

ACC

ACR/77

10000/148/2631

PLANS

OCT. 1944

10000/148/2631

PLANS FOR N. W. ITALY
OCT. 1944 - FEB. 1945

1204

SECRET

OK/77 file
CWB

N. ITALY - COORDINATING PLANNING COMMITTEE
A C E H D A - 12 FEB 45

WIT/COM/1A

PROCESS REPORT

11 FEB 45

1. POTENTIAL

Main Problem is PATRIOTS.

2. Public Safety.

a. Coiling of Carabinieri insufficient.

b. Disproportion Carabinieri per population NORTH of SOUTH ITALY.

c. Forward move will need coordination
P. SAVIN
5 ARMY HQ
DOWN S/C

d. Guards on AC arehouses.
Can 4-500 Italian army personnel
allotted AC by MILA but not assigned
to Establishments be posted?

e. CC, IT and duties Fort of GENOA.
Subject for discussion
LICURIA
R.M.
57 AREA.

f. Disturbances.
i. Mobility required for
Carabinieri. G-4
ii. Coordination 2 DISTRICT
for strike policy. 2 DISTRICT

3. Frontier Policy.

a. Directive awaited from A.P.H.Q.

b. 4 Liaison Officers to AMHQ Frontier
Control system could not be allotted
on permanent basis from AC personnel.

c. Carabinieri for Frontier Control should
not come off Regional spear-heads.

d. Repatriation not to take place without
reference DISARMED PERSONS & REPAT S/C.

4. Patriots.

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2. Public Safety.

- a. Calling of Carabinieri insufficient.
- b. Disproportion Carabinieri per population NORTH of SOUTH TUNIS.
- c. Forward move will need coordination
P. SMITH
5 APR 67
TUN S/C
- d. Guards on J.O. exchangers.
Can 4-500 Italian army personnel
allotted AC by LIA but not assigned
by Establishments be ported?
LIGURIA
P.M.
57 AREA.
- e. (AC, EP and duties Port of GENOA.
Subject for discussion
LIGURIA
P.M.
57 AREA.
- f. Disturbances.
i. Mobility required for
Carabinieri.
ii. Coordination 2 DESTROY
for strike policy.
G-4
2 DISTRICT
3. Frontier Policy.
 - a. Directive awaited from A.F.H.Q.
 - b. Liaison Officers to Auto Frontier
Control system could not be allotted
on permanent basis from AC personnel.
 - c. Carabinieri for Frontier Control should
not come off Regional spear-heads.
 - d. Repatriation not to take place without
reference DISSEMINATED PERSONS A REPEAT S/C.
 4. Patriots.
Directive awaited A.F.H.Q.
 5. LOCAL GOVERNMENT.
 - a. Method of appointment Prefects etc planned.
 - b. Local Govt rep officer to be forward
Phase I with 5 APR
Phase II with D.C.C.A.O.

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over/ h-2

- 2 -

Will use normal channels within Regions, reporting R.C. and being sent by him to R.C. as required.

6. Enumeration and Inspection.

Plans presented and approved.

7. Legal.

Plans presented and approved.

8. Education.

Plans presented and approved.

9. Monuments & Fine Arts.

Plans presented and approved.

10. Line Clearance.

Plans approved.
System for reporting mined areas and fixing of danger notices required to coordinate information obtained by

a. Ops

5 AREA: 2 DISTRICT

b. Carabinieri

PUBLIC SAFETY.

11. Public Health.

a. Plans presented and approved.

b. Military Hospital etc requirements to be obtained by liaison

i. AG - PUBLIC HEALTH. 2 DISTRICT.

ii. R. PUBLIC HEALTH OFFICERS - AREA.

12. Displaced Persons & Repatriation.

a. Plan to be reviewed.

b. Details to be forwarded to Regions of requirements for camps, billets and hospitals.

c. Bids to be submitted by D.P. & R. S/O to A.G. for

Supplies
Food supplies
Clothing & other
Staff
etc.

8. Education.
 - a. Plans presented and approved.
9. Monuments & Fine Arts.
 - a. Plans presented and approved.
10. Land Clearance.
 - a. Plans approved.
System for recovering mined areas and clearing of land. Notices required to coordinate information obtained by
11. Public Health.
 - a. Plans presented and approved.
 - b. Public Health Requirements to be obtained by liaison
 - i. AC - PUBLIC HEALTH, 2 DISTRICT.
 - ii. R. PUBLIC HEALTH REQUIREMENTS - AMAS.
12. Displaced Persons & Repatriation.
 - a. Plan to be reviewed.
 - b. Details to be forwarded to Regions of requirements for camps, billets and hospitals.
 - i. Supplies
 - ii. Food Supplies
 - iii. Clothing & shelter
 - iv. Staff
 - v. Admin.
 - c. Plans to be submitted by D.P. & R. C/C to A.C. for
13. Salvage & for storables.
 - a. Required a directive on powers of disposal of B.C., H.C. or C.A.C. SALVAGE SUB-COM.

over/2 p.

- 5 -

- b. Buling that ARV do not hand vehicles or spare parts to civilians without concurrence A.C.
Requested from A.T.H.Q.
- c. Liaison required by Regions with SALVAGE OFFICERS, AREAS.
14. Public Relations.
- a. Plans for M. ... required from F.W.B.
F.H.Q.
- b. Understood P. ... require press policy directive from A.S.H.Q.
15. Transportation.
- a. Plans for M. ... required from ECONOMIC SECTION &
ITEM 2/C
- b. Delay possible due to revision by A.T.H.Q. of tonnage figure of 500 tons of supplies agreed to be delivered by ARV at PARIS.
- c. Revision required of import tonnage: allotted Newspaper, Tobacco, Matches, Clothes, UMBRA, clothing, other items, in favour of food and P.C.I. ECONOMIC SECTION.
- d. Liaison required in connection Supply Priority Board between Regions and ITEM 3/C with 5 ARV.
- e. Decision required on Power of Requisition for A.C. A.T.H.Q.
16. P.C.I.
- a. Plans presented and approved.
- b. Tonnage to be carried dependent on arrangements at PARIS. A.T.H.Q.
- c. Pipe Line - will take 2-3 months to lay and open.
17. Food.
- Plans for M. ... NOT presented. FOOD S/C.
18. Agriculture.

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- Plans for N. required from
P.M.H.
P.A.C.
- b. Understood N. requires new
policy directive from
A.D.H.Q.
15. Transportation.
- a. Plans for N. required from
ECONOMIC SECTION
DATE 2/6
- b. Delay possibly due to review by A.D.H.Q.
of tonnage figure of 500 tons of supplies
agreed to be delivered by A.S.Y. at P.M.H.
- c. Revision required of import tonnage
allotted Newsprint, Tobacco, Machines,
Clothes, U.S.A., clothing, other items,
in favour of food and A.S.Y. ECONOMIC SECTION.
- d. Liaison required in connection supply
Priority Board between Regions and
DATE 2/6 with 5 A.S.Y.
- e. Decision required on Power of Requisition
for A.C.
A.D.H.Q.
16. P.O.L.
- a. Plans presented and approved.
- b. Tonnage to be carried dependent on
arrangements at P.M.H.
A.D.H.Q.
- c. Taps Line - will take 2-3 months to
lay and open.
17. Food.
- Plans for N. ITALY NOT presented. FOOD S.C.
18. Agriculture.
- Plans presented and approved.
19. Labour and Unemployment.
- a. Policy concerning application of Wage
Scale in N. ITALY required.
A.D.H.Q.
- b. Information required of scales being
employed under German occupation.
A.D.H.Q.
15 APR 62.
SPECIAL FORCE.

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over/L +

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- c. Clarification required of Registration and Labor Office Policy.
LABOR with IT COME.
FINANCE
- d. Liaison to avoid AMY misappropriation of factories.
REGIONS with 5 ARMY
2 DISTRICT
AREAS.
- e. New Relief Scales.
FINANCE with IT COME
- f. Relief schemes under consideration. 5 ARMY
- g. AMY Employees: Conditions of Service
Housing of Drivers.
Rations.
N.M.I.C. - Sub-Committee.
20. Trade Restrictions.
Policy agreed.
21. Finance.
Plans approved.
22. Price Control.
a. Review requested of policy of overall price control as present policy likely to be ineffective.
ECONOMIC SECTION.
b. Directives and price lists N. ITALY required.
ECONOMIC SECTION.
23. Industry & Commerce.
Plans for N. ITALY not presented.
24. Public Works & Utilities.
Plans NOT presented.
25. Power.
a. Planning in connection with SWITZERLAND progressing slowly.
b. No imports before mid-summer.

of factories.

REGIONS with 5 ARMY
2 DISTRICT
AREAS.

e. New Relief Scales. FINANCE with IN COME

f. Relief schemes under consideration. 5 ARMY

g. ARS Employees: Conditions of Service
Housing of Drivers.
Rations.

N.Y.I.C. - Sub-Committee.

20. Trade Restrictions.

Policy agreed.

21. Finance.

Plans approved.

22. Price Control.

a. Review requested of policy of overall price
control as present policy likely to be
ineffective. ECONOMIC SECTION.

b. Directives and price lists in. FINANCE required.
ECONOMIC SECTION.

23. Industry & Commerce.

Plans for N.Y.I.C. not presented.

24. Public Works & Utilities.

Plans NOT presented.

25. Power.

a. Planning in connection with
STANDARD progressing slowly.

b. No imports before mid-summer.
from U.S. or U.K. of power units.
Coal.

NO imports 1st 30 days.

27. Communications.

a. Initial mobility requested. G-4
Not approved by

b. Questions of R.T. from Regions to ALCOA.
urgently required. A.T.H.O.

over/ 4-4

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27. Cont.
 0. Alternatively - will 2 DIOPIET and ADAMS have 1.1. link with 1930.

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23. T.O./A.T.

2007-03-20

CRITICAL

i. Dealings disclosed, first quarter 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670,

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 183. **Figure 173**
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 211. **Figure 201**
 212. **Figure 202**
 213. **Figure 203**
 214. **Figure 204**
 215. **Figure 205**
 216. **Figure 206**
 217. **Figure 207**
 218

Q. No.	Answer	Page No.
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This will not account for the "if available" clause.

C.A. Os approved by the U.S. Department of Justice.

P. J. van der Vlist

iii. Request assignments by Sub-Commissioners for Decision C of d. to be made definite.

iv. Request that P.D.s may have authority to

change one I.B. with the other
 actions as found necessary, notifying I.B.
 for Decision 3 of S.

10.11/0.02

1. James Earl Ray

- ii. No definite colling in . determined.

4

10. E. /G. 1098 Vörsichl.

...at the top and left-down.

vehicles not allotted to complete E.

c. Request reconsideration of priority of
... ..
... .. as against that of J.S. THALL.

d. Requisitioned vehicles will be required if the vehicle is not sufficient for 1, 2.

20. T-38 / G. 1090 Unidentified.

• Options of Forests Issued to Regions

Some available form

5. Arguing that there may come a time when the world will be a better place than it is now, and that we should not let the current state of affairs deter us from trying to make it better.

30. Region, State, and Province
(and countries etc). Decision of C of S.

Team Planning.

Town Planning.
Need for linen over area, U. Gs. buildings,
bills; warehouses etc required for A. G.
in authority by Regions. 5 MAY

5-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-10

2287

2267

Officers

- i. Ceilings discussed, increased & approved.
- ii. Deficiencies - approx 50 C.A.Os to be found - 40 owed by A.S.C. 16 from H.C., A.C.

This will not account for further 12

- C.A.Os approved by C of S if available.
1. 2. 3. Utility specialists also lacking.

- iii. Request assignments by sub-Commissioners be made definite. For Decision C of S.

- iv. Request that R.Os may have authority to change one P.O. with another within Regions as found necessary, notifying A.C. for Decision C of S.

b. E.M./C.B.

- i. Plans deficient.

- ii. No definite ceiling P. . . determined.

29. P.M./C.1098 Vehicles. C-4

- a. A.E. discussed and laid-down.

- b. Vehicles NOT allotted to complete L.E.

- c. Request reconsideration of priority of N.E.ITALY as against that N.E.ITALY.

- d. Requisitioned vehicles will be required if W.D. vehicles not sufficient for L.E.

30. P.M./C.1098 Equipment. C-4

- a. Informed that all available issued to Regions.

- b. Appears that more may come available from SO. Region, TOTTIL, SIRENTIA etc (incl Transmitters etc). Decision of C of S.

31. Down Planning.

Need for liaison over areas, H.Cs, Buildings, billets, warehouses etc required for A.S.C. 5 R.Y. 2 DISTRICT AREAS

32. PORT OF GENOA PLANNING in progress.

R.H.
57 AREA
Region LIGURIA.

DISTRIBUTION.

As for limits - 2nd meeting 20 Jan 49. (105)
for Conference. (40)

Wendy Fisher

Lt Colonel
Secretary,
N.E.ITALY Coordinating Committee.

SECRET

28/77
N. ITALY - COORDINATING TRAINING COMMITTEE
A G E R D A - 12 FEB 45

MPL/COMV/1A

PROGRESS REPORT

11 FEB 45

1. POLITICAL

Main Problem is PATRIOTS.

2. Public Safety.

a. Ceiling of Carabinieri insufficient.

b. Disproportion Carabinieri per population NORTH of SOUTH ITALY.

c. Forward move will need coordination

P. SHANNY
5 APR 45
APR 5/5

d. Guards on A.C. arches.

Can 4-500 Italian army personnel
allotted A.C. by M.I.A. but not assigned
by Establishments be posted?

e. G.C.I.V. and Justice Post of GENOVA.
Subject for discussion

LIGURIA
R.M.
57 AREA.

f. Disturbances.

i. Mobility required for Carabinieri.

C-4

ii. Coordination 2 DISTRICT
for strike policy.

2 DISTRICT

3. Frontier Policy.

a. Directive awaited from

A.F.H.Q.

b. 4 Liaison Officers to ARMO Frontier

Control system could not be allotted
on permanent basis from AC personnel.c. Carabinieri for Frontier Control should
not come off Regional spear-heads.d. Repatriation not to take place without
reference

DISPATCHED PERSONS A REPEAT S/C.

4. Patriots.

2766

- a. Ceiling of Carabinieri insufficient.
- b. Disproportion Carabinieri per population NORTH of COUCH ITALY.
- c. Forward move will need coordination
P. SAVIN
5 ARMY AIG
TREN S/C
- d. Guards on A.S. archdukes.
Can 4-500 Italian army personnel
allotted to by DIA but not assigned
by establishments be posted?
- e. GS, FN and duties Port of GENOA.
Subject for discussion
LIGURIA
R.M.
57 AREA.
- f. Disturbances.
i. Mobility required for
Carabinieri. 0-4
ii. Coordination 2 DISTRICT
for strike policy. 2 DISTRICT
3. Frontier Policy.
- a. Directive awaited from A.M.H.Q.
- b. 4 Liaison Officers to Army Frontier
Control system could not be allotted
on permanent basis from AC personnel.
- c. Carabinieri for Frontier Control should
not come off Regional spear-heads.
- d. Repatriation not to take place without
reference DISPATCHED PERSONS A REPEAT S/C.
4. Patriots.
Directive awaited A.M.H.Q.
5. LOCAL GOVERNMENT.
- a. Method of appointment Prefects etc planned.
- b. Local Govt rep officer to be forward
Phase I with 5 ARMY
Phase II with D.C.O.A.A.O.

over/ h.2

2766

- 2 -

will use normal channels within regions, reporting H.C. and being sent by him to P.C. as required.

6. Evacuation and Disarm.

Plans presented and approved.

7. Legal.

Plans presented and approved.

8. Education.

Plans presented and approved.

9. Monuments & Pine Ards.

Plans presented and approved.

10. Line Clearance.

Plans approved.
System for reporting mined areas and finding of danger notices required to coordinate information obtained by

a. Ops - 5 ARMY & 2 DISTRICT

b. Carabinieri - PUBLIC SAFETY.

11. Public Health.

a. Plans presented and approved.

b. Military Hospital etc requirements to be obtained by liaison

1. AD - PUBLIC HEALTH. 2 DISTRICT.

c. M. R. PUBLIC HEALTH OFFICERS - AVIATION.

12. Displaced Persons & Repatriation.

a. Plan to be reviewed.

b. Details to be forwarded to Regions of requirements for camps, billets and hospitals.

c. Bids to be submitted by D.F. & R. S/C to A.C. for

Supplies
Food Supplies
Clothing & Medicine

7. Logan.

Plans presented and approved.

8. Education.

Plans presented and approved.

9. Comments on Mine Area.

Plans presented and approved.

10. Line Clearance.

Plans approved.
System for reporting mine areas and
finding of danger notices required to
coordinate information obtained by

a. Maps - 5 APRIL & 2 DISTRICTb. Carabinieri - PUBLIC SAFETY.11. Public Health.

a. Plans presented and approved.

b. Military hospital etc requirements
to be obtained by liaison
i. AG - PUBLIC HEALTH. 2 DISTRICT.

ii. R. PUBLIC HEALTH SERVICES - AG/AS.

12. Displaced Persons & Repatriation.

a. Plan to be reviewed.

b. Details to be forwarded to Regions of
requirements for camps, billets and
hospitals.

c. Bids to be submitted by D.R. & R. S/C to A.C.
for

Supplies
Food Supplies
Clothing & others
Staff
Aptn.

13. Salvage & Materials.

a. Required a directive on powers of
disposal of A.C., P.C. or G.A.C.
SALVAGE SUB-COM.

over/ 2

- 3 -

- b. Failing that ARV do not hand vehicles or spare parts to civilians without concurrence A.C.
Requested from A.W.H.Q.
9. Liaison required by Regions with SALVAGE OFFICERS, AREAS.
14. Public Relations.
- a. Plans for W. SUMMIT required from I.M.E. P.H.Q.
- b. Understood R. B. require press policy directive from A.W.H.Q.
15. Transportation.
- a. Plans for N.W. SUMMIT required from ECONOMIC SECTION & GEN. S/C
- b. Delay possibly due to review by A.W.H.Q. of tonnage figure of 500 tons of supplies agreed to be delivered by ARV at PAYLE.
- c. Revision required of import tonnages allotted Newspaper, Tobacco, Latches, Clothes, UREA, clothing, other items, in favour of food and P.O. ECONOMIC SECTION.
- d. Liaison required in connection Supply Priority Board between Regions and GEN. S/C with 5 APRIL.
- e. Decision required on Power of Requisition for A.C. A.W.H.Q.
16. P.O.L.
- a. Plans presented and approved.
- b. Tonnage to be carried dependent on arrangements at PAYLE. A.W.H.Q.
- c. Pipe Line - will take 2-3 months to lay and open.
17. Food.
- Plans for N.W. SUMMIT NOT presented. FOOD S.C.
18. Agriculture.

2265

- a. Plans for N. ITALY required from P.M.B.
P.R.C.
- b. Understood P.M.B. require press
policy directive from A.P.H.S.
15. Transportation.
- c. Plans for N. ITALY required from
ECONOMIC SECTION &
M.P.H.S/C
- d. Delay possible due to review by A.P.H.S.
of tonnage figure of 500 tons of supplies
agreed to be delivered by ARMY at PARIS.
- e. Revision required of import tonnages
allotted Newspaper, Tobacco, Matches,
Clothes, UMBEL, clothing, other items,
in favour of food and P.M.B. ECONOMIC SECTION.
- f. Liaison required in connection supply
Priority Board between Regions and
M.P.H.S/C with 5 MAY.
- g. Decision required on Power of Requisition
for A.G. A.P.H.S.
16. P.O.I.
- a. Plans presented and approved.
- b. Tonnage to be carried dependent on
arrangements at PARIS. A.P.H.S.
- c. Time line - will take 2-3 months to
lay and open.
17. Food.
- Plans for N. ITALY NOT presented. FOOD S/C.
18. Agriculture.
- Plans presented and approved.
19. Labour and Unemployment.
- a. Policy concerning application of wage
scale in N. ITALY required. A.P.H.S.
- b. Information required of scales being
employed under German occupation.
A.P.H.S.
15 MAY 47.
SPECIAL FORCES.

over/L +

2265

- 4 -

c. Clarification required of Registration and Labour Office Policy.

LABOUR
FINANCE with IN GOVT.

d. Liaison to avoid N.I.I. misappropriation of factories.

REGIONS with 5 ARCY
2 DISTRICT
AREAS.

e. New Relief Condos.

FINANCE with IN GOVT.

f. Relief schemes under consideration. 5 ARCY

g. All Employees: Conditions of Service Housing of Drivers. Rations.

N.I.I. 3.-Sub-Committee.

20. Trade Restrictions.

Policy agreed.

21. Finance.

Plans approved.

22. Price Control.

a. Review requested of policy of overall price control as present policy likely to be ineffective.

ECONOMIC SECTION.

b. Directives and price lists N.I.I. ITALY required. ECONOMIC SECTION.

23. Industry & Commerce.

Plans for N.I.I. ITALY not presented.

24. Public Works & Utilities.

Plans not presented.

25. Power.

a. Planning in connection with SWITZERLAND progressing slowly.

b. No imports before mid-summer. from U.S. or U.K. of power units.

e. New Relief Coals.

f. Relief schemes under consideration. 5 April ..

U. S. A. Employees: Conditions of Service
Housing of Drivers.
Rations.

H. I. O. - Sub-Committee.

20. Radio Testimonials.

Policy agreed.

21. Winkler.

THE ATTORNEY GENERAL.

22. Price Control.

4. Review requested of policy of overall price control as present policy likely to be ineffective.

b. Directives and price lists II. ITALY required.
ECONOMIC SECTION.

23. Industry & Commerce.

Plans for H. ITALY not reported.

24. Public Works & Utilities.

Paper presented at IOM World Congress.

25. Flower.

a. Planning in connection with
SUNSHINE progressing slowly.

b. No imports before mid-summer, from U.S. or U.K. of power units.

26. Coal.

NO imports 1st 30 days.

27. Communications.

e. Initial mobility requested.
Not approved by G-4

b. Questions of "T. from Regions to ALCOA."
urgently required. A.T.S.O.

7-11/2010

27. Cont.

c. Alternatively - will 2 DISTRICT and AREAS have I.I. link with ALCC.

28. T.O./I.I.

G-1

Officers

- i. Cellings discussed, increased & approved.
- ii. Deficiencies - approx 55 C.A.Os to be found - 40 owed by A.I.I.Q.

15 from H.Q., A.C.

This will not account for further 12 C.A.Os approved by C of S "if available". T.I.Ps & Utility specialists also lacking.

iii. Request assignments by Sub-Commissioners be made definite. for Decision C of S.

iv. Request that R.Cs may have authority to change one P.O. with another within Regions as found necessary, notifying A.C. for Decision C of S.

b. E.C./C.R3

i. Plans deficient.

ii. No definite ceiling T. . determined.

29. T.C./C.1093 Vehicles.

G-4

a. C.E. discussed and laid-down.

b. Vehicles not allotted to complete .E.

c. Request reconsideration of priority of T.I. TRUCK as against that A.I. TRUCK.

d. Requisitioned vehicles will be required if V.D. vehicles not sufficient for I.E.

30. T.E./C.1093 Equipment.

G-4

a. Informed that all available issued to Regions.

b. Appears that more may come available from CC. Region, T.O.I.I., SHEDRA etc (incl. generators etc). Decision of C of S.

31. Town Planning.

Need for liaison over areas, H.Qs, Buildings, billets, warehouses etc required for A.I.Q. or civil authorities by Regions.

5 ARCT
2 ELECTRICT
AREAS

32. PORT ON GENOA PLANNING
in Progress.

R.N.
57 AREA

2264

16 from H.Q., A.C.
This will not account for further 12.
C.A.C. approved by C of S "if available".
E. As a utility specialists also looking.

iii. Request assignments by AB-Commissioners
be made definite. for Decision C of S.

iv. Request that G.C. may have authority to
change one P.C. with another within
Regions as found necessary, notifying A.C.
for Decision C of S.

b. E.C./O.R.
i. Plans deficient.

ii. No definite ceiling L. determined.

29. E.C./G.1098 Vehicles.

a. E.C. discussed and laid down.

b. Vehicles not allotted to complete E.C.

c. Request recommendations of priority of
E.C. as against that M.A. MAX.

d. Requisitioned vehicles will be required if
M.A. vehicles not sufficient for E.C.

30. E.C./G.1098 Requisition.

a. Informed that all available issued to Regions.

b. Appears that more may come available from
C.C. Region, S.C. etc. Decision of C of S.
(incl. requirements etc).

31. Down Planning.

Need for liaison over areas, H.Q. Buildings,
bills, warehouses etc required for A.C.
on civil authorities by Regions.

32. TOP OF CIMA PLANNING.
In Progress.

DISTRIBUTION.

As for Minutes - 2nd meeting 20 Jan 45. (195)
for Conference. (40)

Purdy, L. H.

Lt Colonel

Secretary,

M.A. Co-ordinating Committee.

2264

INTER OFFICE MEMO

AC/R/1/Tn 5

3 February 1945

SUBJECT : Truck Consignments

TO : Maj. Pepper

1. In addition to the 1570 trucks that are considered in the information to be passed to Col. Densmore we have 128 other vehicles promised for delivery.
2. Message WX 74523, 8 Decemehr 1944, AGWAR from CCS, states that 128 trucks, 1½ ton, have been authorized and first consignment scheduled for shipment some time in April 1945. No information has been received in regard to shipment of balance.
3. This completes the consignment of 1700 trucks approved by CCAC.

WGP
WARNER G. PETERSON
Capt. CAC,
Supply Section.

2263

SECRET

FL/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

R/77

Tele : Ext. 318

30 January 1945

412/11/Pn.3.

SUBJECT : Programme of Conference - N.W. Italy - Co-ordinating Planning
Committee.

TO : Rail Division
Roads Division
Port & Ware house Division.

1. Further to our 412/Pn.3. dated 28 Jan. '45.
2. The Co-ordinating Planning Committee (N.W. Italy) Conference will now be held 1000 hours and 1430 hours Monday 5th Feb. '45.

M/Suff ut m.

M.J. SIMP, Lt. Col.
Chief, Movements Division.

2262

ALLIED MILITARY GOVERNMENT
U.S. ITALY
Coordinating Planning Committee

Tel: Int 443
F1/65/2

30 JAN 45

SUBJECT: Change of location of office.

Please note that the office of the U.S. Italy Coordinating Planning Committee is now located at Room 4, Ground Floor, U.S. Allied Commission, tel: AF0031 Ext 443.

Emily Fletcher
D. EMILY-FLETCHER,
Lt. Colonel,
Secretary,
U.S. Italy Coordinating Committee.

RE

DISTRIBUTION

One copy each member of Committee	(10)
Each Section or Sub-Comm affected	(24)
Chief of Staff	(2)
Fifth Army JG	(1)
Civil Affairs Secy, 15 Army Gp	(1)
AFHQ, G-5	(2)
2 DISTRICT	(2)
VIENNA Region	(2)
LIVORNO Region	(2)
ROMA Region	(2)
File	(1)
Spares	(3)

2261

INTER OFFICE MEMO

CHAP/hgd

30 Jan. 1945

TO : Lt. Col. Sieff, Chief Movements Division.

1. Reference your AC/R/77/TN.5 dated 28 Jan. '45.
2. Dispositions of the G.T. Coys, as stated, are not in accordance with information given at the meeting you attended here yesterday.
3. Is there not some mistake?

Chapman, Maj
MAJOR R.A.S.C.,
Admin. Officer
Roads Section.

2260

R/77

29 January 1945

RECEIPT IS ACKNOWLEDGE OF YOUR LETTER AC/R/77/TN.5
DATED 29 JANUARY 1945 AND A REPRESENTATIVE FROM
THIS SUBCOMMISSION/SECTION WILL ATTEND THIS MEETING

W. L. Cole

2259

1229

SECRET

HEADQUARTERS ALLIED COMMISSION

APC 394

Economic Section

CHAP/ngd

29 Jan. 1945

AO/R/77/TH.5

SUBJECT: Utilization of Methane in Northern and Northwest Italy.

TO : A.F.H.Q., POL Section (Att: Col. Eyles).

1. Reference your MEM/30/0/10 dated 13 Jan. '45.
2. As suggested, it is proposed to hold a meeting on the above subject in the office of Col. Barnes, Roads Division Transportation Sub-Commission, Room 20 6th floor, A.C. Headquarters at 10 o'clock Tuesday morning Jan. 30th.
3. As agreed in telephone conversation today between Major Pepper (Transportation Sub-Commission), and Major Brereton (Petroleum Commerce Sub-Commission), the latter will arrange the attendance at this meeting of Italian technical experts from C.I.P.

4. In view of the short notice of this meeting it would be appreciated if the attached slip of paper be signed and returned if you are able to attend.

For the Chief Commissioners:

[Signature]
 HENRY CLAVELL
 Executive Director
 Economic Section.

2058

COPY TO:
 Commerce Sub-Comm. (Att: Major Brereton)
 Industry Sub-Comm. (Att: Lt. G. L. J. Benn)
 Transportation S/O (Planning Division)
 (Att: Mr. Gress)

AO/R/77/TH.5

Northern and Northwest Italy.

TO : A.P.H.Q., POL Section (Att: Col. Syles).

1. Reference your PEE/36/G/10 dated 13 Jan. '45.
2. As suggested, it is proposed to hold a meeting on the above subject in the office of Col. Carnes, Roads Division Transportation Sub-Commission, Room 30 6th floor, A.C. Headquarters at 10 o'clock Tuesday morning Jan. 30th.
3. As agreed in telephone conversation today between Major Pepper (Transportation Sub-Commission), and Major Brereton (Petsec Commerce Sub-Commission), the latter will arrange the attendance at this meeting of Italian technical experts from C.I.P.
4. In view of the short notice of this meeting it would be appreciated if the attached slip of paper be signed and returned if you are able to attend.

For the Chief Commissioner:

Copy to:

Commerce Sub-Comm. (Att: Major Brereton)
Industry Sub-Comm. (Att: Lt. G. E. J. Read)
Transportation S/C (Planning Division
(Att: Mr. Gross).

10/12/45

Approved

JAMES J. CARNES
Colonel, Inf.
Director Roads Sec.

HANSON CLAYTON
Executive Director
Economic Section.

SECRET
ALLIED MILITARY GOVERNMENT
N.W. ITALY
Coordinating Planning Committee

Tel: Int 496
NWI/CONF/1

28 JAN 45.

SUBJECT: Conference Change.

Ref NWI/CONF/LA of 27 JAN.

In view of certain conferences at A.F.M.Q. following issue of "Administrative Responsibilities for Occupation of N.W. ITALY" - AG 323/061 GDS-0 of 25 JAN - it is necessary to postpone Transportation Sub Commission meeting as follows:

Serial 14 - From 1000 and 1430 hrs TUE 30 JAN to MON 5 FEB same time.

Thursday, 14 Feb 1945
D. MORLEY-FLETCHER,
Lt. Colonel,
Secretary,
N.W. Italy Coordinating Committee.

DISTRIBUTION

LIGURIA Region - R.C. (2)

Reg Tptn Offr.
~~Reg Engineer~~
Reg Engineer
Reg Food Offr
F.C. GENOA

PIEMONTE Region - R.C. (2)

Reg Tptn Offr.
Reg Engineer
Reg Food Officer

LOMBARDIA Region - R.C. (2)

Reg Tptn Offr
Reg Engineer
Reg Food Officer

2257

R/77

SUBJECT : Conference Change.

Ref NWE/CONF/IA of 27 JAN.

In view of certain conferences at A.P.M.Q. following issue of "Administrative Responsibilities for Occupation of N.W. ITALY" - AG 323/061 GDS-0 of 25 JAN - it is necessary to postpone Transportation Sub Commission meeting as follows:

Serial 21 - From 1000 hrs 1430 hrs TUE 30 JAN to MON 5 FEB same time.

Dwight H. H. H.

D. MORLEY-FLETCHER,

Lt. Colonel,

Secretary,

N.W. Italy Coordinating Committee.

DISTRIBUTION

LIGURIA Region - R.C. (2)

Reg Tptn Offr.

~~Reg Tptn Offr.~~

Reg Engineer

Reg Food Offr

P.C. CENOA

PIEMONTE Region - R.C. (2)

Reg Tptn Offr.

Reg Engineer

Reg Food Officer

LOMBARDIA Region - R.C. (2)

Reg Tptn Offr

Reg Engineer

Reg Food Officer

Economic Section - Major Tooby.

TPTN S/C

Rail Div

Lt. Col. Linberg

Road Div

Port & Warehouse Div.

Food S/C.

Secretary to Committee - (2)

File (2)

2257

INTER-OFFICE MEMO

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Level

/mb

file R/77

28 January 1945

Tele : Ext. 318

412/Tn.3.

SUBJECT : Programme of Conferences - N.W. Italy - Co-ordinating Planning Committee.

TO : Rail Division
Roads Division
Port & Warehouse Division.

It is advised that the Co-ordinating Planning Committee (N.W. Italy) Conference scheduled for Tuesday 30 Jan. has been postponed until Saturday 3 Feb. '45.

M. J. SIEFF

M.J. SIEFF, Lt. Col.
Chief, Movements Division.

Cancelled by HWI/CONF/1 dated 28/1/45.

2256

Handwritten: hand

Handwritten: [unclear]

Reference telephone conversation
to-day letter up & my letter.

Will you please
let us have a matter
report between you and
S. S. AFHQ then on the
matter.

Handwritten: [unclear]

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

MJS/ml

Tel : 478701

Our Ref : AC/R/77/TS.

28 January 1945

SUBJECT : Use of A.C. controlled M.T. in
North East Italy.

TO : Movements Roads Section
Movements Rail Section.

1. It is anticipated that there will be 3 A.C. controlled G.T. Companies in North East Italy by the 7th February 1945.

2. Priority for the employment of these Companies is as follows:

(a) One Company on hauling grain from Ancona and Misurata Provinces to rail-heads for shipments southward. When there are insufficient rail-cars allocated to enable the total quantity that this Company can lift to be railed to the South, this Company's surplus capacity over rail wagon availability will be utilised in lifting grain from the Misurata, Ancona Provinces to warehouses in Ancona.

