

ACC

AC/371/TN.4

10000/1+P/2.470

PLANNING
SEPT. - NOV. 1944

10000/14P/2470

PLANNING FOR WITHDRAWAL OF
SEPT.-NOV-1945 AC BY 1 JANUARY 1946

CML/av

INTER-OFFICE MEMO

File #. AG/571/Tn 4
AG/Mat/14/24/Tn 4

SUBJECT : I.S.R. Rehabilitation Program.

TO : Director Transportation Sub-Commission A.C.
Attn: Transport Advisor

1. Attached for your information and passing to UNRRA is copy of letter from the Director General I.S.R. setting out their plans for the handling of material coming from abroad.
2. As it is possible that the incoming supplies will be dealt with by UNRRA, who are anxious to receive this information, will you please send to the office concerned of that organization.
3. Also is attached copy of AG/371/Tn 4 of 19 October 45.

CML
Chief
Rail Division

Incl: Letters referred to in para 1 and 3.

Copy to: Tn S/C Movement Div. (Shipping Branch)
" " Ports and Warehouse Div.

Transp. Sub-Commission (Rail Div.)
14 November 1945
Tel: 643191-11

6431

Ministry of transports
I.S.R. Direction General
Stores Service

Rome 10 November 1945
A.25/221/7222 4125/9

Subject:

I.S.R. rehabilitation
programme.

Tr. Sub-Commissione - A.C.
Rail Division
(Attn. Mr. R.F. Moss)

Reference your letter 371/In.4 dated October 19th 1945.

1. We thank you for the above communication and we assure you that we are able to take over - directly - materials coming from abroad and to distribute them whenever they are required to the Firms manufacturing specific items.

2. In accordance with your request, we submit hereafter the relative programme, aiming to secure quick and free handlings by I.S.R.

a) As Naples, Civitavecchia, Genoa and Savona harbours are the nearest ones to those of our Stores, still rather inefficient, it would be suitable that the materials be unloaded at such Harbours.

b) The I.S.R. "Agencia Maritime" of Naples, Civitavecchia, Genoa or Savona might take over the materials at the ports, either when unloaded or abroad; in this latter case, we should timely receive the shipping documents in order to clear the goods.

As regards, the Agenzia Marittima of Naples we point out that they will be able to secure the discharge, provided that the local Allied Authority give their

Subject:

I.S.R. rehabilitation
programme.

Tr. Sub-Commissione - A.C.
Rail Division
(Attn. Mr. R.D. Moss)

Reference your letter 371/In.4 dated October 18th 1945.

1. We thank you for the above communication and we assure you that we are able to take over -- directly -- materials coming from abroad and to distribute them wherever they are required to the firms manufacturing specific items.
2. In accordance with your request, we submit hereafter the relative programme, aiming to secure quick and free dealings by I.S.R.

a) As Naples, Civitavecchia, Venice and Savona harbours are the nearest ones to those of our Stores, still rather deficient, it would be suitable that the materials be unloaded at such harbours.

b) The I.S.R. "Agenzia Marittima" of Naples, Civitavecchia, Genoa or Savona might take over the materials at the ports, either when unloaded or abroad; in this latter case, we should timely receive the shipping documents in order to clear the goods.

As regards, the Agenzia Marittima of Naples we point out that they will be able to secure the discharge, provided that the local Allied Authority give their consent.

Ro.10.cm.

6400

- c) The "Agenzie Marittime" will have to despatch the unloaded materials to the next Stores, as shown below:
 From Naples to the Store of Napoli Poggioreale and/or to the Store of Roma Tiburtina -
 From Civitavecchia to the Store of Roma Tiburtina -
 From Genoa to the Store of Genoa Rivarolo and/or to the Store of Milano Greco and/or to the Store of Voghera -
 From Savona to the Store of Torino Smistamento and/or to the Store of Torino (Via Nizza).
- d) The "Agenzie Marittime" may directly despatch the materials to the manufacturing firms, if necessary.
- e) The materials will be distributed from the a/m Stores to the various points of consumption, in the same way as for the other stocks.
3. It would be very useful to get a timely notice of the departures of each lot and of the port of arrival. This in order to allow us to advise, before hand, the outside offices and to give them detailed instructions for the collection and the storage of the goods.
4. The Store Section Hqs of this Direction will be at your disposal for any further agreement with you and with U.A.R.H.A.

