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AC/B50/TN.4

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RAIL DIVISION  
JUL - NOV 1945

2178

350/24

TRANSPORTATION & AIRPORTS DIVISION, AG  
(RAIL DIVISION)  
c/o Transportation (R) Main  
G.M.F.

29 November 45

Tel: 61-3009  
Ref: 10/390 In 4

~~SECRET~~ : Organization  
R2 : Director  
Transportation Air-Communication

1. Effective 1st December 1945, the Mechanical Engineering Branch and the Supply Branch of the Rail Division will be consolidated and designated as Mechanical and Supply Branch - Rail Division.
2. Effective same date Major G.H. Burton (R) will be in charge of the Mechanical and Supply Branch, assisted by Sgt. A. Boston (O).
3. Effective 1st December 1945 Major G.H. Long is relieved as Chief of the Supply Branch - Rail Division.

E.H. King,  
Chief,  
Rail Division

Copy to: 1000  
Chief Civil Engineering Branch  
Chief Mechanical Engineering Branch  
Chief Supply Branch

6191

RAIL DIVISION - TRANSPORTATION SUB-COMMISSION A.C.

PRESENT ORGANISATION:

Chief: Lt. Col. O. H. LINDBERG

MECHANICAL ENGINEERING BRANCH:

Chief of branch:

Major G. S. BARNES

Assistant:

Capt. F. C. PHILBY

*asst.  
Major Gill*

SUPPLY BRANCH:

Chief of branch:

Major C. M. LONG

CIVIL ENGINEERING BRANCH:

Chief of branch:

Lt. Col. A. H. STREET

Assistant:

Major E. J. MOLE

Assistant:

Major G. P. BUCKLEY

Assistant:

Capt. M. P. M. GREEN

Assistant:

Capt. L. A. CONWAY

Assistant:

Mr. E. RICHARD

OPERATIVE

Major

Major

Lt J.

1 Italian Interpreter/Clerk

1 Italian interpreter/Clerk

1 Stenographer/Interpreter (Italian)

1 Typist-Clerk (Italian)

GENERAL OFFICE & RECORDS.

1 Chief Clerk

1 Assistant

2 Italian Typist/Clerk

1 Stenographer

APPENDIX "A"

COMMISSION A.C.

PRESENT ORGANISATION:

Chief: Lt.Col.O.n.LINDBERG

SUPPLY BRANCH:

Chief of Branch:

Major C.M.LONG

CIVIL ENGINEERING BRANCH:

Chief of Branch:

Lt.Col. A.n.STREET

Assistant:

Major E.J.MOLE

Assistant:

Major G.P.BUCKLEY

Assistant:

Capt. M.P.M.GREAN

Assistant:

Capt. L.A.CONWAY

Assistant:

Mr. E.RICHARD

OPERATING BRANCH:

Major A.C.PING

Major P.G.MATSON

Lt Jeffrey

---

1 Italian interpreter/Clerk    1 Stenographer/Interpreter (Italian)  
1 Typist-Clerk (Italian)

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GENERAL OFFICE & RECORDS.

- 1 Chief Clerk
- 1 Assistant
- 2 Italian Typist/Clerk
- 1 Stenographer

RAIL DIVISION TRANSPORTATION SUB-COMMISSION A.C.

PROPOSED

Chief: Mr. R.P. MOSS

Executive Officer:

1 Stenographer-Clerk

GENERAL OFFICE AND RECORDS:

1 Chief Clerk

1 Assistant

2 Italian Civilians.

MECHANICAL ENGINEERING BRANCH:

Chief of Branch:

Assistant for Steam and Diesel:

Assistant for Electric Traction:

Assistant for Rolling Stock:

SUPPLY BRANCH:

Chief of Branch:

Assistant:

Assistant for Fuel & Oil:

CIVIL ENGINEERING

Chief of Branch:

Engineering assistants:

Assistant:

Assistant:

Assistant:

Assistant:

Assistant:

1 Chief Clerk (10000)  
1 Italian Civilian Clerk

1 Chief Clerk  
1 Italian Civilian Clerk

1 Chief Clerk  
1 Interpreter/stenographer

APPENDIX "B"

MISSION A.C.

PROPOSED RE-ORGANISATION.

Chief: Mr. R.P. MOSS

Executive Officer:

1 Stenographer-Clerk

MILAN  
LIAISON OFFICER

GENERAL OFFICE AND RECORDS:

1 Chief Clerk

1 Assistant

2 Italian Civilians.

CIVIL ENGINEERING BRANCH

OPERATING BRANCH

Chief of Branch:

Chief of Branch:

Engineering assistants:

Signals and Comms:

Assistant:

Assistant:

Assistant:

Assistant:

Assistant:

Assistant (Electrification)

Assistant:

Assistant (Communications)

Assistant:

Assistant:

1 Chief Clerk

1 Chief Clerk

1 Interpreter/Stenographer

1 Stenographer(Allied)

1 Italian Civilian

# Segreteria dell'Ordine Cavalleresco

## "AL MERITO DEL LAVORO."

Numero del fascicolo	COGNOME E NOME	P A R E R E					
		Prefetti	Consigli Provinciali dell' Economia Corporativa	Ispettorati Corporativi	Cattedre ambulanti di agricoltura	P. N. F.	Federazione Nazionale dei Cavalieri del Lavoro
	Rel.						
	Rel.						
	Rel.						
	Rel.						
	Rel.						





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2184

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


6189

2185

RPM/lml

TRANSPORTATION SUB-COMMISSION, A. C.  
(Rail Division)  
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209  
Ref. AC/350/Tn4

14 November 1945

SUBJECT : UNRRA Request for Information for  
Purposes of Planning.  
  
TO : Director, Transportation Sub-Commission.

1. Reference is your letter of 7 November File 262/2/Tn2 - UNRRA Request for Information for Purposes of Planning Italian State Railways. Transmitted herewith is original and one copy of details of rolling stock and details of lines and plants, submitted by the Italian State Railways and was compiled as of 15 July 1945 and was believed to represent a fairly accurate picture as of that date.

2. It must be recognized that even though tracks and plants are now shown as being in service, it does not mean that all tracks and facilities now in service would be considered in a fair condition. Much of the tracks and bridges now in service constructed by the Military Railway Service, were hastily constructed due to military necessity and many sections of tracks are made up of short line of rail and must be changed in the near future with new steel. Furthermore, many of the bridges constructed within the past 18 months are considered temporary structures and permanent structures must be provided. Also due to the shortage of bridge steel and other critical materials, fills were constructed replacing damaged bridges and in several cases adequate waterways have not been provided through the fills, resulting in washouts. This condition existed especially last winter and at one time during the months of December and January there were several major washouts, Rome being isolated for several days on this account. Although work has been in hand during the summer months to winterize as far as possible, the tracks and structures, much of the tracks and bridges considered now in service must be given permanent reconstruction.