Movement Rail Section will be responsible for informing Movements Roads Section of the number of rail wagons allocated by A.F.H.Q. at the weekly P.O.M.; Movements Road Section will be responsible for informing the Road Division of the number of the rail wagons allocated and for arranging the weekly programme.

(b) One G.T. Company is responsible for maintaining supplies in isolated Communes and grain deficient areas, mainly lifting grain from Misurata, Ascoli and Teramo Provinces into the provinces of Pescara and Chieti. It is anticipated that this Company will be required for some time yet on this work.

(c) The 3rd G.T. Company about to move from the North West area to the North East area will be utilised :-

Lifting sulphur from the Perticara and Cabernadi mines to the extent of 90 tons per day total to Army railheads for

around movement south

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TO : Movements Roads Section
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(b) One G.T. Company is responsible for maintaining supplies in isolated Communes and grain deficient areas, mainly lifting grain from Misurata, Ascoli and Teramo Provinces into the Provinces of Pescara and Chieti. It is anticipated that this Company will be required for some time yet on this work.

(c) The 3rd G.T. Company about to move from the North West area to the North East area will be utilised :-

Lifting sulphur from the Perticara and Gaberzadi mines to the extent of 90 tons per day total to Army railheads for onward movement South.

The balance of the Company will be employed in lifting grain from Misurata, Ancona Provinces etc. for stock piling in the Ancona Warehouses. This haul will be a road haul in its entirety as no additional capacity exists for rail movement at present.

(Signed) M. J. Hoff W. Col.

MERRITT H. TAYLOR
Director

COPY to: Economic Section
Food Sub-Commission
Road Division

2254

(Signature) M. J. Taylor

MERRITT H. TAYLOR
Director

Copy to: Economic Section
Wood Sub-Commission
Road Division

2254

UNITED STATES GOVERNMENT

IX

Coordinating Planning Committee

Tel: Int 498
NW1/CONF/1A

27 Jan 45

1980 : Program of Courses.

Ref Minutes and Agenda of 2nd Meeting of N.W. ITALY
Coordinating Planning Committee forwarded to Regions, Sections,
Sub-Commissions and Divisions effected under ref: NWI/COMTE/L
of 24 JAN.

1. At the second meeting of the N.W. ITALY Coordinating Planning Committee it was agreed that Specialist Officers of the three Regions should be brought into E.Q. as necessary to prepare detailed plans for the N.W., coordinated among themselves and with the Sub-Commissions concerned, for submission to the Committee.

2. A series of meetings have therefore been arranged as per attached schedule "A". In all cases where full Committee meetings are not indicated, the discussion will be held in Sub-Commission offices. Specialist Officers should call on respective Sub-Commission Chief Clerks to inquire location of meetings.

3. All meetings of full committee will be in Room 3, Ground Floor.

4. Regional Commissioners LIGUAL, LOMBARDIA and 2253 WTE are requested to make officers available or to recall them where necessary from T/D so as to be present fully briefed with Regional plans for attached programme.

4. Specialist Officers are requested to inform Secretary to Committee, Room 8, Ground Floor, tel: 495, of progress of meetings with Sub-Committees, and are reminded that deadline for presentation of coordinated plans is 18 FEB.

D. Kato

SUBJECT : Programme of Conferences.

Ref Minutes and Agenda of 2nd Meeting of N.W. ITALY Coordinating Planning Committee forwarded to Regions, Sections, Sub-Commissions and Divisions effected under ref: NW1/CONF/1 of 24 JAN.

1. At the second meeting of the N.W. ITALY Coordinating Planning Committee it was agreed that Specialist Officers of the three Regions should be brought into N.Q. as necessary to prepare detailed plans for the N.W., coordinated among themselves and with the Sub-Commissions concerned, for submission to the Committee.

2. A series of meetings have therefore been arranged as per attached schedule "A". In all cases where full Committee meetings are not indicated, the discussion will be held in Sub-Commission offices. Specialist Officers should call on respective Sub-Commission Chief Clerks to enquire location of meetings.

3. All meetings of Full Committee will be in Room 8, Ground Floor.

4. Regional Commissioners LIGURIA, LOMBARDIA and 2253 NNE are requested to make officers available or to recall them where necessary from 1/9 so as to be present fully briefed with Regional plans for attached programme.

Specialist Officers are requested to inform Secretary to Committee, Room 8, Ground Floor, tel: 495, of progress of meetings with Sub-Commissions, and are reminded that deadline for presentation of coordinated plans is 18 FEB.

Philly. Tediche
11 Jan 68

D. MORLEY-FLETCHER,
Lt. Colonel,

Secretary,

N.W. Italy Coordinating Committee.

DISTRIBUTION:

One copy each member of Committee (13)
Chief of Staff (2)
Each Section or Sub-Comm affected (34)
Fifth Army HQ (1)
Civil Affairs Sec 15 Army Gr. (1)
AFHQ, G-5 (2)

2 DISTRICT (2)
PIEMONTE Region (15)
LIGURIA Region (15)
LOMBARDIA Region (15)
File (2)
Stores (10)

SCHED
MTI/6

PROGRAMME OF MEETINGS N. 1. ITALY COORDINATING PLANNING COMMITTEE

NOTE: Serial Nos. refer to Annex "A" to MTI/COIT/1 of 24 JAN - "AGENDA FOR REPORT".

DATE	<u>FULL COMMITTEE MEETINGS</u>			Regional Rep.	Sub-Commission	<u>SUB-COMMISSION MEETINGS</u>			
	Serial	Time	Subject			Serial	Time	Subject	Reg. Rep.
TUE 30 JAN						11	1000	Rail Roads Water Tpt	Reg. Engr Reg. Tpt Reg. Food
						2252			
						11	1430	Port of GENOA	Above and BC. LIGHT BC. GENOA
TUE 31 JAN						2	1000	Pub Safety	Reg. P.S.
						13	1000	Agriculture	Reg. Agr.
THU 1 FEB	12	1000	Labour & unemployment	Reg. Reps Committee Reg. Labor Offr Reg. Fin. Offr Reg. Engr Offr	Inter S/C Finance S/C P.Ws & Utilities S/C	16	1000	Ind & Comm.	Reg. Com. Reg. Ind.
						5	1415	Pub Health & Welfare	Reg. Pub Reg. Tel.
FRI 2 FEB	1	1000	Political	P.Cs	Political				
	20	1030	Pub Relations	Reg. Reps Committee	P.R. C. P.R.B.				
	21	1115	Communications	Above Reg. Comm. Offr	Comm. S/C				
	19	1200	Salvage	Reg. Reps Committee Reg. Commerce Offr	War Material & Disposal S/C				

SCHEDULE "A" to
NFI/CONF/1A of 27 JAN

PROGRAMME OF MEETINGS P.M. ITALY COORDINATING PLANNING COMMITTEE

Ref to Annex "A" to NFI/CONF/1 of 24 JAN - "AGENDA PER REPORT".

TITLES		SUBCOMMISSIONS		SUB-COMMISSION MEETINGS			SUB-COMMISSION	
Time	Subject	Regional Rep.	Sub-Commission	Serial	Time	Subject	Reg. Rep	Sub-Commission
				11	1000	Rail Roads Water Tpt	Reg. Engineer Reg Tptn Offr. Reg Road Offr	Tptn S/C Rail Div Road Div Port & Harb Div
				11	1130	Port of GENOA	Above and RC. LIGURIA RC. GENOA	above
				2	1000	Pub Safety	Reg P.S. Offr.	Pub Safety
1000	Labour & unemployment	Reg Reps Committee Reg Labor Offr Reg Fin. Offr Reg Regr Offr	Labor S/C Finance S/C Wks & Utilities S/C	13	1000	Agriculture	Reg Agr Offrs	Agr. S/C
				14	1000	Ind & Comm.	Reg. Comm. Offr Reg Ind Offr	Industry & Commerce S/C
				5	1115	Pub Health & Welfare	Reg Pub H. Offr Reg Wel. Offr	Public Health S/C
1000	Political	P.Cs	Political					
1030	Pub Relations	Reg Reps Committee	P.R. C. P.L.D.					
1115	Communications	Above Reg Comm. Offr	Comm. S/C					
1200	Salvage	Reg Reps Committee Reg Commerce Offr	War Material & Disposal S/C					

2-1

1243

- 2 -

SCHEDULE 1

DATE	Serial	Time	Subject	Reg. Reps	Sub-Commission	Serial	Time	Subject	Reg.
SAT 3 FEB						10	1000	Food	Reg Food
						14	1000	Pub Works & Utilities	Reg P & U
MON 5 FEB									
TUE 6 FEB	17	1000	Finance	Reg Reps Committee Reg Finance Offr	Finance S/C				
	18	1045	Price Control & Trade	Above & Reg Commerce Offr Reg Industry Offr Reg Food Offr	Finance S/C Commerce S/C Industry S/C Food S/C				
WED 7 FEB	2	1000	Pub Safety	Reg Reps Committee Reg P.S. Offr	Pub Safety S/C				
	3	1045	Patriots	above	Patriots Branch N.M.I.A.				
	8	1130	Displ. Persons & It. Refugees	Above Reg Welfare Offr	Displ. Persons S/C				
	4	1430	Civil Affairs	Reg Reps Committee	Civil Affairs Sec Local Govt S/C				
	6	1515	Mine Clearance	above	Civil Affairs Sec				
	7	1545	Education & Defascism	above Reg Legal Offr	Civil Affairs Sec Local Govt S/C Legal S/C				
	9	1630	Legal	above	Legal S/C				

SCHEDULE "A"

- 2 -

Line	Subject	Reg. Reps	Sub-Commission	Serial	Time	Subject	Reg Reps	Sub-Commission
				10	1000	Food	Reg Food Offr	Food S/C
				14	1000	Pub Works & Utilities	Reg Engineer	Pub Works & Utilities S/C
000	Finance	Reg Reps Committee Reg Finance Offr	Finance S/C					
045	Price Control & Trade	Above & Reg Commerce Offr Reg Industry Offr Reg Food Offr	Finance S/C Commerce S/C Industry S/C Food S/C					
000	Pub Safety	Reg Reps Committee Reg P.C. Offr	Pub Safety S/C					
045	Patriots	above	Patriots Branch M.E.I.A.					
000	Displ. Persons & It. Refugees	Above Reg Welfare Offr	Displ. Persons S/C					
030	Civil Affairs	Reg Reps Committee	Civil Affairs Sec Local Govt S/C					
045	Mine Clearance	above	Civil Affairs Sec					
045	Expatriation & Defascism	above Reg Legal Offr	Civil Affairs Sec Local Govt S/C Legal S/C					
000	Legal	above	Legal S/C					

- 3 -

SCHEDULE 1

Date	Serial	Time	Subject	Reg. Rep	Sub-Commission	Serial	Time	Subject	Reg. Rep
THU 8 FEB	15	1000	Power, Fuel, P.O.L.	Reg Reps Cttee Reg Fuel Offrs Reg Commerce Offr Reg Engrs	P.Ws & Utilities S/C DEPT COML Petroleum Sec.				
FRI 9 FEB	22	0930	Establishments T.O./A.E.	Reg Reps Cttee	Executive Offr C of S Rep G-1 B G-1 A				
	22	1130	T.O./C.1098	above	Executive Offr C of S Rep G-4 B G-4 A				
	23	1500	Administration	above	C of S Rep G-1 & G-4				
	24	1700	Policy/Directives	above	C of S Office				
SAT 10 FEB									
MOR 11 FEB			Full N.W. ITALY COMMITTEE Progress Reports.						

2251

27 JAN 45
WF/RL.

2251

- 3 -

SCHEDULE "2"

Line	Subject	Reg. Rep	Sub-Commission	Serial	Time	Subject	Reg. Rep	Sub-Commission
00	Power, Fuel, P.O.L.	Reg Reps Cttee Reg Fuel Offrs Reg Commerce Offr Reg Engrs	Parks & Utilities S/C Commerce - EMT Commerce - COAL Petroleum Sec.					
30	Establishments T.C./T.E.	Reg Reps Cttee	Executive Offr C of S Rep G-1 B G-1 A					
30	T.E./G.1098	Above	Executive Offr C of S Rep G-1 B G-1 A					
500	Administration	above	C of S Rep G-1 & G-4					
700	Policy/Directives	above	C of S Office					

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8011 P.7. ITALY COMMITTEE
Progress Reports.

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AF 751
ALLIED FORCE HEADQUARTERS
APO 512

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Auth: SAC MT
Initials J
25 January 1945
25 January 1945

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AG 323/061 GDS-0

SUBJECT: Occupation of NW Italy

TO : Commanding General, 15th Army Group, APO 777
Chief Commissioner, Allied Commission, APO 394
General Officer Commanding, No 2 District

1. Reference is made to paragraph 9 of AFHQ Operation Instruction, subject: "Occupation of NW Italy", dated 21 December 1944.

2. Object: The object of this letter is to define the administrative responsibilities of the Headquarters, Allied Commission and the military headquarters responsible for the occupation of NW Italy.

3. Definition: NW Italy is defined as the area for which Headquarters No 2 District is to be responsible, viz:

- a. The Compartimento of LIGURIA.
- b. The Compartimento of PIEMONTE.
- c. The Provincia of VARESE)
- d. The Provincia of COMO) In the Compartimento of
- e. The Provincia of MILANO) LOMBARDIA.
- f. The Provincia of PAVIA) In the Compartimento of
- EMILIA (this province may not initially be under No 2 District).

4. Operational Background: The occupation of NW Italy is to be conducted in two (2) phases: 2250

a. Phase I. Military occupation and the elimination of any remaining GERMAN or Fascist ITALIAN formations, and the re-establishment of law and order among the civilian population, terminating in the establishment of Allied Military Government.

b. Phase II. The assumption of responsibility for military administration by Headquarters No 2 District and for Allied Military Government by Headquarters, Allied Commission.

5. Division of Administrative Responsibilities - Phase I.

- a. Headquarters Fifth Army (British Increment), or such British Head-

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Ltr. AFHQ, HQ 323/061, GHS-O,
 dtd 25 Jan 45. (cont'd).

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quarters as may be nominated, will be responsible for the maintenance of British forces.

b. Headquarters Fifth Army, or such other headquarters as may be designated by Commanding General, 15th Army Group for the occupation of NW Italy, will be responsible for:

- 1) Allied Military Government
- 2) The initiation of civil relief measures.
- 3) The execution of the tasks assigned in accordance with paragraph 9 below.
- 4) Initiating the mobilization of civil resources in conjunction with Headquarters, Allied Commission.

c. During Phase I, Headquarters No 2 District will be placed under command Commanding General, 15th Army Group, who will insure that it is given the facilities for reconnaissance and the establishment of its headquarters in preparation for its subsequent assumption of responsibilities in Phase II (see paragraph 6 below).

6. Division of Administrative Responsibilities - Phase II.

a. Headquarters No 2 District under direct command of this headquarters will be responsible for:

- 1) The maintenance of British forces in NW Italy.
- 2) The execution of the tasks assigned in accordance with paragraph 9 below.
- 3) The coordination of these matters which are being undertaken jointly by the military and civil authorities.

b. Headquarters, Peninsular Base Section, or such other headquarters as may be directed by Commanding General, MTCUSA, will be responsible for the maintenance of United States Forces.

c. Headquarters, Allied Commission will be responsible for:

- 1) Allied Military Government.
- 2) The continuation of civil relief measures.
- 3) The Development and Operation of essential communications, industries and public utilities which are not the responsibility of the military (see paragraph 10 below).

7. Naval Assistance. Flag Officer, Northern Area has been made responsible for mine clearing and salvage at GENOA to enable a target figure of 8,000 tons per day to be handled thru the port.

8. Military Assistance to be Afforded by This Headquarters.

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a. This headquarters will be responsible, thru the appropriate subordinate military headquarters, for affording the military assistance shown below. This responsibility will be implemented by the provision of military personnel and resources or by the organization, under military supervision, of civilian labor and resources. It is

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Ltr. AFHQ, AG 323/061 GDS-0
dtd 25 Jan 45. (cont'd).

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the intention to withdraw gradually most of the military personnel and resources as soon as civil labor and resources can be mobilized to take over and the initial tasks of the military detailed below have been completed.

b. This headquarters will be responsible for:

1) Port of GENOA.

- a) Repair of the port to enable 8,000 tons a day to be discharged and cleared.
- b) Discharging and clearing 2,000 tons daily which will include the maintenance of the military forces in NW ITALY.
- c) Controlling and coordinating all discharge and clearance up to a total of 8,000 tons daily.

2. Railways.

- a) Repair of the following Railways:

BOLOGNA - ALESSANDRIA
ALESSANDRIA - TURIN
The easiest route to MILAN
GENOA - ALESSANDRIA

- b) The priority in which the railways will be restored is that given above, contingent on the state of demolition found to have been carried out by the enemy when the area has been entered.

3. Pipeline and Bulk Storage.

- a) The military supervision of,
- b) Supply of materials for, and
- c) Construction and operation of bulk storage facilities at GENOA and one (1) 4-inch pipeline from GENOA to ALESSANDRIA.

4. Roads. Repair of the following roads:

- a) GENOA - ALESSANDRIA
- b) PIACENZA - ALESSANDRIA - TURIN
- c) PIACENZA - MILAN

(Subject to physical reconnaissance priority for repair will be in the order given below).

5. Traffic Control. Traffic control on the main arteries of military supplies.

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 dtd 25 Jan 45. (cont'd).

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6. Public Utilities. Coordination of the rehabilitation of electric power and water systems at GENOA and such other places as may be notified.
7. Signal Communications. Coordination of the repair of the main State Cable routes.
8. Training of Drivers. Training of Italian drivers for vehicles which will be under the control of Headquarters, Allied Commission for the delivery of civil supplies.
9. Movement of Civil Supplies for Allied Commission by Road. Pending the development of GENOA, the delivery of civil supplies to a point NORTH of the present stockpiles. The location of the delivery point, and the quantity to be delivered will be contingent on the operational situation at the time NW ITALY is evacuated by the enemy. For planning purposes Headquarters, Allied Commission can assume that the military will deliver a daily tonnage of 500 tons at PAVIA.
9. Implementation of AFHQ Responsibilities.
 - a. This Headquarters will control direct and will provide all resources necessary for, the execution of responsibilities under 8b (1), (2), (3), and (8). For local administration the units concerned will be placed under Headquarters Fifth Army in Phase I and of Headquarters No 2 District in Phase II.
 - b. Responsibilities under paragraph 8b (4), (5), and (6) are delegated to Headquarters Fifth Army during Phase I and Headquarters No 2 District during Phase II.
 - c. This Headquarters will provide all resources necessary for carrying out the responsibility under paragraph 8b (9). Responsibility for the movement of the supplies at and forward of railhead will be delegated to Headquarters Fifth Army by this Headquarters who will place the resources necessary at the disposal of Headquarters Fifth Army for the purpose.
10. Responsibilities of Headquarters, Allied Commission. Headquarters, Allied Commission will be generally responsible for insuring that as the first consideration unrest and disease are prevented and as the second essential industry is rehabilitated and opened. Particular responsibilities are as follows:
 - a. Food. Headquarters, Allied Commission will be responsible for providing initially a minimum daily bread ration of 200 grams. The maximum use will be made of indigenous resources, only the minimum balance required being imported.
 - b. Provision of Civil Resources for Military Tasks set out in Paragraph 8 Above. Headquarters, Allied Commission will be responsible for the provision of civilian manpower and materials to assist the military in the execution of the tasks detailed in paragraph 8 above.

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Ltr. AFHQ, AG 323/061 GDS-0
 dtd 25 Jan 45, (sent'd).

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c. Provision of Civil Resources for Commitments which are not a Military Responsibility. Headquarters, Allied Commission will be responsible generally for the economic development and rehabilitation of NW ITALY, and the provision of civil resources for this purpose, within the limits of such policies as may be established by this headquarters. The following matters in particular will have priority, subject to the requirements under paragraph 10b above, in the allocation of civil resources:

- 1) Provision, thru Land Forces Sub-Commission (LMSIA), of drivers to operate vehicles under the control of Headquarters, Allied Commission; such drivers to be Italian military personnel.
- 2) Mobilization of civil workshop facilities for the rehabilitation of Italian vehicles found in the area.
- 3) Maintenance and repair of all vehicles under the control of Headquarters, Allied Commission, used for the transportation of civil supplies, on a sufficient scale to deal with the situation where all vehicles are working on a double shift basis.
- 4) Mobilization of local engineer resources in labor and materials for reconstruction and repair of:

Bridges
 Roads
 Railways

other than those set out in paragraph 8 above, work in connection with bridges and roads being coordinated by the Chief Engineer, Headquarters No 2 District and that in connection with railways by the Director, Military Railway Service, (Italy).

- 5) Provision of dock labor for handling port discharge tonnage in excess of that which is a military responsibility.
- 6) Provision of labor and materials for rehabilitation of essential industries and public utilities which are not a military responsibility.

11. Planning.

a. Phase I. Headquarters 15th Army Group will be responsible for planning the military and civil commitment either direct in conjunction with Allied Military Government representatives of Headquarters Allied Commission, or by delegation thru Headquarters Fifth Army in conjunction with Allied Military Government Fifth Army.

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b. Phase II. Headquarters, Allied Commission, in conjunction with Headquarters No 2 District, will be responsible for planning this phase.

c. The various forms of assistance to be given by the military as outlined in paragraphs 8 and 9 above will be operative both during Phase I and Phase II. The planning in respect to this assistance is the responsibility of this headquarters. As it is not possible to insure close control of such detailed planning, or the initial implementation of the plan from this headquarters, this responsibility must be delegated. As Headquarters No 2 District will be finally responsible for the long term planning and execution of the tasks involved, this responsibility is delegated to Headquarters No 2 District who will coordinate such planning on behalf of this headquarters.

By command of Field Marshal ALEXANDER:

/s/ C.W. CHRISTENSEN

C. W. CHRISTENSEN
Colonel, AGD.
Adjutant General.

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ALLIED MILITARY GOVERNMENT

W.G. ITALY

Coordinating Planning Committee

NMI/CONF/1

24 JAN 45

MINUTES

2nd Meeting: 20 JAN 45

PRESENTColonel Robert P. Marshall - R.C. FIMONTE
Colonel G.C. Feasey - R.C. LIGURIAMajor E. Talbot
Major J.S. Reakes
Major P.W. Teeby
Colonel J.L. Jones
Lt Colonel Sir J. RitchieColonel D.S. Adams
Lt Colonel Eugene McPhen
Lt Colonel A.S. Giles
Major A.E. Howell

Lt Colonel D. Morley-Flatcher - Sec to Committee

1. AGENDA

Agreed that Agenda attached as Appx "A" be a basis for study and eventual report of the committee.

2. STAFF (T.O. - T.E. : W.F. - G. 1098)

Agreed that provision of Personnel including Specialist Staff be handled as one problem by discussion between Regions and C-1.

3. DIVISIONAL REPORTSa. Agreed that Chiefs of Regional Special Divisions were now required to join Regional Staffs: C-1 to arrange as necessary on approach ~~agreed~~ by Regions.

b. Agreed that Sectional reps should arrange for sub-commissions to call in Regional Specialist Officers to exchange and reconcile views with a view to submission of coordinated plans to the committee.

c. Secretary to committee instructed to arrange with Sectional reps the necessary programme for calling in Regional Specialist Officers to sub-commission coordinating discussions.

d. Action is required urgently by sub-commissions and Divisions so that reports may be in hand of Committee at latest 8 FEB for review at meeting 12 FEB.

Dunby to be 2244

D. MORLEY-FLATCHER

PRESENT

Colonel Robert P. Marshall
Colonel G.C. Peasey

- R.C. FIRMONT
- R.C. LIGURIA

Major E. Talbot
Major J.S. Reakes
Major P.M. Tooby
Colonel J.L. Jones
Lt Colonel Sir J. Ritchie

Colonel D.S. Adams
Lt Colonel Eugene McPhee
Lt Colonel A.S. Giles
Major A.E. Howell

Lt Colonel D. Morley-Fletcher - Sec to Committee

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Encl: 1.

DISTRIBUTION

One copy each member of Committee
Chief of Staff
Each Section or Sub-Comm affected
Fifth Army AMG
Civil Affairs Sec 15 Army Gp.
AFHQ. G-5
2 District
FIRMONT Region
LIGURIA Region
LOMBARDIA Region
File
Spares

(13)
(2)
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Ready to file 22.44

D. MORLEY-FLETCHER,
Lt. Colonel,
Sec. to N.W. ITALY
Coordinating Committee.

SECRETALLIED MILITARY GOVERNMENT

N.W. ITALY

Coordinating Planning CommitteeAppendix "A"
to NWI/CONF/1
of 24 JAN 45AGENDA FOR REPORTA. CIVIL AFFAIRS SECTION

1. Political
(Mr. H. Hopkinson)
2. Public Safety
a. Organisation of Police Forces.
b. Civil disturbances and strikes.
(Pub Safety Sub-Comm)
3. Patriots
(M.M.I.A.)
(Patriots)
4. Civil Affairs
a. Pre-selection of individuals to form pools of officials to fill the higher grade civilian appointments of suitable persons not found in situ.
(Education)
(Legal)
(Local Govt)
(Public Health)
(Public Safety)
(Sub-Comm.)
(Local Govt)
(Sub-Comm.)
b. Policy concerning selection of political or career Prefects, vice-prefects, etc.
(Public Health)
(2 District)
5. Public Health & Welfare
a. Distribution of Medical Supplies.
b. Military Requirements:
i. civil Hospitals
ii. supplies
c. Welfare.
(Welfare)
(C.A. Section)
6. Mine Clearance Service.
(C.A. Section)
7. Evacuation & Refuscism.
(C.A. Section)
(Legal Sub-Comm)
(Local Govt Sub-Comm)
8. Displaced Persons & Italian Refugees.
Organisation for registration, handling etc of numbers of displaced persons, & return of refugees to own localities.
(Displaced Persons)
(Italian Refugees)
(Sub-Comm.)
9. Legal.
(Legal Sub-Comm)

B. ECONOMIC SECTION.

Study & discuss on basis of "Outline Plan of Economic Operation" of 30 NOV 44.

10. Food Supply.

- a. Imported food
- b. Local resources
- c. Rations:

Delivered to

1. Political (Mr. H. Hopkinson)
2. Public Safety (Pub Safety Sub-Comm)
a. Organisation of Police Forces.
b. Civil disturbances and strikes.
3. Patriots (M.M.I.A.)
(Patriots)
4. Civil Affairs (Education)
a. Pre-selection of individuals to form pools of officials to fill the higher grade civilian appointments of suitable persons not found in situ.
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ii. supplies
iii. Welfare.
c. Mine Clearance Service.
5. Evacuation & Refascism.
6. Displaced Persons & Italian Refugees.
Organisation for registration, handling etc of numbers of displaced persons, & return of refugees to own localities.
7. Legal. (Legal Sub-Comm) 43
(Economic Section)
(Economic Sub-Comm)
(Local Govt Sub-Comm)
8. Food Supply. (Food Sub-Comm)
a. Imported food
b. Local resources
c. Rations:
i. Delivery points
ii. quantities & commodities
iii. Schedule arrivals
iv. Distribution.
9. Transportation. (Tptn Sub-Comm)
a. Rail
i. Schedule of reconstruction with priorities.
ii. Location railheads.
iii. Capacity of movement.

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Appendix "A"

- b. Road
 i. Priorities
 ii. W.D. Vehicles available
 iii. Length of carriage of Army and/or Transportation S.C.
 iv. Location of Rd Heads.
 v. Requisitioning & hiring policy cars
 load carrying vehicles.
 c. Water Transport.
 i. Ports - Administration Port of Genova
 - opening and use of other ports.
 ii. Canals.
 d. Initial move-in of Regions.
 12. Labour & Unemployment.
 a. Wage Scale.
 i. Proposal
 ii. of German rates.
 b. Registration
 c. Relief Scales unemployed.
 d. Unemployment works Projects.
 e. Employers & retention employees.
 f. Strike Policy
 Continuation of operation of utility & essential plants.
 g. AMG employees - (incl drivers)
 i. Conditions of service incl of overtime.
 ii. Wage scales & travel allowance.
 iii. Feeding.
 iv. Housing.
 13. Agriculture.
 a. Discussion of "Outline Plan" proposals - page 4.
 b. Amassing policy & programme.
 c. Prices.
 14. Public Works & Utilities.
 a. Programme of road reconstruction.
 b. Programme of public utilities.
 c. Devastated areas & housing.
 15. Power, Fuel & P.O.L.
 a. Quantities.
 b. Local resources.
 c. Allotment.
 d. Distribution (incl Pipe lines)
 e. Imports of - coal power (Switzerland, France ?)
- (Tptn Sub-Comm)
 (Road Section)
- (Port, Shipment &)
 (WHouse Div)
- (Tptn Sub-Comm)
- (Labour Sub-Comm)
 (Finance Sub-Comm)
- (& Pub Utilities Sub-Comm)
- (& Pub Utilities Sub-Comm)
- (Agriculture Sub-Comm)
- (Pub Works & Utilities)
 (Sub-Comm)
- (Economic Section)
 (Pub Utilities Sub-Comm)
 (Tptn Sub-Comm)

(Port, Shipment &)
(WHouse Div)

(Tptn Sub-Comm)

(Labour Sub-Comm)
(Finance Sub-Comm)

(& Pub Utilities Sub-Comm)

(& Pub Utilities Sub-Comm)

(Agriculture Sub-Comm)

(Pub Works & Utilities)
(Sub-Comm)

(Economic Section)
(Pub Utilities Sub-Comm)
(Tptn Sub-Comm)

(Economic Section)
(Ind & Commerce Sub-Comm)
(& Political Section)

(& 2 DISTRICT)

over/

Load carrying vehicles.

- c. Water Transport.
i. Ports - Administration
Port of Genova
- opening and use of
other ports.
- ii. Canals.
d. Initial move-in of Regions.
12. Labour & Unemployment.
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a. Quantities.
b. Local resources.
c. Allotment.
d. Distribution (incl Pipe lines)
e. Imports of - coal
power (Switzerland, France ?)
16. Industry & Commerce.
a. Policy for industrial
rehabilitation.
b. Control of firms with inter-Regional
interests.
c. Industrial coordination Committee.
d. A.F.L.R. Board.
e. Local resources of raw & finished
materials.
f. Military local purchase policy

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Appendix A.

17. Finance.

(Finance Sub-Comm)

18. Policy of Price Control & Trade Restrictions.

(Economic Section).

C. WAR MATERIALS & DISPOSAL.

(War Materials & Disposal)
(Sub-Comm)

19. Salvage.

D. PUBLIC RELATIONS BOARDS.

(P.R.O. & P.W.E.)

- 20. a. Newspapers
- b. Propaganda.
- c. Wireless.

E. COMMUNICATIONS.

(Communications Sub-Comm)

- 21. a. Telegraph.
- b. Telephone - incl cable to H.Q. A.C.
- c. Postal.
- d. Courier.
- e. Censorship.

F. ESTABLISHMENTS.

(Establishments Section)

22. T.O./H.E. - T.E./G.1098.

- a. Officers.
- b. E.H./C.R.
- c. Vehicles.
- d. Capt.

(G-1 Fr)
(G-1 A)
(G-4 Fr)
(G-4 A)

G. ADMINISTRATION.

(G-1)

- 23. Areas, buildings, offices etc essential to MIG or Civil requirements.

H. POLICY.

(Office of Chief of Staff)

- 24. Reconciliation of all plans with directives of higher authority.

24 JUN 45.

MF/RL.

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S E C R E T

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
AFG 394

AC/R/20/TN.5

CWAP/hgd

16 Jan. 1945

SUBJECT: Personnel for the Establishment of G.T. Coys
and Q.M. Coys.

TO: A.J.H.Q., G-5 (Att: Col. Butterworth).

1. With reference to your letter T-10, dated 3 Jan. 1945, and our reply AC/TNR/20, dated 10 Jan. '45.
2. It is now believed that an interpretation of Para 3 of your letter was intended other than that placed upon it by A.C.
3. In these circumstances, it is desired to amplify our original reply.

4. The only military units at present available to A.C. are four C.T. Companies (1000, 1001, 1002 and 1004) and eight Q.M. Truck Companies (Nos. 1, 2, 3, 4, 5, 6, 7 and 8). The above units together handle a total daily lift slightly in excess of 2000 tons, or one third of the 6000 tons daily lift required under AFHQ Log Plan 164, dated 29 Nov. 1944. It was therefore considered by A.C. that the only possible solution was to treble its existing holding of military units for the following reasons:-

a.- Indigenous civilian transport could not be expected to operate within the first two or three months of Allied occupation of North West Italy, and

b.- It would not be possible to withdraw either trucks or personnel from the rear areas without seriously disrupting existing hauls, thereby inviting unrest; apart entirely from the fact that Italian civilian drivers will not operate for any length of time away from their own homes, due to difficulties of feeding, billeting, etc.

5. It was decided, therefore, that from sources

2241

and Q.M. Coys.

TO : A.P.M.C., 3-5 (Att:Col.Butterworth).

1. With reference to your letter 1-10, dated 3 Jan. 1945, and our reply AC/INB/20, dated 10 Jan. '45.
2. It is now believed that an interpretation of Para 3 of your letter was intended other than that placed upon it by A.C.
3. In these circumstances, it is desired to amplify our original reply.

4. The only military units at present available to A.C. are four G.I. Companies (1000, 1001, 1002 and 1004) and eight Q.M. Truck Companies (Nos. 1, 2, 3, 4, 5, 6, 7 and 8). The above units together handle a total daily lift slightly in excess of 2000 tons, or one third of the 6000 tons daily lift required under AFHQ Log Plan 164, dated 29 Nov. 1944. It was therefore considered by A.C. that the only possible solution was to trouble its existing holding of military units for the following reasons:-

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5. It was decided, therefore, that fresh resources, both of personnel and trucks, would have to be exploited. More than sufficient trucks were already practically assured — though these could not be expected to arrive by the date specified in AFHQ Log. Plan 164 — and personnel, tools, and equipment therefore remained the chief problem.

