

Regd. No.

UNRRA (EUROPEAN REGION).

WR 30

Vol. I

FROM WHOM

Closed Dec. 1946

RECORD

SUBJECT

Inland

DISPLACED PERSONS DIVISION / TRANSPORT OF DISPLACED PERSONS

NOTE. This file must always be passed on VIA the REGISTRY.

(43102D) Wt P768/276 5m 8/45 HJR & L Gp 51

Re:

Nowakowski 11-6-47
PA 14-6-47

NOTE. - Do not retain this File unnecessarily.

Wt. P2204 200 2M 3/45

Reference HAW/KW DP20

TO: Colonel Charley
Mr. Fletcher G. Kettie

12th July, 1945.

FROM: Mr. H. de Waal

INDEXED

SUBJECT: SHIPPING.

In respect of the memorandum from Mr. J. A. Edmiston, Chief UNRRA Liaison Officer at SHAEF, dated 6th July, I want to explain that the 127 vessels mentioned in Report CCE. (45)73 are vessels which have so far been allocated, and which, for the greater part, have already sailed.

Moreover, I do not think that these vessels, as long as we have only the southern route through the Mediterranean open to us, could be of any help to the returning displaced persons.

As soon as the Baltic is open, and our ships are able to call, for instance, at Hamburg en route to Poland, the matter might become very interesting, and I will certainly keep this in mind and advise you when I think the question becomes operative.

SHIPPING.

Alfred

Action taken see letter 14th July

TO: Dr. M.T. Morgan (Copy sent to Dr. Morgan
in PARIS)
FROM: Dr. R.L. Coigny

Re: Repatriation - Organised Movement

I am enclosing copy of a letter received from Mr. Newbold, UNRRA representative attached to G.5. SHAEF (Main) in the Transport Section.

I should like to draw your attention to paragraph 2 of this Memorandum, where it is stated that SHAEF is of the opinion that there should be one doctor and two nurses or more on each repatriation train.

I submitted this to Dr. Topping since it is not quite in agreement with our plan which assumes that in view of the shortage of medical personnel, it will be quite impossible to provide each normal repatriation train with a doctor, but rather to keep medical officers for the supervision of ambulance trains.

Dr. Topping suggested that I should advise you of this matter and that after contacting Mr. Newbold, you should see SHAEF and discuss the matter with them, advising us of the result of your investigations.

I hope that life in Paris has improved with the sunshine, and that things are easier. I would very much like to hear from you if you have a moment to spare.

21st March, 1945.

COPIES TO:

- Dr. Topping
- Mr. Kennedy

Reference RLC/PVW.

TO: Dr. Topping

FROM: Dr. Coigny

SUBJECT: Repatriation - Organised Movement

File passed to J.P.

Mr. Kennedy - 15.3.45.

P.W.

I have just received this report from Mr. Newbold who is our transport man in Displaced Persons Division. He is now attached to SHAEF at Versailles.

I want to draw your attention to paragraph two of this memorandum where it is stated that SHAEF is of the opinion that there should be one doctor and two nurses or more in each train.

In my Memorandum on repatriation from the health angle (copy of which I attach hereto) I stated that it would be impossible to provide each normal repatriation train with a doctor, in view of the shortage of medical personnel.

I think that SHAEF should be contacted in France by Dr. Morgan, and that more details should be obtained regarding these plans.

Dr. Coigny ^{PAW} 15.3.45.

R.L. COIGNY,
12th March, 1945.

Please write direct
to Morgan sending him
a copy of the report & suggesting
that he should see Shaef.
15.3 as

To: Brigadier Lysaght-Griffin
From: Dr. Langrod

I

Thank you very much for your note of 4th January, 1945 in which you informed us of the cooperation established between yourself and the Allied Commission.

As you may know, contact was established between the Movement and Transportation Section of the Allied Commission (British Element) and our Section on the spontaneous suggestion of SHAEF Rear who obtained the authority of SHAEF Main for such contact to be commenced and maintained. Cooperation so far on technical matters has been most satisfactory and Mr. Newbold has been able to elucidate many points and has provided them also with valuable data. At a preliminary formal meeting with Mr. Fisher, Director General of A.C.C. Tn., at which Mr. Scott was also present, the lines along which our cooperation should proceed were agreed upon and a lay-out of the A.C.C. Transportation executives was loaned to us and was submitted to you for your information. Minutes of the subsequent meeting with amendments have been established. This close collaboration is to be carried on by Major Talbot, working in cooperation with Mr. Newbold at SHAEF.

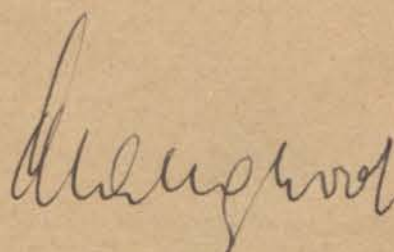
I note that you do not wish personnel to be sent indiscriminately to the Allied Commission Groups on various subjects, and I will most certainly see that this does not happen. I presume, however, that it is not your intention to bring to an end the valuable coordination work on a technical level that has already been established and which the Control Commission themselves seem most eager to maintain.

I am informing members of my Section that any points of general policy requiring to be raised with the Allied Commission should be forwarded to you to be taken up at your weekly meetings.

I should be very grateful if minutes of these meetings are regularly circulated to me, as they contain information of value to my work.

With regard to the minutes of the meeting of 20th December, 1944, I am somewhat concerned by the statement in Paragraph 9 that no further action should be taken at present on the question of air transport. I should have preferred that the question should have been left open, as this is one of the points of principle which Mr. Newbold will pursue with SHAEF and a difficult situation may arise if a copy of the minutes reach SHAEF stating that UNRRA agrees to the question remaining in abeyance.

II



5th January, 1945.

DR Langrod

Signed: W. LANGROD

Refce I - No - I think you have perhaps misread this item. A.C.C. consulted SHAEF over this matter. It was SHAEF who have considered it, and who have decided that they must - mainly for operations - hold it in abeyance at present. It must of course (and will) emanate from SHAEF. Since SHAEF are not in a position to give it any practicable attention at present both ACC & UNRRA must agree to wait until SHAEF can consider it. The question is in no way "dead".

WHL-9 Brigadier 8/1.

LHC/MG

DP 30

14th July, 1945

TO: Mr. J. Edison,
Chief UNRRA Liaison Officer,
G-5, SHAEF Main,
APO 757 U.S. ARMY

Subject: Shipping

In reply to your letter of the 6th July, I have to inform you that the 127 vessels mentioned in Report GCE (45) 73 are vessels which have so far been allocated, and which, for the most part, have already sailed.

Moreover, I would point out that these vessels, as long as we have only the southern route through the Mediterranean open to us, could hardly be of any help to the returning displaced persons.

As soon as the Baltic is open and our ships are able to call, for instance, at Hamburg en route to Poland, the matter might become very interesting, and we will certainly keep this in mind when the question becomes operative.

L. W. CHARLEY,
Lt. Colonel,
Asst. Deputy Director,
German & Austrian D.P. Opns. Branch

WR 20

OUT FILE

DP 30

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-5 Division
Displaced Persons Branch

6 July 1945

TO: Mr. Fletcher C. Kettle
Deputy Director
Displaced Persons Division
E.R.O.

RECEIVED

10 JUL 1945

SUBJECT: Shipping

UNRRA (REG.)

1. Further to my memorandum of even date regarding the general picture as to the use of shipping allocated to UNRRA, it is noticed that, according to Page 1, Para 3, paper CCE(45)73, a total of 127 vessels have been allocated to Balkan, Italian and Eastern European journeys.
2. If there is any unused passenger space available on these vessels may this Headquarters be so advised in order to coordinate with G-4 SHAEF the possibility of returning displaced persons of Eastern European nationality to their homelands. If any such space is available, may this Headquarters be advised immediately the name of the vessel, its route and the probable time schedule.

J. A. Edmison

J. A. Edmison
Chief UNRRA Liaison Officer
at SHAEF

INDEXED

To the Directors

U.N.R.R.A.

Through the Liaison Officer

Hildner

Movement and Evacuation of
Displaced Persons-Transport etc.

U.N.R.R.A.
4th.Bn. Royal Welch Fusiliers
55 Co. Wuppertal, 2nd July 1945.

RECEIVED

10 JUL 1945

U.N.R.R.A. (REGY.)

From the date of our last report we have continued close cooperation with the military authorities and assisted with the movement and evacuation of displaced persons, the Russians in particular. Our appropriate staff were so engaged on 22, 24, 25, 27, 28 and 30 June 1945. On 24 June the Russians who were being evacuated set fire to their camp at the time of departure. They have also destroyed the canvas cover of one of our trucks with knives. On certain days convoys assembled at 2 am & 30 am. On June 25, 16 Hospital cases of French and Belgian nationalities were transported by the U.N.R.R.A. staff and French Liaison officers in U.N.R.R.A. vehicles from Düsseldorf and Mülheim to Liege.

Our staff and vehicles have also assisted the Military Government with the transportation of supplies and equipment during the relative period of this report. For instance one of our trucks and two members of the staff have to day gone to Hannover for supplies, at the request of the Military Government. Two other vehicles with drivers have been to day employed locally in the transportation of equipment by the Mil. Gov.

Joint Conferences.

On 23 June Mr. Salt attended a joint conference which was held at Brigade Headquarters, Lennep of Senior Military officers and Directors of U.N.R.R.A. teams working in the area of command. The Brigadier General was in the chair. The business discussed related to the activities of the U.N.R.R.A. teams their multifarious duties, the various ways in which the teams or individual members of the staff,

could best assist the military Authorities and whether, and in what direction the usefulness (and this was frankly expressed by the Military personnel) could be ^mimproved in such a way as would facilitate a reduction in the ^{number of} enlisted men. It was revealed that the employment of the U.N.R.R.A. staff differed considerably as between area of command. After discussion in which all present took part it was decided to leave ^{the} allocation of services to U.N.R.R.A. personnel to the discretion of the Commanding Officers.

Mr. Salt was invited by the Commanding Officer (Lt. Col. Hammer D.S.O.) to accompany him and Major Gaudet M.C., Croix de Guerre to a conference of high ranking officers held at Dienstadt on 26 June 45. The General was in the chair. The business before the meeting was similar to that of the conference held at Lennep but in addition the administration of the assembly centres by the Military Authorities was explained in considerable detail. After the meeting the company inspected two large camps in the area one for Russians and one for Italians. Both camps were well run and the morale of the displaced persons was high. The Russians displayed their ~~their~~ military fervour and the Italians their artistic tendencies.

Clothing and Footwear for Displaced Persons.

During the period of this report Mr. Salt has been engaged in ascertaining and requisitioning stocks of clothing and footwear for displaced persons. After completing prior arrangements with the Military Government he requisitioned in one factory a ready supply of 5000 mens working trousers. 1000 pairs of these have already been collected and distributed ^{to} ~~at~~ necessitous D.P.'s in all camps in this area. Mr. Salt has similarly also requisitioned and collected large quantities of clothing material suitable for making up into mens and womens outer garments, he has today also procured a large amount of leather for boot repairs etc. viz 400 Kilos from factories in Mulheim.

Some of the clothing material has already been distributed to camp leaders and tailored by displaced persons into suitable garments and these supplies have been highly appreciated.

Safe storage has been arranged and the question of economy in usage and avoidable wastage has been suitably dealt with by discussion with camp leaders and committees. In this way it is hoped that at an early date displaced persons will supply their own needs of clothing and footwear.

The transport of all these stocks some of which has come from considerable distances has been made by U.N.R.R.A. trucks, as also has the distribution.

Persons refusing to return to their own country.

Lists showing the names and present addresses of persons, who refuse to be repatriated to their own country were prepared some weeks ago and handed by Mr. Franck to the appropriate liaison officers at Hilden. These Lists contain the names and addresses of 321 Dutch, 32 Belgians and 6 Luxembourgers. We have no information as to what action (if any) has been taken or is contemplated.

Staff - Allowances.

In my report dated 19. June 45 I mentioned the question of staff field allowances. Members of the team with the exception of one are without money. Urgent necessities have been purchased with borrowed money and the absence of funds is the cause of much inconvenience and concern to the staff.

A full and early explanation of this matter will be much appreciated.

Mr. J. Franck

I asked in my last report for my remuneration to be reconsidered. Since the date of my appointment as acting Director I have not received any improvement in my salary as a Deputy Director.

As I have not received any field or dependants allowances I am at present without money. I have in fact, been compelled to borrow 1000 Marks from a Polish Liaison Officer.

May these matters of salaries and allowances be given urgent attention please.

Deceased Persons Money etc.

The following sums of money etc., the property of the deceased persons named were received from the Burgomaster:

<u>Russians</u>	<u>Name of D.P.</u>	<u>Amount</u>
Ivan Romanow	(Unionhaus)	RM 45,00
Wladimir Koslowski	"	" 28,00
W. Thalschnik	"	" 208,00
and photographs (Oberburgermaster)		" 10,00

Italian

Zante Co Due Giuseppe	(Städtische Kranken- anstalten)	" 431,30
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The above amounts received from Russian subjects have been handed to the Commanding Officer 55 C.O. 4th Bn. Royal Welch Fusiliers and that of the Italian to the Italian Liaison Officer. Receipts therefor have been obtained.

*Asmt.
2/7/45*

DP 30
copy 677

FOR INFORMATION ONLY

D.P.

COPY RECEIVED 20/4/45 by airbag from Washington.

RESTRICTED DISTRIBUTION.

ACTION: Mr. Scott.

U.N.R.R.A. Washington to U.N.R.R.A. London.

Unnumbered.

Undated.

From Lehman.

Rooby to be sent to Switzerland as Headquarters representative Displaced Persons, to arrange transportation refugees Philippeville. His responsibilities:

1. Ascertain and advise Rome, number, condition and eligibility under UNRRA Resolutions groups proposed for travel, clearing all points of policy here.
2. Obtain policy clearance for transport by military through established SHAEF liaison Versailles.
3. Keep in touch with actual transport arrangements through established liaison Delta Base, Communications Zone or other agency in charge of transport.
4. Advise all concerned extent and type personnel needed to accompany transported group, arranging through proper channels that it is provided either by military or, upon their request, by UNRRA.
5. Liaison with War Refugee Board representatives Switzerland, keeping Headquarters advised all existing and prospective groups and movements.

Please arrange his release by J.D.C., also necessary travel and immigration matters soonest. More detailed instructions and file of previous actions, cables, etc., being prepared to forward airbag care of Tyler.

M.F. 330.

INDEXED

DP 30

JRC/AFM

15th May, 1945.

Dear Sir,

As requested, I enclose herewith three
copies of the tables, "Transport of Displaced
Persons - Routing of Convoys".

Yours faithfully,

J. Roger Carter.

INDEXED

M. Grammont,
Mission for Prisoners, Deportees,
and Refugees,
1, Carlton Gardens,
S. W. 1.

TR → DP 30



Technical Advisory Committee on Inland Transport.

Berkeley Sq. House
1st. Floor
W.1

INDEXED

Our ref:
AEO/22

24th April 1945.

For the attention of G.W. Kennedy Esq.

RECEIVED

27 APR 1945

UNRRA. (REG.)

Dear Mr. Scott,

Enclosed you will find a copy of circulated paper
EIT/26 for which Mr. Kennedy asked in a recent tele-
phone conversation with Mr. J. Kahane.

Yours sincerely

Nica Henson

Mrs. Nica Henson

T.T.Scott Esq.
UNRRA
11 Portland Court
S.W.1

MOVEMENT OF DISPLACED PERSONS

The vast movement of Displaced Persons will entail the use of all available means of transport, whether rail, road, sea or air. Roughly it is anticipated that from six to eight million D.P.'s will have to be moved across Germany.

In an Easterly Direction	4,100,000
In a Westerly Direction	2,100,000
From North to South	500,000
From South to North	50,000

These figures are exclusive of prisoners of war and enemy nationals displaced in Germany. Also a number of D.P.'s will trek back unaided but everything is being done to limit this latter contingency. UNRRA will not be responsible for the operating of the various means of transport. It will, however, be the duty of UNRRA to report to the competent authority the number of D.P.'s per nationality available for transport, to see that a sufficient number of the nationalities concerned are ready for departure at the stipulated time in accordance with the instructions issued by the competent authorities, to ensure that their papers are in order and that they have attended the final rapid medical inspection and checking of Registration Cards.

UNRRA working in close liaison with SHAEF, have done a considerable amount of planning and every aspect of the problem of transport has been investigated, but no conclusive method has been reached. The obvious means of mass transport is rail, with road for shorter journeys, and shipping for the sea-board areas. The difficulties we shall have to face as far as rail transport is concerned are immense, damaged tracks and bridges, and above all shortage of locomotives inside Germany will make the problem an exceedingly complicated one to deal with. There will undoubtedly be a sufficiency of passenger coaches, although freight stock must not be ruled out. The real problem will arise when motive power has to be found to haul military and supplies, P.O.W., and Displaced Persons.

At present we are planning, and I believe some movement has taken place, for a passenger train carrying one thousand D.P.'s, with kitchen car attached, (if available) and several luggage vans for the personal belongings of D.P.'s. Food to be carried on the train for the journey and distributed at given intervals of time. The plan also provides for a Doctor, 2 Nurses, 2 Welfare Workers, to be drawn as far as possible from among the returning D.P.'s, to travel with the Convoy. It is doubtful, however, if sufficiently qualified medical men will be available to supply all trains with a doctor. Competent persons are to be selected from the travelling D.P.'s to act as Chief and Assistant Convoyer. The Chief Convoyer to take charge of all documents concerning the special train and the D.P.'s to supervise the food distribution and deal with incidents en route; the Assistant Convoyers, one of whom be allotted to each coach, to report all incidents to the Chief Convoyer, distribute food in their respective coaches and assist generally in the smooth working of the operation. Several female convoyers could be also be appointed to assist the nurses on the train.

The present planning provides, for security reasons, a military escort throughout the journey, whether this will be possible when the bulk of the traffic operates remains to be seen.

Chief and Assistant Convoyers will have to be fully instructed as to their duties and responsibilities before departure. Likewise the D.P.'s will have to be informed of as many details as possible, who they are to appeal to when in difficulty, and what is generally expected of them during their journey. This part of the operation will have to be very carefully

attended to, as any incident causing delay to the train will immediately create untold difficulties to the railway operators.

Whenever possible D.P.'s of the same nationality should be loaded together, this will facilitate the work of all concerned. If various nationalities have to be carried on the same train, they should be divided up in groups, and the question of language should not be overlooked when appointing Chief and Assistant Convoyers. Compartments should be reserved for the Chief Convoyer, Doctor and the Nurses.

The question of sea transport has been closely studied, but it appears that some time must elapse after cessation of hostilities for this to become available. It is hoped that a fairly large quantity of mainly coastal shipping will be turned over to the repatriation of displaced persons after fighting ceases in Germany. This would of course ease the situation, particularly along the sea-board. Some 500.000 D.P.'s are expected to be moved by this means. On a vaster scale the question of transport to the ports arises and makes the possibilities doubtful.

Road transport of which great quantities are hoped to be found in Germany, offers great difficulties of supply and servicing. On shorter journeys the transport authorities will make the most of what is available, but this will largely depend on improvisation. In most cases road vehicles will be used to link up camp and railhead, but should circumstances be favourable full use will be made of this means of transport.

It is feared, so far, that we are unable to give you any clear picture, on the question of air transport. Obviously the best method, for long journeys and dispersal; very little headway has been made in the matter. It may be found that when hostilities cease, difficulties are not so great as expected and at least some repatriation can be effected by this means. In any case the authorities are fully alive on this point and if circumstances permit will not hesitate in repatriating by air.

Perhaps you may think all this is rather vague, but it must be realised that conditions are changing daily almost hourly. Location of D.P.'s, conditions of transport, military requirements are constantly varying, and no set plan is possible. Whatever happens we know that we shall have to face, and are in fact facing, an acute shortage of transport in Europe generally. It will be the task of the UNRRA personnel to work in close conjunction with the transport authorities and much will depend on their ability to improvise according to the conditions prevailing.

