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AC164/TN.4 10000/148/2251

OPER A

Oct 1944-A

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OPERATION PLANT - N.W. ITALY
OCT. 1944 - APR. 1945 COAL - GENERAL

copy

SECRET

164/36
MDT/eh

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB-COMMISSION

Phone 489081

211/3/Tn 1

10 April 1945

Transportation Sub-Commission Officers-Northern Italy.

1. When AC/AMG take over in N.W. Italy, it is proposed to establish an Advanced Echelon of the Transportation Sub-Commission. Its duties will be as follows:

a) To coordinate, on behalf of the Director of the Transportation Sub-Commission, movements and transportation work in the regions of Piemonte, Liguria, Lombardia, and such other provinces as may be considered as "N.W. Italy" from time to time.

b) To coordinate movements and transportation work with the military authorities.

c) To control the general distribution of A.C. and civilian transport in N.W. Italy.

d) To see that movements programs are carried out in accordance with established priorities, particularly programs affecting more than one region.

2. a) Regional Transportation Officers will arrange all local movement within N.W. Italy as far as possible from their own local resources, they will contact each other as necessary and they will also work closely with military movement officers.

b) Demands for local movement within the N.W. area that cannot be met as outlined in (a) above and movement to or from places outside N.W. Italy will be referred to the Advanced Echelon of the Transportation Sub-Commission, who will try to meet such demands (1) by adjustment of A.C. controlled capacity, (2) by further contact with military movement headquarters in N.W. Italy, and (3) by reference to Transportation Sub-Commission, Rome.

3. The following officers are nominated for the Advanced Echelon of Transportation Sub-Commission:

Lt. Col. M. Harris (A) (I/c)
Major R.C. Talbot (B)

5479

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One other officer with rail-way operating experience will be nominated later.

4. The Advanced Echelon of the Transportation Sub-Commission will be located near HQ 2, District.

5. All railway engineering work will continue as at present to be dealt with by Transportation Sub-Commission at HQ, and not by Regional Transportation Officers, the following HQ Officers are nominated for detachment to Northern Italy :

Railway Civil Engineering-Major P.G.Buckley (B)
Railway Mechanical Engineering-Major E.F.B. Jeffrey (B)

They will keep in touch with Lt.Col. Harris as necessary, but will report direct to their respective branches in the Rail Division of Transportation Sub-Commission, Rome.

By Command of Rear Admiral STONE :

/s/ M.B. THOMAS, Colonel,
Deputy Director

SECRET

INTER-OFFICE MINUTE

Ref: AC 164/Tn.4.

TO : Deputy Director,
Transportation Sub-Commission, A.C.

SUBJECT: Transportation Sub-Commission officers - Northern Italy.

1. I acknowledge receipt of your draft letter dated 29 March and I have the following comments to make:

2. The draft letter alters the original conception of the work of Transportation (Rail Division) officers in N.W. Italy, and would cause an alteration in agreed plans.

3. I still feel that Rail officers working on a Regional basis will prove unsatisfactory, and even if movements officers are sent to N.W. Italy, their work will be of little value unless there is also a successful control of operation by qualified Rail officers.

4. It is again suggested that a Section of Rail Division should be established at Milan, viz., a branch of this Rail Division, with power to act within the three compartments of N.W. Italy.

5. It is felt that Major Talbot, who would form the Advance Echelon should be regarded more as an Operations officer, rather than a Movements officer, and that when the balance of the Rail Division officers arrive, he should merge with them. It is probable that M.R.S. will not interest themselves in N.W. Italy, and unless we can have an Operating officer to superintend such work as is necessary to ensure movement, then essential supplies would not move.

6. It is essential to pick technical railwaymen for this work, who can act without having to appeal to an officer appointed for co-ordinating movement demands.

7. I therefore suggest that the Transportation Sub-Commission rail group for N.W. Italy should be a self-contained unit composed as under :-

Major D.F. BUCKLEY	Civil Engineering
Major E.H.B. JEFFREY	Mechanical Engineering
Major H.C. TALBOT	Operating

5478

CHI/cg.

TO : Deputy Director.

Transportation Sub-Commission, A.C.

SUBJECT: Transportation Sub-Commission officers - Northern Italy.

1. I acknowledge receipt of your draft letter dated 29 March and I have the following comments to make:
2. The draft letter alters the original conception of the work of Transportation (Rail Division) officers in N.W. Italy, and would cause an alteration in agreed plans.
3. I still feel that Rail officers working on a Regional basis will prove unsatisfactory, and even if Movements officers are sent to N.W. Italy, their work will be of little value unless there is also a successful control of operation by qualified Rail officers.
4. It is again suggested that a section of Rail Division should be established at Milan, viz., a branch of this Rail Division, with power to act within the three compartments of N.W. Italy.
5. It is felt that Major Talbot, who would form the Advance Echelon should be regarded more as an Operations officer, rather than a Movements officer, and that when the balance of the Rail Division officers arrive, he should merge with them. It is probable that M.R.S. will not interest themselves in N.W. Italy, and unless we can have an Operating officer to superintend such work as is necessary to ensure movement, then essential supplies would not move.
6. It is essential to pick technical railwaymen for this work, who can act without having to appeal to an officer appointed for co-ordinating movement demands.
7. I therefore suggest that the Transportation Sub-Commission rail group for N.W. Italy should be a self-contained unit composed as under :-

Major G.F. BUCKLEY Civil Engineering
Major E.N.B. JEFFREY Mechanical Engineering 5478
Major H.C. TALBOT Operating.

12.

- 2 -

8. Continued operation with movements officers would be necessary, but the Rail Division nucleus must be at I.S.R. Headquarters in Milan, to ensure that essential work is carried out.

9. I enclose a memorandum of a conversation between Lieut-Colonel Harris, Major Street, and Major Buckley, in which you will see that they consider that Major Buckley should be in charge of the Civil Engineering work at Milan and that he would require an officer or N.O.O. at Milan, Genoa, Venezia and Turin.

W.L.

O.H. LINDBERG,
Lieut-Colonel, R.E.
Chief, Rail Division.

Transportation Sub-Commission (Rail Division)

Tel: 843238

3 April, 1945.

5477

DRAFT

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

211/3/Tn 1

March 1945

Transportation Sub-Commission Officers - Northern Italy

1. When AC/AMG take over in Northern Italy it is proposed to establish a small advanced echelon of the Transportation Sub-Commission. Its duties will be to coordinate on behalf of the Director, Transportation Sub-Commission, the work of the Regional Transportation Officers and to deal especially with transportation and movement problems affecting more than one region. It will be a temporary setup and the officers will be withdrawn as soon as the work can be dealt with on the ordinary regional basis.

2. The following officers are nominated for the advanced echelon of the Transportation Sub-Commission:

Lt. Col. M. Harris (A)
Major H. C. Talbot (B)

One other may be nominated later.

3. AC railway engineering work will continue as at present to be dealt with by Transportation Sub-Commission at HQ, and not by Regional Transportation Officers; the following officers are nominated for detachment to Northern Italy:

Civil Engineering - Major P. G. Buckley (B)
Mechanical " - Major E.N.B. Jeffrey (B)

5476

In the early stages they will keep in touch with Lt. Col. Harris as necessary, but will report direct to their respective branches in the Rail Division of Transportation Sub-Commission, Rome. They will probably remain in Northern Italy on

-2-

detachment after the officers referred to in (2) above have been withdrawn.

By command of Rear Admiral STONE:

M. B. THOMAS, Colonel
Deputy Director

DISTRIBUTION:

Regional Commissioners
Emilia Region
Toscana "
Lombardia "
Liguria "
Piemonte "

Copies to:

Economic Section
Food Sub-Commission
Transportation Sub-Commission
Planning Staff
Administration Division
Movements Division
Rail Division
Road Division
Port & Warehouse Division

Lt. Col. Harris
Major Talbot
Major Buckley
Major Jeffrey

TRANSPORTATION SUB-COMMISSION RAIL	
	SEEN. INITIALS.
CHIEF.	<i>[Signature]</i>
ASSISTANT	
ADMIN.	<i>[Signature]</i>
CIVIL ENG.	
MECH. ENG.	
TRAFFIC.	
STORES.	

5473

16h/33
MHS/ef

TRANSPORTATION SUB-COMMISSION, A.C. ,
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

Tel : 843239

31st March 1945

Our ref: AC/IN/E/118/C.E.

TO : Chief of
Rail Division

SUBJECT : Engineering (Civil)
Staff for Northern Italy.

1. Reference conversation of 30th March on above subject between

Lt. Col. Harris
Major Street
Major Buckley.

2. It was decided that the following minimum staff are essential if the rehabilitation of the lines, not of military priority in Northern Italy is to be properly supervised and expeditiously effected.

3. Major Buckley to be in charge of the following divisions :

Milan
Genoa
Venezia
Turin.

4. Major Buckley to coordinate the whole work in liaison with Lt. Col. Harris with an officer or senior N.C.O. at each divisional Headquarters.

5. To meet this the following suggestions ~~may~~ but forward.

6. As you are aware we have available at the present moment for this work only Major Buckley and his availability depends on the transfer to this

1860
Tel : 843239

Our ref:AC/in/8/118/C.E.

31st March 1945

TO : Chief of
Rail Division

SUBJECT : Engineering(Civil)
Staff for Northern Italy.

1. Reference conversation of 30th March on above subject between

Lt.Col.Harris
Major Street
Major Buckley.

2. It was decided that the following minimum staff are essential if the rehabilitation of the lines, not of military priority in Northern Italy is to be properly supervised and expeditiously effected.

3. Major Buckley to be in charge of the following divisions :

Milan
Genoa
Venezia
Turin.

4. Major Buckley to coordinate the whole work in liaison with Lt.Col.Harris with an officer or senior W.C.O. at each divisional Headquarters.

5. To meet this the following suggestions ~~may~~ but forward.

6. As you are aware we have available at the present moment for this work only Major Buckley and his availability depends on the transfer to this branch, of Major Sowers.

7. I understand that Capt. Guthrie R.E. at present working with No 3 Port construction Company at Ancona has made application for transfer to the Allied Commission. He is I understand an Engineer.

8. Major Blair at present Transportation officer Florence, has also engineering experience and if possible should be transferred to the engineering branch.

../..

9. This would give a nucleus for the proposed team and I should be glad if the services of these officers could be made available as soon as possible.

10. To complete the party it will then be only necessary to provide two other officers or senior M.C.Cs. with engineering experience.

11. At the conference the question of I.S.R. engineering staff was discussed and the proposal was put forward and agreed that the I.S.R. should be requested to have available engineers to send forward, as soon as circumstance permit, to reinforce their staff in these divisions, as it is felt that the I.S.R. staff who may be available, will be fully occupied on work of military importance.

12. If the foregoing meets with your approval, will you please urge the provision of the officers etc. requested.

13. It is above all essential that these officers are provided with independent means of transport, i.e. a jeep or reliable car, each.

S.D. Keet
A.M. STREET,
Major,
Tn-Sub. Comm. A.C.

5473

Copy to : Lt. Col Harris
Major Buckley

RAIL DIVISION

1. In general I agree with the above, but we always come back to the point that we just cannot get the staff we want. Apparently A.C. has vacancies for officers and it has applicants for them, but under a new including Guthrie, Jones and others to the War Office who decide whether or where have-

11. At the conference the question of I.S.R. engineering staff was discussed and the proposal was put forward and agreed that the I.S.R. should be requested to have available engineers to send forward, as soon as circumstance permit, to reinforce their staff in these divisions, as it is felt that the I.S.R. staff who may be available, will be fully occupied on work of military importance.

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S. H. Reed
A.E. STREET,
Major,
Tn-Sub-Comm.A.C.

5493

Copy to : Lt.Col Harris
Major Buckley

RAIL DIVISION

1. In general I agree with the above, but we always come back to the point that we just cannot get the staff we want. Apparently A.C. has vacancies for officers and it has applicants for them, but under a new including Guthrie, Jones and other tin. engineers; but under a new A.C.I. such applications now go to the War Office who decide whether the officers should go to A.C. Germany, Austria, Japan, or where-have-you before Italy. However, we have got Cohen & Greany additional - lately; we should have sooner shortly; Blair must remain as Tin Officer however for the moment. I am still in the look out for railway engineers, civilian or military. About EMPORS I am quite pessimistic.
2. For the moment I will show Buckley as if Rail Engineering (Civil) in N. Italy, in the paper now being issue. There can work under Buckley as and when we get them.

M. H. Thomas
7 Apr 45. Col. D.D. Tn S.C.

AHS/ef

TRANSPORTATION SUB-COMMISSION, A.C. ,
(RAIL DIVISION)
C/o.Transportation Increment,
C.M.F.

Tel : 843239
Our ref: AC/Tn/8/118/C.E.

31st March 1945

TO : Director
Transportation
Sub-Commission.

SUBJECT : Engineering Civil
Staff for Northern
Italy.

1. Attached is copy of report on conversation between Lt.Col Harris - Major Street and Major Buckley on above subject.
2. I concur with their findings and shall be glad if the staff suggested can be authorized and obtained.

O.H. LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

5472

Memorandum. Lt Col C. H. Lindberg. R. E.,
Chief, Rail Division.

Transportation Sub Commission, N. W. Italy.

The draft of the attached memorandum would appear to alter the original conception of the work of Transportation (rail division) officers in NW Italy, and would cause such an alteration of agreed plans that it is felt a meeting should have been called to indicate that this change was being considered.

It is our opinion that the idea of the rail officers working on a Regional basis will prove unsatisfactory. The reasons for this have been previously expounded and agreed by all concerned, but it seems most desirable to emphasize that even if the whole area is flooded with Movements Officers, without successful control of operation, their work will count for nothing.

It is again suggested that there should be established at Milan a section of Rail Division, branch of this Headquarters, with power to act, within the three compartments of the NW Territory.

It is therefore felt that Major Talbot, who would form the advance echelon, should not be regarded so much as a Movements Officer as an operations officer, and that when the balance of the officers of the rail division arrive, he should merge with them. This suggestion is put forward because it is quite likely that MRS will not interest themselves to any extent in NW Italy, and unless we can have an operating officer to superintend in ~~the NW Italy~~ such work as is necessary to ensure movement, we shall fall up on the movement of essential supplies. Such an officer would obviously work with Major Jeffrey, Mechanical Engineer.

We feel that more than ever it is essential to pick strong railmen for this job, and give them some authority to act without having to appeal to a chief appointed mainly for the job of co-ordinating movement demands.

We ~~therefore~~ therefore suggest strongly that the NW Sub Commission rail group should at least comprise, as a self contained unit, the following:-

Major Buckley, Civil Engineering,
Major Jeffrey, Mechanical Engineering,

the original conception of the work of the Transportation (rail division) officers in NW Italy, and would cause such an alteration of agreed plans that it is felt a meeting should have been called to indicate that this change was being considered.