6. To cover these requirements, A.C. submitted the necessary requisitions to you on December 13th, 1944.

7. If it is now intended by you that the "additional transport and Italian military personnel" mentioned in Para 3 of your letter should come from existing sources controlled by A.C., and not be furnished by A.F.H.Q. as a supplement to our already strained resources, the objections raised in Para 4 (b) above can only be reiterated.

8. A.C. must re-emphasize that its commitment in North-West Italy can only be undertaken by the additional trucks now called forward and those for which arrangements are being made, plus such indigenous civilian transport as can be expected ultimately to operate. As regular personnel, it has been suggested that troops of the Garibaldi Division might be used. It is pointed out, however, that A.F.H.Q. was responsible for the training and equipment of A.C.'s present four G.I. Companies and that, on the same basis, A.F.H.Q. verbally agreed in principle, at the discussions which took place on the occasion of Col. Carner's visit on 11 Dec. '44, to train and equip an additional eight G.I. Companies, and A.C. agreed in turn to train the personnel for an additional sixteen G.I. Truck Companies. If troops of the Garibaldi Division are used, information is requested as to whether AFHQ will undertake to train and equip the number of personnel necessary to form eight G.I. Companies, bearing in mind that such personnel will have to undertake field operations in the forward areas.

9. As a result of the verbal agreement in principle referred to above, A.C. requested tools and equipment only for the sixteen G.I. Truck Companies. (See our letter AC/TN/L/25 dated 13 Dec. 44). It was understood that the tools and equipment listed therein would be loaned to these Companies on the same basis as those at present on loan to 1675th Regiment. Alternatively, no request has been submitted for tools and equipment to cover the eight G.I. Companies.

10. The urgency of this matter cannot be sufficiently stressed. Due to the period of time necessary for the efficient training of drivers, it is imperative that definite action be taken immediately if A.F.H.Q. Log Plan 154, so far as road transport commitments are concerned, is to meet with any success whatsoever.

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objections raised in Para 4 (b) above can only by reiterated.

6. A.C. must re-emphasize that its commitment in North-West Italy can only be undertaken by the additional trucks now called forward and those for which arrangements are being made, plus such indigenous civilian transport as can be expected ultimately to operate. As regards personnel, it has been suggested that troops of the Garibaldi Division might be used. It is pointed out, however, that A.F.H.Q. was responsible for the training and equipment of A.C.'s present four G.I. Companies and that, on the same basis, A.F.H.Q. verbally agreed in principle, at the discussions which took place on the occasion of Col. Carnes' visit on 11 Dec. '44, to train and equip an additional eight G.I. Companies, and A.C. agreed in turn to train the personnel for an additional sixteen G.I. Truck Companies. If troops of the Garibaldi Division are used, information is requested as to whether AFHQ will undertake to train and equip the number of personnel necessary to form eight G.I. Companies, bearing in mind that such personnel will have to undertake field operations in the forward areas.

9. As a result of the verbal agreement in principle referred to above, A.C. requested tools and equipment only for the sixteen G.I. Truck Companies. (See our letter AG/WV/E/25 dated 13 Dec. 44). It was understood that the tools and equipment listed therein would be loaned to these Companies on the same basis as those at present on loan to 2675th Regiment. Alternatively, no request has been submitted for tools and equipment to cover the eight G.I. Companies.

10. The urgency of this matter cannot be sufficiently stressed. Due to the period of time necessary for the efficient training of drivers, it is imperative that definite action be taken immediately if A.F.H.Q. Log Plan 164, so far as road transport commitments are concerned, is to meet with any success whatsoever.

For the Chief Commissioner:

Copy to: Economic Section

James J. Carnes, Col., AF.
for MARSHALL H. TAYLOR
Director

2240

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

NPS/mls

G-5: 380.01

26 January 1945

SUBJECT: Classification of Letter.

TO : Headquarters, Allied Commission, APO 394.
(Attention: Economic Section).

1. Reference AC/TN/R/20 of 15 January 1945. Your attention is directed to the apparent overclassification of this letter.

2. In view of the cumbersome procedure involved in handling Top Secret papers, it is assumed that the letter in question will be down-graded.

Norman P. Seagrave
NORMAN P. SEAGRAVE,
Major, G.S.C.,
Executive Officer.

2239

TOP SECRETTOP SECRET

HEADQUARTERS ALLIED COMMISSION

APO 394

Economic Section

CHAP/nga

Tel: 370

15 January 1945

Our Ref: AC/10/5/20

SUBJECT: Justification for Personnel for
Additional G.I. and U.S. Truck Coys.

TO : AFHQ, C-5 (Attn: Col. Butterworth).

1. Reference your I-10, dated 7 January 1945.

2. It is presumed that our letter dated 29 Dec. '44, and not 20 Dec. '44, is the letter referred to. It is not understood how Appendix 6 comes to be missing, since the entire document was carefully checked before handing to Col. Benmore for personal delivery to Col. Butterworth. Appendix 6 consisted of Requisition AC - 030 - 63 - 43, dated 18 Dec. '44, being AC's requisition for 333 trucks. If you will kindly confirm that this Appendix is still missing, and is urgently needed, a duplicate will be forwarded immediately.

3. Reference Para 2. The tools and equipment, as requested in Appendix 4, covered only those necessary for 1st and 2nd Echelon Maintenance for the contemplated 16 U.S. Truck Companies. The consolidated requisition, subsequently forwarded to you, did not, repeat not, include the above tools and equipment. Appendix 4, therefore, should not be deleted, unless the items requested therein are added to the consolidated requisition referred to above.

4. Reference your Para 4. It is pointed out that such equipment requested by AC was in excess of that laid down for issue to 2673th Regiment, and must therefore receive special authorization from your Headquarters.

For the Chief Commissioner:

2238

LHO

SUBJECT: Justification for Personnel for
additional B.T. and C.A. Truck Coys.

TO : AFHQ, C-5 (Attn: Col. Butterworth).

1. Reference your F-10, dated 7 January 1945.

2. It is presumed that our letter dated 20 Dec. '44, and not 20 Dec. '44, is the letter referred to. It is not understood how Appendix 6 comes to be missing, since the entire document was carefully checked before handing to Col. Denmore for personal delivery to Col. Butterworth. Appendix 6 consisted of Requisition AC - ORD - 69 - 45, dated 10 Dec. '44, being AC's requisition for 300 trucks. If you will kindly confirm that this Appendix is still missing, and in urgently needed, a duplicate will be forwarded immediately.

3. Reference Para 2. The tools and equipment, as requested in Appendix 4, covered only those necessary for list and end Echelon Maintenance for the contemplated 16 C.A. Truck Companies. The consolidated requisition, subsequently forwarded to you, did not, repeat not, include the above tools and equipment. Appendix 4, therefore, should not be deleted, unless the items requested therein are added to the consolidated requisition referred to above.

4. Reference your Para 4. It is pointed out that such equipment requested by AC was in excess of that laid down for issue to 2675th Regiment, and must therefore receive special authorization from your Headquarters.

For the Chief Commissioner

Approved

JAMES J. VARNES
Colonel, Inf.
Director Road Div.

LBO
L. O. DENMORE
Colonel, P.A.,
Acting Deputy Chief of Staff
Economic Section

2238

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CMAP/hgd

10 Jan. 1945

AC/TW/R/20

SUBJECT: Personnel for the Establishment of
S.C. and G.M. Coys.

TO : A.E.H.C., G-5 (Att: Col. Butterworth).

1. Reference your T-10 dated the 3rd Jan. 1945.

2. Reference Para 2. Foreseeing that the provision of Italian Military personnel would be of paramount importance, and being cognizant of the fact that a period of at least 3 months would be necessary for adequate training as drivers of such personnel, A.C. worked out, at considerable length, a plan whereby it will be able to meet its commitments in Northwest Italy when the occasion arises. The result, in the form of two requisitions, one for personnel and the other for tools and equipment, was handed to you personally by Col. Gernae on the occasion of his visit to A.E.H.C. dated Dec. 9.

3. With reference to the alternative solution offered by you in Para 3 of your letter, it was always understood that a portion of the present A.E. transport, both British and U.S. which is being operated by Italian Military personnel and employed by A.C. should be used in North-West Italy and a portion used to meet the requirements of 15th Army Group. It was also intended that the additional personnel, which it was hoped would be forthcoming as the result of the above mentioned request, would enable A.C. to meet its commitments of a 5,000 tons daily lift. It was also understood that areas south of the operational zones should be catered for by Italian civilian organizations under the jurisdiction of A.C. augmented by the small amount of military transport retained as mentioned above.

It is therefore not understood how the suggestion contained in para 3 of your letter constitutes an alternative solution.

2237

TO : A.F.M., 3-5 (4th Col, Butterworth).

1. Reference your 2-10 dated the 3rd Jan. 1940.

2. Reference Para 2. Representing that the provision of Italian military personnel would be of paramount importance, and being cognizant of the fact that a period of at least 3 months would be necessary for adequate training of drivers of such personnel, A.C. worked out, at considerable length, a plan whereby it will be able to meet its commitments in Northwest Italy when the cessation arises. The result, in the form of two requisitions, one for personnel and the other for tools and equipment, was handed to you personally by Col. Carnes on the occasion of his visit to A.F.M. dated Dec. 5.

3. With reference to the alternative solution offered by you in Para 3 of your letter, it was always understood that a portion of the present A.B. transport, both British and U.S., which is being operated by Italian Military personnel and employed by A.C. should be used in North-West Italy and a portion used to meet the requirements of 15th Army Group. It was also intended that the additional personnel, which it was hoped would be forthcoming as the result of the above mentioned request, would enable A.C. to meet its commitments of 8,000 tons daily lift. It was also understood that areas south of the operational zones should be ordered for by Italian civilian organizations under the jurisdiction of AC, augmented by the small amount of military transport retained as mentioned above.

It is therefore not understood how the suggestion contained in Para 3 of your letter constitutes an alternative solution.

4. With reference to Para 5 of your letter, it is observed that reference is made to G.T. Coys. It is presumed that this is a typist's error in view of the fact that our request is submitted for the formation of G.T. Coys., and no mention has previously been made of reducing this figure.

For the Chief Commissioner:

MERRITT H. TAYLOR,
Director.

Copy to: Economic Section

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

Tel: 220

AC/TN/GT

19 Dec. '44

MEMORANDUM

TO: Colonel Carnes.

1. G-5 requires a letter signed by Rear Admiral Stone justifying personnel for forming additional trucks into companies and battalions, this letter to be in standard military form

- a) A brief
- b) A discussion
- c) Conclusions

with necessary tab documents attached, this justification to be divided into two parts drivers for 1700 trucks and justification for drivers for the 2000 additional trucks plus the 1000 contingent trucks.

2. Some of the questions that will have to be overcome are:

- a) Why the Italian Government cannot operate the trucks.
- b) Why these trucks could not be put into the ENAC pool.

3. The staff study above should not cover over one page.

2236

4. I suggest we base the argument on the fact that personnel which you agreed on at Caserta is necessary for the 1700 one and one-half ton trucks plus other W.D. vehicles which you can pull out of truck pools and that when the 2000 three-ton trucks arrive, they will be given to newly formed truck companies and the 1700 one and one-half ton trucks will be turned over to civilian pools for operation. Please prepare this study in cooperation with Mr. Villa and let me see it before it is submitted to Rear Admiral Stone for his signature.

5. Immediate action on this preparation is necessary.

Meritt H. Taylor
MERITT H. TAYLOR,
Director.

copy to: Mr. Villa

HEADQUARTERS
FIFTEENTH ARMY GROUP (OVHD)
APO 777

RHT/gms

File No.

29 December 1944

Subject: Justification for Personnel for Additional
G.T. and QM Truck Companies.

TO : Director Road Section, Allied Commission, AFO 394

1. Headquarters, 15th Army Group concurs in the attached draft,
with the following understandings:

- a) Personnel required (Allied Military and Italian troops)
will not result in decreased allotment to the Fifth
and Eighth Armies.
- b) Training of drivers not to be responsibility of Fifth
or Eighth Army.
- c) Truck units based in Army zone to be attached to
appropriate Army under control of Army G-5/

For the Army Group COMMANDER:

RALPH H. TATE
Brig. General, GSC.
A.C. of S., G-4.

2235

OK with a copy

Col Denmore.

*I cannot find the original of
this letter. "Attached draft" refers
to AC/TN/R/52/20 of 13 Dec '44
Taylor*

TOP SECRETTOP SECRET

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

JJC/ngd

Our Ref : AC/TW/R/20

2 Jan. 1945

SUBJECT : Justification for Personnel for Additional
G.I. and QM Truck Companies.

TO : Commanding General 15th Army Group, APO 777
(Att: Acting Chief of Staff, G-4)

1. Para 1c of your letter, dated 29 December 1944, subject as above, requires A.C. to assign the bulk, if not all, of its trucking units to the appropriate Army, under the control of Army G-5.

2. As A.C. plans to use all of its G.I. and Q.M. Truck Coys in the forward areas in the initial stages, this means that A.C. would relinquish to the Armies control of the vehicles issued to A.C. for the purpose of carrying out the commitment placed upon it, and not upon the armies, by AFHQ in their Dog Plan 164, dated 29 Nov.44.

3. It is contended that only A.C. can be competent to judge the need for transport for civilian haulage in areas which have been liberated by the Armies, and it is therefore essential that A.C. should exercise control over its own vehicles.

4. This H.Q. requests that Para 1c of the above mentioned letter be deleted.

Elmer W. Stone
ELMER W. STONE
Rear Admiral, USNR
Chief Commissioner.

2234

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

JJC/ngd

Dec. 28, 1944

AC/TR/R/20

SUBJECT : Justification for Personnel for additional
G.I. & C.A. Truck Companies.

TO : G-4 through G-6 15th Army Group.
(Att: Col. D'Orsa)

1. Enclosed herewith is a draft of the proposed plan to be forwarded to G-5 AFHQ for onward transmission to Combined Chiefs of Staff, Washington D.C.

2. Your attention is particularly invited to Para 2 and the agreement of the 15th Army Group is desired before these papers are forwarded.

3. Minor alterations are being made in the requisition (See Tab 5) but these alterations merely correct certain wording and the discussion (Para 2 Ex Bologna) but in no way change the total figures or the general planning of operations.

For the Director:

James J. Carnes,
JAMES J. CARNES,
Colonel, Inf.
Director Road Section.

2233

TOP SECRETTOP SECRET

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

JJC/hgd

28 Dec. 1944

Our Ref: AC/TN/R/20

SUBJECT: Justification for Personnel for additional
G.T. & Q.M. Truck Companies.

TO : G-5 Section, Allied Force Headquarters, APO 512.

1. Problem.— Efficient distribution, by motor transportation, of essential civilian supplies in North-West Italy, as called for by AFHQ Log Plans Paper 164, dated 29 Nov. 1944.

2. Discussion.— In the initial stages of liberation railways will be destroyed and coastal ports rendered inoperative, creating the necessity for the almost exclusive use of road transport.

The necessary vehicles to cater for this have already been requisitioned, and 1700 of them have already been called forward. (See Tabs 1 and 2).

The Chief Administrative Officer, AFHQ, considers it essential that these vehicles be operated as Military Units in the initial stages, and for this purpose Italian personnel and British supervisory personnel for the formation of 8 additional G.T.Coys have been requested, together with the Italian personnel and American supervisory personnel necessary to form 16 additional Q.M. Truck Coys. (See Tab 3).

Tools and equipment for the 16 additional Q.M. Truck Coys have also been requested. (See Tab 4).

Reasons for the above conclusion and requests are outlined on the attached sheet, marked Tab 5, together with justification in the requisition No. AC-ORD-68-45 under Tab. 6.

The suggested method of operation, as outlined above, has been agreed by 15th Army Group.

3. Recommendations.— It is recommended that:

2232

SUBJECT : Justification for Personnel for additional
G.T. & Q.M. Truck Companies.

TO : G-5 Section, Allied Force Headquarters, AFO 512.

1. Problem. - Efficient distribution, by motor transportation, of essential civilian supplies in North-West Italy, as called for by AFHQ Log Plans Paper 164, dated 29 Nov. 1944.

2. Discussion. - In the initial stages of liberation rail-ways will be destroyed and coastal ports rendered inoperative, creating the necessity for the almost exclusive use of road transport.

The necessary vehicles to cater for this have already been requisitioned, and 1700 of them have already been called forward. (See Tabs 1 and 2).

The Chief Administrative Officer, AFHQ, considers it essential that these vehicles be operated as Military Units in the initial stages, and for this purpose Italian personnel and British supervisory personnel for the formation of 8 additional G.T.Coys have been requested, together with the Italian personnel and American supervisory personnel necessary to form 16 additional Q.M. Truck Coys. (See Tab 3).

Tools and equipment for the 16 additional Q.M. Truck Coys have also been requested. (See Tab 4). 2232

Reasons for the above conclusion and requests are outlined on the attached sheet, marked Tab 5, together with justification in the requisition No. AC-ORD-68-45 under Tab. 6.

The suggested method of operation, as outlined above, has been agreed by 15th Army Group.

3. Recommendations. - It is recommended that:

1. A.F.H.Q. be responsible for:-

- a. The provision of the British supervisory personnel for the 8 additional G.T.Coys requested.
- b. The training of the necessary Italian personnel for the above mentioned G.T.Coys.
- c. The provision of control and maintenance vehicles, and tools and equipment necessary for the above G.T.Coys.

-2-

- d. The inclusion, amongst the Italian personnel, of trained mechanics necessary to carry out essential maintenance.
- e. The provision of the Italian personnel, together with American supervisory personnel, necessary for the formation of the 16 additional Q.M. Truck Coys.
- f. The provision of control vehicles, and also all necessary tools and equipment for the above 16 additional Q.M. Truck Coys.
2. A.C. should be responsible for:
- a. The organization and training of the personnel for 16 Q.M. Truck Coys.
- b. The maintenance and supply of such Coys.
- c. The operational direction of both C.T. and Q.M. Truck Coys.

ELLMERY W. STONE
Rear Admiral, USNR
Chief Commissioner.

2231

C A B L E

TO FOR ACTION: PENBASE

FOR INFO : PENSOUTH, ALCOM

REF NO : FX 62963

SIGNED : CG MTOUSA CITE: NAORD

Arriving on UCS-62 are 72 each truck, 11/2-ton 4 x 2 cargo (commercial) w/o bodies for ACC. ACC facilities are inadequate to handle the assembly of these trucks and an additional 1500 trucks which will be called forward from the US at rate of 250 per convoy beginning with first convoy in February. It is desired that PENBASE assemble these vehicles for the ACC without the interference to assembly operations to US Army requirements, and PENBASE is authorized to call on ACC for necessary assistance. Vehicles will be unloaded at ALOL. This confirms telephone conversation Lieutenant Colonel PRATT, Ordnance this Headquarters to Colonel HOGAN, Ordnance PENBASE 1 December, current year.

2230

C A B L E

TO FOR ACTION: PEMBARK
FOR INFO : PENBASE
REF NO : FX 62964
SIGNED : MCNARNEY CITE: NAORD

Truck, 1 1/2-ton 4 x 2 cargo (commercial) with bodies for AC each 1500 desired shipped to MITE marked ALOL-ORD-IV-TOG-SHP-HH315 at rate of 250 per convoy starting with UGS 66. 16125 ship tons is total or 2687.5 ship tons per convoy. For above shipment, CAL 954 is the authority.

Reference 72 like trucks without bodies scheduled for UGS 62 in CAL 825 confirmation of acceptance is hereby given.

C A B L E

FROM: AGWAR FROM CCS
TO : AFHQ TO WILSON INTO UK BASE SECTION FOR EGS COMZONE
REF NO THIS MESSAGE: WX 74523 8 December 1944

For FHGG
Cite CCAC
CAL 1021
Refer to CAL 995.

Trucks. The following information applies to the remaining 128 trucks which CAL 995 stated were NOT available. There are immediately available 66 Dodge trucks, 1 1/2 ton, 160 inch WB chassis, left hand drive, equipped with BU cab. These trucks are without bodies, tarpaulin or spare parts, but have regular driver maintenance kits.

These vehicles are boxed, twin unit packed total: 66 boxes; weight 405,900 pounds; cube 29,799 cubic feet.

Tire size is 700 x 20, 8 ply regular for the front and 32 x 6, 10 ply for the rear.

Safe load rating is stated as 3,150 pounds under normal operation. Attention is called to War Department Circular 212 on overloading.

Refer LAC 830. Design for stake body will be air-mailed soonest.

Remaining 62 trucks are expected to be available about 15 December 1944. These 62 international 1 1/2 ton trucks will have bodies. These vehicles will be boxed twin unit packed. Total: 62 boxes; weight 454,956 pounds; cube 19,101 cubic feet.

Tire size is 7.50X20, 8 ply, front and rear. Safe load rating is the same as for the 66 trucks mentioned in paragraph 1 above.

Initiate normal procurement procedure.

2228

COPY

HEADQUARTERS ALLIED COMMISSION
Transportation Sub Commission
APO 394

AC/Tn/R/52/20

13 December 1944

SUBJECT: Personnel required to operate additional G.T.
Companies and QM Truck Companies.

TO : AFHQ, G-5 (Attention Col. Butterworth)

1. Reference is made to Para. 6b. of Appendix 'C' of AFHQ Log Plans Paper - Log P. 164, dated 29 November 1944, and also to our letter AC/Tn/R/1 dated 8 Dec 1944.

2. It is known that 1700 vehicles are due to arrive by phased programme during the next three or four months. It is also known that a requisition for an additional 5000 vehicles has been approved by AFHQ, and it is therefore assumed that these vehicles will materialise at some future date.

3. In order to inaugurate a training programme necessary for the provision of experienced drivers, it is imperative that immediate action be taken to have Allied Commission's Italian ceiling, both A & B raised.

4. It is proposed by AC, that a proportion of the total of 4700 vehicles should be operated in the following form:-

- a. S.G.T. Companies of 4 operating Platoons each - 1056 load carrying vehicles.
- b. 16 Q.M. Truck Companies of 50 trucks each - 800 vehicles.

These formations will, therefore, account for 1856 vehicles. The balance of 2,844 vehicles will be operated by civilian organisations.

5. It is requested that personnel necessary for the formation of the 8 G.T. Companies be provided as set forth in War Establishments as follows:

NA/317/1, III/116/2, III/117/2, III/121/3, NA/317/C,
III/122/1, III/116/2, III/117/8, 121/2, and 122/5.

This will entail the following totals:-

British Officers	32
British O/Rs	218
Italian Officers	72
Italian Personnel	3344

NOTE: - The figure 3344 is arrived at by duplicating the total ORs in view of the fact that the vehicles will operate on a 24-hour basis.

It is also requested that a H.Q., CRASC be provided for the administration of the above transport companies.

Italian personnel and American supervisory personnel for the 16 Q.M.Truck Companies is also requested as follows:-

Italian Personnel. 2960 - 1760 organized as per TO/TE 10-56 and 10-57, plus 1200 extra drivers for the 24 Companies in order to operate all companies on a 24 hour-basis.

American Personnel

2 Majors - Bn C.O.
2 Captains - Adjutants
2 W.O. - Supply
2 Master Sergeants - Sgt. Majors (502)
2 T/Sgts - Operations (814)
2 T/Sgts - Personnel (815)
2 Sgts - Supply (821)
2 T/5 & Clerks, Typists (405)

16 Captains - Company Commanders (0660)
16 1/Lieuts - 0605
16 T/Sgts - 813
16 S/Sgts - Supply (821)
32 Sgts - Section Leaders (652)
16 Cpls - Dispatch (410)
16 Cpls - Squad Leaders (653)
32 T/4 - Truck Drivers (heavy) (345)
16 T/4 - Mechanics Auto (014)
16 T/5 - " (014)

2226

6. It is proposed that the G.T. Companies personnel be trained by the British military authorities, and that, when trained and ready for operation, these companies should be placed under AAI for administration and maintenance, being attached to A.C. for operational purposes.

7. Personnel for the 16 Q.M.Truck Companies will be trained by A.C. at the A.C.school of driving instruction.

It is also requested that a M.C. be sent to the companies for the administration of the above transport companies.

Italian personnel and American supervisory personnel for the 16 Q.M. Truck Companies is also requested as follows:-

Italian Personnel. 2960 - 1760 organized as per TO/TE 10-56 and 10-67, plus 1200 extra drivers for the 24 Companies in order to operate all companies on a 24 hour-basis.

American Personnel

2 Majors - Bn C.O.
2 Captains - Adjutants
2 W.O. - Supply
2 Master Sergeants - Sgt. Majors (502)
2 T/Sgts - Operations (814)
2 T/Sgts - Personnel (815)
2 Sgts - Supply (821)
2 T/5 & Clerks, Typists (405)

16 Captains - Company Commanders (0660)
16 1/Lieuts - 0605
16 T/Sgts - 813
16 S/Sgts - Supply (821)
32 Sgts - Section Leaders (652)
16 Cpls - Dispatch (410)
16 Cpls - Squad Leaders (653)
32 T/4 - Truck drivers (heavy) (345)
16 T/4 - Mechanics Auto (014)
16 T/5 - " " (014)

2226

6. It is proposed that the G.T. Companies personnel be trained by the British military authorities, and that, when trained and ready for operation, these companies should be placed under AAI for administration and maintenance, being attached to A.G. for operational purposes.

7. Personnel for the 16 Q.M. Truck Companies will be trained by A.C. at the A.C. school of driving instruction.

8. It is urged that the training of the G.T. Companies personnel by the military authorities commence at the earliest possible moment, and that similarly QM Truck Companies personnel for training by AC be provided immediately in the following

increments and on the following basis:-

- 2 Companies by 20 December, 1944
- 4 Companies on each successive fifteen days.

9. Tools and equipment, including control vehicles, necessary for the training and operation of the above mentioned QM Truck Companies are listed and requested in our letter AC/Tn/R/25 of even date.

MERRITT H. TAYLOR
Director

2225

(copy)

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

Ref. AC/Tn/R/25 13 December 1944

SUBJECT: Tools and Equipment and Control Vehicles for Additional
Q.M. Truck Companies.

TO : AFHQ, G-5
(Attn: Col. Butterworth).

1) Reference is made to Para 2 of our letter AC/Tn/R/52/20
of even date.

2) Tools and equipment and control vehicles are hereby re-
quested as follows:

16 each Tool Set, complete with Tools Carpenter No. 2.

16 each Kits, First Aid, Motor Vehicle .
Medical

Ordnance

80 each Trucks, 1/4 ton, 4x4
18 each Trucks, 3/4 ton, 4x4, C & R
16 each Cabinets, Spare Parts, Type 1, M1940
480 each Chains, motor vehicle tow, 16ft. long x 7/16 in. diam.
80 each Rope, tow, 20 ft. long, 1 in. diam.
16 each Tool Sets, complete w/Tools, Body Mechanics (SNL N-19)
112 each Tool Sets, complete w/Tools, General Mechanics (SNL N-19).

Unit Equipment, Second Echelon

48 each Set No.1 (SNL N-19)
16 each Set No.2
16 each Set No.5
16 each Set No.7
16 each Welders

2224

Quartermaster

32 each Axe, hand chopping, single bit, standard grade, 4 lb.
18 each Bag, canvas, water sterilizing, porous complete w/cover
and handle.
32 each Buckets, canvas, water, 18 qt.
38 each Buckets, general purpose, galv. heavy weight, w/o lip, 14qt.
360 each Cans, water, 5 gal.
16 each Cans, corrugated, nesting, galv. w/cover, 10 gal.
16 each Cans, corrugated, nesting, galv. w/cover, 16 gal.
16 each Cans, corrugated, nesting, galv. w/cover, 24 gal.
16 each Cans, corrugated, nesting, gal. w/cover, 32 gal.
36 each Case, canvas, dispatch
16 each Chest, record, fiber

2) Tools and equipment and control vehicles are hereby requested as follows:

Engineer

16 each Tool Set, complete with Tools Carpenter No. 2.

Medical

16 each Kite, First Aid, Motor Vehicle.

Ordnance

- 80 each Trucks, 1/4 ton, 4x4
- 18 each Trucks, 3/4 ton, 4x4, C & R
- 16 each Cabinets, Spare Parts, Type 1, M1940
- 480 each Chains, motor vehicle tow, 16ft. long x 7/16 in. diam.
- 80 each Rope, tow, 20 ft. long, 1 in. diam.
- 16 each Tool Sets, complete w/Tools, Body Mechanics (SNL N-19)
- 112 each Tool Sets, complete w/Tools, General Mechanics (SNL N-19).

Unit Equipment, Second Echelon

48 each Set No.1 (SNL N-19)

16 each Set No.2

16 each Set No.5

16 each Set No.7

15 each Welders

2224

Quartermaster

32 each Axe, hand chopping, single bit, standard grade, 4 lb.
18 each Bag, canvas, water sterilizing, porous complete w/cover and handle.

32 each Buckets, canvas, water, 18 qt.

38 each Buckets, general purpose, galv. heavy weight, w/o lip, 14qt.

360 each Cans, water, 5 gal.

15 each Cans, corrugated, nesting, galv. w/cover, 10 gal.

16 each Cans, corrugated, nesting, galv. w/cover, 16 gal.

16 each Cans, corrugated, nesting, galv. w/cover, 24 gal.

16 each Cans, corrugated, nesting, galv. w/cover, 32 gal.

36 each Case, canvas, dispatch

16 each Chest, record, fiber

2 each Desk, field, empty, fiber, Headquarters

16 each Desk, field, empty, fiber, Company

1600 each Drums, inflammable liquid, gasoline stool, w/carrying handle (capacity 5 gal)

16 each Kit, barber

64 each Kit, sewing

48 each Heaters, immersion type for cans corrugated

64 each Shovel, general purpose, D Handel, strapback, round point, No.2.

4 each Lantern, gasoline, two mantle, commercial

18 each Lantern, electric, portable, hand

64 each Pick, Mattock, intrenching M1940 w/handle

16 each Range, Field, M1937, 3 unit complete

2 each Safe, Field, combination lock

./.

- 16 each Screens, latrine complete w/pins and poles
- 16 each Tents, kitchen, fly proof
- 2 each Tents, Command Post, camp w/poles
- 346 each Tents, Squad, M1942, w/P/P
- 36 each Tents, wall, small camp, w/P/P
- 436 each Tubes, flexible nozzle
- 160 each Whistles, thunderer

Signal
500 each Flashlight, TL - 122

3. This request is to equip 16 QM Truck Companies on the same scale as the previous 8 QM Truck Companies, equipment for which was approved by G - 4 (A).

MERRITT H. TAYLOR
Director

SSS

Reasons for conclusion reached in Para 2.

It is estimated that the vehicles will be required to operate 100 m.p.d. at Genoa and 125 m.p.d. at Bologna if the ports and rail heads are to be cleared and civilian supplies properly distributed. A.C. requisition No. AG-ORD-68-45, supporting this statement, is attached hereto, under heading of Tab 6. This will require organized and competent maintenance which cannot be provided in the initial phase by Italian civilians or the Italian Government.

There will be a necessity in Northern Italy of prompt movements of supplies and rapid shifts in the physical location of equipment. This is not possible when vehicles are operated by civilian drivers and controlled by a civilian staff, owing to family ties, difficulties of billeting, feeding, etc.

An example of this was noted in attempting a civilian haul of grain from Meccosta Province to the city of Rome. Within 4 days 50 per cent of the civilian drivers had deserted. It is necessary that vehicles and personnel should operate in self-contained units, answering to military orders and provided with required facilities of tentage and food.

2223

The Italian Government at the present time is not in a position to control the movement of vehicles. The organization of EMAC, which is being set up for this purpose, has not as yet gone into operation, and the necessity of reestablishing Government Branches of the Ministry of Transport in the North, when liberated, would probably entail a lag of several months even if the organization of EMAC were an operative one.

When the ports of Northern Italy have been opened and railway facilities partially rehabilitated (thereby reducing the length of truck haulage required) it will be possible gradually to turn over to the Italian Government, and through them to private concerns, the 1700 vehicles coming forward. This turn-over must be subject to a survey of the maintenance facilities and organizations that are available in Northern Italy when liberated.

Military personnel, if provided, will be transferred from the 1700 vehicles as these are turned over to the

hereto, under heading of Tab 6. This will require organized and competent maintenance which cannot be provided in the initial phase by Italian civilians or the Italian Government.

There will be a necessity in Northern Italy of prompt movements of supplies and rapid shifts in the physical location of equipment. This is not possible when vehicles are operated by civilian drivers and controlled by a civilian staff, owing to family ties, difficulties of collecting, feeding, etc.

An example of this was noted in attempting a civilian haul of grain from Macerata Province to the city of Rome. Within 4 days 50 per cent of the civilian drivers had deserted. It is necessary that vehicles and personnel should operate in self-contained units, answering to military orders and provided with required facilities of tentage and food.

2223

The Italian Government at the present time is not in a position to control the movement of vehicles. The organization of ENAC, which is being set up for this purpose, has not as yet gone into operation, and the necessity of reestablishing Government Branches of the Ministry of Transport in the North, when liberated, would probably entail a lag of several months even if the organization of ENAC were an operative one.

When the ports of Northern Italy have been opened and railway facilities partially rehabilitated (thereby reducing the length of truck haulage required) it will be possible gradually to turn over to the Italian Government, and through them to private concerns, the 1700 vehicles coming forward. This turn-over must be subject to a survey of the maintenance facilities and organizations that are available in Northern Italy when liberated.

Military personnel, if provided, will be transferred from the 1700 vehicles as these are turned over to the Italian Government, and utilized in the operation of the 2000 vehicles now being requisitioned by G-5 for use in North-West Italy.

