

ACC

AC/273/TN4

10000/148/2368

RAIL

JUN. 1944

10000/148/2368

RAIL SECTION - ORGANIZATION III

JUN. 1944 - FEB. 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 343402
Our Ref. AC/5/Tn 4

2 February 1945

TO : Regional Commissioner, AC
Railia Region

SUBJECT: Tn. Sub-Commission Officers.

1. By Chief of Staff's Memorandum No. 163/2/Tn. of 24 Jan. 45 all officers of Transportation Sub-Commission in the field are officially assigned to the regions in which they are working, and it therefore appears desirable to advise you of the position of Capt. L.A. Cohen, who is officially designated as the Rail Section Officer for the Bologna Railway Division.
2. Capt. Cohen is temporarily attached to the Office of the Military Railway Service at Ancona, the object of this being to enable him to obtain first hand knowledge of the methods of the Military Railway Service against the time he will be working in the Bologna Division.
3. His attachment to Military Railway Service is based on Memorandum No. 1 issued by the Director General, Military Railway Service, in August last, and a copy of this memorandum is attached hereto for information.

MERRITT H. TAYLOR
Director, 2175

APPROVED:

A. J. Lindsey
C. W. LINDSEY
Capt. Cohen, c/o MRs Ancona. CHIEF, RAIL DIVISION.

Copy to: DDTH MR3, Ancona
Capt. Cohen, c/o MRs Ancona

APR 10
273/5

Tel. 543402

Our Ref. AG/5/Tn 4

2 February 1945

TO : Regional Commissioner, AG
Railin Region

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MURRAY H. TAYLOR
Director,

2175

APPROVED:

M. Lindsey
Lt. Col.

Copy to: DDTn MRS, Ancona
Capt. Cohen, c/o MRS Ancona, CHIEF, RAIL DIVISION.

Ag Green - file

273/3

ACP/10

TRANSPORTATION SUB COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. M. F.

Tel: 843207

Our Reference: AC/273/Tn

13 December 44.

TO : Brigadier WAGHORN
D.M.R.S.
Building.

SUBJECT: Directives to AC Officers working in Forward Areas
and attached to MRS.

1. In order that suitable instructions could be given to AC Officers attached to MRS, arrangements were made with Brigadier General Gray in accordance with his memorandum No.1, 29 August 44, a copy of which is attached hereto (A).

2. In respect of para 4 (c), AC Officers are governed by ACC Tn Memorandum No.3, 27 April 44, a copy of which is also attached (B).

3. As an area becomes more developed, it becomes necessary for AC Tn Officers to devote a considerable amount of their time to the Movement requirements, until such a time as arrangements can be made for Italian personnel to undertake the work. As most of the commodities moved by AC have considerable Black Market value, some measure of control is at all time desirable in respect of movements.

4. When territory becomes more stabilised, AC Tn Officers are able again to take up supervision of Italian Railway Operation in fuller measure, and an agreed direct 2176 was issued to cover Reggio Calabria division.

5. Capt. Smith, on being attached to Ancona Division, was supplied with Directives A and B, and no complaint has been received in respect of his manner of fulfilling his duties.

6. Capt. Cohen was sent to join Capt. Smith, on a suggestion made by the latter Officer that Col. Eardley would welcome an AC Officer to be trained for Bologna division. As the only station at Bologna Division at that time was Rimini, it was thought that some special duties might be assigned to Capt. Cohen, and he was sent to Ancona with instructions to report to Col. Eardley, and that Capt. Smith would inform him as to procedure.

09221

TO : Brigadier WAGHORN
D.M.R.S.
Building.

SUBJECT: Directives to AC Officers working in Forward Areas
and attached to WRS.