It is our opinion that the idea of the rail officers working on a Regional basis will prove unsatisfactory. The reasons for this have been previously expounded and agreed by all concerned, but it seems most desirable to emphasize that even if the whole area is flooded with Movements Officers, without successful control of operation, their work will count for nothing.

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We ~~therefore~~ therefore suggest strongly that the NW Sub Commission rail group should at least comprise, as a self contained unit, the following:-

Major Buckley, Civil Engineering,
Major Jeffrey, Mechanical Engineering,
Major Talbot, Operating.

541

Quite obviously, continued co-operation with the Movements Officers would be necessary, but the Rail Division nucleus must be at rail headquarters to ensure that essential work is watched. *Substantial Officer might be needed at an early date if the whole problem is to be solved.*

We view with some concern the suggestion that Major Blair should be removed from Florence Division. This would leave the Division completely uncovered by a rail officer, and we have no possible substitute for him. There is a good deal of rail division work to be performed there, and will be for some time, including work which benefits by an officer

with rail knowledge being present. If Major Blair is to be withdrawn, it is necessary to send another rail officer there, and it is not possible to offer the name of anyone to take over this work.

An essential link with NW Italy is the Bologna compartment, which is the area where electric traction phases are changed, and which contains the probable only main routes which will be able to be put into operation for some time. The withdrawal of Captain Cohen from preparation for this compartment means that another officer with rail experience will have to be found. It is understood that Captain Hall at Bari is considerably better, and possibly he would be available for transfer to Bologna by the time it is freed. It is suggested he be nominated for rail division duties in that area.

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Phone 469081

211/3/En 1

10 April 1945

Transportation Sub-Commission Officers-Northern Italy.

1. When AC/AMG take over in N.W. Italy, it is proposed to establish an Advanced Echelon of the Transportation Sub-Commission. Its duties will be as follows:

a. To coordinate, on behalf of the Director of the Transportation Sub-Commission, movements and transportation work in the regions of Piemonte, Liguria, Lombardia, and such other provinces as may be considered as "N.W. Italy" from time to time.

b. To coordinate movements and transportation work with the military authorities.

c. To control the general distribution of AC and civilian transport in N.W. Italy.

d. To see that movements programs are carried out in accordance with established priorities, particularly programs affecting more than one region.

2. a. Regional Transportation Officers will arrange all local movement within N.W. Italy as far as possible from their own local resources; they will contact each other as necessary and they will also work closely with military movement officers.

b. Demands for local movement within the N.W. area that cannot be met as outlined in (a) above and movement to or from places outside N.W. Italy will be referred to the Advanced Echelon of the Transportation Sub-Commission, who will try to meet such demands (1) by adjustment of AC controlled capacity, (2) by further contact with military movement headquarters in N.W. Italy, and (3) by reference to Transportation Sub-Commission, Rome.

3. The following officers are nominated for the Advanced Echelon of Transportation Sub-Commission:

Lt. Col. M. Harris (A) (i/c)
Major H. C. Talbot (B)

One other officer with railway operating experience will be nominated later.

5469

SECRET

SECRET

-2-

4. The Advanced Echelon of the Transportation Sub-Commission will be located near HQ, 2 District.

5. All railway engineering work will continue as at present to be dealt with by Transportation Sub-Commission at HQ, and not by Regional Transportation Offices; the following HQ officers are nominated for detachment to Northern Italy:

Railway Civil Engineering - Major P.G. Buckley (B)

Railway Mechanical Engineering - Major E.H.B. Jeffrey (B)

They will keep in touch with Lt.Col. Harris as necessary, but will report direct to their respective branches in the Rail Division of Transportation Sub-Commission, Rome.

By command of Rear Admiral STONE:

M.B. THOMAS, Colonel
Deputy Director.

DISTRIBUTION:

List "A" plus
HQ 2 District
Q(M) c/o HQ 2 District
D.M.R.S.
HQ Fourth Corps.

5468

TOP SECRET

28 December 44

164

Director.

Liberation N. W. Italy.

1 Reference is to your letter 22 December 44,
AC TN/151/RM.

2 Owing to various changes in organization and
personnel, I regret I am unable to nominate at the moment
the Officer who will actually go forward when the times comes,
in charge of this section's party.

3 I am, however, nominating Capt Matson (A) to be
responsible for co-ordinating executive preparatory work
in my Office. He will complete the detailed lists of
equipment etc. as requested in para. 4 of your letter.

4 In a few days' time I hope to nominate the Officer
who will actually go forward in charge, and to arrange for
him to co-operate fully with Capt. Matson.


O. H. LINDBERG, R. E.,
Lieut. Colonel,
Chief, Rail Section.

5467

TOPSECRET.

MJS/TW.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission.

22 December 1944.

Tel : 478701

AC TW/151/RM

Subject :- Liberation North-West Italy.

To :- Highway Section (Att. Col. Carnes),
Shipping Section (Att. Mr. Crooks),
Railway Section (Att. Lt. Col. Lindbergh).

1. It is now necessary to prepare a list of personnel and equipment, which AC and the Italian Government can make available for work in the initial phase of the rehabilitation of transportation facilities in North-West Italy.
2. Each Addressee will detail one man by name, who will be responsible for coordinating executive preparatory work of his section, and who will go forward in charge of the sections' parties in the initial phase.
3. Detailed lists will be prepared by the section for that side in which they are primarily interested of the Allied and Italian personnel, who will go to the North-West Area, when liberated. This list will show for what particular work each man is detailed and for which Area.
4. Detailed lists of equipment etc now under AC or Italian Government control, but which it is anticipated can be made available for the North-West will also be prepared. This will show the present location of the equipment etc, and the work to which it is at present allocated.
5. Addressees are requested to take energetic action in accordance with the above instructions, and to submit returns by the 29 Dec. 44.

5400

W. H. J. J. J.

1871

To :- Highway Section (Att. Col. Carnes),
Shipping Section (Att. Mr. Crooks).
Railway Section (Att. Lt.Col. Lindbergh).

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4. Detailed lists of equipment etc now under AC or Italian Government control, but which it is anticipated can be made available for the North-West will also be prepared. This will show the present location of the equipment etc, and the work to which it is at present allocated.
5. Addressees are requested to take energetic action in accordance with the above instructions, and to submit returns by the 29 Dec. 44.

5400

Merritt H. Taylor
MERRITT H. TAYLOR
Director

Copy to : Priorities & Movements Section.
(for Mr. G.C. Gross)

ALLIED MILITARY GOVERNMENT
I.T. ITALY
Coordinating Planning Committee

164/27

Tel: Int 443
F 1/051/2

30 JAN 45

SUBJECT: Change of location of office.

Please note that the office of the I.T. Italy Coordinating Planning Committee is now located at Room 4, Ground Floor, R.F. Allied Commission, tel: AF0091 Ext 443.

Philip H. Fletcher
D. MURPHY-FLETCHER,
Lt. Colonel,
Secretary,
I.T. Italy Coordinating Committee.

RL

DISTRIBUTION

One copy each member of Committee	(12)
Each Section or Sub-Comm affected	(34)
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C DISTRICT	(2)
NEWMARK Region	(2)
LIGURIA Region	(2)
ROMAGNOLA Region	(2)
File	(1)
Spence	(3)

Other than A.M.G. territory,

allied
All personnel
out of A.C. Territory

All Reg Com & Prof
Com. will be withdrawn

Personnel to be held to a minimum.

All exceptions granted to be nominated
by 1000 on tomorrow.

{ Reg 4 & Reg 5. - } 5465
Sicily, Sardinia

AFHQ pulling out of S. Italy.

SECRET

ALLIED MILITARY GOVERNMENT
N.W. ITALY
Coordinating Planning Committee

Tel: Int 496
NWI/CONF/1A

27 JAN 45

SUBJECT : Programme of Conference.

Ref Minutes and Agenda of 2nd Meeting of N.W. ITALY
Coordinating Planning Committee forwarded to Regions, Sections,
Sub-Commissions and Divisions affected under Ref: NWI/CONF/1
of 24 JAN.

1. At the second meeting of the N.W. ITALY Coordinating
Planning Committee it was agreed that Specialist Officers of
the three Regions should be brought into N.W. as necessary to
prepare detailed plans for the N.W., coordinated among
themselves and with the Sub-Commissions concerned, for
submission to the Committee.
2. A series of meetings have therefore been arranged as
per attached schedule "A". In all cases where full Committee
meetings are not indicated, the discussion will be held in
Sub-Commission offices. Specialist Officers should call on
respective Sub-Commission Chief Clerks to inquire location of
meetings.
3. All meetings of full committee will be in Room 8,
Ground Floor.
4. Regional Commissioners LIGURIA, LOMBARDIA and PIEMONTE
are requested to make officers available or to recall them
where necessary from I/D so as to be present fully briefed with
Regional plans for attached programme.
4. Specialist Officers are requested to inform Secretary
to Committee, Room 8, Ground Floor, tel: 496, of progress of
meetings with Sub-Commissions, and are reminded that deadline
for presentation of coordinated plans is 18 FEB.

5484

Thurston

27 JAN 45

SUBJECT : Programs of Conferences.

Ref Minutes and Agenda of 2nd Meeting of N.W. ITALY Coordinating Planning Committee forwarded to Regions, Sections, Sub-Commissions and Divisions affected under ref: NW1/CONF/1 of 24 JAN.

1. At the second meeting of the N.W. ITALY Coordinating Planning Committee it was agreed that Specialist Officers of the three Regions should be brought into H.Q. as necessary to prepare detailed plans for the N.W., coordinated among themselves and with the Sub-Commissions concerned, for submission to the Committee.
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3. All meetings of full committee will be in Room 8, Ground Floor.
4. Regional Commissioners LIGURIA, LOMBARDIA and PIEMONTE are requested to make officers available or to recall them where necessary from H/D so as to be present fully briefed with Regional plans for attached programme.

4. Specialist Officers are requested to inform Secretary to Committee, Room 8, Ground Floor, tel: 495, of progress of meetings with Sub-Commissions, and are reminded that deadline for presentation of coordinated plans is 18 FEB.

5404

Stanley Fletcher
D. MORLEY-FLETCHER,
Lt. Colonel,
Secretary,
N.W. Italy Coordinating Committee.

DISTRIBUTION:

- | | | | |
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| Civil Affairs Sec 15 Army Gr. | (1) | File | (2) |
| AFHQ, G-5 | (2) | Signes | (10) |

PROGRAMME OF MEETINGS I.T. PLAIN COORDINATING PLANNING COMMITTEE

5403

NOTE: Serial Nos. refer to Annex "A" to I/TI/CONF/1 of 24 JAN - "AGENDA FOR REPORT".

DATE	FULL COMMITTEE MEETINGS			Regional Rep.		Sub-Commission	SUB-COMMISSION MEETINGS			
	Serial	Time	Subject				Serial	Time	Subject	Reg
TUE 30 JAN							11	1000	Rail Roads Water Tpt	Reg Reg Reg
							11	1430	Port of GENOA	Abv RC RC
WED 31 JAN	Full I.T. ITALY COMMITTEE - 1000 AGENDA - I/TI/CONF/1 of 27 JAN						2	1000	Pub Safety	Reg
THU 1 FEB	12	1000	Labor & unemployment	Reg Reps Committee	Reg Labor Offr	Labor S/C Finance S/C P.Ws & Utilities S/C	13	1000	Agriculture	Reg
				Reg Fin. Offr			16	1000	Ind & Comm.	Reg
				Reg Emr Offr			5	1415	Pub Health & Welfare	Reg
FRI 2 FEB	1	1000	Political	R.Ce		Political				
	20	1030	Pub Relations	Reg Reps Committee		P.R.C. P.T.R.				
	21	1415	Communications	Above						
				Reg Comm. Offr		Comm S/C				
	19	1200	Salvage	Reg Reps Committee		War Material & Disposal S/C				
				Reg Commerce Offr						

5403

SCHEDULE "A" to
PM/COFF/1 of 27 JANPROGRAMME OF MEETINGS N.T. ITALY COORDINATING PLANNING COMMITTEE

Non. refer to Appx "A" to PM/COFF/1 of 24 JAN - "AGENDA FOR REPORT".

COMMITTEE MEETINGS

Serial Time Subject Regional Rep. Sub-Commission

SUB-COMMISSION MEETINGS

Serial Time Subject Reg. Rep Sub-Commission

11	1000	Rail Roads Water Tpt	Reg. Engineer Reg Tptr Offr Reg Road Offr	Tptr S/C Rail Div Road Div Port & T/Hse Liv
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11	1430	Port of GENOA	Above and RC. LIGURIA RC. GENOA	above
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2	1000	Pub Safety	Reg P.S. Offr.	Int Safety
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Full N.T. ITALY COMMITTEE - 1000
MONDAY - PM/COFF/1 of 27 JAN

12	1000	Labour & unemployment	Reg Rps Committee Reg Labor Offr Reg Fin. Offr Reg Engr Offr	Labor S/C Finance S/C P.Wks & Utilities S/C
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13	1000	Agriculture	Reg Agr Offrs	Agr. S/C
16	1000	Ind & Comm.	Reg. Comm Offr Reg Ind Offr	Industry & Commerce S/C

5	1115	Pub Health & Welfare	Reg Pub H. Offr Reg Wel. Offr	Public Health S/C
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1	1000	Political	R.Cs	Political
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20	1030	Pub Relations	Reg Rps Committee	P.R.C. P.F.L.
----	------	---------------	-------------------	------------------

21	1115	Communications	Above Reg Comm Offr	Comm S/C
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19	1200	Salvage	Reg Rps Committee Reg Commerce Offr	War Material & Disposal S/C
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2.4

1877

- 2 -

SCHEDULE

DATE	Serial	Time	Subject	Reg. Reps	Sub-Commission	Serial	Time	Subject	Reg
SAT 3 FEB						10	1000	Food	Reg Fo
						10	1000	Pub Works & Utilities	Reg
MON 5 FEB									
TUE XX ⁶ FEB	17	1000	Finance	Reg Reps Committee Reg Finance Offr	Finance S/C				
	18	1045	Price Control & Trade	Above & Reg Commerce Offr Reg Industry Offr Reg Food Offr	Finance S/C Commerce S/C Industry S/C Food S/C				
WED 7 FEB	2	1000	Pub Safety	Reg Reps Committee Reg P.S. Offr	Pub Safety S/C				
	3	1045	Patriots	above	Patriots Branch M.M.I.A.				
	8	1130	Displ. Persons & It. Refugees	Above Reg Welfare Offr	Displ. Persons S/C				
	4	1430	Civil Affairs	Reg Reps Committee	Civil Affairs S/C Local Govt S/C				
	6	1515	Mine Clearance	above	Civil Affairs Sec				
	7	1545	Expatriation & Defascism	above Reg Legal Offr	Civil Affairs Sec Local Govt S/C Legal S/C				
	9	1630	Legal	above	Legal S/C				

- 2 -

SCHEDULE "A"

