd. Lieut. R.E. Barone, now attached this office. He is making visit to Sicily in connection personal matters and it is desired that he also act as liaison courier.
2. Effective immediately word "Internal" has been dropped from designation of this Sub-Commission.
3. It is desired to have fullest possible details of current situation on Sicilian Railways in month end report, soon due. The last of your Weekly Reports received is that for W/E 14 March 44 and you can doubtless hand to Lt. Barone your report for week-ended 21 March 44 and probably that for week-ended 23 March.
4. Have you received copy of this Sub-Commission letter to Regional Commissioner, Region I, A.C.C., dated 17 March 44, reference ACC Tn/35/18, Subject: "Control of Sicilian Railways"? What system are you adopting to conform to para 5 (c) of the "Functions of this Sub-Commission" enclosed with that letter?
5. Please advise whether you have received our letter, addressed to Regional Commissioner, Region I, A.C.C. (for Rail Transportation Section), file ACC Tn/35/20, dated 21 March 44, quoting letter AMHC dated 17 March 44, indicating that Sicilian Railways were to be returned to civilian operation under supervision this Sub-Commission, effective 18 March 44. It is particularly desired to know what effect, if any, these instructions have had in your area.
6. Please give Lt. Barone any other any information which you believe may be helpful.

1107

S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tr.,
HQ AAI (Adm Echelon),
C.M.F.

Our reference : ACC Tr/35/21.

Date : 21 Mar 44.

TO : Gen di Raimondo,
Undersecretary of State for Italian Railways and Highways,
226, Via Marcellina,
NAPLES.

SUBJECT : Control of Sicilian Railways.

1. Will you please note that effective 16 Mar 44, all railways in Sicily were returned to civilian operation under the supervision of the Allied Control Commission, Internal Transportation Sub-Commission.

2. Under this arrangement the Director General, Military Railway Service will, however, retain the right to transfer locomotives and rolling stock from Sicily to the mainland of Italy if necessary, subject to the prior agreement of headquarters Allied Control Commission.

PAH
S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

Internal Transportation Sub-Commission, AGC.,
C/o Mov & Tr.,
HQ AAI (Adm Echelon),
C.M.F.

Our reference : AGC Tr/35/20

Date : 21 Mar 44.

TO : Regional Commissioner,
Region I
(For Rail Transportation Section).

SUBJECT : Control of Sicilian Railways.

1. AFHQ AG 453-3 GDS-O dated 17 March 44, received today reads as follows :

"SUBJECT: Supervision and Operation of Sicilian Railways.

TO : All Concerned.

1. Under the provisions of paragraph 1, 7, g, Administrative Memorandum Number 76, this headquarters, dated 3 November 1943, effective 18 March 1944, all railways in Sicily will be returned to civilian operation under the supervision of the Allied Control Commission, Internal Transportation Sub-Commission, as contemplated in paragraph 1, General Orders Number 50, this headquarters, dated 22 October, 1943.

The Director General, Military Railway Service, this headquarters, will retain the right to transfer locomotives and rolling stock from Sicily to the mainland of Italy, subject to the prior agreement of Headquarters Allied Armies in Italy and Headquarters Allied Control Commission.

By command of General WILSON:

ALBERT E. KARR,
1st Lt, AGD,
Asst Adjutant General."

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P70

/2.

2. Will you please, therefore, advise all concerned to act in accordance with the document headed "Functions of Internal Transportation Sub-Commission as regards Railways in Sicily" referred to in para 2 of this Sub-Commission letter ACC In/35/18 dated 17 Mar 44.

3. Will you also please pass the enclosed three copies of this letter to Lt.Col. G.A. Lindberg, together with one copy of the enclosed letter which has been addressed to Gen. di Raimondo, Undersecretary of State for Italian Railways and Highways, under today's date.

AB
S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

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AG 453-3 GDS-0

SUBJECT: Supervision and Operation of Sicilian Railways.

1. Under the provisions of paragraph I, 7, e, Administrative Memorandum Number 76, this headquarters, dated 9 November 1943, effective 18 March 1944, all railways in Sicily will be returned to civilian operation under the supervision of the Allied Control Commission, Internal Transportation Sub-Commission, as contemplated in paragraph 1, General Orders Number 60, this headquarters, dated 22 October 1943.

By command of General WILSON:

DISTRIBUTION:

- 1154

CONFIDENTIAL

Internal Transportation Sub-Commission, A.T.,
 c/o Gov. Bn.,
 H. 4000 (Adm. Section),
 S.S.S.

Our reference : 4 3 15/16.

Date : 17 Mar 46.

Regional Commissioner,
 Region I,
 (For Rail Transportation Section).

Subject: Control of Civilian Railways.

1. An early decision that the civilian railways be handed over completely to civilian administration under A.T. supervision is anticipated. As soon as the effective date of commencement is known you will be advised.

2. Meanwhile, attached hereto are four copies of the functions of this Sub-Commission. Please make any preliminary arrangements you consider necessary and pass three copies to Mr. Col. C.A. Lindberg.

3. Please acknowledge receipt.

[Signature]
 C.A. FITE,
 Colonel,
 Director, Internal Transportation Sub-Commission, A.T.