3. The details of rolling stock and details of lines and plants as submitted should furnish the information requested by UNRRA. It will be noted that capacity of the workshops and the capacity of the carshops are given on the details of rolling stock. The critical items at the moment are coal, glass, timber and copper. The total as shown on the attached report for the year 1939 does not give the maximum facilities, plants, and rolling stock which was available to the Italian State Railways in 1941 as much new construction was carried out between the years 1939 and 1941.

18488

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The year 1939, however, should be used as a pre-war basis for any future planning.

4. The Reconstruction Program submitted by the Italian State Railways which would be carried out in four phases is a sound one and based upon the economic need of Italy, as well as the need for international traffic. The reconstruction work has been slowed down considerably and at this time is stopped in several places for the want of materials and it is urgent that materials be provided in order to provide labor for Italian workmen. A requisition was submitted in early August covering the requirements for the last half of 1945 and for the year 1946.

R. P. MOSE  
Chief, Rail Division

Attachment:

As stated in  
Paragraph 1.

6187

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350/22

Dxt:513

HEADQUARTERS ALLIED COMMISSION  
APO 894  
TRANSPORTATION SUB-COMMISSION

ESL/em

7 November 1945

Ref. 262/2/In.2

SUBJECT: U.N.N.R.A. Request for Information for  
Purposes of Planning.

TO : Rail Division.

1. For purposes of planning, U.N.N.R.A. has requested certain information from the Transportation Sub-Commission.

2. Specifically, U.N.N.R.A. wishes to know the pre-war status of the railways, the extent of the war damage suffered, and reconstruction plans.

3. Information in this office is not complete and may be inaccurate. It is detailed below, so that you may correct it and supplement it with information available to you.

4. It is our understanding that the Italian State Railways have embarked upon a detailed plan of reconstruction that includes 4 phases, so ordered as to ensure that lines and installations will be completed in the order of their importance for traffic. It is also our understanding that repair, reconstruction and new construction of rolling stock is being coordinated with the improvements of lines and consequent development of traffic.

5. This office has no information on secondary railways.

6. It is requested that the desired information be in this office not later than 10 November 1945.

*R. A. Buchanan*

R. A. BUCHANAN, Colonel

1. For purposes of planning, U.N.M.R.A. has requested certain information from the Transportation Sub-Commission.

2. Specifically, U.N.M.R.A. wishes to know the pre-war status of the railroads, the extent of the war damage suffered, and reconstruction plans.

3. Information in this office is not complete and may be inaccurate. It is detailed below, so that you may correct it and supplement it with information available to you.

4. It is our understanding that the Italian State Railways have embarked upon a detailed plan of reconstruction that includes 4 phases, so ordered as to ensure that lines and installations will be completed in the order of their importance for traffic. It is also our understanding that repair, reconstruction and new construction of rolling stock is being coordinated with the improvements of lines and consequent development of traffic.

5. This office has no information on secondary railroads.

6. It is requested that the desired information be in this office not later than 10 November 1945.

*P. D. C. Eucharman*

P.D.C. EUCHARMAN, Colonel  
~~Director~~ Director

9.98

350/21

CONDITION OF ROLLING STOCK ON  
 ITALIAN STATE RAILWAYS, 1939  
 AND ~~15 JULY, 1944~~ 1945

Type	1939	<del>15 July 1944</del> 15 July 1945	% Reduction
Freight and Wagons	126758	57718	55
Passenger Coaches	7049	1354	81
Baggage Cars + postal	3958	1007	75
Dining Cars	80	8	90
Sleeping Cars	112	31	62
Total	137957	60118	56
Self Propelled Cars			24
Gasoline + diesel	704	532	32
Electric	158	108	
Electric Trains sets	14	6	57
Steam Locomotives	4225	2462	42
Diesel Locomotives	127	64	50
Electric Locomotives	1316	704	47



CONDITION OF LINES AND FIXED PLANT OF ITALIAN STATE RAILWAYS,  
 1939, 15 JULY 1945, AND ON THE LATTER DATE FOR NORTH ITALY  
 AND IN 1944, FOR SOUTH ITALY -

<u>In Operation</u>	15 July		<u>% Reduction</u>	North 15 July 1945		<u>% Reduction</u>
	1939	1945		South 1944		
Kms of track	16980	10664	37	9985		42
Kms of double track	4455	1018	77	665		85
Kms of station track	6168	4868	21			
Kms of electric track	4841	1918	61	1699		65
Steel bridges -No.	3275	3155	4	2410		26
Steel bridges - Kms	88	72	18	61		30
Concrete bridges -No.	10894	9284	15	6626		39
Concrete bridges - Kms	248	211	15	160		35
Tunnels	919	889	3	889		3
Kms of telegraph lines	50500	35190	30	25406		50
Kms of telephone lines	53600	40480	25	31694		40
Central Switching (electric)	8618	5145	42	4224		53
Central Switching (other)	17714	5300	70	4720		73

618\*

340720

SECRET

RPM/lml

350/19

TRANSPORTATION SUB-COMMISSION, A. C.  
(Rail Division)  
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209  
Ref. AC/350/Tn4

1 November 1945

SUBJECT : Re-organization - Rail Division.

TO : Mr. Harlan Cleveland, Acting Vice-President,  
Economic Section, through Director, Tn S/C.

1. Reference to discussions with your Office 30 October regarding organization and responsibilities of the Rail Division of the Allied Commission, and to submit to you what the situation would be the first of December.

2. Transmitted herewith is copy of letter issued by the Acting Supreme Allied Commander, AFHQ 17 October, Subject:-Operation and Control of the Italian Railways. The only mention made of the responsibility of the Allied Commission is contained in Paragraph 12, wherein it is directed that the Allied Commission will continue to give technical advice to the Italian State Railways on the reconstruction and operation for civil purposes of the railways so long as its technical staff remains.

3. There has not been a directive issued by Allied Commission or AFHQ, but it has been "rumored" that the Allied Commission will cease to function in Italy within the next couple of months, and changes are being made in the organization of the Rail Division to conform with the "rumor".

4. Appended hereto is a chart indicating the present organization, also a chart indicating the proposed organization effective 1 December 1945. It will be noted that it is proposed to consolidate the Stores and Equipment Branches under one head which can be done without prejudice to the service. At the moment, three of the British Officers of the Engineering Branch are on LIAP, and as quickly as they return three more will leave for England for 30 days leave. Instructions were issued to all Branches of the Rail Division and the Italian State Railways notified on 5 October, that effective 1 December 1945, the Rail Division would function in an advisory capacity only in its relations with the Italian State Railways, but would give assistance when required. Therefore, all of the present organization will not be required after the first of December.