Director General
 Signed: Di Raimondo

from Venice to the Store of Genoa in order to the
 Store of Milano or to the Store of Voghera -
 from Savona to the Store of Torino or to the Store of
 the Store of Torino (Via Nizza).

d) The "Agente Marittimo" may directly despatch the materials
 to the manufacturing firms, if necessary.

e) The materials will be distributed from the a/m Stores
 to the various points of consumption, in the same way as
 for the other stocks.

3. It would be very useful to get a timely notice of the
 departures of each lot and of the port of arrival. This
 in order to allow us to advise, before time, the outside
 offices and to give them detailed instructions for the
 collection and the storage of the goods.

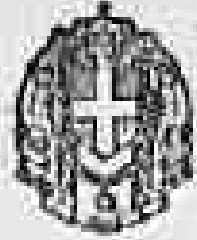
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 disposal for any further agreement with you and with

U.M.R.R.A.

Director General

Signed: Di Raimondo

6399



MINISTERO
~~DELL'INDUSTRIA E DEI TRASPORTI~~
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Approvv. ti

Roma, li 10 NOV. 1945

194 - A

N. A. 13 - 825 / tua 7425 / 9

Al N. _____ del _____

OGGETTO

Programma riattiva-
zione F.S.

SOTTO COMMISSIONE TRASPORTI A.C.
- Divisione Ferroviaria
(att. Sig. R.P. Moss)

ALLEGATI N. _____

Riferimento alla nota 371/Tn.4 del 19 Ottobre.

1. Si ringrazia vivamente della comunicazione e si dà assicurazione che l'Amministrazione Ferroviaria è in condizione di ricevere direttamente i materiali provenienti dall'estero e di distribuirli, quando necessario, alle Ditte costruttrici di articoli speciali.
2. Come richiesto, si segnala il programma di ricevimento, in vista di una rapida e regolare azione da parte delle F.S.
 - a) il materiale dovrebbe giungere in Italia nei porti di Napoli Civitavecchia - Genova e Savona, come porti più prossimi ai nostri magazzini tuttora in discreta efficienza.
 - b) le nostre Agenzie Marittime di Napoli - Civitavecchia - Genova o Savona potranno prendere in consegna i materiali in arrivo, sia dopo lo scarico dai piroscafi, sia a bordo degli stessi (in questo caso dovranno esserci dati in tempo i documenti di trasporto per il ritiro delle merci).

Nei riguardi dell'Agenzia Marittima di Napoli aggiungiamo che la medesima potrà effettuare le operazioni di discarica qualora le Autorità Alleate del posto diano il loro ~~consenso~~ **639**.

./.

c) Le Agenzie provvederanno alle spedizioni ai Magazzini più vicini e precisamente :
da Napoli al Magazzino di Napoli Poggioreale e/o al Magazzino di Roma Tiburtina.
Da Civitavecchia al Magazzino di Roma Tiburtina.
Da Genova al Magazzino di Genova Rivarolo e/o al Magazzino di Milano Greco e/o al Magazzino di Voghera.
Da Savona al Magazzino di Torino Smistamento e/o al Magazzino di Torino Via Nizza.

d) Se necessario le Agenzie potranno provvedere alla spedizione diretta alle Ditte costruttrici.

e) Dai Magazzini suddetti i materiali saranno distribuiti ai vari luoghi di consumo come avviene per tutti gli altri materiali di scorta.