The importance of the closest co-operation between Assembly Teams and the authorities responsible for transport cannot be sufficiently emphasised that, on this co-ordination will depend the speed of the whole operation of repatriation, is the concerted opinion of all who have approached the problem from a practical angle.

Df30

From: Lt.Col. L.W. CHARLEY, OBE.

DISPLACED PERSONS BRANCH,
 PW & DP Division,
 Central Control Commission
 (British Component),
 Flat No. 102,
 Ashley Gardens,
 VICTORIA, S.W.1.

INDEXED

Tel: VICTORIA 3858 Ext 53Ref: DP/58031/4

Dear

Brigadier

Kennedy has very kindly assisted us in forming our own estimate of transport requirements for PW, DPs and Refugees in Germany for the first 12 months after cessation of hostilities.

I am sending you a copy of our combined study "Assessment of Personnel Transport Requirements for PWs, DPs and Refugees in Germany" dated 11 April 45, as it will probably be of interest to Kennedy.

I am also sending a copy of "Transport Requirements for DPs in Germany (Report No. 2)" dated 10 April 45. The figures in this report came out too late to be incorporated in the "Assessment" but they will form a basis for any future surveys of Transport Requirements for DPs.

Yours *cm.*

Brigadier E.A.L. LYSAGHT-GRIFFIN, CBE, DSO,
 U.N.R.R.A.,
 170, Great Portland Street,
 LONDON, W.1.

REC-1
16 APR 1945
U.N.R.R.A. (REC-1)

11 Apr 45.

Subject: Assessment of Personnel Transport Requirements for PWs,
DPs and Refugees in Germany.
Assessment of Personnel Movement Requirements.

1. Att are Personnel Movement Requirements for:-

Prisoners of War,
Displaced Persons, and
German Refugees

in the British Zone (App A) and in the whole of Germany (App B)

2. The information on which these figures are based is meagre. The calculations are based on the latest SHAEP figures, some of which are misleading and, in addition, the situation is changing from day to day. There has been no time to obtain SHAEP approval of the estimates contained in the att Appendices.

All figures, with the exception of shipping figures are estimated within the 1936 German Frontiers.

It has been found necessary to provide figures for two categories of travel only :-

- (a) Coastal and/or Deep Sea Shipping for Norwegian PW and DPs only
- (b) Rail and/or IWT

The figures for Coastal and Deep Sea Shipping are included in the figures for Rail and/or IWT. Distances for Deep Sea and Coastal traffic cannot, of course, be included.

It is assumed that all road transport will be fully engaged in German economic needs. Estimates for road transport have therefore been omitted.

IWT. It is estimated that 5% of the total of DPs could possibly be transported by IWT. No allowance has been made for transport of PWs or Refugees by IWT.

3. (a) Prisoners of War.

No allowance has been made for PWs liberated since 1 Feb 45.

Average distances are based on direct point to point and no percentage added for detours.

The figures for through German traffic refer only to PW in Austria. Information on PWs in other Countries is not available.

Br/US PW are not included in these figures. It is assumed that these will be transported by air.

- (b) Displaced Persons.

Average distances are estimated on distances from DP concentrations to the nearest frontier of appropriate country. 10% has been added for deviations.

Appropriate allowance has been made for branch traffic within the district of concentration.

18% has been deducted to allow for repatriation on foot.

- (c) Refugees.

These figures are based on most meagre information. It is probable that they are greatly underestimated.

ASSESSMENT OF PERSONNEL TRANSPORT REQUIREMENTS
for PWs, DPs and REFUGEES in GERMANY.
ASSESSMENT OF PERSONNEL MOVEMENT REQUIREMENTS

APPENDIX 'A'
BRITISH ZONE

A FROM GERMANY

	DEEP SEA & COASTAL SHIPPING		RAIL		I.W.T.	ROAD		
	Nos.	AVERAGE DISTANCE	Nos.	AVERAGE DISTANCE	Nos.	AVERAGE DISTANCE	Nos.	AVERAGE DISTANCE
Ps.W.	1,134	1,134	522,804	258	-	-	-	-
D.Ps.	8,766	8,766	2,597,224	374	136,696	374	-	-
<u>B TO GERMANY</u>								
Ps.W.	Nil	-	Nil	-	Nil	-	-	-
D.Ps.	Nil	-	Nil	-	Nil	-	-	-
<u>C INSIDE GERMANY</u>								
Ps.W.	INCLUDED		IN	A	ABOVE			
D.Ps.	"	"	"	"	"			
Refugees	Nil	-	7,652,500	438	-	-	-	-
<u>D THROUGH GERMANY (Br. ZONE)</u>								
Ps.W.	NOT		OBTAINABLE		-	-	-	-
D.Ps.	"	"	"	"				

ASSESSMENT OF PERSONNEL TRANSPORT REQUIREMENTS
for PWs, DPs and REFUGEES in GERMANY.
ASSESSMENT OF PERSONNEL MOVEMENT REQUIREMENTS

APPENDIX 'B'
WHOLE OF GERMANY

A FROM GERMANY

	DEEP SEA & COASTAL SHIPPING		RAIL		I.W.T.		ROAD	
	Nos.	AVERAGE DISTANCE	Nos.	AVERAGE DISTANCE	Nos.	AVERAGE DISTANCE	Nos.	AVERAGE DISTANCE
P.s.W.	1134	1134	1,774,191	246	-	-	-	-
D.P.s.	8,766	8,766	6,556,805	354	345,095	354	-	-
<u>B TO GERMANY</u>								
P.s.W.	NIL	-	NIL	-	NIL	-	-	-
D.P.s.	NIL	-	NIL	-	NIL	-	-	-
<u>C INSIDE GERMANY</u>								
P.s.W.	I N C L U D E D I N A A B O V E						-	-
D.P.s.	"	"	"	"	"	"	-	-
REFUGEES	NIL	-	16,000,000	382	-	-	-	-
<u>D THROUGH GERMANY</u>								
P.s.W.	NOT OBTAINABLE		114,982	449	-	-	-	-
D.P.s.	"	"	491,625	296	25,875	296	-	-

TRANSPORT REQUIREMENTS FOR DP IN GERMANY
(REPORT NO. 2.)

12 Apr 45

1. Estimates of DPs (See Appx A)

In view of the German policy of evacuation of foreign workers in front of Allied advances, it has been assumed that the areas on the eastern and western boundaries of Germany have had their DP population reduced to 20% of the SHAEF estimates. The remaining 80% have been arbitrarily redistributed within the central areas of Germany. The one exception is the area of Danzig and E. Prussia where, it is believed, that there has been little evacuation of DPs.

The figures underlined in red represent numbers of DPs who, it is assumed, will have been repatriated in the near future. These figures are not included in the totals.

No attempt has been made to adjust this table in accordance with a recent SHAEF report that there were 4,500,000 DPs in the SHAEF Zone.

2. Distances between Administrative Areas and Frontiers of Germany

The distances in the table at Appx B are rail distances in kilometres calculated on an average for each administrative area.

Distances for Russians are taken as being the same as those shown for Poland.

Distances for Italians and Yugoslavs have been calculated as far as the southern border of Germany (pre - Anschluss).

Distances for DPs classed as Others W and Other E are taken as being the same as those shown for France and Poland respectively.

3. Distances that DPs will travel.

The figures shown in Appx C have been obtained by multiplying the numbers of DPs in Appx A by the distances shown in Appx B.

In the case of Italians in Schlesien and in Danzig and E. Prussia, distances of 305 and 115 kms respectively have been estimated for the purposes of covering travel within the areas named.

4. British Zone.

The estimated number of DPs in the British Zone is as follows:-

Schleswig	492,500	
Hanover	1,507,500	
Westfalen	54,500	
Rheinprovinz	<u>73,350</u>	(i.e. 90% of the total for all of Rhein-provinz)
Total	2,127,850	

The distance they will require to travel is 1,323,157,250 kilometres.

5. Trekking.

It has been estimated that 18% of DP repatriation from Germany will be done on foot.

6. Transit.

The following numbers of DPs will need to move across Germany :-

(a) <u>From Austria</u>		<u>Distances</u>	<u>Passenger kilometres</u>
French	316,400	598	189,207,200
Belgians	32,000	908	29,056,000
Dutch	30,000	981	29,430,000
Others W	1,000	598	598,000
	<u>379,400</u>		<u>248,291,200</u>

(b) <u>From France and Belgium</u>		<u>Distances</u>	<u>Passenger Kilometres</u>
Russians	79,300	940	74,542,000
Poles	48,000	940	45,120,000
Yugoslavs	3,800	520	1,976,000
Czechs	7,000	450	3,150,000
	<u>138,100</u>		<u>124,788,000</u>

A number of these DPs will be repatriated by sea during the SHAEF period. Thus this figure probably represents an exaggeration.

(c) Western DPs from countries in eastern Europe.

No data available. v But numbers believed to be small.

Total transit requirements = 373,079,200 passenger kilometres.

7. Transport Requirements.

For the purposes of the Transport Requirements Committee, the distances quoted here have been converted from kilometres into miles.

Allowance has been made for 18% of repatriation from Germany to take place on foot, but it is assumed that no transit across Germany (sub para b) will be done on foot.

(a) From whole of Germany

<u>No. of DPs</u>	<u>Total passenger miles</u>	<u>Average distance</u>
5,325,900	1,967,670,975	369

(b) Through Germany.

<u>No. of DPs</u>	<u>Total Passenger miles</u>	<u>Average distance</u>
517,500	233,174,500	451

(c) From British Zone

<u>No. of DPs</u>	<u>Total Passenger Miles</u>	<u>Average distance</u>
1,744,837	678,118,091	389

ESTIMATED NUMBERS OF DPs BY NATIONALITIES AND ADMINISTRATIVE AREAS

APPENDIX 'A'

	French	Belgian	Dutch	Others W	Russian	Polish	Czechoslovak	Italian	Yugoslav	Others E	Totals
Schleswig	59,500	41,500	45,000	16,000	89,500	108,500	39,000	32,000	27,000	34,500	492,500
Hanover	316,500	145,500	83,000	65,000	323,500	286,000	70,000	67,000	60,000	91,000	1,507,500
Rheinprovinz	<u>15,500</u>	<u>11,500</u>	<u>10,000</u>	<u>5,000</u>	20,500	26,000	12,500	6,000	8,000	8,500	81,500
Westfallen	<u>10,500</u>	<u>7,500</u>	<u>7,000</u>	<u>3,000</u>	13,500	17,500	8,500	4,000	5,000	6,000	54,500
Westmark	<u>12,500</u>	<u>3,000</u>	<u>1,000</u>	<u>2,000</u>	15,000	8,500	1,000	2,000	3,000	3,500	33,000
Baden	<u>6,000</u>	<u>1,000</u>	<u>500</u>	<u>500</u>	4,000	2,500	500	-	-	1,000	8,000
Bayern	331,000	44,000	24,000	48,000	279,000	168,000	15,000	17,000	55,500	64,000	1,045,500
Hessen	17,500	5,000	2,000	3,000	15,000	14,500	1,000	1,000	2,500	3,500	65,000
Württemberg	118,000	15,000	9,500	17,500	80,000	49,500	3,500	-	-	16,000	309,000
Mecklenburg	89,000	16,000	27,000	7,000	112,000	87,000	15,000	16,000	3,000	28,000	400,000
Pommern	22,000	4,000	7,000	2,000	<u>28,000</u>	<u>22,000</u>	<u>4,000</u>	4,000	<u>1,000</u>	<u>7,000</u>	39,000
Brandenburg	29,000	7,000	13,000	1,500	26,500	26,000	12,000	24,000	5,000	3,500	147,500
Thuringen, Anhalt etc	240,000	78,000	69,000	10,500	202,500	185,000	55,000	121,000	29,500	20,000	1,010,500
Land Sachsen and Sudetenland	85,500	52,000	22,000	1,000	255,000	239,500	30,500	56,000	9,500	6,000	757,000
Schlesien	457,500	8,000	3,000	-	<u>41,000</u>	<u>25,500</u>	<u>3,500</u>	8,000	<u>500</u>	<u>1,000</u>	476,500
Danzig and E. Prussia	22,000	10,000	21,000	3,000	<u>90,000</u>	<u>109,000</u>	<u>3,000</u>	12,000	<u>7,000</u>	<u>15,000</u>	68,000
TOTALS	1,787,500	426,000	325,500	174,500	1,436,000	1,218,500	263,500	370,000	208,000	285,500	6,495,000

DISTANCES IN KILOMETRES FROM ADMINISTRATIVE AREAS IN GERMANY TO RECEPTION
CENTRES ON THE FRONTIERS INDICATED. CALCULATED BY MR. KENNEDY UNRRA.

APPENDIX 'B'

	France	Belgium	Holland	Poland	Czechoslovakia	S. Border of Germany
Schleswig	654	654	447	594	640	724
Hanover	493	450	234	616	645	709
Rheinprovinz	240	210	130	887	817	1,190
Westfalen	240	210	130	887	817	1,190
Westmark	184	398	399	1,004	611	565
Baden	281	547	554	891	394	466
Bayern	480	691	735	652	358	259
Hessen	380	381	375	827	466	578
Württemberg	281	547	554	891	394	466
Mecklenburg and Pommern	845	752	707	309	442	487
Brandenburg	792	766	513	67	428	250
Thuringen, Anhalt, etc	512	450	421	500	349	301
Land Sachsen and Sudetenland, etc	710	803	691	440	303	200
Schlesien	1036	1060	931	-	-	-
Danzig and E. Prussia	1342	1342	1085	-	-	-

ESTIMATED PASSENGER KILOMETRES FOR DPS FROM ADMINISTRATIVE AREAS TO THE FRONTIERS OF GERMANY.

APPENDIX 'C'

	French	Belgian	Dutch	Others W	Russian	Polish	Czechoslovak	Italian	Yugoslav	Others E	Totals
Schleswig	38,913,000	27,141,000	20,115,000	10,464,000	53,163,000	64,449,000	24,960,000	23,168,000	19,548,000	20,493,000	302,414,000
Hanover	156,034,500	65,475,000	19,422,000	32,045,000	199,276,000	176,176,000	45,150,000	47,503,000	42,540,000	56,056,000	839,677,500
Rheinprovinz	-	-	-	-	18,183,500	23,062,000	10,212,500	7,140,000	9,520,000	7,539,500	75,657,500
Westfalen	-	-	-	-	11,974,500	15,522,500	69,445,000	4,760,000	5,950,000	5,322,000	112,974,000
Westmark	-	-	-	-	15,060,000	8,534,000	611,000	1,130,000	1,695,000	3,514,000	30,544,000
Baden	-	-	-	-	3,564,000	2,227,500	197,000	-	-	891,000	6,879,500
Bayern	158,880,000	30,404,000	17,640,000	23,040,000	181,908,000	109,536,000	5,370,000	4,403,000	14,374,500	41,728,000	587,283,500
Hessen	6,650,000	1,905,000	750,000	1,140,000	12,405,000	11,991,500	466,000	578,000	1,445,000	2,894,500	40,225,000
Württemberg	33,158,000	8,205,000	5,263,000	4,917,500	71,280,000	44,104,500	1,379,000	-	-	14,256,000	182,563,000
Mecklenburg	75,205,000	12,032,000	19,089,000	5,915,000	34,608,000	26,883,000	6,630,000	7,792,000	1,421,000	8,652,000	198,227,000
Pommern	18,590,000	3,008,000	4,949,000	1,690,000	-	-	-	1,948,000	-	-	30,185,000
Brandenburg	22,968,000	5,362,000	6,669,000	1,188,000	1,775,500	1,742,000	5,136,000	6,000,000	1,250,000	234,500	52,325,000
Thüringen, Anhalt, etc	122,880,000	35,100,000	29,049,000	5,376,000	101,250,000	92,500,000	19,195,000	36,421,000	8,879,500	10,000,000	460,650,500
Land Sachsen & Sudetenland	60,705,000	41,756,000	15,202,000	710,000	112,200,000	105,380,000	9,241,500	11,200,000	1,900,000	2,640,000	360,934,500
Schlesien	473,970,000	8,480,000	2,793,000	-	-	-	-	2,440,000	-	-	487,683,000
Danzig & E. Prussia	29,524,000	13,420,000	22,785,000	4,026,000	-	-	-	1,380,000	-	-	71,135,000
TOTALS	1,197,477,500	252,288,000	163,726,000	90,511,500	816,647,500	682,108,000	197,993,000	155,863,000	108,523,000	174,220,500	3,839,358,000

Ref: SHAEF/G-5/DP/2917/1

DP
RECEIVED

30 MAR 1945

MEMORANDUM:

UNRRA. (ALL)

From: A.M. Newbold, UNRRA Transportation Officer. *AMP.*
Through: Mr. F.C. Kettle
To: Director, Repatriation Section, D.P. Branch, ERO.
Subject: Organised Movement of Displaced Persons

Your letter (signed Kennedy) No. AN/P/JK of the 14 March:

The question of revised lay-out of rail routes is receiving close attention and a further reply will be sent you as soon as possible.

Halts Enroute: Latest instructions provide that when rail rolling stock, other than ambulance trains and passenger stock equipped with lavatory accommodation, is used, schedules shall provide stops for rest and convenience at eight-hourly intervals at stations where rail operational halts are necessary, and that at least three halts shall be made in 24 hours.

Organized Trekking: This question is being kept in abeyance until a situation may arise when a directive will be issued.

March 22, 1945.

2072
Amper.

INDEXED

DP 30

205

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-5 DIVISION
Displaced Persons Branch

DP

SHAEF/G-5/Rear/IP/2711/5

19 March 45

SUBJECT: UNRRA Planning for Transport of Displaced Persons.

TO: European Regional Office, UNRRA.
170 A Great Portland Place.
London.

For the attention of Mr. Kennedy, Movements Unit, Displaced
Persons Division.

Reference your enquiry regarding the planning and use of convoy routings now taking place at SHAEF MAIN. The following information has been received:

- a. The transportation Section has made good use of the Convoy routings, supplied by UNRRA London, for the preparation of maps showing mileages. The information has not been in connection with feeding and stopping places shown in the tables.
- b. It is anticipated that Doctors, nurses and welfare workers will be provided by (1) Competent persons found among the returning DPs; (2) UNRRA or (3) the national Government concerned.
- c. No definite arrangements have been made for organised trekking. The details mentioned in regard thereto are under consideration.

For the Chief, Displaced Persons Branch:

D.H. Frost
D.H. FROST.
Major. AUS.

RECEIVED

20 MAR 1945

U.N.R.R.A. (REGY.)

207
B

DP
République Française.

LIBERTÉ, ÉGALITÉ, FRATERNITÉ

COMITE NATIONAL

COMITE CENTRAL

D'AIDE AUX PRISONNIERS

Mission de Londres du
Ministère des Prisonniers de Guerre,
Déportés et Réfugiés.

MG/DS

864 / 35

Le 7 mars 1945.

RECEIVED

Le Chef de Mission

à

10 MAR 1945

U.N.R.R.A. (REGY.)

Recd
2nd post
DH

Monsieur T. T. Scott, Director,
Displaced Persons Division, UNRRA.

Suite à la transmission à Paris du document Unc 588
que vous m'aviez envoyé pour avis, j'ai l'honneur de vous
transmettre sous ce pli copie de la réponse du Ministre des
Prisonniers de Guerre, Déportés et Réfugiés.



REPUBLIQUE FRANCAISE.

Ministère des Prisonniers de Guerre,
Déportés et Réfugiés.

Paris, le 27 février 1945.

Direction des Services
Internationaux.

No. 2718 BG/BS

Le Ministre des Prisonniers de Guerre,
Déportés et Réfugiés

à

Monsieur le Chef de la Mission à
L O N D R E S
Du Ministère des Prisonniers de Guerre....

A/S Votre lettre du 19 février 1945, No. 595/35
Document UNRRA.

J'ai lu avec le plus grand soin le document UNc 588
concernant le transport des "personnes déplacées", que vous m'avez
adressé par votre lettre du 19 février 1945.

Il me semble qu'il y aurait intérêt à préciser que, pour obtenir
la distance kilométrique totale entre le point de départ et le point
d'arrivée aux centres de réceptions, il convient d'additionner les
différents kilométrages indiqués en face de chaque station, étant entendu
que les chiffres entre parenthèses ne doivent pas être pris dans cette
addition.

