

ACC

AC/383/TN.4

10000/145/2484

TIM
JAN.1

4

10000/148/2484

TIME

TABLE

CONFERENCE

JAN. 1946

AT



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 25 GEN 1946

194

N. FAG 11/41830/Doc 8054/50

Al N.

del

SERVIZIO P.A.G.

URGENTISSIMO

OGGETTO

Missione a Bruxelles e
Parigi

SERVIZIO MILITARE FERROVIARIO

S E D E

Allegati N.

SOTTOCOMMISSIONE TRASPORTI

S E D E

- 1) Nei giorni 2,5 e 7 febbraio p.v. saranno convocate a Bruxelles ed a Parigi le seguenti riunioni:
 - a) Commissione permanente dell'Associazione Internazionale del Congresso delle ferrovie(a Bruxelles).
 - b) Comitato di ~~gerenza~~ ^{gestione} dell'Unione Internazionale strade ferrate-U.I.C.- (a Parigi).
 - c) Assemblea generale dell'Unione predetta(a Parigi).-
- 2) Tenute presenti l'importanza delle riunioni e la speciale collaborazione sempre data dalle Ferrovie dello Stato, alle predette riunioni parteciperanno, oltre al sottoscritto, anche il Vice Direttore Generale (per la sola missione di Bruxelles) e altri cinque Funzionari.-
- 3) Tanto si comunica a norma delle vigenti disposizioni.

IL DIRETTORE GENERALE

Ad. L. R. R.

6610

Ministry of Transports
I.S.R. Direction General
P.A.G. Service

Rome Jan. 25 1946
PAG.11/41890/Dca/8054/50

Subject:
Mission to Brussels and
Paris.

To: M. R. S. - Building
Th. Sub Commission AC. - Bdg.

1. The following meetings will be held at Brussels and Paris on Febr. 2, 5 and 7:
 - (a) Permanent Commission of the International Association of the Railways Congress (at Brussels).
 - (b) Management Committee of the Railway International Union U.I.C. (at Paris).
 - (c) General Assembly of the a/m Union (at Paris).
2. Considering the importance of these meetings and the special cooperation the I.S.R. have always given to these Organizations the undersigned, the D. Director General (only for the meeting at Brussels) and other five I.S.R. Officials will attend at the very meetings.
3. What above is reported according to the regulations in force.

The Director General
Sgd. Di Raimondo

Mission to Brussels and
Paris.

Th. Sub Commission AC.- Bdg.

1. The following meetings will be held at Brussels and Paris on Febr. 2, 5 and 7:
 - (a) Permanent Commission of the International Association of the Railways Congress (at Brussels).
 - (b) Management Committee of the Railway International Union U.I.C. (at Paris).
 - (c) General Assembly of the a/m Union (at Paris).
2. Considering the importance of these meetings and the special cooperation the I.S.R. have always given to these Organizations the undersigned, the D. Director General (only for the meeting at Brussels) and other five I.S.R. Officials will attend at the very meetings.
3. What above is reported according to the regulations in force.

The Director General
Sgd. Di Reimondo

Cu.24.1.cm.

6609

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 36115

Message Centre No: G 3197

Date/Time of Origin: NOV 8/NET

Date Time Rec'd: NOV 9/1100A

FROM: AMHQ FROM IHEDM

Precedence: ROUTINE

FOR MOVEMENTS

TO : ACTION: TROOPERS LONDON / INFO: ALCOM

UNCLASSIFIED.

1. MAJOR AC FINT TN Sub Commission is proceeding UK on LIAP on 10 November. He is required to attend meeting in BRUSSELS 4 December on census of rolling stock.

2. Will you please arrange his movement to BRUSSELS and return to UK. He will report to you for necessary instructions.

INFO - ACTION

DIST

INFO-ACTION : TRANSPORT SC (2)

INFO : CHIEF COMMISSIONER
DEONS EC (2)
G-1 (B) (2)
FILE (2)
FLOAT

HEADQUARTERS

NOV 10 1945

AMHQ

6608

383/1
LIMITED TIME TABLE CONFERENCE HELD IN BRUSSELS
OCTOBER 22ND - 24TH, 1945. UNDER THE AUSPICES OF E.O.I.T.O.

The full text of the Minutes of the Plenary Sessions and of the sub-Committees are sent herewith with the compliments of the Secretariat.

It would be appreciated if the Secretariat could be informed by the administrations concerned of action taken by them to give effect to the decisions reached.

E.O.I.T.O.

Berkelley Square House,

Berkelley Square,

LONDON W.1.

The full text of the Minutes of the Plenary Sessions and of the sub-Committees are sent herewith with the compliments of the Secretariat.

It would be appreciated if the Secretariat could be informed by the administrations concerned of action taken by them to give effect to the decisions reached

E.C.I.T.O.

Berkley Square House,

Berkley Square,

LONDON W.1.

6607

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

Minutes of the meeting for the examination of International Passenger Services held on the 22nd October at the Palais des Beaux-Arts, rue Ravenstein Brussels.

There were present:

Country	Organisation	Name	Position
	E.C.I.T.O.		
	Headquarters	Mr. Mondelink Mr. Desoignar Mr. Micaise Mr. Pierson Mr. Brant	Director General Director of Railways Chief of the Secretariat Assistant to the Director of Railways Technical Secretary to the Director General
	O.R.M.O.A.	Major Gen. Hoyer Brigadier Fellows Colonel Shapwell Lt. Col. Mey Mr. Vardin	Deputy Director General
			Assistant Director
	Regional Offices:		
	Brussels	Mr. Devooght Mr. Van Vallo	Director Assistant Director
	The Hague	Mr. Van Lutsenburg Hans	Assistant Director
	Luxembourg	Mr. Clemens	Representative
	Paris	Mr. Tuja	Director
	Allied Control Council	Colonel Lange Lt. Nicolsky	Chairman of the Railways Committee Secretary
Germany			
Germany (U.S. Zone)	Military Government	Colonel Sims Colonel MacDonney	
	HQ USFEET (Frankfurt) G2 HQ USFEET G3HQ USFEET	Lt. Col. Orensie Lt. Col. Kaiser Lt. Col. Loretz	
		Lt. Col. Fimmersann	

Headquarters	Mr. Rondelink Mr. Desongher Mr. Nicaine Mr. Dierckx Mr. Brent	Director General Director of Railways Chief of the Secretariat Assistant to the Director of Railways Technical Secretary to the Director General
C.R.M.C.A.	Major Gen. Haver Brigadier Fellous Colonel Shappell Lt. Col. May Mr. Verdun	Deputy Director General Assistant Director
Regional Offices:		
Brussels	Mr. Levoight Mr. Van Velle	Director Assistant Director
The Hague	Mr. Van Dutsenburg Mess	Assistant Director
Luxembourg	Mr. Clemons	Representative
Paris	Mr. Tuja	Director
Allied Control Council	Colonel Lange Lt. Kionlaky	Chairman of the Railways Committee Secretary
Germany (U.S. Zone)	Colonel Sines Colonel Paschsenay	
Military Government	Lt. Col. Orensie Lt. Col. Knaier Lt. Col. Loretz Lt. Col. Pinnegann Major Beard Lt. Col. Naumann	
HO USFET (Frankfurt) G2 HQ USFET		
OCOT TSFET		
OCOT TSFET		
OCOT TSFET		
GH TSFET		

6606

<u>Country</u>	<u>Organization</u>	<u>Name</u>	<u>Position</u>
Germany (British Zone)	Allied Control Commission Railways Directorate	Mr. G.C. Laughton	
	RAOR L.Th.	Brigadier Gardiner	
	DOUG RAOR (Gov. & Th.)	Brigadier Wansborough Jones.	
	Q(H) RA L of C	Colonel Egan	
Germany (French Zone)		General Pequin	Chief of Transport- ation in Germany
		Colonel Grenier Gedart	
		Lt. Tricon Miss Gillain Mr. Rebouard	
		Lt. Col. Imuillier Mr. Deussen	Chief of the Occu- pation Unit.
Austria	Allied Commission for Austria	Mr. Harrend Mr. Bellet Major Delmas Mr. Prosenbauer) Mr. Taberelli)	Assistant Director of Railway Division. Director of Transport Director of Railways Innsbruck Austrian Railways
Belgium	Ministry of Communications Ministry of Finance Belgian National Railways	Mr. Devcs Mr. Harisms Mr. Lebon Mr. Collie Mr. Vandersborcht Mr. Vallet Mr. Demaret Mr. Tack Mr. Deuby Mr. Trigalet Mr. Ghislain	Inspector General Inspector General Director General of Customs Traffic Manager Inspecteur en Chef adjoint Inspecteur Principal Inspecteur Principal Inspecteur Principal Chef de Bureau Chef de Bureau S/Chief de Bureau
Denmark	Danish State Railways	Mr. Torkelsen Mr. Rasmussen Mr. Johnson	General Manager

Germany
(French Zone)

Q(x) 33 L of C

Colonel Eden

Chief of Transport-
ation in Germany

General Peguin

Colonel Grenier
Godart

Lt. Thicon
Miss Gillaud
Mr. Rabourdin

Chief of the Occu-
pation Unit.