AFHQ, G-5 Section

1

AC-ORD-68-45

28 December 1944

Special

As indicated below

ROBERT A. MARTINO
LT. COL., S.R.
CHIEF, REQUISITION DIVISION

L. D. DENSMORE,
COL., F.A.
ACTING VICE PRESIDENT
ECONOMIC SECTION

None TRUCKS - 2½ ton, complete
with bows and tarpaulins,
and spare parts to scale. ea.

1,000

None TRUCKS - 3 ton, complete
with bows and tarpaulins,
and spare parts to scale. ea.

1,000

2222

NOTE - Heavy duty trucks of maximum capacity available are preferred for at least 50 percent of the lift and the quantity of trucks could be proportionately reduced, or heavy duty tractor semi-trailer type or heavy duty trucks with trailers would be acceptable up to 50 percent of the required lift.

//////////////////// LAST ITEM //////////////////////

Delivery - Ship to ALOL consigned to AC Transportation Sub-Commission

SECRET

AC-ORD-68-45

2

JUSTIFICATION

Items requested in this requisition are for transportation requirements for Northwest Italy as defined in Appendices A and B.

A. Nature of the Requirements

The vehicles will be needed to lift supplies that have been programmed as being minimum essential requirements for civilian relief in Northwest Italy as coming within the scope and meaning of the disease and unrest formula.

B. Basis for Estimate of Requirements1. Ports ✓

a. The limited availability of naval and civilian resources, even when supplemented by military assistance, will make it possible to open only one port in Northwest Italy. The most suitable port is Genoa.

b. Port acceptance in Southern France will not permit the passage of civil supplies to Northwest Italy via Switzerland.

2. Railways ✓

a. The railways of the Northwest will be interrupted insofar as movements are concerned for a considerable period after liberation of the territory. Intelligence reports show interruptions along most of the principal lines, removal by the Germans of the double track on the important sectors, and preparation for demolition which will render practically all routes impassable.

b. The amount of military assistance which can be made available in Northwest Italy for the rehabilitation of railways is limited. Northwest Italy will be largely a civilian commitment. The lack of local civilian resources will hamper efforts toward early reconstruction of the railways that are not a military necessity.

3. Trucking

a. Local trucking will be badly reduced in both numbers and load-carrying capacity as a result of German requisitioning. A preliminary survey of the provinces of Viterbo,

2221

AC-ORD-68-45

3

Rieti, Frosinone and Terni showed that 68 percent of the lift available in 1942 and 84½ percent of the load-carrying capacity of trucks of three tons and over is now missing. It is also presumed that there will be the usual scarcity of tires and spare parts. It is to be assumed also that the Germans will not leave any of the automotive factories operative.

4. Supply Routes for Northwest Italy

a. The shortest road haul for the supplying of Northwest Italy will be from the port of Genoa.

b. Until the port of Genoa has been opened and the Alessandria-Genoa road rebuilt, the only other route of supply to Northwest Italy which can be considered on the basis of AFHQ operational planning is ex Bologna.

C. Tonnage of Civil Supplies Required in Piemonte, Liguria, Lombardia and Emilia, for the First Two Months after Liberation (See Table I)

1. Ex Genoa (La Spezia, Parma, Reggio Emilia, Montava and Modena are excluded in view of the fact that they can be supplied more easily from the South and East)

Food	45,856	tons	per	month	
Medical Supplies	751	"	"	"	
Tobacco, Clothing, Miscellaneous	1,255	"	"	"	
Clothing (UNRRA)	471	"	"	"	
Gasoline, Diesel oil, etc.	7,717				

2220

TOTAL tons per month.....56,050

2. Ex Bologna (La Spezia is excluded as it can be supplied more easily from the South)

Food	49,211	tons	per	month	
Medical supplies	868	"	"	"	
Tobacco, Clothing, Miscellaneous	1,472	"	"	"	
(Carry forward)	51,551				

AC-ORD-68-45

4

(Carried forward) 51,551
Clothing (UNRRA) 555
Gasoline, Diesel
oil, etc. 9,120

TOTAL tons per month.....61,226

D. Ton-Kilometers Required Loaded to Haul Civil Supplies for the First Two Months After the Liberation of Northwest Italy

1. Ex Genoa (See Table III)

Ton-Kilometers per month.....8,254,370

2. Ex Bologna (See Table II)

Ton-Kilometers per month.....15,277,876

E. Truck Requirements for the First Two Months After the Liberation of Northwest Italy (See Tables IIA and IIIA)

1. Ex Bologna

125 miles average per day $\frac{326,949 \text{ ton mi. per day} \times 2 \text{ (to include return haul)}}{3 \text{ tons (carrying capacity)}}$
 $\times 125 \text{ (mi. per day)} = \frac{653,898}{375} = 1,744$

plus 15 percent additional vehicles to replace those off the road for maintenance = 308

2219

TOTAL 3-ton trucks.....2,052

a. Assuming 3-ton carrying capacity vehicles in condition to operate over badly damaged roads.

b. Assuming that each vehicle can be loaded, unloaded, and average 125 miles per day, operated by two shifts of drivers.

c. Assuming the use of at least $\frac{2,052}{2} = 1,026$ x 2-ton Italian civilian vehicles to be found in the Northwest in good condition and utilized to distribute imported and indigenous supplies between provincial capitals and outlying districts (See Appendix C).

AC-ORD-68-45

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d. Allowing as requirements 10,500 additional ton-miles to lift fuel in excess of regional requirements in order to operate the supply trucks themselves on return hauls. This computation is based on an average consumption of 127 grams per ton 1 mile, which would mean a daily consumption of 80.4 tons of fuel to operate the civilian supply vehicles.

e. Assuming all the shortest and best roads will be serviceable (past experience and intelligence reports on the Northwest Italy show that this will not be the case, but until reconnaissance has been made over the roads themselves it is not possible to calculate the miles of detour which will be required where the direct routes are impassable).

2. Ex Genoa

The proportion of traffic required
Ex Genoa is equal to $\frac{8,254,370}{15,277,876} = 54$ percent.

At an average of 100 miles per day
 the minimum requirements for haul-
 age of impact supplies are 1,385 x 3-ton trucks.

a. Assuming 3-ton carrying capacity, vehicles in con-
 dition to operate over bad mountain roads.

b. Assuming that each vehicle can be loaded, unloaded
 and average 100 miles per day operated by two shifts of drivers.

c. Assuming that port clearance up to 2,000 tons per
 day will be the responsibility of the Armies for the first two
 months after the opening of the port.

d. Allowing 15 percent additional vehicles to replace
 those off the road for maintenance. 2218

e. Allowing vehicles to lift fuel in excess of regional
 requirements in order to operate the supply trucks themselves on
 the return hauls.

f. Assuming the use of at least x 2-ton Italian
 civilian vehicles to be found in the Northwest in good condition
 and to be utilized to distribute imported and indigenous supplies
 between provincial capitals and outlying districts (see Appendix C).

g. Assuming all the shortest and best roads will be
 serviceable (past experience and intelligence reports on the

AC-ORD-68-45

6

Northwest Italy show that this will not be the case, but until reconnaissance has been made over the roads themselves it is not possible to calculate the miles of detour which will be required where the routes are impassable.)

h. Not taking into consideration that the opening of the port of Genoa and the repair of the Genoa-Alessandria road will probably require two months. During this time the Northwest will have been fed from Bologna following which the impact tonnage of supplies will be insufficient. This means in effect that at least two times the original impact tonnage will have to be handled through Genoa when it becomes operative.

F. Truck Requirements for Northwest Italy (Piemonte, Liguria, Lombardia and Emilia) After the First Two Months of Liberation

1. Ex Genoa

a. Tonnage of required civilian supplies that is programmed to move through the port of Genoa after the first two months of liberation of Northwest Italy is as follows: (in agreement with QAE Log Plans and G-5, AFHQ, as to minimum requirements under the disease and unrest formula)

Food, Clothing, Medical and Agri- cultural Supplies	2,500 tons per day			
Coal	3,400	"	"	"
POL	1,000	"	"	"
Reconstruction Supplies	500	"	"	"
				2217
TOTAL tons per day.....7,400				

b. Coal requirements will not be made available to cities other than Genoa until the railways have been rehabilitated.

After deducting 3,400 tons of coal from the 7400 ton total per day, 4000 tons per day (120,000 tons per month) remain to be moved by road.

To move 120,000 tons per month, 1,581 additional vehicles will be required over and above the 1,385 needed for

AC-ORD-68-45

7

the movement of the impact tonnage of 56,050 tons per month.

This is computed from the proportion of tonnage lift required.

$$\frac{56,050}{120,000} = 214 \text{ percent}$$

Requirements first two months 1385

Additional requirements after first two mos. 1581

TOTAL 3-ton trucks.....2,966

c. Military assistance in the clearance of civilian supplies in the port of Genoa cannot be given in excess of 2,000 tons per day. The Armies have already declared that they wish to be relieved of the civilian lift at the earliest possible time.

Therefore, the clearance of the port will have to be carried out by a minimum of an additional 300 x 3-ton trucks operating on a two-shift basis (estimate of Log Plan 164).

Trucks required to lift
120,000 tons per mo.
to provincial capitals 2966

Trucks required for port clearance 300

2216

TOTAL.....3,266

2. Ex Bologna

The proportion of tonnage lift required is $\frac{61,266}{120,000} = 196 \text{ percent}$

Requirements first two months 2052

Additional requirements after first two mos 1970

TOTAL 3-ton trucks.....4,391

AC-ORD-68-45

8

a. It is estimated, however, that after the first two months supplies will not be hauled ex Bologna. In any event, Army priorities on the lines of communications based on present operational planning would not permit more than a continuation of an impact tonnage for the Northwest through Bologna, and then only if it were absolutely essential to use this route.

G. Conclusion

It has been agreed with G-5 and G-4 and QAF and Log Plans, AFHQ, that taking into consideration the 1,700 1½-ton vehicles which are now coming forward there will be needed an additional 2,000 3-ton vehicles which will be minimum requirements to fulfil the civilian commitment in Northwest Italy.

FINAL TOTAL 3-ton trucks.....2,000

////////// END OF REQUISITION //////////

2215

HEADQUARTERS
SIXTEENTH ARMY GROUP (OVHD)
APO 777

RHI/gas

29 Dec. 1944

File no.

SUBJECT : Justification for Personnel for Additional
G.I. and G.I. Truck Companies.

TO : Director Ford Section, Allied Commission, APO 394.

1. Headquarters, 15th Army Group concurs in the
attached draft, with the following understandings:

a. Personnel required (Allied Military and
Italian troops) will not result in decreased allotment
to the Fifth and Eighth Armies.

b. Training of Drivers not to be responsibility
of Fifth or Eighth Army.

c. Truck units based in Army zone to be attached
to appropriate Army under control of Army G-4.

For the Army Group COMMANDER:

RAIMON H. IATE
Brig. General, GSC.
A.C. of S., G-4

2214

7

SECRETALLIED FORCE HEADQUARTERS
G-5 Section
APO 512R/77
Copy R/20

Ref. T-10

3 January 1945

SUBJECT: Personnel for the Establishment of G.T. Coys and Q.M. Coys

TO : Headquarters, Allied Commission, APO 394
(Attn: Transportation Sub-Commission)

1. Confirming telephone conversation today's date Col. Denmore/
Lt. Col. Franklin. A meeting was held today at AFHQ at which was dis-
cussed the provision of Italian army personnel for the formation of
G.T. Coys and Q.M. Truck Coys by A.C. for Northwestern Italy.
2. It was realized by all attendant at the meeting that immediate
action must be taken to work out a plan whereby A.C. will be able to
meet its commitments in the a/m area when the occasion arises.
3. Due to the fact that Italian military personnel is at present
in short supply a number of alternative solutions were offered, among
which was the following: that present W.D. transport, both British and
U.S., and Italian military personnel now employed by A.C. should be
switched to Northwestern Italy together with sufficient additional trans-
port and Italian military personnel to enable A.C. to meet its commitment
of a 6000 daily ton lift, and the area south of the operational zones
should be catered for by Italian civilian organizations under the juris-
diction of A.C.
4. It is requested that this plan be investigated by you and
comments made so that appropriate action may be taken.
5. The proposal for establishing 6 G.T. Coys and 16 Q.M. Truck
Companies manned by Italian Military personnel is still being vigorously
explored by this headquarters.

For the Acting Assistant Chief of Staff, G-5:

J. E. BUTTERWORTH
Colonel, G.S.C.
Chief, Economics & Supply Division

2213

SECRET

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HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

AC/TN/5/77

Dec. 18, 1944

SUBJECT: Liberation North-West Italy

TO: Director Transportation Sub-Commission

1. Reference is made to your AC/TN/151/PM
dated 22 Dec. 1944.

2. Ref. Para 2 Major Milton Harris et present
Regional Transportation Officer Lazio-Umbria Region
has been detailed.

3. Ref. Para 3 the lists requested are attached
hereto. Italian personnel are nil.

4. Ref. Para 4 no equipment now under A.C.
or Italian Government control is available.

Chas.
JAMES J. CANNES,
Colonel, Inf.
Chief, Road Section.

Copy to: Mr. Cross, Priority and Movements
File R/20

2212

R/77

OFFICER PERSONNEL FOR NORTH WEST ITALY, WHEN LIBERATED

LIGURIA REGION

NAME	RANK	A or B	Proposed Assignment	Present Assignment
James, H.B.	Major	B	Regional Transport Officer	same
Volstad, H.L.	Capt.	A	Asst. Regional Tptn. Officer	same
N/A			Motor Maintenance Officer	
N/A			Provincial Tptn. Officer	
N/A			Provincial Tptn. Officer	
EM/ORS			34 (earmarked 26)	

LIGURIA REGION

Saunders, R.W. Capt.	A	Regional Transport Officer	same
Dickens, M.A. Capt.	B	Asst. Regional Tptn. Officer	same
Darr, I.C. Lt.	B	Motor Maintenance Officer	same
N/A		Provincial Tptn. Officer	
N/A		Provincial Tptn. Officer	
EM/ORS		34 (earmarked all)	

LOMBARDIA REGION

Harris, M. Major	A	Regional Transportation Officer	Lazio - Umbria
Coult, G.W.E. Capt.	B	Provincial Tptn. Officer	Lombardia
Cantini, E.M. Capt.	A	"	"
Walker, M.A. Capt.	B	"	"
Lynch, J.J. Capt.	A	"	"
N/A		"	
EM/ORS		46 (earmarked 27)	

+ A total of 37 EM/ORS are held surplus in the various Regions. These men will be utilized to offset requirements as shown in the above Tables.

TOP SECRET

TOP SECRET

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

Dec. 28, 1944

AC/TN/3/77

SUBJECT : Liberation North-West Italy

TO : Director Transportation Sub-Commission

1. Reference is made to your AC/TN/151/HA
dated 23 Dec. 1944.

2. Ref. Para 2 Major Milton Harris at present
Regional Transportation Officer Lazio-Umbria Region
has been detailed.

3. Ref. Para 3 the lists requested are attached
hereto. Italian personnel are nil.

4. Ref. Para 4 no equipment now under A.C.
or Italian Government control is available.

Chad
JAMES J. CANNES,
Colonel, Inf.
Chief, Road Section.

Copy to: Mr. Cross, Priority and Movements
File R/10

2209

ARMED PERSONNEL FOR NORTH WEST ITALY, WHEN THE RATESLIGURIA REGION

NAME	A or B	Proposed Assignment	Present Assignment
James, H.B.	B	Regional Transport Officer	same
Volsted, R.L.	A	Asst. Regional Tptn. Officer	same
N/A		Motor Maintenance Officer	
N/A		Provincial Tptn. Officer	
N/A		Provincial Tptn. Officer	
EM/ORS		34 (earmarked 26)	

PYEMONTE REGION

Seunders, S.W. Capt.	A	Regional Transport Officer	same
Lickens, N.A. Capt.	B	Asst. Regional Tptn. Officer	same
Barr, I.C. Lt.	B	Motor Maintenance Officer	same
N/A		Provincial Tptn. Officer	
N/A		Provincial Tptn. Officer	
EM/ORS		34 (earmarked nil)	

LOMBARDIA REGION

Harris, M. Major	A	Regional Transportation Officer	Lazio - Umbria
Coult, S.W. Capt.	B	Provincial Tptn. Officer	Lombardia
Sentini, A.W. Capt.	A	"	"
Walker, W.A. Capt.	B	"	"
Lynch, J.J. Capt.	A	"	"
N/A		"	"
EM/ORS		46 (earmarked 27)	

+ A total of 37 EM/ORS are held surplus in the various Regions. These men will be utilized to offset requirements as shown in the above Tables.

2210

Cub?

TOP SECRET

TOP SECRET

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

MHT/HL

Tel: 220

AC/TN/GRds

26 Dec. '44

SUBJECT : Requirements for Italian Military
and Allied Supervisory Personnel
for Organization of AC's M.D.
Vehicles into GT & Q Companies.

Ref: AC/TN/R52/20. dtd 13 Dec. 44.

TO : G-5, AFHQ, Att: Col. Butterworth

1. Reference the Chief AFHQ Administrative Officer's statement at AFHQ-AC-District 2 conference held in Rome, 23 December, that effective use of M.D. vehicles in District 2 can only be accomplished by AC thru organization of this road transport into military units with Italian army drivers and Allied Supervisory personnel.

2. It was agreed that military assistance will be required in the training of and procurement of necessary personnel for the purpose.

3. It is therefore requested that this subject be reopened and that the former training program be reactivated and accelerated so that AC can fulfill its commitments in District 2. The personnel were requested in our letter AC/TN/R/52/20 of 13 Dec. 44.

4. It was understood at the meeting that the Italian military personnel would be made available by MMIA on instructions of AFHQ for the purpose, and that, if necessary, the existing ceiling of the Italian army may be raised.

5. Please advise when this decision will be implemented.

2208

Wm
MERRITT H. TAYLOR,
Director.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

*R/T7 File
Chap.
30/12.*

MHT/hl

Tel: 220

AC/TN/GTN

27 Dec. '44

SUBJECT: George G. Gross

TO : Rail Division
Road Division ✓
Shipping Division
Movements Division
Administrative Division

1. In order to coordinate the planning for portions of unliberated Italy for the restoration of transport facilities and to place this plan in operation when required, it is necessary that all modes of transport be planned for and coordinated under a centralized head.

2. Mr. George G. Gross will act as my personal representative in this connection, and I request that maximum cooperation be extended to him by all divisions of Transportation Sub-Commission.

2207

Merritt H. Taylor
MERRITT H. TAYLOR,
Director.

TOPSECRET.

MJS/TW.

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission.

Tel : 478701

22 December 1944.

AC TN/151/RM

Subject :- Liberation North-West Italy.

To :- Highway Section (Att. Col. Carnes);
Shipping Section (Att. Mr. Crooks).
Railway Section (Att. Lt.Col. Lindbergh).

1. It is now necessary to prepare a list of personnel and equipment, which AC and the Italian Government can make available *N/C* for work in the initial phase of the rehabilitation of transportation facilities in North-West Italy.
2. Each Addressee will detail one man by name, who will be responsible for coordinating executive preparatory work of his section, *Amisand* who will go forward in charge of the sections' parties *the* initial phase.
3. Detailed lists will be prepared by the section for that side in which they are primarily interested of the Allied and Italian personnel, who will go to the North-West Area, when liberated. This *list* will show for what particular work each man is detailed and for which Area.
4. Detailed lists of equipment etc now under AC or Italian Government control, but which it is anticipated can be made available for the North-West will also be prepared. This will show the present *N/C* location of the equipment etc, and the work to which it is at present allocated.
5. Addressees are requested to take energetic action in accordance with the above instructions, and to submit returns by the 29 Dec. 44.

Amisand H. Foyler

1303
Subject :- Liberation North-West Italy.

To :- Highway Section (Att. Col. Carnes);
Shipping Section (Att. Mr. Crooks).
Railway Section (Att. Lt.Col. Lindbergh).

1. It is now necessary to prepare a list of personnel and equipment, which AC and the Italian Government can make available *N/C* for work in the initial phase of the rehabilitation of transportation facilities in North-West Italy.
2. Each Addressee will detail one man by name, who will be responsible for coordinating executive preparatory work of his section, *And* who will go forward in charge of the sections' parties *in the* initial phase.
3. Detailed lists will be prepared by the section for that side in which they are primarily interested of the Allied and Italian personnel, who will go to the North-West Area, when liberated. This *list* will show for what particular work each man is detailed and for which Area.
4. Detailed lists of equipment etc now under AC or Italian Government control, but which it is anticipated can be made available for the North-West will also be prepared. This will show the present *N/C* location of the equipment etc, and the work to which it is at present allocated.
5. Addressees are requested to take energetic action in accordance with the above instructions, and to submit returns by the 29 Dec. 44.

Merritt H. Taylor
MERRITT H. TAYLOR
Director

Copy to : Priorities & Movements Section.
(for Mr. G.G. Gross)

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
ROADS:

TOP SECRET

JHB/EYE.

AC/TN/R/77.

21 Dec 1944.

SUBJECT: M.F. Italy.

To:- Lt. Col. Sieff.

1. Reference the attached AC/TN/GIN dated 19 Dec 1944.

2. Tables A, B, C and D attached have been compiled in the following manner:-

(a) Table A shows the number of trucks required to lift Food and Medical Stores ONLY from Genova on a 150 miles run per day basis.

(b) Table B shows this same lift from Genova on a 100 mile run per day basis.

(c) Table C shows the number of trucks required to lift Food and Medical Stores ONLY from Bologna on a 150 mile run per day basis:

22.5

(d) Table D shows this same lift from Bologna on a 100 mile run per day basis.

3. 100 miles per day is considered the maximum and even this will only be obtainable under reasonably favourable conditions.

4. The maximum number of trucks that will be available, until rush shipments arrive, is 500 and this means that:

On Table A only	57.9 %	of the lift required will be available.
" Table B "	45.28%	" " "
" Table C "	48.6 %	" " "
" Table D "	33.78%	" " "

5. The tables show only the lift of Food and Medical Supplies. No provision has been made for the lift of P.O.L., Public Utilities, movement of materials for

To:- Lt: Col. Sieff.

1. Reference the attached AC/TN/GTN dated 19 Dec 1944.

2. Tables A, B, C and D attached have been compiled in the following manner:-

(a) Table A shows the number of trucks required to lift Food and Medical Stores ONLY from Genova on a 150 miles run per day basis.

(b) Table B shows this same lift from Genova on a 100 mile run per day basis.

(c) Table C shows the number of trucks required to lift Food and Medical Stores ONLY from Bologna on a 150 mile run per day basis.

(d) Table D shows this same lift from Bologna on a 100 mile run per day basis.

3. 100 miles per day is considered the maximum and even this will only be obtainable under reasonably favourable conditions.

4. The maximum number of trucks that will be available, until rush shipments arrive, is 500 and this means that:

On Table A only 57.9 % of the lift required will be available.
" Table B " 45.28% " " " " "
" Table C " 48.6 % " " " " "
" Table D " 33.78% " " " " "

5. The tables show only the lift of Food and Medical Supplies. No provision has been made for the lift of P.O.L., Public Utilities, movement of materials for reconstruction, etc.

6. Petrol and oil required for the number of vehicles set out in the tables, would be as follows:-

Table A	16,181 galls Petrol	484 galls Lub. per day.
Table B	13,800 " "	414 " " "
Table C	19,131 " "	573 " " "
Table D	18,500 " "	555 " " "

TOP SECRET.

- 2 -

7. It has also been presumed that the Provinces of Imperia, La Spezia, Savona and, in the case of Tables C and D, the province of Genova, will be supplied from the Coast.

E. J. Edwards *Sub*

for J. H. BORDASS Lt. Col.
Transportation Sub-Commission.

2203

Top Secret.

Transportation Sub-Comm
Roads.

SHB).

Subject: N. W. Study.

1. Reference the attached AC/TN/GTr dated 19th Dec 1944.

2. Tables A, B, C and D attached have been compiled in the following manner:-

Table A shows the number of trucks required to lift food and medical stores ONLY from Geneva on a 150 mile run per day basis.

Table B shows the same lift from Geneva on a 100 mile run per day basis.

Table C shows the number of trucks required to lift food and medical stores ONLY from Bologna on a 150 mile run per day basis.

Table D shows the same lift from Bologna on a 100 mile run per day basis.

3. 100 miles per day is considered the maximum and even this will only be obtainable under reasonably favourable conditions.

4. The maximum number of trucks that will be available, until fresh shipments arrive, is 500 and this means that:

on Table A only	57.9%	of the lift required will be available
.. Table B	.. 45.28%	
.. Table C	.. 48.6%	
.. Table D	.. 33.78%	

5. The tables show only the lift of food and medical supplies. No provision has been made for the lift of POL, public utilities, movement of materials for

to lift food and medical stores ONLY from Genova on a 150 mile run per day basis.

Table B shows the same lift from Genova on a 100 mile run per day basis.

Table C shows the number of trucks required to lift food and medical stores ONLY from Bologna on a 150 mile run per day basis.

Table D shows the same lift from Bologna on a 100 mile run per day basis.

3. 100 miles per day is considered the maximum and even this will only be obtainable under reasonably favorable conditions.

4. The maximum number of trucks that will be available, until fresh shipments arrive, is 500 and this means that:

on Table A only	57.9%	of the lift required will be available	..	..	..
.. Table B	.. 45.28%	..	..	..	..
.. Table C	.. 48.6%	..	2202	..	..
.. Table D	.. 33.78%	..	..	..	..

5. The tables show only the lift of food and medical supplies. No provision has been made for the lift of POL, public utilities, movement of materials for reconstruction etc.

6. Petrol and oil required for the number of vehicles set out in the tables, would be as follows.

Table A	16,181 Gallons Petrol	484 Gallons lub.	per day.
.. B	13,800 ..	.. 414 ..	
.. C	19,131 ..	.. 573 ..	
.. D	18,500 ..	.. 555 ..	

7. It has also been presumed that the Province of Imperia, La Spezia, Savona and in the case of Torino and the Province of Genova, will be supplied from the coast.

ROAD MOVEMENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ON
 THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100
 THIS MILEAGE IS CONSIDERED FAR IN EXCESS OF WHAT WILL ACTUALLY BE 150

PROVINCE	TONS PER MONTH	TONS PER DAY	DISTANCE (MILES)	NO. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	NO. OF SHIFTS REQUIRED.	TOTAL 3 T
Alessandria	1999	66	53.5 ✓	22	1 ✓	
Aosta	974	33	161.7	11	~~2~~ 4	
Asti	952	32	76.6	11	~~2~~ 1	
Cuneo	2406	80	91.0	27	2 ✓	
Novara	1632	54	102.8	18	2 ✓	
Torino	5077	169	112.5	57	~~2~~ 3	
Vercelli	1545	51	88.1	17	2 ✓	
Bergamo	2596	87	130	29	~~2~~ 3	
Brescia	3203	107	139.3	36	~~2~~ 3	
Como	2086	70	125.8	24	~~2~~ 3	
Cremona	1502	51	109	17	2 ✓	
Mantova	1658	55	151.5	19	~~2~~ 3	
Milano	9621	321	99	107	2 ✓	
Pavia	2029	68	77.4	23	1 ✓	
Sondrio	609	21	182.4	7	~~2~~ 4	
Varese	1749	58	135.8	20	~~2~~ 3	
Parma	548	18	125.3	6	~~2~~ 3	
Piacenza	436	15	88.1	5	2 ✓	
Genova	~~10000~~	~~180~~		~~644~~		
Imperia*	1038	35	73.4	12	2 ✓	
La Spezia*	1519	51	73.1	17	2 ✓	
Savona*	1438	48	24.3	16	2 Info for day.	
					TOTAL	

If the other Provinces marked * can be supplied from the coast number of shifts reduced

1.3.12

MENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY **SECRET**
HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY.
BE IS CONSIDERED FAR IN EXCESS OF WHAT WILL ACTUALLY BE POSSIBLE. **TABLE B.**

PER MONTH	TONS PER DAY	DISTANCE (MILES)	No. of 3 TONNERS REQUIRED FOR SINGLE LIFT	No. of SHIFTS REQUIRED.	TOTAL No. of 3 TONNERS.
999	66	53.5	22	1	22.
974	33	161.7	11	4	~~22~~ 44
952	32	76.6	11	3	~~11~~ 22
406	80	91.0	27	2	54
332	54	102.8	18	2	36
077	169	112.5	57	3	~~111~~ 171
545	51	88.1	17	2	34
596	87	120	29	3	~~58~~ 87
203	107	139.3	36	3	~~72~~ 108
086	70	125.8	24	3	~~48~~ 82
502	51	109	17	2	34
658	55	151.5	19	3	~~38~~ 57
621	321	99	107	2	214
029	68	77.4	23	1	23
609	21	182.4	7	3	~~21~~ 28
749	58	135.8	20	3	~~40~~ 60
548	18	125.3	6	3	~~12~~ 18
436	15	88.1	5	2	10
028	150		~~150~~		
038	35	73.4	12	2	12 24
1519	51	78.1	17	2	17 34
1438	48	24.3	16	2 Tnps per day.	~~6~~ 8
TOTAL					898 1170

marked * can be supplied from the coast number of carriers reduced by 35 = 863.
66 = 1104

ROAD MOVEMENTS FROM BOLOGNA - FOOD AND MEDICAL SUPPLIES
 THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO
 THIS MILEAGE IS CONSIDERED FAR IN EXCESS OF WHAT WILL ACTUALLY BE POSSIBLE

PROVINCE	TONS PER MONTH	TONS PER DAY	DISTANCE (MILES)	NO. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	NO. OF SHIFTS REQUIRED	TOTAL 3
Alessandria	1999	66	147.1	22	2 3	
Aosta	974	33	247.5	11	4 5	
Asti	952	32	170.3	11	2 4	
Cuneo	2406	80	267	27	4 6	10
Novara	1632	54	159.3	18	2 3	
Torino	5077	169	206.3	57	3 4	13
Vercelli	1545	51	174	17	2 4	
Bergamo	2596	87	139	29	2 3	
Brescia	3203	107	139	36	2 3	
Como	2086	70	156.5	24	2 3	4
Cremona	1502	51	108.7	17	2	3
Mantova	1658	55	78.75	19	2	7
Milano	9621	321	157.5	107	2 3	21
Pavia	2029	68	129.9	23	2 3	4
Sondrio	609	21	211.2	7	3 4	2
Varese	1749	58	161.5	20	2 3	4
Parma	548	18	56.8	6	1	
Piacenza	436	15	87.8	5	2	1
Genova *	5715	190	175.9	64	2 4	12
Imperia *	1038	35	249.3	12	4 5	4
La Spezia *	1519	51	129.6	17	2 3	3
Savona *	1438	48	205	16	3 4	4
TOTAL						1

If the four Provinces marked * can be supplied from the covered number of lorries reduced by

1314

UTS FROM BOLOGNA - FOOD AND MEDICAL SUPPLIES ONLY. SECRET
 BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO ¹⁰⁰~~150~~ MILES PER DAY.
 CONSIDERED FAR IN EXCESS OF WHAT WILL ACTUALLY BE POSSIBLE. TABLE 1).

MONTH	TONS PER DAY	DISTANCE (MILES)	NO. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	NO. OF SHIFTS REQUIRED	TOTAL NO. OF 3 TONNERS.
9	66	147.1	22	2 3	~~44~~ 66
4	33	247.5	11	4 5	44 55
	32	170.3	11	2 4	22 44
6	80	267	27	4 6	108 162
2	54	159.3	18	2 3	36 54
7	169	206.3	57	3 4	171 228
5	51	174	17	2 4	34 68
6	87	139	29	2 3	58 87
3	107	139	36	2 3	72 108
	70	156.5	24	2 3	48 72
2	51	108.7	17	2	34
3	55	78.75	19	1 2	19 38
1	321	151.5	107	2 3	214 321
9	68	129.9	23	2 3	46 69
7	21	211.2	7	3 4	21 28
9	58	161.5	20	2 3	40 60
	18	56.8	6	1	6
	15	87.8	5	2	10
	190	175.9	64	2 4	128 256
	35	249.3	12	4 5	48 60
	51	129.6	17	2 3	34 51
	48	205	16	3 4	48 64

TOTAL

1285 1911
 431 = 1480
 258 = 1027

marked * can be supplied from the coast number of units reduced by

ROAD MOVEMENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY
 THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY

PROVINCE	TONS PER MONTH	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	Nº OF SHIFTS REQUIRED
ALESSANDRIA	1999	66	53.5	22	1
AOSTA	974	33	161.7	11	4
ASTI	952	32	76.6	11	2
CUNEO	2406	80	91.0	27	2
NOVARA	1632	54	102.8	18	2
TORINO	5077	169	112.5	57	3
VERCELLI	1545	51	88.1	17	2
BERGAMO	2596	87	130	29	3
BRESCIA	3203	107	139.3	36	3
COMO	2086	70	125.8	24	3
CREMONA	1502	51	109	17	2
MANTOVA	1658	55	151.5	19	3
MILANO	9621	321	99	107	2
PAVIA	2029	68	77.4	23	1
SONDRIO	609	21	182.4	7	4
VARESE	1749	58	135.8	20	3
PARMA	548	18	125.3	6	3
PIACENZA	436	15	88.1	5	2
IMPERIA x	1038	35	73.4	12	2
LA SPEZIA x	1519	51	73.1	17	2
SAVONA x	1438	48	24.3	16	2
					2 Tns per da
					TOTAL

If the three Provinces marked x can be supplied from the coast number ^{of} lorries reduced by

MOVEMENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY
 TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY.

S E C R E T

TABLE B

TONS PER MONTH	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	Nº OF SHIFTS REQUIRED	TOTAL Nº OF 3 TONNERS
1999	66	53.5	22	1	22
974	33	161.7	11	4	44
952	32	76.6	11	2	22
2406	80	91.0	27	2	54
1632	54	102.8	18	2	36
5077	169	112.5	57	3	171
1545	51	88.1	17	2	34
2596	87	130	29	3	87
3203	107	139.3	36	3	108
2086	70	125.8	24	3	82
1502	51	109	17	2	34
1658	55	151.5	19	3	57
9621	321	99	107	2	214
2029	68	77.4	23	1	23
609	21	182.4	7	4	28
1749	58	135.8	20	3	60
548	18	125.3	6	3	18
436	15	88.1	5	2	10
1038	35	73.4	12	2	24
1519	51	73.1	17	2	34
1438	48	24.3	16	2 Trips per day	8
				TOTAL	1170

ances marked x can be supplied from the coast number ^{of} by lorries reduced by 66 = 1104

ROAD MOVEMENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY
THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY.