Time	Subject	Reg. Reps	Sub-Commission	Serial	Time	Subject	Reg Reps	Sub-Commission
				19	1000	Food	Reg Food Offr	Food S/C
				10	1000	Pub Works & Utilities	Reg Engineer	Pub Works & Utilities S/C
1000	Finance	Reg Reps Committee Reg Finance Offr	Finance S/C					
1045	Price Control & Trade	Above & Reg Commerce Offr Reg Industry Offr Reg Food Offr	Finance S/C Commerce S/C Industry S/C Food S/C					
1030	Pub Safety	Reg Reps Committee Reg P.S. Offr	Pub Safety S/C					
1045	Patriots	above	Patriots Branch U.M.W.					
1130	Displ. Persons & It. Refugees	Above Reg Welfare Offr	Displ. Persons S/C					
1130	Civil Affairs	Reg Reps Committee	Civil Affairs Sec Local Govt S/C					
1515	Mine Clearances	above	Civil Affairs Sec					
1545	Evacuation & Detention	above Reg Legal Offr	Civil Affairs Sec Local Govt S/C Legal S/C					
1630	Legal	above	Legal S/C					

- 3 -

SCHEDULE "A"

Date	Serial	Time	Subject	Reg. Rep	Sub-Commission	Serial	Time	Subject	Reg. Rep
THU 8 FEB	15	1000	Power, Fuel, P.O.L.	Reg Reps Cttee Reg Fuel Offrs Reg Commerce Offr Reg Enrgs	P. Works & Utilities S/C Commerce - PET Commerce - COAL Petroleum Sec.				23
FRI 9 FEB	22	0930	Establishments T.O./T.E.	Reg Reps Cttee	Executive Offr C of S Rep G-1 B G-1 A				
	22	1130	T.E./G.1098	Above	Executive Offr C of S Rep G-1 B G-1 A				
	23	1500	Administration	Above	C of S Rep G-1 & G-4				
	24	1700	Policy/Directives	Above	C of S Office				
SAT 10 FEB									
MON 11 FEB			Full N.Y. ITALY COMMITTEE Progress Reports.						24

27 JAN 45
MT/RL.

- 3 -

SCHEDULE "A"

no	Subject	Reg. Rep.	Sub-Commission	Serial	Time	Subject	Reg. Rep	Sub-Commission
00	Power, Fuel, P.O.L.	Reg Reps Office Reg Fuel Office Reg Commerce Office Reg Engrs	Parks & Utilities S/C Commerce - PET Commerce - COML Petroleum Sec.				1 2 3	
30	Establishments T.O./P.E.	Reg Reps Office	Executive Office C of S Rep G-1 B G-1 A					
80	T.E./G.1098	above	Executive Office C of S Rep G-1 B G-1 A					
000	Administration	above	C of S Rep G-1 & G-4					
000	Policy/Directives	above	C of S Office					

Full N.T. ITALY COMMITTEE
Progress Reports.

in 7

INTER-OFFICE MEMO

File H. AC/Mat/21/80/Tn 4

SUBJECT : I.S.R. Coal Request - December 1945

TO : Commerce Sub-Commission - Coal Division
Attn: Col. Evans.

1. Attached in duplicate is estimated coal consumption of the Palermo, Cagliari and Reggio Compartimenti of the Italian State Railways for the month of December 1945 through April 1946.
2. At the present time traffic is moving freely in Italy but in Sicily we are unable to move all traffic, especially construction materials required for rehabilitation on the island i.e., chemical manure, asphalt, cement and building materials which cannot be moved account of priority for movement of food. The free movement of traffic in Italy is going to offer traffic to and from Sicily which we will not be able to take care of with the present allotment of 9000 tons and it is requested that the allotment be increased to 10000 tons per month for December 1945 with authority to use this amount during September October and November 1945.
3. It is also expected that there will be a large movement of corn in Sicily which would have to be made at the expense of reduction in movement of other goods and curtailment of food movements.
4. Will you please grant the authority requested in para 2.

for *C. C. Evans*
DIRECTOR

Incl: Coal Request in Dupl.

5481

CML/av

1 8 8 2

SUBJECT : I.S.R. Coal Request - December 1945

TO : Commerce Sub-Commission - Coal Division
Attn: Col. Evans.

1. Attached in duplicate is estimated coal consumption of the Palermo, Cagliari and Reggio Compartimenti of the Italian State Railways for the month of December 1945 through April 1946.

2. At the present time traffic is moving freely in Italy but in Sicily we are unable to move all traffic, especially construction materials required for rehabilitation on the island i.e., chemical manure, asphalt, cement and building materials which cannot be moved account of priority for movement of food. The free movement of traffic in Italy is going to offer traffic to and from Sicily which we will not be able to take care of with the present allotment of 9000 tons and it is requested that the allotment be increased to 10000 tons per month for December 1945 with authority to use this amount during September October and November 1945.

3. It is also expected that there will be a large movement of corn in Sicily which would have to be made at the expense of reduction in movement of other goods and curtailment of food movements.

4. Will you please grant the authority requested in para 3.

For Cawthra by. er
DIRECTOR

5461

Incl: Coal Request in Dupl.

Copy to: Chief of Stores Service I.S.R. Bldg.
Attn: Mr. G. Bracci

Chief of Rail Division ✓

Transp. S/C (Rail Div.)
20 August 1945
Tel: 848191-11

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

TA S/C
166/21

Tel: 489081
Ext: 559

GH/mm

28 August 1945

Ref: Mines-463.5

SUBJECT : Metallurgical Coke
TO : The High Commissioner for Sardinia

1. Telegram from High Commissioner for Sardinia to HQ ALCOM CITE ACTP Rome, dated 20 August refers.
2. All stocks of metallurgical coke now at Savona have been allocated to Steel Industry.
3. As soon as metallurgical coke becomes available for the lead industry you will be informed.

Copy to :-

Transportation S/C (1) ←
Coal Division (1)
Montecatini → Rome (1)
Float (1)
Files - Mining Div. (2)

SIDNEY LAND

for A.H. GLENDINNING,
Colonel,
Acting Director,
Industry Sub-Commission.

5400

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

RWH/as

8 August 45

Tel. 489081 - ext. 441

Ref. AC/5589/IND

SUBJECT : Coal for Settimello Cement Factory.

TO : Ministry of Industry & Commerce
(Attn.: Industry & Mining Div.)

1. We enclose copy of a letter from Transportation Sub-Commission A.C., Florence, regarding the provision of coal for the reactivation of the Settimello Cement Plant.

2. In view of the fact that you have now taken over the allocation of coal in Central and Southern Italy, please give the matter your attention.

1 Incl.:
Copy ltr.C.2 (R 14)
dtd. 28 July 45
from Tn. S/C, Florence.

Copy to:
Transportation S/C. ✓

R. W. Hardy
R. W. HARDY, Capt.

for A. H. GLENDINNING
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

5459

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

28 July 1945

Ref : C. 2
(R 14)

SUBJECT : CEMENT

TO : TN. INC. MAIN HOME
for Major Street

The Unione Cementi Marchino & C. Casale Monferrato have advised the Capo Lavori that they are now capable of producing 1200 tons of cement at Settimello on the Prato-Florence line and 200 tons monthly at the Prato Plant.

For the production of this cement they require coal in the proportion of about 1/4 of the production tonnage of 500 tons per month. As this cement is needed for Railroad reconstruction it is recommended that this firm be allocated necessary coal.

Edward Richard
Chief Engineer.

5458

ACP/ac

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

8 May 1945

Tel. 543238
Ref. AC/164/Tn 4

SUBJECT : Railways of Northern Italy.

TO : Movements (Rails)
~~Planning Division Tn Sub-Comm. HQ AC~~

1. Anticipated date of completion of lines 65 & 86 into Bologna - 31 May 45.
2. Line chosen for reconstruction to Verona is No 69 Via Ostiglia.
3. Line 85 Bologna-Ferrara-Padua is severely damaged in region of Ferrara and Pontelagoscuro Bridge is demolished. It is not anticipated that any work will be done beyond Army Railheads at S.Giorgio station by military units.
4. Damage to Bologna-Modena-Piacenza line is mainly 8 bridges, and track damage and removal between Bologna-Modena. Except for bridges 1 single track is intact between Modena and Piacenza.

acting
P. Chief, Rail Division.

5457

Copy. Lt. Col Landberg

1887

426



11/6/44

MABA V KEE//

MABA V KAAZ NR 199273 QVR 2

FROM MRS MILANO 191553

TO CHIEF BUDGET OFFICER FINANCE SHS-COMMISSION AC ROME

INFO MAJOR STREET IN MAIN ROME

QOM GR 47 BT

HA RESTRICTED FOR MAJOR HALL (.) CHIEF OF EXECUTIVE
 DELEGATION ISR NORTH WEST ITALY STILL AWAITING YOUR DECISION
 AND INFORMATION RE PAYMENT OF TEMPORARY SPECIAL ALLOWANCE
 AS AUTHORIZED BY DIRECTOR GENERAL ISR PER HIS LETTER
 N P A 5 41/253 OF 28 INFO (.) CAN YOU SIGNAL
 ME INFORMATION FOR TRANSMISSION TO ISR

BT

SENT 39 2123 E RH AR

RD 89 2122 JFW 7

164/7
ACP/A

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

8 May 1945

Tel. 843238
Ref. AG/164/Tn 4

SUBJECT : Railways of Northern Italy.

TO : Movements (Rails)
Planning Division Tn Sub-Comm. HQ AC

1. Anticipated date of completion of lines 65 & 66 into Bologna - 31 May 45.
2. Line chosen for reconstruction to Verona is No 69 Via Ostiglia.
3. Line 85 Bologna-Ferrara-Padua is severely damaged in region of Ferrara and Pontelagoscuro Bridge is demolished. It is not anticipated that any work will be done beyond Army Railheads at S. Giorgio station by military units.
4. Damage to Bologna-Modena-Piacenza line is mainly 8 bridges, and track damage and removal between Bologna-Modena. Except for bridges 1 single track is intact between Modena and Piacenza.

Chief, Rail Division.

65
86
67
85

5455

164/16

Subject: Railways of Northern Italy. Military Railway Service,
C.M.F.
Tel. Firebox 41.
Outside Line 843236.
Tn.A.4/37.
3 May '45.

To : Tn.-Sub Commission,
A.C.
(Rail Division).

Reference your letter AO/164/Tn 4 of 2 May, 1945.

1. I enclose sitrep received from the Genoa area.
2. Anticipated date of lines 86 and 65 into Bologna is 31 May, 1945.
3. The line chosen for construction to Verona is line 69 via Ostiglia. Line 85 Bologna - Ferrara - Padua is severely damaged in the region of Ferrara and the Pontelagoscuro bridge is completely demolished. It is not anticipated that any work will be done on the line beyond Army railheads at San Giorgio Station by military units.
4. Damage to the Bologna - Modena - Piacenza line is confined to 8 bridges destroyed between Bologna and Piacenza, and track damage and removal between Bologna and Modena. Except for bridges 1 single track is intact between Modena and Piacenza. No other certain information is available at present, but reconnaissance continues and I will keep you informed.

Ratter
(J. Ratter) Colonel,
for Brigadier,
Director, Military Railway Service.

5454

COPY

FROM R & H COMP RLY OF COV SAEC

301840Z

TO: D.M.R.S. ROME

Ref. No. 1

RESTRICTED

POSITION PROMISING. LOCOMOTIVES AVAILABLE GENOA AND ELECTRIC FREIGHT 33. PASSENGER 6. SHUNTING 2. STEAM FREIGHT 4. PASSENGER NIL. SHUNTING 29. ROLLING STOCK FREIGHT WAGONS COVERED AND OPEN 400. PASSENGER COACHES 110. HAVE ARRANGED WITH RAILWAY AUTHORITIES TO TAKE CENSUS OF WAGONS TO CHECK. FOLLOWING SECTIONS OPEN FOR TRAFFIC. ELECTRIFIED GENOA TO ARQUATA VIA NIGNANEGO. GENOA TO ARQUATA VIA BUSALLA. ARQUATA TO ALESSANDRIA EXCEPT FOR BRIDGE OVER RIVER BORMIDA NEAR ALESSANDRIA. GENOA TO COCALETA AND GENOA TO REAYI. STALL. ARQUATA TO VOGHERA. GENOA TO OVADA TO ACQUI. ELECTRIC POWER SUPPLIED FOR REDUCED WORKING ONLY. HIGH TENSION TRANSMISSION LINES FROM POWER STATION AT ROBBATE NEAR MILAN ARE BROKEN BETWEEN VOGHERA AND TORTONA. REPAIR WORK IN HAND. HIGH TENSION TRANSMISSION LINES FROM POWER STATION AT SPIGNO NEAR ACQUI ARE BROKEN NEAR ACQUI AND NEAR GENOA. OWING TO LOW TENSION MAXIMUM LOAD OF TRAINS FROM GENOA TO ARQUATA 300 TONS GROSS. COAL ON HAND AT VOGHERA 600 TONS AND AT RIVAROLA 50 TONS. ESSENTIAL SUPPLY OF COAL BE ARRANGED. HAVE AUTHORISED RUNNING OF WORKING TRAIN GENOA TO OVADA TO ACQUI AND PASSENGER TRAIN GENOA TO VOGHERA. PERSONNEL READY TO GO WORK AND HEADS OF DEPARTMENTS WILLING AND COOPERATIVE. BRICKWORK RUNNING SHED COMPLETELY UNDAUNTED RIVAROLA WORKSHOPS AND RUNNING SHED SLIGHTLY DAMAGED BUT WORK PROCEEDING NORMALLY. LINE TO AND FROM DOCKS IN ORDER. ESSENTIAL CONSTRUCTION REPRESENTATIVE COME FORWARD. OPERATION OF TRAINS DOES NOT REQUIRE ANY MILITARY PERSONNEL AND ONLY LITTLE SUPERVISION.

Copy to: A.C. Transportation Sub-Commission (Rail) - Your letter A.C/164/Tn.4. dated 2nd May refers.