3) Sarebbe molto opportuno poter avere tempestiva notizia, delle partenze di ogni singola partita e del porto di arrivo per poter preavvisare gli uffici periferici e dare le disposizioni di dettaglio per il ricevimento e l'immagazzinamento delle merci.

4) Per ogni ulteriore intesa di dettaglio con cotesta Sottocommissione o con gli Uffici dell'UNRRA, sarà a disposizione il Servizio Approvvigionamenti di questa Direzione Generale.

IL DIRETTORE GENERALE

Udi Rimond

ADP/lml

371/7

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

Tel. 843238
Ref. AC/371/Tn4

6 November 1945

SUBJECT : IER Rehabilitation Program.

TO : Director General,
Italian State Railways.

1. Reference is to my letter AC/371/Tn4 of 19 October 1945.
2. There is a measure of urgency in knowing what arrangements the IER is prepared to make for reception, warehousing and distribution of incoming materials, and it would be appreciated if special attention can be given to this matter.

act/mey/mey
for Director

6397

TRANSPORTATION SUB-COMMISSION, NO.
(RAIL DIVISION)
a/c Transportation (207) Main
C.M.F.

Ref: 81.3238 ✓
Ref: 45/571/2a 4

22 October 45

SUBJECT: Supervision of Italian State Railways.

TO: Chief,
Engineering Branch

Reference is to meeting with Chief Rail Division, at which he outlined policy to be adopted for the immediate future.

1. By AFHQ directive shortly to be published, IAF will receive full powers from military as from 1st November 45, with the exception of certain train lines of military importance, and the Trieste Departments, which will continue to come under MRS supervision.
2. Mr Moss indicated at the meeting that it was desirable all Field Engineers of the Sub-Commission should devote their attention to handling supervision of repair works to the Italians by 1st November, and that the Sub-Commission from that date would adopt an advisory role through Headquarters Rome. It was later agreed that in view of IAF and other difficulties, 1st November would not be early enough for the hand-over to become effective, and the date of 1st December was generally agreed to be the date by which this could be arranged.
3. It has now become desirable that every effort should be made to speed up the hand-over, and it is requested that target date be re-emphasized as 20 November 45, with all Field officers reporting to Rome by that date.
4. You are especially reminded of the statement by Mr Moss that, sooner or later, Transportation Sub-Commission would be considerably reduced in strength, and that Field Engineering Officers concerned with their future should take opportunities of seeking satisfactory posts outside the organization of Transportation Sub-Commission. The possibilities of the reduction are now increased, and it is likely the reduction may take place before the end of the year.

Arthur May
A. S. MAY, Major,
Executive Officer,
Rail Division.

Reference is to meeting with Chief Rail Division, at which he outlined policy to be adopted for the immediate future.

1. The AFM directive shortly to be published, LRM will receive full powers from military as from 1st November 45, with the exception of certain trunk lines of military importance, and the Trieste Compartment, which will continue to come under MRS supervision.
2. Mr Moss indicated at the meeting that it was desirable all Field Engineers of the Sub-Commission should devote their attention to handing supervision of repair works to the Italians by 1st November, and that the Sub-Commission then that date would adopt an advisory role through Headquarters Rome. It was later agreed that in view of IIAF and other difficulties, 1st November would not be early enough for the hand-over to become effective, and the date of 1st December was generally agreed to be the date by which this could be arranged.
3. It has now become desirable that every effort should be made to speed up the hand-over, and it is requested that target date be reassessed as 20 November 45, with all Field officers reporting to Rome by that date.
4. You are especially reminded of the statement by Mr Moss that, sooner or later, Transportation Sub-Commission would be considerably reduced in strength, and that Field Engineering Officers concerned with their future should take opportunities of seeking satisfactory posts outside the organization of Transportation Sub-Commission. The possibilities of the reduction are now increased, and it is likely the reduction may take place before the end of the year.

Arthur May

A.O. KING Major,
Executive Officer,
Rail Division.

Copy to: Admin Officer, In Sub-Comm. for info
Mr. Moss, Chief Rail Div
Director, M.V.S.