Lt. Col. Thuillier
Mr. Besson

Austria

Allied Commission
for Austria

Mr. Herrand

Assistant Director of
Railway Division.
Director of Transport
Director of Railways

Mr. Baillet
Major Delmas

Mr. Prosenbauer)
Mr. Tabarelli)

Innsbruck
Austrian
Railways

Belgium

Ministry of
Communications

Mr. Devos
Mr. Mariane

Inspector General
Inspector General

Ministry of
Finance

Mr. Lebon

Director General of
Customs

Belgian National
Railways

Mr. Coille
Mr. Vanderborght

Traffic Manager
Inspecteur en Chef
adjoint

Mr. Wallet
Mr. Demaret
Mr. Tack
Mr. Deuby
Mr. Trigalet
Mr. Chislain

Inspecteur Principal
Inspecteur Principal
Inspecteur Principal
Chef de Bureau
Chef de Bureau
S/ Chef de Bureau

Denmark

Danish State
Railways

Mr. Torkelsen
Mr. Rasmussen
Mr. Johnson

General Manager

France

Ministry of
Foreign Affairs.

Mr. Lebel
Mr. Baudouy

6605

Ministry of the
Interior

Mr. Blanchart

National Police, Paris.

Ministry of
Finance

Mr. Pocheln

Customs

<u>Country</u>	<u>Organization</u>	<u>Name</u>	<u>Position</u>
	Ministry of Public Works	Mr. Creange	
	French National Railways	Mr. Dargzon Mr. Harois Mr. Lorrriot Mr. Rame	
	Inter-Allied Central Commission, Paris.	Major Harman	
Gt. Britain	L.N.E. Railway	Mr. Neil	Continental Traffic Manager
	S. Railway	Mr. Vandamme Mr. Hacker Mr. Newbold	Continental Supt. Assist to Continental Supt.
Italy	A.F.H.C. and Allied Commission for Italy.	Lt. Col.	
	Italian State Railways	Mr. Carola Mr. Martelli	
Luxembourg	Ministry of Finance	Mr. Kunnon	
	Railways	Mr. Musquer	Manager
Netherlands	Ministry of Public Works	Mr. Distz Lt. Volmiller	
	Netherlands Rlys.	Mr. Giesberger Mr. Bongarts	Traffic Manager Assistant Chief, Commercial Service
		Mr. Posthumus-Meyjes	Chief of Time-Table Dept.
Switzerland	Swiss Federal Railways.	Mr. Paschoud Mr. Ballinari	General Manager (Technical) Chief Operating Superintendent
Czechoslovakia	Ministry of Communications	Mr. Kopecky Mr. Stack Mr. Cibulka	Technical Advisor Superior Secretary Managing Director
Other Military Authorities:		Lt. Col. Woldridge Lt. Col. Schuele Lt. Col. Osborn	Military Railway Service

Gt. Britain	L.N.E. Railway	Mr. Neil Mr. Vandamme Mr. Hacker Mr. Hewbold	Continental Traffic Manager Continental Suot. Assist to Continental Suot.
Italy	A.F.H.C. and Allied Commission Northington for Italy.	Lt. Col.	
	Italian State Railways	Mr. Carola Mr. Martelli	
Luxembourg	Ministry of Finance	Mr. Kuman	
	Railways	Mr. Busquet	Manager
Netherlands	Ministry of Public Works	Mr. Dist Lt. Volmuller	
	Netherlands Rlys.	Mr. Giesberger Mr. Bongaerts	Traffic Manager Assistant Chief, Commercial Services
		Mr. Posthumus- Neyjes	Chief of Time-Table Dept.
Switzerland	Swiss Federal Railways.	Mr. Paschoud Mr. Hollinari	General Manager (Technical) Chief Operating Superintendent
Czechoslovakia	Ministry of Communications	Mr. Kopecky Mr. Stach Mr. Cibulka	Technical Advisor Superior Secretary Managing Director
Other Military Authorities:		Lt. Col. Woldridge Lt. Col. Schuble Lt. Col. Osborn	Military Railway Ser 6604
International Organisations:	Office Central des Transports Internationaux par Chemins de Fer.	Mr. Nos.	
	International Union of Railways (U.I.C.)	Mr. Pader	Deputy Secretary General
	Compagnie Inter- nationale des Wagons-Lits.	Mr. Margot Mohlmaire Mr. Wachauff Mr. Van Dievoet	General Manager

1. Opening by the Chairman

The meeting was opened at 1500 hours by the Chairman, Mr. Hondelink, Director General of ECITO. The Chairman then extended a welcome to all the delegates.

He explained that the European Central Inland Transport Organisation, whose functions included assisting the resumption of European Transport, had taken the initiative in summoning this meeting for the purpose of improving international services to the extent which was permitted by military necessity and the reduced amount of rolling stock available, and also to the extent justified by economic necessity in Europe.

-4-

The object of the conference would therefore be the drawing up of a minimum programme of international passenger services and at the same time the making of suggestions for simplified frontier formalities and for means of payment on behalf of all persons who were required to travel to other countries on official business.

During all the preliminary work which had led up to the creation of ECITO the aim had been to promote general well-being by common effort, and the Chairman hoped that the spirit would inspire those participating in this Conference.

II. Appointment of Sub-Committees.

The programme of work being fairly large, the Chairman proposed to divide the questions to be considered into groups and to entrust their detailed examination to Sub-Committees. Four Sub-Committees were contemplated, namely:

1. Services to be created and their frequency;
2. Fixing of timings and dates of introduction of services;
3. Frontier formalities, and conditions of admittance to trains;
4. Travel documents.

Mr LEBAIL, Delegate of the French Ministry of Foreign Affairs proposed the combination of the work of the first and second sub-committees and of the third and fourth sub-committees. After discussion it was agreed that only two sub-committees should be set up:

The first to study operating matters properly so called (list of services, administration responsible, supply of rolling stock including motive power, temporary fixing of timings, etc.);

The second to study matters of an administrative character (miscellaneous formalities, documents, methods of payment, etc)

III. General Discussion and Instructions to be given to the Sub-Committees.

The conference then proceeded to discuss various suggestions of which account would have to be taken by the sub-committees:

With regard to the services which were to be examined these were divided into four groups as follows:

1. London-North Germany-Denmark via Calais, Ostend or Hogkef Holland;
2. France-Frankfurt and thence to Vienna, Prague and Berlin.
3. London-Paris and thence to Switzerland, Northern Italy and Belgrade;
4. This group could be divided into the two main routes:

a. London-Ostend and France to Switzerland-Vienna-Bucharest (a route already partially open);

6602

the questions to be considered into groups and to entrust their detailed examination to Sub-Committees. Four Sub-Committees were contemplated, namely:

1. Services to be created and their frequency;
2. Fixing of timings and dates of introduction of services;
3. Frontier formalities, and conditions of admittance to trains;
4. Travel documents.

Mr LEBREL, Delegate of the French Ministry of Foreign Affairs proposed the combination of the work of the first and second sub-committees and of the third and fourth sub-committees. After discussion it was agreed that only two sub-committees should be set up:

The first to study operating matters properly so called (list of services, administration responsible, supply of rolling stock including motive power, temporary fixing of timings, etc.);

The second to study matters of an administrative character (miscellaneous formalities, documents, methods of payment, etc)

III. General Discussion and Instructions to be given to the Sub-Committees.

The conference then proceeded to discuss various suggestions of which account would have to be taken by the sub-committees:

With regard to the services which were to be examined these were divided into four groups as follows:

1. London-North Germany-Denmark via Calais, Ostend or Hook of Holland;
2. France-Frankfurt and thence to Vienna, Prague and Berlin.
3. London-Paris and thence to Switzerland, Northern Italy and Belgrade;
4. This group could be divided into the two main routes:
 - a. London-Ostend and France to Switzerland-Vienna-Bucharest (a route already partially open);
 - b. Hook of Holland-South Germany-Switzerland.

6602

On the proposal of the Chairman, the Meeting agreed to the appointment of Mr Desorgher, Director of Railways, ECITO, as chairman of the first sub-committee and appointed, on the proposal of the French Government, Mr Paschoud, Director General (technical) of the Swiss Federal Railways as vice-chairman. The meeting also agreed to appointment of Major General Hewer, Deputy Director General ECITO, as chairman of the second sub-committee, and on the proposal of the delegate of the Southern Railways of Mr Marois of the French National Railways as vice-chairman.

- 5 -

The chairman then made some recommendations to the sub-committees. He stressed the fact that the rolling stock to be used for the minimum programme of services to be established would have to be obtained from a number of different sources without detriment to the domestic requirements of the different countries concerned, and that any complicated procedure for the allocation and payment of charges for the use of rolling stock must be avoided as far as possible. He explained that the use by one administration of rolling stock for this purpose would not prejudice in any way its final allocation which would only be determined when reparations questions in general had been settled by the competent interallied commission. He further drew attention to the fact that the number of civilian passengers who could be able to take advantage of the new services would in most cases be small, and this must be borne in mind when considering the stock of which the trains were to be made up. As regards motive power, the chairman mentioned that the military authorities had declared surplus a certain number of locomotives used by them. In view of this, the railway administrations responsible for the provision of new services were invited to make known to ECITO any requirements which they might have for additional locomotive power.