SHUNTING 2. STEAM FREIGHT 4. PASSENGER NIL. SHUNTING 29. ROLLING STOCK FREIGHT
WAGONS COVERED AND OPEN 400. PASSENGER COACHES 110. HAVE ARRANGED WITH RAILWAY
AUTHORITIES TO TAKE CENSUS OF WAGONS TO COUNCIL. FOLLOWING SECTIONS OPEN FOR TRAFFIC.
ELECTRIFIED GENOA TO ARQUATA VIA MIGNANEGO. GENOA TO ARQUATA VIA BUSALLA. ARQUATA
TO ALESSANDRIA EXCEPT FOR BRIDGE OVER RIVER ERMIDE NEAR ALESSANDRIA. GENOA TO
COGALETA AND GENOA TO NERVI. STIAM. ARQUATA TO VOGHERA. GENOA TO OVADA TO ACQUI.
ELECTRIC POWER SUPPLIED FOR REDUCED WORKING ONLY. HIGH TENSION TRANSMISSION LINES
FROM POWER STATION AT ROBBATE NEAR MILAN ARE BROKEN BETWEEN VOGHERA AND TORTONA.
REPAIR WORK IN HAND. HIGH TENSION TRANSMISSION LINES FROM POWER STATION AT SPIGNO
NEAR ACQUI ARE BROKEN NEAR ACQUI AND NEAR GENOA. Owing to low tension maximum
LOAD OF TRAINS FROM GENOA TO ARQUATA 300 TONS CROSS. COAL ON HAND AT VOGHERA
600 TONS AND AT RIVAROLA 50 TONS. NO EMERGENCY SUPPLY OF COAL BE ARRANGED. HAVE
AUTHORISED RUNNING OF WORKING TRAIN GENOA TO OVADA TO ACQUI AND PASSENGER TRAIN
GENOA TO VOGHERA. PERSONNEL BEEN TO GO WORK AND HEADS OF DEPARTMENTS WILLING AND
COOPERATIVE. BRIDGE RUNNING SHED COMPLETELY UNDAUNTED RIVAROLA WORKSHOPS AND RUNNING
SHED SLIGHTLY DAMAGED BUT WORK PROCEEDING NORMALLY. LINE TO AND FROM DOCKS IN
ORDER. ESSENTIAL CONSTRUCTION REPRESENTATIVE COME FORWARD. OPERATION OF TRAINS DOES
NOT REQUIRE ANY MILITARY PERSONNEL AND ONLY LITTLE SUPERVISION.

Copy to: A.C. Transportation Sub-Commission (Rail) - Your letter A.C/164/Tn.4.
dated 2nd May refers.

5450

ITALIAN RAILWAY SYNDICATE
GENERAL COMMITTEE - ROME

Rome, 5 April 1945

Our Ref. / N° 61771

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

1. This Central Committee of the Italian Railways Syndicate, covering all people working with ISR, wants to point out to that S/Commission A.C. the necessity that a suitable plan for helping out country with road transports in replacement of the rails, be timely laid out.

2. It will not be long before the whole of Italy will be liberated by the irresistible drive of the Allied Armies, with the effective contribution of the Italian partisans, and we therefore must again insist on the necessity that the newly liberated provinces be promptly helped by supplying them with a minimum of transportation & communication facilities, pending the reconstruction of the railways which will require a rather long time.

3. We are of the opinion that, as soon as military requirements will permit, it will be possible to operate civilian passenger services on the already repaired lines and sections, arriving as far as Livorno on line 50, Arezzo on line 55, and Faenza on line 56. Beyond above railheads road haulage transportation of both passenger and freight should secure the minimum of communications we referred to before.

4. We trust that the Enterprises operating short distance bus-services in northern Italy will have been able to hide and to salvage some of their means (as it occurred in liberated Italy) enabling them to re-start operating, even at a limited extent. But this will not apply for long-distance services, for which a new organization must be set-up, with a certain amplitude of means and with schedules established in such a way as to link up together the most important centres and to connect them, at the same time, with a/m railheads at Arezzo, Livorno and Faenza.

5. We suggest following, itineraries, as those which will more badly need above bus-services:

1. Livorno-Pisa-La Spezia-Genova
2. Genova-Ventimiglia
3. Genova-Favia-Milano
4. Arezzo-Firenze-Bologna
5. Bologna-Mantova-Verona
6. Verona-Trento-Bolzano
7. Faenza-Bolema
8. Rimini-Ravenna-Ferrara
9. Bologna-Padova-Venezia.

54

all people working with ISM, wants to point out to that T.S./Commission 4.C. the necessity that a suitable plane for helping our country with road transports in replacement of the rails, be timely laid out.

2. It will not be long before the wheels of Italy will be liberated by the irresistible drive of the Allied Armies, with the effective contribution of the Italian partisans, and we therefore must again insist on the necessity that the newly liberated provinces be promptly helped by supplying them with a minimum of transportation & communication facilities, pending the reconstruction of the railways which will require a rather long time.

3. We are of the opinion that, as soon as military requirements will permit, it will be possible to operate civilian passenger services on the already repaired lines and sections, arriving as far as Livorno on line 50, Arezzo on line 65, and Pesaro on line 66. Beyond above railheads road haulage transportation of both passengers and freight should assume the minimum of communication we referred to before.

4. We trust that the Enterprises operating short distance bus-services in northern Italy will have been able to hide and to salvage some of their means (as it occurred in liberated Italy) enabling them to re-start operating, even at a limited extent. But this will not apply for long-distance services, for which a new organization must be set-up, with a certain amplitude of means and with schedules established in such a way as to link up together the most important centres and to connect them, at the same time, with e/m railheads at Arezzo, Livorno and Pesaro.

5. We suggest following, itineraries, as those which will more badly need above bus-services:

1. Livorno-Piombino-Spezia-Genova
2. Genova-Ventimiglia
3. Genova-Parma-Milano
4. Arezzo-Firenze-Bologna
5. Bologna-Mantova-Verona
6. Verona-Treviso-Belluno
7. Padova-Bologna
8. Rimini-Ravenna-Ferrara
9. Bologna-Padova-Venezia
10. Venezia-Trieste
11. Venezia-Udine-Cervia
12. Torino-Genova-Milano
13. Milano-Brescia-Verona-Palio
14. Milano-Pesaro-Bologna
15. Torino-Alessandria-Piacenza
16. Milano-Cremona-Mantova
17. Genova-Alessandria-Torino

54

-2-

6. We have held out only the most important suggestions covering the districts having a paramount importance on account of both unity of population and agricultural-industrial activities. Other minor initiatives, though still connected with above railroads, could be left to private initiative.
7. For all above mentioned main initiatives a minimum of four round trips daily for passenger service should be created, thus requiring 8 buses for each itinerary.
8. 200 buses would therefore be sufficient to cover all requirements in respect of passenger services, while for freight service we would suggest the operation of twice as much round trips daily, thus requiring a total number of 400 trucks.
9. Many railroads are habilitated to drive motor-vehicles and many others have the capacity to superintend and to operate road haulage transportation services. This Italian Railmen Syndicate, who gave birth to Grivofar, could also promote the operation of such services in order to re-establish communications and to ensure regularity of operation and honesty of quotations.
10. We therefore took the liberty to submit above programs to that S/Commission when we ask to kindly investigate the possibility to put above mentioned vehicles at disposal of an already established official Body; this Syndicate would successively discuss with said Body the rates of hire for the vehicles together with the measures for securing control on both operation of the services and consumption of fuel etc.
11. We trust in a favorable reply and in the meantime we remain, dear Sirs,

Yours faithfully
 Central Committee of
 Italian Railmen Syndicate

For the Vice Secretary General

 srl. Cascati.

5401



SINDACATO FERROVIERI ITALIANI

COMITATO CENTRALE

ROMA - Via Bari 20, p. I - Telefono 863452 - ROMA

Prot. N. 6171Roma, li 5 Aprile 1945

OGGETTO

N.° VIII / 3

SOTTOCOMMISSIONE TRASPORTI A.C.

Direzione Ferrovie

R O M A

Il Sindacato Ferrovieri Italiani, che è l'organizzazione unitaria degli addetti alle ferrovie, fa presente a codesta Sottocommissione Trasporti A.C. la necessità che sia predisposto un piano di aiuti all'Italia nel campo dei trasporti automobilistici, in sostituzione delle ferrovie.

Poiché tra non molto, per la forza irresistibile degli Eserciti Alleati e col concorso dei patrioti italiani, tutta l'Italia sarà liberata, e tale fatto coinciderà colla fine della guerra e la vittoria, questo Sindacato fa presente la necessità di venire in soccorso alle popolazioni delle nuove provincie liberate, col fornire ad esse un minimo di mezzi di comunicazione, in attesa che sia possibile la ricostruzione delle ferrovie, fatto che richiederà lungo tempo.

Il Sindacato considera che, diminuendo il bisogno di utilizzare le ferrovie già riparate per usi bellici, possa il servizio essere ripreso per uso civile fino a Livorno sulla linea Tirrenica, ad Arezzo sulla linea centrale e Faenza sulla linea adriatica. Oltre tali limiti dovrebbero entrare in funzione autotrasporti per viaggiatori e per merci, al fine di assicurare il minimo di servizi del quale si è parlato.

E' in noi ferma la speranza che le imprese di linee automobilistiche regolari sui piccoli itinerari dell'Alta Italia, abbiano conservato parte dei loro mezzi, sufficienti, com'è avvenuto nella parte dell'Italia liberata, a riprendere i servizi, sia pure in forma ridotta. Ma per i grandi itinerari, facenti capo alle Ferrovie dello Stato, si dovrà provvedere ex novo, con una certa larghezza di mezzi, e con un'impostazione oraria che permetta di allacciare i grandi centri tra loro, e tutti insieme col resto dell'Italia, facendoli capo a Livorno, Arezzo, Faenza, stazioni terminus delle ferrovie ricostruite.

Gli itinerari per i quali il bisogno di tali aiuti è più evidente, sono i seguenti: 1° - Livorno - Pisa - La Spezia - Genova;

2° - Genova - Alessandria - Torino;

3° - Genova - Ventimiglia;

4° - Genova - Pavia - Milano;

5° - Arezzo - Firenze - Bologna;

6° - Bologna - Mantova - Verona;

7° - Verona - Trento - Bolzano;

MA/

.../...

- 6°- Faenza - Bologna;
- 9°- Rimini - Ravenna - Ferrara;
- 10- Bologna - Padova - Venezia;
- 11- Venezia - Trieste;
- 12- Venezia - Udine - Gorizia;
- 13- Torino - Novara - Milano;
- 14- Milano - Brescia - Verona - Padova;
- 15- Milano - Parma - Bologna;
- 16- Torino - Alessandria - Piacenza;
- 17- Milano - Cremona - Mantova;

Questi itinerari sono i principali, e interpretano la parte d'Italia più densa di popolazione e ricca di attività agricola e industriale. Altri itinerari minori, pur facenti parte della rete delle Ferrovie dello Stato, potranno essere lasciati a iniziative locali.

Orsì, per gli itinerari indicati, si ritiene che il minimo di corse necessarie giornalmente per il trasporto dei viaggiatori sia di quattro, nei due sensi da effettuarsi quindi con 8 autobus per linea.

Pertanto, potendo disporre di una dotazione di 200 autobus, i servizi potrebbero essere assicurati. Per quanto riguarda le merci, la necessità minima può essere indicata in un numero doppio di mezzi e perciò con 400 autocarri.

Questo Sindacato ha presente che molti ferrovieri italiani hanno la patente di guida di autoveicoli, mentre altri sono in grado di dirigere e amministrare servizi del genere. Perciò il Sindacato, come ha dato vita ai Gruppi di Ricostruttori Volontari Ferrovieri (GRIVOFER), che hanno già ricostruito varie ferrovie mentre altre sono in lavoro, potrebbe promuovere la gestione dei servizi automobilistici di sostituzione, la cui finalità, oltre la prestazione del servizio, darebbe quella di dare regolarità di arrivi e partenze e onestà di tariffe nell'interesse delle popolazioni.

Perciò esso si è preso la libertà di sottoporre il programma di cui sopra alla benevola attenzione di codesta Sottocommissione Trasporti A.C. vivamente pregando di voler esaminare la possibilità della messa a disposizione degli automezzi, da esercitarsi a cura di un apposito Ente, già esistente, col quale verrebbero concordate le condizioni di nolo dei veicoli e di controllo sul loro funzionamento e sul consumo dei carburanti.

Vivamente confidando di aver accolto la proposta, in attesa di cortese risposta, si porgono a codesta Sottocommissione Trasporti A.C., distinti ossequi.



p. IL COMITATO CENTRALE
SINDACATO FERROVIERI ITALIANI

Il Segretario Generale

Caranti

ITALIAN RAILROAD SYNDICATE
GENERAL COMMITTEE - ROME

Rome, 5 April 1945

Our Ref. / N°6771

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

1. This Central Committee of the Italian Railmen Syndicate, covering all people working with ISR, wants to point out to that The S/Commission A.C. the necessity that a suitable plan for helping our Country with road transports in replacement of the rails, be timely laid out.
2. It will not be long before the whole of Italy will be liberated by the irresistible drive of the Allied Armies, with the effective contribution of the Italian partisans, and we therefore must again insist on the necessity that the newly liberated provinces be promptly helped by supplying them with a minimum of transportation & communication facilities, pending the reconstruction of the railways which will require a rather long time.
3. We are of the opinion that, as soon as military requirements will permit, it will be possible to operate civilian passenger services on the already repaired lines and sections, arriving as far as Livorno on line 50, Arezzo on line 55, and Faenza on line 56. Beyond above railheads road haulage transportation of both passenger and freight should secure the minimum of communications we referred to before.
4. We trust that the Enterprises operating short distance bus-services in northern Italy will have been able to hide and to salvage some of their means (as it occurred in liberated Italy) enabling them to re-start operating, even at a limited extent. But this will not apply for long-distance services, for which a new organization must be set-up, with a certain amplitude of means and with schedules established in such a way as to link up together the most important centres and to connect them, at the same time, with a/m railheads at Arezzo, Livorno and Faenza.
5. We suggest following itineraries, as these which will more badly need above bus-services:
 1. Livorno-Fiesse-La Spezia-Genova
 2. Genova-Ventimiglia
 3. Genova-Pavia-Milano
 4. Arezzo-Florence-Bologna
 5. Bologna-Mantova-Verona
 6. Verona-Trento-Bolzano
 7. Faenza-Bologna
 8. Rimini-Ravenna-Ferrara

orig to my Talbot 23/4

1. This Central Committee of the Italian Railmen Syndicat, covering all people working with ISR, wants to point out to that In.S/Commission A.C. the necessity that a suitable plans for helping our Country with road transports in replacement of the rails, be timely laid out.

2. It will not be long before the whole of Italy will be liberated by the irresistible drive of the Allied Armies, with the effective contribution of the Italian partisans, and we therefore must again insist on the necessity that the newly liberated provinces be promptly helped by supplying them with a minimum of transportation & communication facilities, pending the reconstruction of the railways which will require a rather long time.

3. We are of the opinion that, as soon as military requirements will permit, it will be possible to operate civilian passenger services on the already repaired lines and sections, arriving as far as Livorno on line 50, Arezzo on line 65, and Faenza on line 66. Beyond above railheads road haulage transportation of both passenger and freight should secure the minimum of communications we referred to before.

4. We trust that the Enterprises operating short distance bus-services in northern Italy will have been able to hide and to salvage some of their means (as it occurred in liberated Italy) enabling them to re-start operating, even at a limited extent. But this will not apply for long-distance services, for which a new organization must be set-up, with a certain amplitude of means and with schedules established in such a way as to link up together the most important centres and to connect them, at the same time, with a/m railheads at Arezzo, Livorno and Faenza.