Il faudrait également demander à la Section de Rapatriement de l'UNRRA
de revoir très soigneusement les kilométrages portés sur les tables,
ceux-ci ne correspondant pas toujours pour une même distance: par exemple,
sur la table No. I, la distance de Hambourg à brême est de 119 kilomètres
pour l'itinéraire adopté pour les Français, et de 115 km. pour celui
prévu pour les Belges et les Hollandais.

MR E.S. CARTER

CONFIDENTIAL

Displaced Persons Division,
Repatriation Section,
UNRRA
E.R.O.
London.
DP/24

Further to my communication of the 10th
February, enclosing copies of Displaced
persons' convoys, routings, I enclose
herewith the completed tables for Areas
6 and 7.

Lamgren
HEAD OF REPATRIATION SECTION

5th March, 1945.
1 Enclosure.

U.N.c. 631.

	DARMSTADT			FRANKFURT/MAIN						HERS- FELD	KASSEL			
	FR.	FR.	BEL.	FR.	FR.	BEL.	BEL.	DUT.	DUT.	BEL.	FR.	FR.	BEL.	DUT.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
WARBURG										(123)				
SCHWERT										260				
AACHEN										(156)				
HOMBURG	(104)			(156)										
HAIGER							(112)	(112)						
ALTENHUNDEN							198	198						
NIEDERLAHN-														
STEIN						(130)			(130)					
GIessen											(134)			
KOHLENZ		(130)	(130)		(130)						250			
ARNSBERG												(140)	(140)	(140)
TRIER		242			242						(112)			
DUNELDORF							(153)	(153)				252	252	252
KOLN			223			226			226					
LONGUYON		(116)			(116)									
LIEGE														
BEL.														
REC. CENTRE			136			136	307			221		(154)	154	
METZ														
FRENCH														
REC. CENTRE	213			265							213			
SARREBOURG														
FRENCH														
REC. CENTRE	208			260										
MEZIERES														
FRENCH														
REC. CENTRE		203			203							314		
VALENCIENNES														
FRENCH														
REC. CENTRE												321		
ZEVENAAR														
DUTCH														
REC. CENTRE								261						109
NIJMEGEN														
DUTCH														
REC. CENTRE									147					

AREA NO. 6 (CONTD.)

	MAINZ		WETZLAR				WIESBADEN			
	FR.	FR.	FR.	BEL.	BEL.	DUT.	FR.	FR.	BEL.	DUT.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
ALTENHUNDEN					(120)					
HOMBURG	(119)									
NIEDERLAHN-										(90)
STEIN										
KOBLENZ		(92)	(104)	(104)		(104)	(103)	(103)	(103)	
DUSSELDORF					273					
TRIER		204	216				215	215		
KOLN				197		197			(196)	186
LONGUYON		(116)					(116)			
LIEGE										
BEL.										
REC. CENTRE				136	154				136	
METZ										
FRENCH										
REC. CENTRE	228							101		
SARREBOURG										
FRENCH										
REC. CENTRE	223		189					189		
MEZIERES										
FRENCH										
REC. CENTRE		203	101				203			
VALENCIENNES										
FRENCH										
REC. CENTRE										
ZEVENAAR										
DUTCH										
REC. CENTRE						145				145
NIJMEGEN										
DUTCH										
REC. CENTRE						147				147

	DARNSTADT		FRANKFURT/MAIN				KASSEL				WETZLAR		
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	CZE. KLMS	Y.S. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	CZE. KLMS	Y.S. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	Y.S. KLMS
KASSEL											(149)	(149)	
NORDHAUSEN							(120)	(120)			269	269	
GOHA									(132)				
GERA									249				
BAD													
KISSINGEN	(152)	(152)											
HEBRA			(166)	(166)									
FULDA										(114)			
ASCHAFFEN- BERG													(125)
ERFURT	295	295	267	267									
WUPFBURG					(135)	(135)				226			214
THURMHLINGEN						275				(140)			(140)
LEIPZIG	(97)	(97)	(97)	(97)			254	254			(134)	(134)	
NURNBERG					237								
MUNCHEN					(137)					277			277
DRESDEN		217		217				(120)				254	
WEISCHLITZ									(126)				
COTTBUS	246		246				(149)				283		
BUNZLAU		(158)		(158)				276				(158)	
BRESLAU		268		268				(110)				268	
HEYDEBRECK		(123)		(123)				233				(123)	
ZBASZYN	(139)		(139)				288				139		
EGER					(151)								
SALZBURG						280				(143)			(143)
BADGASTEIN						(100)				243			243
VILLACH						208				(108)			108
POLZAN													
POL/URSS TRANSIT	214		214				75				214		
KRAKOW POL/URSS TRANSIT		265		265				142				265	
KARLOVYVARY CZECH. REC. CENTRE					203				242				
PLZEN CZECH. REC. CENTRE					258				307				
MARIBOR YOU.SLAV. REC. CENTRE						167				275			275
LUBJANA YOU.SLAV. REC. CENTRE						109				211			211

	DILL- ING- EN	KAISER- SLAUTERN			LAND- AU	LUDWIGSHAFEN			NEUN- KIRCHEN	SAARBRUCKEN	
	CZE. KLMS	FR. KLMS	BEL. KLMS	CZE. KLMS	BEL. KLMS	FR. KLMS	BEL. KLMS	DUT. KLMS	BEL. KLMS	Y.S. KLMS	Y.S. KLMS
SAARBRUCKEN						(133)					
BINGERBRUCK					(148)		(100)	(100)	(120)		
KOBLENZ			(124)								
KOLN			217		302		254	254	274		
MAANHEIM	(157)			(133)							
KESSENTAL	303			279							
NURNBERG	(117)			(117)							
EGER	268			268							
LANDAU										(108)	
STUTTGART										234	
ULM										(94)	
MUNICH										(148)	
ASCHAFFEN- BERG										225	
NEUSTADT										(150)	
TREUCHT- LINGEN										253	
MUNICHEN										(136)	241
SALZBURG										325	(153)
BADGASTEIN										(100)	253
VILLACH										208	108
METZ											
FRENCH REC. CENTRE		156				212					
LUXEMBOURG REC. CENTRE			136		136		136		136		
ZEVENAAR DUTCH REC. CENTRE								145			
NIJMEGEN DUTCH REC. CENTRE								147			
KARLOVY VARY CZECH REC. CENTRE	52			52							
PLZEN CZECH REC. CENTRE	137			137							
MARIBOR Y.S. REC. CENTRE										167	275
LUBLJANA Y.S. REC. CENTRE										109	217

	KAISER- SLAUTERN		LUDWIG- SHAVEN		NEUNKIR- CHEN		SAAR- BRUCKEN		ZWEIBRUCKEN	
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS
BAD KREUZNACH							(148)	(148)		
MAINZ					(148)	(148)				
BRUCHSAL									(119)	(119)
ASCHAFFEN- BURG					225	225	243	243		
NECHARELZ	(138)	(138)	(142)	(142)						
WURZBURG	245	246	250	250					278	278
RITSCHEN- HAUSEN		(113)		(113)	(117)		(117)		(113)	
LICHTENFELS	(132)		(132)							(132)
WEIMAR		226		226	226		226		226	
PLAUEN	275		275							275
SCHWEINFURT						(102)		(102)		
HOF						284		284		
LEIPZIG		(117)		(117)	(117)		(117)		(117)	
CHEMNITZ	(100)		(100)			(145)		(145)		(100)
COTTEBUS		236		236	236		236		236	
ZBASZYN		(139)		(139)	(139)		(139)		(139)	
BAUTZEN	239		239			287		287		234
BUNZLAU	(100)		(100)			(100)		(107)		(100)
BRESLAU	211		211			211		211		211
HEYDEBRECK	(123)		(123)			(123)		(123)		(123)
POZNAN										
POL/URSS TRANSIT		214		214	214		214		214	
KRAKOW										
POL/URSS TRANSIT	265		265			265		265		265

	DARMSTADT			FRANKFURT/MAIN						HERS- FELD	KASSEL			
	FR.	FR.	BEL.	FR.	FR.	BEL.	BEL.	DUT.	DUT.	BEL.	FR.	FR.	BEL.	DUT.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
WARBURG										(123)				
SCHWERT										260				
AACHEN										(156)				
HOMBURG	(104)			(156)										
HAIGER								(112)	(112)					
ALTENHUNDEN								198	198					
NIEDERLAHN-														
STEIN														
GIESSEN						(130)			(130)					
KOBLENZ		(130)	(130)		(130)						(134)			
ARNSBURG											250			
THIER		242			242							(140)	(140)	(140)
DUSSELDORF								(153)	(153)		(112)			
KOLN			223									252	252	252
LONGUYON		(116)			(116)					226				
LIEGE														
BEL.														
REC. CENTRE			136			136	307			221		(154)	154	
METZ														
FRENCH														
REC. CENTRE	213				265						213			
SARREBOURG														
FRENCH														
REC. CENTRE	208				260									
MEZIERES														
FRENCH														
REC. CENTRE		203			203							314		
VALENCIENNES														
FRENCH														
REC. CENTRE												321		
ZEVENAAR														
DUTCH														
REC. CENTRE								261						109
NIJMEGEN														
DUTCH														
REC. CENTRE									147					

AREA NO. 6 (CONTD.)

	MAINZ		WETZLAR				WIESBADEN			
	FR.	FR.	FR.	BEL.	BEL.	DUT.	FR.	FR.	BEL.	DUT.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
ALTENHUNDEN					(120)					
HOLMBURG	(119)									
NIEDERLAH- STEIN										(90)
KOBLENZ		(92)	(104)	(104)		(104)	(103)	(103)	(103)	
DUSSELDORF					273					
TRIER		204	216				215	215		
KOLN				197		197			(196)	186
LONGUYON		(116)					(116)			
LIEGE										
BEL. REC. CENTRE				136	154				136	
METZ										
FRENCH REC. CENTRE	228							101		
SARREBOURG										
FRENCH REC. CENTRE	223		189					189		
MEZIERES										
FRENCH REC. CENTRE		203	101				203			
VALENCIENNES										
FRENCH REC. CENTRE										
ZEVENAAR										
DUTCH REC. CENTRE						145				145
NIJMEGEN										
DUTCH REC. CENTRE						147				147

	DARNSTADT		FRANKFURT/MAIN				KASSEL				WETZLAR		
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	CZE. KLMS	Y.S. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	CZE. KLMS	Y.S. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	Y.S. KLMS
KASSEL											(149)	(149)	
NORDHAUSEN							(120)	(120)			269	269	
GOHA									(132)				
GERA									249				
BAD													
KISSINGEN	(152)	(152)											
HEBRA			(166)	(166)									
FULDA										(114)			
ASCHAFFEN- BERG													(125)
ERFURT	295	295	267	267									
WYBURG					(135)	(135)				226			214
TREUCHTLINGEN						275				(140)			(140)
LEIPZIG	(97)	(97)	(97)	(97)			254	254			(134)	(134)	
NURNBERG					237								
MUNCHEN					(137)					277			277
DRESDEN		217		217				(120)				254	
WEISCHLITZ									(126)				
COTTBUS	246		246				(149)				283		
BUNZLAU		(158)		(158)				276				(158)	
BRESLAU		268		268				(110)				268	
HEYDEBRECK		(123)		(123)				233				(123)	
ZBASZYN	(139)		(139)				288				139		
EGER					(151)								
SALZBURG						280				(143)			(143)
BADGASTEIN						(100)				243			243
VILLACH						208				(108)			108
POZNAN													
POL/URSS TRANSIT	214		214				75				214		
KRAKOW													
POL/URSS TRANSIT		265		265				142				265	
KARLOVYVARY CZECH. REC. CENTRE					203				242				
PLZEN CZECH. REC. CENTRE					258				307				
MARIBOR YOU.SLAV. REC. CENTRE						167				275			275
LUBJANA YOU.SLAV. REC. CENTRE						109				211			211

	DILL- ING- EN	KAISER- SLAUTERN			LAND- AU	LUDWIGSHAFEN			NEUN- KIRCHEN		SAARBRUCKEN	
	CZE. KLMS	FR. KLMS	BEL. KLMS	CZE. KLMS	BEL. KLMS	FR. KLMS	BEL. KLMS	DUT. KLMS	BEL. KLMS	Y.S. KLMS	Y.S. KLMS	
SAARBRUCKEN						(133)						
BINGERBRUCK					(148)		(100)	(100)	(120)			
KOBLENZ			(124)									
KOLN			217		302		254	254	274			
MAANHEIM	(157)			(133)								
KESSENTHAL	303			279								
MURNBERG	(117)			(117)								
EGER	268			268								
LANDAU											(108)	
STUTTGART											234	
ULM											(94)	
MUNICH										(148)		
ASCHAFFEN- BERG										225		
NEUSTADT										(150)		
TREUCHT- LINGEN										253		
MUNCHEN										(136)	241	
SALZBURG										325	(153)	
BADGASTEIN										(100)	253	
VILLACH										208	108	
METZ												
FRENCH REC. CENTRE		156				212						
LONDON ENGLAND REC. CENTRE			136		136		136		136			
ZEVENAAR DUTCH REC. CENTRE								145				
NIJMEGEN DUTCH REC. CENTRE								147				
KARLOVY VARY CZECH REC. CENTRE	52			52								
PLZEN CZECH REC. CENTRE	137			137								
MARIBOR Y.S. REC. CENTRE										167	275	
LUBLJANA Y.S. REC. CENTRE										109	217	

	KAISER- SLAUTERN		LUDWIG- SHAVEN		NEUNKIR- CHEN		SAAR- BRUCKEN		ZWEIBRUCKEN	
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS
BAD KREUZNACH							(148)	(148)		
MAINZ					(148)	(148)				
BRUCHSAL									(119)	(119)
ASCHAFFEN- BURG					225	225	243	243		
NECHARELZ	(138)	(138)	(142)	(142)						
WURZBURG	246	246	250	250					278	278
RITSCHEN- HAUSEN		(113)		(113)	(117)		(117)		(113)	
LICHTENFELS	(132)		(132)							(132)
WEIMAR		226		226	226		226		226	
FLAUNEN	275		275							275
SCHWEINFURT HOF						(102) 284		(102) 284		
LEIPZIG		(117)		(117)	(117)		(117)		(117)	
CHEMNITZ	(100)		(100)			(145)		(145)		(100)
COTTBUS		236		236	236		236		236	
ZBASZYN		(139)		(139)	(139)		(139)		(139)	
BAUTZEN	239		239			287		287		234
BUNZLAU	(100)		(100)			(100)		(107)		(100)
BRESLAU	211		211			211		211		211
HEYDEBRECK	(123)		(123)			(123)		(123)		(123)
POZNAN POL/URSS TRANSIT		214		214	214		214		214	
KRAKOW POL/URSS TRANSIT	265		265			265		265		265

DP DP24
DIRECTOR-GENERAL OF NORWEGIAN PUBLIC
HEALTH SERVICES

ROYAL NORWEGIAN MINISTRY OF SOCIAL WELFARE

Telephone
KENSINGTON 63

KINGSTON HOUSE,
PRINCES GATE,

LONDON, S.W.7

INDEXED

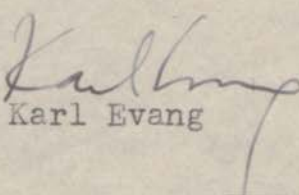
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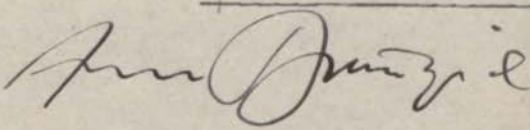
AB/LDP

February, 27th 1945

U.N.R.R.A.,
Displaced Persons Division(E.R.O.),
170, Great Portland Street,
London, W.1.

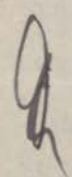
We wish to thank you for
the copy of routings of convoys for
Displaced Persons in Germany which you
have forwarded to us.


Karl Evang


A. Bruusgaard

RECEIVED

27 FEB 1945



22nd February, 1945.

Dear Mr. Mitrovitch,

Thank you for your letter of 17th instant.

I have duly noted your request regarding Jesenice and Rakek and will bear these reception centres in mind in our overhaul planning.

Yours sincerely,

Signed: J. KENNEDY

M. Mitrovitch, Esq.,
Royal Yugoslav Government,
War Reconstruction Committee,
58, Kingston House,
Princes Gate,
S.W. 7.

MR E.S. CARTER

CONFIDENTIAL

Displaced Persons Division,
Repatriation Section,
UNRRA.
E.R.O.,
London.
DP/24

Further to my communication of the 10th
February, enclosing copies of Displaced
persons' convoys, I enclose herewith
the completed routings for Area 8.

Handwritten signature

HEAD OF REPATRIATION SECTION

24th February, 1945.
1 Enclosure.

U.N.c. 618.

	FREIBURG		FRIEDRICH-SHAFEN			HEILBRONN		KARLSRUHE		KONS-TANZ	MANNHEIM		MOSBACH	
	DUT.	DUT.	FR.	BEL.	BEL.	BEL.	BEL.	DUT.	DUT.	FR.	FR.	BEL.	BEL.	BEL.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
BALE										143				
KARLSRUHE		(134)												
HEILBRONN														
MAINZ		283						(149)					(141)	
HOMBURG											(102)			
KOBLENZ		(102)						241						233
ULM				(104)										
STUTTGART				198										
DUSSELDORF		228		(137)				(136)						
SAAR						(137)							(110)	
FRANKFURT/M	(146)								(146)					
NIEDERLAN-														
STEIN	271			282		282			271				255	
HEIDELBERG							(119)							
BONN							269							
WALSHT			(126)											
IMMENDINGEN					(99)									
OFFENBURG					218									
MANNHEIM					(132)									
BINGERBRUCK					238							(106)		
KOLN	(100)			(100)	(156)	(100)			100			260	(100)	(95)
NETZ														
FRENCH														
REC. CENTRE											238			
SARREBOURG														
FRENCH														
REC. CENTRE											282			
MULHOUSE														
FRENCH														
REC. CENTRE			215							178				
LIEGE														
BELGIAN														
REC. CENTRE				236	292	236	171					136	236	231
ZEVENAAR														
DUTCH														
REC. CENTRE	245	150						281	245					
NIJMEGEN														
DUTCH														
REC. CENTRE	247	147						283	247					

AREA NO. 8 (CONT.)