6390

TRANSPORTATION SUB-COMMISSION, AC

(RAIL DIVISION)

c/o Transportation (Tr) with

C. M. P.

Tel: 84,3258

Ref: 10/574/Tn 4

19 October 45

SUBJECT : IIR Rehabilitation Programme.

TO : Director General,
Italian State Railways.

1. In connection with the programme prepared showing list of finished and raw materials required by IIR and industries who would be contracted by IIR to manufacture specific items, it is understood that incoming should be consigned to the Italian State Railways, who would act as distributing agents as needed.

2. It is possible that your incoming supplies will be dealt with by UNRRA, and it is therefore most desirable to have a detailed plan prepared in order that methods of distribution can be fully understood.

3. It is presumed that incoming traffic, consigned to IIR, will be taken over at the ports of arrival. Please say what arrangements IIR have made for receiving the traffic, and for ensuring its distribution.

4. In fact, what is required is a short but definite plan to be arranged, whereby incoming traffic, as soon as notified, will be dealt with speedily by IIR. I have no doubt that this can be done efficiently by IIR personnel, but you are asked to prepare, and advise this Sub Commission of the step by step arrangements you intend to make for reception, storing, and dispersal of the expected supplies.

5. In view of the fact that UNRRA are anxious to receive this information it is asked that special attention be given to this matter.

R. P. W. 524

for Director

Copy to: Transport Adviser,
En Sub-Commission Allied Commission.

1. In connection with the programme prepared showing list of finished and raw materials required by ISR and industries who would be contracted by ISR to manufacture specific items, it is understood that incoming should be consigned to the Italian State Railways, who would act as distributing agents as needed.
2. It is possible that your incoming supplies will be dealt with by UNRRA, and it is therefore most desirable to have a detailed plan prepared in order that methods of distribution can be fully understood.
3. It is presumed that incoming traffic, consigned to ISR, will be taken over at the ports of arrival. Please say what arrangements ISR have made for receiving the traffic, and for ensuring its distribution.
4. In fact, what is required is a short but definite plan to be arranged, whereby incoming traffic, as soon as notified, will be dealt with speedily by ISR. I have no doubt that this can be done efficiently by ISR personnel, but you are asked to prepare, and advise this Sub Commission of the steps by step arrangements you intend to make for reception, storing, and dispersal of the expected supplies.
5. In view of the fact that UNRRA are anxious to receive this information it is asked that special attention be given to the matter.

R. P. W. 1009

for Director

Copy to: Transport Advisor,
To Sub-Commission Allied Commission.

6390

INTER-OFFICE MEMORANDUM

Ref. AC/374/Tm 4

SUBJECT : Withdrawal of Allied Commission.

TO : Chief,
Rail Division

1. In order to deal with the question of withdrawal of Allied Commission, it will be necessary for the branches of Rail Division to change over from their present supervisory tasks to the advisory capacity which is the basis of Allied policy for Italy, but which has been delayed so far as ISR is concerned owing to the existence of EIS and Movements.

2. The first step will be to consider the abolition of documentary work, or its transfer to ISR, and with the appropriate divisions of the ISR submitting reports of activities for the preceding month.

3. In the Stores Branch, steps should be taken to see that all stores indents and requests, all matters relating to requirements in connection with projects in progress, should revert to ISR. Allied Commission merely rendering assistance from time to time as and when asked by ISR.

4. In the Mechanical Engineering Branch, the various shops, both ISR and private, should become ISR responsibilities, with a monthly report on output for Mechanical Engineering Branch to check on output and give advice to ISR.

5. In the Civil Engineering Branch, the field engineers should cancel their work as supervisors, say from 1st November, but remain on the jobs in hand for a limited period of time - say 1st December in an advisory capacity. Reports of progress to be submitted through ISR channels to Chief of Civil Engineering Branch.