4 copies with relevant enclosures.

1103

U.S. CONFIDENTIAL
Egale British CONFIDENTIAL.

COPY

ALLIED FORCE HEADQUARTERS
APO 512.

ADMINISTRATIVE MEMORANDUM

NUMBER

76)

9 November 1943.

ITALIAN TRANSPORTATION SYSTEMS : RELATIONS BETWEEN THE MOVEMENTS AND
TRANSPORTATION ORGANIZATION OF THE ALLIED MILITARY FORCES, AND THE
TRANSPORTATION ORGANIZATION OF THE ALLIED COMMISSION.

I - RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service *

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15 Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tr), this headquarters, and the staffs and services operating under its control* are laid down in Administrative Memorandum No. 13, this headquarters, dated 20 Oct 1942. The instructions contained in that Memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. Those instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of Italy occupied by the Allied Forces under command of this headquarters.

* NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFHQ Advanced Administrative Echelon (FLAMEO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FLAMEO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLAMEO as given in Administrative Memorandum No. 67.

4. The responsibilities of the Director General, Military Railways Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, cs.

1132

1 - RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service *

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Government, 15 Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tr), this headquarters, and the staffs and services operating under its control are laid down in Administrative Memorandum No. 15, this headquarters, dated 20 Oct 1942. The instructions contained in that Memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. These instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.

* NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFM, Advanced Administrative Echelon (FLABO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FLABO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLABO as given in Administrative Memorandum No. 67.

4. The responsibilities of the Director General, Military Railways Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, cs.

5. a. The responsibilities and functions of the Internal Transportation Sub-Commission are given in Allied Control Commission Planning Directive No. 7 dated 26 September 1943, Appendix "B". (NOTE: To be re-issued with slight amendments shortly).

b. Of these responsibilities and functions, those concerned with the control, supervision and operation of Italian railways will only be applicable to those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Military Government, or the Internal Transportation Sub-Commission. (Reference is made to paragraph 1, General Orders No. 60, this headquarters, cs.)

1102

6. In those parts of Italian territory where the railways are under the control of the Allied Forces, through their Movements and Transportation organizations, the Internal Transportation Sub-Commission will detail personnel to be attached to the appropriate military Movements and Transportation organizations. Such personnel of the Internal Transportation Sub-Commission will be commanded and administered through normal Allied Military Government or Allied Control Commission channels. Detailed allocation of staff will be made in accordance with direct arrangements between G-4 (Rev and In), this headquarters and the Internal Transportation Sub-Commission.

7. The responsibilities, so far as the subject of this directive is concerned, of the personnel of the Transportation Sub-Commission referred to in paragraph 6 above, will be:

a. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between these demands.

c. To represent such requirements to the Military Movements and Transportation staffs concerned, in order that these bids may be considered by the military authority in common with bids for military requirements.

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

e. To agree with the appropriate Movements and Transportation staffs of the Allied Forces what portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Forces, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

NOTE: Such portions of the Italian railways will not be handed over in the orders of the Commander-in-Chief, Allied Forces, to civilian administration until

- (1) the Allied Military Forces have no further vital interests in the area concerned.
- (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary
- and (3) the Italian railway Administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

...b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between these demands.

c. To represent such requirements to the Military Movements and Transportation staffs concerned, in order that these may be considered by the military authority in common with him for military requirements.

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

e. To agree with the appropriate Movements and Transportation staffs of the Allied Forces that portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Force, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

NOTE: Such portions of the Italian railways will not be handed over in the orders of the Commander-in-Chief, Allied Force, to civilian administration until

(1) the Allied military forces have no further vital interests in the area concerned.

(2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary

and (3) the Italian railway administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

II - INTERNAL WATERWAYS AND HIGHWAYS (Except local bus and truck services)

The relations between the organizations shown in paragraph 1, a, and b, above, will be based on the principles given in Section I - Railways, above.

III - PORTS AND SHIPPING

Separate instructions will be issued as required.

By command of General EISENHOWER:

Major General, United States Army,
Adjutant General.

DISTRIBUTION:

40 - MGS
10 - War General Mil Hqs
6 - The (Hq)

0209

John S. ...
Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ ACMF (Adm Echelon), *V-708*
G.M.F.

RECEIVED
1 MAR 1944
A. C. C.

Our reference : ACC Tn/35/16

Date : 29 Feb 44.

TO : Main HQ ACC.
Economic Section.

Capt. Hay

SUBJECT: Control of Sicilian railways.

1. Reference this Sub-Commission letters ACC Tn/35/14 dated 22 Feb 44 and ACC Tn/35/15 dated 23 Feb 44.
2. In anticipation of an early decision to hand over the Sicilian railways to civilian administration under the supervision of this Sub-Commission, a draft of the functions of this Sub-Commission so far as this matter is concerned is submitted herewith for early approval.

S.A. Fitch
S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

1 Mar 44

HEADQUARTERS ALLIED CONTROL COMMISSION
(Internal Transportation Sub-Commission)

Draft.
29/2/50

SUBJECT: Functions of Internal Transportation Sub-Commission
as regards railways in Sicily.