	REUTLINGEN		SCHRAM- BERG	STUTTGART						ULM		PFÜLLINGEN		WASSERAL- FINGEN	
	BEL. KLMS	BEL. KLMS	FR. KLMS	FR. KLMS	FR. KLMS	BEL. KLMS	BEL. KLMS	DUT. KLMS	DUT. KLMS	FR. KLMS	FR. KLMS	BEL. KLMS	BEL. KLMS	FR. KLMS	FR. KLMS
KARLSRUHE					(93)										
HEILBRONN	(141)	(141)										(131)	(131)		
HANAU	278					(137)			(137)			268			
NIEDERLAHNC- TEIN	(145)					282			282			(145)			
HEIDELBERG		203											213		
BONN		(150)											(150)		
MULHACKER											(150)			(124)	
SAARBRÜCKEN											301			295	
IMMENDINGEN				(166)						(144)					
MAINZ						(143)	(143)								
KOBLENZ						235	235								
STRASBOURG			(93)												
KOLN	245					(100)	(95)	(95)	(100)			245			
METZ															
FRENCH REC. CENTRE			243		299						230			230	
SARREBOURG															
FRENCH REC. CENTRE			164		220						170			170	
MULHOUSE															
FRENCH REC. CENTRE				313						291					
LIEGE															
BELGIAN REC. CENTRE	136	321				236	231					136	321		
ZEVENAAR															
DUTCH REC. CENTRE								240	245						
NIJMEGEN															
DUTCH REC. CENTRE								242	247						

	FREIBERG		FRIEDRICH-SHAFEN		WARLSRUHE		KONSTANZ		MANNHEIM		SCHRAMBERG		STUTTGART	
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS
IMMENDINGEN		(96)												
KARLSRUHE	(134)													
ULM		240		(104)										
ROTTWEIL							(100)							
STUTTGART							210							
HESSENTHAL	276				(142)	(142)	(90)				(135)	(135)	(90)	(90)
CRAILSHEIM				213			198							
NURNBERG	(108)			(99)	250	250					243	243	198	198
LAUDA									(134)	(134)				
WEINFURT									221	221				
LEIPZIG									(157)					
HOF	274			265	(166)	(166)	(166)				274			
CHEMNITZ	(145)			(145)	311	311	311			(184)	(166)	(166)	(166)	(166)
DRESDEN										329	311	311	311	311
COTTBUS									(119)			(90)		226
GROSSENHAIN	266			266		(121)	(121)				220			119
GUBEN	(116)			(116)		237	237							
ZBASZYN	212			212		(96)	(96)		258			(139)		258
LINDAU								(102)						
BIESSENHOFEN			(151)					229						
MUNCHEN		(144)	244					(93)						
SALZBURG		297	(153)					237						
LINZ		(125)	278					(125)						
WIEN		314	(179)					314						
LINDENBURG		(71)	250					(71)						
PROV		171	100					171						
ZEBRZYDOWICE		(113)	213					(113)						
BAUTZEN					(142)				(142)	(142)			(142)	
BUNZLAU					242				242	242			242	
BRESLAU					(110)				(110)	(110)			(110)	
HEYDEBRECK					234				234	234			234	
POZNAN														
POL/RUS. TRANSIT	76			76		172	172		75			214		75
KRAKOW														
POL/RUS. TRANSIT		288	175		142			288		142	142		142	

	ULM		VILLINGEN		WASSER- HAL- FINGEN		STUTTGART	
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	CZE. KLMS	CZE. KLMS
ULM			(178)					
CRAILSHEM		(109)					(100)	(100)
REUTLINGEN				(115)				
HESSENTHAL				243				
NURNBERG		208		(108)	(130)	(130)	190	190
HOF		(166)		274	296	296		
CHEMNITZ		311		(145)	(145)	(145)		
DRESDEN						235		
COTTBUS						(130)		
GROSSENHAIN		(121)		266				
GUBEN		237		(116)				
ZBASZYN		(96)		212		269		
MUNCHEN	(144)		322					
SALZBURG	297		(153)					
LINZ	(125)		278					
WIEN	314		(189)					
LUNDENBURG	(71)		260					
PREROV	171		(100)					
ZEBRZYDOWICE	(113)		213					
BAUTZEN					287			
BUNZLAU					(100)			
BRESLAU					211			
HEYDEBRECK					(123)			
EGER							(151)	(151)
POZNAN								
POL/RUS. TRANSIT		172		76		76		
KRAKOW								
POL/RUS. TRANSIT	288		175		267			
KARLOVY VARY CZECH REC. CENTRE							203	
PLZEN CZECH REC. CENTRE								258

	FREIBURG		FRIEDRICH-SHAFEN				HEILBRONN		KARLSRUHE		KONS-TANZ	MANNHEIM		MOSBACH	
	DUT.	DUT.	FR.	BEL.	BEL.	BEL.	BEL.	DUT.	DUT.	FR.	FR.	BEL.	BEL.	BEL.	
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	
BALE										143					
KARLSRUHE		(134)													
HEILBRONN															
MAINZ		283						(149)						(141)	
HOMBURG											(102)				
KOBLENZ		(102)						241						233	
ULM				(104)											
STUTTGART				198											
DUSSELDORF		228		(137)				(136)							
SAAR						(137)							(110)		
FRANKFURT/M	(146)								(146)						
NIEDERLHAN-STEIN	271			282		282			271				255		
HEIDELBERG							(119)								
BONN							269								
WALSHT			(126)												
IMMINDINGEN					(99)										
OFFENBURG					218										
MANNHEIM					(132)										
BINGERBRUCK					238							(106)			
KOLN	(100)			(100)	(156)	(100)			100			260	(100)	(95)	
METZ															
FRENCH REC. CENTRE												238			
SARREBOURG FRENCH REC. CENTRE												282			
MULHOUSE FRENCH REC. CENTRE			215							178					
LIEGE BELGIAN REC. CENTRE				236	292	236	171					136	236	231	
ZEVENAAR DUTCH REC. CENTRE	245	150							281	245					
NIJMEGEN DUTCH REC. CENTRE	247	147							283	247					

AREA NO. 8 (CONT.)

	REUTLINGEN			SCHIR- AM- BERG	STUTTGART						ULM		PFÜLLINGEN		WASSERAL- FINGEN	
	BEL.	BEL.	FR.	FR.	FR.	BEL.	BEL.	DUT.	DUT.	FR.	FR.	BEL.	BEL.	FR.	FR.	
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	
KARLSRUHE					(93)											
HEILBRONN	(141)	(141)										(131)	(131)			
HANAU	278					(137)			(137)			268				
NIEDERLAHNG- TEIN	(145)					282			282			(145)				
HEIDELBERG		203											213			
BONN		(150)											(150)			
MULHACKER											(150)			(124)		
SAARBRÜCKEN											301			295		
IMMENDINGEN				(166)						(144)						
MAINZ						(143)	(143)									
KOBLENZ						235	235									
STRASBOURG			(93)													
KÖLN	245					(100)	(95)	(95)	(100)			245				
METZ																
FRENCH REC. CENTRE			243		299						230			230		
SARREBOURG																
FRENCH REC. CENTRE			164		220						170			170		
MULHOUSE																
FRENCH REC. CENTRE				313							291					
LIEGE																
BELGIAN REC. CENTRE	136	321				236	231					136	321			
ZEVENAAR																
DUTCH REC. CENTRE								240	245							
NIJMEGEN																
DUTCH REC. CENTRE								242	247							

	FREIBERG		FRIEDRICH-SHAFEN		WARLSRUHE		KONSTANZ		MANNHEIM		SCHRAMBERG		STUTTGART	
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS
IMMENDINGEN		(96)												
KARLSRUHE	(134)													
ULM		240		(104)										
ROTTWEIL							(100)							
STUTTGART							210							
HESSENTHAL	276				(142)	(142)	(90)				(135)	(135)	(90)	(90)
CRAILSHEIM				213			198							
NURNBERG	(108)			(99)	250	250					243	243	198	198
LAUDA									(134)	(134)				
WEINFURT									221	221				
LEIPZIG									(157)					
HOF	274			265	(166)	(166)	(166)			(184)	(166)	(166)	(166)	(166)
CHEMNITZ	(145)			(145)	311	311	311			329	311	311	311	311
DRESDEN												(90)		226
COTTBUS									(119)			220		119
GROSSENHAIN	266			266		(121)	(121)							
GUBEN	(116)			(116)		237	237							
ZBASZYN	212			212		(96)	(96)		258			(139)		258
LINDAU								(102)						
BIESSENHOFEN			(151)					229						
MUNCHEN		(144)	244					(93)						
SALZBURG		297	(153)					237						
LINZ		(125)	278					(125)						
WIEN		314	(179)					314						
LUNDENBURG		(71)	250					(71)						
PROV		171	100					171						
ZEBRZYDOWICE		(113)	213					(113)						
BAUTZEN					(142)				(142)	(142)		(142)		
BUNZLAU					242				242	242		242		
BRESLAU					(110)				(110)	(110)		(110)		
HEYDEBRECK					234				234	234		234		
POZNAN														
POL/RUS.														
TRANSIT	76			76		172	172		75			214		75
KRAKOW														
POL/RUS.														
TRANSIT		288	175		142			288	142	142			142	

AREA NO. 8 (CONT.)

	ULM		VILLINGEN		WASSER- HAL- FINGEN		STUTTGART	
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	CZE. KLMS	CZE. KLMS
ULM			(178)					
CRAILSEHEM		(109)					(100)	(100)
REUTLINGEN				(115)				
HESENTHAL				243				
NURNBERG		208		(108)	(130)	(130)	190	190
HOF		(166)		274	296	296		
CHEMNITZ		311		(145)	(145)	(145)		
DRESDEN						235		
COTTBUS						(130)		
GROSSENHAIN		(121)		266				
GUBEN		237		(116)				
ZBASZYN		(96)		212		269		
MUNCHEN	(144)		322					
SALZBURG	297		(153)					
LINZ	(125)		278					
WIEN	314		(189)					
LUNDENBURG	(71)		260					
PREROV	171		(100)					
ZEBRZYDOWICE	(113)		213					
BAUTZEN					287			
BUNZLAU					(100)			
BRESLAU					211			
HEYDEBRECK					(123)			
EGER							(151)	(151)
POZNAN								
POL/RUS. TRANSIT		172		76		76		
KRAKOW								
POL/RUS. TRANSIT	288		175		267			
KARLOVY VARY CZECH REC. CENTRE							203	
PLZEN CZECH REC. CENTRE								258

MR E.S. CARTER

CONFIDENTIAL

Displaced Persons Division,
Repatriation Section,
UNRRA
E.R.O.
London.
DP/24

Further to my communication of the 10th
February, enclosing copies of Displaced
persons' convoys, routings, I enclose
herewith the completed table for Area 5.

Langford
HEAD OF REPATRIATION SECTION

5th March, 1945.
1 Enclosure.

U.N.c. 649

AREA NO. 5

	LE- FELD	DUSSELDORF			KOLN		WEE- FELD	LIP- STADT	MUN- STER	NEUSS		
	BEL. KIMS	FR. KIMS	BEL. KIMS	DUT. KIMS	FR. KIMS	DUT. KIMS	BEL. KIMS	FR. KIMS	BEL. KIMS	FR. KIMS	BEL. KIMS	BEL. KIMS
DORTMUND	(122)							(129)				
MUNCHEN- GLADBACH	250							257	(144)			
LIEGE		(154)			(136)			126		(143)		
MEZIERES FRENCH REC. CENTRE		314			296			286		303		
VALENCIENNES FRENCH REC. CENTRE		329			311			301		318		
LIEGE BELGIAN REC. CENTRE	126		154				150		270		143	153
ZEVENAAR DUTCH REC. CENTRE				109								
NIJMEGEN DUTCH REC. CENTRE						147						

	RUHR			SOLINKOLN GEN	ESSEN	
	FR. KIMS	BEL. KIMS	DUT. KIMS	BEL. KIMS	DAN. KIMS	DAN. KIMS
MUNCHEN- GLADBACH	(128)	(128)				
LIEGE	254					
HALTERN					(121)	
OSNABRUCK					212	(129)
BREMEN					(123)	252
HAMBURG					238	(115)
ELMSHORN					(157)	272
MEZIERES FRENCH REC. CENTRE	160					
VALENCIENNES FRENCH REC. CENTRE	175					
LIEGE BELGIAN REC. CENTRE		254		170		
ZEVENAAR DUTCH REC. CENTRE			125			
FREDERICIA DANISH REC. CENTRE					304	147

	BIELEFELD		ERKELENZ		KOLN		LIPPSTADT		MUNSTER		MUNSCHELD		RUHR	
	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS
DORTMUND					(117)	(117)								
HAMM											(114)	(114)		
SCHWERT			(112)	(112)										
KREIENSEN							(142)	(142)						
ALTENBEKEN			224	224										
SLESSEN			(113)	(113)										
MAGDEBURG			236	236			285	285						
LOHNE					208	208			(135)	(135)	205	205	(122)	(122)
LEHRTE	(126)	(126)			(104)	(104)			237	237	(104)	(104)	224	224
STENDAL	260	260			238	238			(134)	(134)	238	238	(134)	(134)
BERLIN	(112)	(112)	(141)	(141)	(112)	(112)	(141)	(141)	246	246	(112)	(112)	246	246
REFFEN	218		241		218		247		(106)		218		(106)	
SOLMERFELD		280		309		280		309		(168)		280		(168)
WENITZ		(107)		(107)		(107)		(107)		275		(107)		275
OPPEIN		253		253		253		253		146		253		(146)
POZNAN														
POL/URSS														
TRANSIT	156		156		156		156		262		156		262	
KRAKOW														
POL/URSS														
TRANSIT		184		184		184		184		330		184		330

	BIELEFELD		RUHR	
	CZE. KIMS	Y.S. KIMS	CZE. KIMS	Y.S. KIMS
DORTMUND	(92)	(92)		
KOLN	195	195	(103)	(103)
NIEDERLAHN- STEIN	(100)	(100)	200	200
FRANKFURT/M	230	230	(130)	(130)
WURZBURG	(135)	(135)	265	265
MURRBERG	237		(102)	
TREUILLINGEN		275		(140)
MUNICHEN		(137)		277
EGER	(157)		253	
SALZBURG		280		(143)
BADGASTEIN		100		243
VILLACH		208		108
KARLOVY VARY				
CZECH				
REC. CENTRE	203		52	
PLZEN				
CZECH				
REC. CENTRE	258		107	
MARIBOR				
YOU. SLAV				
REC. CENTRE		167		275
LUBLJANA				
YOU. SLAV				
REC. CENTRE		109		217

MR E.S. CARTER

CONFIDENTIAL

Displaced Persons Division,
Repatriation Section,
UNRRA
E.R.O.
London.
DP/24

Further to my communication of the 10th
February, enclosing copies of Displaced
persons' convoys, routings, I enclose
herewith the completed table for Area 13.

L. A. Ward
HEAD OF REPATRIATION SECTION

15th March, 1945.
1 Enclosure

U.N.c. 661.

	GRAZ			INNSBRUCK				KAPFEN- BERG		KRAM- SACK	LEOBEN	
	FR.	FR.	DUT.	FR.	FR.	BEL.	BEL.	BEL.	BEL.	FR.	FR.	FR.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
SELZTHAL	(146)	(146)	(146)								(80)	
LINZ	257	257	257					(100)	(100)		186	
PASSAU								211				
SALZBURG	(125)	(125)	(125)						225		(125)	
MUNICHEN	278	278	278		(158)	(158)	(158)		(153)		278	
REGENSBURG								(118)				
TREUCHTLIN- GEN			(147)				295		290			
NUERNBERG								218				
WURZBURG			287				(140)	(102)	(140)			
ULM	(144)	(144)			302	302					(144)	
MUNHACKER	294				(150)						294	
SAARBRUCKEN	(151)		(135)				275	238	275		(151)	
KOBLENZ					301		(130)		(130)			
NIEDERLAHN- STEIN			265					(125)				
KOLN			(100)				225	225	225			
DILLINGEN		285				(141)						
GROBING											(114)	
SAALFEDEN											234	
INNSBRUCK											(140)	
ST. ANTON			(109)							(155)	(249)	
LINDAU			230							276	(121)	
WALDSHUT			(150)							(150)	271	
METZ												
MUNICH REC. CENTRE	230				79						230	
SARREBOURG FRENCH REC. CENTRE	171				20						171	
MULHOUSE FRENCH REC. CENTRE		147		239		288				239		89
LIEGE BELGIAN REC. CENTRE							136	136	136			
ZEVENAAR DUTCH REC. CENTRE			245									
NIJMEGEN DUTCH REC. CENTRE			247									

	LINZ					SALZBURG			ST POLTEN			
	FR.	FR.	BEL.	BEL.	DUT.	FR.	FR.	FR.	FR.	FR.	BEL.	BEL.
	KMS	KMS	KMS	KMS	KMS	KMS	KMS	KMS	KMS	KMS	KMS	KMS
SELZTHAL	(125)	(125)	(125)		(125)							
LINZ									(128)	(128)	(128)	(128)
PASSAU				(105)							233	
SALZBURG									253	253		253
MUNICH N	278	278	278		278	(153)	(153)		(153)	(153)		(153)
REGENSBURG				223							(118)	
NURNBERG				(100)							218	
TREUCHTLINGEN			(147)		(147)							290
ULM	(144)	(144)				297	297		297	297		
WURZBURG			287	202	287						(102)	(140)
HACKER	294					(150)			(150)			
FRANKFURT/M			(135)	(136)	(136)						238	275
SAARBRUCKEN	(151)					301			301			
KOBLENZ			265									(130)
NIEDERLHANS-STEIN				261	261						(125)	
KOLN			(95)	100	100						225	225
LEINDINGEN	285						(141)			(141)		
SAARFELDEN								(113)				
INNSBRUCK								253				
STANTON								(109)				
LINDAU								230				
WALSHUT								(150)				
NETZ												
MUNICH REC. CENTRE	220					79			79			
SARREBOURG FRENCH REC. CENTRE	170					20			20			
MULHOUSE FRENCH REC. CENTRE		147					288	239		288		
LIEGE BELGIAN REC. CENTRE			231	236							136	136
ZEVENAAR DUTCH REC. CENTRE					245							
NLIEGEN DUTCH REC. CENTRE					247							

	STYR					TERNITZ		WIENER-NEUSTADT			
	FR.	FR.	BEL.	BEL.	DUT.	FR.	FR.	FR.	FR.	FR.	DUT.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
BRUCK						(128)	(128)	(146)	(146)	(146)	(146)
SELZTHAL						221	221	239	239	239	239
LINZ						(111)	(111)	(111)	(111)		(111)
PASSAU			(151)								
SALZBURG	(175)	(175)		(175)	(175)	(236)	236	236	236		236
MUNCHEN	328	328		328	328	(153)	(153)	(153)	(153)		(153)
REGENSBURG			259								
NURNBERG			(100)								
TREUCHTELIN-GE											
WURZBURG				(147)	(147)						(147)
ULM	(144)	(144)	202	287	287						287
MULHACKER	294					297	297	297	297		
FRANKFURT/M						(150)		(150)			
SAARERUCKEN	(151)		(136)	(136)	(136)						(136)
KOBLENZ				265		301		301			
NIEDERLAHN-STEIN			261		265						265
IMMENDINGEN		285					(141)		141		
KOLN				(100)	(95)	100					100
SAALFELDEN										(158)	
INNBRUCK										298	
ST. ANTON										(109)	
LINDAU										230	
WALSHT										(150)	
METZ											
FRENCH REC. CENTRE	220					79		79			
SARREBOURG											
FRENCH REC. CENTRE	170					20		20			
MULHOUSE											
FRENCH REC. CENTRE		147					288		288	239	
LIEGE											
BELGIAN REC. CENTRE			236	231							
ZEVENAAR											
DUTCH REC. CENTRE					245						245
NLIEGEN											
DUTCH REC. CENTRE					247						247

	WIEN						
	FR.	FR.	FR.	FR.	HEL.	HEL.	DUT.
	KLS	KLS	KLS	KLS	KLS	KLS	KLS
BRUCK							
SALZTHAL							
LINZ	(179)	(179)	(179)	(179)	(179)	(179)	(179)
PASSAU		284			284		
SALZBURG	304		304	304		304	304
MUNCHEN	(153)			(153)		(153)	(153)
REGINSBURG		(118)			(118)		
NURNBERG		218			218		
HESSENTHAL		(108)					
DUCHTLIN-						290	290
KARLSRUHE		250					
WURZBURG					(102)	(140)	(140)
ULM	297			297			
MULHACKER	(150)						
FRANKFURT/11					238	275	275
SAARERUCKEN	301						
KOBLENZ					(130)		
NIEDERLAHN-					(125)		(125)
STEIN							
DWINDINGEN				(141)			
KOLN					225	225	225
SALZFELDEN			(113)				
INNSBRUCK			253				
ST. ANTON			(109)				
LINDAU			230				
SHUT			(150)				
NETZ							
FRENCH							
REC. CENTRE	79	202					
SAAREBOURG							
FRENCH							
REC. CENTRE	20	170					
MULHOUSE							
FRENCH							
REC. CENTRE			239	288			
LIEGE							
BELGIAN							
REC. CENTRE					136	136	
ZEVENAAR							
DUTCH							
REC. CENTRE							145
NIMMIGEN							
DUTCH							
REC. CENTRE							147

	GRAZ	INNS-BRUCK	KRAI-LIC	LEO-BEN	LINZ	ST. VALEN-TIN	ST. POL-TEN	SALZ-BURG	STEYR	WIENER NEUSTADT
	POL/RUS. KIMS	POL/RUS. KIMS	POL/RUS. KIMS	POL/RUS. KIMS	POL/RUS. KIMS	POL/RUS. KIMS	POL/RUS. KIMS	POL/RUS. KIMS	POL/RUS. KIMS	POL/RUS. KIMS
SAALFELDEN		(140)	(94)							
SALZBURG		253	207							
WELS		(100)	(100)					(100)		
MURZZUSCHLAG (94)										
PAYERBACH										
YBBS		206	206	(131)				206		
WIEN	244	(108)	(108)		(189)	(165)		(108)	(185)	
LUNDENBERG	(71)	178	178	284	260	236	(132)	178	256	(125)
PREROV	178	(100)	(100)	(100)	(100)	(100)	232	(100)	(100)	225
BERZYDOWICE	(113)	213	213	213	213	213	(113)	213	213	(113)
KRAKOW										
POL/URSS										
TRANSIT	288	175	175	175	175	175	288	175	175	288

	GRAZ	LINZ	SALZBURG	WIEN	WIENERNEUSTADT
	CZE. KIMS	CZE. KIMS	Y.S. KIMS	CZE. KIMS	Y.S. KIMS
LINZ			(125)		
PAYERBACH	(167)				
WIEN	249				
MURZZUSCHLAG				(155)	
SELZTHAL		(111)			
BRUCK		204			(147)
BADG. STEIN			(100)		
VILLACH			108		
BUJEDOVICE					
CZECH					
REC. CENTRE		127	252		
BRNO					
CZECH					
REC. CENTRE	127			140	
MARIBOR					
YOU. SLAV					
REC. CENTRE		103		299	250
LUBLJANA					
YOU. SLAV					
REC. CENTRE			109		

22nd February, 1945.