6. On the operating side, ISR to furnish a weekly statement on train running in order that difficulties can be ascertained. In view of limited coal consumption, and desirability of maintaining a restricted service until tracks are in better shape, the time table conference AC/ISR/ISR to continue weekly. Wagon control to continue, but Allied Commission to take over an advisory capacity, and all correspondence to be dealt with by ISR.

7. Allied Railway Board - It will be necessary to table resolutions to Allied Railway Board in order that Allied Commission may be relieved of its many responsibilities under the terms of reference, and in order that the sub-Committees may be reformed as monthly advisory meetings with ISR. The control passing to ISR, it will be necessary to emphasize that guidance only is given from Allied sources.

8. There is a number of matters on which the ISR relies on Allied Commission for help. These include wrongful travelling by Allied troops, de-requisitioning of station premises, and numerous other matters in which Allied Commission acts as the clearing house. This correspondence would have to continue in an advisory form, i.e. instead of Allied Commission taking direct action, it would advise ISR to whom application should be made, only assisting if failure to achieve results.

policy for Italy, but which has been of the existence of MIS and Movements.

2. The first step will be to consider the abolition of documentary work, or its transfer to ISR, and with the appropriate divisions of the ISR submitting reports of activities for the preceding month.

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6. On the operating side, ISR to furnish a weekly statement on train running in order that difficulties can be ascertained. In view of limited coal consumption, and desirability of maintaining a restricted service until tracks are in better shape, the time table conference AG/MIS/ISR to continue weekly. Wagon control to continue, but Allied Commission to take over an advisory capacity, and all correspondence to be dealt with by ISR.

7. Allied Railway Board - It will be necessary to table resolutions to Allied Railway Board in order that Allied Commission may be relieved of its many responsibilities under the terms of reference, and in order that the Sub-Committees may be reformed as monthly advisory meetings with ISR. The control passing to ISR, it will be necessary to emphasise that guidance only is given from Allied sources.

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9. It is suggested various Branches be advised they should turn at once to handing over responsibility to ISR with intention of achieving these proposals by dates mentioned, and to indicate what reductions in strength can be made as a result of this policy.

Out 6394

A.C. KING, Major
Executive Officer

Transportation Sub-Commission (Rail Div)

Tel. 843233
26 September 45

371/3
RPM/lml

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

Tel. 843809
Ref. AC/571/Tn4

17 September 1945

SUBJECT : Planning for Withdrawal of A. C.

TO : Director, Transportation Sub-Commission.

1. With reference to several conferences, conversations, rumors, etc., concerning the future of the Allied Commission, in Italy.
2. As you know, we in the Rail Division, have been on the aggressive side in assuming and taking over responsibilities in connection with the rehabilitation and operation of the Italian State Railways. At the last meeting of the Allied Railway Board, at which the Director of Transportation Sub-Commission was present, it was indicated that further responsibilities and the Chairmanship of the Allied Railway Board would be recommended as being passed to the Allied Commission.
3. A Directive establishing policy for the Rail Division should be issued, and issued immediately, in order that the situation may be clarified. We should know whether to take on more responsibilities, or start getting rid of some of those which we have assumed.
4. Please may we have your views on this matter.

R. P. MOSS
Chief, Rail Division

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

Tel: 843238

Ref: AC/371/Tn.4.

15 September, 1945

SUBJECT: Planning for withdrawal of AC by 1 January, 1946.

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

1. Attached hereto is a statement of the broad functions of the various Branches of the Rail Division. It will be appreciated that these could be enlarged upon at long length, but for the sake of brevity, the major functions alone have been set out, without refinements.

2. Indications as to the future source of fulfilment of the functions are given, and the following remarks are also made in respect of the scheme in general:-

(a) The functions of the Chief, Rail Division and the Executive Officer, Rail Division remain unchanged, and it is presumed that they would be appropriately attached to the Mission to be formed under the Embassies. It is presumed that such attachment would not in any way hamper the Allied nature of their actions.