5. Arrangements were made early in October that it would not be necessary for the Italian State Railways to procure financial approval from the Allied Commission for rehabilitation work to be undertaken by the Italian State Railways. It was arranged that the Minister of Transports would be provided with funds from the Italian Ministry of Finance, and the Italian State Railways would submit to the Minister of Transports requests

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for authorization for expenditures for reconstruction projects. The Italian State Railways to furnish the Rail Division, Allied Commission and also the Director, Military Railway Service with copies of all authorizations for expenditure issued for work on the various reconstruction projects which are undertaken. This embraces all of Italy, except Venezia Giulia which is still handled through 15th Corp AMG and the operation of the railways in Venezia Giulia is charged to the Director, Military Railway Service by AFMR.

6. The following duties will continue after 1 December 1945 and the person carrying out such duties is indicated:

- a. Representation on the Allied Railway Board and Technical Adviser to the Director on all points raised -
- b. Representation on the newly organized Sub-Committees of the Allied Railway Board:
  1. Stores, Construction and Equipment Sub-Committee - Lt. Col. Street - Major Barnes.
  2. Traffic Sub-Committee - Major Ping, Major Matson.
  3. Time-Table Sub-Committee - Major Matson.
  4. Finance Sub-Committee - Major Ping.
  5. Technical Advisers to new organization - Major Ping, Major Matson.
  6. Liaison between ECITO and ISR - Major Ping.
  7. Liaison with MRS -
  8. Liaison with ISR, irregular travel, derequisitioning, raising of charges on international traffic and various financial matters, outside organizations in ISR, etc., - Major Ping.

7. When I agreed to accept the position as Chief, Rail Division, Allied Commission, it was understood and I was told that we were to relieve the MRS which would mean that there would be quite a bit of responsibility and work attached thereto. Two weeks after my arrival in Italy, rumors were circulated but have not been substantiated by directive or by letter, that we were to fade out of the picture by the first of the year. There is not sufficient work for me to do in the Rail Division and I do not wish to become tied down with very little to do and no responsibility, and to where I cannot see the fruits of my labor. A letter was submitted to the Director, Transportation Sub-Commission with a copy to the Special Representative of FEA, asking that I be relieved and sent to the U. S. to be separated from Government service. It will be

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appreciated if you would arrange to relieve me in time that I might leave Italy not later than 1 December 1945, to return to America and be separated from Government Service.

Sd. R.P. Moss.  
R. P. MOSS  
Chief, Rail Division

**Attachments:**

Charts of Organization - Rail Division  
AFHQ Letter - AG 531 TPN-0 - 17 Oct. 45

1st Ind.

PJQB/144

Transportation Sub-Commission, Hq. Allied Commission

1 November 1945.

To: Acting Vice President, Economic Section.

1. Above memorandum is forwarded to you. I would raise no objection to the departure of Mr R.P. Moss, and would nominate Lt. Col. A.H. Stull as his successor.

Sd. P.D.G. Buchanan Col. and.  
Acting Director.

6181

350/18

Memorandum.

Moss talked with Col. Buchanan 0th October regarding promotions for British officers and Col. Buchanan said promotions had been submitted for several. It was suggested that Col. Buchanan talk with Brigadier Lush personally about getting some promotions for officers in the rail Division. Col. Buchanan said he would personally talk with Brigadier Lush within a day or so about it.

Moss

27.10.48

File



6180

2195

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

Priority given by letters of 18 August 45 and 1 September 45.

- (1) Major G.S. BARNES
- (4) Major A.C. FINE
- (2) Major R.J. MOLE
- (3) Capt. L.A. OENWAY
- (4) Lieut. B.A. JEFFREYS
- (5) Lieut. W.H. SKOUSE

6179

350/2

2196

BRITISH OFFICERS OF RAIL DIVISION.

NAME	RANK	ARMY NUMBER	PRESSENT POSITION	RECOMMENDATION TO DMB	REMARKS
A.H. STREKE, D.S.O.	Lieut-Col. G.I.	83020	Chief, Engineering Br.	For M.D.B. on 19 May 45.	
G.S. BAINES, 20-1-44	Major R.N.	269509	Chief, Mechanical Engineering Br.	For advancement to Lt. Col. by letter of 18 Aug 45, Priority 1.	
W.F. BLAIR,	Major (Canadian RCA)	"	Field Engineer		
G.P. BUCKLEY,	Major R.N.		Field Engineer		
R.J. WALK,	Major G.I.	279618	Field Engineer	For advancement to Lt. Col. by letter of 13 Aug 45. Priority 2.	
A.C. PING, 25-8-44	Major G.I.	287717	Executive Officer and Chief, Operations Br.	For Mention on 19 May 45. For advancement to Lt. Col. by letter of 13 Aug 45. Priority 1.	
L.A. CONWAY,	Captain R. Sign.	151274	Field Engineer	For advancement to Major by letter of 13 Aug 45.	
R.A. JENNINGS, 2-3-44	Lieut. R.N.	306513	Operations Branch, Wagon Control.	For advancement to Captain by letter of 1 Sept. 45.	
W.H. SPENCE,	Lieut. R.N.	229509	Field Engineer	For advancement to Captain by letter of 27 Sept. 45.	

6178

21971

BRITISH OFFICERS OF RAIL DIVISION.

RAVI	ARMY NUMBER	PRESSENT POSITION	RECOMMENDATIONS TO RATE	REMARKS BY CHIEF OF RAIL DIVISION.
Lieut-Col. G.L.	3390	Chief, Engineering Br.	For M.B.M. on 19 May 45.	
Major R.S.	169509	Chief, Mechanical Engineering Br.	For advancement to Lt. Col. by letter of 18 Aug 45. Priority 1.	
Major (mention RCA)	"	Field Engineer		
Major R.S.		Field Engineer		
Major G.L.	279618	Field Engineer	For advancement to Lt. Col. by letter of 23 Aug 45. Priority 2.	
Major G.L.	287717	Executive Officer and Chief, Operations Br.	For mention on 19 May 45. For advancement to Lt. Col. by letter of 23 Aug 45. Priority 1.	
Captain R. Sigs.	151271	Field Engineer	For advancement to Major by letter of 23 Aug 45.	
Lieut. R.E.	306918	Operations Branch, Signal Control.	For advancement to Captain by letter of 1 Sept. 45.	
Lieut. R.E.	229509	Field Engineer	For advancement to Captain by letter of 27 Sept. 45.	



TRANSPORTATION SUB-COMMISSION, A.C.,  
 (RAIL DIVISION)  
 Transportation (Br) Main,  
 C.M.F.

Tel: 643336  
 Ref: AC/S/In.4.

