

ACC

AC225/TN4

10000/145/2303

ADDITIONAL
FEB-APR 19

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ADDITIONAL TLAWS FOR KINGS ITALY—
FEB-APR 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

17/8/1
MH/adv

ES/444

13 April 1944.

SUBJECT: Additional Trains for King's Italy.

TO : Chief Commissioner.

1. With reference to Marshall Badoglio's letter, 930 di prot. of 27 March 44, I have referred the points raised to Col FITCH, Transportation Sub-Commission and send you herewith comments as requested.
2. It must be admitted that the number of civilian trains now running are below the normal civil requirements of the country, but, at the same time, operational demands on the railways are so heavy at present that only bare necessities, as regards transport and travel, can be provided for civilians.
3. The railways, with the additional trucks now running under the ACC Road Haulage Scheme, are transporting all essential food and civilian supplies as required; passenger trains are, however, both badly overcrowded and insufficient.
4. On 2 Feb 44, under reference 21/1/Q, Major General ROBERTSON D/C.A.O. AFHQ stated that traffic must be limited to that which is essential to avoid serious disturbance of the economic life of the country and that military considerations preclude the provision of facilities on any higher scale.
5. There was no intention of suspending any trains as suggested in para 2 of the Marshal's letter and intimations to this effect were made in order to stimulate the Ministry of Communications to take more active steps to improve the supervision of trains so as to minimise acute over-crowding and illegal travel. It is, however, possible that the operational requirements of the Army might make such a step essential.
6. Coal Section, HQ AAI (Adm. Ech.) state that no increases to the railway coal allocation can be considered before September.
7. As regards the suggestion that the Italian Government should be allowed to decide the number and running of passenger and freight trains, in view of the importance of lines of communication in King's Italy, the few ports available and the inadequacy of the railway lines from these ports to the forward area, I consider these lines should not be under any other control than military.
8. It is difficult to see how, using the same quantity of coal, the Under

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Secretary for Communications can arrange an increase in railway carrying capacity. Suggestions from him regarding those expedients which his experience may suggest will always be given full consideration by the D.G.M.R.S. through Transportation Sub Commission and, if practicable, adopted.

9. While, therefore, I fully sympathize with the Italian Government's request and agree that present conditions are far from satisfactory, it is unlikely that any increase in railway services will be possible as coal, locomotive, and rolling stock are employed mainly on heavy priority requirements for Allied Forces.

(S) *D. S. Adams*

D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

Copy to:

Col Fitch - Transportation SubCommission. —

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S E C R E T

A.F.H.Q. Adv. Adm. Echelon,
C.M.F.

21/1/44.

2 Feb. '44.

Deputy President,
Allied Control Commission.

Copy to : D.Q.M.G. (M), A.F.H.Q. Adv. Adm. Ech.
D.G.M.R.S., A.F.H.Q. Adv. Adm. Ech.

Director General Military Railway Service has drawn attention to the following extract from your telegram to A.F.H.Q. No. 2086, dated 22 Jan. '44 :

"Rail facilities adequate for movement of food and civilian supplies, but inadequate for passengers; latter serious".

D.G.M.R.S. asks me to define policy in regard to the provision of civilian passenger services. It is difficult to make any firm rule on this subject, but, in principle, traffic must be limited to that which is essential to avoid serious disturbance of the economic life of the country. I feel sure that you will agree with this principle. Admittedly it is a hardship for a civil population that they cannot move about freely, but military considerations entirely preclude the provision of facilities on such a scale. We have not got sufficient rolling stock, nor rail capacity, nor coal supplies.

It is the duty of the Internal Transportation Committee to make allocations in regard to civil rail services. That Committee will be guided by the above principle. At the present time there can be no question of a substantial increase in passenger services, in fact some curtailment may be inevitable.

(Sgd) H G ROBERTSON

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BHR/emb.

Major-General,
Deputy Chief Administrative Officer.

Copy to: A/Q, A.C.M.F.

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