1. In order that suitable instructions could be given to AC Officers attached to WRS, arrangements were made with Brigadier General Gray in accordance with his memorandum No.1, 29 August 44, a copy of which is attached hereto (A).
2. In respect of para 4 (c), AC Officers are governed by ACC Tn Memorandum No.3, 27 April 44, a copy of which is also attached (B).
3. As an area becomes more developed, it becomes necessary for AC Tn Officers to devote a considerable amount of their time to the Movement requirements, until such a time as arrangements can be made for Italian personnel to undertake the work. As most of the commodities moved by AC have considerable Black Market value, some measure of control is at all time desirable in respect of movements.
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5. Capt. Smith, on being attached to Ancona Division, was supplied with Directives A and B, and no complaint has been received in respect of his manner of fulfilling his duties.
6. Capt. Cohen was sent to join Capt. Smith, on a suggestion made by the latter Officer that Col. Bardley would welcome an AC Officer to be trained for Bologna Division. As the only station at Bologna Division at that time was Rimini, it was thought that some special duties might be assigned to Capt. Cohen, and he was sent to Ancona with instructions to report to Col. Bardley, and that Capt. Smith would inform him as to procedure.
7. When Capt. Cohens' first report was received, it was immediately submitted to you for perusal in order that no misunderstanding should arise.

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6. Before the Director General's Memorandum NO. 1 of 29 August 44 is issued to other Officers proceeding to forward aress, it is felt you might wish to amend or alter some of the phrasing in the light of changed circumstances, and perhaps you will comment thereon.

CH.
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

2173

REGISTERED

ALLIED FORCE HEADQUARTERS

AFQ 512

GENERAL ORDERS)
: 25 October 1944
NUMBER 25)

I Appointment of Director Military Railway Service, Italy.....
II Appointment of Deputy Director Military Railway Service, Italy.....
III Development and Operation of Railways in Italy.....
IV Development and Operation of Railways in North Africa.....

AFHQ General Orders Number 19; Section II, Number 38; Number 60, all 1943, Section I, Number 17 and Section II, Number 13, both 1944, are rescinded and the following substituted therefor:

I -- APPOINTMENT OF DIRECTOR MILITARY RAILWAY SERVICE, ITALY

Announcement is made of the appointment of Brigadier R.D. WAGHORN, R.E., Director of Transportation (PR) as Director Military Railway Service, Italy, effective 22 October 1944.

II -- APPOINTMENT OF DEPUTY DIRECTOR MILITARY RAILWAY SERVICE, ITALY

Announcement is made of the appointment of Lt. Colonel WILLIAM P. WILSON, 0412895, TC, as Deputy Director Military Railway Service, ITALY, effective 22 October 1944.

III -- DEVELOPMENT AND OPERATION OF RAILWAYS IN ITALY 2172

1. The Director, Military Railway Service, ITALY will be responsible for:

- a. The advanced planning and development of railways necessary for the support of operations in ITALY under the direction of the Supreme Allied Commander, Mediterranean Theater.
- b. The proper distribution of available resources of personnel and equipment to meet the requirements in ITALY of the Supreme Allied Commander.
- c. The reconstruction of railways in ITALY.

d. The operation of all railways in ITALY, except for those portions which may from time to time be returned to civilian control. The Director, Military Railway Service, ITALY, will however, exercise full authority over all railways and assets used by the civilian operated railways.

Appointment of Deputy Director Military Railway Service, Italy.....III
Development and Operation of Railways in Italy.....III
Development and Operation of Railways in North Africa.....IV
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b. The proper distribution of available resources of personnel and equipment to meet the requirements in ITALY of the Supreme Allied Commander.

c. The reconstruction of railways in ITALY.

d. The operation of all railways in ITALY, except for those portions which may from time to time be returned to civilian control. The Director, Military Railway Service, ITALY, will however, exercise full control over all locomotives and cars used by the civilian operated railways with the object of affording the maximum support to military operations.

e. Technical advice on all railway matters in ITALY.

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ATHQ General Orders Number 25 (cont'd)

2. In order that the Director, Military Railway Service ITALY may fulfill his mission, all U.S. railway service troops, the Italian railway personnel, military and civilians, together with the British Transportation Service and such other military or civilian railway personnel in ITALY as may come under the Control of the Supreme Allied Commander, Mediterranean Theater, will be at the Director's disposal and will operate under his direction. In addition all railroad materiel, American, British, Italian or any other railroad property in ITALY that may come under his control is at the sole disposal of the Director, Military Railway Service, ITALY.