Dear Professor Hondelink,

Many thanks for your letter of 16th instant, addressed to Dr. Langrod, and the points you make therein.

You will, I hope, agree that much must be taken for granted in our present planning. I do not deny that a self-contained convoy would not be preferable, and I may say we have this matter also under consideration with SHAEF. Should this be found possible and preferable, our routings will still be available. Moreover if, as it is likely, trains are to be held up at certain points for long periods, it would be better to at least endeavour to make these halts at recognised points, otherwise, from past experience, I can assure you that we shall find very great difficulty in keeping the convoy together.

Yours sincerely,

Signed: J.W. KENNEDY

Professor E.R. Hondelink,
Technical Advisory Committee on Inland Transport,
Berkeley Square House,
1st. Floor,
W. 1.

MR E.S. CARTER

Displaced Persons Division,
Repatriation Section,
UNRRA.
E.R.O.,
London.

CONFIDENTIAL

Further to my communication of the 10th
February, enclosing copies of Displaced
persons' convoys, I enclose herewith
the completed table for Areas 9 & 11.

W. Augood

HEAD OF REPATRIATION SECTION

19th February, 1945.
1 Enclosure.

U.N.c. 603

	ARNSBERG		ASCHAFFENBURG	AUGSBURG			BAIERBRUNN		BEUERBERG		INGOLSTADT				
	BEL.	BEL.	FR.	BEL.	BEL.	DUT.	FR.	FR.	FR.	FR.	FR.	FR.	BEL.	BEL.	DUT.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
STEINACH	(136)	(136)		(159)	(159)	(159)							(138)	(138)	(138)
ASCH															
AFTENBURG	282	282		305	305	305							284	284	284
AUGSBURG									(121)	(121)					
BINGERBRUCK		(107)	(107)		(107)									(107)	
ULM							(160)	(160)		207	(152)	(152)			
MUHLACKER								300		(140)		292			
SAARBRUCKEN			250					(151)		291		(151)			
RUESHEIM	(117)			(117)		(117)							(117)		(117)
KOBLENZ															
ROIN	272	261		272	261	272							272	261	272
WINDINGEN							304		265		296				
METZ															
FRENCH															
REC. CENTRE			89					230		79		230			
SAAREBOURG															
FRENCH															
REC. CENTRE			127					170		310		170			
MULHOUSE															
FRENCH															
REC. CENTRE							147		147		147				
BRUXELLES															
BELGIAN															
REC. CENTRE	136	136		136	136								136	136	
ZEVENAAR															
DUTCH															
REC. CENTRE						145									145
NIJMEGEN															
DUTCH															
REC. CENTRE						147									147

AREA NO.9 (CONT.)

	MUNCHEN					NURNBERG				AUGS- BURG	MUN- CHEN	NURN- BERG
	FR.	FR.	BEL.	BEL.	DUT.	FR.	FR.	BEL.	BEL.	Y.S.	Y.S.	Y.S.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
HESSENTHAL						(108)	(108)					
STUTTGART						198						
KARLSRUHE							250					
ULM	(147)	(147)										
IMMINDINGEN	291					(166)						
MULHACKER		297										
SAARBRUCKEN		(151)										
TREUCHT- LINGEN			(137)	(137)	(137)							
WURZBURG			277	277	277			(102)	(102)			
FRANKFURT/M			(135)	(135)	(135)			238	238			
NIEDERLAN- STEIN			260		260			(125)				
KOBLENZ				265					(130)			
KOLN			(100)	(95)	(100)			225	225			
INGOLSTADT												117
ROSENHEIM										(124)		
SALZBURG										214	(153)	234
BADGASTEIN										(100)	253	100
VILLACH										208	108	208
METZ FRENCH REC. CENTRE		230					202					
SARREBOURG FRENCH REC. CENTRE		170					127					
MULHOUSE FRENCH REC. CENTRE	147					343						
LIEGE BELGIAN REC. CENTRE			236	231				136	136			
ZEVENAAR DUTCH REC. CENTRE					245							
NIJMEGEN DUTCH REC. CENTRE					247							
MARIBOR YOU-SLAV REC. CENTRE										167	275	167
LUBLJANA YOU-SLAV REC. CENTRE										109	217	109

AREA NO.9 (CONT.)

	ASCHAFFEN- BERG		AUGSBURG		LAUPHEIM		MUNCHEN		ZAHNRADER- FABRIK		AUGS- BURG	HEUTER BERG	MUN- CHEN
	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	CZE. KIMS	CZE. KIMS	CZE. KIMS
BAD KISSINGEN	(108)												
ERFURT	251												
LEIPZIG	(117)												
ULM									(104)	(104)			
AUGSBURG					(108)	(108)							
MUNCHEN									251	251			
LANDSHUT			(131)		239						(131)	(100)	
REGENSBURG							(138)		(138)				(138)
WIESAU			313		(182)		257		257				
REICHENBACH			(134)		316		(134)		(134)				
DRESDEN			285		(151)		285		285				
OTTBUS	236		(119)		260		(119)		(119)				
WEINFURT		(102)											
HOF		284											
CHEMNITZ		(145)											
BAUTZEN		287											
BUNZLAU		(100)											
BRESLAU		211											
HEYDEBRECK		(123)											
ZBASZYN	(139)		258		(139)		258		258				
ROSENHEIM				(124)		232							
SALZBURG				214		(90)		(153)		(153)			
LINZ				(125)		215		278		278			
WIEN				314		(189)		(189)		(189)			
LUNDENBURG				(80)		260		260		260			
PREROV				180		(100)		(100)		(100)			
ZEBRZYDOWICE				(113)		213		213		213			
SCHVANDORF											243	205	
TH													248
POZNAN													
POL/URSS TRANSIT	214		75		214		75		75				
KRAKOW													
POL/URSS TRANSIT		265		288		175		175		175			
PLZEN													
CZECH REC. CENTRE											148	148	81

AREA NO. 11

	CHEMNITZ			DRESDEN				ELSTA VERDA	FRIE- TAL	GROE- DITZ	LEIPZIG				
	FR.	FR.	BEL.	FR.	FR.	BEL.	DUT.	BEL.	BEL.	BEL.	FR.	FR.	FR.	BEL.	DUT.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
REICHENBACH				(151)	(151)										
HOF	(145)	(145)		225	225						(161)				
BAYREUTH	218	218									234				
NURNBERG	(93)	(93)		(166)	(166)						(93)				
HESSENTAAL	201	201		274	274						201				
KARLSRUHE	(142)			(142)											
STUTTGART		(90)			(90)						(90)				
IMMENDINGEN		256			256						256				
HALLE			(117)					(128)		(118)					
LEIPZIG						(120)	(120)		(127)						
NORDHAUSEN			214			254		225	261	215			(134)	(134)	
KASSELL			(118)			(118)		(118)	(118)	(118)			254	254	
SCHWEITE			300			300		300	300	300				(182)	
AACHEN			(156)			(156)		(156)	(156)	(156)				338	
MAGDEBURG							243								(123)
HANNOVER							(153)								276
OSNABRUCK							284								(131)
ERFURT												(97)			
REBRA												198			
FRANKFURT/M												(166)			
HOMBURGH												302			
GIessen													(124)		
KOBLENZ													240		
TRIER													(112)		
LIEGE															
BELGIAN															
REC. CENTRE			225			225		225	225	225				65	
OLDENZAAL															
DUTCH															
REC. CENTRE							124								255
METZ															
FRENCH															
REC. CENTRE	226			226								136	203		
SARREBOURG															
FRENCH															
REC. CENTRE	269			269								180	247		
MULHOUSE															
FRENCH															
REC. CENTRE		147			147						147				

	MOST			MYLAU		PIRNA	PLAUEN		USTI N. L.		ZIVICKAU WERDAU		
	FR.	FR.	BEL.	FR.	FR.	BEL.	FR.	FR.	FR.	FR.	FR.	FR.	BEL.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
CHEB HOF	(135)	(135)							(181)	(181)			
BAYREUTH				(147)	(147)		(112)	(122)			(170)	(170)	
NURNBERG	286	286		240	240		205	205	332	332	263	263	
HESSENTHAL	(108)	(108)		(108)	(108)		(108)	(108)	(108)	(108)	(108)	(108)	
KARLSRUHE	250			250			250		250		250		
STUTTGART		197			197			197		197		197	
IMMENDINGEN		(148)			(148)			(148)		(148)		(148)	
DRESDEN			(112)										
LEIPZIG			232			137							
HALLE													(127)
NORDHAUSEN			(134)			271							224
KASSEL			254			(118)							(118)
SCHWERTHE			(182)			300							300
AACHEN			338			156							(156)
LIEGE BELGIAN REC. CENTRE			(65)			225							225
METZ FRENCH REC. CENTRE	202			202			202		202		202		
SARREBOURG FRENCH REC. CENTRE	127			127			127		127		127		
MULHOUSE FRENCH REC. CENTRE		295			295			295		295		295	

	DRESDEN		LEIPZIG		MYLAU	PLAU- EN	TEPLICE SANO		USTI N. L.		ZWICKAU
	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS
PRAHA							(130)		(109)		
HRADEC)											
KRALOVE)							245		224		
HANUSOVICE							(114)		(114)		
SVINOV)											
VITROVICE)							268		268		
ZABKOVICE							(139)		(139)		
DRESDEN				(120)				(110)			(128)
FREIBERG					(120)	(136)					
BAUTZEN					220	236				(145)	
BUNZLAW		(156)		276	(100)	(100)		266		245	284
BRESLAU		266		(110)	211	211		(110)		(110)	(110)
COTTBUS	(119)		(149)								
HEYDEBRECK		(123)		233	(123)	(123)		233		233	233
ZBASZYN	258		288								
POZNAN											
POLISH/URSS											
TRANSIT	75		75								
KRAKOW											
POLISH/URSS											
TRANSIT		265		142	265	265	250	142	250	142	142

	DRESDEN		LEIPZIG		CHEMNITZ		LEIPZIG		FLAUBEN	
	CZE.	CZE.	CZE.	CZE.	Y. S.	Y. S.	Y. S.	Y. S.	Y. S.	Y. S.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
DRESDEN			(120)	(120)			(120)	(120)	(177)	(177)
BUNZLAU		(156)		276						
BRESLAU		266		(110)						
HEYDEBRECK		(123)		233						
BODENBACH					(140)	(140)			237	237
PRAHA					277	277	317	317	(137)	(137)
TABOR					(105)	(105)	(105)	(105)	242	242
GOFFRITZ					299	229	229	229	(124)	(124)
WIEN					(122)	(122)	(122)	(122)	246	246
NURZZOSCHLAG					277		277		(155)	
BAAB						251		251		(129)
BUDAPEST						(151)		(151)		280
KISKOROS						259		259		(108)
USTI N. L.										
CZECH										
REC. CENTRE	89		209							
CESKALIPA										
CZECH										
REC. CENTRE	90		229							
MORAYSKA										
OSTRAVA										
SZECH										
REC. CENTRE		209		86						
MILINA										
CZECH										
REC. CENTRE		282		159						
MARIBOR										
YOU. SLAV										
REC. CENTRE					144		144		299	
SUBOTICA										
YOU. SLAV										
REC. CENTRE						91		91		199

	ARNSBERG		ASCHA FFEN- BURG	AUGSBURG			BAIERBRUNN		BEUERBERG		INGOLSTADT				
	BEL.	BEL.	FR.	BEL.	BEL.	DUT.	FR.	FR.	FR.	FR.	FR.	FR.	BEL.	BEL.	DUT.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
STEINACH	(136)	(136)		(159)	(159)	(159)							(138)	(138)	(138)
ASCH															
APFENBURG	282	282		305	305	305							284	284	284
AUGSBURG									(121)	(121)					
EINGERBRUCK		(107)	(107)		(107)									(107)	
ULM							(160)	(160)		207	(152)	(152)			
MUHLACKER								300		(140)		292			
SAARBRUCKEN			250					(151)		291		(151)			
RUESHEIM	(117)			(117)		(117)							(117)		(117)
KOBLENZ															
ROIN	272	261		272	261	272							272	261	272
MUNDINGEN							304		265		296				
METZ															
FRENCH															
REC. CENTRE			89					230		79		230			
SAAREBOURG															
FRENCH															
REC. CENTRE			127					170		310		170			
MULHOUSE															
FRENCH															
REC. CENTRE							147		147		147				
EEGE															
BELGIAN															
REC. CENTRE	136	136		136	136								136	136	
ZEVENAAR															
DUTCH															
REC. CENTRE						145									145
NIJMEGEN															
DUTCH															
REC. CENTRE						147									147

AREA NO.9 (CONT.)

	MUNCHEN					NURNBERG				AUGS- BURG	MUN- CHEN	NURN- BERG
	FR.	FR.	BEL.	BEL.	DUT.	FR.	FR.	BEL.	BEL.	Y.S.	Y.S.	Y.S.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
HESSENTHAL						(108)	(108)					
STUTTGART						198						
KARLSRUHE							250					
ULM	(147)	(147)										
IMMINDINGEN	291					(166)						
MULHACKER		297										
SAARBRUCKEN		(151)										
TREUCHT- LINGEN			(137)	(137)	(137)							
WURZBURG			277	277	277			(102)	(102)			
FRANKFURT/M			(135)	(135)	(135)			238	238			
NIEDERLAN- STEIN			260		260			(125)				
KOBLENZ				265					(130)			
KOIN			(100)	(95)	(100)			225	225			
INGOLSTADT												117
ROSENHEIM										(124)		
SALZBURG										214	(153)	234
BADGASTEIN										(100)	253	100
VILLACH										208	108	208
METZ												
FRENCH												
REC. CENTRE		230					202					
SARREBOURG												
FRENCH												
REC. CENTRE		170					127					
MULHOUSE												
FRENCH												
REC. CENTRE	147					343						
LIEGE												
BELGIAN												
REC. CENTRE			236	231				136	136			
ZEVENAAR												
DUTCH												
REC. CENTRE					245							
NIJMEGEN												
DUTCH												
REC. CENTRE					247							
MARIBOR												
YOU-SLAV												
REC. CENTRE										167	275	167
LUBLJANA												
YOU-SLAV												
REC. CENTRE										109	217	109

AREA NO. 9 (CONT.)

	ASCHAFFEN- BERG		AUGSBURG		LAUPHEIM		MUNCHEN		ZAHNRADER- FABRIK		AUGS- BURG	HEUER- BERG	MUN- CHEN
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	CZE. KLMS	CZE. KLMS	CZE. KLMS
BAD KISSINGEN	(108)												
ERFURT	251												
LEIPZIG	(117)												
ULM									(104)	(104)			
AUGSBURG					(108)	(108)							
MUNCHEN									251	251			
LANDSHUT			(131)		239						(131)	(100)	
REGENSBURG							(138)		(138)				(138)
WIESAU			313		(182)		257		257				
REICHENBACH			(134)		316		(134)		(134)				
DRESDEN			285		(151)		285		285				
COTTBUS	236		(119)		260		(119)		(119)				
WEINFURT		(102)											
HOF		284											
CHEMNITZ		(145)											
BAUTZEN		287											
BUNZLAU		(100)											
BRESLAU		211											
HEYDEBECK		(123)											
ZBASZYN	(139)		258		(139)		258		258				
ROSENHEIM				(124)		232							
SALZBURG				214		(90)		(153)		(153)			
LINZ				(125)		215		278		278			
WIEN				314		(189)		(189)		(189)			
LUNDENBURG				(80)		260		260		260			
PREROV				180		(100)		(100)		(100)			
ZEBRZYDOWICE				(113)		213		213		213			
SCHWANDORF											243	205	
POZNAN													248
POL/URSS TRANSIT	214		75		214		75		75				
KRAKOW POL/URSS TRANSIT		265		288		175		175		175			
PLZEN CZECH REC. CENTRE											148	148	81

AREA NO. 11

	CHEMNITZ			DRESDEN				ELSTA WERDA	FRIE- TAL	GROE- DITZ	LEIPZIG				
	FR.	FR.	BEL.	FR.	FR.	BEL.	DUT.	BEL.	BEL.	BEL.	FR.	FR.	FR.	BEL.	DUT.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
REICHENBACH				(151)	(151)										
HOF	(145)	(145)		225	225						(161)				
BAYREUTH	218	218									234				
NURNBERG	(93)	(93)		(166)	(166)						(93)				
HESSENTAAL	201	201		274	274						201				
KARLSRUHE	(142)			(142)											
STUTTGART		(90)			(90)						(90)				
IMMENDINGEN		256			256						256				
HALLE			(117)					(128)		(118)					
LEIPZIG						(120)	(120)		(127)						
NORDHAUSEN			214			254		225	261	215			(134)	(134)	
KASSELL			(118)			(118)		(118)	(118)	(118)			254	254	
SCHWEITE			300			300		300	300	300				(182)	
AACHEN			(156)			(156)		(156)	(156)	(156)				338	
MAGDEBURG							243								(123)
HANNOVER							(153)								276
OSNABRUCK							284								(131)
ERFURT												(97)			
BEBRA												198			
FRANKFURT/M												(166)			
HOMBURGH												302			
GIessen													(124)		
KOBLENZ													240		
TRIER													(112)		
LIEGE															
BELGIAN															
REC. CENTRE			225			225		225	225	225				65	
OLDENZAAL															
DUTCH															
REC. CENTRE							124								255
METZ															
FRENCH															
REC. CENTRE	226			226								136	203		
SARREBOURG															
FRENCH															
REC. CENTRE	269			269								180	247		
MULHOUSE															
FRENCH															
REC. CENTRE		147			147						147				

	MOST			MYLAU		PIRNA	PLAUEN		USTI N. L.		ZIVICKAU WERDAU		
	FR.	FR.	BEL.	FR.	FR.	BEL.	FR.	FR.	FR.	FR.	FR.	FR.	BEL.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
CHEB HOF	(135)	(135)							(181)	(181)			
BAYREUTH				(147)	(147)		(112)	(122)			(170)	(170)	
NURNBERG	286	286		240	240		205	205	332	332	263	263	
HESSENTHAL	(108)	(108)		(108)	(108)		(108)	(108)	(108)	(108)	(108)	(108)	
KARLSRUHE	250			250			250		250		250		
STUTTGART		197			197			197		197		197	
IMMENDINGEN		(148)			(148)			(148)		(148)		(148)	
DRESDEN			(112)										
LEIPZIG			232			137							
HALLE													(127)
NORDHAUSEN			(134)			271							224
KASSEL			254			(118)							(118)
SCHWERTE			(182)			300							300
AACHEN			338			156							(156)
LIEGE BELGIAN REC. CENTRE			(65)			225							225
METZ FRENCH REC. CENTRE	202			202			202		202		202		
SARREBOURG FRENCH REC. CENTRE	127			127			127		127		127		
MULHOUSE FRENCH REC. CENTRE		295			295			295		295		295	

AREA NO. 11 (CONT.)