The Swiss delegation pointed out that the reciprocal use of stock, has hitherto been governed by two international conventions which Switzerland has continued to observe, even during the war, in its relations with its neighbours, and which it contemplated applying in the event of the creation of new international services. The chairman replied that as a result of war conditions, in most European countries there had been radical changes in the composition of the stock of vehicles. Numerous transfers of rolling stock had taken place as between one country and another, and it was often difficult, in the circumstances of the moment, to know who was the true owner of a particular vehicle. As long as a confused state of affairs persisted, it would be impossible to restore the application of the old international regulations. ECITO would take action as soon as practicable to bring about the restoration of the old international sets of regulations, to the extent compatible with the needs of the moment.

With respect to travel documents and similar matters, the chairman commended the system at present used by air carriers. They issue what are in effect travel documents to persons authorized to travel on official business, without requiring payments, which may involve complicated monetary transactions. The air carriers later obtain settlements of their charges by submitting statements to the departments or organizations on whose behalf the journeys have been undertaken. In reply to questions from the British Railway delegates, the chairman said that his remarks did not apply to services where through tickets were available and which did not involve exchange complication so far as concerned the passenger.

IV. Co-ordination of Time Changes

The French delegation drew attention to the numerous difficulties which European railway administrations had encountered before the war as a result of the introduction of time changes, by Government order, on different dates in different countries. The delegation expressed the hope that ECITO would use its influence to arrange for such changes to take place on a common date. The

when considering the stock of which the trains were to be made up. As regards motive power, the Chairman mentioned that the military authorities had declared surplus a certain number of locomotives used by them. In view of this, the railway administrations responsible for the provision of new services were invited to make known to ECITO any requirements which they might have for additional locomotive power.

The Swiss Delegation pointed out that the reciprocal use of stock has hitherto been governed by two international conventions which Switzerland has continued to observe, even during the war, in its relations with its neighbours, and which it contemplated applying in the event of the creation of new international services. The Chairman replied that as a result of war conditions, in most European countries there had been radical changes in the composition of the stock of vehicles. Numerous transfers of rolling stock had taken place as between one country and another, and it was often difficult, in the circumstances of the moment, to know who was the true owner of a particular vehicle. As long as a confused state of affairs persisted, it would be impossible to restore the application of the old international regulations. ECITO would take action as soon as practicable to bring about the restoration of the old international sets of regulations, to the extent compatible with the needs of the moment.

With respect to travel documents and similar matters, the Chairman commented the system at present used by air carriers. They issue what are in effect travel documents to persons authorized to travel on official business, without requiring payments, which may involve complicated monetary transactions. The air carriers later obtain reimbursement of their charges by submitting statements to the departments or organizations on whose behalf the journeys have been undertaken. In reply to questions from the British Railway delegates, the Chairman said that his remarks did not apply to services where through tickets were available and which did not involve exchange complicity so far as concerned the passenger.

IV. Co-ordination of Time Changes

The French delegation drew attention to the numerous difficulties which European railway administrations had encountered before the war as a result of the introduction of time changes, by Government order, on different dates in different countries. The delegation expressed the hope that ECITO might use its influence to arrange for such changes to take place on a common date. The Chairman stated that the French proposal was fully in line with the objectives of ECITO and such steps would be taken as were possible to arrive at the desired result. He urged all the railway administrations represented at the conference to take up the matter forthwith with their own governments, so that next spring the change might take place on a common date.

V. Other Business.

Mr Giosberger, delegate of the Netherlands Railways, asked on what date it would be possible to resume the international timetable and through carriage

conferences. He reminded the meeting that these European conferences were able to settle general questions relating to international passenger train services and to arrange through services by train and boat as required, and that amongst its responsibilities was the elimination of difficulties connected with passport and customs examination at frontier stations.

In short, the timetable conference normally deals with matters appearing on the agenda of the present meeting. It was of course true that military control still existed over the railway systems of certain liberated and occupied countries, but this situation did not constitute a serious obstacle to the resumption of the Conference in question.

Finally, Mr. Giesberger expressed the wish for the military authorities and the representatives of the railway administrations to indicate what difficulties stood in the way of the resumption of these conferences.

In reply, the Chairman stated that it had been laid down as part of the functions of ECITO to work out and co-ordinate in the terms of paragraph 14 of Article VII of the Agreement, common action necessary to secure the inauguration, maintenance, modification, resumption, or where appropriate the suppression of international arrangements for through working of railways and exchange of rolling stock of the Countries of Continental Europe. Amongst the signatory governments there was the Netherlands Government which was thus bound by the terms of the Agreement. On the other hand it was well known that before the war there was a number of international association dealing with railway questions several of which overlapped in scope. It was therefore desirable to review jointly with all concerned all these international bodies and regulations to eliminate all duplication and to adapt them to the changed circumstances.

ECITO would undertake this task as soon as circumstances permitted, but for the moment there was more urgent work to do.

Moreover, the Chairman pointed out that many railway administrations were not represented at the meetings.

On the proposal of the French delegation, the meeting declared itself ready to express a wish that the international timetable conference should be resumed as soon as possible.

There being no other business, the meeting terminated at 1900 hours.

Brussels, 22nd October 1945.

to the resumption of the Conference in question.

Finally, Mr. Giesberger expressed the wish for the military authorities and the representatives of the railway administrations to indicate what difficulties stood in the way of the resumption of these conferences.

In reply, the Chairman stated that it had been laid down as part of the functions of ECITO to work out and co-ordinate in the terms of paragraph 14 of Article VII of the Agreement, common action necessary to secure the inauguration, maintenance, modification, resumption, or where appropriate the suppression of international arrangements for through working of railways and exchange of rolling stock of the Countries of Continental Europe. Amongst the signatory governments there was the Netherlands Government which was thus bound by the terms of the Agreement. On the other hand it was well known that before the war there was a number of international association dealing with railway questions several of which overlapped in scope. It was therefore desirable to review jointly with all concerned all these international bodies and regulations to eliminate all duplication and to adapt them to the changed circumstances.

ECITO would undertake this task as soon as circumstances permitted, but for the moment there was more urgent work to do.

Moreover, the Chairman pointed out that many railway administrations were not represented at the meetings.

On the proposal of the French delegation, the meeting declared itself ready to express a wish that the international timetable conference should be resumed as soon as possible.

There being no other business, the meeting terminated at 1900 hours.

Brussels, 22nd October 1945.

6600

DECISIONS OF THE FIRST SUB-COMMITTEE.Meeting of the 23rd October, 1945I Services connecting Great Britain with Germany and Denmark

Existing services are as follows:-

a) A train London - Calais - Brussels - Bad Oeynhausen. This is a military train to which sponsored civilians may have access. This train has been running three times a week since the 1st October and is at present not fully utilised.

b) A civilian service London - Ostend - Brussels, comprising a rail car running three times a week which has been in service since the 23rd October and which connects with train a) above in the direction Brussels - London, the connection involving a change of station in Brussels.

c) In connection with the steamers running for military traffic between Harwich and the Hook of Holland, there will be as from November 1st two trains in each direction between the Hook and Germany for military purposes, one to and from Hamburg and the other to and from Bad Oeynhausen. These trains will be made to maximum and will be fully utilised.

d) A military train from Bad Oeynhausen to Schleswig Holstein. This is a military train running at night connecting neither with train a) nor with train c).

After a discussion in which the fact emerged that it was at present necessary, owing to the extreme shortage of coaching stock, for about three quarters of troop transports to be carried out by using wagons in spite of the need for such stock for vital economic purposes, particularly in Holland, Germany and Austria, the sub-committee found itself obliged to restrict its programme to comparatively limited measures intended to cover only the most urgent needs. It therefore reached the following conclusions:-

1. A "wagons-lits" vehicle would be added to the train Calais - Bad Oeynhausen and would be available for civil passengers travelling on official business. If necessary the timing of the train would be revised.

2. This vehicle could accommodate as from Brussels any passengers arriving by the service London - Ostend - Brussels, in so far as a connection was provided.

3. The British military authorities indicated their willingness to revise the timing of the Bad Oeynhausen - Schleswig Holstein service so as to afford a connection at Bad Oeynhausen and to provide for the through running of the "wagons-lits" vehicle. This train would be extended to the Danish frontier and an agreement with the Danish Railways would enable the vehicle in question to run on to Copenhagen.

4. The British military authorities undertook to examine the possibility of reserving accommodation for about 20 civilians travelling on

been running three times a week since the 1st October and is at present not fully utilised.

b) A civilian service London - Ostend - Brussels, comprising a rail car running three times a week which has been in service since the 23rd October and which connects with train a) above in the direction Brussels - London, this connection involving a change of station in Brussels.

c) In connection with the steamers running for military traffic between Harwich and the Hook of Holland, there will be as from November 1st two trains in each direction between the Hook and Germany for military purposes, one to and from Hamburg and the other to and from Bad Oeynhausen. These trains will be made to maximum and will be fully utilised.

d) A military train from Bad Oeynhausen to Schleswig Holstein. This is a military train running at night connecting neither with train a) nor with train c).