1. Reference para 7(e) of AFHQ Administrative Memorandum No. 76 dated 9 Nov 43 (copy attached): it has been agreed that the whole of the Sicilian railways be returned to civilian administration under the supervision of ACC on and from
2. ~~The~~ Supervision, in accordance with the general functions of the Allied Control Commission, and subject to any special requirements contained herein and which it may be necessary to institute from time to time, will be exercised in the normal manner by the Regional Commissioner through the specialist railway transportation officers assigned to the Region for the purpose and as shown below :-

Lt.-Col. O.H. Lindberg (B)
Capt. O.M. Long (A)
Capt. F.G. Watson (A)

Note:- It will be necessary to withdraw one of these officers in the near future for duties on the mainland.

3. As the Sicilian railways are part of the Italian State railway system, no local alterations will be made as regards wages and conditions of the staff, passenger and freight tariffs, and any other matter normally subject to uniform practice on the Italian State Railway system as a whole, without the prior approval of this headquarters.

4. ~~The~~ Allied Forces, through the Director General Military Railway Services, will still retain ~~the~~ authority to move locomotives, rolling stock and other railway plant and materials from Sicily if the military situation demands such action. Any such arrangements will be made through this headquarters.

5. In addition to the general supervisory and advisory functions of the Allied Control Commission, the major detailed functions will be :-

(a) to ensure that ~~the~~ transportation facilities are used to best possible advantage to meet the requirements shown in priority order below :-

- (i) specific requirements of Allied Forces
- (ii) specific requirements of ACC to meet vital civil needs
- (iii) specific requirements of Italian Forces
- (iv) general requirements to meet essential civil

4150

2. ~~The~~ supervision, in accordance with the general functions of the Allied Control Commission, and subject to any special requirements contained herein and which it may be necessary to institute from time to time, will be exercised in the normal manner by the Regional Commissioner through the specialist railway Transportation Officers assigned to the Region for the purpose and as shown below :-

Lt.-Col. O.H. Lindberg (B)
 Capt. O.M. Long (A)
 Capt. P.G. Matson (A)

Note:- It will be necessary to withdraw one of these officers in the near future for duties on the mainland.

3. As the Sicilian railways are part of the Italian State railway system, no local alterations will be made as regards wages and conditions of the staff, passenger and freight tariffs, and any other matter normally subject to uniform practice on the Italian State Railway system as a whole, without the prior approval of this headquarters.

4. ~~The~~ Allied Forces, through the Director General Military Railway Services, will still retain ~~the~~ authority to move locomotives, rolling stock and other railway plant and materials from Sicily if the military situation demands such action. Any such arrangements will be made through this headquarters.

5. In addition to the general supervisory and advisory functions of the Allied Control Commission, the major detailed functions will be :-
 (a) to ensure that ~~the~~ transportation facilities are used to best possible advantage to meet the requirements shown in priority order below :-

- (i) specific requirements of Allied Forces
- (ii) specific requirements of ACC to meet vital civil needs
- (iii) specific requirements of Italian Forces
- (iv) general requirements to meet essential civil needs, approved by ACC.

Note:- Traffic outside the above four categories may be conveyed as backloads to avoid empty haulage and to utilise any spare capacity on trains which must run to meet the above requirements, provided that no additional mileage is entailed and that the expeditious movement of ~~the~~ priority traffic is in no way prejudiced.

My Commission of Control Staff General Headquarters

- 2 -

5. (continued)

(b) to ensure that the basic schedule of passenger and freight trains is kept to the minimum required under (a) above, so that consumption of coal, oil, other stores and material, particularly items not produced in this country, is kept as low as possible. ~~To ensure the prior approval of this headquarters to the basic schedule of trains and any subsequent additions thereto which it may be desired to make.~~

(c) to co-ordinate the various transportation requirements specified under (a) (i) to (iv) inclusive above, establish the priorities on occasions when demands exceed the available transportation resources, transmit ~~the~~ requirements to the Italian Railway administration and ensure ~~that~~ they are carried out. (It will probably be found that this can best be accomplished by continuing an organisation similar to the existing transportation Committee and including in its scope the allocation of any schooner and road transport capacity not fully employed in regular services.)

(d) to ensure that any requisitions for vital materials and stores are fully justified ~~in the light of the foregoing and that they cannot possibly be met locally by salvage and cannibalisation, before sending such requisitions to this headquarters.~~

(e) to record accurately full particulars of all stores and materials provided by the Allies, including particulars of ~~the~~ ~~stores~~ sources of supply in each case, and to obtain proper receipts for such stores and materials from the chief of the Italian Railway administration.

(f) to encourage the best possible standard of maintenance, maximum output from locomotive and wagon repair shops and energetic salvage operations, bearing in mind ~~the~~ possible future requirements on the mainland.

(g) to ensure that adequate records are kept and to render a weekly report to this headquarters giving ~~the~~ particulars detailed in Appendix "A" hereto.

139

(h) to ensure the carrying out of any additional requirements which may be notified from time to time by this headquarters.