	DRESDEN		LEIPZIG		MYLAU	PLAU- EN	TEPLICE SANOUE		USTI N. L.		ZWICKAU
	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS
PRAHA							(130)		(109)		
HRADEC)											
KRALOVE)							245		224		
HANUSOVICE							(114)		(114)		
SVINOV)											
VITROVICE)							268		268		
ZABKOVICE							(139)		(139)		
DRESDEN				(120)				(110)			(128)
FREIBERG					(120)	(136)					
BAUTZEN					220	236				(145)	
BUNZLAW		(156)		276	(100)	(100)		266		245	284
BRESLAU		266		(110)	211	211		(110)		(110)	(110)
COTTBUS	(119)		(149)								
HEYDEBECK		(123)		233	(123)	(123)		233		233	233
ZBASZYN	258		288								
POZNAN											
POLISH/URSS											
TRANSIT	75		75								
KRAKOW											
POLISH/URSS											
TRANSIT		265		142	265	265	250	142	250	142	142

	DRESDEN		LEIPZIG		CHEMNITZ		LEIPZIG		PLAUEN	
	CZE.	CZE.	CZE.	CZE.	Y. S.	Y. S.	Y. S.	Y. S.	Y. S.	Y. S.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
DRESDEN			(120)	(120)			(120)	(120)	(177)	(177)
BUNZLAW		(156)		276						
BRESLAU		266		(110)						
HEYDEBRECK		(123)		233						
BOLENBACH					(140)	(140)			237	237
PRAHA					277	277	317	317	(137)	(137)
TABOR					(105)	(105)	(105)	(105)	242	242
GOPFRITZ					299	229	229	229	(124)	(124)
WIEN					(122)	(122)	(122)	(122)	246	246
NURZZOSCHLAG					277		277		(155)	
RAAB						251		251		(129)
BUDAPEST						(151)		(151)		280
KISKOROS						259		259		(108)
USTI N. L.										
CZECH										
REC. CENTRE	89		209							
GESKALIPA										
CZECH										
REC. CENTRE	90		229							
MORAYSKA										
OSTRAVA										
SZECH										
REC. CENTRE		209		86						
LIBEREC										
CZECH										
REC. CENTRE		282		159						
MARIBOR										
YOU. SLAV										
REC. CENTRE					144		144		299	
SUBOTICA										
YOU. SLAV										
REC. CENTRE						91		91		199

MG/OC

Gouvernement Provisoire

de la
République Française.

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LEGATION DU COMITE
FRANCAIS DE LA LIBERATION
NATIONALE
A LONDRES

INDEXED

D.P.

1, Marlton Gardens, S.W.1.

MISSION DU COMMISSAIRE Ministère
DES PRISONNIERS DEPORTES
ET REFUGIES

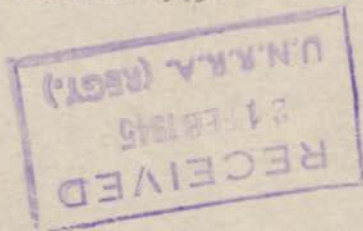
le 19 février 1945.

596/35

Le Chef de Mission

à

Monsieur Langrod,
Head of Rapatriation Section
U.N.R.R.A.



J'ai l'honneur d'accuser réception du document confidentiel
UNC 588, du 10 février 1945.

Je le transmets immédiatement à Paris pour recevoir
leurs commentaires et critiques.

Je ne manquerai pas de vous les faire connaître dès
que je les aurai reçus.

Amicalement à





ROYAL YUGOSLAV GOVERNMENT
POST-WAR RECONSTRUCTION COMMITTEE

TELEPHONE: KENSINGTON 2829

DP,

58, KINGSTON HOUSE,
PRINCES GATE,

Ref.No.164

LONDON, S.W.7. 17th Feb. 1945

Dear Mr. Kennedy,

I would confirm our recent interview on the subject of Reception Stations for Yugoslav D.P's, and would confirm my request that in addition to Maribor and Subotica, Reception centres also be set up at Jesenice on the Austrian frontier, and Rakek on the Italian frontier.

Yours sincerely, *MF*

M. Mitrovitch
(M.Mitrovitch)

Mr. Kennedy,
U.N.R.R.A.,
Displaced Persons Section,
170a Gt. Portland St. W.1

TECHNICAL ADVISORY COMMITTEE ON INLAND TRANSPORT.

D34/H

DP

Our Ref.
MMW/29

INDEXED

Berkeley Sq. House
1st. Floor
W.1Transport of Displaced Persons - Routing of Convoys.

16th February 1945.

Dear Dr. Langrod,

We are greatly indebted to you for sending us your paper dated 10th February on the above subject.

The work embodied in the paper represents a very praiseworthy effort.

Our main comment is our fear that it will be impossible in the initial stages to run trains to such regular schedules; that the 4 hours interval between the additional stopping places, could be maintained. On such sections of the line that have only a single track, these trains may have to be shunted for long periods.

Even on the double track sections it may be necessary to provide long stops at engine exchange points and other. For these reasons we fear that you should consider carefully whether it would not be possible for you to make these convoys as independent as possible of stopping places by carrying on board the trains medical assistance and as much food as possible.

Yours sincerely

E.R. Hondelink.

Dr. Langrod
Head of Repatriation Section
Displaced Persons Division
UNRRA
Portland Court 170 A.
Great Portland Street 170 A.
W.1

TO: Miss Bond for
Mr. Scott
for ACTION

Please circulate to
copies distributed
to on.....

OK

Mr. Meyer Cohen

Sir G. Reid.

Mr. Berger.

Dr. Erika Sebne

Copy to

Dr. Langrod.

..... Branch Registry

Date.....

From: F.C. Kettle, Paris F.C.K.

To: Mr. T.T. Scott, ERO.

I am enclosing a brief report from Mr. A.M. Newbold, on his work with the Displaced Persons Branch of SHAEF Main. This, I understand, is being sent at the request of your Division.

February 15, 1945.

Enc. (1)



U.N.R.R.A.

G.S. SHAEF. (Main)

14th February 1945.

RECEIVED

21 FEB 1945

U.N.R.R.A. (REG.)

INDEXED

To: T.T. Scott Esq. U.N.R.R.A. Displaced Persons' Section.

From: A.M. Newbold.

Repatriation: Organised Movement.

RAIL.

The planning which was done by us in London seems in the main to fall into line with the programme here. In fact, maps are now in preparation, based on our work of routing and mileage for rail traffic ~~ex~~ Germany to the three Western United Nations in Europe.

It is anticipated trains would take between 800-1,000 DPs and would be composed of any rolling stock available - either passenger coaches or box waggons. Every effort will be made, however, to provide passenger coaches for children, their mothers, expectant mothers and aged and crippled DPs.

The trains will run in charge of a military detachment and 1 doctor, 2 nurses or more and 2 welfare workers. Use will be made of DPs as Chief Train Leader and Assistant Train Leaders, the latter being placed in charge of each vehicle. Their various duties will be explained to them in advance.

Normally, the repatriation trains will incorporate:

1 Supply van for rations to be distributed en route;

1 Baggage van for DPs., surplus belongings;

1 Kitchen car, if available;

Passenger coaches for Personnel, and for female & infant DPs.;

Passenger coaches or box waggons for ordinary DPs.

● Food to be distributed, through the Assistant Train Leaders, to DPs., every 24 hours and hot milk, etc. to be supplied twice daily to children, women and aged DPs.

SEA. SHAEF. - as U.N.R.R.A. - is extremely anxious to obtain shipping for repatriation purposes and every effort will be made to attain this end.

ROAD. Road convoys are by no means eliminated and, if not used for complete repatriation journeys, would, when available, be utilised for collecting DPs. & feeding railheads.

Considerable planning is now being done in regard to organisation of repatriation on foot of duly controlled parties of nationals of Western United Nation Countries. The present planning envisages the provision of Staging Camps along the secondary highways where it will be possible to rest, feed and provide first-aid treatment. It is suggested hot meals be supplied at the beginning and end of each day's organised trek and a packed meal for consumption en route.

CANALS/RIVERS No definite arrangements have been made, but enquiries as to possibilities have been instituted.

AIR. Enquiries have been instituted and possibilities for certain categories of DPs are not entirely eliminated.

No information re U.S.S.R. intentions concerning repatriation by various means of transport, is available.

Am. Newbold

C O P Y.

U.N.R.R.A.,

G-5, SHAEF (Main).

14th February, 1945.

TO: T.T. Scott, Esq., UNRRA, Displaced Persons
Division.
FROM: A.M. Newbold

REPATRIATION: ORGANISED MOVEMENT

RAIL: The planning which was done by us in London seems in the main to fall into line with the programme here. In fact, maps are now in preparation, based on our work of routing and mileage for rail traffic ex Germany to the three Western United Nations in Europe.

It is anticipated trains would take between 800 and 1,000 D.P.'s and would be composed of any rolling stock available - either passenger coaches or box waggons. Every effort will be made, however, to provide passenger coaches for children, their mothers, expectant mothers and aged and crippled D.P.'s. The trains will run in charge of a military detachment and one doctor, two nurses or more and two welfare workers. Use will be made of D.P.'s as Chief Train Leader and Assistant Train Leaders, the latter being placed in charge of each vehicle. Their various duties will be explained to them in advance.

Normally, the repatriation trains will incorporate:

- 1 Supply van for rations to be distributed en route;
- 1 Baggage van for D.P.'s surplus belongings;
- 1 Kitchen car, if available;
- Passenger coaches for personnel, and for female and infant D.P.'s;
- Passenger coaches or box waggons for ordinary D.P.'s.

Food to be distributed, through the Assistant Train Leaders, to D.P.'s every 24 hours and hot milk, etc. to be supplied twice daily to children, women and aged D.P.'s.

SEA: SHAEF - as UNRRA - is extremely anxious to obtain shipping for repatriation purposes and every effort will be made to attain this end.

ROAD: Road convoys are by no means eliminated and, if not used for complete repatriation journeys would, when available, be utilised for collecting D.P.'s and feeding railheads.

Considerable planning is now being done in regard to organization of repatriation on foot of duly controlled parties of nationals of Western United Nations countries. The present planning envisages the provision of Staging Camps along the secondary highways when it will be possible to rest, food and provide first-aid treatment. It is suggested hot meals be supplied at the beginning and end of each day's organised trek and a packed meal for consumption en route.

CANALS: No definite arrangements have been made but enquiries as to RIVERS possibilities have been instituted.

AIR: Enquiries have been instituted and possibilities for certain categories of D.P.'s are not entirely eliminated.

No information re U.S.S.R. intentions concerning repatriation by various means of transport, is available.

Signed: A.M. NEWBOLD.

Action Copy to: Miss Bond for Mr. Scott
Circulated to : Mr. Myer Cohen.
Sir G. Reid.
Mr. Berger.
Mr. Herbert.
Dr. Cahn Debre.
Copied to : Dr. Ianrod.

From: F.C. Kettle Paris.

To: Mr. T.T. Scott. E.R.O.

I am enclosing a brief report from Mr. A.M. Newbold, on his work with the Displaced Persons Branch of SHAEF Main. This, I understand, is being sent at the request of your Division.

February 15, 1945.
Encl. 1.

UNRRA.
G.5. SHAEF (Main)
14th February, 1945.

To: T.T. Scott Esq., UNRRA Displaced Persons Section.
From: A.M. Newbold.
Subject: Repatriation. Organised Movement.

RAIL. The planning which was done by us in London seems in the main to fall into line with the programme here. In fact, the maps are now in preparation, based on our work of routing and mileage for rail traffic ex Germany to the three Western United Nations in Europe.

It is anticipated trains would take between 800 -1,00 DP's, and would be composed of any rolling stock available - either passenger coaches or box waggons. Every effort will be made, however, to provide passenger coaches for children, their mothers, expectant mothers and aged and crippled DP's.

The trains will run in charge of a military detachment and 1 doctor, 2 nurses or more and 2 welfare workers. Use will be made of DP's as Chief Train Leader and Assistant Train Leaders, the latter being placed in charge of each vehicle. Their various duties will be explained to them in advance.

Normally, the repatriation trains will incorporate:

- 1 Supply van for rations to be distributed en route;
- 1 Baggage van for DP's, surplus belongings;
- 1 Kitchen car, if available.
- Passenger coaches for Personnel, and for female and infant DP's.
- Passenger coaches or box waggons for ordinary DP's.

Food to be distributed through the Assistant Train Leaders, to DP's, every 24 hours and hot milk etc., to be supplied twice daily to children and aged DP's.

SEA. SHAEF - as UNRRA - is extremely anxious to obtain shipping for repatriation purpose and every effort will be made to attain this end.

ROAD. Road convoys are by no means eliminated and if not used for complete repatriation journeys, would, when available, be utilised for collecting DP's and feeding railheads. Considerable planning is now being done in regard to organisation of repatriation on foot of duly controlled parties of nationals of Western United Nations Countries. The present planning envisages the provision of Staging Camps along the secondary highways where it will be possible to rest, feed and provide first-aid treatment. It is suggested hot meals be supplied at the beginning and end of each day's organised trek and a packed meal for consumption en route.

CANALS/RIVERS. No definite arrangements have been made but enquiries as to possibilities have been instituted.

AIR. Enquiries have been instituted and possibilities for certain categories of DP's are not entirely eliminated.

No information re U.S.S.R. intentions concerning repatriation by various means of transport, is available.

(Sgd) A.M. Newbold.

INDEXED

10/2/45

Displaced Persons Division,
Repatriation Section,
UNRRA,
E.R.O.,
London.

CONFIDENTIAL

Please find enclosed herewith,
copy of routings of Displaced
Persons' convoys, for your com-
ment and criticism.

Subsequent tables covering the
whole of Germany will be forward-
ed to you immediately on comple-
tion.

W. J. M. J. M.

HEAD OF REPATRIATION SECTION.

10th February, 1945.
1 Enclosure

UNc 588

UNRRA,
E.R.O.,
Displaced Persons Division
Repatriation Section.

TRANSPORT OF DISPLACED PERSONS

ROUTING OF CONVOYS

The accompanying tables have been compiled for the purpose of establishing some basis for the organisation of the transport of Displaced Persons from Germany.

It is quite obvious that with the exception of a small proportion located in the maritime area, to be repatriated by sea, the most practical and economical method for the transfer of these displaced persons will be by rail, although road transport may be considered for some cases.

Taking into consideration the various operating difficulties the railways will encounter, such as demolition of bridges, viaducts and tunnels, the shortage of rolling stock and the question of traffic priority, we have endeavoured to establish a plan which although remaining the basis of the scheme, will be sufficiently flexible to meet most of the contingencies that probably will arise.

With this end in view, it was considered that 30 Kms. per hour was a fair speed to expect. Also it was recommended that these convoys should be stopped every 8 hours (or 240 Kms.) for the purpose of feeding the displaced persons, giving medical attention where necessary, etc.

Taking the assumed location, from information at hand, of the displaced persons as starting points, alternative direct routes have been worked out to Reception Centres according to nationalities. Should necessity compel the use of freight stock, additional stops have been calculated at intervals of about 4 hours (or 120 Kms.) for sanitary purposes only.

Stations shown on the tables between starting points and Reception Centre give the routes, the Transit Centres and the subsidiary stopping places, allowing at the same time a margin for local diversion.

It must be pointed out that although these Transit Centres have been kept to a minimum, in cases where convoys are diverted from the direct route, by the railway operators, they will automatically fall into line with an adjoining route and can avail themselves of the latter's Transit Centres.

The larger stations and junctions have been chosen for these centres, as offering better siding facilities, which we are of course unable to estimate at present.

This plan which can also be used to a great extent for road transport, offers the greatest possible flexibility. Intervals between stopping points may be increased or decreased by half, the difficulty of diversion of traffic solves itself, direct and alternative routes according to possibilities of Reception Centres are available and a fair estimate of the Transit Centres required can be obtained.

Areas 1 and 10 are attached; other areas will follow immediately on completion.

Routing from Departure Centre to Reception Centre is indicated from point to point in kilometres shown under the appropriate station.

Alternatively, the figures under the respective station, calculated at intervals of approximately 8 hours (30 Kms. per Hour = 240 Kms.) indicate the stops where victualing, sanitary medical and welfare service have to be provided.

Figures in brackets indicate distances and stations at 4 hourly intervals from point to point where sanitary arrangements are to be made if freight rolling stock is used for the transport of displaced persons.

KEY

BEL.....	Belgian
CZE.....	Czechoslovak
DAN.....	Danish
DUT.....	Dutch
FR.....	French
NOR.....	Norwegian
POL.....	Polish
RUS.....	U.R.S.S.
Y.S.....	Yugoslav

AREA NO. 1

	FROM HAMBURG								FROM HANOVER		EMDEN AND WILHELM
	CZE KIMS	CZE KIMS	CZE KIMS	POL/ RUS KIMS	POL/ RUS KIMS	Y.S. KIMS	Y.S. KIMS	POL/ RUS KIMS	POL/ RUS KIMS	POL/ RUS KIMS	
WITTENBERGE	(126)	(126)		(126)	(126)						
BREMEN										(124)	
VELZEN			(91)			(125)	(125)			249	
STENDAL								(112)	(112)		
MAGDEBURG			257			257	257				
BERLIN	286	286		286	286			263	263	(102)	
REPPEN				(106)				(106)		208	
LEIPZIG			(123)			(123)	(123)				
DRESDEN			239			239	239				
SOMMERFELD	(168)				(168)				(168)		
LIEGNITZ	275				275				275		
OPPEIN	(146)				(146)				(146)		
COTTBUS		(114)									
MORAVSKA- OSTRAVA CZECH REC. CENTRE	253										
ZILINA CZECH REC. CENTRE	102										
CESKA-LIPA CZECH REC. CENTRE		298									
OSTI N. LABEM CZECH REC. CENTRE			89								
POZNAN POLISH/URSS TRANSIT				262				262		156	
KRAKOW POLISH/URSS TRANSIT					330				330		
PRAHA						(197)	(197)				
TABOR						302	302				
GOPFRITZ						(124)	(124)				
WIEN						246	246				
MURZZSCHLAG						(155)					
RAAB							(129)				
BUDAPEST							280				
KISKOROS							(108)				
MARIBOR YOU-SLAV REC. CENTRE						299					
SUBOTICA YOU-SLAV REC. CENTRE							199				

AREA NO. 1 (CONT.)

	FROM BREMEN OR WESERMUNDE						
	CZE KIMS	CZE KIMS	CZE KIMS	POL/ RUS KIMS	POL/ RUS KIMS	Y.S. KIMS	Y.S. KIMS
WITTENBERGE							
BREMEN							
VEIZEN	(126)	(126)	(126)	(126)	(126)	(126)	(126)
STENDAL							
MAGDEBURG			291			291	291
BERLIN	327	327		327	327		
REPPEN				(106)			
LEIPZIG			(123)			(123)	(123)
DESDEN			239			239	239
EMMERFELD	(168)				(168)		
LIEGNITZ	275				275		
OPPEIN	(146)				(146)		
COTTBUS		(114)					
RATIBOR	220						
MORAVSKA- OSTRAVA CZECH REC. CENTRE	253						
ZILINA CZECH REC. CENTRE	127						
OSKA-LIPA CZECH REC. CENTRE		298					
OSTI N. LABEM CZECH REC. CENTRE			89				
POZNAN POLISH/URSS TRANSIT				262			
KRAKOW POLISH/URSS TRANSIT					330		
PRAHA						(197)	(197)
TABOR						302	302
GOPFRITZ						(124)	(124)
WIEN						246	246
MURZZSCHLAG						(155)	
RAAB							(129)
BUDAPEST							280
KISKOROS							(108)
MARIBOR YOU-SLAV REC. CENTRE						299	
SUBOTICA YOU-SLAV REC. CENTRE							199

AREA NO.1 (CONT.)