1 September, 1945.

SUBJECT: Promotion of British Officers - RAIL DIVISION.

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

1. In order to clarify the position in regard to the advancements of British Officers, the following broad information is given, together with particulars of Officers of the Rail Division in respect of past recommendations. No reference is made to Officers who have been recommended and who have since left the Sub-Commission.

2. By the terms of Executive Memorandum No. 3, dated February 1944, a quarterly return of officers recommended was to be submitted but no forms 194D were required unless a special interim and urgent recommendation was made. The purpose of this was to "avoid an accumulation of forms on which no action could be taken for a long time."

3. In the quarterly return submitted at the beginning of April 1944, Captain Street and Lieut. Irvine Lynch were recommended, and both recommendations were acted upon.

4. In the June 1944 return, the following officers were recommended (without submission of 194D) :-  
 Major E.J. Moles, Captain A.C. Ping.  
 and a supplementary recommendation was also submitted on behalf of two Canadian Officers:-  
 Major V.N. Bowers, Major W.F. Blair.

5. In August, 1944, a change of policy was announced. No officer was to be shown on the quarterly return unless form 194D had been submitted on his behalf. By this time, the Transportation Sub-Commission also, had been re-organised, and most of the promotional matters were dealt with through the Administrative Branch.

6. On the return for August, 1944, the names of the following Rail Division officers appeared, and this indicated that form 194D had been submitted for them:-  
 Major A.H. Street, Captain A.C. Ping.

7. It will be noted that there were changes in the submission on

Legacy Director,  
Transportation Sub-Commission, A.C.

1. In order to clarify the position in regard to the advancements of British Officers, the following broad information is given, together with particulars of Officers of the Rail Division in respect of past recommendations. No reference is made to Officers who have been recommended and who have since left the Sub-Commission.

2. By the terms of Executive Memorandum No. 3, dated February 1944, a quarterly return of officers recommended was to be submitted but no forms 194D were required unless a special interim and urgent recommendation was made. The purpose of this was to "avoid an accumulation of forms on which no action could be taken for a long time."

3. In the quarterly return submitted at the beginning of April 1944, Captain Street and Lieut. Irvine Lynch were recommended, and both recommendations were acted upon.

4. In the June 1944 return, the following officers were recommended (without submission of 194D):-  
Major E.J. Mole, Captain J.C. King,  
and a supplementary recommendation was also submitted on behalf of two Canadian Officers:-  
Major V.R. Bowers, Major W.F. Blair.

5. In August, 1944, a change of policy was announced. No officer was to be shown on the quarterly return unless form 194D had been submitted on his behalf. By this time, the Transportation Sub-Commission also, had been re-organized, and most of the promotional matters were dealt with through the Administrative Branch.

6. On the return for August, 1944, the names of the following Rail Division officers appeared, and this indicated that form 194D had been submitted for them:-  
Major A.H. Street, Captain A.C. King.

7. It will be noted that there were changes in the submission on the August return as compared with the June form, noticeably Major Street had taken the place of Major Mole, and that the Canadian officers were not recommended. If information is required as to the reason for the non-recommendation of 194D forms on behalf of those officers, the undersigned will give further data.

8. As a result of this submission, Major Street became a Lieut-Colonel recently, and Captain King was appointed Major as from 25 August 1944.

9. Whilst no record is now held by Rail Division, it is felt that Major Taylor may also have been recommended by Lieut-Colonel

Vining, as a result of his work in Sicily.

10. Majors Blair, Ewers and Taylor, although not at the moment of writing officially members of the Rail Division, by virtue of their duties in the Field as Transportation Officers, are included in the list of officers in order that the information may be as complete as possible.

11. The position at the moment, is that no Rail Division Officer is officially recommended by submission of Form 194D, but requests by letter from Chief of Rail Division to Director have been made for action in respect of the following:-

- Major Barnes
  - Major Mole
  - Major Ping
  - Capt. Conway
- and it is desired to add the name of Lieut. E.A. Jeffreys to this list.

12. The Chief, Rail Division, asked if special recommendations were required separately, but no reply to that point has so far been received.

*Continued by Mr MRS*

A.C. PING,  
Major.

NOTES

Lieut-Col. A. H. STREET.

Recommended April 44 on quarterly return for advance from Capt. to Major. Conceded as from 6 Jan 44. Recommended by Form 194D for advance from Major to Lt. Col. August 44. Conceded as from 16 June 45.

Major C. S. BARNES

Formal recommendation by Chief Rail Division in re-organization letter to Director dated 18 August 45.

Major G. F. BUCKLEY

No recommendation submitted. No information is available as to whether his previous Region has submitted any recommendations.

Major T. J. MOLE

Recommended by quarterly return June 44, but no 194D subsequently submitted. Formal recommendation by Chief Rail Division in re-organization letter to Director dated 18 August 45.

Major A. C. PING

Recommended quarterly return June 44 for advance from Capt. to Major. Form 194D submitted August 44. Conceded as from 25 August 44.

Capt. L. A. CONWAY

Formal recommendation for further advancement by Chief Rail Division, in re-organization letter to Director dated 18 Aug 45.

Lieut. W. H. SKOUSE

No recommendation. *New recommended.*

Lieut. E. A. JEFFREYS

It is desired to submit recommendation.

Major V. B. BOWERS  
Major W. F. BLAIR

} Recommendation for advancement on quarterly return June 44, but never confirmed by subsequent 194D

Major C. W. G. TAYLOR

It is believed a form 194D may have been submitted in respect of this Officer.

2202

EFM/10

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

20 August 45

Tel. 843209  
Ref. AC/350/Tn 4

SUBJECT : Appointment of Executive Officer, Rail Division.

TO : All Branches, Rail Division.

1. On and from MONDAY, 20 August, 1945, the post of Executive Officer will be created within the Rail Division.

2. The Executive Officer will be responsible to the Chief of the Division for the satisfactory working of the various Branches, and will take all necessary action to ensure uniformity of practice is maintained.

3. He will deal with such matters which he considers require special attention, irrespective of the Branch concerned, and will be responsible to the Chief of the Division for such actions as he may take.

4. He will act as the Deputy to the Chief of the Division in his absence.

5. All incoming correspondence will be channelled through the Executive Officer, who will be responsible for ensuring appropriate attention is given to matters of importance.

6. Correspondence between individual Branches of the Division and individual Branches of MRS and ISR will cease, and letters from Branches will be signed in conformity with the existing Allied Commission Instructions (Memorandum N.4 dated 20 July 45).

7. It will be left for Chief of Branches to decide as to the level of the signature required in accordance with the content of the letter, but letters for signature of Chief of the Division will be passed through Executive Officer.