3. The Director, Military Railway Service ITALY will report to the Chief Administrative Officer, ATHQ.

4. The Deputy Director, Military Railway Service, ITALY will report to the commanding General, NATOUSA on solely NATOUSA matters.

5. The relationship between HQ AAI and the Director, Military Railway Service, ITALY will continue to be maintained in accordance with that which previously existed prior to 22 October 1944, between HQ AAI and the Director General Military Railway Service, Allied Force, as indicated in ATHQ Nov 3/307A dated 17 September 1944.

6. The Director, Military Railway Service ITALY has no responsibility for railway operation or construction in North Africa or the South of France.

IV --- DEVELOPMENT AND OPERATION OF RAILWAYS IN NORTH AFRICA

The General Officer Commanding, North African District, and Commanding General, Headquarters Communications Zone, NATOUSA, will be responsible for arranging with appropriate French officials for British and United States rail movements, respectively, in North Africa.

By command of General WILSON:

J. A. H. GAMMELL,
Lieutenant General, Chief of Staff.

OFFICIAL:

H. V. ROBERTS,
Colonel, AGD,
Adjutant General.

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OFFICIAL:

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Adjutant General.

DISTRIBUTION:

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- 2 -

RESTRICTED

Office Memorandum

Major Street
Major Baister
Major Long.

Duties of Rail Transportation Officers in the Field.

It is desired to produce a directive setting out in broad lines the duties of officers in the Field so far as the TN side is concerned, based on their relationship with MRS and ISR.

The directive is to be sub-divided to cover the duties in the following areas:-

Southern area, King's Italy, supervisory control.

Middle region. Operational zone, where repairs are in progress, and AC controls in some measure lines not essentially military in character.

Forward region Area in which the command is primarily vested in MRS, and in which AC Tn Officers will work in conjunction with MRS .

The directive should not include any instructions in respect of NW Italy, which will not function on the same basis as other forward areas.

If there are particulars points which you desire to be watched and duty undertaken, please indicate so that the necessary instructions can be included in the directive.

For information, directives at present in existence covering the areas mentioned are attached.

2171

~~SECRET~~
HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

AFO 394.

Our reference : ACC Tr/11/5
 Date : 30 June 44.

MEMORANDUM
 NUMBER 4

SUBJECT: Transfer of the Division of the Italian State Railways from the organisation under the jurisdiction of the Director General, Military Railway Service to the ACC.

The responsibilities of the Transportation Sub-Commission, ACC representatives appointed to a division of the I.M.R. to supervise the the operation of the Railway Division by the Italian personnel is set forth below:

1. No local alterations will be made as regards wages and conditions of the Staff, passenger and freight tariffs, and any other matter normally subject to uniform practice on the Italian State railways' system as a whole, without the prior approval of this headquarters.
2. Allied forces, through the Director General, Military Railway Services, will still retain authority to move locomotives, rolling stock and other Railway plant and materials from the Region Division if the Military situation demands such action. Any such arrangements will be made through this headquarters.
3. In addition to the general supervisory and advisory functions of the Transportation Sub-Commission, ACC, the major detailed functions will be :-

- (a) To ensure that transportation facilities are used to the best possible advantage to meet the requirements shown in priority order below :-
- (i) Specific requirements of Allied Forces, i.e., Military requirements will take precedence over all other traffic.
- (ii) Specific requirements of the Italian Forces. **2170**
- (iii) Specific requirements of all ACC to meet vital civil needs.
- (iv) General requirements to meet essential civil needs approved by ACC.

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

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

(b) To ensure that the Basic Schedule of passenger and freight trains is kept to the minimum required under 3(a) above, so that the consumption of coal, oil, other stores and materials, particularly items not produced in the country, is kept as low as possible.