After a discussion in which the fact emerged that it was at present necessary, owing to the extreme shortage of coaching stock, for about three quarters of troop transports to be carried out by using wagons in spite of the need for such stock for vital economic purposes, particularly in Holland, Germany and Austria, the sub-committee found itself obliged to restrict its programme to comparatively limited measures intended to cover only the most urgent needs. It therefore reached the following conclusions:-

1. A "Wagons-Lits" vehicle would be added to the train Calais - Bad Oeynhausen and would be available for civil passengers travelling on official business. If necessary the timing of the train would be revised.

2. This vehicle could accommodate as from Brussels any passengers arriving by the service London - Ostend - Brussels, in so far as a connection was provided.

3. The British military authorities indicated their willingness to revise the timing of the Bad Oeynhausen - Schleswig Holstein service so as to afford a connection at Bad Oeynhausen and to provide for the through running of the "Wagons-Lits" vehicle. This train would be extended to the Danish frontier and on agreement with the Danish Railways would enable the vehicle in question to run on to Copenhagen.

4. The British military authorities undertook to examine the possibility of reserving accommodation for about 20 civilians travelling on official business in one or other of the two trains running to and from the Hook of Holland, in spite of the number of military passengers and the absence of amenities in the stock provided.

6599

In the course of a detailed explanation the Netherlands railway delegate emphasized the special difficulties confronting the working of trains on his system owing to the existence of an extensive mileage of single-track lines and owing to the destruction of numerous bridges. He drew particular attention to the advantage to be derived by the running of new services by practicable routes. These would be facilitated by the forthcoming re-opening of the bridge at Leventer. He asked the British authorities to take his views into account.

II. Services from Paris to Frankfurt - Berlin - Prague - Vienna.

Existing services are as follows:-

- a) A daily train Paris - Frankfurt, reserved for military passengers and a small number of civilians travelling on official business.
- b) A twice-weekly train from Frankfurt to Helmstedt subject to the same conditions with a road connection to Berlin
- c) For record purposes, mention may be made of a German civilian train calling at all stations between Frankfurt, Nuremberg and Munich.

The French Railway delegate drew attention to the fact that it was proposed to run shortly a second train from Paris to Frankfurt which would be daily and would be available for both military and civilians. The French Railways would provide the rolling stock. This proposal was unanimously accepted. So far as concerned the section Paris - Mainz, and subject to further consideration, the American authorities agreed in principle to the extension from Mainz to Frankfurt. The representative of the French Government drew attention to the desirability of extending this train to Nuremberg and Prague having regard to the fact that the international tribunal was now in session at Nuremberg and to the numerous contacts between France and Czechoslovakia. The Wagons-Lits Company would probably be able to provide the necessary stock for the Paris - Prague through service. On the other hand the Czechoslovak Railways would be able to make available six coaches for this service. The question of provision of rolling stock thus appeared to be capable of a satisfactory solution, subject to a more detailed examination at a later date.

The American authorities had unfortunately to draw attention to the fact that present civilian and military needs are such that the lines from Frankfurt to Austria are at present being worked to capacity. A new path could only be found when the repatriation of displaced persons which was at present going on had been completed which would be at the beginning of February. It would then be possible to provide a new service. The administrative concerns undertaken to take forthwith such action as was necessary to agree upon the necessary timings.

Meanwhile the American military authorities agreed to the incorporation, as a transitory measure, in the German civilian train leaving Frankfurt for Nuremberg, of a Wagons-Lits vehicle running in the new Paris-Frankfurt train.

- a) A daily train Paris - Frankfurt, reserved for military passengers and a small number of civilians travelling on official business.
- b) A twice-weekly train from Frankfurt to Helmsstedt subject to the same conditions with a road connection to Berlin
- c) For record purposes, mention may be made of a German civilian train calling at all stations between Frankfurt, Nuremberg and Munich

The French Railway delegate drew attention to the fact that it was proposed to run shortly a second train from Paris to Frankfurt which would be daily and would be available for both military and civilians. The French Railways would provide the rolling stock. This proposal was unanimously accepted. So far as concerned the section Paris - Mainz, and subject to further consideration, the American authorities agreed in principle to the extension from Mainz to Frankfurt. The representative of the French Government drew attention to the desirability of extending this train to Nuremberg and Prague having regard to the fact that the international tribunal was now in session at Nuremberg and to the numerous contacts between Franco and Czechoslovakia. The Wagons-Lits Company would probably be able to provide the necessary stock for the Paris - Prague through service. On the other hand the Czechoslovak Railways would be able to make available six coaches for this service. The question of provision of rolling stock thus appeared to be capable of a satisfactory solution, subject to a more detailed examination at a later date.

The American authorities had unfortunately to draw attention to the fact that present civilian and military needs are such that the lines from Frankfurt to Austria are at present being worked to capacity. A new path could only be found when the repatriation of displaced persons which was at present going on had been completed which would be at the beginning of February. It would then be possible to provide a new service. The administrative concerns undertook to take forthwith such action as was necessary to agree upon the necessary timings.

Meanwhile the American military authorities agreed to the incorporation, as a transitory measure, in the German civilian train leaving Frankfurt for Nuremberg, of a wagon-lits vehicle running in the new Paris-Frankfurt train. They undertook to inform the French Railways directly of the timing of this train. The representative of the Allied Commission for Austria drew attention to the advantage which would be derived from extending the Paris-Frankfurt service to Vienna at least on the days when the Arlberg-Orient Express did not run.

In view of the fact that the parties concerned were unable to supply the necessary stock, the sub-committee could only take note of the wish which had been expressed and expressed the desire that necessary action should follow as soon as possible

In the course of the discussion that followed, the following points emerged:-

1. In connection with the shortage of rolling stock, the Wagons-Lits Company pointed out that it could undertake the repair of its own vehicles in its workshops in France, Belgium and Italy to the extent that the British and American zones could arrange for the return of its rolling stock whether in good or bad condition. The French and Belgian Railway delegates stated that their administrations could do the same for their own vehicles. The delegates representing the British and American zones agreed that in their areas there were considerable numbers of foreign coaches in bad condition. They added that the present state of repair shops in Germany which had been for the most part seriously damaged rendered it impossible for them to undertake their repair for a long time. They would therefore look into the various proposals which had been made to them.

The Chairman pointed out that the forthcoming census of rolling stock in Europe would bring to light the exact position of rolling stock and would enable recommendations to be made such as those following the lines suggested by the Wagons-Lits Company and the French and Belgian Railways.

2. The delegate of the French Government pointed out that to his knowledge there was still a large number of passenger coaches used as hotels. It was unanimously recommended that such vehicles should be released as soon as possible. It was further pointed out by the delegates from the British and American zones that strict instructions had already been given in this sense.

3. As a result of the discussion it was evident that questions of comfort and the condition of rolling stock played at the present time a relatively unimportant part but on the other hand it was absolutely essential to secure the most punctual running possible of all trains. This latter point was particularly important in view of the approach of winter when other means of transport were subject to heavy delay and it was largely the users of such services who needed punctuality because they were often travelling to attend conferences.

III. Services between North-West Europe and Switzerland, Italy and Belgrade.

Existing services are as follows:-

- a) A daily through service Paris-Bern via Delle
- b) A daily service Paris-Pale;
- c) A thrice-weekly service Paris-Innsbruck-Vienna (Arlberg-Orient-Express);
- d) A daily railcar service Paris-Vallorbe with a connection to Swiss destination.

On the other side of Paris, connections existed to London via Dieppe (daily) and to Brussels.

The railway administrations of the Netherlands, Belgium, France, Luxemb.

They added that the present state of repair shops in Germany which had been for the most part seriously damaged rendered it impossible for them to undertake their repair for a long time. They would therefore look into the various proposals which had been made to them.

The Chairman pointed out that the forthcoming census of rolling stock in Europe would bring to light the exact position of rolling stock and would enable recommendations to be made such as those following the lines suggested by the Wagons-Lits Company and the French and Belgian Railways.

2. The delegate of the French Government pointed out that to his knowledge there was still a large number of passenger coaches used as hotels. It was unanimously recommended that such vehicles should be released as soon as possible. It was further pointed out by the delegates from the British and American zones that strict instructions had already been given in this sense.

3. As a result of the discussion it was evident that questions of comfort and the condition of rolling stock played at the present time a relatively unimportant part but on the other hand it was absolutely essential to secure the most punctual running possible of all trains. This latter point was particularly important in view of the approach of winter when other means of transport were subject to heavy delay and it was largely the users of such services who needed punctuality because they were often travelling to attend conferences.

III. Services between North-West Europe and Switzerland, Italy and Belgrade.

Existing services are as follows:-

- a) A daily through service Paris-Berne via Delle
- b) A daily service Paris-Bale;
- c) A thrice-weekly service Paris-Innsbruck-Vienna (Arlberg-Orient-Express);
- d) A daily railcar service Paris-Vallorbe with a connection to Swiss destination.

On the other side of Paris, connections existed to London via Dierze (daily) and to Brussels.