5. We suggest following itineraries, as these which will more badly need above bus-services:

1. Livorno-Pisa-La Spezia-Genova
2. Genova-Ventimiglia
3. Genova-Pavia-Milano
4. Arezzo-Firenze-Bologna
5. Bologna-Mantova-Verona
6. Verona-Trento-Bolsano
7. Faenza-Boisgus
8. Rimini-Ravenna-Ferrara
9. Bologna-Padova-Venezia.
10. Venezia-Trieste
11. Venezia-Udine-GORIZIA
12. Torino-Novara-Milano
13. Milano-Brescia-Verona-Padova
14. Milano-Parma-Bologna
15. Torino-Alessandria-Piacenza
16. Milano-Cremona-Mantova
17. Genova-Alessandria-Torino

549

-2-

6. We have laid out only the most important itineraries covering the districts having a paramount importance on account of both density of population and agricultural industrial activities. Other minor itineraries, though still connected with above railroads, could be left to private initiative.
7. For all above mentioned main itineraries a minimum of four round trips daily for passenger service should be operated, thus requiring 3 buses for each itinerary.
8. 200 buses would therefore be sufficient to cover all requirements in respect of passenger service, while for freight service we would suggest the operation of twice as much round trips daily, thus requiring a total number of 400 trucks.
9. Many railroads are habilitated to drive motor-vehicles and many others have the capacity to superintend and to operate road haulage transportation services. This Italian Railmen Syndicat, who gave birth to Grivefer, could also promote the operation of such services in order to re-established communications and to secure regularity of operation and honesty of conditions.
10. We therefore took the liberty to submit above programme to that S/Commission when we ask to kindly investigate the possibility to put above mentioned vehicles at disposal of an already established official Body; this Syndicat would successively discuss with said Body the rates of hire for the vehicles together with the measures for securing control on both operation of the services and consumption of fuel etc.
11. We trust in a favourable reply and in the meantime we remain, dear Sirs,

Yours faithfully
Central Committee of
Italian Railmen Syndicat

For the Vice Secretary General
sgd. Casarati.

SECRET

ITALY-MARTIN ARMY COMMISSION

A20 394

TRANSPORTATION SUB-COMMISSION

MBT/eh

211/3/Tn :

Phone 489081

Transportation Sub-Commission Officers-Northern Italy.

1. When A2/AMS take over in N.W. Italy, it is proposed to establish an Advanced Section of the Transportation Sub-Commission. Its duties will be as follows:

a. To coordinate, on behalf of the Director of the Transportation Sub-Commission, movements and transportation work in the regions of Piemonte, Liguria, Lombardia, and such other provinces as may be considered as "N.W. Italy" from time to time.

b. To coordinate movements and transportation work with the military authority.

c. To control the general distribution of AC and civilian transport in N.W. Italy.

d. To see that movements programs are carried out in accordance with established priorities, particularly programs affecting more than one region.

2. e. Regional Transportation Officers will arrange all local movement within N.W. Italy as far as possible from their own local resources; they will contact each other as necessary; and they will also work closely with military movement officers.

f. Demands for local movement within the N.W. area that cannot be met as outlined in (a) above and movement to or from places outside N.W. Italy will be referred to the Advanced Section of the Transportation Sub-Commission; who will try to meet such demands (1) by adjustment of AC controlled capacity, (2) by further contact with military movement headquarters in N.W. Italy, and (3) by reference to Transportation Sub-Commission here.

3. The following officers are nominated for the Advanced Section of Transportation Sub-Commission:

Lt. Col. M. Harris (A) (i/o)
Major H.C. Talbot (B)

One other officer with railway operating experience will be nominated later.

SECRET

1. When AC/AMG take over in N.W. Italy, it is proposed to establish an Advanced Echelon of the Transportation Sub-Commission. Its duties will be as follows:

a. To coordinate, on behalf of the Director of the Transportation Sub-Commission, movements and transportation work in the regions of Piemonte, Liguria, Lombardia, and such other provinces as may be considered in "N.W. Italy" from time to time.

b. To coordinate movements and transportation work with the military authorities.

c. To control the general distribution of AC and civilian transportation in N.W. Italy.

d. To see that movements programs are carried out in accordance with established priorities, particularly programs affecting more than one region.

2. a. Regional Transportation Officers will arrange all local movement within N.W. Italy as far as possible from their own local resources; they will contact each other as necessary; and they will also work closely with military movement officers.

b. Demands for local movement within the N.W. area that cannot be met as outlined in (a) above and movement to or from places outside N.W. Italy will be referred to the Advanced Echelon of the Transportation Sub-Commission; who will try to meet such demands (1) by adjustment of AC controlled capacity, (2) by further contact with military movement headquarters in N.W. Italy; and (3) by reference to Transportation Sub-Commissioned Rome.

3. The following officers are nominated for the Advanced Echelon of Transportation Sub-Commission:

Lt. Col. M. Harris (A) (i/c)
Major H. G. Talbot (B)

One other officer with railway operating experience will be nominated later.

SECRET

5458

SECRET

2

4. The Advanced Echelon of the Transportation Sub-Commission will be located near HQ 2 District.

5. All railway engineering work will continue as at present to be dealt with by Transportation Sub-Commission at HQ, and not by Regional Transportation Officers; the following HQ officers are nominated for detachment to Northern Italy:

Railway Civil Engineering - Major P.G. Buckley (B)
 Railway Mechanical Engineering - Major H.H.B. Jeffrey (B)

They will keep in touch with Lt.Col. Harris as necessary, but will report direct to their respective branches in the Rail Division of Transportation Sub-Commission, Rome.

By command of Rear Admiral SPONN:

M.S. THOMAS, Colonel
 Deputy Director.

DISTRIBUTION.

List "A", plus
 HQ 2 District
 Q(M) c/o HQ 2 District
 D.M.R.S.
 HQ Fourth Corps.

5447

INTER-OFFICE MINUTE

OHL/cg.

Ref: AC 164/Tn.4.

TO : Deputy Director,
Transportation Sub-Commission, A.C.

SUBJECT: Transportation Sub-Commission officers - Northern Italy.

1. I acknowledge receipt of your draft letter dated 29 March and I have the following comments to make:
2. The draft letter alters the original conception of the work of Transportation (Rail Division) officers in N.W. Italy, and would cause an alteration in agreed plans.
3. I still feel that Rail officers working on a Regional basis will prove unsatisfactory, and even if Movements officers are sent to N.W. Italy, their work will be of little value unless there is also a successful control of operation by qualified Rail officers.
4. It is again suggested that a Section of Rail Division should be established at Milan, viz., a branch of this Rail Division, with power to act within the three compartments of N.W. Italy.
5. It is felt that Major Talbot, who would form the Advance Echelon should be regarded more as an Operations officer, rather than a Movements officer, and that when the balance of the Rail Division officers arrive, he should merge with them. It is probable that M.R.E. will not interest themselves in N.W. Italy, and unless we can have an Operating officer to superintend such work as is necessary to ensure movement, then essential supplies would not move.
6. It is essential to pick technical railwaymen for this work, who can act without having to appeal to an officer appointed for co-ordinating movement demands.
7. I therefore suggest that the Transportation Sub-Commission rail group for N.W. Italy should be a self-contained unit composed as under :-

Major G.P. BUCKLEY Civil Engineering
 Major S.N.E. JEFFREY Mechanical Engineering
 Major H.C. TALBOT Operating.

19041

SUBJECT: Transportation Sub-Commission officers - Northern Italy.

1. I acknowledge receipt of your draft letter dated 29 March and I have the following comments to make:
2. The draft letter alters the original conception of the work of Transportation (Rail Division) officers in N.W. Italy, and would cause an alteration in agreed plans.
3. I still feel that Rail officers working on a Regional basis will prove unsatisfactory, and even if movements officers are sent to N.W. Italy, their work will be of little value unless there is also a successful control of operation by qualified Rail officers.
4. It is again suggested that a Section of Rail Division should be established at Milan, viz., a branch of this Rail Division, with power to act within the three compartimenti of N.W. Italy.
5. It is felt that Major Talbot, who would form the Advance Echelon should be regarded more as an Operations officer, rather than a Movements officer, and that when the balance of the Rail Division officers arrive, he should merge with them. It is probable that M.R.S. will not interest themselves in N.W. Italy, and unless we can have an Operating officer to superintend such work as is necessary to ensure movement, then essential supplies would not move.
6. It is essential to pick technical railwaymen for this work, who can act without having to appeal to an officer appointed for co-ordinating movements demands.
7. I therefore suggest that the Transportation Sub-Commission rail group for N.W. Italy should be a self-contained unit composed as under :-
 - Major G.P. BUCKLEY Civil Engineering
 - Major E.K.B. JEFFREY Mechanical Engineering
 - Major H.C. TALBOT Operating.

/2.

B.A. 8

- 2 -

8. Continued operation with Movements officers would be necessary, but the Rail Division nucleus must be at I.S.R. Headquarters in Milan, to ensure that essential work is carried out.

9. I enclose a Memorandum of a conversation between Lieut-Colonel Harris, Major Street, and Major Buckley, in which you will see that they consider that Major Buckley should be in charge of the Civil Engineering work at Milan and that ~~the~~ would require an officer or N.C.O. at Milan, Genoa, Venezia and Turin.

C.H. LINDBERG,
Lieut-Colonel, R.E.
Chief, Rail Division.

Transportation Sub-Commission (Rail Division)

Tel: 843238

3 April, 1945.

out.

9. I enclose a Memorandum of a conversation between Lieut-Colonel Harris, Major Street, and Major Buckley, in which you will see that they consider that Major Buckley should be in charge of the Civil Engineering work at Milan and that they would require an officer or N.C.O. at Milan, Genoa, Venezia and Turin.

O.H. LINDBERG,
Lieut-Colonel, R.E.
Chief, Rail Division.

Transportation Sub-Commission (Rail Division)

Tel: 843238

3 April, 1945.

5445

166/11

N.M. ITALY - COORDINATING PLANNING COMMITTEE
A G E N D A - 12 FEB 45

MEM/COMPT/1A

PROGRESS REPORT

11 FEB 45

1. POLITICAL

Main Problem is PATRIOTS.

2. Public Safety.

a. Ceiling of Carabinieri insufficient.

b. Disproportion Carabinieri per population NORTH of SOUTH ITALY.

c. Forward move will need coordination

F. SALIZY
5 AMX AVG
TPTW S/O

d. Guards on A.D. arehouses.

Can 4-500 Italian army personnel
allotted AD by MIA but not assigned
by Establishments be posted?

e. CC.ITF and duties Port of GENOA.
Subject for discussion

LEGURIA
R.M.
57 AREA.

f. Disturbances.

i. Mobility required for
Carabinieri.

6-4.

ii. Coordination 2 DISTRICT
for strike policy.

2 DISTRICT

3. Frontier Policy.

a. Directive awaited from

A.T.H.Q.

b. 4 Liaison Officers to AMO, Frontier
Control system could not be allotted
on permanent basis from AD personnel.

c. Carabinieri for Frontier Control should
not come off Regional spear-heads.

d. Repatriation not to take place without
reference

DISPATCH PERSONS & REPORT S/C.

1. FOUNTAIN

Main Problem is REPAIRS.

2. Public Safety.

- a. Coiling of Carabinieri insufficient.
- b. Disproportion Carabinieri per population NORTH of SOUTH ITALY.
- c. Forward move will need coordination
P. RAIMONDI
5 ARMY ASG
ARMY S/O
- d. Guards on ASD archdukes.
Can 4-500 Italian army personnel
allotted AC by L.L.IA but not assigned
by Zambianments be posted?
- e. CA, JP and duties Port of GENOA.
Subject for discussion
INCURIA
R.R.
57 AREA.
- f. Disturbances.
1. Mobility required for
Carabinieri.
2. Coordination 2 DISTRICTS
for strike policy.
3. Frontier Policy.
- a. Directive awaited from A.P.H.Q.
- b. Liaison Officers to ARMY Frontier
Control system could not be allotted
on permanent basis from AG personnel.
- c. Carabinieri for Frontier Control should
not come off Regional spear-heads.
- d. Repatriation not to take place without
reference
DISPATCHED PERSONS A REPORT S/O.
4. Patriots.
- Directive awaited A.P.H.Q.
5. LOCAL GOVERNMENT.
- a. Method of appointment Prefects etc planned.
- b. Local Govt rep officer to be forward
Phase I with 5 ARMY
Phase II with D.C.C.A.C.

5/4/54

over/ in 7

- 2 -

All use normal channels within Regions, reporting R.C. and being sent by him to I.Cs as required.

6. Duration and Mission.

Plans presented and approved.

7. Level.

Plans presented and approved.

8. Education.

Plans presented and approved.

9. Monuments & Fire Arms.

Plans presented and approved.

10. Line Clearance.

Plans approved.
System for reporting mined areas and fixing of danger notices required to coordinate infestation obtained by

a. Tps

5 AREA & 2 DEN RIOT

b. Carabinieri

PUBLIC HEALTH.

11. Public Health.

a. Plans presented and approved.

b. Military hospital etc requirements to be obtained by Liaison

i. AG - PUBLIC HEALTH, 2 DISTRICT.

ii. R. PUBLIC HEALTH SERVICES - AREA.

12. Displaced Persons & Rehabilitation.

a. Plan to be reviewed.

b. Details to be forwarded to Regions of requirements for camp, billets and hospital.

c. Sids to be submitted by D.P. A.R. S/G to A.C. for

Supplies
and Supplies

7. Loged.

Plans presented and approved.

8. Education.

Plans presented and approved.

9. Monuments & Fine Arts.

Plans presented and approved.

10. Auto Clearance.

Plans approved.
System for reporting mined areas and
fixing of danger notices required to
coordinate information obtained by

a. Ops - 5 ARMY & 2 DES NICH

b. Carabinieri - ARMYO 34-231.

11. Public Health.

a. Plans presented and approved.

b. Military hospital etc requirements
to be obtained by liaison

i. AD - PUBLIC HEALTH. 2 DISTRICT.

11. R. PUBLIC HEALTH SERVICES - ARSAS.

12. Displaced Persons & Repatriation.

a. Plan to be reviewed.

b. Details to be forwarded to Regions of
requirements for camps, billets and
hospitals.

c. Aids to be submitted by D.P. & R. 3/0 to R.C.
for

Supplies
Food Supplies
Clothing &elfano
Staff
Etc.