PROVINCE	TONS PER MONTH	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	N° OF SHIFTS REQUIRED
ALESSANDRIA	1999	66	53.5	22	1
AOSTA	974	33	161.7	11	4
ASTI	952	32	76.6	11	2
CUNEO	2406	80	91.0	27	2
NOVARA	1632	54	102.8	18	2
TORINO	5077	169	112.5	57	3
VERCELLI	1545	51	88.1	17	2
BERGAMO	2596	87	130	29	3
BRESCIA	3203	107	139.3	36	3
COMO	2086	70	125.8	24	3
CREMONA	1502	51	109	17	2
MANTOVA	1658	55	151.5	19	3
MILANO	9621	321	99	107	2
PAVIA	2029	68	77.4	23	1
SONDRIO	609	21	182.4	7	4
VARESE	1749	58	135.8	20	3
PARMA	548	18	125.3	6	3
PIACENZA	436	15	88.1	5	2
IMPERIA x	1038	35	73.4	12	2
LA SPEZIA x	1519	51	73.1	17	2
SAVONA x	1438	48	24.3	16	2
					2 Trips per day
					TOTAL

If the three Provinces marked x can be supplied from the coast number ^{of} lorries reduced by

EMENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY
 BLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY.

S E C R E T

TABLE B

NS PER MONTH	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	N° OF SHIFTS REQUIRED	TOTAL N° OF 3 TONNERS
1999	66	53.5	22	1	22
974	33	161.7	11	4	44
952	32	76.6	11	2	22
2406	80	91.0	27	2	54
1632	54	102.8	18	2	36
5077	169	112.5	57	3	171
1545	51	88.1	17	2	34
2596	87	130	29	3	87
3203	107	139.3	36	3	108
2086	70	125.8	24	3	82
1502	51	109	17	2	34
1658	55	151.5	19	3	57
9621	321	99	107	2	214
2029	68	77.4	23	1	23
609	21	182.4	7	4	28
1749	58	135.8	20	3	60
548	18	125.3	6	3	18
436	15	88.1	5	2	10
1038	35	73.4	12	2	24
1519	51	73.1	17	2	34
1438	48	24.3	16	2 Trips per day	8
TOTAL					1170

as marked x can be supplied from the coast number ^{of} by lorries reduced by 66 = 1104

ROAD MOVEMENTS FROM BOLOGNA - FOOD AND MEDICAL SUPPLIES ONLY .
THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY

PROVINCE	TONS PER MONTHS	TONS PER DAY	DISTANCE (MILES)	No. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	No. OF SHIFTS REQUIRED
ALESSANDRIA	1999	66	147.1	22	3
AOSTA	974	33	247.5	11	5
ASTI	952	32	170.3	11	4
CUNEO	2406	80	267	27	6
NOVARA	1632	54	159.3	18	3
TORINO	5077	169	206.3	57	4
VERCELLI	1545	51	174	17	4
BERGAMO	2596	87	139	29	3
BRESCIA	3203	107	139	36	3
COMO	2086	70	156.5	24	3
CREMONA	1502	51	108.7	17	2
MANTOVA	1658	55	78.75	19	2
MILANO	9621	321	151.5	107	3
PAVIA	2029	68	129.9	23	3
SONDRIO	609	21	211.2	7	4
VARESE	1749	58	161.5	20	3
PARMA	548	18	56.8	6	1
PIACENZA	436	15	87.8	5	2
GENOVA x	5715	190	175.9	64	4
IMPERIA x	1038	35	243.3	12	5
LA SPEZIA x	1519	51	129.6	17	3
SAVONA x	1438	48	205	16	4

2197

TOTAL

Defou
If from Provinces marked x can be supplied from cost number of lorries reduced by 431 = 148

LOAD MOVEMENTS FROM BOLOGNA - FOOD AND MEDICAL SUPPLIES ONLY .
 THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY.

SECRET

TABLE D

TONS PER MONTHS	TONS PER DAY	DISTANCE (MILES)	N ^o OF 3 TONNERS REQUIRED FOR SINGLE LIFT	N ^o OF SHIFTS REQUIRED	TOTAL N ^o OF 3 TONNERS
1999	66	147.1	22	3	66
974	33	247.5	11	5	55
952	32	170.3	11	4	44
2406	80	257	27	6	162
1632	54	159.3	18	3	54
5077	169	206.3	57	4	228
1545	51	174	17	4	68
2596	87	139	29	3	87
3203	107	139	36	3	108
2086	70	156.5	24	3	72
1502	51	108.7	17	2	34
1658	55	78.75	19	2	38
9621	321	151.5	107	3	321
2029	68	129.9	23	3	69
609	21	211.2	7	4	28
1749	58	161.5	20	3	60
548	18	56.8	6	1	6
436	15	87.8	5	2	10
5715	190	175.9	64	4	256
1038	35	249.3	12	5	60
1519	51	129.6	17	3	51
1438	48	205	16	4	64
TOTAL					1911

es marked x can be supplied from cost number of lorries reduced by 431 = 1480

ROAD MOVEMENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY
 THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY

PROVINCE	TONS PER MONTH	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	N° OF SHIFTS REQUIRED
ALESSANDRIA	1999	66	53.5	22	1
AOSTA	974	33	161.7	11	4
ASTI	952	32	76.6	11	2
CUNEO	2406	80	91.0	27	2
NOVARA	1632	54	102.8	18	2
TORINO	5077	169	112.5	57	3
VERCELLI	1545	51	88.1	17	2
BERGAMO	2596	87	130	29	3
BRESCIA	3203	107	139.3	36	3
COMO	2086	70	125.8	24	3
CREMONA	1502	51	109	17	2
MANTOVA	1658	55	151.5	19	3
MILANO	9621	321	99	107	2
PAVIA	2029	68	77.4	23	1
SONDRIO	609	21	182.4	7	4
VARESE	1749	58	135.8	20	3
PARMA	548	18	125.3	6	3
PIACENZA	436	15	88.1	5	2
IMPERIA x	1038	35	73.4	12	2
LA SPEZIA x	1519	51	73.1	17	2
SAVONA x	1438	48	24.3	16	2
					2 Trips per day
					TOTAL

2196

If the three Provinces marked x can be supplied from the coast number ^{of} lorries reduced by

S E C R E T

MENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY
 LE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY.

TABLE B

S PER MONTH	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	N° OF SHIFTS REQUIRED	TOTAL N° OF 3 TONNERS
					22
1999	66	53.5	22	1	22
974	33	161.7	11	4	44
952	32	76.6	11	2	22
2406	80	91.0	27	2	54
1632	54	102.8	18	2	36
5077	169	112.5	57	3	171
1545	51	88.1	17	2	34
2596	87	130	29	3	87
3203	107	139.3	36	3	108
2086	70	125.8	24	3	82
1502	51	109	17	2	34
1658	55	151.5	19	3	57
9621	321	99	107	2	214
2029	68	77.4	23	1	23
609	21	182.4	7	4	28
1749	58	135.8	20	3	60
548	18	125.3	6	3	18
436	15	88.1	5	2	10
1038	35	73.4	12	2	24
1519	51	73.1	17	2	34
1438	48	24.3	16	2	8
				2 Trips per day	
				TOTAL	1170

ees marked x can be supplied from the coast number ⁶⁶₆₇ lorries reduced by 66 = 1104

ROAD MOVEMENTS FROM BOLOGNA - FOOD AND MEDICAL SUPPLIES ONLY .
THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY

PROVINCE	TONS PER MONTHS	TONS PER DAY	DISTANCE (MILES)	No OF 3 TONNERS REQUIRED FOR SINGLE LIFT	No OF SHIPS REQUIRED
ALESSANDRIA	1999	66	147.1	22	3
AOSTA	974	33	247.5	11	5
ASTI	952	32	170.3	11	4
CUNEO	2406	80	267	27	6
NOVARA	1632	54	159.3	18	3
TORINO	5077	169	206.3	57	4
VERCELLI	1545	51	174	17	4
BERGAMO	2596	87	139	29	3
BRESCIA	3203	107	139.5	36	3
COMO	2086	70	156.5	24	3
CREMONA	1502	51	108.7	17	2
MANTOVA	1658	55	78.75	19	2
MILANO	9621	321	151.5	107	3
PAVIA	2029	68	129.9	23	3
SONDRIO	609	21	211.2	7	4
VARESE	1749	58	161.5	20	3
PARMA	548	18	56.8	6	1
PIACENZA	436	15	87.8	5	2
GENOVA x	5715	190	175.9	64	4
IMPERIA x	1038	35	249.3	12	5
LA SPEZIA x	1519	51	129.6	17	3
SAVONA x	1438	48	205	16	4

TOTAL

^{the four}
If from Provinces marked x can be supplied from ~~cost~~ number of lorries reduced by 431 = 14

SECRET

MENTS FROM BOLOGNA - FOOD AND MEDICAL SUPPLIES ONLY .
 E HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY. TABLE D,

R MONTHS	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	N. OF SHIFTS REQUIRED	TOTAL N° OF 3 TONNERS
	66	147.1	22	3	66
	33	247.5	11	5	55
	32	170.3	11	4	44
	80	267	27	6	162
	54	159.3	18	3	54
	169	206.3	57	4	228
	51	174	17	4	68
	87	139	29	3	87
	107	139.	36	3	108
	70	156.5	24	3	72
	51	108.7	17	2	34
	55	76.75	19	2	38
	321	151.5	107	3	321
	68	129.9	23	3	69
	21	211.2	7	4	28
	58	161.5	20	3	60
	18	56.8	6	1	6
	15	87.8	5	2	10
	190	175.9	64	4	256
	35	249.3	12	5	60
	51	129.6	17	3	51
	48	205	16	4	64
TOTAL					1911

arked x can be supplied from cost number of lorries reduced by 431 = 1480

Road movements from Bologna - Food and Medical Supplies ONLY.
This table has been compiled on the basis that a truck will do 150 miles per day. This mileage is considered far in excess of what will actually be possible.

S E C

Province	Tons per Month	Tons per Day	Distance (Miles)	No. of 3 Tonners Required for single lift	No. of Shifts required
Alessandria	1999	66	147.1	22	2
Aosta	974	33	247.5	11	4
Asti	952	32	170.3	11	2
Cuneo	2406	80	267	27	4
Novara	1632	54	159.3	18	2
Torino	5077	169	206.3	57	3
Vercelli	1545	51	174	17	2
Bergamo	2596	87	139	29	2
Brescia	3203	107	139	36	2
Como	2086	70	156.5	24	2
Cremona	1502	51	108.7	17	2
Mantova	1658	55	78.75	19	1
Milano	9621	321	151.5	107	2
Pavia	2029	68	129.9	23	2
Sondrio	609	21	211.2	7	3
Varese	1749	58	161.5	20	2
Parma	348	18	56.8	6	1
Piacenza	436	15	87.8	5	2
Genova+	5715	190	175.9	64	2
Imperia+	1038	35	249.3	12	4
La Spezia+	1519	51	129.6	17	2
Savona+	1438	48	205	16	3

Total

If the four Provinces marked+ can be supplied from the coast number of lorries reduced by 258 = 1027

movements from Bologna - Food and Medical Supplies ONLY.
 Table has been compiled on the basis that a truck will do
 miles per day. This mileage is considered far in excess of
 what will actually be possible.

SECRET TABLE C

	Tons per Month	Tons per Day	Distance (Miles)	No. of 3 Tonners Required for single lift	No. of Shifts required	Total No. of 3 Tonners.
1999	56		147.1	22	2	44
974	33		247.5	11	4	44
952	32		170.3	11	2	22
2406	80		267	27	4	108
1632	54		159.3	18	2	36
5077	169		206.3	57	3	171
1545	51		174	17	2	34
2596	87		139	29	2	58
3203	107		139	36	2	72
2086	70		156.5	24	2	48
1502	51		108.7	17	2	34
1658	55		78.75	19	1	19
9621	321		151.5	107	2	214
2029	68		129.9	23	2	46
609	21		211.2	7	3	21
1749	58		161.5	20	2	40
348	18		56.8	6	1	6
436	15		87.8	5	2	10
5715	190		175.9	64	2	128
1038	35		249.3	12	4	48
1519	51		129.6	17	2	34
1438	48		205	16	3	48
Total						1285

Provinces marked+ can be supplied from the coast number of lorries

258 = 1027

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

Phone: 503

Ref. 1.00/ES.

SUBJECT: Supplies, Resources and Requirements During the First Three Months of Liberation for the Following Provinces:

PIEMONTE

Alessandria
Asti
Cuneo
Novara
Torino
Vercelli

LIGURIA

Genova
Imperia
La Spezia
Savona

LOMBARDIA

Bergamo
Brescia
Como
Cremona
Milano
Pavia
Sondrio
Varese

EMILIA

Parma
Piacenza

2193

TO :

Food Sub-Commission
Agriculture Sub-Commission
Industry Sub-Commission

Commerce Sub-Commission
Public Works & Utilities
Transportation Sub-Commission

1. Reference is to planning for Northwest Italy and memorandum by H. Cleveland, 9 December 1944, classified top secret and which this memorandum supplements.

2. Completion of plans for transportation and warehousing requires the best information available at this time on the supplies, resources, and requirements for use or consumption, in Northwest Italy. This includes all food, clothing, emergency building materials, equipment, anything which will have to be transported within the area during the first three months of occupation by Allied Forces.

3. Each sub-commission is requested to furnish the data on material within its jurisdiction as soon as possible, according to a schedule which will be discussed with the sub-commissions by Mr. Stauffer. It is realized that this request does not allow much time, however, planning for this area has been in progress for some time and it is felt that much of the work will already be completed.

The same request was made by telephone earlier today as soon as the need was determined.

4. Mr. Stauffer will give sub-commissions further details on the information required as rapidly as he can get around to each. It is his responsibility to coordinate the work of Supply & Resource Division with that

- 2 -

of the Transportation Sub-Commission. Data from all sub-commissions will be combined, therefore the importance of a standard basis and tabulation form is emphasized. This also will be covered by Mr. Stauffer.


 HARLAN CLEVELAND
 Executive Director
 Economic Section

DISTRIBUTION

Displaced Persons & Refugee S/C
 Public Health Sub-Commission
 Finance Sub-Commission
 Labor Sub-Commission
 Shipping Sub-Commission
 Files

2192

C O P Y

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

13 December 1944

Ref : AC/Tn/R/52/20

SUBJECT : Personnel required to operate additional G.T.
Companies and QM Truck Companies.

TO : AFHQ. G-5 (Attention Col. Butterworth).

1. Reference is made to Para. 6b. of Appendix "C" of AFHQ Log Plans Paper - Log P. 164, dated 29 November 1944, and also to our letter AC/TN/R/1 dated 8 Dec. 1944.

2. It is known that 1700 vehicles are due to arrive by phased programme during the next three or four months. It is also known that a requisition for an additional 3000 vehicles has been approved by AFHQ, and it is therefore assumed that these vehicles will materialise at some future date.

3. In order to inaugurate a training programme necessary for the provision of experienced drivers, it is imperative that immediate action be taken to have Allied Commission's Italian ceiling, both A & B, raised.

- a. 8 G.T. Companies of 4 operating Platoons each - 1056 load carrying vehicles.
- b. 16 Q.M. Truck Companies of 50 trucks each - **2191** vehicles.

These formations will, therefore, account for 1856 vehicles. The balance of 2,844 vehicles will be operated by civilian organizations.

5. It is requested that personnel necessary for the formation of the 8 G.T. Companies be provided as set forth in War Establishments as follows:

NA/317/1, III/116/2, 111/117/2, III/121/3, NA/317/0,
III/122/1, 111/116/2, 111/117/2, 121/2 and 122/3.

This will entail the following totals:-

TO : AFHQ. G-5 (Attention Col. Butterworth).

1. Reference is made to Para. 6b. of Appendix "C" of AFHQ Log Plans Paper - Log P. 164, dated 29 November 1944, and also to our letter AC/TN/R/1 dated 6 Dec. 1944.

2. It is known that 1700 vehicles are due to arrive by phased programme during the next three or four months. It is also known that a requisition for an additional 3000 vehicles has been approved by AFHQ, and it is therefore assumed that these vehicles will materialise at some future date.

3. In order to inaugurate a training programme necessary for the provision of experienced drivers, it is imperative that immediate action be taken to have Allied Commission's Italian ceiling, both A & B, raised.

a. 8 G.I. Companies of 4 operating Platoons each - 1056 load carrying vehicles.

b. 16 Q.M. Truck Companies of 50 trucks each - 800 vehicles.

2191

These formations will, therefore, account for 1856 vehicles. The balance of 2,844 vehicles will be operated by civilian organizations.

5. It is requested that personnel necessary for the formation of the 8 G.I. Companies be provided as set forth in War Establishments as follows:

NA/317/1, III/116/2, 111/117/2, III/121/3, NA/317/0,
III/22/1, 111/116/2, 111/117/2, 121/2 and 122/3.

This will entail the following totals:-

British Officers.....	32
British O/Re	218
Italian Officers.....	72
Italian Personnel.....	3344

NOTE: The figure 3344 is arrived at by duplicating the total ORs in view of the fact that the vehicles will operate on a 24 hours basis.

It is also requested that a H.Q. CRASC be provided for the administration of the above transport Companies.

Italian personnel and American Supervisory personnel for the 16 Q.M. Truck Companies is also requested as follows:-

Italian personnel. 2960 - 1760 organized as per TO/TE 10-56 and 10-57, plus 1200 extra drivers for the 24 Companies in order to operate all companies on a 24-hours basis.

American Personnel.

2 Majors - B.C.C.
 2 Captain - Adjutants
 2 W.O. - Supply
 2 Master Sergeants - Sgt. Majors (502)
 2 T/Sgts - Operations (814)
 2 T/Sgts - Personnel (816)
 2 Sgts - Supply (821)
 2 T/5 - Clerks, Typists (405)

16 Captains - Company Commanders (0660)
 16 1/Lieuts - 0605
 16 T/Sgts - 813
 16 S/Sgts - Supply (821) **2190**
 32 Sgts - Section Leaders (652)
 16 Cpls - Dispatch (410)
 16 Cpls - Squad Leaders (653)
 32 T/4 - Truck Drivers (heavy) (345)
 16 T/4 - Mechanics Auto (014)
 16 T/5 - " " (014)

6. It is proposed that the G.T. Companies personnel be trained by the British military authorities, and that, when trained and ready for operation, these companies should be placed under AAI for administration and maintenance, being attached to A.C. only for operational purposes.

7. Personnel for the 16 Q.M. Truck Companies will be trained by A.C. at the A.C. school for driving instruction.

8. It is urged that the training of the G.T. Companies personnel by the military authorities commence at the earliest possible moment, and that similar QM Truck Companies personnel for training by AC be provided immediately in the following increments and on the following basis:-

2 Companies by 20 December, 1944

2 Majors - B.C.O.
2 Captain - Adjutants
2 W.C. - Supply
2 Master Sergeants - Sgt. Majors (502)
2 T/Sgts - Operations (814)
2 T/Sgts - Personnel (816)
2 Sgts - Supply (821)
2 T/5 - Clerks, Typists (405)

16 Captains - Company Commanders (0660)
16 1/Lieuts - 0605
16 T/Sgts - 813
16 S/Sgts - Supply (821) 2190
32 Sgts - Section Leaders (652)
16 Cpls - Dispatch (410)
16 Cpls - Squad Leaders (653)
32 T/4 - Truck Drivers (heavy) (345)
16 T/4 - Mechanics Auto (014)
16 T/5 - " " (014)

6. It is proposed that the G.T. Companies personnel be trained by the British military authorities, and that, when trained and ready for operation, these companies should be placed under AAI for administration and maintenance, being attached to A.C. only for operational purposes.

7. Personnel for the 16 Q.M. Truck Companies will be trained by A.C. at the A.C. school for driving instruction.

8. It is urged that the training of the G.T. Companies personnel by the military authorities commence at the earliest possible moment, and that similiary QM Truck Companies personnel for training by AC be provided immediately in the following increments and on the following basis:-

2 Companies by 20 December, 1944
4 Companies on each successive fifteen days.

9. Tools and equipment, including control vehicles, necessary for the training and operation of the above mentioned QM Truck Companies are listed and requested in our letter AC/Tn/R/25 of even date.

MERRITT H. TAYLOR
Director

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

File
R/77

Ref. AC/Tn/R/25

13 December 1944

SUBJECT: Tools and Equipment and Control Vehicles for Additional
~~General~~ Q.M. Truck Companies.

TO : AFHQ, G-5
(Attn: Col. Butterworth)

1. Reference is made to Para 9 of our letter AC/Tn/R/52/20 of even date.

2. Tools and equipment and control vehicles are hereby requested as follows:

Engineer

16 each Tool Set, complete with Tools Carpenter No. 2

Medical

16 each Kits, First Aid, Motor Vehicle

Ordnance

2189

30 each Trucks, 1/4 ton, 4x4
18 each Trucks, 3/4 ton, 4x4, C&R
16 each Cabinets, Spare Parts, Type 1, M1940
480 each Chains, motor vehicle tow, 16 ft. long x 7/16 in. diam.
80 each Rope, tow, 20 ft. long, 1 in. diam.
16 each Tool Sets, complete w/Tools, Body Mechanics (SNL N-19)
112 each Tool Sets, complete w/Tools, General Mechanics (SNL N-19)

Unit Equipment, Second Echelon

48 each Set No. 1 (SNL N-19)
16 each Set No. 2 "
16 each Set No. 5 "
16 each Set No. 7 "
16 each Welders "

Quartermaster

32 each Axe, hand chopping, single bit, standard grade, 4 lb.
18 each Bag, canvas, water sterilizing, porous complete w/cover and hander.

Quartermaster (Cont.)

32 each Buckets, canvas, water, 18 qt.
 38 each Buckets, general purpose, galv. heavy weight, w/o lip, 14 qt.
 360 each Cans, water, 5 gal.
 16 each Cans, corrugated, nesting, galv. w/cover, 10 gal.
 16 each Cans, corrugated, nesting, galv. w/cover, 16 gal.
 16 each Cans, corrugated, nesting, galv. w/cover, 24 gal.
 16 each Cans, corrugated, nesting, galv. w/cover, 32 gal.
 36 each Case, canvas, dispatch
 16 each Chest, record, fiber
 2 each Desk, field, empty, fiber, Headquarters
 16 each Desk, field, empty, fiber, Company
 1600 each Drums, inflammable liquid, gasoline stool, w/carrying handle, capacity 5 gal.
 16 each Kit, barber
 64 each Kit, sewing
 48 each Heaters, immersion type for cans corrugated
 64 each Shovel, general purpose, D Handled, strapback, round point, No. 2
 14 each Lantern, gasoline, two mantle, commercial
 18 each Lantern, electric, portable, hand
 64 each Pick, Mattock, intrenching M1910 w/handle
 16 each Range, Field, M1937, 3 unit complete
 2 each Safe, Field, combination lock
 18 each Screens, latrine complete w/pins and poles
 16 each Tents, kitchen, fly proof
 2 each Tents, Command Post, camp w/poles
 346 each Tents, squad, M1942, w/P/P
 36 each Tents, wall, small cmp, w/P/P
 486 each Tubes, flexible nozzle
 160 each Whistles, thunderer

Signal

2198

500 each Flashlight, TL - 122

3. This request is to equip 16 QM Truck Companies on the same scale as the previous 8 QM Truck Companies, equipment for which was approved by G-4(A).

MERRITT E. TAYLOR,
Director.

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

R/77

Ref. T-11

11 December 1944

SUBJECT: Trucks for Northern Italy

TO : Headquarters, Allied Commission, APO 394

Reference our T-11 of 5 Dec.

1. Attached is a copy of CAL 1021
2. It will be noted that the availability of these 128 trucks completes the consignment of 1,700 trucks approved by the CCAC.
3. We are requesting that these vehicles be called forward to Mite in the first convoy in April, and that Penbase be asked to assemble them (reference AFHQ signal FX 62963 of 4 Dec, repeated to A.C.).

For the Acting Assistant Chief of Staff, G-5:

R.V. GRADY
Captain, T.C.
Econ & Supply Div.

Incl: CAL 1021

2187

CONFIDENTIAL

CONFIDENTIAL

~~CONFIDENTIAL EQUALS BRITISH SECRET~~

NATBUSAQ
MESSAGE CENTER

INCOMING MESSAGE

WAR
FILED: 082230Z
RECD: 090530A

AFSC N405/09
cgr

ROUTINE

C/37814

FROM: AG/AR FROM CCS

TO: AFHQ TO WILSON INFO UK BASE SECTION FOR BCS COMZONE

REF NO THIS MESSAGE: WX 74523 8 December 1944

For FHGG.

Cite CCAC.

CAL 1021.

Refer to CAL 995.

Trucks. The following information applies to the remaining 128 trucks which CAL 995 stated were NOT available. There are immediately available 66 Dodge trucks, 1½ ton, 160 inch WB chassis, left hand drive, equipped with EU cab. These trucks are without bodies, tarpaulin or spare parts, but have regular driver maintenance kits.

These vehicles are boxed, twin unit packed total: 66 boxes; weight 405,900 pounds; cube 29,799 cubic feet.

Tire size is 700X20, 8 ply regular for the front and 32X6, 10 ply for the rear.

Safe load rating is stated as 3,150 pounds under normal operation. Attention is called to War Department Circular 212 on overloading.

MC IN 7249

CONFIDENTIAL

~~CONFIDENTIAL EQUALS BRITISH SECRET~~

COPY No. 3

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

REF NO THIS MESSAGE: WX 74523 8 December 1944

Refer LAC 830. Design for stake body will be air-mailed soonest.

Remaining 62 trucks are expected to be available about 15 December 1944. These 62 international 1½ ton trucks will have bodies. These vehicles will be boxed twin unit packed. Total: 62 boxes; weight 454,956 pounds; cube 19,102 cubic feet.

Tire size is 7.50X20, 8 ply, front and rear. Safe load rating is the same as for the 66 trucks mentioned in paragraph 1 above.

Initiate normal procurement procedure.

CAL 995 is ref WX 70667 MC IN 264 1/12/44 G-5
LAC 830 is ref FX 54558 MC OUT 4821 19/11/44 G-5

ACTION: G-5

INFORMATION: G-4
ORD
MWT
M&TN
AG RECORDS

MC IN 7249 9 Dec 44 1502A Ref. No. WX 74523 p/D/GB

Ext. 513 HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

mc
ALV/oh
R/27

ESPM/15.11

8 December 1944

SUBJECT: Program for the rehabilitation of private transportation services

TO : Transportation Sub-Commission
Attention - Colonel J. J. Carnes (Road Section)

1. The attached is forwarded to you for advice and appropriate action.

A. L. Villa
A. L. VILLA

Priorities & Movements Div.
Economic Section

1 Incl.
Translation

2185

TRANSLATIONMEMORANDUMPROGRAM FOR THE REHABILITATION OF PRIVATE TRANSPORTATION SERVICES

In view of the fact that it will be necessary to evolve a rational plan and establish a priority of requirements for the rehabilitation of all communication lines (railway, urban and rural tram-lines, motor-lines, etc.) operated by private industry, four technical officials of the Inspectorate of Civil Motorization and Transport in Concession will be appointed to follow the Allied Command in Northern Italy. They will assist the Allied technicians in performing the following duties:

1. investigate:
 - a) the damages suffered by railway and tram lines as far as track and fixed installations are concerned: i.e. road bed, bridges, tunnels, buildings, fixed electric installations (power plants and substations) overhead electric lines and poles;
 - b) damage and removals of rolling stock;
 - c) damage and removals of motor-equipment used to operate the motor-lines, as well as damage suffered by fixed installations (garages, workshops, etc.).
2. estimate the requirements of materials needed to repair and rehabilitate the lines;
3. establish the priority of repairs and rehabilitations according to the importance of each line.

The above investigations will be made with the assistance of representatives of the firms which operate the lines.

Rome, November 1944

2184

ENTC

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ALV/oh

Phone 489081

ESPM/ 5-05

6 December 1944

SUBJECT: Possible Average Mileage of Vehicles Requisitioned for North of the Pisa-Rimini line.

TO : Colonel Butterworth, AFHQ, G-5

1. Reference our conversation concerning the possible average mileage of vehicles requisitioned for north of the Pisa-Rimini line.

2. It is requested that you should refer to Annex No. 5 to OOB No. 328 Ordnance Bulletin entitled "Survey of Ordnance Maintenance and Supply Effort on Fifth Army 2½-Ton 6 x 6 Cargo Trucks for the period 1 April to 30 September 1944." This document was prepared by Captain C. A. Arend.

3. It will be noted in para. 3b, page 3, Application to Fifth Army Vehicles: "The average mileage, based on a detailed survey, (see para. 6, Part 2, OOB No. 307) of 6,578 2½-ton 6 x 6 cargo trucks, operating in the combat zone of the Fifth Army during the Italian Campaign, was 17,019 miles per year."

4. It therefore results that each truck averaged 1,417 miles per month, or 47 miles per day. If this is true of Fifth Army vehicles, driven by American enlisted men, in a combat zone, it would seem impossible that any such average as 125 miles per day can be reached in operating vehicles requisitioned by AC for northern Italy.

For the Chief Commissioner:

2183

HERRITT H. TAYLOR
Chief, Priorities & Movements Div.
Economic Section

ROADS

HEADQUARTERS ALLIED COMMISSION

ECONOMIC SECTION

OUTLINE PLAN OF ECONOMIC OPERATIONS

1944

MONSIEUR PLAN

2182

1342

OUTLINE PLAN OF ECONOMIC OPERATIONS

IN

NORTHWEST ITALY

2182

30 November 1944

TABLE OF CONTENTS

OUTLINE PLAN OF ECONOMIC OPERATIONS IN NORTHWEST ISLAND

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OUTLINE PLAN OF ECONOMIC OPERATIONS IN NORTHWEST ITALY

GENERAL

1. Definition of Area Covered.

For the purposes of this plan Northwest Italy is defined as the four regions of Piemonte, Lombardia, Emilia, and Liguria. This area has a total population of roughly 11,700,000. Included in the area are three of the largest cities in Italy: Genova, Turin, and Milan. The population of almost a million in Torino, alone is 6 the greater Italian cities were manufactured, with a population of a million and a quarter. And Milan, largest city and industrial center of Italy, whose population exceeds two and a quarter million.

2. Plan of Outline.

This outline is divided into two principal parts. The first part deals with general matters of organization and function; the second part summarizes the plans of the several Sub-Commissions in the Economic Section with regard to Northwest Italy. It is impossible for the plans of certain Sub-Commissions to be detailed and exact. For example, emergency feeding of the population is planned by the Food Sub-Commission in considerable detail, while it is difficult for the Public Works and Utilities Sub-Commission to state even a priority of operations until preliminary surveys can be made of the state of public utilities in the area.

PART I - ORGANIZATION

3. Experienced teams of officers have been or will soon be assigned by each Sub-Commission to supervisory operations in Northwest Italy upon the liberation of part or all of this area. These officers, who will be working in forward areas, will be alerted to give on twenty-four hours' notice into the liberated areas. They will eventually set up and assume direction of the various economic offices in Regional and Provincial Headquarters. Each officer will handle principally matters pertaining to his major assignment, but will, of course, work in cooperation with officers of other Sub-Commissions where their work is closely related.

2130

4. In general, these officers will have the following duties in their respective fields:

- a) Advise Regional and Provincial Commissioners, and aid them in clarifying and implementing AD policy.
- b) Aid in the organization and reactivation of Italian Government agencies at all levels, aid in achieving maximum coordination among the, and between Italian agencies and the Allied Armed Forces.
- c) Determine or aid in determining supply commitments and other economic needs and facilitate distribution of available supplies.
- d) Work with the Security Group in regard to the political, business or

7
c) Establish and maintain grain collings.

d) Make periodic reports, collect pertinent statistical data, inventory, etc., for the use of Headquarters AG.

e) In general, to carry out the two chief military missions of the Republic Section in forward areas, AG, which are: (1) to save shipping and internal transportation by securing the contribution from local resources to the Allied Armies; (2) to maintain a threshold year for the fighting forces by providing for the indispensable needs of the civilian population.

PART II - SUB-COMMISSION PLANS

FOOD

Emergency food rations have been planned as follows:

a) Flour. Ration basis for flour will depend on available stocks, milling conditions, transport, etc. The minimum ration (on which the table of requirements is based) is based, provision for 160 grams of flour per person per day. Grain ration will provide 200 grams of bread per person per day. It is noted that both the rice may be found in sufficient quantities to add to this basic flour ration, in which case a total grain ration of 300 grams per day may be possible.

Plans call for:

(1) Five days flour ration to every ration card holder.

(12) Thirty days flour ration for persons in cities over 50,000 population.

(122) One-half of a month's flour supply to be held in reserves in case shortage sustained by mills is extensive.

b) Miscellaneous supplies (except salt and soap) for persons in cities over 50,000 for the first two months.

c) Miscellaneous supplies (except salt and soap) in distressed areas, hospitals, and other selected special classes, estimated at one-eighth of the preceding ration.

d) Salt for the total population.

e) Soap for hospitals, refugees, and other selected special classes, as required by Public Health Sub-Commission.

f) Milk and olive oil or fats for hospitals and sick, estimated at 5% of the total population.

to presently to carry out the for civil military utilization of the Comstock Section in forward areas, 40, which are: (i) to save ship-
ping and improve transportation by reducing the contribution from
local resources to the relief lines; (ii) to maintain a general
rate for the military forces by providing for the indispensable needs
of the civilian population.