	HAMBOURG				BREMEN			HANOVER		WILH- ELM- SHAF- EN	EMDEN		BREMENHAVEN WESEBUNDE
	FR.	FR.	BEL.	DUT.	FR.	BEL.	DUT*	FR.	BEL.	FR.	FR.	BEL.	FR.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
BREMEN	(119)		(115)	(115)						(96)			
OSNABRUCK	238		238	238	(123)	(123)	(123)			229			(188)
HAMM								(176)	(176)				
MUNSTER											(178)	(178)	
DUISBURG	(150)		(150)		273	273		260	260	(150)	307	307	338
HANOVER		185											
KASSEL		(175)											
GIESSEN		309											
KOBLENZ		(116)											
TRIER		228											
LIEGE													
BELGIAN													
REC. CENTRE	320		320		(170)	170		(170)	170	320	(170)	170	(170)
MEZIERES													
FRENCH													
REC. CENTRE	160				330			330		160	330		330
VALENCIENNES													
FRENCH													
REC. CENTRE	175				345			345		175	345		345
METZ													
FRENCH													
REC. CENTRE		101											
OLDENZAAL													
DUTCH													
REC. CENTRE				84			207						

AREA NO.10

	DEPARTURE CENTRES														
	ASCHER- LIEBEN		BRAUN- SCH- WEIG	BERNBURG			BIEDERITZ			BITTER- FELD		DESSAU			
	FR. KIMS	FR. KIMS		FR. KIMS	FR. KIMS	DUT. KIMS	FR/ BEL KIMS	FR. KIMS	FR. KIMS	FR. KIMS	FR. KIMS	FR. KIMS	FR. KIMS	BEL. KIMS	DUT. KIMS
ERFURT	(167)			(191)				(203)		(139)		(162)			
BEBRA	268			291				304		240		264			
FRANKFURT	(166)			(166)				(166)		(166)		(166)			
NORDHAUSEN		(156)			(180)				192		(128)		(151)		
KASSEL		275			299				(119)		247		270		
NIESSEN		(124)			(124)				243		(124)		(124)		
ROBLENZ		240			240				(116)		240		240		
TRIER		(112)			(112)				228		(112)		(112)		
MINDEN			(128)												
BRAUNSCHWEIG						(135)								(145)	(145)
HAMM			236											321	
AACHEN			(145)											(145)	
HILDERSHEM							(169)							(145)	
LOHNE						281	269								291
DUISBURG							175								
LIEGE															
BELGIAN															
REC. CENTRE			254				345							210	
MEZIERES															
FRENCH															
REC. CENTRE			160				160								
VALENCIENNES															
FRENCH															
REC. CENTRE			175				175								
METZ															
FRENCH															
REC. CENTRE	292	203		292	203			292	91	292	203	292	203		
SARREBOURG															
FRENCH															
REC. CENTRE	336	247		336	247			336	135	336	247	336	247		
OLDENZAAL															
DUTCH															
REC. CENTRE						130									130

AREA NO.10 (CONT.)

	EISTFELD		FALLERS- LEBEN		HALBER- STADT		HALLE		HANN- OVER	HARZ- BURG	HILD- ER- SHEIM	JENA		KAISERODA
	FR.	DUT.	FR/ BEL.	DUT.	FR/ BEL.	DUT.	BEL.	DUT.	FR/ BEL.	FR/ BEL.	FR/ BEL.	FR.	DUT.	BEL.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
WURZBURG	(152)													
HEIDELBERG	311													
SAARBRUCKEN	(151)													
NORDHAUSEN							(100)							
KASSEL		201					217					(194)	211	
SCHWERTE		(182)					(118)					383	(118)	
MINDEN			(134)								(106)			
HAMM			246						(176)	(162)	204			
AACHEN			(145)						321		(145)			
HILDESHEIM					(103)	(103)								
BRAUNSCHWEIG								(170)						
LOHNE				(138)	203	203		316						
DUISBURG					(175)					246				
DUSSELDORF							256							256
BEBRA												(146)		
FRANKFURT/M												258		
HOMBURGH												156		
LIEGE														
BELGIAN														
REC. CENTRE			254		345		154		170	170	254			154
MEZIERES														
FRENCH														
REC. CENTRE			160		160				330	330	160			
VALENCIENNES														
FRENCH														
REC. CENTRE			175		175				345	345	175			
METZ														
FRENCH														
REC. CENTRE	230											292		
SARREBOURG														
FRENCH														
REC. CENTRE	273											336		
OLDENZAAL														
DUTCH														
REC. CENTRE			268		130		130							
ZEVENAAR														
DUTCH														
REC. CENTRE		308											126	

	KOTHEM				LANG- EL- SNEIM	LEH- RTE	MAGDEBURG				ORCHES- LEBEN	OSMA- BRUCK	SALZGITTER	
	FR. KIMS	FR. KIMS	BEL. KIMS	DUT. KIMS	FR/ BEL. KIMS	FR/ BEL. KIMS	FR. KIMS	FR. KIMS	FR/ BEL. KIMS	FR/ BEL. KIMS	DUT. KIMS	BEL. KIMS	FR/ BEL. KIMS	DUT. KIMS
ERFURT	(142)						(195)							
BEBRA	243						296							
FRANKFURT/M	(166)						(166)							
NORDHAUSEN		(132)						(184)						
KASSEL		250						303						
GLIESSEN		(124)						(124)						
KOBLENZ		240						240						
TRIER		(112)						(112)						
RAUNSCHWEIG			(135)	(135)										
MINDEN						(134)								
HAMM			311		(150)	246							(162)	
AACHEN			(145)			(145)								
HILDESHEIM								(16)	(141)	(141)				
LOHNE				281				261	241	241				(184)
DUISBURG					234			(175)	(175)			(150)	246	
LIEGE														
BELGIAN REC. CENTRE			210		170	254			345	345		320	170	
MEZIERES FRENCH REC. CENTRE					330	160			160	160			330	
VALENCIENNES FRENCH REC. CENTRE					345	175			175	175			345	
METZ FRENCH REC. CENTRE	292	203					292	203						
SARREBOURG FRENCH REC. CENTRE	336	247					336	247						
OLDENZAAL DUTCH REC. CENTRE			130								130			314

AREA NO.10 (CONT.)

	SCHONEBECK			SOMMERBERG	STASSFURT			SUHL	THALE		USLAR	NERNIGER-ROD	WITTENBERG	
	FR.	FR.	DUT.	FR.	FR.	FR.	DUT.	FR.	FR/BEL.	DUT.	FR/BEL.	FR/BEL.	FR.	FR.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
ERFURT	(178)				(185)								(176)	
BIEBRA	279				286								278	
FRANKFURT/M	(166)				(166)								(166)	
NORDHAUSEN		(167)				(174)								(165)
KASSEL		286				293								284
GIESSEN		(124)				(124)								(124)
KOBLENZ		240				240								240
TRIER		(112)				(112)								(112)
HANNOVER			(163)											
OSNABRUCK			294											
WURZBURG				(152)				(137)						
HEIDELBERG				311				296						
SAARBRUCKEN				(151)				(151)						
BRUNSWIG							(122)							
HILDERSHEIM									(131)	(131)				
LOHNE							268		231	231				
HAMM											(162)	(188)		
DUISBURG									(175)		246	272		
LIEGE														
BELGIAN														
REC. CENTRE									345		170	170		
MEZIERES														
FRENCH														
REC. CENTRE									160		330	330		
VALENCIENNES														
FRENCH														
REC. CENTRE									175		345	345		
METZ														
FRENCH														
REC. CENTRE	292	203		230	292	203		230					292	203
SARREBOURG														
FRENCH														
REC. CENTRE	336	247		273	336	247		273					336	247
OLDENZAAL														
DUTCH														
REC. CENTRE			124				130			130				

	BERNBURG			BITTERFELD			BRAUN-SCHWEIG		DESSAU			FALLERSLEBEN		
	CZE.	Y.S.	Y.S.	CZE.	Y.S.	Y.S.	Y.S.	Y.S.	CZE.	Y.S.	Y.S.	CZE.	Y.S.	Y.S.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
HALLE							(173)	(173)						
LEIPZIG	(94)	(94)	(94)									202	202	202
DRESDEN	(214)	214	214	(153)	(153)	(153)	330	330	(180)	(180)	(180)	(120)		
BODENBACH										240	240		(180)	(180)
PRAHA		(197)	(197)		350	350	(197)	(197)		(137)	(137)		317	317
TABOR		302	302		(105)	(105)	302	302		242	242		(105)	(105)
GOPFRITZ		(124)	(124)		229	229	(124)	(124)		(124)	(124)		229	229
WIEN		246	246		(122)	(122)	246	246		246	246		(122)	(122)
MURZZOSCHAG		(155)			277			(155)		155			277	
PAAB			(129)			251	(129)				(129)			251
PEST			280			(151)	280				280			(151)
KISKOROS			(108)			259	(108)				(108)			259
OSTI N. LABEM CZECH REC. CENTRE	299			237					264			204		
CESKA LIPA CZECH REC. CENTRE	304			242					299			209		
MARIBOR YOU-SLAV REC. CENTRE		299			144			299		299			144	
SUBOTICA YOU-SLAV REC. CENTRE			199			91	199				199			91

AREA NO.10 (CONT.)

	JENA		KOTH- EN	MAGDEBURG			SALZGITTER			STASSFURT			SUHL	WERNI- GEROSE
	Y.S.	Y.S.	CZE.	CZE.	Y.S.	Y.S.	CZE.	Y.S.	Y.S.	CZE.	Y.S.	Y.S.	CZE.	CZE.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
DESSAU							(157)	(157)	(157)					
HALLE													(173)	
LEIPZIG	(119)	(119)		(120)	(120)	(120)				(112)	(112)	(112)	330	(112)
DRESDEN	240	240	(193)	240	240	240	337	337	337	232	232	232		232
BODENBACH														
PRAHA	(197)	(197)			(197)	(197)		(197)	(197)		(197)	(197)		
TABOR	302	302			302	302		302	302		302	302		
GOPFRITZ	(124)	(124)			(124)	(124)		(124)	(124)		(124)	(124)		
WIEN	245	246			246	246		246	246		246	246		
MURZZOSCHLAG	(155)				(155)	(155)		(155)						
RAAB		(129)							(129)		(129)	(129)		
BUDAPEST		280							280		280	280		
KISKOROS		(108)							(108)		(108)	(108)		
OSTI N. LABEM CZECH REC. CENTRE			277	84			84			84			84	84
CESKA LIPA CZECH REC. CENTRE			282	89			89			89				
MARIBOR YOU-SLAV REC. CENTRE	299				299			299			299		89	89
SUBOTICA YOU-SLAV REC. CENTRE		199				199			199			199		

AREA NO.10 (CONT.)

	ASCHER- LEBEN		BIEDERITZ		BITTER- FELD		BRAUN- SCHWEIG		DESSAU		FALLERS- LEBEN		HAIBERSTADT	
	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS
WITTENBERG	(147)	(147)												
MAGDEBURG							(87)	(87)					(60)	(60)
BERLIN	241	241	(134)	(134)	(131)	(131)	228	228	(130)	(130)	(174)	(174)	200	200
REPPEN	(106)		240		237	(106)	(106)		236		280		(106)	
SCHMERFELD		(168)		302		299		(168)		298		342		(168)
LIEGNITZ		275		(107)		(107)		275		(107)		(107)		275
OPPELN		(146)		253		253		(146)		253		253		(146)
POZNAN POLISH/URSS TRANSIT	252		156		156		262		156		156		262	
KRAKOW POLISH/URSS TRANSIT		330		194		194		330		194		194		330

	HALLE		HANNOVER		JENA		KOTHE		MAGDEBURG		NORD- HAUSEN		ORCHESLEBEN	
	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS
STENDAL			(150)	(150)										
BITTERFELD					(112)	(112)								
GUTTRGLUCK											(127)	(127)		
BERLIN	(161)	(161)	244	244	243	243	(135)	(135)	(141)	(141)	241	241	(179)	(179)
REPPEN	267		(106)		(106)		241		247		(106)		285	
SCHMERFELD		329		(168)		(168)		303		309		(168)		347
LIEGNITZ		(107)		275		275		(107)		(107)		275		(107)
OPPELN		253		(146)		(146)		253		253		(146)		253
POZNAN POLISH/URSS TRANSIT	156		262		262		156		156		262		156	
KRAKOW POLISH/URSS TRANSIT		194		330		330		194		194		330		194

	OSNAHRUCK		SALZ- GITTER		SONNERBERG		STASSFURT		SUHL		WERNI- GERODE		WITTENBURG	
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS
HANNOVER	(149)	(149)												
STENDAL	299	299												
MAGDEBURG			(149)	(149)							(91)	(91)		
ERFURT					(161)	(161)								
HALLE					280	280			(173)	(173)				
BERLIN	(94)	(94)	228	228	(161)	(161)	(178)	(178)	334	334	232	232	(94)	(94)
REPPEN	200		(106)		267		284		(106)		(106)		200	
SOMMERFELD		262		(168)		329		346		(168)		(168)		262
LIEGNITZ		(107)		275		(107)		(107)		275		275		(107)
OPPELN		253		(146)		253		253		(146)		(146)		253
POZNAN														
POLISH/URSS TRANSIT	156		262		156		156		262		262		156	
KRAKOW														
POLISH/URSS TRANSIT		194		330		194		194		330		330		194

	BRAUNSCHWEIG	BITTERFELD	MAGDEBURG	SALZGITTER
	NOR.	DAN.	DAN.	DAN.
	KLMS	KLMS	KLMS	KLMS
HELZEN	(124)		(167)	(162)
STENDAL		(146)		
HAMBURG	204	334	247	242
ELMSHORN		(157)	(157)	(157)
KIEL				
NORWEGIAN TRANSIT	106			
FREDERICIA DANISH REC. CENTRE		304	304	304

Displaced Persons Division,
Repatriation Section,
UNRRA.
E.R.O.,
London.

CONFIDENTIAL

Further to my communication of the 10th
February, enclosing copies of Displaced
persons' convoys, I enclose herewith
the completed table for Areas 9 & 11.

W. Hargreaves

HEAD OF REPATRIATION SECTION

19th February, 1945.
1 Enclosure.

U.N.c. 603

	AARNSBERG		ASCHAFFENBURG	AUGSBURG			BAIERBRUNN		BEUERBERG		INGOLSTADT				
	BEL.	BEL.	FR.	BEL.	BEL.	DUT.	FR.	FR.	FR.	FR.	FR.	FR.	BEL.	BEL.	DUT.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
STEINACH	(136)	(136)		(159)	(159)	(159)							(138)	(138)	(138)
ASCH															
AFFENBURG	282	282		305	305	305							284	284	284
AUGSBURG									(121)	(121)					
BINGERBRUCK		(107)	(107)		(107)									(107)	
UIM							(160)	(160)		207	(152)	(152)			
MUHLACKER								300		(140)		292			
SAARBRUCKEN			250					(151)		291		(151)			
RUDESHEIM	(117)			(117)		(117)							(117)		(117)
KOBLENZ															
KOIN	272	261		272	261	272							272	261	272
IMMINDINGEN							304		265		296				
METZ															
FRENCH															
REC. CENTRE			89					230		79		230			
SAAREBOURG															
FRENCH															
REC. CENTRE			127					170		310		170			
MULHOUSE															
FRENCH															
REC. CENTRE							147		147		147				
LIEGE															
BELGIAN															
REC. CENTRE	136	136		136	136								136	136	
ZEVENAAR															
DUTCH															
REC. CENTRE						145									145
NIJMEGEN															
DUTCH															
REC. CENTRE						147									147

AREA NO.9 (CONT.)

	MUNCHEN					NURNBERG				ALGS- BURG	MUN- CHEN	NURN- BERG
	FR.	FR.	BEL.	BEL.	DUT.	FR.	FR.	BEL.	BEL.	Y.S.	Y.S.	Y.S.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
HESSENTHAL						(108)	(108)					
STUTTGART						198						
KARLSRUHE							250					
ULM	(147)	(147)										
IMMINDINGEN	291					(166)						
MULHACKER		297										
SAARBRUCKEN		(151)										
TREUCHT- LINGEN			(137)	(137)	(137)							
WURZBURG			277	277	277			(102)	(102)			
FRANKFURT/M			(135)	(135)	(135)			238	238			
NIEDERLHAN- STEIN			260		260			(125)				
KOBLENZ				265					(130)			
KOLN			(100)	(95)	(100)			225	225			
INGOLSTADT												117
ROSENHEIM										(124)		
SALZBURG										214	(153)	234
BADGASTEIN										(100)	253	100
VILLACH										208	108	208
METZ FRENCH REC. CENTRE		230					202					
SARREBOURG FRENCH REC. CENTRE		170					127					
MULHOUSE FRENCH REC. CENTRE	117					343						
LIEGE BELGIAN REC. CENTRE			236	231				136	136			
ZEVINAAR DUTCH REC. CENTRE					245							
NIJMEGEN DUTCH REC. CENTRE					247							
MARIBOR YOU-SLAV REC. CENTRE										167	275	167
LUBLJANA YOU-SLAV REC. CENTRE										109	217	109

	ASCHAFFEN- BERG		AUGSBURG		LAUPHEIM		MÜNCHEN		ZAHNRADER- FABRIK		AUGS- BURG	HEUER- BERG	MÜN- CHEN
	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	POL/ RUS. KLMS	CZE. KLMS	CZE. KLMS	CZE. KLMS
BAD KISSINGEN	(108)												
ERFURT	251												
LEIPZIG	(117)												
ULM									(104)	(104)			
AUGSBURG					(108)	(108)							
MÜNCHEN									251	251			
LANDSHUT			(131)		239						(131)	(100)	
REGENSBURG							(138)		(138)				(138)
BRUNNEN			313		(182)		257		257				
REICHENBACH			(134)		316		(134)		(134)				
DRESDEN			285		(151)		285		285				
COTTBUS	236		(119)		260		(119)		(119)				
SCHWEINFURT		(102)											
HOF		284											
CHEMNITZ		(145)											
BAUTZEN		287											
BUNZLAU		(100)											
BRESLAU		211											
HEYDEBRECK		(123)											
ZBASZYN	(139)		258		(139)		258		258				
ROSENHEIM				(124)		232							
SALZBURG				214		(90)		(153)		(153)			
LINZ				(125)		215		278		278			
WIEN				314		(189)		(189)		(189)			
BRUNNEN				(80)		260		260		260			
PREROV				180		(100)		(100)		(100)			
ZEBRZYDOWICE				(113)		213		213		213			
SCHWANDORF											243	205	
FURTH													248
POZNAN													
POL/URSS	214		75		214		75		75				
TRANSIT													
KRAKOW													
POL/URSS		265		288		175		175		175			
TRANSIT													
PLZEN													
CZECH											148	148	81
REC. CENTRE													

AREA NO. 11

	CHEMNITZ			DRESDEN				ELSTA WERDA	FRIE- TAL	GROE- DITZ	LEIPZIG				
	FR.	FR.	BEL.	FR.	FR.	BEL.	DUT.	BEL.	BEL.	BEL.	FR.	FR.	FR.	BEL.	DUT.
	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS	KLMS
REICHENBACH				(151)	(151)										
HOF	(145)	(145)		225	225						(161)				
BAYREUTH	218	218									234				
NURNBERG	(93)	(93)		(166)	(166)						(93)				
HESSENTAAL	201	201		274	274						201				
KARLSRUHE	(142)			(142)											
STUTTGART		(90)			(90)						(90)				
IMMENDINGEN		256			256						256				
HALLE			(117)					(128)		(118)					
LEIPZIG					(120)	(120)			(127)						
NORDHAUSEN			214			254		225	261	215			(134)	(134)	
KASSELL			(118)			(118)		(118)	(118)	(118)			254	254	
SCHWERTE			300			300		300	300	300				(182)	
AACHEN			(156)			(156)		(156)	(156)	(156)				338	
MAGDEBURG							243								(123)
HANNOVER							(153)								276
OSNABRUCK							284								(131)
ERFURT												(97)			
BEBRA												198			
FRANKFURT/M												(166)			
HOMBURGH												302			
GLESEN													(124)		
KOBLENZ													240		
TRIER													(112)		
LIEGE															
BELGIAN REC. CENTRE			225			225		225	225	225				65	
OLDENZAAL DUTCH REC. CENTRE							124								255
METZ FRENCH REC. CENTRE	226			226								136	203		
SARREBOURG FRENCH REC. CENTRE	269			269								180	247		
MULHOUSE FRENCH REC. CENTRE		147			147						147				

AREA NO. 11 (CONT.)