13. Salvage & or materials.

a. Required a directive on powers of
disposal of R.C., P.C. or C.O.
SALVAGE SUB-COM.

over/2. 1

- 3 -

- b. Ruling that ARV do not hand vehicles or spare parts to civilians without concurrence A.G.
Requested from A.P.H.Q.
- c. Liaison required by Regions with SALVADOR OFFICERS, AREAS.
14. Public Relations.
- a. Plans for H. ITALY required from P.H.B.
P.R.O.
- b. Understood H. B. require press policy directive from A.P.H.Q.
15. Transportation.
- a. Plans for H. ITALY required from ECONOMIC SECTION &
ITEM 3/C
- b. Delay possible due to review by A.P.H.Q. of tonnage figure of 500 tons of supplies agreed to be delivered by ARV at P.A.M.
- c. Revision required of import tonnages allotted Newscart, Tobacco, Matches, Clothes, UNRA, clothing, other items, in favour of Food and A.G. ECONOMIC SECTION.
- d. Liaison required in connection Supply Priority Board between Regions and ITEM 3/C with 5 ARV.
- e. Decision required on Power of Requisition for A.G. A.P.H.Q.
16. 3.O.I.
- a. Plans presented and approved.
- b. Tonnage to be carried dependent on arrangements at P.A.M. A.P.H.Q.
- c. Pipe line - will take 2-3 months to lay and open.
17. Food.
- Plans for H. ITALY NOT presented. FOOD S.C.
18. Agriculture.

5453

- a. Plans for H. S. ILLUM required from E.H.B.
P.R.C.
- b. Understood U. S. A. require press
policy directive from A.H.H.G.
15. Transportation.
- a. Plans for H. S. ILLUM required from
ECONOMIC SECTION of
GATT S/C
- b. Delay possibly due to review by A.H.H.G.
of tonnage figure of 500 tons of supplies
agreed to be delivered by ARV at B.E.S.
- c. Revision required of import tonnage
allotted Germany, Hungary, Czechoslovakia,
Czechoslovakia, clothing, other items,
in favour of Food and P.R.C. ECONOMIC SECTION.
- d. Liaison required in connection supply
Priority Board between Regions and
GATT S/C with 5 ARV.
- e. Decision required on Power of Requisition
for A.C. A.H.H.G.
16. P.O.L.
- a. Plans presented and approved.
- b. Tonnage to be carried dependent on
arrangements at B.E.S. A.H.H.G.
- c. Pipe Line - will take 2-3 months to
lay and open.
17. Food.
- Plans for H. S. ILLUM NOT presented. FOOD S/C.
18. Agriculture.
- Plans presented and approved.
19. Labour and Unemployment.
- a. Policy concerning application of wage
scale in H. S. ILLUM required. A.H.H.G.
- b. Information required of scales being
employed under German occupation. 15 ARV GP.
SPECIAL FORCE.

over/L +

5453

- 4 -

- c. Clarification required of Registration and Labour Office Policy.
LABOR with IZ GOVT.
FINANCE with IZ GOVT.
- d. Liaison to avoid IZ misappropriation of factories.
ECONOMICS with 5 ARMY
2 DISTRICT
SPLEAS.
- e. New Relief Loans.
FINANCE with IZ GOVT.
- f. Relief schemes under consideration. 5 ARMY
- g. All Employees: Conditions of Service.
Housing of Drivers.
Nations.
N.I.I.3. - Sub-Committee.
20. Trade Restrictions.
Policy agreed.
21. Finance.
Plans approved.
22. Price Control.
a. Review requested of policy of overall price control as present policy likely to be ineffective.
ECONOMIC SECTION.
b. Directives and price lists N. IZ required.
ECONOMIC SECTION.
23. Industry & Commerce.
Plans for N. IZ not presented.
24. Public Works & Utilities.
Plans NOT presented.
25. Power.
a. Planning in connection with
STANDARD progressing slowly.

EDITORIAL BOARD

New Retailer Profiles:

Policy schemes under consideration, 5

g. **AND EMPLOYEES:** Conditions of Service
Housing of Drivers.
Rations.

N. I. G. - sub-committee.

20. Trade Restrictions.

Policy agreed.

17. France.

Plans approved.

22. Price Control.

a. Review requested of policy of overall price control as present policy likely to be ineffective. ECONOMIC SECTION.

b. Directives and price lists if. ITALY required.
DOOMCE IN POSITION.

23. Industry & Commerce.

Plans for IV, V, VII not presented.

24. Public Works & Utilities.

Plans NOT requested:

25. Power.

a. Planning in connection with
SUTHERLAND progressing slowly.

b. No imports before mid-summer.
Season U.S. or U.K. of power units.

25. Coal.

300 implants 1st 30 days.

27. Communications.

a. Initial mobility requested.
Not approved by

b. Questions of U.S. Territories to AGO
urgently required. A.H.S.

$$f \rightarrow f/\alpha_0$$

- 5 -

27. Cont.

c. Alternatively - will 2 DISTRICT and AREAS have T. H. Link with ACO.

28. T.O./A.S.

C-1

Officers

i. Ceilings discussed, increased & approved.
ii. Deficiencies - approx 53 C.A.Os to be found - 40 owed by A.S.H.Q.

12 from H.Q., A.C.

This will not account for further 12 C.A.Os approved by C of S "if available".
P.H.s & Utility specialists also lacking.

iii. Request assignments by Sub-Commissioners be made definite. for Decision C of S.

iv. Request that R.Os may have authority to change one P.O. with another within Regions as found necessary, notifying A.C. for Decision C of S.

29. E.C./O.Rs

i. Plans deficient.

ii. No definite ceiling T. . determined.

29. A.S./C.1093 Vehicles.

C-4

a. E.H. discussed and laid-down.

b. Vehicles not allotted to complete E.

c. Request reconsideration of priority of T.H.H. as against that N.E.T.H.H.

d. Requisitioned vehicles will be required if W.D. vehicles not sufficient for T.H.

30. T.H./C.1093 Equipment.

C-4

a. Informed that all available issued to Regions.

b. Appears that more may come available from 30. Region, MOHIA, EMBRIA etc (incl. Transporters etc). Decision of C of S.

31. Down Planning.

Need for liaison over areas, H.Qs, Buildings, billets, warehouses etc required for S.H.G. or civil authorities by Regions.

5 H.T.

2 DISTRICT

GENUS

32. PORT OF GENCO. PLANNING

5442

18 from N.C., A.C.
 This will not account for further 12
 C.A.Os approved by C of S if available.
 P. 22s & Utility mechanism also looking.

iii. Request assignments by sub-Commissioners
 to made definite. for Decision C of S.

iv. Request that R.Os may have authority to
 change one P.O. with another within
 Regions as found necessary, notifying C.O.
 for Decision C of S.

b. A.C./C.RS
 i. Plans deficient.

ii. No definite ceiling 1. . determined.

29. T.E./C. 1098 Vehicles. C-4

a. C.E. discussed and laid-down.

b. Vehicles NOT allotted to complete A.S.

c. Request reconsideration of priority of
 T.E. INK as against that N.D. INK.

d. Requisitioned vehicles will be required if
 W.D. vehicles not sufficient for T.E.

30. T.E./C. 1090 Equipment. C-4

a. Informed that all available issued to Regions.

b. Appears that more may come available from
 SO. Region, Subill, SANDWICH etc
 (incl. Secretaries etc). Decision of C of S.

31. Town Planning.
 Need for liaison over areas, H.Os, buildings,
 billots, warehouses etc required for A.C.
 or civil authorities by Regions.
 5 AREA
 2 DISTRICT
 10000

32. PORT OF OTTAWA PLANNING
 in Progress.

L.H.
 57 AREA
 Region L.H. 10000

DISTRIBUTION.

As for Minutes - 2nd meeting 20 Jan 45. (105)
 for Conference. (40)

Phasing. Fisher.
 Lt Colonel

Secretary,
 N.C. INK Co-ordinating Committee.

5442

Ext. 376 HEADQUARTERS ALLIED COMMISSION MET/vb
APO 394
Transportation Sub-Commission

101/9/In 1. 8th February, 1945.

SUBJECT: Transportation Personnel for Northern Italy and Austria.

TO : G-1.B.
G-1.A.

1. In accordance with GIB/31/3/A of 6th February the Transportation officers up to the following numbers are authorised for Northern Italy Regions:

Lombardia	15
Liguria	9
Venetia	12 + 4
Piemonte	10

In accordance with G-1B/83/A of 18th January and 6th February certain officers are also earmarked for Austria.

2. The attached list at Appendix A shows the names of the officers it is proposed to send to the new regions and Austria. May special orders be issued assigning the officers as necessary but leaving them on temporary duty where indicated. There will remain certain vacancies in the Northern Regions; these cannot be filled at present.

3. If the officers are assigned as indicated it will leave in "King's Italy" only such transportation officers as were approved as necessary at Economic Section meeting on 7th February, 1945; these are shown in Appendix B.

4. Will addressees please advise this Sub-Commission of any corrections that should be made in the attached lists.

M. B. Thomas
M.B. THOMAS, Colonel.
Deputy Director.

5441

SUBJECT: Transportation Personnel for
Northern Italy and Austria.

TO : G-1.P.
G-1.A.

1. In accordance with GLE/31/3/A of 6th February the Transportation officers up to the following numbers are authorised for Northern Italy Regions:

Lombardia	15
Liguria	9
Venetia	12 + 4
Piemonte	10

In accordance with G-1B/83/A of 16th January and 6th February certain officers are also earmarked for Austria.

2. The attached list at Appendix A shows the names of the officers it is proposed to send to the new regions and Austria. May special orders be issued assigning the officers as necessary but leaving them on temporary duty where indicated. There will remain certain vacancies in the Northern Regions; these cannot be filled at present.

3. If the officers are assigned as indicated it will leave in "King's Italy" only such transportation officers as were approved as necessary at Economic Section meeting on 7th February, 1945; these are shown in Appendix B.

4. Will addressees please advise this Sub-Commission of any corrections that should be made in the attached lists.

5441

M. B. Thomas
M.B. THOMAS, Colonel.
Deputy Director.

Copies to:

Economic Section
Regional Commissioner
Lombardia (R/ASC/III of 4 Feb. 45)
Liguria

Piemonte
Southern Region
Lazio-Umbria
Abruzzi-Marche

Tn. S/C. Planning Staff

" " Admin. Div.

" " Mov. Div.

" " Rail Div.

" " Road Div.

" " Port & Warehouse Div.

APPENDIX A to 101/9/Tn 1
of 8 Feb 45LIST OF TRANSPORTATION OFFICERS FOR NORTH ITALY and AUSTRIALOMBARDIA (15 authorized)

Lt.Col. M. Harris (A)	(already assigned)	
Lt. J.J. Lynch (A)	"	"
Capt. G.W.E. Coult (B)	"	"
Capt. W.A. Walker (A)	"	"
Capt. Z.M. Santini (A)	"	"
Capt. W.F. Piper (B)	Remain T.D.	Lazio-Umbria
Lt. C.W. Houston (A)	"	Abruzzi-Marche
Capt. R.J. Woodcock (B)	"	Southern
Lt. K.A. Ash (A)	"	Emilia
Lt. W.K. Nunn (B)	"	Lazio-Umbria
Capt. F.R. Price (B)	"	Abruzzi-Marche
Capt. D.L. Coleman (A)	"	Southern
Lt. L.C. Clark (A)	"	Southern

PIEMONTE (10 authorized)

Major R.W. Saunders (A)	(already assigned)	
Capt. N.A. Dickens (B)	"	"
Capt. J.L. Zerra (A)	"	"
Lt. I. Strand (A)	Remain T.D.	Southern
Lt. R.R. Johnson (A)	"	Southern
Capt. A.H. Irvine-Lynch (B)	Remain T.D.	Sicilia
Capt. M.P.S. Monypenny (B)	"	Southern
Lt. A.M.F. Webb (B)	"	Lazio-Umbria

LIGURIA (12 authorized)

Major H.B. James (B)	(already assigned)	
Capt. R.L. Volstead (A)	"	"
Capt. S.C. Hall (A)	Remain T.D.	Southern
Capt. A.C. Ramsay (A)	"	Toscana
Lt. G.C. del Merice (A)	"	Abruzzi-Marche
Capt. I. Calvanese (A)	"	Sicilia
Lt. A.M. Clark (B)	"	Southern
Capt. J.O. Dodas (B)	"	Southern
Lt. R.K. Harper (B)	"	Lazio-Umbria

VENEZIA (12 plus 4 authorized)

Colonel L. Woodger (B)	remain T.D.	Southern
Capt. E.B. Corby (B)	(already assigned)	
Lt. F.J.T. Whalley (B)	"	"
Capt. G.S. Billinghamurst (B)	Remain T.D.	Southern
Capt. B.G. Jefferson (B)	"	Southern

APPENDIX A (Cont'd)

AUSTRIA

Capt. R.H. Walker (B)	Remain	T.D. AFHQ, G-5
Major A.P. Hughes (B)	"	" Emilia
Major W.T. Martin (B)	"	" Southern
Capt. M.C. McCarthy (A)	"	" Lazio-Umbria
Capt. G.N. Hart (A)	"	" Lazio-Umbria
Lt. I. Friedman (A)	"	" Southern
Capt. R.E. Cook (B)	"	" Southern
Capt. L.A. Cohen (B)	"	" Emilia

APPENDIX B to 101/9/Tn 1
of 8 Feb 45

LIST OF TRANSPORTATION OFFICERS FOR "KING'S ITALY"

<u>Naples</u>	Major T.R. Rogers (Cdn)
	Major R.C. Marks (B)
	Capt. T.E. Ramsay (A)
<u>Bari</u>	Major C.W.S. Taylor (B)
<u>Reggio</u>	Capt. S.W. Boddy (B)
<u>Rome</u>	Capt. E.W. Dean (B)
<u>Civitavecchia</u>	Capt. J.N. Bowen (B)

AC/Tn/1/G Rls-1

1st Ind.

WPS/ml

HQ, Allied Commission, Transportation Sub-Comm., 15 January 1945.

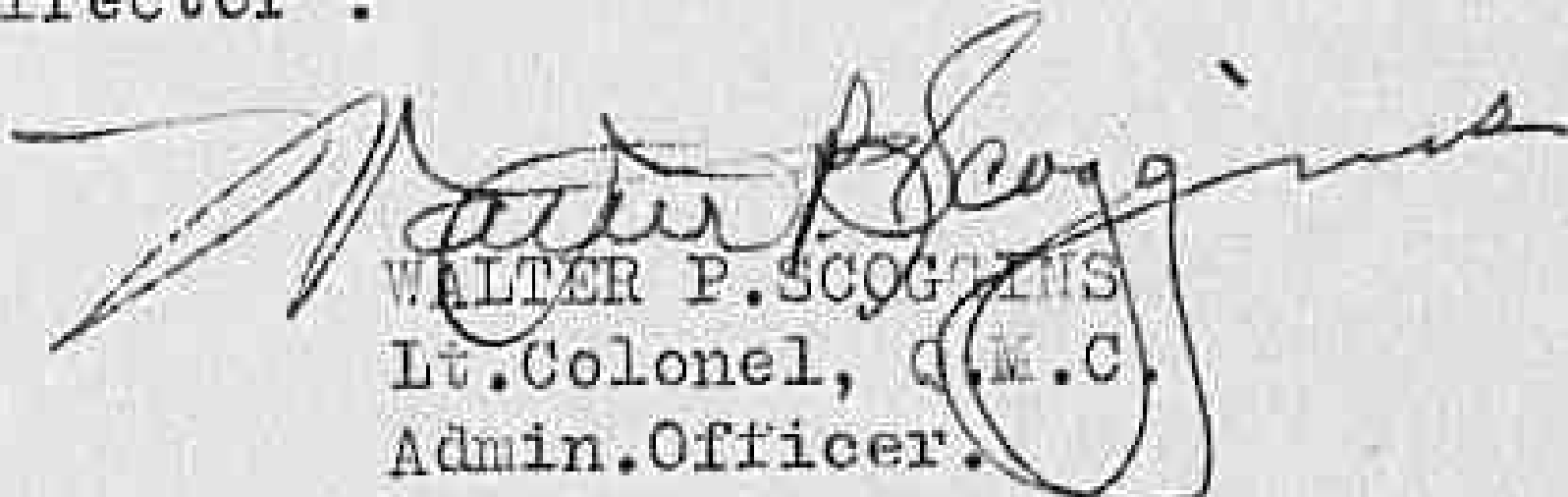
TO : Chief, Rail Division, Transportation Sub-Comm., HQ, AC.