Handwritten note: 1. Unfinished. 2. Unfinished. 3. Unfinished. 4. Unfinished. 5. Unfinished. 6. Unfinished. 7. Unfinished. 8. Unfinished. 9. Unfinished. 10. Unfinished. 11. Unfinished. 12. Unfinished. 13. Unfinished. 14. Unfinished. 15. Unfinished. 16. Unfinished. 17. Unfinished. 18. Unfinished. 19. Unfinished. 20. Unfinished. 21. Unfinished. 22. Unfinished. 23. Unfinished. 24. Unfinished. 25. Unfinished. 26. Unfinished. 27. Unfinished. 28. Unfinished. 29. Unfinished. 30. Unfinished. 31. Unfinished. 32. Unfinished. 33. Unfinished. 34. Unfinished. 35. Unfinished. 36. Unfinished. 37. Unfinished. 38. Unfinished. 39. Unfinished. 40. Unfinished. 41. Unfinished. 42. Unfinished. 43. Unfinished. 44. Unfinished. 45. Unfinished. 46. Unfinished. 47. Unfinished. 48. Unfinished. 49. Unfinished. 50. Unfinished. 51. Unfinished. 52. Unfinished. 53. Unfinished. 54. Unfinished. 55. Unfinished. 56. Unfinished. 57. Unfinished. 58. Unfinished. 59. Unfinished. 60. Unfinished. 61. Unfinished. 62. Unfinished. 63. Unfinished. 64. Unfinished. 65. Unfinished. 66. Unfinished. 67. Unfinished. 68. Unfinished. 69. Unfinished. 70. Unfinished. 71. Unfinished. 72. Unfinished. 73. Unfinished. 74. Unfinished. 75. Unfinished. 76. Unfinished. 77. Unfinished. 78. Unfinished. 79. Unfinished. 80. Unfinished. 81. Unfinished. 82. Unfinished. 83. Unfinished. 84. Unfinished. 85. Unfinished. 86. Unfinished. 87. Unfinished. 88. Unfinished. 89. Unfinished. 90. Unfinished. 91. Unfinished. 92. Unfinished. 93. Unfinished. 94. Unfinished. 95. Unfinished. 96. Unfinished. 97. Unfinished. 98. Unfinished. 99. Unfinished. 100. Unfinished.

under (a), (1) to (10) inclusive above, establish the priorities on occasions when demands exceed the available transportation resources, transmit the requirements to the Italian Railway administration and ensure that they are carried out. (It will probably be found that this can best be accomplished by continuing an organization similar to the existing Transportation Committee and including in its scope the allocation of any schooner and road transport capacity not fully employed in regular services.)

(d) to ensure that any requisitions for vital materials and stores are fully justified in the light of the foregoing and that they cannot possibly be met locally by salvage and cannibalisation, before sending such requisitions to this headquarters.

(e) to record accurately full particulars of all stores and materials provided by the Allies, including particulars of the sources of supply in each case, and to obtain proper receipts for such stores and materials from the chief of the Italian Railway administration.

(f) to encourage the best possible standard of maintenance, maximum output from locomotive and wagon repair shops and energetic salvage operations, bearing in mind the possible future requirements on the mainland.

(g) to ensure that adequate records are kept and to render a weekly report to this headquarters giving the particulars detailed in Appendix "A" hereto.

119
(h) to ensure the carrying out of any additional requirements which may be notified from time to time by this headquarters.

My command of Lieutenant General H. H. H. H.

*Poland.
Division, National Transportation Sub-Committee*

APPENDIX "A"

TO : Internal Transportation Sub-Commission, ACC.
C/o Movements and Transportation,
HQ. ACMF (Adm Echelon),
C.M.F.

SUBJECT: Weekly Sicilian transportation (rail) report
from 001 hours Monday
to 2400 hours
Sunday

1. Basic Schedule of Trains (see note + below)
 - (a) Standard number of trains (passenger, freight and mixed separately).
 - (b) Number of trains actually run, (passenger, freight and mixed separately), with explanations of any differences as compared with (a) above.
 - (c) Train miles of (a) above (passenger, freight and mixed separately).
 - (d) Train miles of (b) above (passenger, freight and mixed separately).
2. Trains additional to the Basic Schedule (see note + below)
 - (a) Number run and for what purpose (passenger, freight and mixed separately).
 - (b) Train miles of (a) above (passenger, freight and mixed separately).
3. Particulars of Traffic.
 - (a) Total tonnages of freight moved under paras (1) and (2) above (Allied Forces, ACC, Italian Forces and civil traffic separately), with brief particulars of predominant commodities).
 - (b) Approximate number of personnel moved under para (2) above.
 - (c) Particulars of any essential freight or personnel movement not carried out or not completed according to programme, with reasons.
4. Sections of line not open for traffic, with reasons.
5. Coal position.
 - (a) Tonnage used during the week.
 - (b) Tonnage on hand.
 - (c) Prospective receipts.
6. Motive Power and Rolling Stock position.
 - (a) Number of locomotives and other motive power units, by types, fit for service.