The railway administrations of the Netherlands, Belgium, France, Luxembourg and Switzerland had the intention of working out detailed timing to improve the services between Holland, Belgium and Calais on the one hand and Switzerland on the other, such services using the common section Thionville-Bale. The French delegation suggested an improvement in the service between France and Italy. Finally, the IGO representative from Italy, whose views the representatives of the American occupation authorities in Germany wished to be associated, thought that the Allied authorities in Italy would view with favour the recommendation of the French and Italian railways that the resumption of rail traffic between France and Italy, to the extent which

circumstances permitted, should be examined

The delegate of the Swiss Federal Railways pointed out that the services in question were less dependent upon military factors than those further north, and suggested that they should be considered at a special meeting to be held in Switzerland at which all those concerned would be represented, and which would be convened by the Swiss Federal Railways in its capacity as managing administration of the European timetable and through carriage Conference.

Whilst agreeing with the substance of the preceding remarks so far as concerns services not running through military occupation zones, the Chairman considered that when such zones were involved a preliminary examination by the Sub-Committee was desirable.

Having regard to the various considerations which had been raised the Sub-Committee reached the following conclusions:

a) A working party comprising representatives of the administrations concerned to consider the details involved in creating through services out of those at present provided on for example the route Biele-Ohlmann-Milan to include if possible through coaches.

b) Similarly, a working party to investigate what was involved in connection with a possible through service over the route Paris-Frankfurt-Nuremberg-Prague.

c) On the request of the Swiss delegation, a third working party to examine the possibility of providing services between Switzerland and South Germany.

d) The Sub-Committee fully agreed, on the other hand, to take into account the proposal of the Swiss Federal Railways regarding the conference to be held in Switzerland, at which ECITO would be represented. This conference would deal in particular with services between North-West Europe, Switzerland and Italy, and would endeavour to provide for services to Rome and Trieste. It would also examine, in accordance with the wishes of the representative of ECITO from Italy and of the representative of the transport division of the Allied Commission for Austria, the establishment of a service Rome-Vienna via Bologna, Cervino, Villach, with, if possible, a branch Lagny-Munich. Finally it would examine the possibility of providing a connection to Trieste via Villach with the Arlberg Express.

There would be raised at the same Conference the problem of selecting administrations whose representatives would preside at meetings relating to particular international trains. In this connection those administrations present expressed a wish for the maintenance of pre-war practice.

At the conclusion of the meeting the administrations drew up the following text, in accordance with the decision reached at the plenary session, regarding the resumption of the European timetable conference.

"The various railway administrations, attending a meeting at Brussels convened by ECITO, take the opportunity which has been afforded them of expressing the wish that the European Timetable Conference should be summoned to resume its work with the participation of the occupation authorities con-

Sub-Committee was desirable.

Having regard to the various considerations which had been raised the Sub-Committee reached the following conclusions:

- a) A working party comprising representatives of the administrations concerned to consider the details involved in creating through services out of those at present provided on for example the route Paris-Chiasso-Milan to include if possible through coaches.
- b) Similarly, a working party to investigate what was involved in connection with a possible through service over the route Paris-Frankfurt-Nuremberg-Frague.
- c) On the request of the Swiss delegation, a third working party to examine the possibility of providing services between Switzerland and South Germany.
- d) The Sub-Committee fully agreed, on the other hand, to take into account the proposal of the Swiss Federal Railways regarding the conference to be held in Switzerland, at which ECITO would be represented. This conference would deal in particular with services between North-West Europe, Switzerland and Italy, and would endeavour to provide for services to Rome and Trieste. It would also examine, in accordance with the wishes of the representative of ECITO from Italy and of the representative of the transport division of the Allied Commission for Austria, the establishment of a service Rome-Vienna via Bologna, Terzio, Villach, with, if possible, a branch Bologna-Ljubljana. Finally it would examine the possibility of providing a connection to Trieste via Villach with the Arlberg Express.

There would be raised at the same Conference the problem of selecting administrations whose representatives would preside at meetings relating to particular international trains. In this connection those administrations present expressed a wish for the maintenance of pre-war practice.

At the conclusion of the meeting the administrations drew up the following text, in accordance with the decision reached at the plenary session, regarding the resumption of the European timetable conference.

"The various railway administrations, attending a meeting at Brussels convened by ECITO, take the opportunity which has been afforded them of expressing the wish that the European Timetable Conference should be summoned to resume its work with the participation of the occupation authorities concerned, as soon as the general conditions prevailing in Europe permit the use of international trains by ordinary civilian passengers".

The session was suspended, until 1030 hours on the 24th October, to enable the working parties to deal with the subjects which had been referred to them.

- 1 -

DECISIONS OF THE FIRST SUB-COMMITTEE

MEETING HELD ON THE 24TH OCTOBER, 1945

The sub-committee resumed its meeting at 10.30 hours on the 24th October to consider the conclusions reached by the working parties on the previous day.

1st Working Party:

Services between Holland, Belgium and Paris, and Switzerland and Italy.

a) The intention of the administration was to reinstitute the Simplon-Orient-Express as far as Trieste adding to it a branch from Milan to Rome. The necessary detailed examination would take place at the meeting convened by the Swiss Federal Railways which would be held at the end of November, probably in Lugano.

b) Meanwhile it had been decided to provide a service connecting with the Airlberg-Orient-Express and connecting Rome with Bale with the following approximate timings:

9.42	Bale	17.09
14.54 15.40	Chiasso	(11.44 (11.00
16.30 17.30	Milan	(10.10 (9.00
17.00	Rome	9.00

The institution of the necessary trains in Italy to run three times a week would be undertaken as soon as possible. With regard to the incorporation of a through sleeping car of the Wagons-Lits Company, this was governed by the composition of the Airlberg Express on the French portion of its run, and the French Railways undertook to try and deal with the problem and notify their decision at the earliest opportunity.

Such action would be taken as might be necessary to ensure the inclusion of a restaurant car on the appropriate portions of the journey in Italy, but this is dependent upon the ability of the Wagons-Lits Co. to obtain the necessary provisions from military sources on repayment.

of connecting service

1st Working Party:

Services between Holland, Belgium and Paris, and Switzerland and Italy.

a) The intention of the administration was to reinstitute the Simplon-Orient-Express as far as Trieste adding to it a branch from Milan to Rome. The necessary detailed examination would take place at the meeting convened by the Swiss Federal Railways which would be held at the end of November, probably in Lugano.

b) Meanwhile it had been decided to provide a service connecting with the Arlberg-Orient-Express and connecting Rome with Bale with the following approximate timings:

9.42	Bale	17.09
14.54 15.40	Chiasso	(11.44 11.00)
16.30 17.30	Milan	(10.10 9.00)
17.00	Rome	9.00

The institution of the necessary trains in Italy to run three times a week would be undertaken as soon as possible. With regard to the incorporation of a through sleeping car of the Wagons-Lits Company, this was governed by the composition of the Arlberg Express on the French portion of its run, and the French Railways undertook to try and deal with the problem and notify their decision at the earliest opportunity.

Such action would be taken as might be necessary to ensure the inclusion of a restaurant car on the appropriate portions of the journey in Italy, but this is dependent upon the ability of the Wagons-Lits Co. to obtain the necessary provisions from military sources on repayment.

The proposals also included the provision of a connecting service at Bologna serving Villach and Vienna.

c) The Swiss Federal Railways were at the present time studying the improvement of services between Belgium and Holland, on the one hand and Switzerland, on the other. The question would be dealt with at the Conference to be held at Lugano, to which the British Railways would also be invited.

d) There would also be discussed at the Lugano Conference the possibility of extending the Arlberg Express from Innsbruck via the Tauern line to Villach and Trieste.

- 2 -

The representative of ECOTF in Italy pointed out that a service Villach-Udine was already provided by the train mentioned under b) above; this would assist as a transitory measure in providing a Trieste connection.

The provision of stock must be arranged between the Allied Military Authorities in Italy and the Allied Commission for Austria. The Wagons-Lits Company cannot provide any further sleeping cars from outside Italy, unless some are set over to their control in Austria.

2nd Working Party:

Services between Paris, Frankfurt, Nuremberg and Prague.

The American occupation authorities in Germany were not able to give a definite date on which a complete through service from Paris to Prague could be introduced, but this would probably be in February 1945.

a.) In connection with the establishment of a second train Paris-Frankfurt, it was however decided in principle to extend the sleeping car Paris-Frankfurt running in this train to Nuremberg with approximately the following timings:

23.45	Paris	5.40
16.45 17.15	Frankfurt	(12.30 7.30)
24.00	Nuremberg	00.00

The connections at Frankfurt would only be able to be made when the bridge over the River Main at Frankfurt had been reopened. Trans-shipment was necessary meanwhile.

b.) In view of the fact that the establishment of a Paris-Prague through service would take a considerable time, the running of a through coach off the Arlberg-Orient-Express between Linz and Prague via Budejovice was investigated, taking advantage of an existing service between Prague and Budejovice.