8. As it is of the utmost importance that the Executive Officer be fully aware of the position in all Branches, it is desirable that letters notifying opening of lines, difficulties in obtaining stores, shortage of locomotive equipment, etc., be channelled through him.

9. Fulllest attention is required to the preparation of additional copy of all letters, routine or otherwise, for float-file purposes.

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On the 20th of August, 1949, the post of Executive Officer will be created within the Rail Division.

- 2. The Executive Officer will be responsible to the Chief of the Division for the satisfactory working of the various Branches, and will take all necessary action to ensure uniformity of practice is maintained.
- 3. He will deal with such matters which he considers require special attention, irrespective of the Branch concerned, and will be responsible to the Chief of the Division for such actions as he may take.
- 4. He will act as the Deputy to the Chief of the Division in his absence.
- 5. All incoming correspondence will be channelled through the Executive Officer, who will be responsible for ensuring appropriate attention is given to matters of importance.
- 6. Correspondence between individual Branches of the Division and individual Branches of MRS and ISK will cease, and letters from Branches will be signed in conformity with the existing Allied Commission Instructions (Memorandum N.4 dated 20 July 45).
- 7. It will be left for Chief of Branches to decide as to the level of the signature required in accordance with the content of the letter, but letters for signature of Chief of the Division will be passed through Executive Officer.
- 8. As it is of the utmost importance that the Executive Officer be fully aware of the position in all Branches, it is desirable that letters notifying opening of lines, difficulties in obtaining stores, shortage of locomotive equipment, etc., be channelled through him.
- 9. Fullest attention is required to the preparation of additional copy of all letters, routine or otherwise, for float-file purposes. *61/94*
- 10. Major A.C.PING is appointed Executive Officer on and from the date given above, and he will also continue until further notice to deal with policy matters relating to Operations Branch.

*R.P. MOSS*

R.P. MOSS,  
Chief, Rail Division.

Copy to : Director, Tn Sub-Comm.  
 Chief, Movements Div (3)  
 Admin Div  
 Roads Div  
 Ports & Warehouses Div  
 Director MRS

TRANSPORTATION SUB-COMMISSION, A.C.,  
(Rail Division)  
c/o Transportation (Br) Main,  
C.M.F.

RMV/08.

Tel: 843209  
Ref: AC/550/Tn.4.

16 August, 1945.

SUBJECT: Re-organisation - Rail Division.

TO : Director,  
Transportation Sub-Commission.

1. I feel it is desirable to place on record my view of the discussion which took place 16 August, 45, in respect of the re-organisation of the Rail Division.

2. While expressing the utmost willingness to fulfil to the fullest extent, the duties placed upon me as Chief of the Rail Division, I must emphasise that it will not be possible for the Division to take on additional work (such as that forecast by the Chairman of the Allied Railway Board on 16 August 45,) without strengthening the staff. The present organisation is not fully able to handle the duties which have been assigned to it because of lack of personnel and also the quality of personnel now on some assignments within the Rail Division.

3. With further reference to my letter of 1st August 45, concerning proposed re-organisation of the Rail Division, the following is recommended and request that immediate action be initiated to bring about the re-organisation:-

- (a) Adequate clerical staff be provided to assist officers in carrying out their duties. (As proposed 1 August 45.)
- (b) That Major W.F. Blair (Br) who is a competent civil engineer be transferred to the Rail Division, Civil Engineering Section at the earliest opportunity.
- (c) That personnel be provided (as indicated on proposed re-organisation scheme submitted 1 August 45) to augment present organisation.

4. In order to meet immediate demands, I intend to create with effect from Monday 20 August 45, the post of Executive Officer, and until such time as other arrangements can be made, the Executive Officer will continue to deal with major matters in the Operations Branch.

5. The following immediate provisions (British) are recommended  
priority order given:-

0173

2205

SUBJECT: Re-organisation - Rail Division.

TO : Director,  
Transportation Sub-Commission.

1. I feel it is desirable to place on record my view of the discussion which took place 16 August 45, in respect of the re-organisation of the Rail Division.

2. While expressing the utmost willingness to fulfil to the fullest extent, the duties placed upon me as Chief of the Rail Division, I must emphasise that it will not be possible for the Division to take on additional work (such as that forecast by the Chairman of the Allied Railway Board on 16 August 45,) without strengthening the staff. The present organization is not fully able to handle the duties which have been assigned to it because of lack of personnel and also the quality of personnel now on some assignments within the Rail Division.

3. With further reference to my letter of 1st August 45, concerning proposed re-organisation of the Rail Division, the following is recommended and request that immediate action be initiated to bring about the re-organisation:-

(a) Adequate clerical staff be provided to assist officers in carrying out their duties. (As proposed 1 August 45.)

(b) That Major W.F. Blair (Mr) who is a competent civil engineer be transferred to the Rail Division, Civil Engineering Section at the earliest opportunity.

(c) That personnel be provided (as indicated on proposed re-organisation scheme submitted 1 August 45) to augment present organisation.

4. In order to meet immediate demands, I intend to create with effect from Monday 20 August 45, the post of Executive Officer, and until such time as other arrangements can be made, the Executive Officer will continue to deal with major matters in the Operations Branch.

5. The following immediate promotions (British) are recommended <sup>6173</sup> the priority order given :-

- 1. Major G.S. BARNES, from Major to Lieut-Colonel (Mechanical Branch)
- ((Major A.O. FINE, from Major to Lieut-Colonel (Executive Officer)
- 2. Major H.J. MOIR, from Major to Lieut-Colonel (Civil Engineering Branch).
- 3. Capt. I.I. OSMAY, from Captain to Major (Civil Engineering Branch).

These men have all demonstrated their capacity for additional responsibility, and their attitude and energy towards their work warrants promotion. Please say if you desire submission with recommendations to others or if the necessary action will be taken.



6. These minimum requirements represent what is required to bring the Rail Division into an efficient organization. The needs are based upon many years of railway experience. If the personnel asked for is provided, I say with the utmost confidence that the Rail Division will do all that it is called upon to do.

R.P. MOSS,  
Chief, Rail Division.

6172

350/7

9991/589.

TRANSPORTATION SUB-COMMISSION, A.C.,  
(RAIL DIVISION)  
c/o Transportation (Dr) Bldg,  
C.E.F.

File: 64-3209  
Ref: 65/350/22.4.

August, 1945.

SUBJECT: Rail Division, Transportation Sub-Commission.

TO: Director,  
Transportation Sub-Commission,  
MR. ALLAN COMMISSIONER.

1. I have carefully examined the existing set-up of the Rail Division, and consider it is not possible to ensure efficient functioning without re-organization and additional staff.