PART II - SUB-COMMISSION II, 13

FOOD

5. Emergency food rations have been planned as follows:

a) Flour. Ration basis for flour will depend on available stocks, milling conditions, transport, etc. The minimum ration (on which the table of requirements in paragraph 6 is based), provides for 160 grams of flour per person per day. This ration will provide 201 grams of bread per person per day. It is hoped that corn and rice may be found in sufficient quantities to add to this basic flour ration, in which case a total bread ration of 300 grams per day may be possible.

Plans call for:

- (i) Five days flour ration to every ration-card holder.
 - (ii) Thirty days flour ration for persons in cities over 50,000 population.
 - (iii) One-half of a month's flour supply to be held in reserve in case damage sustained by mills is extensive.
- b) Miscellaneous supplies (except salt and soap) to persons in cities over 50,000 for the first two months.
- c) Miscellaneous supplies (except salt and soap) to distressed areas, hospitals, and other selected special classes, estimated at one-eighth of the remaining population.
- d) Salt for the total population.
- e) Soap for hospitals, refugees, and other selected special classes, as required by Public Health Sub-Commission.
- f) Milk and olive oil or fats for hospitals and sick, estimated at 5% of the total population.
- g) Rations for special classes will be the same as ration scales in presently occupied territory. For example, heavy workers, under the proposed rations, would be entitled to 121% more than the basic flour ration.

20. General.

The list of agricultural officers is that of organizing and supporting the Italian agricultural administration, and not one of "first aid." Their duty is not to supplement the functions of Italian agricultural agencies or to carry on actual agricultural operations.

11. Each Regional Agricultural Officer will provide each Provincial Commissioner with the following agricultural information for the use of the Provincial AG staff. Most of these materials have already been prepared and made available to Regional Agricultural Officers. Where the information is dependent on surveys to be made within the area, the surveys will be made under the direction of Regional Agricultural Officers.

- Unit 1 Italian personnel list. Key officials in Provincial offices.
- Unit 2 Information concerning Italian agricultural agency organization and functions.
- Unit 3 "Reactivation of Italian Agriculture", a group booklet with distribution list.
- Unit 4 General Order 26, covering the massing of wheat and barley, which has been sent with 2 maps in forward areas.
- Unit 5 Economic Data, including area maps, data on pumps, power and fuel requirements.
- Unit 6 General crop and livestock data.
- Unit 7 Recommended numbers and estimate of 1945 fuel requirements.
- Unit 8 Estimate of required routine agricultural supplies (other than fuel) for 1945.
- Unit 9 Olive oil acres and other incomes applicable to the area.
- Unit 10 List of crops to be assessed and prices at which to be assessed.
- Unit 11 Provide information on Questionnaire in Appendix B, p. 17, in "Reactivation of Italian Agriculture."
- Unit 12 1944-45 Production Program, with recommended lines of action to implement same.

12. The following specific duties connected with agriculture will be performed by agricultural officers:

- a) Blocking of resources for massing and for agricultural surveys.

ing the Italian agricultural agencies to carry on actual agricultural operations.

12. Each regional Agricultural Office will receive and provide information with the following agricultural information for the use of the provincial AG staff. Most of these materials have already been prepared and are available to Regional Agricultural Offices. Where the information is dependent on surveys to be made within the year, the surveys will be made under the direction of Regional Agricultural Offices.

- Unit 1. Technical personnel list. Key officials in provincial offices.
- Unit 2. Information concerning Italian agricultural agency organization and functions.
- Unit 3. "Production of Italian Agricultural Area", a general booklet with statistical data.
- Unit 4. General Order 26, covering the harvesting of wheat and barley, which has been revised to be used in future years.
- Unit 5. Concessions Data, including area maps, data on mills, power and fuel requirements.
- Unit 6. General crop and livestock data.
- Unit 7. Farm machinery numbers and estimates of 1945 fuel requirements.
- Unit 8. Estimates of required cooking agricultural supplies (other than fuel) for 1945.
- Unit 9. Olive oil quotas and other decrees applicable to the area.
- Unit 10. List of crops to be harvested and prices at which to be assessed.
- Unit 11. Provide information on questionnaire in Appendix B, p. 17, in "Reorganization of Italian Agriculture."
- Unit 12. 1944-45 Production Program, with recommended lines of action to implement same.

12. The following specific tasks connected with agricultural will be performed by agricultural offices:

- a) Blocking of warehouses for marketing and for agricultural supplies.
- b) Blocking of office and transportation equipment for important agricultural agencies and groups.
- c) Blocking of all fertilizer and machinery stocks for reallocation by headquarters, AG.

- 5 -

- d) In consultation with officers of Industry Sub-Commission, seeing to the blocking of factories which produce machinery and critical agricultural supplies.
 - e) Assisting in determinations as to movement of agricultural supplies.
 - f) In conjunction with Public Works and Utilities officers, determining deficiencies and irrigation projects to be repaired immediately.
 - g) Aiding in completing the sequestering of commodities.
 - h) In conjunction with the Prefects and Ispettori Agrari, organizing Provincial and communal agricultural committees as soon as possible.
13. Fisheries. Agricultural officers will:
- a) Put the Captains of the Ports in touch with the Provincial Commissioners. (The port captains, who have always had jurisdiction over fishing, know the captains and their equipment. There is a Captain of the Port or a Delegato di Sinagga at every fishing village.)
 - b) Apply the procedure of Fisheries outlined on pages 20 to 30 in "Reactivation of Italian Agricul. inv."
 - c) Get answers, through the Provincial Commissioners to the questions in the following forms:
 - (i) Questionario per i Pescatori (Form A) AGP/511.
 - (ii) Questionario per gli Stabilimenti Conservieri (Form B) AGP/504.
 - (iii) Questionario per i Cantieri e per le Ditte Costruttrici di Attrezzi per la Pesca (Form C) AGP/512.
 - d) Make recommendations for needs based on answers to these questionnaires.

14. Forestry. Agricul. officers will:

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- a) Obtain a list of all members of Royal Forest Corps on duty and submit it to AC Headquarters with recommendations for any changes.
- b) Appoint acting head for Royal Forest Corps Group Commands (Provincial) and Legion Commands.
- c) Instruct Provincial (Group) Commands of Royal Forest Corps to:
 - (i) Obtain statistics on amounts of charcoal and fuelwood on hand.
 - (ii) Prepare a six-month "Production and Distribution Plan for Fuelwood and Charcoal."

13. Fishing. Agricultural officers will:
- aiding in completing the issuing of commodities.
 - In conjunction with the Prefects and Inspectors Agrari, organizing provincial and communal agricultural exhibitions as soon as possible.
14. Fishing. Agricultural officers will:
- Put the Prefects of the Ports in touch with the Provincial Commissioners. (The port captains, who have always had jurisdiction over fishing, know the operators and their equipment. There is a Captain of the Port at the Delegazione di Synggna at every fishing village.)
 - Apply the procedure of Fisheries outlined on pages 20 to 30 in "Inspection of Italian Farmed Fish."
 - Get answers, through the Provincial Commissioners to the questions on the following forms:
 - Questionario per i Pescatori (Form A) AGP/511.
 - Questionario per gli Stabilimenti Conserve (Form B) AGP/512.
 - Questionario per i Cantieri e per la Ditta Contrattoria di Attrezzatura per la Pesca (Form C) AGP/512.
 - Make recommendations for needs based on answers to these questionnaires.

2178

14. Forestry. Agricultural officers will:

- Obtain a list of all members of Royal Forest Corps on duty and submit it to AG Headquarters with recommendations for any changes.
- Appoint acting head for Royal Forest Corps Group Commands (Provincial) and Legion Commands.
- Instruct Provincial (Group) Commands of Royal Forest Corps to:
 - Obtain statistics on amounts of charcoal and fuelwood on hand.
 - Prepare a semi-annual "Production and Distribution Plan for Fuelwood and Charcoal."
 - Obtain from Army Wood Recruitment Officer monthly requirements for fuelwood and charcoal and submit figures to Provincial Royal Forest Corps for inclusion in six months "Plan for Production."
- Instruct Provincial Royal Forest Corps to:
 - Obtain information requested in Sawmill questionnaire mentioned in Unit 11.

- (iii) Take steps necessary to insure immediate production of fuelwood and charcoal.
- (iv) Submit to Provincial Agricultural Officer their recommendations for proper functioning of the Corps and for increasing production of fuelwood and charcoal.
- e) Call a Regional meeting of Prefects, members of Royal Forest Corps, representatives of Sopral and Consorzio Agrari for the purpose of adopting a uniform price policy and removing obstacles placed by communes, private owners, etc., against timber cutting for fuel.

COMMERCE

15. No specialist staffs from AC Headquarters are contemplated. Civilian specialists will be employed.
16. Commerce officers will:
- a) Receive and distribute among the Provincias consumers goods, such as textiles, clothing, shoes, etc., including goods produced locally.
 - b) Assist Provincial Supply Officers in the making of inventories and in blocking of non-food materials which are controlled by the Allied Force Local Resources Board or by the Italian Government.
 - c) Keep essential goods and materials in short supply under supervision by inventories, freezing or blocking, and rationing, thereby preventing hoarding, speculation and clandestine sales, and in using equitable distribution, especially to the needy. A list is attached showing the commodities on (i) the existing controlled list, (ii) the restricted list, and (iii) the list of materials under the control of the Italian Government only.
 - d) Receive demands for controlled materials from Provincial Supply Officers. Collate and serve them up to specifications, quantities, and agency. Forward them to the Sub-Commission for presentation to appropriate authorities of the Allied Force Local Resources Board.
 - e) Devotion concerned in sales outlets for goods that may get into black market operations.
 - f) Assist state specially distressed persons of matches, tobacco, etc., in their operations.
 - g) Allocate raw materials and restrict production of non-essential goods within the limits of power, fuel, etc.
 - h) Facilitate movement, movement, and handling of goods for export,

- c) Call a Regional meeting of Prefects, members of Royal Forest Corps, representatives of Social and Consortial Aggregates for the purpose of adopting a uniform police policy and removing obstacles placed by communities, private owners, etc., against timber cutting for fuel.

COMMERCE

15. No specialist staffs from AG Headquarters are contemplated. Civilian specialists will be employed.

16. Commerce officers will:

- a) Receive and distribute among the Provinces consumers goods, such as textiles, clothing, shoes, etc., including goods produced locally.
 - b) Assist Provincial Supply Officers in the making of inventories and in blocking of non-food materials which are controlled by the Allied Force Local Resources Board or by the Italian Government.
 - c) Keep essential goods and materials in short supply under supervision by inventories, freezing or blocking, and releases, thereby preventing hoarding, speculation and clandestine sales, and in using equitable distribution, especially to the needy. A list is attached showing the commodities on (i) the existing controlled list, (ii) the restricted list, and (iii) the list of materials under the control of the Italian Government only.
 - d) Receive demands for essential materials from Provincial Supply Officers. Collect and screen them as to specifications, quantities, and urgency. Transmit them to the Sub-Commission for presentation to appropriate offices of the Allied Force Local Resources Board.
 - e) Devolve control or sales outlets for goods that may get into black market operations.
 - f) Assist state monopoly distributors of matches, tobacco, etc., in their operations.
 - g) Allocate raw materials and restrict production of non-essential goods within the limits of power, fuel, etc.
 - h) Facilitate movement, movement, and handling of goods for export, as directed by Foreign Trade Section, Commerce Sub-Commission.
17. Commerce officers will as soon as possible work out a Planning Program for their Region or area, along the following lines:
- a) Confer with provincial officers, Uffici Provinciali del Commercio ed Industria and the Comandanti Provinciale, Industria, ed Agricoltura, to determine needs, resources, and means of distribution of materials.
 - b) Determine net requirements of consumers goods, non-subsistence materials, to supply minimum essential needs.

- c) Determine local availability in terms of stocks, production, current and projected for six months.
- d) Determine minimum import requirements from other parts of Italy and from abroad.

INDUSTRY

18. Emergency

- a) The emergency phase of the industrial program is dictated by the immediate civil needs for food, clothing and shelter. The following industries are of first priority:

Food processing
Textile industry
Building materials (brick, timber, asbestos,
tile, glass, cement, etc.)

With the exception of brick and cement, the fuel and power requirements of these industries are relatively small, and they have the advantage of fairly high labor requirements.

- b) Power production in Northwest Italy is 90% hydroelectric. Many installations will be heavily dependent on the restoration of power production. It will be essential to plan for the reactivation of plants which can furnish materials necessary to aid the Public Works and Building officials in their task of repairing the damage wrought by German air attacks.

- c) The steel industries are of first importance to transportation, repair work and construction and are therefore of high priority, but are dependent on power and import coal. Consequently, their reactivation must be slow. A policy has been established to foster the production of spare parts and assemblies necessary for repair to existing machinery and transport, rather than the manufacture of complete new units.

19. An Industrial Coordination Committee has been set up under the ARMA. Its function is utilization of industrial plants in the North of Italy. Their output and materials they require. The procedure for industrial coordination in forward areas will be distributed as soon as it has been adopted by the Committee.

LABOR

- 20. Labor officers will take over existing civilian labor and establish new units.

18. Emergency.

- a) The emergency needs of the industrial program is dictated by the immediate civil needs for food, clothing and shelter. The following industries are of first priority:

Food processing
 Textile industry
 Building materials (brick, timber, asbestos,
 tiles, glass, cement, etc.)

With the exception of brick and cement, the fuel and power requirements of these industries are relatively small, and they have the advantage of fairly high labor requirements.

- b) Power production in Northwest Italy is 90% hydroelectric. Many industries will be heavily dependent on the resumption of power production. It will be essential to plan for the reactivation of plants which can furnish materials necessary to aid the public works and civilian activities in their task of repairing the damage wrought by German activities.

- c) The steel industries are of first importance to transportation, repair work and construction and are therefore of high priority, but are dependent on power and import coal. Consequently, their reactivation must be slow. A policy has been established to foster the production of spare parts and assemblies necessary for repair to existing machinery and transport, rather than the manufacture of complete new units.

19. An Industrial Coordination Committee has been set up under the APURB, primarily to control the utilization of industrial units in the North of Italy. Its formation is calculated to achieve a more orderly allocation of facilities, their output and the materials they require. The procedure for industrial coordination in forward areas will be distributed as soon as it has been adopted by the Committee.

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LATER

20. Labor officers will take over existing civilian labor employment offices and establish new ones as required to supply labor for:

- a) The Armed Forces
 b) Local clean-up work
 c) Private industry

21. Regional and Provincial Labor Offices will be established and arrangements made for appointment of civilian directors. The function of these offices will be to adjust wages, arbitrate disputes over wages and working conditions, maintain periodic inspection of working conditions in plants, set up (or serve as) employment offices, collect statistics on cost of living, etc.

22. Labor Offices will:

- a) Coordinate work of all employment officers whether originally established under the Italian Government (National Committee of Liberation), U. S. Army Unit, or British Army Unit, including the Deputy Assistant Director of Labor, Civil Labor Offices.
- b) Publish General Order No. 20 Labor Relations--together with pertinent rules and regulations. A list of rules and regulations covering General Order No. 20 has been prepared for circulation.
- c) Establish current Armed Forces rates for civil employees of the Allied Forces, as promulgated by AFHQ.
- d) Publish all appropriate wage increase orders.
 - (i) Public wages (state and inter-state employees) are to be governed by current wage increase orders.
 - (ii) Private industrial wages are to be governed by collective contracts or by any surronwage increase order agreed upon with the Italian Government.

TRANSPORTATION

23. Railways.

- a) Three AG officers are to be assigned to the regions of Piemonte, Liguria, and Lombardia. The AGs will be delegated to supervise the Italian State Railway Divisions of Milano, Genova, and Torino, working with the private railway companies. Until the situation is thoroughly clarified, the group will work, as a team, under the command of the railway officer stationed at Milan. It is contemplated that initial duties will be concerned primarily with inventories of stock, surveys of rail tracks that are open or in need of immediate repair, and getting movements effected as rapidly as possible, based upon the present open port and the demands from military officers. Rail officers may have to reorganize the whole Italian Railway Division and bring engineers, etc., from the South to operate it.

- b) It is expected that railroad movements will be interrupted for a considerable period following German withdrawal from Northwest Italy.

22. Labor Officers will:

- a) Coordinate work of all personnel at offices whether originally established under the Italian Government (National Committee of Liberation), G. E. Army Units, or Italian Army Units, including the Deputy Assistant Director of Labor, Civil Labor Offices.
- b) Publish General Order No. 26--Labor Relations--together with pertinent Rules and Regulations. List of rules and regulations covering General Order No. 26 has been prepared for circulation.
- c) Establish current Armed Forces rates for civil employees of the Allied Forces, as promulgated by ARMO.
- d) Publish all appropriations and increase orders.
- (4) Public wages (state and non-state employees) are to be governed by current wage increase orders.
- (12) Private industrial wages are to be governed by collective contracts or by any current wage increase order agreed upon with the Italian Government.

TRANSPORTATION

23. Railways.

- a) Three AD officers are to be assigned to the regions of Piemonte, Liguria, and Lombardia. The groups will be delegated to supervise the Italian State Railway Divisions of Milano, Genova, and Torino, together with the private Railway Company. Until the situation is thoroughly clarified, the group will work as a team, under the command of the railway officer stationed at Milan. It is contemplated that initial duties will be concerned primarily with inventories of stock, surveys of rail tracks that are open or in need of immediate repair, and getting movements effected as rapidly as possible, based upon the nearest open port and the demands for supply of stores. Rail officers may have to reorganize the whole Italian Railway Division and bring engineers, etc., from the South to operate it.
- b) It is expected that railroad movements will be interrupted for a considerable period following German withdrawal from Northwest Italy. Demolitions are expected to be exceedingly heavy and the number of railway tracks will at least be doubled, compared to the present situation as reported by Intelligence.
- c) Although feeder lines exist from West coast areas in the Bologna division, there are only a few railway routes directly from Southern Italy to the Northwest corner, via Genova by the coastal route, and across from the Eastern seaboard via Bologna. On both of these lines, one track has been removed by the Germans and the other track is likely to be seriously damaged, if not removed. For this reason, it is impossible to say where the railroads will be. It is even

probable that the railway cannot be used at all for a considerable period. AC has no personnel for undertaking railway repairs or reconstruction. In this regard, it will be necessary to rely entirely at least in the initial stages upon the Military Railway Services.

24. Rails

It is contemplated that the only spot which could be used will be Genova. The operation of the port by AC will depend upon the extent to which use and control may be relinquished by the military and in any case, it is possible that a much may be required to clear the port of Genova after the German withdrawal. It is probable that the port will not be capable of utilization, as it is adapted for use as a naval base.

25. Road Transport

Requisition was submitted to ARHQ 14 Nov. 1944 for 2,325 trucks (2 1/2 ton and 3 ton) for use to carry food and supplies from Livorno into Northwest Italy. If the area is not liberated until spring, the number of trucks required will be increased to 5,755. A complete justification with all available statistics and estimates was presented in the requisition. With regard to Northwest Italy, the following are the quantities of food imports per month, broken down by destination:

Piemonte	10,265.2 tons
Liguria	6,907.8 "
Lombardia	19,073.4 "
Northwest total	36,246.4 tons

26. Civilian Road Transport

All Regional Commissioners and Regional Transport Officers have been furnished with a directive, advising how to organize civilian road transport in any town. This transport is organized under the ENCO Plan, which has been thoroughly explained to Regional Transport Officers. The ENCO Plan, which is controlled by the Ministry of Communications and organized by the Ministry of Civilian Road Transport and agencies established by the AC/ARHQ. It is now estimated that 1200 civilian trucks will be necessary to carry food and supplies within the liberated Northwest in addition to the vehicles above mentioned as requisitioned. Regional Transport Officers have also been supplied with the locations of Fiat and Lancia Depots, works and agencies, as well as inspectors in each Province.

PUBLIC WORKS AND UTILITIES

27. Teams of specialists, engineering officers, have been assigned to work in the Northwest once it is liberated. These men are qualified to handle operations involving water networks, damaged highways and bridges, public utilities and electrical generation and distribution. These officers are at present in the 5th and 6th Armies and are thus

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24. Ports.

It is concluded that the only port which could be used will be Genova. The operation of the port by the Allies will depend upon the extent to which use and control may be relinquished by the military and in any case, it is possible that a port may be required to close in part of Genova after the German withdrawal. It is probable that the Allies will not be capable of utilization, as it is adapted for use as a naval base.

25. Road Transport.

Requisition for a combined to Army 14 Nov. '44 for 2,500 trucks (21 ton and 5 ton) for use in winter to carry food and supplies from Livorno into Northwest Italy. If the area is not liberated until spring, the number of trucks required will be increased to 3,750. A complete justification with all available statistics and estimates was presented in the requisition. With regard to Northwest Italy, the following are the quantities of food imports per month, broken down by destination:

France	10,265.2 tons
Spain	5,907.9 "
Lombardy	12,073.1 "
Northwest Total	38,246.4 tons

26. Civilian Road Transport.

All Regional Commissioners and Regional Transport Officers have been furnished with a directive, allowing them to organize civilian road transport in any zone. This transport is organized under the ENAC Plan, which has been thoroughly explained to Regional Transport Officers. The ENAC Plan is a part of the Ministry of Communications and organizes on a national basis the civilian road transport and agencies established by the AC/AMT. It is now estimated that 1200 civilian trucks will be necessary to carry food and supplies within the liberated Northwest in addition to the vehicles above mentioned as requisitioned. Regional Transport Officers have also been supplied with the locations of Fiat and Lancia Depots, works and agents, as well as inspectors in each Province.

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PUBLIC WORKS AND UTILITIES

27. Teams of specialists, including officers, have been assigned to work in the Northwest area when it is liberated. These men are qualified to handle operations dealing with waterworks, damaged highways and bridges, public utilities and electrical generation and distribution. These officers are at present in close contact with Engineering Units of the 5th and 8th Armies and are thus aware of conditions and problems confronting them. They know, for example, which bridges have been blown up, how many temporary bridges the Army has built, how long these temporary bridges will last and whether cement can be obtained from the Army to rebuild them.

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28. In the absence of definite and accurate information concerning the extent of war damage and spoliation which will result when the AC Regional Offices are set up, no specific advance planning is practicable. The general order of priority is: (a) electricity, (b) sewerage, (c) light and power, (d) communications. However, conditions may be such as to require an entirely different order of priority. Repair of a main trunk bridge, for example, may be crucial in making possible the movement of food from forward warehouses.

29. The officers' movement is to work with and parallel to the Italian Government Agencies and specialists which will be assigned. They will acquire exact information as to the state of damage, spoliation, and priority of work to be done. A composite reconstruction is made up, including plans and justifications for materials and equipment for each plant or unit in a group which it is proposed to repair or rehabilitate.

30. In the case of public power plants, a construction program for several months ahead may be planned on basis of conditions are known. Such a program can then be used as a basis for bidding for local resources and imported supplies.

31. The public and utilities Sub-Commission has obtained small quantities of mobile power equipment to put into use when the Army moves on with its portable equipment. (Plans are being developed for use of the 25,000 KW power plant which is being sent from the U.S. Preliminary arrangements call for its use in Livorno, in which case it might serve some of the area under consideration.)

FINANCE

32. Hundreds of special instructions, forms, etc., have been prepared by the Finance Sub-Commission for the guidance of Finance Officers in every phase of Finance work. A general description of their responsibilities is given in the following paragraph.

33. As in other areas, Finance Officers, operating under procedures and policies laid down by the Finance Sub-Commission, Headquarters AC, will be responsible for the following:

- a) Supplying AM Lira currency to the Allied Armed Forces, to AM for its own requirements, and, if necessary, to the Banca d'Italia to cover Government expenditures.
- b) Accounting for and issuing civilian supplies.
- c) Reconstruction and supervision of the Italian revenue system.
- d) Supervision of State, provincial, and communal expenditures. As long as territory is under military Government, public monies cannot be spent without prior approval of budgets by the appropriate Finance Officer.
- e) The operations of banks, stock exchanges, and post office financial institutions will be

29. The primary procedure is to work with and parallel to the Italian Government agencies and to submit to them all to acquire. They will acquire exact information as to the state of exchange, mobilization, and priority of work to be done. A regular examination is made by, including plans and statistics for materials and equipment for equipment or with in a group which it is proposed to repair or rehabilitate.

30. In the case of public power plants, a construction program for several months ahead may be submitted to the conditions are known. Such a program can then be used as a basis for budgeting for local resources and imported supplies.

31. The public works and utilities sub-commission has obtained small quantities of mobile power equipment to the limit when the heavy moves on with its portable equipment. (There are no facilities for use of it 25,000 KW power plant which is being sent from the U.S. preliminary arrangements only for its use in Livorno, in which case it might serve some of the area under consideration.)

FINANCE

32. Hundreds of special instructions, forms, etc., have been prepared by the Finance Sub-Commission for the guidance of finance officers in every phase of finance work. A general description of their responsibilities is given in the following paragraph.

33. As in construction, Finance Officers, operating under procedures and policies laid down by the Finance Sub-Commission, Headquarters AC, will be responsible for the following:

- a) Set up the first currency to the Allied Armed Forces, to AMF for all new expenditures, and, if necessary, to the Banca d'Italia to cover Government expenditures.
- b) Accounting for income and civilian supplies.
- c) Reconstruction and supervision of the Italian revenue system.
- d) Supervision of State, provincial, and communal expenditures. As long as territory is under military government, public monies cannot be spent without prior approval of budgets by the appropriate Finance Officer.
- e) The operations of banks, stock exchanges, and post office financial services, including information of what such institutions will be allowed to resume functioning, and to what extent.
- f) The blocking of enemy and Fascist assets.
- g) The operations of social and commercial insurance companies.

LIST OF CONTROLS AND ESSENTIAL MATERIALS

A. - MATERIALS CONTROLLED BY AFSA(1)B.

(1) Materials under control of Engineering Materials Committee, AFSA(1)B.

I. Metals - Ferrous.

1. Cable & line.
2. Machine & Tool steel.
3. Structural Steel, sectional dimension exceeding 6".
4. Foundry Pig.

II. Metals - Non-ferrous.

5. Brass, unalloyed.
6. Copper, unalloyed and alloy.
7. Chromium.
8. Lead in all forms.
9. Nickel.
10. Solder.
11. Tin.
12. White metal for bearings.

III. Timber.

13. Standing timber in two areas reserved for British and American services in C. B. 18.
14. Plywood.

IV. Other Building Materials.

15. Cement.
16. Portland cement.
17. Mortar.
18. Limestone & lime.

V. Electrical Materials.

19. Accumulators & Batteries.
20. Copper and Aluminum conductors.
21. Electric light bulbs.
22. Electric light fittings.
23. Motors.
24. Portable generators.
25. Switchgear.
26. Transformers.
27. Wiring coils.
28. Wire & Cable.

(12) Materials under control of Engineering Materials Committee, AREA (I) B.

I. Metals - Ferrous.

1. Cable & wire.
2. Machine tools.
3. Structural steel, sectional dimension exceeding 6".
4. Pressure pipe.

II. Metals - Non Ferrous.

5. Brass, unalloyed.
6. Copper, unalloyed and alloy.
7. Aluminum.
8. Magnesium alloys.
9. Nickel.
10. Solder.
11. Tin.
12. White metal for bearings.

III. Glasses

13. Standing glass in the two areas reserved for British and American supplies in O. I. Unit.
14. Pyrex.

IV. Other Building Materials.

15. Cement.
16. Pigments for paints.
17. Varnish.
18. Limestone burned and not.

V. Electrical Materials.

19. Accumulators & Batteries.
20. Co-her and Alarino conductors.
21. Electric Light Bulbs.
22. Electric Light Fixtures.
23. Motors.
24. Electric generators.
25. Switch gear.
26. Transformers.
27. Winding rods.
28. Wire and Cable.

VI. Industrial Gases & Chemicals.

29. Gas turbine and gas engine.
30. Ammonia.
31. Gaseous Soda.
32. Gaseous Carbide.
33. Soda Ash.

- (2) petroleum under control of Mineral Products Bureau's Committee, AFHQ(12).
23. Heavy oils for use in internal combustion engines (excluding binder).
 24. Leather and oil leather articles.

B. - RESTRICTED MATERIALS, i.e., MATERIALS CONTROLLED WITH AUTHORITY FOR CIVILIAN USES.

1. Aluminum.
2. Aluminum to Rock.
3. Aluminum to Rock.
4. Aluminum to Rock.
5. Aluminum to Rock.

C. - MATERIALS CONTROLLED BY THE MINISTRY OF INDUSTRY, COMMERCE & LABOR.

1. Aluminum for industrial purposes, excluding petroleum.
2. Aluminum for industrial purposes, excluding petroleum.
3. Aluminum for industrial purposes, excluding petroleum.
4. Aluminum for industrial purposes, excluding petroleum.
5. Aluminum for industrial purposes, excluding petroleum.
6. Aluminum for industrial purposes, excluding petroleum.
7. Aluminum for industrial purposes, excluding petroleum.

Para C may be added to, from time to time, by the Ministry of Industry, Commerce and Labor in agreement with Commerce Sub-Committee HQ, AC.

D. - COMMODITIES Subject to control by AFHQ.

AFHQ (Control, Oil and Lubricants) - Subject to control by AFHQ.

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

NW Italy Jk
ALV/oh

14 November 1944

SUBJECT: Requisition for Trucks Required to Supply Italy North of Pisa-Rimini

TO : Mr. A. G. Antolini, Acting Deputy Chief of Staff,
Economic Section

Winter Requirements - 1944-45

Trucks - 2 1/2 ton, complete
with bows and tarpaulins,
and spare parts to scale....1844

Trucks - 3 ton, complete with
bows and tarpaulins, and
spare parts to scale.....1844
TOTAL 3688

Spring Requirements

Trucks - 2 1/2 ton, complete with
bows and tarpaulins, and
spare parts to scale.....4233

Trucks - 3 ton, complete with
bows and tarpaulins, and
spare parts to scale.....4233
TOTAL 8466

Note A: Heavy duty trucks of maximum capacity available are preferred for at least 50 per cent of the lift and the quantity of trucks could be proportionately reduced, or heavy duty tractor semi-trailer type or heavy duty trucks with trailers would be acceptable up to 50 per cent of the required lift.

Note B: If military operations proceed so as to occupy the area of Italy north of the Pisa-Rimini line during the winter of 1944-45, 3688 trucks as indicated above, or equivalent lift, will be required. If, on the other hand, the north is not occupied until the spring, 8466 trucks or equivalent lift are the minimum requirements.

BASIS

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1. Items requested on this requisition are for transportation requirements for north of the Pisa-Rimini line in Italy.

2. The requirements are based on the following strategic assumptions which are considered reasonable by this headquarters after review of Intelligence briefs and discussions with officers acquainted with the Army and Navy forward planning.

a. The Germans will withdraw through northeast Italy in view of the geographical position of Switzerland and the Allied occupation of the French-Italian frontier.

b. The liberation of the northeast will be slower than that of the northwest in view of what may be either organized defensive warfare or rear-guard action.

c. A minimum of a month will be required subsequent to German withdrawal to clear the port of Genoa in the west and a port in the area of Venice on the east.

d. La Spezia will be used in the main as a naval port for which it is adapted.

e. The requirements of equipment for minesweeping, mine clearance, and demolition removal will be such as to preclude the opening of the port of Savona at the same time as that of Genoa. As a result Savona can only be counted on in a third phase.

f. The railroads to the north of Pisa-Rimini will be interrupted insofar as movements are concerned for a considerable period. This presumption results from the destruction which has already been effected and which is summarized from Intelligence reports and indicated in Appendix A. It is anticipated that at the time of the German withdrawal demolitions will be exceedingly heavy and the number of railway breaks will at least be doubled.

g. Local trucking will be badly reduced in both numbers and load-carrying capacity as a result of German requisitioning. A preliminary survey of the provinces of Viterbo, Rieti, Frosinone, and Terni showed that 68 per cent of the lift available in 1942 is now missing and 84 1/2 per cent of the load-carrying capacity of trucks of three tons and over. It is also presumed that there will be the usual scarcity of tires and spare parts and the Germans will not leave any of the automotive factories operative.

3. Imports for northern Italy are being called forward and stock-piled for the time of occupation. These foods are planned for distribution at the rate of 64,747 tons per month.

Approximately 40,000 tons are to go to northwestern Italy and 25,000 tons to the northeast. CCAC has approved request Nov./Dec. subject only to shipping availability. Extract from CAL 813 of 29 Sept. 70,000 wheat/flour Nov. requirement and 72,500 tons wheat/flour Dec. requirement; all for North are approved. In phase 1 of the occupation, and presuming that the reasonable assumptions made are correct, this tonnage cannot be accepted in any ports north of Livorno and Ancona.

In view of the hypothesis in (b) above, an arbitrary line has been drawn from Tirano to Venice, beyond which it is anticipated that it will not be necessary to feed northeast Italy from the port of Ancona. This is assumed reasonable in view of the anticipated slower German withdrawal whereby Venice can possibly be opened to imports before it becomes incumbent upon the Allies to move civilian supplies into the upper part of northeast Italy. The hypothesis in (b), however, would at the same time call for feeding the whole of northwest Italy in the primary phase from Livorno. (See map I).

4. In phase 2 it is presumed that the ports of Livorno, Genoa, Ancona, Venice, and Trieste will be useable. In phase 3 Savona will be open.

5. The quantities of supplies which must be lifted monthly are based on the following calculations:

The population concentrated in the principal cities is considered to amount to 5,976,000 people. It is planned that these persons should receive from imports:

a. 205 to 210 grams to include 160 grams of flour, 4 grams of sugar, 13 grams of dried vegetables, 13 grams of dried meat and vegetables, 8 grams of soup, 8 grams of salt, plus 12 1/2 per cent for heavy workers, and milk and olive oil for 3 per cent of the population.

b. 400 grams of vegetables, etc., for 30 days to derive from local production. The latter lift is considered essential to bring the food consumption per person up to approximately 650 grams per day as a minimum dietary requirement.