1. Of the eight Officers required, Lt. Strand was accepted as one and Captain Billenstein has been requested. G-1 British has requested AFHQ to supply the six additional.

2. Major Buckley is being transferred in and G-1 British has requested AFHQ to supply two (2) extra Engineers.

3. Your office will be advised as soon as any additional information is available.

For the Director :


WALTER P. SCOGGINS
Lt. Colonel, G.M.C.
Admin. Officer.

5489

S E C R E T

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL SECTION),
C/o Transportation Increment,
C.M.F.

Tel: 483238

3 January, 1945.

Our reference: AC/164/Tn.

TO : Director,
Transportation Sub-Commission, A.C.

SUBJECT: N.W. Italy Plan.

1. The selection of officers for the new territory is held up due to failure of fulfilment of Manpower Board's agreement for 8 extra officers and 3 extra engineers.
2. It is impossible to select officers until the merits of those sent to replace others have been tested.
3. These additional officers were asked for when first operational plan was submitted to Economic Section on 21 October, 1944.

A. Lindberg, Lt Col.
O.H. LINDBERG,
Lieut-Colonel, R.E.,
Tn. Sub-Comm.(Rails).

MINUTES OF THE THIRTEENTH MEETING

OF THE

TRANSPORTATION COMMITTEE

held at HQ. A.C.,

on Monday, 27 November, 1944.

Reference: AC/13/TC.

3 December, 1944.

PRESENT: Brigadier A.G. Rnè Philipe, D.Q.M.G. (Mov & Tn) in the chair.

AFHQ (G-4) (Mov & Tn).

Colonel D.A. Greenhill

Lt.Col. G.W. Brown

Major C.R. Worthington

Capt. H.O. Baker

Transportation Sub-Commission, AC.

Colonel D.S. Adams

Lt.Col. O.H. Lindberg (Rails)

Capt. B.W. Boddy (Rails)

Capt. A.C. Ping (Rails)

Jr.Cdr. E.Fearnside (Shipping)

Mr. C. Crooks (Shipping)

HQ. AAI.

Brigadier R.W.L. Fellowes (D.Q.M.G. (M))

Food Sub-Commission, AC.

Major K.J. Curran

Movements, Rome Area.

Lt.Col. J.W. Baker (A.Q.M.G. (M))

Shipping Sub-Commission, AC.

Mr. G.A. Bell

M.R.S.

Brigadier R.D. Waghorn (D.M.R.S.)

Lt.Col. W.F. Wilson (D.D.N.R.S.)

Capt. S.E. Lendon (Supt. Tn.)

Economic Section, HQ. AC.

Major F.F. Richardson

Mr. Merritt H. Taylor

Ministry of Communications.

Ing. Saverio Sottile (ISR)

Sig. Cesare Bossi (Post)

113. MINUTES OF PREVIOUS MEETING

CONFIRMED.

114.

MATTERS ARISING FROM MINUTES OF PREVIOUS MEETING.

(i) Daily Diesel Service Rome - Bari (via Naples) (vide

Minute 108(i)(a)).

(a) Brigadier Fellowes, AAI, stated that in the near future it was intended to operate a leave train Rome - Naples and return, on line 90, three days a week, and it might be possible to offer a daily service on the train on days when the leave

Reference: AC/13/10

PRESENT: Brigadier A.T. Rhé Phillips, D.Q.M.G. (Mov & Tn) in the chair.

AFHQ (G-4) (Mov & Tn).

Colonel D.A. Greenhill

Lt. Col. G.W. Brown

Major G.R. Worthington

Capt. H.O. Baker

HQ. AAI.

Brigadier R.W.L. Fellowes (D.Q.M.G. (M))

Movements, Rome Area.

Lt. Col. J.W. Baker (A.Q.M.G. (M))

M.R.S.

Brigadier R.D. Waghorn (D.M.R.S.)

Lt. Col. W.P. Wilson (D.D.M.R.S.)

Capt. S.E. London (Supt. Tn.)

Economic Section, HQ. AC.

Major F.P. Richardson

Mr. Merritt H. Taylor

113. MINUTES OF PREVIOUS MEETING
CONFIRMED.

114. MATTERS ARISING FROM MINUTES OF PREVIOUS MEETING.
(1) Daily Diesel Service Rome - Bari (via Naples) (vide Minute 108(i)(a)).
(a) Brigadier Fellowes, AAI, stated that in the near future it was intended to operate a leave train Rome - Naples and return, on line 90, three days a week, and it might be possible to offer a path for a civil passenger train on days when the leave train was not running, provided MRS were in agreement.
(b) AC asked that the question of a Littorina service be again considered, to operate daily on line 39, in order to facilitate the transport of Government officials to and from the capital. There appeared to be a train path available without disturbing existing freight train arrangements.
AGREED AC and MRS to consult as to the possibility of introducing a suggested passenger train service, and to investigate further the question of the Littorina train path.

ISR agreed to defer the request for through service Rome-Naples-Bari.

Transportation Sub-Commission, AC.

Colonel D.S. Adams

Lt. Col. O.H. Lindberg (Rails)

Capt. E.W. Boddy (Rails)

Capt. A.E. Fine (Rails)

Jr. Cmdr. E. Yearnside (Shipping)

Mr. C. Crooks (Shipping)

Food Sub-Commission, AC.

Major K.J. Curran

Shipping Sub-Commission, AC.

Mr. G.A. Bell

Ministry of Communications.

Ing. Severio Gottile (ISR)

Sig. Cesare Bossi (Post)

5437

(ii) Conveyance of Smalls (MISTO Traffic) (vide Minute 108(iii)). AC reported that no infringements of the arrangements had been brought to notice during the current month.

(iii) Use of port of Civitavecchia (vide Minute 108(v)). AC reported that the reconditioning of the port of Civitavecchia and development of rail tracks to berths had been delayed due to presence of mines at Pier Head and on rail tracks. Commercial firms in Rome had been requested to tender to Lazio-Umbria Region, AC for the work of removal of mines. One of the reasons for slow discharge of vessels was due to the stevedores' desire to be paid on a tonnage basis, and they were not working at full capacity pending settlement of the matter. Negotiations are in progress to remedy the situation.

EXTENSIONS OF SERVICES (Applications by AC for Ministry of Communications. (vide Minute 109).

Line 50.

AC pointed out that Civitavecchia is an important point without rail communication for officials engaged in supervising reconstruction of public utilities and other important work, and the state of the roads, and lack of road transport in general, virtually isolated the district. There were also about 50 port workers living at Santa Marinella anxious to use rail transport daily.

AC and MRS to investigate the possibility of placing a limited number of seats on the ISR workers' train from Rome to Civitavecchia at the disposal of duly authorized bona fide passengers engaged on essential work, under a special permit system.

Lines 65/87.

Restricted capacity of the lines do not, at the moment, offer opportunity for increase in current tonnages, and any prospect of a passenger service must be deferred.

SHORTAGE OF FREIGHT CARS (vide Minute 110.)

AC pointed out that the shortage of cars had continued in some measure, and MRS made the point ~~clear~~ that delay in clearance was contributing to the shortage, especially in Rome Yards.

AC drew attention to the difficult car position in Sicily and Reggio (Calabria), due to the continued trend of traffic to the north, and advice had been received that military commitments might be endangered if freight cars were not returned to Sicily for loading purposes.

Cars for Rome should be clearly labelled to the actual destination station, thus avoiding transfer and unnecessary

NOTED:

115.

AGREED:

NOTED:

116.

AGREED:

Umbria Region, AO for the work of the vessels was due to the reasons for slow discharge of vessels was due to the stevedores' desire to be paid on a tonnage basis, and they were not working at full capacity pending settlement of the matter. Negotiations are in progress to remedy the situation.

115.

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AO and MRS to investigate the possibility of placing a limited number of seats on the ISR workers' train from Rome to Civitavecchia at the disposal of duly authorized bona fide passengers engaged on essential work, under a special permit system.

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NOTED:

116.

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AC drew attention to the difficult car position in Sicily and Reggio (Calabria), due to the continued trend of traffic to the north, and advice had been received that military commitments might be endangered if freight cars were not returned to Sicily for loading purposes.

Cars for Rome should be clearly labelled to the actual destination station, thus avoiding transfer and unnecessary delay. Bids should clearly set out the Rome destination station. Care should be taken to guarantee loading at stations where wagons are placed.

MRS are watching needs of Reggio and Sicily, and arranging for return of empties.

NOTED:

117.

OTHER BUSINESS.

- (a) Unauthorized travel of civilians in 8th Army Area.
AAI drew attention to number of civilians attempting to travel on military trains because they had received

././.

*To Committee meeting 23 July 44
By Philip S. Chan*

- 3 -

permits to move from one point to another. Instructions had already been issued to RTOs and train guards that such unauthorized travel must not be permitted.

NOTED: AC would repeat previous instructions indicating that authority to move from one point to another does not permit travel by military trains, and that AC has no authority to request that any civilians be so conveyed.

(b) Pilferages.

AC drew attention to specific cases of pilferage on route, and AAI pointed out that in many cases pilferage was occurring although freight cars were sealed on arrival. This question was receiving special attention.

AGREED: AC should ensure that labels do not carry details of the actual commodity in freight cars, and that consignees and destination should be clearly marked.

AFHQ undertook to endeavour to assist AC in obtaining seals and equipment for sealing of wagons.

(c) Port of GENOA.

Chairman suggested AC should be planning for use of Genoa as a port, on assumption that the port and rail communications would be left undeveloped by military sources, and that equipment would be in need of considerable repair.

NOTED: AC to take suitable action.

(d) Stockpiling at ANCONA.

AC drew attention to the difficulty in stockpiling at Ancona, owing to lack of warehouse accommodation, and in fact, wheat was being removed from the district, when it might be stacked at Ancona for future use if facilities for storage were available.

AGREED: AAI would explore the prospects of providing assistance to AC in the construction of warehouse accommodation.

118. DATE AND PLACE OF NEXT MEETING.

Next meeting will be held in the Conference Room at HQ AC., Rome on Friday 22 December, 44 at 14,15 hours.

5436

DISTRIBUTION:

A.F.H.Q. (10) (For favour of distribution)
 H.Q. AAI. (4)
 HQ. 1 District
 HQ. 2 "
 HQ. 3 "
 M.R.S. - Rome (4)
 Commanding General, P.B.S. (2)
 Economic Section HQ. AC (2)
 HQ. Southern Region AC (4) (inc Reggio, Catanzaro, Bari)
 HQ. Sicily Region AC HQ. Piemonte Region AMG.
 HQ. Sardegna Region AC HQ. Lombardia Region AMG.
 HQ. Toscana Region AMG. HQ. Venezia Region AMG.
 HQ. Emilia Region AMG. HQ. Liguria Region AMG.
 HQ. Abruzzi-Marche Region AC HQ. Lazio Region AC
 Shipping Sub Commission, AC
 Food Sub Commission, AC
 Tn. Sub Commission, (40)
 AC, Tn. Sub-Commission Rep.: Sicily Region HQ. AC
 " " " " " Ancona Div.
 " " " " " Bari Div.
 " " " " " Reggio Div.
 " " " " " Naples Div.
 " " " " " Rome Div.
 Mov. East Italy Mov. Castellammare Mov. Rear 8 Army
 Mov. West Italy (6) Mov. Grotone Mov. Reggio
 Mov. Bari Mov. Foggia "Torre Annunziata
 Mov. Barletta Mov. Ortona Mov. Taranto
 Mov. Brindisi Mov. Railhead Sub Area West Mov. Salerno
 Transportation Officer, P.B.S., Naples
 Medbo

HQ. AAI

D.Q.M.G. (M) (4)

"Q" Branch

D.C.A.O.

G-4

D/COT (7)

D.D. Tn. (2)

S.C.A.O. AMG 5 Army

S.C.A.O. AMG 8 Army

HQ. 8 Army

Commanding General 5 Army

Min. Communications: ISR

Private Railways

TOP SECRETTOP SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC/Tn/164
SUBJECT: Operation Plan - N.W. Italy Date : 21 Oct. 1944

TO : Economic Section,
H.Q., A.C.C.

1. Reference is to "Secret" 503/46/COS of 13 Oct. 44 from office of the Chief of Staff.

2. This Sub-Commission's observations are given hereunder:-

RAIL SECTION

a. Clarification will be desired by Transportation Sub-Commission as to the intended status of Military Railway Services in the areas of NW Italy. At present, ACC is only able to operate freely in areas where Military Railway Services has signified that it is not interested and has therefore handed over such control for ACC supervision.

b. On the assumption that Military Railway Services will not maintain any large Force in the area of NW Italy, and will be concerned only with the construction and maintenance of such tracks as are necessary for the movement of commodities to meet the needs of troops stationed in the area, and may even be prepared to delegate such work to ACC for supervision of operation by Italian personnel to meet the needs of Military Movements, Transportation Sub-Commission ACC submits the following plan:-

c. A group of three Officers will be attached at the earliest possible moment to Regions Piemonte, Liguria, and Lombardia, but will actually be delegated for supervision of the Italian State Railway Divisions of Milano, Genoa, and Torino, together with the Private Railway compartmenti similarly enumerated.

d. As a temporary measure, and until the position is clarified, they will work as a team, under the command of the Officer destined for Milano, and in

5403

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d. As a temporary measure, and until the position is clarified, they will work as a team, under the command of the Officer destined for Milano, and in order to achieve maximum results, the best field officers are being selected; men with long years of operational railway experience, and capable of working together with the knowledge that each other is fully qualified. The men selected are:-

It. Col. O.H. Lindberg	(Milano Compartimento)
Capt. P.G. Watson	(Torino)
Capt. E.N.B. Jeffrey	(Genova)

(cont'd) Top Secret

They will be primarily concerned with organizing inventories of stock available, rail tracks open and able to operate or needing immediate repair, and getting movement at the earliest possible opportunity based on the nearest port to which it is possible to ensure rail transport and the demands indicated by Supply Officers. Co-ordination with road will be maintained.

e. Detailed instructions will be made available to them before they take up their duties, and such instructions will be entirely dependent on the part which will be played by the Military Railway Services in the areas concerned. Without details of the plan intended for this organization, it is not possible to forecast in advance the exact instructions which can be given to these officers. Military Railway Services and ACC in the southern territories have worked together on agreed basis and plans, but if Military Railway Services is not to be fully represented in the NW corner of Italy, much additional work will have to be allowed for by ACC, and plans drawn up accordingly.

f. The establishment of railheads for food distribution is at all times dependent on the survey of damage to existing tracks. There are only two railway routes directly from Southern Italy into the NW corner, via Genoa by the coastal route, and across from the Eastern seaboard via Bologna, although feeder lines exist from West coast areas in the Bologna direction. Commensurate on the damage to tracks and stock, and the ability and availability of material for repair, the road trucking strength must be increased. ACC has no construction troops at its disposal to effect speedy bridging of rivers and viaducts blown out by military or aerial action, and this is a further reason why the position of the Military Railway Services must be defined before ACC can recommend any real plan.