2. With the re-deployment of the American section of the Military Railway Service, and the shutting out of the British section, more and more work is being put upon this Division, and it is the type of work which cannot be entirely delegated to the Indian State Railways. In this respect, the Rail Division has not been like other sub-commissions of A.C., which have, in the main, had freedom to develop their particular functions. Both Military Railway Service and MR have, in the past, restricted the full functioning of the Rail Division, and their pending removal will result in a considerable increase of work for the Division.

3. Attached hereto as Appendix "A", is the existing arrangement of Rail Division, and as Appendix "B" in the proposed new organization. This new set-up will require additional personnel as defined in Appendix "A", and opportunity will be taken to create a more satisfactory balance of American and British personnel. The present staff is predominantly British.

4. MECHANICAL BRANCH. In brief survey, the Mechanical Branch must be strengthened to include an officer who will undertake various locomotive trials to be left in Italy, and one is needed to specialize in getting back into service electric traction necessary to keep coal imports at a minimum. I feel the Chief Mechanical Engineer should be American, in view of the predominance of American material, and I suggest the composition should be two American Officers and one British. I am not, however, satisfied that either Major Gill or Captain Shilby are suitable for the work they will have to tackle, and request they be replaced.

5. CIVIL ENGINEERING BRANCH. A new sub-section of this branch is needed to fulfill the desires of the Allied Railway Board. This section will deal with signalling and communications. Until we get effective communication, we shall never achieve movement anywhere near the true possibility of the existing rolling stock.

See one officer to cover.

Director,  
Transportation Sub-Division,  
U.S. ARMY AIR FORCE.

1. I have carefully examined the existing set-up of the Rail Division, and consider it is as good as possible to ensure efficient functioning without re-organization and additional staff.
2. With the re-employment of the American section of the Military Railway Service, and the thinning out of the British section, more and more work is being put upon this division, and it is in the type of work which cannot be entirely delegated to the Italian or to the railways. In this respect, the Rail Division has not been like other sub-divisions of A.C. which have, in the air, had freedom to develop their particular functions. Both Military Railway Service and Army Base, in the past, restricted the full functioning of the Rail Division, and study pending removal will result in a considerable increase of work for the division.
3. Attached hereto at Appendix "A", is the existing organization of Rail Division, and at Appendix "B" is the proposed new organization. This new set-up will require additional personnel as outlined in Appendix "C", and opportunity will be taken to create a more satisfactory balance of American and British personnel. The proposed staff is predominantly British.
4. RECOMMENDATIONS In brief survey, the technical branch must be strengthened to include an officer who will undertake various locomotive likely to be left in Italy, and one is needed to specialize in its being made into service electric traction necessary to keep coal imports at a minimum. I feel the chief technical engineer should be American, in view of the predominance of American material, and I suggest the composition should be two American officers and one British. I am not, however, satisfied that either Major Hill or Captain Chilly are suitable for the work they will have to tackle, and request they be replaced.
5. LIVELIQUORING IN ITALY A new sub-section of this branch is needed to fulfill the desires of the Allied Railway Board. This section will deal with signaling and communications. Until we get effective communication, we shall never achieve movement anywhere near the true possibility of the existing rolling stock.
6. STORES REVISION The stores side is too much for our officers to cover. In the near future, the whole question of stores is under for the Italian railways will be the responsibility of AG, and it is necessary to have sufficient staff to ensure suitable following up of all requests from them, and careful examination of existing stocks and supplies. The stores officer is mainly responsible for the preparation of the detailed inventories for rehabilitation, which are sent to Washington. There should be one American and one British officer, but whilst I feel an American officer should be in charge, I am not satisfied that the present stores officer is strong enough for this very important work, and would recommend a change.

61771

7. MANAGEMENT OFFICER: In order to ensure the satisfactory working of the Division as a whole, and to have someone to act in the absence of the Chief, I consider the appointment of an Executive Officer an immediate necessity.

8. Clerical Assistance: The Division is almost completely without effective clerical assistance. The Italian employees are limited in their scope, and quite unable to cope with technical work. Officers are doing detail work and remaining almost permanently at their desks. They should be free to think and deal with matters at their own level.

9. Field Officers: I do not now see the necessity for placing technical Rail Officers in the Department. Our demands can be met through ISR channels. The present officers in the field are all engaged on work mainly connected with Movements or Road organizations, and to expect this Division to find replacements from its very limited specialised personnel is not satisfactory. If at any time the Director, Military Railway Services makes any request on AC to take over supervision of territory, the matter can be reviewed in the light of additional staff which will be required.

I do feel, however, we should have one technical railway officer with good general experience, attached to the Advanced Battalion, to liaise with ISB and ISR at their headquarters at Milan and Verona. Valuable data on train operation and freight car availability, essential if we are to press civilian needs, is obtainable in those areas. Apart from this one Liaison officer, I do not, at the present time, consider the Rail Division needs any other Field Officers.

10. In order to seek a means of obtaining the additional staff required, I have had consultation with Military Railway Service, and am convinced they will be able to provide American Officers and clerical staff to meet the needs, but urgent action is necessary before the most efficient are moved elsewhere.

11. I would stress that the proposed plan is an absolute minimum, evolved after careful analysis with the Chiefs of the Sections concerned, and the personnel study I have made of the position.

Chief,  
Rail Division.

6170

PERSONNEL REQUIREMENTS

1. GROUP OPERATIONAL AND SUPPORT PERSONNEL  
 1 secretary (Subsistence Clerk)      1 civilian
  
2. MANAGEMENT/ADMINISTRATIVE PERSONNEL  
 1 Chief  
 1 Chief Clerk  
 (Two additional mission officers to be replaced).
  
3. GENERAL INVESTIGATIVE PERSONNEL (Agents and Consultants (civilian))  
 3 Consultants  
 4 Chief Clerk
  
4. OPERATIONAL PERSONNEL  
 1 consultant  
 1 Chief Clerk  
 1 Substantive
  
5. FIELD PERSONNEL  
 1 Chief  
 1 Assistant

TRANSPORTATION SUB-COMMISSION, HQ  
(RAIL DIVISION)  
c/o Transportation (sr) Main  
C.S.P.

Ref. 841238  
Ref. AC/350/24 4

2 August 43

SUBJECT : Re-organization of Rail Division.

TO : Director,  
Transportation Sub-Commission  
HQ AC.