The population living in the smaller towns and in the country is estimated at 14,766,000, and, in its turn, would receive the following:

a. 205 to 210 grams per person as above for 5 days of the month to come from imports; 205 to 210 grams for the remaining 25 days of the month to come from local production.

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b. 400 grams for all 30 days of the month to come from local production.

6. The total imports scheduled amount to 64,747 tons for all of Italy north of the Pisa-Rimini line. 56,189 tons will be required for the provinces south of the Tirano-Venice line. See Table I ((3) Summary). The population in this area amounts to 87 per cent of the total and is distributed among the various capitals of the provinces as indicated in Table A.

7. The total that must be lifted from centers of production and amassing (grain, oil, etc.) to the capitals of the provinces amounts to:

400 grams x 30 x 5,976,000 = 71,712 tons from local production.

This is when all of northern Italy is being considered as in hypothesis No. 2. When only the area south of the Tirano-Venice line is being considered, as in hypothesis No. 1, the total lift required amounts to:

71,712 tons x 87 per cent = 62,234 tons.

8. The total, on the other hand, from local supplies, which will be consumed by 14,776,000 persons in minor towns and in the country, amounts to:

205 to 210 grams for 25 days = 83,545 tons

400 grams for 30 days = 177,192 tons

TOTAL from local production 260,737 tons

This computation is for all of northern Italy, whereas for the area south of the Tirano-Venice line, the following will be required:

87 per cent x 83,545 = 72,684 tons

87 per cent x 177,192 = 154,157 tons

TOTAL 226,841 tons

9. The distances in kilometers and in miles from the port of unloading to the capital of the provinces has been calculated assuming the use of the best and shortest roads which it is supposed can be rapidly rehabilitated. See Table A, where the calculations have been made for hypotheses No. 1 and No. 2.

Quantities of food imports per month broken down by destination

TOTAL 2170 tons 64747, I

DESCRIPTION OF HYPOTHESIS NO. 1.

1. Table No. 1-(1), which follows, indicates the ton-miles from the port of Livorno to the northwest. The amount of movement required totals to 6,928,898 ton-miles per month.

Table 1-(2) indicates the ton-miles from the port of Ancona for the area of the northeast. The total amounts to 3,355,569 ton-miles per month.

Table No. 1-(3), Summary, indicates the total ton-miles per month. This amounts to 10,284,468. In effect, the total ton-miles per day required are:

$$\frac{10,284,468}{30} = 342,816 \text{ ton-miles.}$$

2. From this total must be subtracted the ton-miles which can be carried by rail. It is assumed in (f) above that all the important railway trunk lines will have been disrupted by the Germans and will be inoperative for a considerable period. The only line on which tonnage can be anticipated is the Ancona-Rimini line on which AC is now given acceptance of 100 tons per day. It is not presumed that this tonnage acceptance will increase in phase 1 in view of the fact as presumed in (a) above that the Germans will withdraw via the northeast, thereby making it necessary for Allied Army supplies to continue to be hauled to the front on this railway. The Ancona-Rimini railroad track is 97 kilometers, or 60.27 miles, long. This means, in other words, that the railroad will save

$$100 \times 60.27 = 6,027 \text{ ton-miles per day.}$$

This quantity can now be subtracted from the total daily requirements:

$$342,816 - 6,027 = 336,789 \text{ total daily ton-miles required.}$$

3. If each truck carries an average load of three tons and presuming that an average of 75 miles per day will be covered per truck:

$$\frac{336,789 \times 2}{3 \times 75} = 2,994 \text{ 3-ton trucks required.}$$

4. Over and above the tonnage of 56,189 calculated as monthly imports required south of the Tirano-Venice line

(see Table 1-(3)), it is also necessary to take into account the 400 grams per day which must come from local production. This amounts to

$$71,712 \text{ tons} \times 87 \text{ per cent} = 62,234 \text{ tons.}$$

This tonnage must be lifted to the provincial capitals from smaller centers. The average distances from the capitals to the communes of the provinces in the north is statistically computed at approximately 37.09 kilometers.

40 kilometers is approximately equal to 25 miles, which results in a required lift of

$$62,234 \times 25 = 1,555,585 \text{ ton-miles per month.}$$

In calculating the required lift of the 226,841 tons (see paragraph 6 below), consideration is given to the fact that a part will be consumed by the rural population which is scattered through the country and, therefore, it will not be necessary to provide motor transport. Official statistics show that in the area under consideration, 69 per cent of the population is concentrated in town and, as a result, the same percentage figure will apply to the commodities that must be lifted. In effect,

$$226,841 \times 69 \text{ per cent} = 156,520 \text{ tons of movement required.}$$

In view of the fact that the average distance is short and results in being $1/2$ of that calculated for provincial capitals above, or 20 kilometers, equal to 13 miles, a part of this lift, estimated at $1/3$, can be moved by animal traction. This leaves $2/3$ to be transported by trucks.

$$2/3 \times 156,520 = 104,347 \text{ tons and results in}$$

$104,347 \times 13 = 1,356,511$ ton-miles of movement per month required. The total of internal transport required amounts to

$$1,555,585 \text{ plus } 1,356,511 = 2,912,096 \text{ ton-miles per month, or}$$

$$\frac{2,912,096}{30} = 97,070 \text{ ton-miles required per day.}$$

It is presumed that this movement can be carried out with the Italian trucks, which it is estimated will be found in northern Italy. In view of the fact that local rail transport cannot be counted on, at least in the early days, and in view of the fact that the average load-carrying capacity of Italian trucks in that area amounts to 2 tons (statistics show an average of 2.22, but it is

presumed that this figure will be lower as a result of removal of heavy trucks by the Germans), and if each of these can average 100 kilometers daily, or 62 miles, for the total of round trips needed, the following amount of trucks will be required:

$$\frac{97,070 \times 2}{2 \times 62} = 1,566 \text{ Italian trucks}$$

5. It is, furthermore, necessary to calculate the number of trucks that will be required to carry petrol and lubricants from the ports of unloading to the interior.

a. It is estimated that Allied military vehicles consume 236 grams per truck per kilometer, or 380 grams per truck per mile. The average daily run has been estimated at about 75 miles. To the number of Allied trucks that are required (2994) let us assume that approximately 130 must be, therefore, added to transport petrol and lubricants.

$$2994 \text{ plus } 130 = 3,124 \text{ trucks}$$

$$3,124 \times 75 = 234,300 \text{ truck-miles per day}$$

$$\frac{234,300 \times 380}{1,000,000} = 89 \text{ tons per day}$$

b. Italian trucks consume an average of 210 grams per kilometer of petrol and lubricants. The average daily run which will be required of the Italian trucks has been computed above at 62 miles per day.

$$1566 \times 62 = 97,092 \text{ truck miles per day}$$

$$\frac{97,092 \times 340}{1,000,000} = 33 \text{ tons per day.}$$

The total, therefore, of petrol and lubricants which will be required daily amounts to

$$89 \text{ plus } 33 = 122 \text{ tons per day.}$$

The average distance (taking into account the fact that the nearest dumps will furnish the larger part of the requirements) can be calculated as being 130 miles from the port of unloading, which means, in effect,

$$122 \times 130 = 15,860 \text{ ton-miles per day.}$$

For this transport, the following additional amount of military vehicles will be needed:

$$\frac{15,860 \times 2}{3 \times 75} = 141 \text{ trucks.}$$

6. The total of Allied trucks which must, therefore, be put into circulation amounts to

$$2,994 \text{ plus } 141 = 3,135.$$

It needs to be considered, however, that 15 per cent of the trucks will be inactive daily for reasons of maintenance. In other words,

$$\frac{3135}{100 - 15 \text{ per cent}} \times 100 = 3,688 \text{ military vehicles.}$$

7. The total amount of trucking will be divided up between the ports of Livorno and Ancona. It is possible to reach a fairly good approximation of this division on the basis of the traffic in each port, excluding that absorbed by the railroads. This calculation has been made in Table 1-(4), which follows. In this Table there has likewise been taken into account a factor which this headquarters considers of great importance and that is that the situation is considerably altered if the occupation of Northern Italy takes place in the spring instead of this winter. It is assumed, in the case of the spring, that the

$$87 \text{ per cent} \times 83,545 \text{ tons}$$

or, in other words, the 72,684 which could be counted on from local production to feed 205 to 210 grams approximately for 25 days to the whole population will have been already used up by the people. In view of this, imports have been programmed, which will result in a 229 per cent increase, or

$$\frac{56,189 \text{ plus } 72,684}{56,189}$$

The same percentage increase in the number will be required of trucks if these imports are to be moved (see the last column of Table 1-(4)).

Table 1^o - (4)

Harbours	Tons x Miles per Month			Trucks Required	
	Totals	By Rail	By Road	Winter	Spring
1 - Livorno	6,928,899	- -	6,928,899	2.526	5.785
2 - Ancona	3,355,569	180.810	3,174,759	1.162	2.661
		(=6027x30)			
TOTALS	10,284,468	180.810	10,103,658	3.688	8.446

DESCRIPTION OF HYPOTHESIS NO. 2

1. Table 2-(1), which follows, indicates the ton-miles of lift required from the port of Genoa to Area "A" as marked on Appendix B. The total amount of traffic per month equals 3,356,980 ton-miles. Table 2-(2) indicates the tonnage lift from Venice to Zone "B" in Appendix B; 813,781 ton-miles per month. Table 2-(3) indicates the tonnage lift from the port of Ancona to Zone "C" in Appendix B; 1,000,834 ton-miles per month. Table 2-(4) indicates traffic from the port of Livorno to Zone "D" in Appendix B; 327,997 ton-miles per month. Table 2-(5) refers to the traffic from the port of Trieste to Zone "E" in Appendix B; 168,396 ton-miles per month.

	3,356,980	ton-miles
	813,781	" "
	1,000,834	" "
	327,997	" "
	168,396	" "
TOTAL	5,667,964	ton-miles per month

The division by areas which has been made in Appendix B has been arbitrarily based on considerations of existing road networks and what can be estimated as the zones which could be most efficiently served from the major ports. The ton-miles per day amount to

$$\frac{5,667,964}{30} = 188,932$$

Departing from the calculation, as was done in Hypothesis 1, the following results:

2. The traffic absorbed by the railroad Ancona-Rimini amounts to 6,027 ton-miles per day. It is not considered that the reactivation of railways can be counted on even in the early stages of Hypothesis 2. Therefore, the following results:

$$188,932 - 6,027 = 182,905 \text{ ton-miles per day.}$$

3. The number of military trucks required is as follows:

$$\frac{182,905 \times 2}{3 \times 75} = 1,670 \text{ 3-ton trucks.}$$

The number of Italian trucks required is the same but with the addition of the 13 per cent of the population north of the Tirono-Venice line which under this condition must be fed and, therefore, amounts to

$$1,566 \times \frac{100}{.87} = 1,800.$$

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4. The number of trucks which will be required to carry petrol and lubricants (presuming these to total to 80) is calculated as follows:

$$1,670 \text{ plus } 100 = 1,770 \times .75 = 132,750 \text{ truck-miles per day.}$$

The Allied trucks consume:

$$\frac{132,750 \times 380}{1,000,000} = 51 \text{ tons per day.}$$

The Italian trucks augmented by

$$33 \times \frac{100}{.87}$$

would have requirements equal to 38 tons per day. The total is, therefore,

$$51 \text{ plus } 38 = 89 \text{ tons per day.}$$

$$89 \times 130 = 11,570 \text{ ton-miles per day.}$$

For this lift an additional number of trucks will be required of

$$\frac{11,570 \times 2}{3 \times 75} = 103 \text{ Allied 3-ton trucks.}$$

5. The total of Allied trucks which must be put into circulation, therefore, results in:

$$1,670 \text{ plus } 103 = 1,773.$$

Taking into account the 15 per cent which will be off the road for maintenance, the final result is:

$$\frac{1,773 \times 100}{85 \text{ per cent}} = 2,086 \text{ Allied trucks.}$$

6. The trucks will be divided between the ports of unloading in proportion to the traffic of each. In Table 2-(7), which follows, there is also taken into account the number of trucks which will be required in the eventuality that the occupation of the north is effected in the spring instead of the winter:

$$\frac{64,747 \text{ plus } 83,545}{64,747} = 229 \text{ per cent.}$$

Table II^o - (7)

Harbours	Tons x Miles per Month		Trucks Required	
	Totals	By Rail	By Road	In the Winter In the Spring
1 - Genova	3,336,980.51	- -	3,336,980.51	1,276 2,922
2 - Livorno	327,997.79	- -	327,997.79	125 286
3 - Trieste	168,369.82	- -	168,369.82	63 144
4 - Venezia	813,781.33	- -	813,781.33	309 708
5 - Ancona	1,000,832.60	180,810	820,024.60	313 717
TOTALS	5,667,959.95	180,810	5,487,149.95	1,028 2,717

DESCRIPTION OF HYPOTHESIS NO. 3.

1. When the port of Genova has been rehabilitated and subsequently that of Savona, it will then be possible to feed the cities of Turin, Cuneo, Imperia, and Savona from the latter. In Table 2-(8) is shown the number of ton-miles which will be saved. Instead of 3,336,980 ton-miles required out of Genova, 2,577,335 will be required; in other words, a reduction of 779,624 ton-miles. On the other hand, 616,601 ton-miles will then be required from Savona, which leaves a reduction of 163,021 ton-miles in the total needs. This results, then, in a reduction of the number of trucks to be assigned to Genova in the following proportions:

$$1,276 \frac{779,624}{3,336,980} = 296 \text{ trucks.}$$

For the traffic from Savona, the following will be needed:

$$1,276 \frac{616,601}{3,336,980} = 235 \text{ trucks.}$$

As a result, 61 trucks can be deducted and Table 2-(7) will be modified by Table 2-(7)a, as shown on the following page (Page 12).

Table II^o - (7)a

Harbours	Tons x Miles per Month			Trucks Required	
	Totals	By Rail	By Road	In the winter	In the Spring
1 - Geneva	2,577,395.97	- -	2,577,395.97	980	2,244
2 - Livorno	347,997.79	- -	347,997.79	125	236
3 - Trieste	168,369.82	- -	168,369.82	63	149
4 - Venezia	813,781.35	- -	813,781.35	309	700
5 - Ancona	1,000,834.60	180,810	820,024.60	313	717
6 - Ravenna	616,602.70	- -	616,602.70	233	538
TOTALS	5,324,982.21	180,810	5,144,172.21	2,923	4,637

It is the considered opinion of the Economic Section that unless all the military vehicles submitted as requirements in this requisition can be provided and the personnel and maintenance equipment made available, either the scheduling of imports should be cut in proportion or the idea of providing any imported supplies to the north be abandoned. It should be noted that this requisition represents absolute minimum needs and no consideration has been given to the movement of heating and cooking fuels, medical, agricultural, public works and public utility supplies or internal distribution in cities.

A. L. VILLA
Staff Officer
Economic Section

I* - (1)

Distances between the harbour of Livorno and				Metric tons to be trans- ported per month	Tons x Kms per month	Tons x Miles
N°	Towns	Kms.	Miles			
1	Alessandria	293	180,20	1.185,5	343.795,0	213.624,8
2	Aosta	464	288,32	354,4	164.441,6	102.179,52
3	Asti	327	203,19	642,4	210.064,8	130.928,53
4	Cuneo	357	221,83	1.129,7	403.302,9	250.601,42
5	Novara	369	229,29	606,9	223.946,1	139.154,00
6	Torino	386	239,85	5.548,7	2.141.798,2	1.390.855,00
7	Vercelli	347	215,62	797,6	276.767,2	171.975,59
8	Genova	236	128,00	4.999,1	1.029.814,6	639.898,3
9	Imperia	328	203,81	233,5	76.588,0	47.589,69
10	La Spezia	92	57,17	368,1	89.065,2	55.342,68
11	Savona	255	158,45	707,1	178.730,5	111.089,32
12	Bergamo	369	229,29	1.450,0	535.050,0	332.465,48
13	Como	363	225,56	1.074,8	390.152,4	242.430,98
14	Cremona	257	159,89	926,0	237.982,0	147.875,52
15	Milano	320	198,84	10.381,6	3.332.112,0	2.070.483,5
16	Pavia	328	203,81	1.037,5	340.300,0	211.453,14
17	Sondrio	454	282,10	222,5	101.015,0	62.767,96
18	Varese	371	230,53	1.146,9	425.499,9	264.394,03
19	Parma	193	119,92	999,6	192.922,8	119.876,96
20	Piacenza	253	157,21	836,7	211.665,1	131.535,34
21	Reggio Emilia	220	136,70	1.117,6	245.372,0	152.778,15
Totals				36.766,2	11.150.953,5	6.928.893,99

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1° - (2)

Distances between the harbour of Ancona and				Metric Tons to be trans- ported per month	Tons x Km per month	Tons x miles
N°	Towns	Km	Miles			
1	Brescia	405	251,66	1.886,2	763.911,0	474.573,46
2	Mantova	337	209,40	947,9	321.538,1	199.676,73
3	Padova	293	185,79	1.811,3	541.578,7	336.522,23
4	Rovigo	258	160,31	753,3	184.731,6	114.824,46
5	Venezia	338	210,02	2.753,3	930.615,4	578.259,03
6	Verona	351	218,10	1.728,7	627.833,7	390.118,74
7	Vicenza	351	203,67	1.266,4	419.178,4	260.466,02
8	Bologna	211	131,11	2.671,9	563.770,9	350.311,86
9	Ferrara	222	137,94	1.232,6	284.137,2	176.927,93
10	Forlì	147	91,34	1.821,5	267.760,5	166.379,93
11	Modena	250	155,34	1.277,5	319.375,0	198.450,91
12	Ravenna	148	91,96	1.182,7	175.039,6	108.764,83
Totals				19.423,3	5.399.930,1	3.355.569,27

I° - (3) SUMMARY

N°	Harbours	Towns	metric Tons. to be trans- ported per month	Tons. x Kms. per month	Tons. x Miles
1	Livorno	N° 21	36.766,2	11.150.953,5	6.928.898,99
2	Ancona	" 12	19.423,3	5.399.939,1	3.555.569,27
Totals		N° 33	56.189,5	16.550.893,6	10.484.468,26

I° - (4)

Harbours	Tons. x miles per month			Trucks required	
	Totals	by rail	by road	in the winter	in the spring
1 - Livorno	6.928.899	--	6.928.899	2.526	3.785
2 - Ancona	3.555.569	183.810 (=602(x33))	3.174.759	1.162	3.661
Totals	10.484.468	183.810	10.103.658	3.688	3.446

ii° - (1)

Distances between the harbour of Genova and				Metric Tons to be trans- ported per month	Tons x kms per month	Tons x Miles
N°	Towns	kms	Miles			
1	Alessandria	84	52,19	1.155,5	99.282,0	61.877,54
2	Aosta	258	160,32	334,4	914.752,0	548.153,99
3	Asti	121	75,18	644,4	77.730,4	48.299,55
4	Cuneo	151	93,83	1.129,7	170.550,7	105.956,68
5	Novara	163	101,28	606,9	98.924,7	61.469,11
6	Torino	180	111,85	5.548,7	1.020.560,8	634.397,20
7	Vercelli	141	87,61	727,6	112.461,6	69.880,57
8	Intra	122	75,80	233,5	28.487,0	17.701,04
9	Savona	49	30,44	707,10	34.647,9	21.329,26
10	Bergamo	203	127,38	1.430,0	297.250,0	184.703,04
11	Como	199	123,66	1.074,8	213.285,8	132.902,43
12	Milano	146	126,93	10.381,6	1.619.529,6	1.006.331,30
13	Pavia	122	75,80	1.037,5	126.573,0	78.650,23
14	Sondrio	248	154,10	222,3	55.150,0	34.287,35
15	Varèse	207	128,62	1.146,9	237.408,3	147.519,04
16	Piacenza	150	93,21	836,7	125.503,0	77.975,38
17	Cremona	183	113,71	926,0	169.458,0	105.296,58
18	Genova	--	--	4.999,1	--	--
Totale		--	--	33.280,9	5.422.322,2	3.386.980,51

11° - (2)

Distances between the harbour of Venezia and				Metric Tons to be trans- ported per month	Tons x kms per month	Tons x Miles
NO	Towns	kms	Miles			
1	Brescia	189	117.44	1.806,2	366.491,8	221.514,28
2	Mantova	149	92.59	947.9	141.237,1	87.760,88
3	Bolzano	221	137.53	673.7	148.887,7	92.514,75
4	Trento	161	100.04	914,6	147.250,6	91.497,50
5	Balluno	107	66.48	340,1	36.590,7	22.612,19
6	Padova	42	26.09	1.811,3	76.074,6	47.270,68
7	Rovigo	85	51.87	733,3	60.863,9	37.819,17
8	Treviso	29	18.01	1.183,4	34.318,7	21.324,70
9	Verona	122	75.80	1.788,7	218.221,4	135.596,82
10	Vicenza	71	44.12	1.266,4	89.914,4	55.870,36
11	Venezia	--	--	2.733,3	--	--
Totals		--	--	14.298,9	1.309.680,9	813.781,33

II^o - (3)

Distances between the harbour of Ancona and				Metric tons to be trans- ported per month	Tons x kms per month	Tons x miles
N ^o	Towns	Kms	Miles			
1	Bologna	211	131.11	2.671,9	563.770,9	350.311,86
2	Ferrara	222	137,96	1.282,6	284.737,2	176.927,93
3	Forlì	147	91,34	1.221,5	267.760,5	166.379,07
4	Modena	260	155,35	1.277,5	319.373,0	198.450,91
5	Ravenna	148	91,97	1.182,7	173.039,6	108.760,83
Totals		--	--	8.236,2	1.610.685,2	1.000.874,60

II^o - (4)

Distances between the harbour of Livorno and				Metric Tons to be trans- ported per month	Tons x kms per month	Tons x miles
N ^o	Towns	Kms	Miles			
1	La Spezia	92	57,17	968,1	89.065,2	55.142,68
2	Parma	193	119,92	929,6	192.922,8	119.876,96
3	Reggio Em.	220	136,70	1.117,6	245.872,0	152.778,15
Totals		--	--	3.085,3	527.860,0	327.997,79

II° - (5)

Distances between the harbour of Trieste and				Metric Tons to be trans- ported per month	Tons x kms per month	Tons x Miles
N ^o	Towns	kms	Miles			
1	Fiume	78	48,46	491,2	38.313,6	23.807,03
2	Gorizia	94	57,33	599,1	26.360,4	16.379,63
3	Pola	118	73,32	776,0	91.568,0	56.897,86
4	Udine	77	47,83	1.489,9	114.722,3	71.285,30
5	Trieste	--	--	2.078,6	--	--
6	Zara	By Sea		411,0	--	--
Totals				5.845,8	270.964,3	168.769,82

III° - (6) SUMMARY

Nº	Harbours	Towns to be Supplied		Metric Tons to be trans- ported per month	Tons x kms per month	Tons x Miles
		Nº				
1	Genova	Nº	18	33.280,9	5.402.522,2	3.356.980,91
2	Livorno	"	3	3.085,3	527.260,0	327.997,7
3	Trieste	"	6	5.845,8	270.964,3	168.769,82
4	Venezia	"	11	14.298,9	1.309.600,9	813.781,1
5	Ancona	"	5	8.236,2	1.610.683,2	1.000.834,1
Totals		Nº	43	64.747,1	9.121.680,6	5.667.964,03

II° - (7)

Harbours	Tons. x miles per month			Trucks required	
	Totals	by rail	by road	in the winter	in the spring
1 - Genova	3.356.980,51	---	3.356.980,51	1.276	2.972
2 - Livorno	327.997,79	---	327.997,79	129	236
3 - Trieste	168.369,82	---	168.369,82	63	144
4 - Venezia	813.781,33	---	813.781,33	309	708
5 - Ancona	1.000.834,60	180.810	820.024,60	313	717
Totals	5.667.964,05	180.810	5.487.154,05	2.086	4.777

II° - (7) a

Harbours	Tons. x miles per month			Trucks required	
	Totals	by rail	by road	in the winter	in the spring
1 - Genova	2.577.355,97	---	2.577.355,97	980	2.244
2 - Livorno	327.997,79	---	327.997,79	129	236
3 - Trieste	168.369,82	---	168.369,82	63	144
4 - Venezia	813.781,33	---	813.781,33	309	708
5 - Ancona	1.000.834,60	180.810	820.024,60	313	717
6 - Savona	610.602,70	---	610.602,70	235	538
Totals	5.504.942,21	180.810	5.324.132,21	2.025	4.637

II* - (B)

Distances between the harbour of GENOVA and				Metric Tons. to be trans- ported per month	Tons. x Kms. per month	Tons. x Miles
N°	Towns	Kms.	Miles			
1	Torino	166	111,85	5548,7	1.020.550,8	534.397,2
2	Cuneo	151	93,83	1129,7	170.534,7	105.996,68
3	Imperia	122	75,80	233,5	28.487,0	17.701,4
4	Savona	49	30,44	707,1	34.647,9	21.529,26
Totals				7619,0	1.254.680,4	779.624,54

Distances between the harbour of SAVONA and				Metric Tons. to be trans- ported per month	Tons. x Kms. per month	Tons. x Miles
N°	Towns	Kms.	Miles			
1	Torino	155	96,31	5548,7	860.048,5	534.410,69
2	Cuneo	102	63,38	1129,7	115.229,4	71.600,4
3	Imperia	73	45,36	233,5	17.042,5	10.581,61
4	Savona	---	---	707,1	2153	---
Totals				7619,0	992.323,4	616.602,70

quantities of food imports per month broken down by destination

TOTAL

LEGEND OF APPENDIX A (See Sheet 2)

*NW Italy
file*

Known Railway Conditions as of 30-10-44

- (1) Interruption
- (2) Damaged
- (3) Sector where traffic is interrupted
- (4) Line along which track is being removed
- (5) All electric traction
- (6) Steam traction
- (7) New construction underway
- (8) Work in progress in this sector
- (9) Double track line with only one track operating
- (10) Single track to which a track has been added
- (11) Damaged station with three tracks still operating
- (12) Station destroyed
- (13) Station at head of the line
- (14) The dates refer to the day in which the news was flashed to the Intelligence Bulletin

RESUME OF INTELLIGENCE ON BREAKS IN THE RAILWAY LINES IN NORTHERN ITALY, SHOWING CONDITIONS EXISTING FROM AUGUST 15 TO OCTOBER 25.

Railway line Bologna - Ferrara - Padova - Mestre

16/9 - Section presently in condition to operate Bologna - Ferrara.
24/9 - " " " Ferrara - Rovigo.

Railway line Mestre - Portogruaro - Monfalcone - Trieste

22/9 - The bridge is impassable at Latisana on the Tagliamento.

Railway line Pordenone - Codroipo - Udine

6/10 - Near the bridge on the Tagliamento, impassable between Casarsa and Codroipo, an embankment ballasted with cement has been constructed, which now carries the railway.

Railway line Mestre - Castelfranco Veneto

2/10 - The Piombino bridge is destroyed. (20 Kms. SW of Treviso)

Railway line Verona - Mantova

25/10 - The bridge on the Mincio has been rendered once again impassable (N of Mantova).

Railway line Verona - Vicenza - Padova

25/10 - Interrupted between Montebello Vicentino (17 Kms. SW of Vicenza) and Altavilla Tavernelle - Rehabilitation work.

2150

- 16/9 - Section presently in condition to operate Bologna - Ferrara.
24/9 - " " " " Ferrara - Rovigo.

Railway line Mestre - Portogruaro - Monfalcone - Trieste

- 22/9 - The bridge is impassable at Latisana on the Tagliamento.

Railway line Pordenone - Codroipo - Udine

- 6/10 - Near the bridge on the Tagliamento, impassable between Casarsa and Codroipo, an embankment ballasted with cement has been constructed, which now carries the railway.

Railway line Mestre - Castelfranco Veneto

- 2/10 - The Piombino bridge is destroyed. (20 Kms. SW of Treviso)

2150

Railway line Verona - Mantova

- 25/10 - The bridge on the Mincio has been rendered once again impassable (N of Mantova).

Railway line Verona - Vicenza - Padova

- 25/10 - Interrupted between Montebello Vicentino (17 Kms. SW of Vicenza) and Altavilla Tavernelle - Rehabilitation foreseen within the end of the month.

Railway line Vicenza - Castelfranco Veneto - Treviso

- 7/10 - Bridge impassable at Montanida on the Brenta (20 Kms. NE of Vicenza).

- 2 -

Railway line - Padova - Bassano del Grappa

2/10 - Interrupted near Campo S. Pietro (20 Kms. N of Padova).

Railway line Santina - Tolmezzo - Carnia

1/9 - Bridge impassable on the torrent Degano between Tolmezzo and Villa Santina.

Railway line Mantova - Suzzara

7/10 - The bridge between Borgoforte and Monteggiana is impassable.

Railway line Cardano - Virgolo

- Near Bolzano a branch line has been built between Cardano (4 Kms. East of Bolzano) and Virgolo.

Railway line Mantova - Legnago - Monselice

7/10 - Bridge on the Adige destroyed at Legnago.

15/10 - The Legnago-Monselice sector is presently in condition to operate.

Railway line Legnago - Ostiglia - Poggio Rusco **2149**

19/10 - Rehabilitated by means of a new branch which from Rovere crosses the Po river on a new bridge built 1 Km. West of the old one which has been destroyed. The new branch ends at Ostiglia, and from here the line follows the old road bed.

Railway line Piacenza - Voghera

- 1/9 - Bridge impassable on the torrent Degano between Tolmezzo and Villa Santina.

Railway line Mantova - Suzzara

- 7/10 - The bridge between Borgoforte and Montegalliana is impassable.

Railway line Cardano - Virgolo

- Near Colzano a branch line has been built between Cardano (4 Kms. East of Bolzano) and Virgolo.

Railway line Mantova - Legnago - Monselice

- 7/10 - Bridge on the Adige destroyed at Legnago.
15/10 - The Legnago-Monselice sector is presently in condition to operate.

Railway line Legnago - Ostiglia - Poggio Ruacco

2149

- 19/10 - Rehabilitated by means of a new branch which from Rovere crosses the Po river on a new bridge built 1 Km. West of the old one which has been destroyed. The new branch ends at Ostiglia, and from here the line follows the old road bed.

Railway line Piacenza - Voghera

- 9/10 - Presently in condition to operate.

Railway line Bologna - Milano

- 22/9 - On this line one track is being removed.
2/10 - One track is in condition to operate in the Bologna - Piacenza sector.

- 3 -

Railway line Milano - Domodossola (via Oleggio - Arona)

- 17/10 - The bridge on the Ticino river is impassable at Oleggio; line interrupted at Domerleto (4 Kms. S of Arona); bridge impassable at Juzzago on the Poce river (20 Kms. SE of Domodossola).

Railway line Domodossola (via Borgomanero)

- 13/9 - Interrupted from Borgomanero to Domodossola.

Railway line Milano - Gallarate - Sesto Calende

- 13/9 - Bridge impassable at Sesto Calende on the Ticino river.

Railway line Milano - Brescia - Verona - Brennero

- 26/8 - A branch line has been put into operation between Verona S. Lucia and Gizio S. Massimo All'Adige to allow for direct traffic from Mantova or Nogara towards the Brennero.
- 3/10 - Bridge of Cassano d'Adda once more rendered impassable (W of Treviglio).
- 14/10 - Milano - Brescia sector interrupted.
- 24/10 - Bridge impassable near Ponte S. Marco on the Chiese river (17 Kms. SE of Brescia).
- 25/10 - Bridge on the Mincio river impassable (S of Peschiera). Line interrupted between Peri (25 Kms. N of Verona) and Borghetto (6 Kms. W of Peri) and between Dolcè and Ceriano.

Railway line Milano - Bergamo

- 30/9 - In condition to operate via Usmate.

Railway line Milano - Mortara

- 30/9 - Bridge impassable at Vigevano on the Ticino river - Rehabilitation foreseen by October 25.

Railway line Mortara - Alessandria

2148

13/9 - Interrupted from Borgomanero to Domodossola.

Railway line Milano - Gallarate - Sesto Calende

13/9 - Bridge impassable at Sesto Calende on the Ticino river.

Railway line Milano - Brescia - Verona - Brennero

26/8 - A branch line has been put into operation between Verona S. Lucia and Divio S. Massimo All'Adige to allow for direct traffic from Mantova or Nogara towards the Brennero.

3/10 - Bridge of Cassano d'Adda once more rendered impassable (W of Treviglio).

14/10 - Milano - Brescia sector interrupted.

24/10 - Bridge impassable near Ponte S. Marco on the Chiiese river (17 Kms. SE of Brescia).

25/10 - Bridge on the Mincio river impassable (S of Peschiera). Line interrupted between Peri (25 Kms. N of Verona) and Borghetto (6 Kms. N of Peri) and between Dolcè and Veriano.

Railway line Milano - Bergamo

30/9 - In condition to operate via Usmate.

2148

Railway line Milano - Mortara

30/9 - Bridge impassable at Vigevano on the Ticino river - Rehabilitation foreseen by October 25.

Railway line Mortara - Alessandria

22/10 - Bridge destroyed North of Valenza on the Po river.

24/10 - Rehabilitation foreseen by October 25.

Railway line Milano - Voghera - Genova

27/8 - Bridge impassable at Brassana Bottarone on the Po river (10 Kms. S of Pavia) - Repairable within 2 months.

- 4 -

13/9 - Bridge destroyed at Pavia on the river Ticino - Repairable by October 10.

7/10 - Genova - Tortona sector in condition to operate.

9/10 - One track in the Voghera - Tortona sector is being removed.

11/10 - Bridge on the torrent Staffora impassable (East of Voghera)

Railway line Milano - Torino

4/10 - Bridge impassable on the Sesia river between Vercelli and Borgo Vercelli.

20/10 - Bridge on the Orco river near Chivasso impassable.

Railway line Cremona - Brescia

13/9 - Line interrupted at Robecco d'Oglio.