To ensure the release of specialist officers for the important duties proposed, it is essential that the request for additional officers be met at once. The three officers nominated are already filling other posts, and are irreplaceable until other officers are made available for duty as assistants in the present areas.

SHIPMENTS, PORTS AND WAREHOUSING

543*

maintained.

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SHIPMENTS, PORTS AND WAREHOUSING

a. Ports to be used would be:

Genova
La Spezia
Savona
Chiavari

5404

(cont'd) TOP SECRET

b. It is required to know:

- (i) Whether initial opening of Forts will be done by army Transportation, and for what period they will remain.
- (ii) What degree of control will be exercised by G-4 Movements, and for what period.

ROAD SECTION

a. All Regional Commissioners and Regional Transport Officers have been furnished with a directive, showing how to organize civilian Road Transport in any town.

b. The ENAC plan has been explained to them, they have received copies of the Decree, and it has been outlined to them as to how they can introduce the scheme in their own Regions prior to the time when the Italian Government takes over.

c. Regional Transport Officers have been supplied with the locations of Fiat and Lancia Depots, works and agents in each particular Region.

d. A list of the names of the Italians in the north, who were familiar with ENAC has also been provided, and the Regional Transport officers will be able to make use of these individuals, provided they are proved satisfactory in other directions.

e. Additional vehicles are being made available by PBS and a Quarter Master Truck Bn. is being formed with all possible speed. This Battalion will consist of eight Quarter Master Truck Coys and it is the intention that these Q.M. Coys can be utilised wherever the road transport needs are most urgent. Some of these Coys will be available to meet initial pressing needs in North West Italy.

5430

Se. BOPing

D. S. ADAMS, A.D.

Colonel, C.E.

Director, Wn.

Sub-Commission

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5433

Sd. BCR
D. S. ADAMS,
Colonel, C.E.
Director, Rn.
Sub-Commission

FRAG/hl

164/4

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478704
Our Ref: ACC.TH/

19 October 1944

TO : Col.L.E. Vining
Operation Plan N.W. Italy.

Ports to be used would be

Genoa
La Spezia
Savona
Chiavari

Required to know, (1) - whether initial opening of Ports will be done by Army Transportation and for what period they will remain, (2) what degree of control will be exercised by G-4 Mov. and for what period.

F.R.A. Glanville Lt Col RE

fu F.R.A. Glanville
Lt. Colonel
Shipments, Ports &
Warehousing Section

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16 October 1944

SUBJECT: Operation Plan (Economic Section) Northwest Italy.

TO : Colonel G. D. Murphy

1. Reference attached "Secret" 503/46/COs of 13 Oct 1944 from Office of the Chief of Staff.

2. The Economic Section has been directed to submit, by 1200 hours, Saturday, 21 Oct 1944, a plan of operation for Northwest Italy. This plan is to be given to Regional Commissioners and SCAGs, Armies, for implementation, and guidance.

3. The plan should set forth in general terms basic policies and decisions with respect to how the civilian population is to be fed; what food will be available by periods; how civilian supplies both imported and local resources are to be transported; what transport will be available; where food, wheat, etc. is to be warehoused and stockpiled; what stocks are to be blocked and why; the establishment of ENAC; what ports may be used; where it is expected that railheads will be established; what crops are to be amassed, including the prices to be used in amassing; what general orders with respect to labor rates will apply for (a) civil employees for the Armed Forces, (b) private employees and (c) public (civil service) employees; and such other matters as are appropriate to be suggested by the various sub-commissions.

4. It is requested that the matter of food and transportation be given the top priority and that other matters be included under the premise of "first things first." It is considered that only a limited number of activities be included in the plan in order that the limited AEC facilities and manpower may be concentrated on the most essential activities rather than to dissipate the facilities and manpower over a wide range which would preclude the accomplishment of the mission for which the Economic Section is responsible.

5. The following Operations Planning Committee is established:

a. Colonel G. D. Murphy, Chairman and Coordinator.

b. Representative from the following sub-commissions as members:

Food S/C
Transportation S/C
Labor S/C
Commerce S/C

Industry S/C
Agricultural S/C
Pub. Works & Utilities S/C

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c. Director or Acting Director to serve as Sub-Commission representative if practicable.

Committee to meet on call of Chairman.

Sub-Commissions are requested to submit at once to Colonel Murphy the name of its representative on the Committee.

6. It is requested that the Chairman confer with the Acting Deputy Chief of Staff, Economic Section, and then proceed with the preparation of the plan.

A. C. ANTOLINI
Acting Deputy Chief of Staff
Economic Section

Incl. - Ltr Ref: 503/46/008

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HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

Office of the Chief of Staff

Ref: 503/40/COS13 October 1944.

SUBJECT: Administration - N.W. Italy.

TO : Acting Chief Commissioner.

1. CAG AAI (Maj. Gen. Robertson) held a meeting yesterday at AAI HQ at which his senior officers, SCAG and C-4, 5 Army, RC's NW Italy, DCOS and myself, were present.
2. The CAG explained the tactical appreciation for the occupation of NW Italy which he explained would be carried out by 5 Army troops who would probably find resistance limited to a few Italian divisions already decimated by the partisans and a small nucleus of German troops.
3. He stated that as soon as occupation was completed, by agreement with CG 5 Army and the C-in-C, a British static HQ (No. 2 District) would be set up with several subordinate military HQs (Areas and Sub Areas). The HQ of the District has not yet been determined but would probably be ALESSANDRIA.
4. He explained that in this area in his opinion the duty of the military District was to assist AMG in the administration of NW Italy. The military interests were so small that in this area the roles would be reversed and military interest would probably be subordinate to AMG.
5. After the withdrawal of 5 Army occupational troops the garrison troops of the area would probably be British and Italian. Minimum forces of British troops would be two battalions and one armoured car regiment; the maximum, two tired British divisions with an undetermined number of Italian troops.
6. He laid stress on the difficulties of communications, particularly at the outset before the opening of the port of GENOA and emphasized the fact that it would be impossible to carry much food into the area before that port was open. At this point General Tait, C-4, 5 Army, asked it to be made perfectly clear that 5 Army could NOT provide transport for the haulage of food for civilians.
7. General Robertson stated that he intended to give great weight to the distribution of local resources in the area. A Local Resources Board (Forward) would be set up on which ACC would have the strongest representation. He hoped to set up an Industrial Coordination Committee, headed on the ACC with an ACC Chairman whose proposals would carry sufficient weight to be acceptable to the main Board. CAG stated that Major-General Barnes, Commanding General designate

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of the District would set up his Forward HQ near FLORENCE and agreed that it was most desirable that Regional Commissioners should be located near him. DCCAO AAI is trying to arrange this.

3. I gave an appreciation of the entry of AMG into this area. Subject to agreement by Commanding General, 5 Army the Regional Commissioners would accompany the task forces with their Provincial teams under the general direction of 5 Army AMG. General Hares proposed and I agreed that it would be necessary for him to have a small AMG liaison staff at his District HQ if it was not located near one of the Regional HQs.

9. General Robertson explained shortly that the role of HQ No. 2 District would be as follows:-

- (a) To command the Allied and Italian troops placed in the District for the preservation of order.
- (b) To assist AMG and the Italian Government in the preservation of order, prevention of sabotage, etc.
- (c) To co-ordinate the utilization by the armed forces of local resources.
- (d) Local administration of all British troops in the District.
- (e) Organization of the overland L of C to FRANCE.

/s/ M. B. Lush

Brigadier,
Chief of Staff.

MSL/ZG.

Copy to: VPs Pol Sec
DCOS, CA Sec
DCOS, Econ Sec
DCOS, Nat Sec
DCCAO, AAI

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*Attached to
new District
Rehabilitation Plan*

A.S.O. 400

10 OCTOBER 1944

1. At such date as the territory in Italy north of the present fighting lines is liberated, it is estimated we will need 20,000 freight cars, all types, plus 550 road and 250 switch locomotives, explanation below.
2. The trackage covered in this estimate represents only the principal lines or arteries north of present fighting lines - to Brenner and to the French and Yugoslav borders. The total distances involved adds up to 1500 miles. Taking into consideration the fact that the lines in these calculations are all thru arteries, it is believed we will be required to handle an average of 4500 net tons overall, to provide for minimum civil needs and army maintenance.
3. At the present time we are averaging 37 miles per day, per steam locomotive, and 70 miles per day, per diesel locomotive. Figuring an average trainload of 350 net tons, per diesel locomotive. Figuring reaction will be required to handle 12 to 13 trains in each direction of some Italian engine, needs for helper locomotive, wrecker, etc. It is believed that a minimum of 35 road locomotives would be required to handle the above traffic density over each 100 miles of track. Using 35 road locomotives per 100 miles as a measuring unit, 550 road locomotives will be required for the 1500 miles of main line railroad in the territory described above.
4. Needs for switching power are figured at approximately 40% of road power.
5. At the present time, we have 26,337 freight cars which are handling the loading in liberated Italy, over a total trackage of 2,478 miles. The average is 11 cars per mile. Using this yardstick we got a total of 16,500 cars, required for the 1,500 miles in Northern Italy. However, as Northern Italy is highly industrialized and it is thought that an additional 3500 cars will be required.
6. Locomotives now in liberated Italy are as follows:

702	ISR - Separated as 435 road, 207 switch
113	USA diesels
108	Steam
83	ISR Electric locomotives, and all are being used to maximum capacity.

To meet the demands in northern Italy, we can move the major portion of the USA power (which now totals 113 diesels and 108 steam locomotives) to Northern Italy replacing with Italian locomotives.

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3. At the present time we are averaging 37 miles per day, per steam locomotive, and 70 miles per day, per diesel locomotive. Figuring an average trainload of 350 net tons, 12 to 13 trains in each direction will be required to handle. Taking into consideration use of some Italian engines, needs for helper locomotives, wrecker, etc., it is believed that a minimum of 35 road locomotives would be required to handle the above traffic density over each 100 miles of track. Being 35 road locomotives per 100 miles as a measuring unit, 550 road locomotives will be required for the 1500 miles of main line railroad in the territory described above.

4. Needs for switching power are figured at approximately 40% of road power.

5. At the present time, we have 26,837 freight cars which are handling the loading in liberated Italy, over a total trackage of 2,478 miles. The average is 11 cars per mile. Using this yardstick we get a total of 16,500 cars, required for the 1,500 miles in Northern Italy. However, as Northern Italy is highly industrialized and it is thought that an additional 3500 cars will be required.

6. Locomotives now in liberated Italy are as follows:

702	ISR - Separated as 495 road, 207 switch
113	USA diesels
108	Steam
83	ISR Electric locomotives, and all are being used to maximum capacity.

To meet the demands in northern Italy, we can move the major portion of the USA power (which now totals 113 diesels and 108 steam locomotives) to Northern Italy replacing with Italian locomotives from Sicily and from the other sections of line in Italy, supplementing

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165 USA locomotives on order from the United States, and with any captured locomotives. As for equipment, it is thought that we can pull 250 cars from Sardinia, and 1500 from Sicily, plus any recovered equipment.

7. A resume of the allocation of freight cars and the comparative requirements in Sardinia, Sicily, and liberated Italy, are listed below:

A. There were 2,300,000 net tons moved in liberated Italy, during four week period 13 August to 10 September. Estimating 12 net tons per car, approximately 190,000 cars were required. Using 6-day turn around, approximately 37,000 freight cars would be required. As there are only 26,837 freight carrying cars in this territory, it is apparent the tonnage was handled (a) through improved average turn around, and (b) by improved net ton load per car.

B. In Sicily there were 101,660 net tons moved during month of August. Estimating average load of 12 net tons per car, 8,472 cars were required to provide for all loading during month. Using 6-day turn around, 1,700 cars would have handled all business on island. As there are approximately 6,500 serviceable and repairable cars on the islands, it is the opinion that at least 1,500 or more cars can be brought to the Mainland.

C. In Sardinia during July, 35,438 net tons were moved. Estimating average 12 net tons per car, approximately 3,000 cars were required to handle entire loading. Using 6-day turn around, 600 cars could accommodate the traffic. 1,135 usable and 373 repairable cars on the island. There are only 429 Km. of standard gauge track on the island and the turn around of cars should be short. It is thought that 250 cars can be brought to the Mainland.

8. Current motive power position in liberated Italy as follows:

(a) There are 702 rehabilitated ISE locomotives divided 495 round, 207 switch, plus 113 USA diesels, 103 USA steam, and 83 ISR electric locomotives.

(b) In Sardinia 76, road, and 6 switch locomotives, 18 of which are converted for Sardinia coal. It is believed 35% of power in Sardinia surplus based on net tons handled.

(c) In Sicily there are 262 locomotives now in usage (not under repairs) and based on net tons handled, it is thought 35% of these are surplus.

9. Possibilities of recovering equipment north of present fighting

1943

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9. Possibilities of recovering equipment north of present fighting lines:

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A. The freight car position in Italy as of 31 December 1943

was as follows:

153,964 - Serviceable freight cars in use
16,109 - In process of repairs

9. A. These were located as follows:

1,486 - Sardinia
8,724 - Sicily
44,703 - South of Rome
99,051 - Rome and North

It is known how effectively the Brenner Pass has been blocked nor how much equipment has been removed to Germany, but we have made a guess that approximately 50 or 60 per cent has gone to Germany, and at this time, there are probably 40,000 cars in the area north of the present fighting lines, and we expect about 10,000 of these cars to fall into our hands in usable condition.

B. The locomotive power position in Italy 1942. There were 4,000 steam locomotives, all types and classes. It is thought that the Germans have moved most of these to Germany. We will probably recover 50% of those which remain.

E. W. HARTZEL

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E. W. HARTZEL

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