1. It is requested that a clear and firm policy be laid down immediately defining the organization and responsibility of the Rail Division of the Transportation Sub-Commission.
2. It has been determined that for the past few months the Division has been functioning without any satisfactory table of organization. Personnel have been arbitrarily withdrawn for other services. As a result of changes of staff, there has been only one officer in the Headquarters section, and only one in the Stores Section, which is a key-pin in rehabilitation. It is therefore requested that the table of organization be established at once, and that personnel within the Rail Division be on a permanent status and under the sole jurisdiction of the Chief of the Division.
3. As to the responsibility of the Division, the broad outlines are understood, but definition of relationships with MRA and G4 HQ & MRA AMHQ is not available. It is left for Director, Military Railway Services, to say that one particular matter is the concern of Allied Commission, another particular matter is not, and say by say there is a growing responsibility being placed by this name on Transportation Sub-Commission Rail Division which it is incapable of fulfilling without the necessary staff re-organization and expansion.
4. The limited staff of Technical personnel are now willing to fulfill all the duties which are assigned to them, provided they know fully that such duties are within their scope. The relationship of the Division with Military Railway Service must be clearly defined if we are to get anywhere. "Minister" as a term of reference means anything the Director MRA considers Allied Commission shall do, and it often means the more difficult and arduous duties.

5. In order to properly carry out its Mission, the Chief of Rail Division requests that :

(a) Table of Organization be established for Rail Division

1. It is requested that a clear and firm policy be laid down immediately defining the organization and responsibility of the Rail Division of the Transportation Sub-Commission.

2. It has been determined that for the past few months the Division has been functioning without any satisfactory table of organization. Personnel have been arbitrarily withdrawn for other services. As a result of changes of staff, there has been only one officer in the Mechanical Section, and only one in the Stores Section, which is a very-poor rehabilitation. It is therefore requested that the table of organization be established at once, and that personnel within the Rail Division be on a permanent status and under the sole jurisdiction of the Chief of the Division.

3. As to the responsibility of the Division, the broad outlines are understood, but definition of relationships with MTA and U.S. Army is not available. It is left for Director, Military Railway Services, to say that one particular matter is the concern of Allied Commission, another particular matter is not, and say by say there is a growing responsibility being placed by this agency on Transportation Sub-Commission Rail Division which it is incapable of fulfilling without the necessary staff re-organization and expansion.

4. The limited staff of technical personnel are most willing to fulfill all the duties which are assigned to them, provided they know fully that such duties are within their scope. The relationship of the Division with Military Railway Services must be clearly defined if we are to get anything. "Mission" as a term of reference means anything the Director MWR considers Allied Commission shall do, and it often means the more difficult and irksome duties.

5. In order to properly carry out its Mission, the Chief of Rail Division requests that :

- (a) Table of Organization be established for Rail Division based on the recommendation forwarded to Director of the Commission, dated 1st August 1945.
- (b) Director be issued stating responsibility of the Rail Division.

1/1/1

6. In connection with (b), Transportation Sub-Commission Memorandum H. 1, which broadly attempted to define duties of the various Branches, is obsolete, and quite impractical so far as Mail Division is concerned without definite statement of Allied Commission's position in relation to Military Railway Service.

Chief,  
Mail Division.

6167



2214

*On the agreement  
of the paper*

DRAFT

Ext. 376

HEADQUARTERS ALLIED COMMISSION  
AFO 394  
ECONOMIC SECTION

*350/3*

RET/eh  
Phone 489081

July 1945

SUBJECT: Control of Italian Railways

TO : AFHQ, G-5

1. Reference is made to your signal F 15374 of 30 June.

2. It is not clear whether the proposals refer only to U.S. control of the Italian Railways, or to both U.S. and British. The question has, however, been discussed with the Director of the Military Railway Service and it is agreed that the same principles should be applied; these are that control should pass gradually from MRS to AC and that we should preferably deal with one railway compartimento at a time. AC cannot undertake the extra responsibility without extra staff in the field, and would require one officer of captain or major's rank at each compartimento headquarters -

Turin	Verona	Florence	Naples
Milan	Venice	Rome	Reggio
Genoa	Bologna	Bari	

By mid-August there will be only three AC officers available to meet this commitment. Experienced railway traffic officers are required, and it is recommended that transfer to AC be made accordingly; until they are made, AC cannot properly accept the responsibility.

3. It is suggested that the whole subject of the handover of control on the ISR ought to be discussed between AFHQ (G-4 Mov & Tr), MRS and AC. The subject might conveniently be taken up at the Allied Railway Board. **6166**

4. The above outline suggestions presuppose that AC, acting on behalf of SACMED, are charged with the prevention of disease and unrest in Italy.

-2-

If this policy is modified, the staff requirements might be cut down accordingly.

4. Referring to paragraph 4 of your signal it agreed generally that equipment left in the theater be applied against outstanding AC requisitions. The policy must, however, be applied liberally since certain static equipment has become an integral part of the ISR and it was assumed it would remain on site when the ISR requisitions were forwarded.

For the Chief Commissioner:

E. B. MCKINLEY  
Brigadier General, U.S.A.  
Acting Vice President

cc: Executive Commissioner  
IMMS  
AFHQ (G-4 Mov & Tr)

6165

(Executive Commission wants copy  
any reply to 45)

~~Para 1.~~  
A determination of AC policy would help a decision on the acceptance of control by AC.

The signal is not clear enough to indicate whether the phrase MRS means the American increment only, or all MRS.

American increment is in operation in supervisory capacity at HQ, Naples-Rome-Leghorn-Florence-Bologna, and 701 ROB is at Verona. This means they occupy the route in from Leghorn into Austria via Bologna, Verona, and Brenner. If AC took this over, they would be supervising an area of considerable activity, with British MRS on either side on the less important military lines. Verona is also the head of the Verona Directorate, embracing the compartimenti of Bologna, Verona, Venice, and Trieste.

A definition of "supervision" seems necessary. We could possibly supervise from Rome or Verona HQ, but we would not have efficient railway operating personnel to place in the field alongside the Capi and at strategic points like Leghorn.

Conversation with Lt Col Subdaby indicates that MRS British have already made tentative plans for lightly covering the ground with TN British supervisory staff. If we could get the additional officers already asked for, we could very probably supervise from HQ through the officers at Reggio, Bari (needs strengthening), Naples, Rome, Florence, Ancona, and leave MRS to cover Northern territory under a system of further gradual return to ISR-AC, but we should have to work out staff requirements pretty carefully, because our man with the Capo would require some operating knowledge, have to sift stores requisitions, check on motive power, etc.

We might have been better off if the Reggio experiment had been followed, and territory actually returned to AC for supervision, but Bari and Naples etc have continued under a kind of MRS-Movements coalition.

It seems obvious that G5 have only half the story, which covers the American re-deployment only. With authority, we could doubtless come to happy programme with Brigadier Waghorn, covering all future possibilities.

Para 3. It is absolutely essential that all existing equipment be left behind. We would accept against outstanding requisition, provided allowance has been made in the requisition against possible withdrawal of US equipment.

6164

aw?

COPY

TN INC (Tn. Sub-Comm.)

051200

AFHQ CITE FHGEG

042 (.) RESTRICTED

REF IS YOUR SIGNAL F 15374 01 JULY 45 (.)