(b) Whilst the functions of the Allied Railway Board and its working Sub-committees are up for review shortly, it is not inappropriate to attach hereto for perusal the original terms of reference of the Allied Railway Board and its five Sub-committees, for it is proposed that the Chairmanship of the Board and of the Committees should be transferred to AC, and this should greatly influence any decision as to the continuation of the Rail Division after 1st January 1946.

I must point out that whereas so many other Sub-Commissions can possibly begin to view their essential work as coming to a conclusion because of the capability of Italian Governmental Agencies to take over, Rail Division is only at this moment reaching the position the other Sub-Commissions were in over a year ago, by virtue of the fact that Military control has been rigidly exercised over the ISR, and the latter have had no real opportunity to develop their own free control. They will be in need of guidance, advice, and supervision for some time to come, especially when it is remembered that

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R. R. Moss

Chief,
Rail Division.

6392

RAIL DIVISION

Based upon the A. C. Disappearing Jan. 1st, 1946

the situation of the Rail Division would be:

<u>BRANCH</u>	<u>PRESENT FUNCTIONS</u>	<u>LAPSED</u>	<u>ASSUMED</u> <u>V. N. R. R.</u>
<u>OPERATING BRANCH:</u>	<u>Broad Functions:</u>		
	Transfer and Movement of loco and coaching equipment.	X	
	Technical supervision and advice in respect of ISR operation.		
	Additions and Amendments to service.	X	
	Efficient distribution of power.	X	X
	Liaison with Military Railway Service.		
	Conversion from military to civilian user and control.		
	Wagon distribution for priority and civilian essential needs.	X	
	Representation on Traffic Sub-Committee, Allied Railway Board.		
	Representation on Time Table Committee, Allied Railway Board.	X	
	Arrangement of stock for international refugee movement and train timings.		X
	Study readjustment of European rolling stock.		X
	Relation with ECITC on operating matters.		X
	Arrangement for ISR to revert to domestic forms of documentation, and fixing of special facilities for movement of Allied and Italian personnel.		X

CIVIL ENGINEERING BRANCH:

RAIL DIVISIONBased upon the A. C. disappearing Jan. 1st. 1946the Situation of the Rail Division would be:

<u>PRESENT FUNCTIONS</u>	<u>LAPSED</u>	<u>ASSUMED BY</u> <u>U. N. S. E. A.</u>	<u>ASSUMED BY</u> <u>MISSION UNDER</u> <u>EMBASSY</u>
<u>Present Functions:</u>			
Transfer and Movement of loco and coaching	X		
ent.			
Technical supervision and advice in respect			X
operation.			
Conditions and Amendments to service.	X		
Efficient distribution of power.	X		
liaison with Military Railway Service.		X	
conversion from military to civilian user			X
control.			
Proportion distribution for priority and	X		
on essential needs.			
Representation on Traffic Sub-Committee,			X
Railway Board.			
Representation on Time Table Committee,	X		
Railway Board.			
Arrangement of stock for international		X	
movement and train timings.		X	
Early readjustment of European rolling		X	X
		X	X
Relation with ECITO on operating matters.		X	X
Arrangement for IRR to revert to domestic			
of documentation, and fixing of special			
ties for movement of Allied and Italian			X
material.			

<u>BRANCH</u>	<u>PRESENT FUNCTIONS</u>	<u>LAPSED</u>	<u>ASSUMED BY</u> <u>U. N. R. A.</u>
<u>CIVIL ENGINEERING BRANCH:</u>	Control and supervision of repair projects of semi-military and civilian priority importance. Liaison with Military Railway Service engineering section on Reconstruction projects, and close inter-working. Consideration and checking of ISR proposals for reconstruction in regard to material, cost, duration of work, and importance. Insuring that priority work is maintained at full pressure. Emergency reconstruction and repair works. Provision of aid for materials from military sources in cases where construction material is not available from immediate civilian sources. Submission and study of detailed monthly progress reports from contractors, and action where necessary. Make sure of the maintenance of output and stores for continued progress in repair work. Representation on Engineering Sub-Committee of Allied Railway Board.	X	X
<u>MECHANICAL ENGINEERING BR.</u>	Liaison with Operating Branch to ensure output of locomotive and rolling stock to meet operating needs. Supervision and advise to ISR re work in repair shops to maintain regularity of output. Supervision of collection of damaged rolling stock, and distribution to workshops, both ISR and private for maximum output. Supervision and care of American equipment in use in the theatre. Make sure of the regularity of supplies to meet equipment reconstruction needs. Inspection of workshops operation for continued efficient operation. Representation on Mechanical Engineering Sub-Committee of Allied Railway Board.	X	X