Prior approval of this headquarters to the Basic Schedule of trains will be obtained and also for any subsequent additions thereto which it may be desired to make.

(c) To ensure that any requisitions for vital materials and stores are fully justified and that they cannot possibly be met locally by salvage and expropriation.

(d) To record accurately full particulars of all stores and materials provided by the Allies, including particulars of sources of supply in each case, and to obtain proper receipts for such stores and materials from the Capo Compartimento.

2.

(e) To encourage the best possible standard of maintenance, maximum output from locomotive and wagon repair shops and energetic salvage operation, bearing in mind possible future requirements of the Italian State Railways.

(f) To ensure that adequate records are kept and to render a weekly report to this headquarters.

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

(h) To investigate personnel in relation to pre-war, and submit recommendations as to reductions or increases to this headquarters.

4. When the Divisions of the Italian State Railways is handed over to ACC Transportation Sub-Commission, the Division will be entirely operated by the Italian State Railway personnel.

5. Area of Control.

The control will be exercised only within the boundaries of the Division of the Italian State Railways and will include all privately owned lines within the Area, and the Divisional Superintendent will be expected to keep in contact with the Superintendent of the neighbouring Division.

6. Method of obtaining Freight Movements.

The method of obtaining freight movements will be as is laid down in ACC Transportation Sub-Commission Memorandum No 3, dated 27 April 44.

7. Reports.

A monthly report, giving full statistics of movement, and progress achieved will be regularly submitted to this headquarters to arrive not later than 5th proximo.

8. Title.

The Transportation Sub-Commission representative on assuming responsibilities of Railway Divisional Superintendent will sign himself "Divisional Supt., Transportation Sub-Commission, ACC."

L. V. Vinings
L. V. VININGS,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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L. P. VINING

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

RESTRICTED

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

DIRECTOR GENERAL'S }
MEMORANDUM NO. I }

A.P.O. 400
29 August 1944

1. General Orders No. 60, AFHQ, 22 October 1943, as modified by Paragraph 2, General Orders No. 19, AFHQ, 5 August 1944, places on the Director General the responsibility of the operation of all railway in the Zone of Operations of the SACMT, except for those portions which may from time to time be returned to civilian control under the supervision of the Transportation Sub-Commission, Allied Control Commission.

2. Under the provisions of General Orders No. 60, AFHQ, 22 October 1943, and Administrative Memorandum No. 76, AFHQ, 9 November 1943, the Sicilian Compartmento was returned to civilian control by AFHQ letter dated 17 March 1944, and Reggio Calabria Compartmento was returned to civilian control by AFHQ letter dated 5 July 1944.

3. In order that the Officers of the Transportation Sub-Commission, ACC, may acquaint themselves with the various Compartimenti of the Italian State Railway still under the direction of the Director General, Military Railway Service, Allied Force, the informal detachment from Transportation Sub-Commission and attachment to Military Railway Service has been authorized by mutual consent between the Director General, Military Railway Service, and the Director, Transportation Sub-Commission, ACC.

4. The status of officer personnel from ACC under such attachment to the Director General, Military Railway Service, is hereby specified:

a. Each officer so attached will be assigned by the Director General, Military Railway Service, to a unit of the Military Railway Service, either American or British.

b. When so assigned, the ACC officers will follow the orders and directives of the Commanding Officer of unit or head of department to which assigned.

c. He will have no authority or responsibility except as given him by the Commanding Officer of unit to which assigned, except:

(I) Such ACC officers as are so designated by Transportation Sub-Commission, ACC, will be responsible direct to ACC for:

(a) Submission of demands for movement of ACC personnel (freight or personnel) to Movement

2169

by Paragraph 2, General Orders N° 19, AFHQ, 5 August 1944, places on the Director General the responsibility of the operation of all railway in the Zone of Operations of the SACMT, except for those portions which may from time to time be returned to civilian control under the supervision of the Transportation Sub-Commission, Allied Control Commission.