SUBJECT IS DISCONTINUANCE CONTROL OF ITALIAN RAILWAY OPERATION  
BY MRS (.) THIS MATTER REQUIRES VERY CAREFUL INVESTIGATION BEFORE  
DEFINITE CONSENT IS GIVEN (.) INVESTIGATION IS BEING MADE AND  
DETAILED REPLY WILL BE SENT AS SOON AS POSSIBLE (.)

COPY TO: ECONOMIC SECTION HQ AG

6100

2218

CONFIDENTIAL

F15374  
JUN 301832B

E/7590  
JUN 010830B  
ROUTINE

AMHQ SIGNED SACRED CIVIL PROGR  
ALCOM ROMA

CONFIDENTIAL.

Railway services.

1. It has been recommended that MRS Control operation of Italian railway services be discontinued 15 September and that railway operations and equipment maintenance on American L of C be turned over to Italian state railway sufficiently in advance to conform redeployment MRS units.
2. It is proposed that concurrent with closing out MRS command, supervision over civilian operation become function ALLIED COMMISSION.
3. Tentative program redeployment U S steam and diesel locomotives and railway cars construction. Proposed by MRS that all equipment be applied against outstanding ALLIED COMMISSION requisition.
4. Request comment.

LIST

ACTION: Econ Sec 2  
INFO: Chief Commissioner  
Ex Commissioner 2  
S/S/C 2  
File 2  
Fleet

CONFIDENTIAL

6162

7/50/6

SECRET

MEMORANDUM FOR THE DIRECTOR, FBI  
(Civil Division)  
FROM: SAC, New York (100-100000)

100-100000  
100-100000

18 August, 1951.

SUBJECT: Re-organization - Field Division.  
RE: Bureau.  
Reorganization - Re-Organization.

1. It is recommended to place on record at this time the discussion which took place on August 4, 1951, in respect of the re-organization of the Field Division.
2. While expressing the utmost willingness to assist in the fullest extent, the Division placed upon me as Chief of the Field Division, I must emphasize that it will not be possible for the Division to take on additional work (such as that proposed by the Chairman of the Allied Military Board on 16 August 45), without substantially the staff. The present organization is not fully able to handle the duties which have been assigned to it because of lack of personnel and also the quality of personnel now on our assignment within the Field Division.
3. With further reductions to be taken on 16 August 45, commencing proposed re-organization of the Field Division, the following is recommended and requested that favorable action be authorized to bring about the re-organization:
  - (a) Appropriate clerical staff be provided to assist officers in carrying out their duties. (As proposed 4 August 45.)
  - (b) That on or after 16 August 45, Mr. (Mr) who is a competent civil engineer be transferred to the Field Division, Civil Engineering Section of the on-line opportunity.
  - (c) That personnel be provided (as indicated on page of re-organization scheme submitted 4 August 45) to augment present organization.
4. In order to most effectively handle, I intend to create with myself (as Acting) August 45, the post of Executive Officer, and with such time as other arrangements can be made, the Executive Officer will continue to deal with major matters in the operations branch.
5. The following tentative personnel (initials) are recommended to the Bureau for consideration:
 

**6101**

The following tentative personnel (initials) are recommended to the Bureau for consideration:

10 1. Mission, Responsibilities, Objectives

1. It is the policy of the Department to place on record the views of the Department on the subject of the re-organization of the Civil Aviation.

2. While examining the various proposals submitted to the Department, the various proposals are in the nature of the Civil Aviation, I must emphasize that it will not be possible for the Department to take on individual work (such as that proposed by the members of the Joint Working Party on 10 August 1954) without over-riding the staff. The present organization is not fully able to handle the duties which have been assigned to it because of lack of personnel and also the quality of personnel now in any organization within the Civil Aviation.

3. It is further proposed to my letter of 1st August 1954 concerning proposed re-organization of the Civil Aviation, the following is recommended and request that immediate action be initiated to bring about the re-organization.

- (a) Requests should be provided to various officers in connection with their duties. (As proposed 1 August 1954.)
- (b) That Major J. J. Blair (R) who is a permanent civil engineer be transferred to the Civil Aviation, Civil Engineering Section of the Civil Aviation Authority.
- (c) That personnel be provided (as indicated on page 10 of re-organization scheme submitted 1 August 1954) to support re-organization.

6161

4. In order to meet demands to be made, I intend to create 10 posts (one for the Director, 9 for the staff) for the Civil Aviation, and will take as other arrangements will be made, the necessary follow-up action to deal with major matters in the Civil Aviation.

5. The following individuals (names) are recommended for the priority order given to:

- 1. Major J. J. Blair, from 10 to 12th August 1954. (Technical Section)
- 2. Major J. J. Blair, from 10 to 12th August 1954. (Technical Section)
- 3. Capt. L. J. Blair, from 10 to 12th August 1954. (Civil Engineering Section).

These men have all demonstrated their ability for technical responsibility, and their talents are being towards their work. Immediate promotion, please say if you desire a candidate with responsibility. It is the necessary action will be taken.

- 2 -

6. These minimum requirements represent what is required to bring the Rail Division into an efficient organization. The needs are based upon many years of railway experience. If the personnel asked for is provided, I say with the utmost confidence that the Rail Division will do all that it is called upon to do.

R.F. MOSS,  
Chief, Rail Division.

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350/4

ACP/lml

TRANSPORTATION SUB-COMMISSION, A. U.  
(Rail Division)  
% TRANSPORTATION (NR) MAIN, C. M. F.

Tel. 843238  
Ref. AC/350/Tn4

6 September 1945

SUBJECT : Rail Division Officer for Milan.

TO : Chief, Rail Division

1. When planning for Northern Territory, this Division has always emphasized the necessity of having a Rail Division representative in the Milan District, but we have so far been unsuccessful in obtaining this.

2. The Engineering Branch has maintained an officer there, but the urgent nature of his work has precluded him from being able to give any attention to the many other duties this Headquarters could ask him to fulfil.

3. With the creation of the Milano and Verona Delegations of ISR, and the setting up of ISR purchasing offices there, the need is even more imperative. A liaison officer with MRS/ISR, possessing a good general rail knowledge and an ability to act would enable this Division to function with greater success. The availability of materials, the urgency of negotiations in the Milan area for release of property stolen by the Germans, the need for careful checking of rolling stock, are all evidence of this need.

4. It is felt that this should be made a No. 1 Priority, before even the needs of this Headquarters are dealt with.

5. The office should be set up in the premises occupied by the Chief of the Milan Delegation, and our Engineers in the North should be encouraged to supply as much information to it as possible.

6179

A. C. FING, Major  
Executive Officer

2 2 2 3 |