- separately).
- (b) Number of trains actually run, (passenger, freight and mixed separately), with explanations of any differences as compared with (a) above.
- (c) Train miles of (a) above (passenger, freight and mixed separately).
- (d) Train miles of (b) above (passenger, freight and mixed separately).
2. Trains additional to the Basic Schedule (see note + below)
- (a) Number run and for what purpose (passenger, freight and mixed separately):
- (b) Train miles of (a) above (passenger, freight and mixed separately):
3. Particulars of Traffic.
- (a) Total tonnages of freight moved under paras (1) and (2) above (Allied Forces, ACC, Italian Forces and civil traffic separately), with brief particulars of predominant commodities).
- (b) Approximate number of personnel moved under para (2) above.
- (c) Particulars of any essential freight or personnel movement not carried out or not completed according to programme, with reasons.
4. Sections of line not open for traffic, with reasons.
5. Coal position.
- (a) Tonnage used during the week.
- (b) Tonnage on hand.
- (c) Prospective receipts.
6. Motive Power and Rolling Stock position.
- (a) Number of locomotives and other motive power units, by types, fit for service.
- (b) Number of locomotives and other motive power units by types, unfit for service, but capable of being repaired locally.
- (c) Number of cars, by types, unfit for service, but capable of being repaired locally.
7. General statement indicating progress of track and station building maintenance and repair work.
8. Any items of special interest or difficulty not covered by above.

NOTE + -In the event of any of these trains being worked by other than coal burning power units, (i.e. Diesels, oil burning locos etc.) the whole of the particulars in respect of such trains are to be shown separately.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

RS/MH/fpd

23 February 1944

RS/44

SUBJECT: Control of Sicilian Railways.

TO : MGS, AFHQ.

1. Reference your MGS : 531 of 20 February 44 and G-4(MC 2)4/2 of 16 Feb. 44. Internal Transportation Sub-Commission has three officers with railway experience in Sicily at present. It is considered that this number is sufficient to comply with the conditions laid down in note 2. Administrative Memorandum No. 76 (para. 1. 7e).

2. From the point of view of supervision by Internal Transportation Sub-Commission there is, therefore, no reason why the Sicilian Railways should not be handed over to the Italian Government immediately.

HENRY GRADY
Vice President
Economic Section

From Capt Hay at my request 4/3

1147

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.P.

Our reference : ACC Tn/35/15

Date : 23 Feb 44.

TO HQ. ACC.,
For Economic Section.

SUBJECT: Control of Sicilian Railways.

1. Reference your note attached to letters MGS 531 dated 20 Feb 44, and G-4(MAPP)4/2 dated 18 Feb 44 - copies of which were forwarded by you and are returned herewith.
2. The questions raised in paras 2 and 3 of DQMG(N)'s letter of 18 Feb 44 have been answered in my letter to you under reference ACC/Tn/35/14 of 22 Feb 44.
3. Will you please refer to this letter in conjunction with your request.

PAH
S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

116

COPY

U.S. SECRET equals British MOST SECRET

ALLIED FORCE HEADQUARTERS
Military Government Section

ATM/TBJ/as

MGS: 531

20 February 1944

SUBJECT: Control of Sicilian Railways.

TO : HQ ACC

1. Attached are 3 copies of letter REF: G-4(MATP)4/2
of 18 Feb received by G-4 (Mov & Tn).

2. Please furnish your comments soonest in order that
a reply may be sent from here.

For the Acting Chief of Section:

T.B. JACKMAN
MajorIncls:
as above

1155

Internal Transportation Sub-Commission ACC.,
C/O Nov 24th.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tr/35/14

Date : 22 Feb 44.

TO : HQ. ACC.,
For Economic Section.

SUBJECT: Control of Sicilian Railways.

1. Reference enclosed copy of letter dated 18 Feb 44 from DQMG(M) to Military Government Section, AFHQ (copy to this Sub-Commission), which arrived yesterday.
2. The matter will, probably, be referred by MGS AFHQ to you and to enable you to reply the following particulars are given.
3. A copy of AFHQ Administrative Memorandum No 76 is attached and attention is directed to para I - 7e which specifies three conditions to be fulfilled before Italian railways are handed over on the orders of the Commander-in-Chief, Allied Forces to civilian administration under supervision of this Sub-Commission.
4. This Sub-Commission has three officers with railway experience in Sicily at the present time. They are considered to be sufficient to comply with the condition numbered 2. In the light of experience and on account of the probable requirements on the mainland, it is hoped to reduce that number.
5. As regards condition numbered 1, if at any time the Allied Military Forces have appreciable vital movement interests in the area which they require specially supervised by A.P.Gs, etc., they will have to provide as much additional assistance as they consider necessary to watch their particular interests.
6. Regarding the condition numbered 3; this Sub-Commission considers the present Italian administration in Sicily is capable of operating sufficiently to meet essential needs, provided the administration is permitted to retain sufficient plant and stores for the purpose. Close contact on this matter is maintained here with the D.G.x.R.S. and no great difficulty is anticipated.

0 2 2 0

1. Reference enclosed copy of letter dated 18 Feb 44, from DQAG(M) to Military Government Section, AFHQ (copy to this Sub-Commission), which arrived yesterday.

2. The matter will, probably, be referred by MG3 AFHQ to you and to enable you to reply the following particulars are given.