This solution involved the problem of traversing the Russian zone between Linz and the Czechoslovak frontier. The representative of the Inter-Allied Commission for Austria undertook to take this question up with the Russian authorities. He also stated that in view of the extreme shortage of coal in Austria the Czechoslovak Railway Administration would have to supply the coal or the locomotive power for working the train between Linz and the Czechoslovak frontier. Attention was also drawn by the representative of the S.N.O.F. to the fact that the addition of the Prague through coach involved reconsideration of the load of the Arlberg-Orient-Express over the French section. The question would be re-examined at the Lugano meeting.

a) In connection with the establishment of a second train Paris-Frankfort, it was however decided in principle to extend the sleeping car following through in this train to Nuremberg with approximately the following timings:

23.45	Paris	5.40
16.10	Frankfort	12.30
17.35		7.30
21.00	Nuremberg	00.00

The connections at Frankfort would only be able to be made when the bridge over the River Main at Frankfort had been reopened. Trans-shipment was necessary meanwhile.

b) In view of the fact that the establishment of a Paris-Prague through service would take a considerable time, the running of a through coach off the Lirberg-Orient-Express between Linz and Prague via Budejovice was investigated, taking advantage of an existing service between Prague and Budejovice.

This solution involved the problem of traversing the Russian zone between Linz and the Czechoslovak frontier. The representative of the Inter-Allied Commission in Austria undertook to take this question up with the Russian authorities. He also stated that in view of the extreme shortage of coal in Austria the Czechoslovak Railway Administration would have to supply the coal or the locomotive power for working the train between Linz and the Czechoslovak frontier. Attention was also drawn by the representative of the S.N.C.F. to the fact that the addition of the Prague through coach involved reconsideration of the load of the Lirberg-Orient-Express over the French section. The question would be re-examined at the Lugano meeting.

c) On the proposal of the French Railways, the managing Administration for the Orient Express, a special meeting would be summoned to discuss the establishment of a direct through service Paris-Prague. Details regarding this meeting and its date would be settled at Lugano.

- 3 -

3rd Working Party:Services between Switzerland and South Germany

- a) There was already a train between Baden Baden and Frankfurt which the military authorities were ready to extend to Bale as soon as the bridges between Baden Baden and Bale had been repaired. In this way it would be possible to provide a twice-weekly service to and from Berlin.
- b) Meanwhile there was a service between Singen and Offenburg which might provide a temporary solution of the problem.
- c) Finally there was a service between Constance and Ulm affording a connection between Switzerland and Germany.

The sub-committee took note of the fact that during the meeting the details had been agreed between the administrations concerned for a through service between Amsterdam and Brussels.

The Chairman then stated that the business had been completed. He thanked the delegates and congratulated them on the results obtained.

Mr. Paschoud, General Manager (Technical) of the Swiss Federal Railways, speaking as vice-Chairman of the sub-committee, congratulated Mr. Desorgher on the way in which he had taken the chair at the discussions which had been both interesting and cordial.

- b) Meanwhile there was a service between Singen and Offenburg which might provide a temporary solution of the problem.
- c) Finally there was a service between Constance and Ulm affording a connection between Switzerland and Germany.

The sub-committee took note of the fact that during the meeting the details had been agreed between the administrations concerned for a through service between Imstetten and Brussels.

The Chairman then stated that the business had been completed. He thanked the delegates and congratulated them on the results obtained.

Mr. Paschoud, General Manager (Technical) of the Swiss Federal Railways, speaking as vice-Chairman of the sub-committee, congratulated Mr. Desorgher on the way in which he had taken the chair at the discussions which had been both interesting and cordial.

6593

THE TABLE CONFERENCE CALLED BY E.C.I.I.O.

ON THE 22ND OCTOBER, 1945 IN BRUSSELS.

SECOND SUB-COMMITTEE.

The meeting was opened at 1000 hours under the Chairmanship of MAJOR GENERAL HEVIA, Deputy Director General of E.C.I.I.O. MR. LEROUX, Deputy Director of the Commercial Services of the S.M.C.F. acted as Vice-Chairman.

The meeting agreed on the programme to be examined and decided not to divide itself into sections.

1. Customs, Currency and Security.

In matters of customs and currency two categories of travellers are to be considered - military persons on the one side and civilians on the other, whether these are officials or ordinary civilians. The currency control is indispensable, not only to keep track of civilian smugglers but also to prevent military persons, unaware of the importance of the consequences of their act, from unknowingly helping unscrupulous civilians. The question that to defend the currency of all European countries. It is thus necessary that military persons should, in matters of customs and currencies, be submitted to examination formalities, detailed procedure to be worked out between the Governments concerned and military authorities. It would be necessary for a representative of these authorities, for instance a member of the military police, to be present at the control points in order to co-operate with the civilian authorities.

On the other hand, the representatives of the French, Belgian and Luxembourg customs were able to give the assurance that all steps would be taken to simplify the formalities in order that fast train schedules may be prepared and maintained; declarations for currency control, and even for the customs, to be completed before the examination takes place; a responsible person for certain groups to present the declarations on their behalf; examinations to take place in the train while it is in motion; subject to a.) the duration of the journey without stops should be sufficient to allow this examination to be carried out, b.) the crowding of the trains should not hamper the circulation in the corridors. The formalities may well be completely done away with for the transit journey, on the condition that such transits are not too long. Everything possible will be done in order to avoid detaining for any reason, particular attention being given to wagons-lits passengers. When the examination takes place at the frontier, it is desirable that two trains should not stop at the same time at the control point.

Concerning security, all passengers whether military or civil will remain under the control of the military authorities when in transit through military zones. In all other cases the civil authorities will exercise this control, having in mind the nature of the traveller, whether

I. Customs, Currency and Security.

In matters of customs and currency two categories of travellers are to be considered - military persons on the one side and civilians on the other, whether these are officials or ordinary civilians. The currency control is indispensable, not only to keep track of civilian smugglers but also to prevent military persons, unaware of the importance of the consequences of their act, from unknowingly helping unscrupulous civilians. The question is to defend the currency of all European countries. It is thus necessary that military persons should, in matters of customs and currencies, be submitted to examination formalities, detailed procedure to be worked out between the Governments concerned and military authorities. It would be necessary for a representative of these authorities, for instance a member of the military police, to be present at the control points in order to co-operate with the civilian authorities.

On the other hand, the representatives of the French, Belgian and Luxembourg customs were able to give the assurance that all stops would be taken to simplify the formalities in order that first train schedules may be prepared and maintained: declarations for currency control, and even for the customs, to be completed before the examination takes place; a responsible person for certain groups to present the declarations on their behalf; examinations to take place in the train while it is in motion; subject to a) the duration of the journey without stops should be sufficient to allow this examination to be carried out; b) the crossing of the trains should not hamper the circulation in the corridors. The formalities may well be completely done away with for the transit journey, on the condition that such trainsets are not too long. Everything possible will be done in order to avoid detouring for any reason, particular attention being given to Wagons-Lits passengers. When the examination takes place at the frontier, it is desirable that two trains should not stop at the same time at the control point.

Concerning security, all passengers whether military or civil will remain under the control of the military authorities when in transit through military zones. In all other cases the civil authorities will exercise this control, having in mind the nature of the traveller, whether military or civilian, including U.N.R.R....

The Police authorities reserve the right that, in the case of security documents not being in order or missing, passengers will be removed from the train and detained. Military will be examined by military ~~and~~ personnel.

Security regulations may be carried out on the train whilst in motion under the following conditions - a) that the transit time without stopping should be sufficient (1½ to 2 hours), b) that a stop of a few minutes be made before the crossing of the frontier in order to allow any irregular travellers to be detained, but it is desirable that the train schedules be arranged in such a way that the security officers will be able to return to their starting point by a convenient train.

MR. KUDOVY made a declaration on behalf of the French government expressing the desire of the said government to simplify, subject to reciprocity, the visa formalities, in order to facilitate travel between countries.

It is desirable to extend the simplification of formalities already in application between certain countries to facilitate the movement of train personnel, including Wagon-Lits personnel; the military authorities in the occupational zones will study the position with their respective headquarters with a view to giving all assistance and facilities asked for.

2. Transport documents.

The transportation of military personnel will be covered as at present. It is nevertheless recommended that all transport tickets or vouchers for their issue should be unified. E.C.I.T.O. will take up the question with the military authorities in order to attain this objective.

So far as civilian passengers are concerned, the payment of their fares should be made as easy as possible.

The first facility doing away with rebooking at border stations is the provision of direct tariffs. The Railway Company at the entraining point issues through-tickets, single or return, to be paid for in the currency of the country of departure. Final payment to all railway Companies concerned is made later by the issuing Railway Company according to approved arrangements.

Such through rates which are easily set up are already in operation for through journeys excluding the occupational zones. For journeys through occupational zones, it is necessary to wait the setting up of tariffs in those zones.

E.C.I.T.O., in accordance with the dispositions given in the agreement concerning the setting up of this Organisation, will make the necessary contacts and call the meetings necessary to determine the rates and also the authorities which the railway administrations should contact to settle matters of detail. Until this aim is reached, as much of the journey as possible will be covered by a through-ticket.