<u>PRESENT FUNCTIONS</u>	<u>LAPSED</u>	<u>ASSUMED BY</u> <u>U. N. P. R. A.</u>	<u>ASSUMED BY</u> <u>MISSION UNDER</u> <u>EMBASSY</u>
Control and supervision of repair projects military and civilian priority in-		X	X
Coordination with Military Railway Service Engineering section on reconstruction projects, inter-working.	X		
Consideration and checking of LSR pro- posals for reconstruction in regard to material, nature of work, and importance.		X	X
Ensuring that priority work is maintained under pressure.	X		
Emergency reconstruction and repair works. Allocation of aid for materials from sources in cases where construction is not available from immediate sources.		X	X
Discussion and study of detailed monthly reports from contractors, and action necessary.		X	
Ensuring the maintenance of output for continued progress in repair		X	X
Representation on Engineering Sub- committee of Allied Railway Board.			
Coordination with Operating Branch to ensure availability of locomotive and rolling stock to operating needs.	X		
Supervision and advice to LSR re work in shops to maintain regularity of output.	X		
Supervision of collection of damaged stock, and distribution to workshops, and private for maximum output.	X		
Supervision and care of American equip- ment in the theatre.	X		
Ensuring the regularity of supplies equipment reconstruction needs.		X	
Supervision of workshops operation for efficient operation.	X		
Representation on Mechanical Engineering Committee of Allied Railway Board.			X

<u>BRANCH</u>	<u>PRESENT FUNCTIONS</u>	<u>LAPPED</u>	<u>ASSUMED BY</u> <u>U. H. R. A.</u>
<u>STORES BRANCH:</u>	Provision of stores for efficient operation of ISR and private railways. Distribution of coal and record of stocks. Liaison with Mechanical Engineering and Civil Engineering Branches, for supply of repair and reconstruction projects. Provision and supervision of distribution to Compartments of stores, with check on existing stocks to prevent over-ordering. Investigation of sources of supply of raw and part finished materials, in liaison with Commerce, Foreign Export and Industry Sub-Committees. Liaison with Coal Department, AFHQ and MIS on procurement of supplies through redundant military stores. Allocation and procurement of items of use to ISR available from salvage depots. Member of Stores Sub-Committee of Allied Railway Board.	X	X
<u>REMARKS:</u>		X	X
			X
			X
			X
			X
			X

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<u>PRESENT FUNCTIONS</u>	<u>LAPSED</u>	<u>ASSUMED BY</u> <u>U. H. R. R. A.</u>	<u>ASSUMED BY</u> <u>MISSION UNDER</u> <u>EMBASSY.</u>
provision of stores for efficient operation and private railways. distribution of coal and record of stocks. liaison with Mechanical Engineering and Engineering Branches, for supply of repair reconstruction projects. provision and supervision of distribution departments of stores, with check on exist- stocks to prevent over-ordering. investigation of sources of supply of raw and finished materials, in liaison with the, Foreign Export and Industry Sub- missions. liaison with Coal Department, AFHQ and procurement of supplies through redun- dant military stores. location and procurement of items of use available from salvage depots. member of Stores Sub-Committee of Allied Supply Board.	X	X	X
		X	X
	X	X	
		X	
		X	
		X	
		X	X

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