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2169

(I) Such ACC officers as are so designated by Transportation Sub-Commission, ACC, will be responsible direct to ACC for:

(a) Submission of demands for movement of ACC traffic (freight or personnel) to Movements for acceptance in accordance with priorities and available capacity as at present.

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(Director General's Memorandum No. I Cont'd)

- (b) The screening of store demands submitted by Italian State Railway as set forth more in detail in separate directive of the Director General, Military Railway Service, covering stores.

5. For all general administrative purposes, the AGC officer remains under AGC. For all railway operation duties, he is subject to the orders of the Director General, Military Railway Service, as long as he is so attached.

6. The provisions of this memorandum to not apply to AGC officers assigned by AGC to the Sicilian or Reggio Calabria Compartment.

CARL R. GRAY JR.
Brigadier General USA
Director General

DISTRIBUTION: "A"

2168

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
AFO 394

8th November 1944

SUBJECT : Transportation Sub Com.

TO : Director, Transportation
Sub Commission A.C.

On my appointment to Deputy - Director, Transportation Sub - Commission A.C., I submit hereunder my suggestions as regards the Railway Section.

1. STAFF.
- (a) Deputy Director of the Sub-Commission, in charge of Rail Section.
 - (b) Chief Mechanical Engineer.
 - (c) Chief Civil Engineer
 - (d) Traffic Superintendent
 - (e) Stores Officer
 - (f) Administration Officer

The mechanical Engineer should have 3 Assistants, viz. one Loco, one Rolling Stock and one Electrical.

The Civil Engineer should have one Outside Assistant (P;way) and one Bridge Assistant.

Total Headquarter Staff : 11 Officers.

The number of Officers and Assistants required in the outside Districts would be approximately 24.

The Movement Rail section to remain as at present established.

2. LOCATION OF RAIL SECTION H.Q. It is my considered opinion that it is advantageous for the location of the H.Q. of the Rail Section to be in the Offices of the Ministry of Communications. My reasons are as follows: -

- (1) To be in the closest touch with all H.Q. Departments of the I.S.R. and Private Railways.
- (2) To be working in the same building as the Director M.R.S. and his Staff. It will be appreciated that all contacts concerned with the rehabilitation of the Italian Rlys. are and will be with the above controls.

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- 2 -

Against this, however, it is appreciated that the Office of the Director of the Sub Commission is located at A.C. Headquarters, and it might be more convenient for him to have his Railway Technical Officers located in the same building.

3. RESPONSIBILITIES. The Chief of Rail Section to be responsible to the Director on all railway matters. The technical Officers to be responsible for their respective Assistants. It is recommended that the Chief Mechanical Engineer should be located at Rail Section H.Q. which is not the case at present. It is suggested that the Deputy Director should visit each District by Diesel Coach, say at least one a month. Likewise the Chief technical Officers should visit their Assistants, and inspect works in progress.

4. FUTURE POLICY It is understood that in the near future, the M.R.S. will confine their interests only to the following Provinces :-

Florence, Ancona, Bologna, Venice and Trieste.

Consequently it will be necessary to have a proper team of A.C. Officers trained ready to proceed to the other Provinces, viz,:

Milan, Genova, Turin.

At the present moment, this policy of M.R.S. is to hand over the supervision of the reconstruction of lines, not considered by them as of first Military Priority, although those lines are not in territory handed over to A.C. as for example, the Ancona - Ortona Section.

5. ACCOMMODATION. If it is decided to remove the Rail Section Officers to A.C. Headquarters, it will be necessary to have at least 7 rooms, viz. 6 for Officers, and one for clerks.

6. RAIL SECTION CARS. A good saloon car should be allocated for the sole use of the Deputy Director in exchange for the present staff car, which should be put into the pool.

7. MOVEMENT OF OFFICERS. In view of recent changes, it will be necessary to move a number of Officers, especially in the Districts. I suggest that, before any Officers are moved, a meeting should be held, with the Director, and heads of the Railway Section.

O. H. Lindberg
O.H. LINDBERG, LT. COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

0938