A second facility is granted to the traveller, when he can obtain a ticket in exchange for a voucher for which a recognised authority

It is desirable to extend the simplification of formalities already in application between certain countries to facilitate the movement of train personnel, including Wagon-lits personnel; the military authorities in the occupational zones will study the position with their respective headquarters with a view to giving all assistance and facilities asked for.

2. Transport documents.

The transportation of military personnel will be covered as at present. It is nevertheless recommended that all transport tickets or vouchers for their issue should be unified. I.C.I.T.O. will take up the question with the military authorities in order to attain this objective.

So far as civilian passengers are concerned, the payment of their fares should be made as easy as possible.

The first facility doing away with rebooking at border stations is the provision of direct tariffs. The railway Company at the entraining point issues through-tickets, single or return, to be paid for in the currency of the country of departure. Final payment to all railway Companies concerned is made later by the issuing railway Company according to approved arrangements.

Such through rates which are easily set up are already in operation for through journeys excluding the occupational zones. For journeys through occupational zones, it is necessary to wait the setting up of tariffs in those zones.

I.C.I.T.O., in accordance with the dispositions given in the agreement concerning the setting up of this Organisation, will make the necessary contacts and call the meetings necessary to determine the rates and also the authorities which the railway administrations should contact to settle matters of detail. Until this aim is reached, as much of the journey as possible will be covered by a through-ticket.

A second facility is granted to the traveller, when he can obtain a ticket in exchange for a voucher for which a recognised authority undertakes to pay the amount of the travelling fee. Is in this way the accounts of the railway Companies would be rather complicated and they would be exposed to certain risks (exchange losses, possible ^{of} vouchers, etc.). It seems advisable to apply this way of payment of military persons on the one side, as is the case at present, and to members of certain International Organisations - few in number - on the other side, such as U.B.R.R. and I.C.I.T.O.

Subject to an agreement to be established between such an Organisation and the Railway Companies concerned, one or several designated offices of the Organisation issue a voucher signed only by authorized officials; these vouchers are exchanged in certain designated offices, few in number, for normal transport tickets. The issuing Railway Company only is in relation with the receiving Organisation and handles the accounting with the other interested Railway Companies as in the case of cash payment. The Organisation, when setting up such arrangements with the Railway Companies, will give the assurance and the guarantee that payment will be made in a simple and speedy manner.

The supplementary charges for the use of sleeping cars are paid in cash by the civil travellers and, as far as the French occupational zone is concerned, by the military personnel. The military authorities of the other occupational zones will examine the possibility of adopting a similar method. This would eliminate certain delays in the payment of invoices presented by the Compagnie des Wagons-Lits.

Concerning the reciprocal use of coaching stock, the sub-committee thinks it advisable that the R.I.C. rules, where now suspended, should be applied again as soon as circumstances will permit. The circulation of coaches of the Compagnie des Wagons-Lits in occupied Germany will be settled through direct agreement between this Company and the military authorities.

The meeting closed at 1700 hours.

-----o000-----

cash by the civil travellers and, as far as the French occupational zone is concerned, by the military personnel. The military authorities of the other occupational zones will examine the possibility of adopting a similar method. This would eliminate certain delays in the payment of invoices presented by the Compagnie des Wagons-Lits.

Concerning the reciprocal use of coaching stock, the sub-committee thinks it advisable that the R.I.C. rules, where now suspended, should be applied again as soon as circumstances will permit. The circulation of coaches of the Compagnie des Wagons-Lits in occupied Germany will be settled through direct agreement between this Company and the military authorities.

The meeting closed at 1700 hours.

-----oOo-----

6590

- 5 -

RECOMMENDATIONS OF THE SECOND SUB-COMMITTEE.

1. That the competent authorities take the necessary steps in order that the military do not evade the customs and currency controls, where these are deemed necessary.
2. That, taking into account the technical conditions of circulation, the formalities of customs, currency and security examinations be organized in such a way that it would be possible to plan and maintain a fast schedule of trains and that passengers be exposed to the minimum of inconvenience.
3. That the Governments would reduce as much as possible the obstacles in travelling between countries.
4. That the formalities to which train personnel are submitted at the crossing of frontiers or limits of occupation zones, be simplified.
5. That in order to allow the speedy setting up of international through-rates extending to the occupational zones of Germany, Austria and Italy, all information should be collected as quickly as possible, having regard to the rates at present in operation in these zones.
6. That the Railway Administrations grant to certain international organizations the facility to obtain tickets for members of their staff in exchange for a voucher which would guarantee the payment of the travelling fees at a later date but with only a short delay.
7. That the process of direct payment by military travellers of the supplementary fee for the use of sleeping cars, now applied in the French zone, be also extended in the other occupational zones for the military who are not provided with a warrant covering the sleeping car charges.
8. That the regulations of the R.I.C., where temporarily suspended, be put in force again as soon as circumstances will allow.
9. That the tickets used by the military and the vouchers for the obtaining of these tickets be uniformed.
10. That ICITO make the required contracts, obtain from the military authorities the required information and set up the necessary meetings for the attainment of the aims enumerated above, especially in recommendations 1, 5 and 9.

- a fast schedule of trains and that passengers be exposed to the minimum of inconvenience.
3. That the Governments would reduce as much as possible the obstacles in travelling between countries.
 4. That the formalities to which train personnel are submitted at the crossing of frontiers or limits of occupation zones, be simplified.
 5. That in order to allow the speedy setting up of international through-rates extending to the occupational zones of Germany, Austria and Italy, all information should be collected as quickly as possible, having regard to the rates at present in operation in these zones.
 6. That the Railway Administrations grant to certain international organisations the facility to obtain tickets for members of their staff in exchange for a voucher which would guarantee the payment of the travelling fees at a later date but with only a short delay.
 7. That the process of direct payment by military travellers of the supplementary fee for the use of sleeping cars, now applied in the French zone, be also extended in the other occupational zones for the military who are not provided with a warrant covering the sleeping car charges.
 8. That the regulations of the R.I.C., where temporarily suspended, be put in force again as soon as circumstances will allow.
 9. That the tickets used by the military and the vouchers for the obtaining of these tickets be uniformed.
 10. That ICITO make the required contacts, obtain from the military authorities the required information and set up the necessary meetings for the attainment of the aims enumerated above, especially in recommendations 1, 5 and 9.

6589

ECITO CONFERENCE FOR THE CONSIDERATION OF INTERNATIONAL
PASSENGER SERVICES HELD AT THE PALAIS DES BEAUX ARTS, RUE
RAVENSTEIN, BRUSSELS.

Minutes of the Meeting held on the 24th October, 1945.

The meeting began at 1600 hours with Mr. Hondelink, Director General of ECITO in the chair. The following agenda was proposed:

1. Consideration of the minutes of the first plenary session held on the 22nd October;
2. Consideration of the conclusions reached by the first sub-committee;
3. Consideration of the conclusions reached by the second sub-committee;
4. Co-ordination of time changes;
5. Census of rolling stock.

1. Minutes of the First Plenary Session.

The Chairman asked all those present to hand in full details of their name, rank and position as well as giving the full name of the organisation or administration which they represented, in order that certain mistakes in the draft minutes could be corrected.

With regard to the section of the minutes dealing with the request of the delegates concerning the resumption of the European Timetable Conference, the Chairman suggested certain alterations in the wording of the minutes. Subject to this, the minutes were approved.

2. Work of the First Sub-Committee

The Chairman then announced the results of the work of the First Sub-Committee. He congratulated its members on their work which had led to useful conclusions and which augured well for the future of international services.

In view of the shortage of rolling stock in Western Europe, particularly in the Netherlands, Germany, Austria and Italy, of which account had to be taken, the First Sub-Committee found itself obliged to limit its decisions to those measures which were absolutely essential under present conditions. To mitigate this shortage, the Wagons-Lits Company, the French National Railways (S.N.C.F.), and the Belgian National Railways (S.N.C.B.) had intimated their readiness to repair themselves any of their own stock which was returned to them. ECITO would endeavour to take into account this useful suggestion by facilitating the return of rolling stock to the administrations to which it belonged.

The Chairman took note of the fact that those taking part had expressed the wish that the European Timetable Conference should be revived.

- the 22nd October;
2. Consideration of the conclusions reached by the first sub-committee.
 3. Consideration of the conclusions reached by the second sub-committee.
 4. Co-ordination of time changes.
 5. Census of rolling stock.

1. Minutes of the First Plenary Session.

The Chairman asked all those present to hand in full details of their name, rank and position as well as giving the full name of the organisation or administration which they represented in order that certain mistakes in the draft minutes could be corrected.

With regard to the section of the Minutes dealing with the request of the delegates concerning the resumption of the European Timetable Conference, the Chairman suggested certain alterations in the wording of the minutes. Subject to this, the minutes were approved.

2. Work of the First Sub-Committee

The Chairman then announced the results of the work of the First Sub-Committee. He congratulated its members on their work which had led to useful conclusions and which augured well for the future of international services.

In view of the shortage of rolling stock in Western Europe, particularly in the Netherlands, Germany, Austria and Italy, of which account had to be taken, the First Sub-Committee found itself obliged to limit its decisions to those measures which were absolutely essential under present conditions. To mitigate this shortage, the Wagons-Lits Company, the French National Railways (S.N.C.F.), and the Belgian National Railways (S.N.C.B.) had intimated their readiness to repair themselves any of their own stock which was returned to them. ECITO would endeavour to take into account this useful suggestion by facilitating the return of rolling stock to the administrations to which it belonged.