3. A copy of AFHQ Administrative Memorandum No 76 is attached and attention is directed to para I - 7e which specifies three conditions to be fulfilled before Italian railways are handed over on the orders of the Commander-in-Chief, Allied Forces to civilian administration under supervision of this Sub-Commission.

4. This Sub-Commission has three officers with railway experience in Sicily at the present time. They are considered to be sufficient to comply with the condition numbered 2. In the light of experience and on account of the probable requirements on the mainland, it is hoped to reduce that number.

5. As regards condition numbered 1, if at any time the Allied Military Forces have appreciable vital movement interests in the area which they require specially supervised by U.I.Os, etc., they will have to provide as much additional assistance as they consider necessary to watch their particular interests.

6. Regarding the condition numbered 3; this Sub-Commission considers the present Italian Administration in Sicily is capable of operating sufficiently to meet essential needs, provided the administration is permitted to retain sufficient plant and stores for the purpose. Close contact on this matter is maintained here with the D.G.M.R.S. and no great difficulty is anticipated.

11 2 4
S.A. FIRCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

no
no
no

LEONARD WOLF is Editor of *Journal of Management Education*.

0-4 1177 = 453

100

$\mathcal{H} = \mathcal{H}_1 \oplus \mathcal{H}_2 \oplus \mathcal{H}_3$

ATTENTION: Content of citation not known.

50. Military (Government) institutions.

1. We that the general administration of railroads has been restored to the jurisdiction of the Interstate Commerce Commission under the supervision of the United States Department of Commerce, it is desirable that the administration of the railroads of the country should be similarly returned to civil administration under the supervision of the Interstate Commerce Commission. The United States Department of Commerce, as contemplated in the Act of March 3, 1906, Chapter 378, Section 1, and the Administrative Reorganization Act of March 3, 1907, Chapter 378, Section 1.
2. Director General, Military Railway Service, and Chief of Internal Transportation Organization, both agree in principle with this recommendation, but before an order is issued to make the transfer effective, it is necessary to be satisfied that the Internal Transportation Administration is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary, in accordance with Article 2 of Administrative Reorganization No. 76 (Ann. I - 76).
3. All you, therefore, please state whether this condition is now complied with, or if not, the date by which the necessary personnel for the administration of these responsibilities will have been assembled.

A. T. de Rive Court.

[illegible]

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Figure 10.10: A plot of $\log_{10}(\text{count})$ vs. $\log_{10}(\text{value})$. The data points are shown as black dots, and the fitted curve is a solid line. The x-axis ranges from 0 to 10, and the y-axis ranges from 0 to 10. The data points show a clear upward trend, and the fitted curve is a smooth, increasing function.

[illegible]

Office of Internal Transportation Sub-Committee,
P.O. Box 100, Adv. Co. Station,

02221

1. on that the general administration of Sicily has been restored to the jurisdiction of the Italian Government under the supervision of the Italian Control Commission, it is desirable that the administration of the roads of the railways of Sicily should be similarly returned to civil administration under the supervision of the Internal Transportation Sub-Commission of the Allied Control Council, as contemplated in I.C.C. General Order 6,5 (para. 1) and I.C.C. Administrative Memorandum 6,76 (para. 1 - 7c).
2. Director General, Military Railway Service, and Chief of Internal Transportation Sub-Commission both concur in principle with this recommendation, but before an order is issued to end the transfer effective, it is necessary to be satisfied that the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the sub-commission considers necessary, in accordance with Note 2 of Administrative Memorandum 6,76 (para. 1 - 7c).
3. All yes, therefore, please state whether this condition is now complied with, or if not, the date by which the necessary personnel for the execution of these responsibilities will have been assembled.

A.T. de R. R. R.

13 Feb 44
1944

CHIEF OF I.C.C. (M.R.)

1.0.0.0.0.0.
C/O I.C.C. (M.R.)

Chief of Internal Transportation Sub-Commission,
C/O I.C.C. (M.R.)

1.0.0.0.0.0.
C/O I.C.C. (M.R.)

1.0.0.0.0.0.
C/O I.C.C. (M.R.)

1.0.0.0.0.0.
C/O I.C.C. (M.R.)

1113

11 Feb 44 (M.R.)
11 Feb 44 (M.R.)
11 Feb 44 (M.R.)

(M.R.)

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/35/10

Date : 15 Feb 44.

TO : D.G.M.G. (R)
AFHQ B.N.A.F.

SUBJECT: Railways - Sicily.

1. Reference enclosures summarised below :

- (A)- Letter this Sub-Commission to D.G.M.R.S., with copy to you dated 19 Dec 43 (ACC Tn/16/20).
- (B)- Letter this Sub-Commission to D.G.M.R.S. dated 5 Feb 44 (ACC Tn/16/60).
- (C)- Letter D.G.M.R.S. to this Sub-Commission dated 7 Feb 44.

2. Will you please let me know how the matter stands. As you are aware Sicily has now been restored to the jurisdiction of the Italian Government.

S.A. Fitch

S.A. FITCH,
Colonel,

Director, Internal Transportation Sub-Commission, ACC.