Railway line Brescia - Parma

26/9 - The Germans have begun the destruction of the whole line.

Railway line Mantova - Novara

25/10 - Line interrupted in an undetermined place.

Railway line Novara - Luino.

- Interrupted in a tunnel.

Railway line Novara - Varallo Sesia

2147

17/10 - Interrupted in an undetermined place.

Railway line Vercelli - Mortara - Pavia

11/10 - Bridge on the torrent Stalio

Railway line Milano - Torino

4/10 - Bridge impassable on the Sesia river between Vercelli and Borgo Vercelli.

20/10 - Bridge on the Orco river near Chivasso impassable.

Railway line Cremona - Brescia

13/9 - Line interrupted at Robecco d'Oglio.

Railway line Brescia - Parma

26/9 - The Germans have begun the destruction of the whole line.

Railway line Mantova - Nogara

25/10 - Line interrupted in an undetermined place.

Railway line Novara - Luino.

- Interrupted in a tunnel.

Railway line Novara - Varallo Sesia

2147

17/10 - Interrupted in an undetermined place.

Railway line Vercelli - Mortara - Pavia

21/10 - Bridge on Sesia river impassable (East of Vercelli).

Railway line Vercelli - Casale - Asti

25/8 - Bridge of Moncalvo impassable (18 Kms. N of Asti)
Bridge impassable on the Po river N of Casale Monferrato.

22/10 - The above is confirmed. The bridge on the Po river will probably be rehabilitated by November 10.

- 5 -

Railway line Chivasso - Asti

17/10 - Interrupted at Brozzolo (20 Kms. SE of Chivasso) and at Coccorato (S of Brozzolo).

Railway line Asti - Castagnola delle Lanze

17/10 - Bridge impassable on the Tano river S of Asti.

Railway line Chivasso - Casale Monferrato

17/10 - Bridge impassable on the Dora Baltea river at Crescentino (17 Kms. East of Chivasso).

Railway line Torino - Pinerolo - Torre Pellice.

17/10 - The Torino - Pinerolo sector is still in condition to operate.

Railway line Torino - Bardonecchia

21/10 - The whole line is in condition to operate.

Railway line Torino - Ivrea - Aosta

26/9 - The Torino - Ivrea sector is in condition to operate.
 10/10 - The Torino - Chivasso sector is in condition to operate.
 17/10 - Line interrupted at Quincinetto (Bridge on the Dora Baltea river 11 Kms. N of Ivrea) and at Quarto Pretoria (Bridge on the Dora Baltea river 7 Kms. E of Aosta).

Railway line Torino - Santia - Arona

2146

21/10 - In condition to operate in the Torino - Santia sector. Interrupted between Carisio (5 Kms. N of Santia) and Buronzo:

17/10 - Bridge impassable on the Tano river S of Asti.

Railway line Chivasso - Casale Monferrato

17/10 - Bridge impassable on the Dora Baltea river at Crescentino (17 Kms. East of Chivasso).

Railway line Torino - Pinerolo - Torre Pellice.

17/10 - The Torino - Pinerolo sector is still in condition to operate.

Railway line Torino - Bardonecchia

21/10 - The whole line is in condition to operate.

Railway line Torino - Ivrea - Aosta

26/9 - The Torino - Ivrea sector is in condition to operate.
10/10 - The Torino - Chivasso sector is in condition to operate.
17/10 - Line interrupted at Quincinetto (Bridge on the Dora Baltea river 11 Kms. N of Ivrea) and at Quarto Pretoria (Bridge on the Dora Baltea river 7 Kms. E of Aosta).

Railway line Torino - Santia - Arona

2146

21/10 - In condition to operate in the Torino - Santia sector. Interrupted between Carisio (5 Kms. N of Santia) and buronzo:

Railway line Torino - Asti - Alessandria - Voghera

6/10 - One track is being removed in the Asti - Alessandria sector.
21/10 - The Torino - Asti sector is in condition to operate.

- 6 -

Railway line Torino - Savona (via Fossano)

- 17/10 - In condition to operate in the Torino - Fossano sector and in the Mondovì - Savona sector. A bridge between Fossano and Mondovì is impassable.

Railway line Torino - Cuneo - Ventimiglia

- 21/10 - Some sectors are being dismantled.

Railway line Cuneo - Mondovì - Bastia

- 21/10 - Interrupted at Beinette (15 Kms. West of Mondovì).

Railway line Sarzana - La Spezia - Forno - Parma

- 4/9 - 260m. of track interrupted at Caprigliola (South of Arella) and 200 m. of track interrupted 3 Kms. South of Pontremoli.
13/9 - The bridge between Sarzana and S. Stefano di Magra is used only by night and two bridging sections are used which are removed by day.

Railway line La Spezia - Genova.

- 14/10 - The Genova - Bogliasco sector (10 Kms. from Genova) is in condition to operate.
Work is underway, however, to remove all the truck.

Railway line Genova - Savona

2145

- 9/10 - In condition to operate.
14/10 - The Genova - Albenga sector is in condition to operate.

Railway line Genova - Ovada - Alessandria

- 14/10 - In condition to operate. The Alessandria - Ovada sector is run by electric traction.

Railway line Genova - Mondovì - Alessandria

21/10 - Some sectors are being dismantled.

Railway line Cuneo - Mondovi - Bastia

21/10 - Interrupted at Beinette (15 Kms. West of Mondovi).

Railway line Sarzana - La Spezia - Forno - Parma

4/9 - 260m. of track interrupted at Caprigliola (South of Arella) and 200 m. of track interrupted 3 Kms. South of Pontremoli.
13/9 - The bridge between Sarzana and S. Stefano di Magra is used only by night and two bridging sections are used which are removed by day.

Railway line La Spezia - Genova.

14/10 - The Genova - Bogliasco sector (10 Kms. from Genova) is in condition to operate.
Work is underway, however, to remove all the trucks.

Railway line Genova - Savona

2145

9/10 - In condition to operate.
14/10 - The Genova - Albenga sector is in condition to operate.

Railway line Genova - Ovada - Alessandria

14/10 - In condition to operate. The Alessandria - Ovada sector is run by electric traction.

Railway line Genova - Novi - Alessandria

14/10 - This operates by steam traction. One track is being removed.

Railway line Alessandria - Asti - Acqui

14/10 - This operates by steam traction.

Railway line Alessandria - Tortona

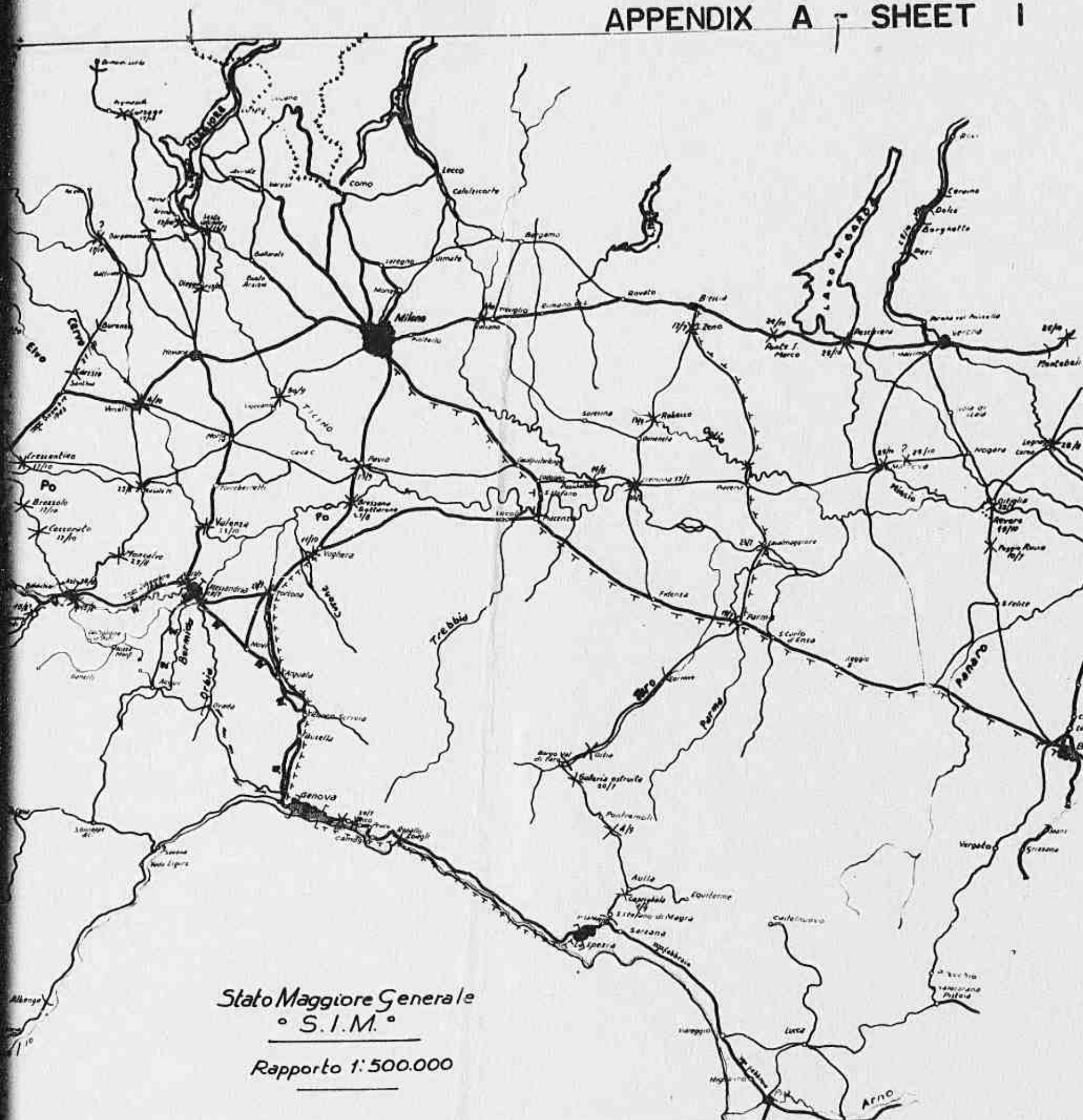
26/10 - Bridge on Scrivia river impassable.

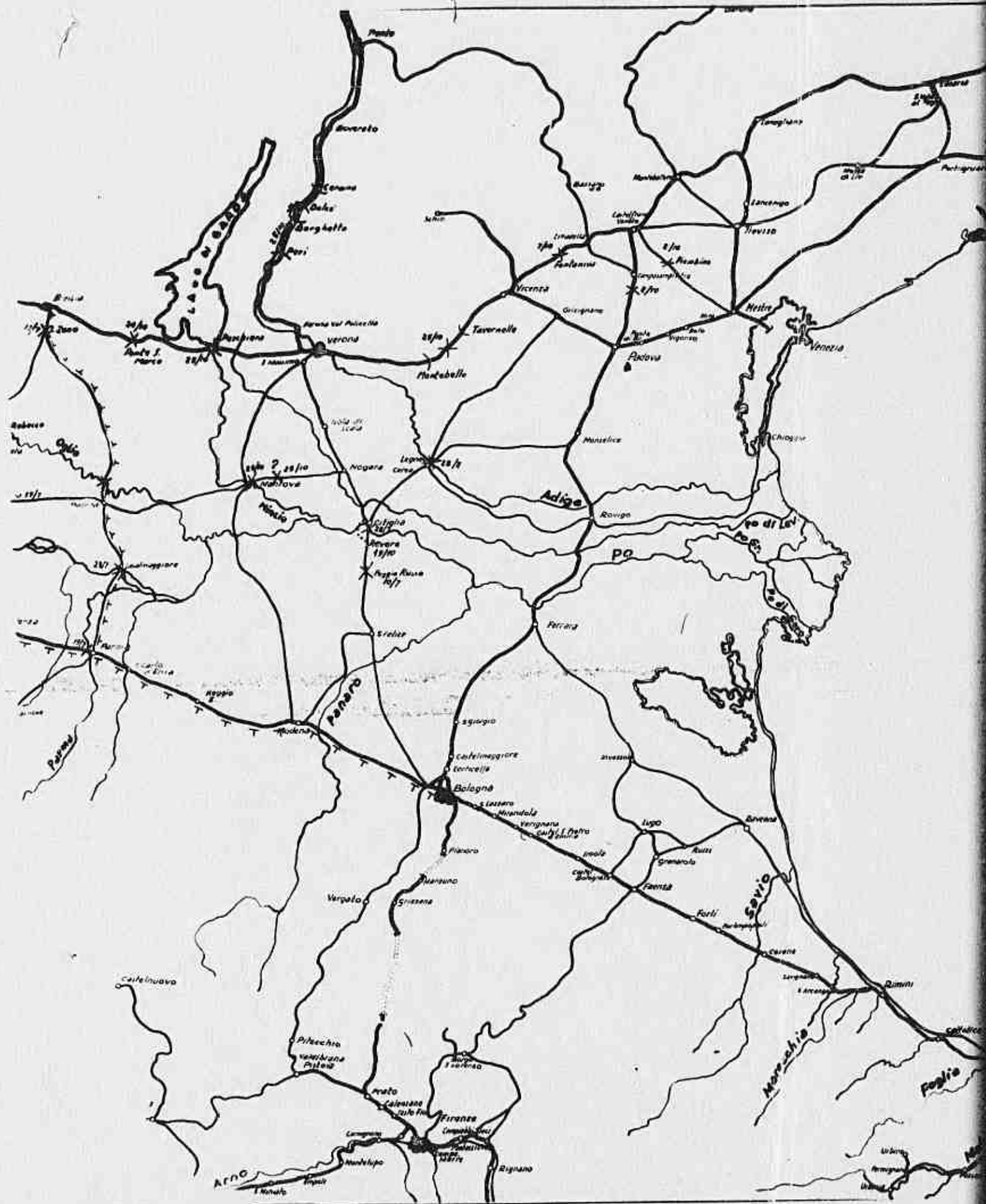
APPEL



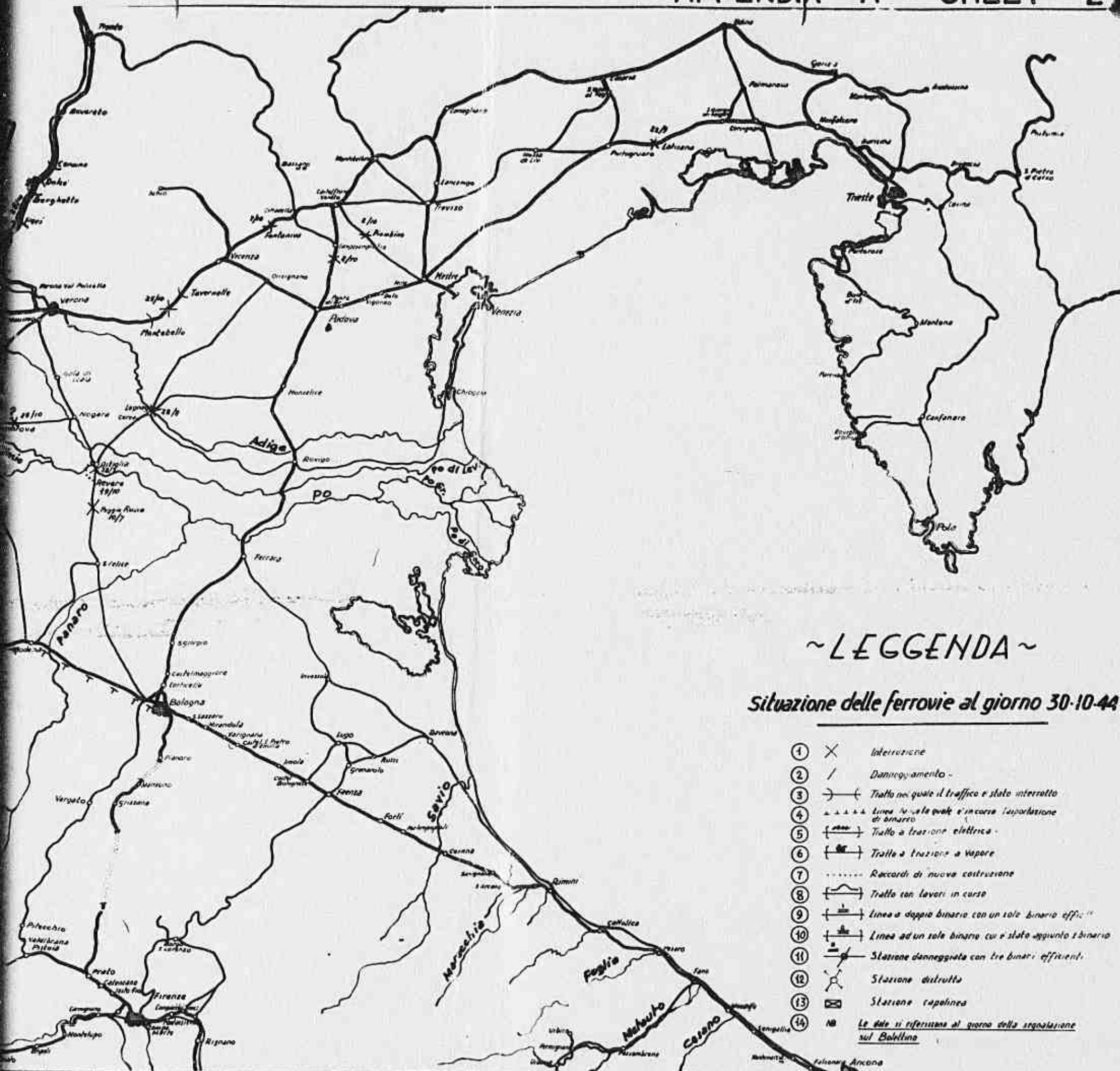
2144

APPENDIX A - SHEET I





APPENDIX A - SHEET 2

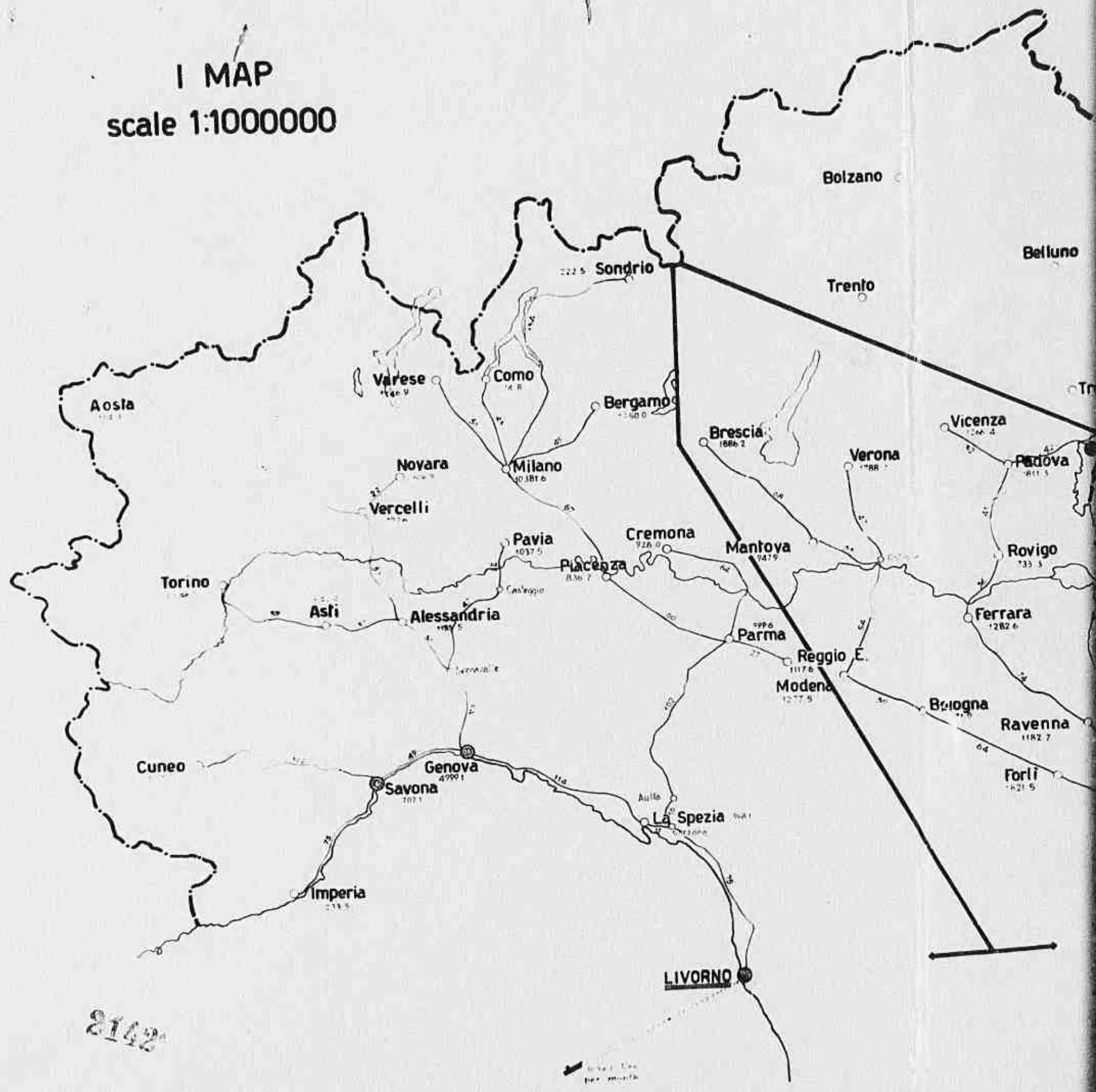


~LEGGENDA~

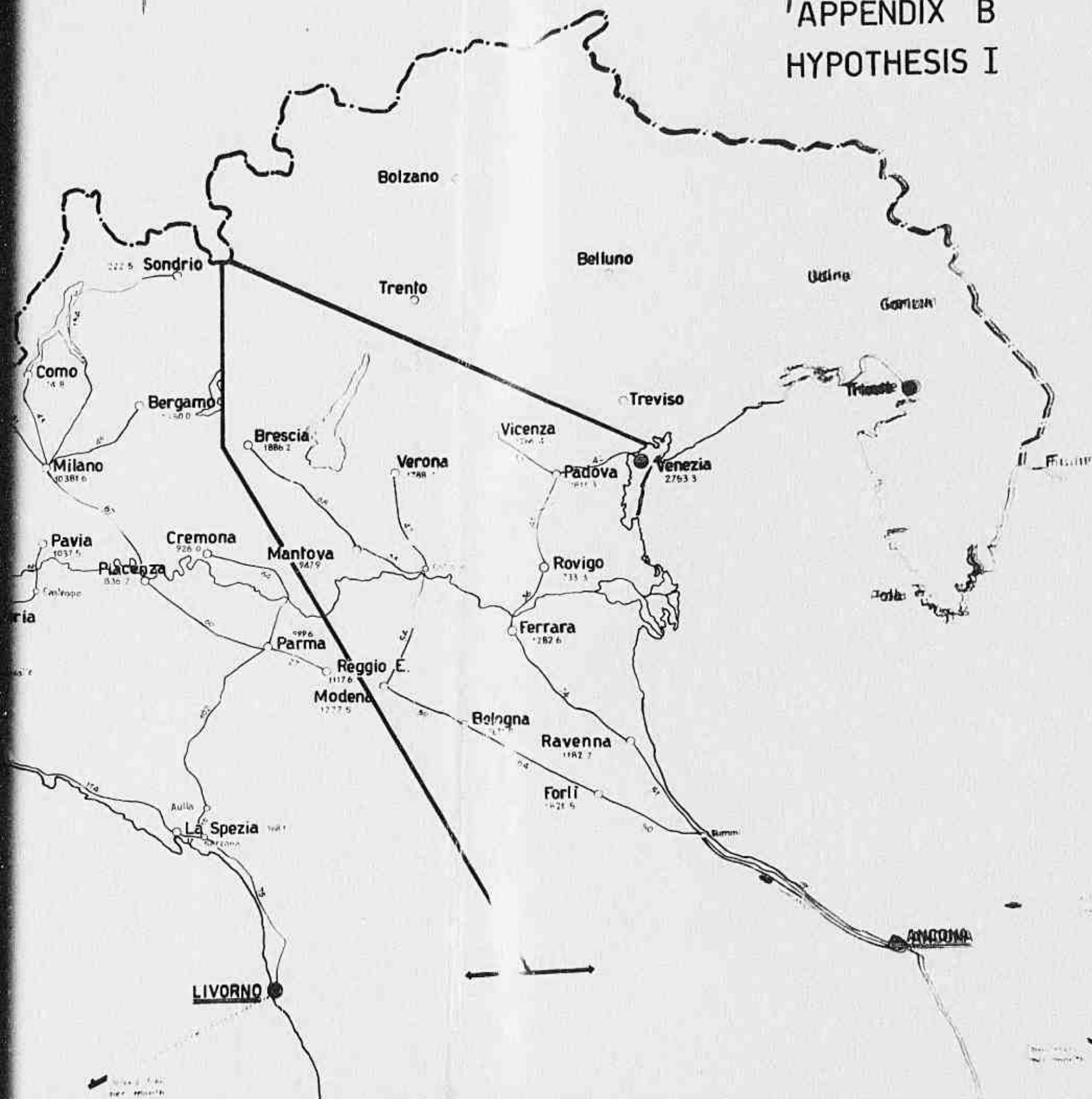
Situazione delle ferrovie al giorno 30-10-44

- | | | |
|---|---|--|
| ① | × | Interruzione |
| ② | / | Danneggiamento |
| ③ | — | Tratto nel quale il traffico è stato interrotto |
| ④ | — | Linea in cui si è verificata l'occupazione di binario |
| ⑤ | — | Tratto a trazione elettrica |
| ⑥ | — | Tratto a trazione a vapore |
| ⑦ | — | Raccordi di nuova costruzione |
| ⑧ | — | Tratto con lavori in corso |
| ⑨ | — | Linea a doppio binario con un solo binario efficiente |
| ⑩ | — | Linea ad un solo binario cui è stato aggiunto 1 binario |
| ⑪ | — | Stazione danneggiata con tre binari efficienti |
| ⑫ | — | Stazione distrutta |
| ⑬ | — | Stazione capolinea |
| ⑭ | — | Le date si riferiscono al giorno della segnalazione sul Bollettino |

I MAP
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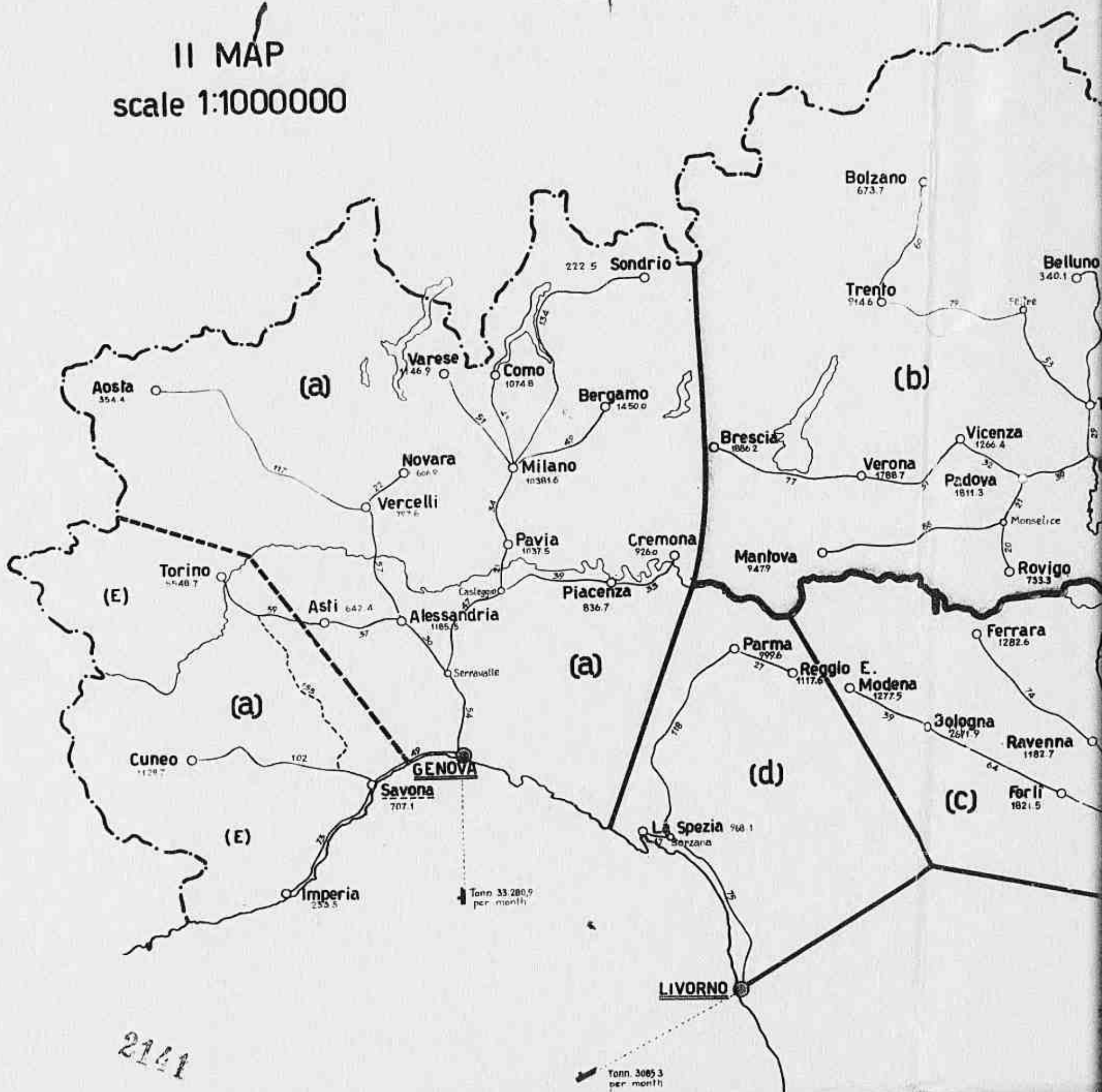


2142

APPENDIX B
HYPOTHESIS I

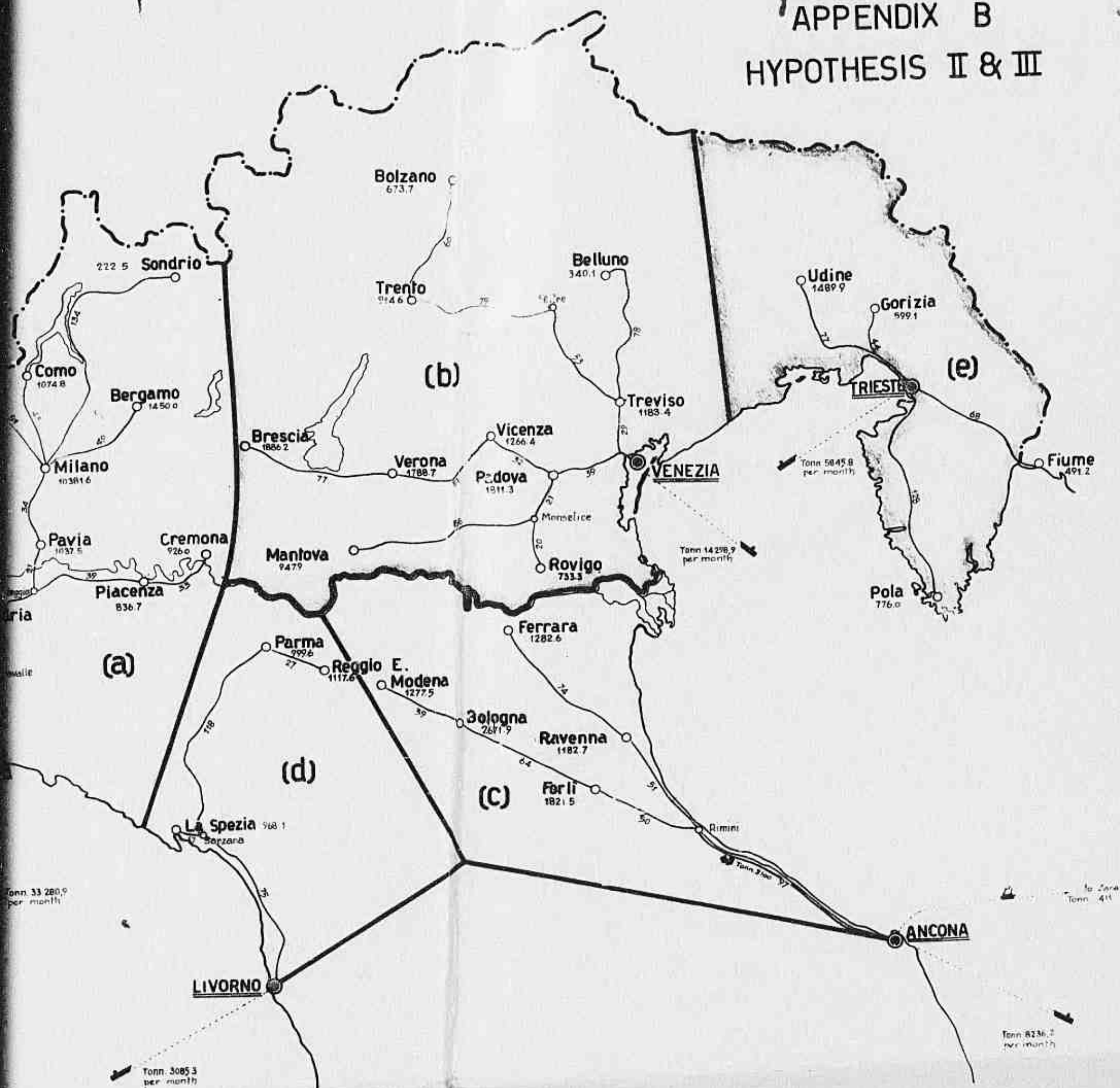
BEST COPY POSSIBLE

II MAP
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2141

APPENDIX B HYPOTHESIS II & III



1412