The Chairman took note of the fact that those taking part had expressed the wish that the European Timetable Conference should be revived. **6588** reminded the meeting of his remarks at the previous meeting when he had said that it was the intention of ECITO to make use, for the purposes of accomplishing the tasks which it had been set, of pre-war organisations of proven value. He also noted the wish of the railways for the continuation of the pre-war arrangements as regards the managing administrations for international trains.

The Chairman then summarised briefly the technical conclusions reached by the First Sub-Committee:

1. In respect of services between Great Britain, Germany and Denmark, the running of a through sleeping car between Calais and Denmark was examined as was the possibility of carrying a few civilian passengers in the trains to and from the Hook of Holland.
2. With reference to Paris-Prague services, details were considered concerning a Prague portion of the Arlberg-Orient Express to be worked independently to and from Linz. The extension of a sleeping car to be run in the new Paris - Frankfurt train to Nuremberg was also contemplated. Finally, it was hoped to create as from the beginning of February next a new through train Paris - Prague.
3. As between North-West Europe and Italy, it was hoped, pending the re-establishment of the Simion-Orient Express to and from Trieste together with a Milan - Rome portion, to bring into force a through service Paris - Bari - Chiasso - Milan - Rome, with a connection Bologna - Villach - Vienna, and to initiate action for improving services between France, Belgium and the Netherlands on the one hand and Switzerland on the other, and also for establishing an Innsbruck - Villach - Trieste connection with the Arlberg-Orient Express.
4. As regards connections between South Germany and Switzerland and between Belgium and Holland, discussions had taken place which had led to useful conclusions.

Some of these important questions required further discussions between the parties concerned and this was especially the case with the southern group of services. These discussions would take place at a Conference to which the Swiss Federal Railways would invite all the parties concerned, including ECITC, and which would enable some of the proposals put forward at the present Conference to take definite shape.

With regard to the Paris - Prague services, it was the intention of the E.M.C.F. to call a meeting in Paris.

The Chairman thanked, in the name of ECITC, these administrations for the assistance which they were giving towards an improvement in Europe.

He finally emphasised the point that the military authorities had agreed in principle to admit on a wider scale, in military trains, civilian passengers travelling on official business.

After these conclusions had been considered, the representative of the American occupation authorities in Germany confirmed that he would be prepared to take up when he returned to Germany the question of Franco-German services.

With regard to the agreement in principle of the military authorities to admit to military trains more civilian passengers travelling on official

Paris - Frankfurt train to Germany was also contemplated. It was hoped to create as from the beginning of February next a new through train Paris - Prague.

3. As between North-West Europe and Italy, it was hoped, pending the re-establishment of the Simplon-Orient Express to and from Trieste together with a Milan - Rome portion, to bring into force a through service Paris - Basel - Chiasso - Milan - Rome, with a connection Bologna - Villach - Vienna, and to initiate action for improving services between France, Belgium and the Netherlands on the one hand and Switzerland on the other, and also for establishing an Innsbruck - Villach - Trieste connection with the Arlberg-Orient Express.

4. As regards connections between South Germany and Switzerland and between Belgium and Holland, discussions had taken place which had led to useful conclusions.

Some of these important questions required further discussions between the parties concerned and this was especially the case with the southern group of services. These discussions would take place at a Conference to which the Swiss Federal Railways would invite all the parties concerned, including ECITO, and which would enable some of the proposals put forward at the present Conference to take definite shape.

With regard to the Paris - Prague services, it was the intention of the S.N.C.F. to call a meeting in Paris.

The Chairman thanked, in the name of ECITO, these administrations for the assistance which they were giving towards an improvement in Europe.

He finally emphasised the point that the military authorities had agreed in principle to admit on a wider scale, in military trains, civilian passengers travelling on official business.

After these conclusions had been considered, the representative of the American occupation authorities in Germany confirmed that he would be prepared to take up when he returned to Germany the question of Franco-German services.

With regard to the agreement in principle of the military authorities to admit to military trains more civilian passengers travelling on official business, the delegate of the Allied military and occupation authorities in Italy stated that this could only be accepted with reserves so far as concerned Italy, in view of the extreme shortage of rolling stock.

3. Work of the Second Sub-Committee.

The Chairman suggested that the recommendations made by the Second Sub-Committee should be considered:

a) Subjecting of military passengers to customs and exchange controls. Colonel Menge thought that the recommendation as drafted failed to make certain

necessary distinctions clear and he put forward an alternative text which was agreed to.

At the request of a representative of the French Ministry of Public Works, it was agreed that ECITO would make the necessary approaches.

b) No observation of importance was made on the recommendations concerning frontier and other formalities.

c) With regard to the ultimate reduction of hindrances to movement, the Chairman remarked this was a recommendation of a general character and that all that could be done was to transmit it to the governments involved. The recommendation was adopted subject to bringing the French and English into line with each other.

d) The Recommendation regarding crossing frontiers and zone boundaries was adopted subject to an alteration of the French text.

e) On the subject of international tariffs, a discussion followed in which the representative of the Railway Committee in Berlin, the representative of the S.N.C.F., the representative of Allied Commission for Austria and a delegate of ECITO took part. It was decided that the recommendation should be re-worded by a number of the delegates. It was further decided to approve in advance the revised text.

f) As regards the facilities to be granted to international organizations, no comments were made beyond a suggestion for a minor alteration in the wording of the recommendation.

g) With regard to the payment by military personnel of sleeping car supplements, the second Sub-Committee recommendation was adopted, subject to an alteration in wording. In reply to a question, the General Manager of the Wagons-Lits Company explained that supplements were usually paid in the currency of the country in which the journey was begun.

h) The principle of the restoration of the provisions of the R.I.G. where they have been temporarily suspended, was accepted without comment.

i) The recommendation concerning the standardisation of transport documents used by military personnel was adopted without comment.

j) ECITO undertook to make the necessary approaches to obtain from the military authorities such information as might be necessary, and would convene any meetings required, to give effect to the recommendations referred to above, particularly those relating to the subjection of military personnel to customs and exchange control, to the creation of through tariffs and the standardisation of transport documents used by military personnel.

a) The Recommendation regarding crossing frontiers and zone boundaries was adopted subject to an alteration of the French text

e) On the subject of international tariffs, a discussion followed in which the representative of the Railway Committee in Berlin, the representative of the S.N.C.F., the representative of Allied Commission for Austria and a delegate of ECMT took part. It was decided that the recommendation should be reworded by a number of the delegates. It was further decided to approve in advance the revised text.

f) As regards the facilities to be granted to international organizations, no comments were made beyond a suggestion for a minor alteration in the wording of the recommendation.

g) With regard to the payment by military personnel of sleeping car supplements, the second Sub-Committee recommendation was adopted, subject to an alteration in wording. In reply to a question, the General Manager of the Wagons-Lits Company explained that supplements were usually paid in the currency of the country in which the journey was begun.

h) The principle of the restoration of the provisions of the R.I.C. where they have been temporarily suspended, was accepted without comment.

i) The recommendation concerning the standardization of transport documents used by military personnel was adopted without comment.

j) ECMT undertook to make the necessary approaches to obtain from the military authorities such information as might be necessary, and would convene any meetings required, to give effect to the recommendations referred to above, particularly those relating to the subjection of military personnel to customs and exchange control, to the creation of through tariffs and the standardisation of transport documents used by military personnel.

4. Co-ordination of Time Changes.

6587

The Chairman reminded those present that, in accordance with the wishes of the French delegation, the Conference was invited to pass a resolution on the subject of time changes next Spring. He suggested that ECMT should inform the various governments concerned of the recommendation and take any other appropriate steps. This recommendation would first be submitted to the railway administrations for their approval.

5. Census of Rolling Stock

A Conference would be held in Brussels on the 13th November next to elaborate the procedure necessary for taking a census of all railway rolling stock over the widest possible area in Europe. The Chairman requested the delegates to take any necessary preliminary action.

The delegate representing the French occupation zone in Germany stated that a preliminary census would be taken in that zone on the 4th November and that it would be difficult to take into account the results by the 13th November. As certain fears were expressed regarding the taking of successive censuses, the Chairman recalled that experiences after the war of 1914-1918 showed that no fewer than five censuses were then necessary to obtain exact information as to the distribution of rolling stock.

x

x

x

In conclusion, the Chairman thanked all the participants and, in particular, the Chairman and Vice Chairmen of the two sub-committees and their secretaries.

He was gratified by the results obtained which augured well for further conferences which would be necessary before the normal pre-war position could be restored.

-----oOo-----

6580

showed that no fewer than five censuses were then necessary to obtain exact information as to the distribution of rolling stock.

x

x

x

In conclusion, the Chairman thanked all the participants and, in particular, the Chairman and Vice Chairman of the two sub-committees and their secretaries.

He was gratified by the results obtained which augured well for further conferences which would be necessary before the normal pre-war position could be restored.

-----oo-----

6580

0 6 2 0