3577

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

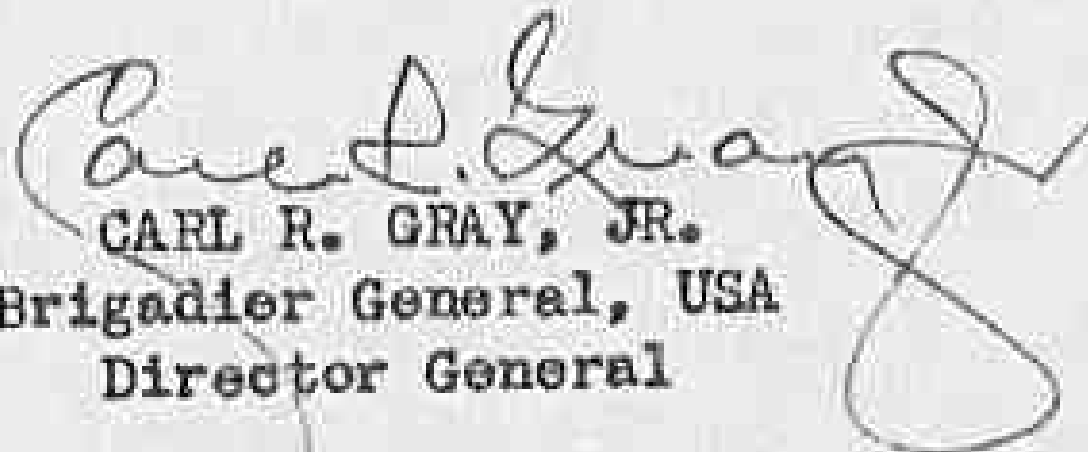
A. P. O. 400
7 February 1944

Subject: Railways of Sicily.

To: Chief of Internal Transportation Sub-Commission, ACC
o/o Mov & Tn, AFHQ, Advanced Administrative Echelon
A. P. O. 400, U.S. Army

1. Your letter of February 5th, file ACC Tn/16/60, asking how the matter stands with relation to supervision of the Railways of Sicily.

2. On 20 December 1943, the Director General referred this matter to the Commanding General, AFHQ, Attn: Chief Administrative Officer, with recommendation that on the date that Sicily is transferred to Italian Administration, that the Italian State Railways in Sicily be relieved from direction of the Director General, Military Railway Service, AFHQ, and placed under the supervision of the Allied Control Commission as contemplated by General Order No. 60, AFHQ, cs, and AFHQ Administrative Memorandum No. 76, cs, provided that the Director General still retains the authority to move locomotives and rolling stock to the mainland if the military situation in Italy demands such action.


CARL R. GRAY, JR.
Brigadier General, USA
Director General

1111

35/6
Internal Transportation Sub-Commission ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/16/60.X

Date : 5 Feb 44.

TO : D.G.M.R.S.,
NAPLES.

SUBJECT : Railways - Sicily.

1. Reference this Sub-Commission letter ACC Tn/16/20 (our file 35/1 dated 19 Dec 43) copy attached.

Will you please let me know how this matter stands.

2. Minute 11 (27 Dec 43) and Minute 34 (24 Jan 44) of Transportation Committee - Sicily also refer to this matter.

PLG
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

1140

0226

Meeting held at 10.00 hours on 19 Dec 43 between Brig. Gen. Carl Gray, Director General Military Railway Service, and Col. S.A. Fitch, Chief of Internal Transportation Sub-Commission, ACC.

Present : Lt.Col. L.E. Vining, Int. Tr. Sub. Comm.

Colonel Fitch stated that in view of the fact that the Allied Commission had recommended that the Italian territory South of the Northern boundary line of the Provinces of Salerno, Potenza and Bari should forthwith be handed over to the Allied Control Commission, he would like the views of Brig. Gen. Carl Gray with regard to his handing over of any of the Italian Railways situated in the area under review.

Brig. Gen. Carl Gray stated that as an appreciable amount of Military Traffic was being transported from the region in question, and would continue to arrive at the Southern Ports for some time to come, he was not in a position to relinquish any of the broad gauge Railways which were at present being operated under his control. He went on to say that a long term policy would be necessary on the question of relinquishing portions of the Railway, and when the time drew near when such portions could be handed over to ACC., he considered that nothing less than a division at a time should be made over.

Brig. Gen. Carl Gray was of the opinion that as Rome was not a port, and as only very light craft could go up the river Tiber to Rome, the imports by ships would continue to be discharged at ports now being operated South of Rome, and this being the case, he visualized long-distance hauls from the South Northwards as the operational forces advanced.

This meant that even when Sections of the Railway were handed over to ACC they would necessarily have to work to a bare necessity of civil requirements as the locos, and rolling stock, fuel, etc would be required for military operations. In this connection, he went on to say that much depended on whether the armies made a sudden advance, capturing locos, and rolling stock etc., or whether they advanced so slowly that the enemy would be able to withdraw, as they retreated, the locos, and rolling stock. He was investigating a proposal made by the War Department, Washington regarding a supply of Diesel Engines and was going to Algiers on Tuesday 21 Dec to discuss this matter with AFHQ. This question would affect the number of locos, which would be available for other purposes than military requirements.

Narrow Gauge Railways.

Brig. Gen. Carl Gray stated he was prepared to relinquish the control of narrow gauge railways which are all privately owned. Colonel Fitch assured the Brig. Gen. that before any train services were introduced on the narrow gauge railways he would obtain the approval of the Brig. Gen. first, as a question of supply of coal was involved. Col. Fitch would also consult Gen. di Raimondo in the matter with regard to the requirements of the civil population for train services. Brig. Gen. Gray said that this arrangement would suit him entirely.

Railways in Sardinia.

Brig. Gen. Gray stated that as Sardinia was an important base for military requirements, air bases etc., he could not for the present relinquish the control and operation of the Railways in Sardinia.

Railways in Sicily.

Brig. Gen. Gray said he was prepared to hand over the control of the Railways in Sicily to ACC with immediate effect.

to relinquish any of the broad gauge Railways which were at present being operated under his control. He went on to say that a long term policy would be necessary on the question of relinquishing portions of the Railway, and when the time drew near when such portions could be handed over to ACC., he considered that nothing less than a division at a time should be made over.

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Railways in Sicily.

Brig. Gen. Gray said he was prepared to hand over the control of the Railways in Sicily to ACC with immediate effect.

He suggested that Col. Fitch write to AFHQ proposing that ACC assume control of railways in Sicily. 1189

Col. Fitch pointed out that he could only represent matters through the proper channel and that he felt that he was not empowered to address AFHQ direct in the matter.

Brig. Gen. Gray then suggested that Col. Fitch should address a letter to him asking whether he was prepared to hand over the Railway in Sicily, and Brig. Gen. Gray would then make his recommendations to the appropriate authority.

Col. Fitch said he would address Brig. Gen. Gray on the subject and would send a copy of the letter to the D.Q.M.G.(M) A.F.H.Q.

Brig. Gen. Gray said he was withdrawing 20 locos and 500 wagons from Sicily to the mainland, and that he would have to retain the right to withdraw from the Sicilian railways anything that he required for operational purposes in the mainland.

Gen. di Raimondo - Undersecretary of State, Communications.

Brig. Gen. Gray stated that Gen. di Raimondo was setting up an office alongside the Brig. Gen. on and from 23 Dec.

Col. Fitch asked the Brig. Gen. whether he had any objection to Col. Fitch addressing Gen. di Raimondo direct on matters which only concerned Internal Transportation Sub-Commission, ACC.

Brig. Gen. Gray said he had no objection whatsoever, and that Col. Fitch was at full liberty to do so.

Gen. di Raimondo has an assistant Signor PCARACI and is his General Manager.

Brig. Gen. Gray mentioned that he considered that far too many civilians were travelling about the country and that steps would have to be taken to ensure only those persons who had a very strong case for travelling should be allowed to do so.

He gave an instance where 1500 people arrived at Naples ex Taranto on 18 Dec, with all their baggage and some with household effects.

If the food situation in Naples is so acute that civilians are being permitted to leave Naples for their homes in the country, why are swarms of people allowed to travel to Naples?

20 Dec 43.

Lieut.-Colonel.

Internal Transportation Sub-Commission, ACC.
Attached Mov Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference: ACC Tn/16/20

Date: 19 Dec 43.

TO : Director General Military Railways Service.

SUBJECT: Railways - Sicily.

1. Reference AFHQ General Order No. 60, dated 22 Oct 43, and AFHQ Administrative Memorandum No. 76 dated 9 Nov 43.
2. At an early date it is expected that Sicily will be transferred to Italian Administration under the supervision of the Allied Control Commission.
3. It is recommended that when the transfer takes place it should include administration of the whole of the railways of Sicily. If you agree with this recommendation, will you please take the necessary action to secure the approval of the Commander-in-Chief in accordance with AFHQ Administrative Memorandum No. 76 dated 9 Nov 43.

SAF
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

Copy to:
D.Q.M.G.(M), A.F.H.Q.

*27/12 Copy given to Lt Col Parker
(D.H.D.) who called & requested
information re supply to a letter
from Lt Col Bell (A.F.H.Q.) Title
Chief of Transportation Service*

Internal Transportation Sub-Commission, ACC.
 Attached: Nov & Tn.,
 AFHQ Advanced Administrative Echelon,
 C.M.F.

Our reference: ACC Tn/16/20

Date: 19 Dec 43.

TO : Director General Military Railways Service.

SUBJECT: Railways - Sicily.

1. Reference AFHQ General Order No. 60, dated 22 Oct 43, and AFHQ Administrative Memorandum No. 76 dated 9 Nov 43.
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3. It is recommended that when the transfer takes place it should include administration of the whole of the railways of Sicily. If you agree with this recommendation, will you please take the necessary action to secure the approval of the Commander-in-Chief in accordance with AFHQ Administrative Memorandum No. 76 dated 9 Nov 43.

White Colonel,
 Chief of Internal Transportation Sub-Commission, ACC.

Copy to:
 S.M.C.(M), A.F.H.Q.

Copy in file ACC Tn/35.

*Sent him by mail & his
 letter at his request*

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