	MOST			MYLAU		PIRNA	PLAUEN		USTI N. L		ZIVICKAU WERDAU		
	FR.	FR.	BEL.	FR.	FR.	BEL.	FR.	FR.	FR.	FR.	FR.	FR.	BEL.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
CHEB HOF	(135)	(135)							(181)	(181)			
BAYREUTH				(147)	(147)		(112)	(122)			(170)	(170)	
NURNBERG	286	286		240	240		205	205	332	332	263	263	
HESENTHAL	(108)	(108)		(108)	(108)		(108)	(108)	(108)	(108)	(108)	(108)	
KARLSRUHE	250			250			250		250		250		
STUTTGART		197			197			197		197		197	
IMMENDINGEN		(148)			(148)			(148)		(148)		(148)	
DRESDEN			(112)										
LEIPZIG			232			137							
HALLE													(127)
NORDHAUSEN			(134)			271							224
KASSEL			254			(118)							(118)
SCHWERTE			(182)			300							300
AACHEN			338			156							(156)
LIEGE BELGIAN REC. CENTRE			(65)			225							225
METZ FRENCH REC. CENTRE	202			202			202		202		202		
SARREBOURG FRENCH REC. CENTRE	127			127			127		127		127		
MULHOUSE FRENCH REC. CENTRE		295			295			295		295		295	

AREA NO. 11 (CONT.)

	DRESDEN		LEIPZIG		MYLAU	PLAU- EN	TEPLICE SANOUE		USTI N. L.		ZWICKAU
	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS	POL/ RUS. KIMS
PRAHA							(130)		(109)		
HRADEC)											
KRALOVE)							245		224		
HANUSOVICE							(114)		(114)		
SVINOV)											
VITROVICE)							268		268		
ZABKOVICE							(139)		(139)		
DRESDEN				(120)				(110)			(128)
FREIBERG					(120)	(136)					
BAUTZEN					220	236				(145)	
BUNZLAW		(156)		276	(100)	(100)		266		245	284
BRESLAU		266		(110)	211	211		(110)		(110)	(110)
COTTBUS	(119)		(149)								
HEYDEBRECK		(123)		233	(123)	(123)		233		233	233
ZBASZYN	258		288								
POZNAN											
POLISH/URSS											
TRANSIT	75		75								
KRAKOW											
POLISH/URSS											
TRANSIT		265		142	265	265	250	142	250	142	142

AREA NO. 11 (CONT.)

	DRESDEN		LEIPZIG		CHEMNITZ		LEIPZIG		PLAUEN	
	CZE.	CZE.	CZE.	CZE.	Y.S.	Y.S.	Y.S.	Y.S.	Y.S.	Y.S.
	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS	KIMS
DRESDEN			(120)	(120)			(120)	(120)	(177)	(177)
BUNZLAU		(156)		276						
BRISTAU		266		(110)						
REYDEBRECK		(123)		233						
BOLDENBACH					(140)	(140)			237	237
PRAHA					277	277	317	317	(137)	(137)
TABOR					(105)	(105)	(105)	(105)	242	242
GOPFRITZ					299	229	229	229	(124)	(124)
WIEN					(122)	(122)	(122)	(122)	246	246
NURZZOSCHLAG					277		277		(155)	
RAAB						251		251		(129)
BUDAPEST						(151)		(151)		280
KISKOROS						259		259		(108)
USTI N. L.										
CZECH										
REC. CENTRE	89		209							
CESKALIPA										
CZECH										
REC. CENTRE	90		229							
MORAYSKA										
OSTRAVA										
CZECH										
REC. CENTRE		209		86						
ZILINA										
CZECH										
REC. CENTRE		282		159						
MARIBOR										
YOU. SLAV										
REC. CENTRE					144		144		299	
SUBOTICA										
YOU. SLAV										
REC. CENTRE						91		91		199

Distribution List.

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LIAISON H.Q. (YUGOSLAVIA) C.M.F.

NUMBER OF UNITED NATIONS AND DANISH DISPLACED PERSONS WHO WILL: (a) TREK HOME UNCHECKED, (b) WILL NEED INTERNATIONAL TRANSPORT, ALSO QUANTITIES OF ROLLING STOCK NEEDED FOR THIS TRANSPORT.

From	To	I Number of D.P.s who will trek home unchecked	II Number of D.P.s going home by sea	III Number of D.P.s going home by train	IV Number of daily trains 1 per 100,000 D.P.s	V Ever all turn round hours	VI Number of sets required ϕ	VII Number of passengers per set	VIII Number of D.P.s transported daily (Average for whole repatriation period)	IX Number of D.P.s leaving Germany during the first repatri- ation period (33 days)	X Number of D.P.s leaving Germany during the second repatri- ation period (33-66 days)	XI Number of D.P.s leaving Germany during the third repatri- ation period (66-100 days)	XII Number of D.P.s left in Germany at the end of the first re- patriation period (33 days)	Number of D.P.s left in Germany at the end of the second re- patriation period (66 days)
Germany	Poland	380,000	210,000	1,860,000	18½(21)	72	54 (64)	1,000	18,500(21,000)	By rail*	By rail	By rail		
Germany	U.S.S.R.	54,000	357,000	1,440,000	14½(18)	96	58 (73)	1,000	14,500(18,000)	1,575,000	2200	2,500,000		
Germany	France	140,000	90,000	1,430,000	14 (15)	60	35 (37)	1,000	14,000(15,000)	By sea*	By sea	By sea	5,300,000	2,800,000
Germany	Belgium	85,000	28,000	404,000	4	60	10	1,000	4,000	180,000	260	300,000		
Germany	Czechoslo- vakia	160,000	-	620,000	6	24	6	1,000	6,000	Trekks	Total	Total		
		160,000	-	620,000	6	24	6	1,000	6,000	1,000,000	2460	2,800,000		
Germany	Holland	83,000	50,000	240,000	2½	48	5	1,000	25,000	Total				
Germany	Yugoslavia	105,000	-	275,000	2¾	96	11	1,000	2,750	2,755,000	= 35% of total to be trans- ported by rail and sea.	= 40% of total to be trans- ported by rail and sea.		
Germany	Denmark	12,000	8,000	25,000	¼	16	1	1,000	250					
Germany	Greece	-	-	16,000	⅛	144	1	1,000	250	* = 25% of total to be trans- ported by rail & sea				
Germany	Norway	-	7,000	-		Total	181(208)		62,750 (70,000)					
Total		1,019,000	750,000	6,310,000	62½ (69)									

Total number of sets = 181 + 20% reserve = 220 (260)
 Total number of carriages (15 to each set) = 3,300 (3,900)
 Total number of vans (2 per set) 440 (520)
 Total number of locomotives (2 per set) 440 (520)
 Total number of ambulances (1 per set) 220 (260)

The figures in brackets show the position if only railway transport is used.

$$\phi = \frac{IV \times V}{24}$$

TRANSPORTATION OF UNITED NATIONS DISPLACED PERSONS FROM GERMANY

From	To	Number of D.P.s ϕ going by train	Number of daily trains	Overall turn round hours	Number of sets \times	Number of D.P.s transported daily				
						Number of Displaced Persons per set	Number of daily trains	Total transported daily		
Germany	Poland	950	$9\frac{1}{2}$	72	$28\frac{1}{2}$	1,000	x	10	=	10,000
Germany	Russia	1,000	10	96	40	1,000	x	10	=	10,000
Germany	France	950	$9\frac{1}{2}$	60	$23\frac{3}{4}$	1,000	x	10	=	10,000
Germany	Belgium	240	$2\frac{1}{2}$	60	$6\frac{1}{4}$	1,000	x	$2\frac{1}{2}$	=	2,500
Germany	Czechoslovakia	320	$3\frac{1}{4}$	24	$3\frac{1}{4}$	1,000	x	$3\frac{1}{2}$	=	3,500
Germany	Holland	160	$1\frac{1}{2}$	48	3	1,000	x	$1\frac{1}{2}$	=	1,500
Germany	Yugoslavia	220	$2\frac{1}{4}$	96	9	1,000	x	$2\frac{1}{4}$	=	2,500
Germany	Greece	12	$\frac{1}{8}$	144	$\frac{3}{4}$					
TOTAL		3,852	38 50		114 44					40,000

Total number of sets (15 carriages per set) = 115 sets + roughly 20% reserve (trekkers, delays) = 140 sets
 Total number of carriages 2100
 Total number of vans (2 per set) 280
 Total number of locomotives (2 per set) 280

ϕ i.e. total number of D.P.s - trekkers - those going by sea and inland waterways (roughly one million)
 \times Number of sets = $\frac{1 \times 3}{24}$ Repatriation to last 100 days.

NUMBER OF TREKKERS REACHING THE BARRAGES ESTABLISHED ALONG
OR NEAR THE FRONTIERS OF THE ALLIED NATIONS

We have estimated the total number of trekkers who will reach the barrages which it has been suggested should be established on or near the Allied frontiers to stop the movement or unauthorized trekking.

It is clearly impossible to predict, except in a general way the course and still more, the volume of the flood of trekkers at a given place. Many relevant factors are unknown, the principal ones being:-

- The exact places where Displaced Persons are now, or will be when the order to cease fire is given.
- The exact direction towards which the trekkers will move.
- The time at which the barrage will be established.
- When the movement will start in various regions.

For this purpose it is assumed that the barrages have been established before a large number of trekkers have had time to start their journey, that the trekkers travelling across Germany have been able to reach the barrage and that they cover a distance of roughly 50 miles in 3 days.

The figures reached show the total number of trekkers who may try to cross the barrages and give a rough indication of the volume of the flood of trekkers at a given place. In some cases (parts of the Rhineland and Oder barrage), the total number of trekkers reaching the frontier of an Allied country is larger than the number of trekkers reaching the barrage. This is because, in the Rheinprovinz and Westphalia, in Silesia and Pomerania, some Displaced Persons are already across the barrage. We have estimated that 20% of the Displaced Persons in the Rheinprovinz and Westphalia, 15% of those in Pomerania and 20% of those in Silesia, will start their journey from across the barrage. The bulk of the Displaced Persons in the Pfalz and Saar Provinces are west of the Rhine, but a small number of Displaced Persons from Belgium and Holland and the countries of eastern and south-eastern Europe will try to cross the Rhine from west to east. A small number of trekkers also will try to cross the Oder barrage from east to west.

Figures for D.P.s in Saxony include some D.P.s who are on Czechoslovak territory and figures for East Prussia include D.P.s who are in Gdynia and in the free City of Danzig. It was found impossible to separate the figures in question as given by SHAEF and it was therefore assumed that D.P.s in Sudetenland, Danzig and Gdynia are within the barrage.

Number of Trekkers reaching the barrages

<u>Going towards</u>		
<u>Holland</u>	Baden - Koblenz	110,000
	Lingen - Koblenz	156,000
	Total	266,000
<u>Going towards</u>		
<u>Belgium</u>	Rhine (Lingen - Koblenz)	209,000
<u>Going towards</u>		
<u>France (including a few</u>	<u>Rhine</u>	
<u>going towards Belgium)</u>	Lingen - Koblenz	80,000
	Koblenz - Karlsruhe	288,000
	Karlsruhe - Basle	232,000
		600,000

/ Going....

Going towards
Czechoslovakia

Bratislava - River Dyje	400,000
Dyje - Ash	208,000
Ash - Alderbash	227,000
Aldbash - Karwina	77,000
Total	912,000

Going towards
Oder barrage

Stettin - Glogau	356,000
Glogau - Ratibor	446,000
Total	812,000

Going towards
East Prussia

Danzig - Eylau	16,000
Eylau - Tilsit	204,000
Total	220,000

Going towards
Yugoslavia

Klaiburg - Badewburg	198,000
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TREKKERS GOING TOWARDS YUGOSLAVIA

Total reaching barrage = 198,000

Barrage from Kleiburg to Badkerburg

Number of days to reach barrage	3	6	9	15	24	30	Total
Number of Treckers	33	60	80	15	7	7	198,000

THEIR GOLD TOWARDS FRANCE (including a few going towards Belgium)
ALONG THE RHINE.

Total reaching Barrage = 600,000

Barrage from Karlsruhe to Biele

Barrage from Koblenz to Karlsruhe

Barrage from Wesel to Koblenz

Number of days reach barrage	3	6	9	12	15	18	21	24		3	6	9	12	15	18	21	24			3		
Number of Trekkers	100	16	-	55	21	-	40	-	Total	110	-	-	120	-	52	6	-	Total		50		Total
									232,000									238,000				80,000

TREKKERS Going towards Belgium

Barrage from Lingen to Koblenz

Total reaching Barrage - 209.000

[illegible]

THAKKUR going towards Holland

Barrage from NIMEN to Koblenz

Total reaching barrage

265.000

[illegible]

Barrage along Border

Total reaching barrage	912.000
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[illegible]

TREKKERS going towards Poland (including a few going
towards Czechoslovakia)

Barrage on Oder along the border of East Prussia.

Total reaching barrage = 812.000 + 220.000 = 1.032.000

	Barrage from Stettin to Glogan						Barrage from Glogan to Ratibor						Barrage from Ratibor to Hylan			Barrage from Hylan to Tilsit				
Number of days to reach barrage	3	6	9	12	15		3	6	9	12	15	18	21	24		3			6	
Number of Trekks	210	111	30	17	-	9	Total 946	118	-	120	111	-	-	-	27	Total 446	16	Total 16.000	204	Total 204.000

Tel: Whitehall 4477 Ext. 143.

RESTRICTED.

570

Control Commission for Germany,
(British Element),
Norfolk House,
St. James's Square,
LONDON, S.W.1.

Ref: DP/58024.

27 Dec 44

To : Major G. Snow,
Displaced Persons Branch,
H.Q., U.S. Group, Control Council,
Bushey Park, TEDDINGTON.

Copy of brief minutes of our meeting here on the
20th December, 1944, is forwarded for your information and retention.

C. Hyland

Captain,

for Director, Displaced Persons Branch.

Mr Scott ✓

Mr E Carter ✓

CT/HMD.

Dr Langford -

ED 28/12

To see

ED 28/12

Weekly Meeting with D.P. Branch, U.S. Group Control Council

held at Norfolk House

on 20th December 44.

MINUTES.

<u>Present:</u>	Lt. Col. L.W. CHARLEY, O.B.E. Major G. SNOW Brig. E.A.L. LYSAGHT-GRIFFIN Mr. R. SCHLIE Capt. G.V. INLAND	(Chairman) (D.P. Branch U.S. Grp. C.C.). (U.N.R.R.A.). (U.N.R.R.A.). (Secretary).
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1. Minutes of the last Meeting.

The minutes of the last meeting on the 1 December 44 were approved.

2. Disbandment of non-Germans from the Wehrmacht and hostile para military orgs.

The Chairman stated that agreement had been reached as follows:-

"It has been agreed between the D.P. Branch and the Disbandment Branch of the Control Commission that all non-Germans in Germany whom the Military Commander considers as P.W. will be administered and repatriated by Disbandment Branch".

"All others (except BR/US civilian internees) will be the responsibility of the D.P. Branch".

Major SNOW stated that this represented the U.S. Grp. C.C.'s views.

3. Collection of Military intelligence from D.Ps.

Major SNOW stated that he was not yet in a position to report further on this subject and the matter was postponed for a further meeting.

4. U.N.R.R.A. and Transport discussions:

Lt. Col. CHARLEY reported that, as a result of his visit to SHAEP, he had established that no technical discussions on D.P. transportation had taken place, but that, preparatory to such discussions, Captain Woods of G-4 had been earmarked for liaison with G-5 on the subject. Brig. LYSAGHT-GRIFFIN reported that Mr. Newbold was being attached to SHAEP as an UNRRA-transportation expert. Col. Moffitt had assured Lt. Col. CHARLEY that the Control Commission would be kept advised of any decisions arrived at after Mr. Newbold's attachment. We should then have an opportunity to comment on them. Brig. LYSAGHT-GRIFFIN reported that it was anticipated that Mr. Talbot of the Southern Railway would replace Mr. Newbold and would contact us in due course.

5. Transport for U.N.R.R.A. teams.

Major SNOW said that he had heard that there were 200 UNRRA teams being recruited for work in the Field and that the transport for them was expected to come from Army Pool. Brig. LYSAGHT-GRIFFIN stated that the quickest way of obtaining transport for these teams was for SHAEP to release it from Army Pool but the matter was still under discussion.

6. Lt. Col. L.W. CHARLEY - visit to SHAEP.

As a result of his visit Lt. Col. CHARLEY reported the following:-

(a) Currency control. The matter was still under discussion and no progress could be reported. Lt. Col. CHARLEY added that the Finance Section of the Control Commission had submitted proposals to SHAEP and that a reply was awaited.

(b)/.....

(b) E. Force Targets for lower formations. SHAW was unable to state the position as the matter was still being investigated.

(c) Statistics concerning D.Ps. Major Proudfoot had supplied the following tentative estimates:-

- (i) 15 - 20% of all D.Ps. in Germany are women. This percentage is higher among Russians, French and, in particular, the Alsace - Lorrainers.
- (ii) 15% of all D.Ps. ^{in Germany} are employed on farm labour.
- (iii) 250,000 babies born to D.Ps. during the War.
- (iv) An attempt was being made to estimate the number of P.Ws. among the foreign workers in Germany. SHAW did not accept H.E.W.'s estimate.

(d) Equipment of Assembly Centres. A table was being got out as an Appendix to SHAW Memo. No. 39 giving the proposed equipment of Assembly Centres.

7. Movement Priorities between D.P. and P.W. for repatriation.

Major SNOW stated that Lt. Col. Greiner had intimated that G-1 thought there would be little distinction between D.P. and P.W. in this connection.

The following "Possible Priorities of Movement", given as a "general guide" as Appendix "A" to LFD/MOV & TH/1824, dated 9 December 44 was quoted:-

- "(a) Allied Military occupation requirements.
- (b) Movement of P.W. and internees of any of the United Nations and associated states.
- (c) Requirements for civil relief of Allied and liberated countries.
- (d) Movement of Displaced Persons.
- (e) Disposition of German Armed Forces.
- (f) Minimum requirements for German economy."

Major SNOW agreed that he understood that this was the latest official decision as to priorities.

8. Integration of P.W. and D.P. Branches of the U.S. Group Control Council.

Major SNOW stated that the P.W. and D.P. Branches of the U.S. Group S.C. had been now integrated and that Lt. Col. Greiner was now their Liaison Officer for the combined Branches with SHAW.

9. Air Transport for D.Ps.

The Chairman informed the meeting that a reply had been received from the Commissioner's Office of the Control Commission which stated that it was felt to be premature to raise this question at the present time, but that circumstances would no doubt justify the question being raised at a later date. The meeting considered that no further action should be taken at the moment.

10. U.N.R.R.A. and other relief societies.

Major SNOW asked a question concerning the relations of UNRRA to personnel of other relief societies which might be used on the continent. It was agreed that the position of these societies would need careful watching as their ultimate co-ordination by UNRRA was clearly indicated in the "Agreement to regularise the relations between UNRRA and SCAP", during the military period" para. 3.

11. D.R.2 cards and staff for handling them.

Major SMY asked whether any thought had been given to the clerical staff required to handle the D.R.2 cards that would be eventually filed at the Headquarters of the Control Commission, which in his view would call for a very large staff. It was agreed that it would be impossible to find adequate military personnel for this clerical work. The alternatives were the use of German civilian labour or selected D.R.s. employed on a salaried basis. It was considered unlikely that German civilian labour would be acceptable, and consequently that volunteer D.R.s. would provide the best solution. The Chairman undertook to seek the views of SHAW on the subject.

12. Practical Manual on Welfare.

14. Col. CHAMBER reported that the above manual was nearly ready and that Col. Scotland would then send us a copy on which he invited our comments.

13. Flow Chart - D.R.s. and documents.

14. Col. CHAMBER stated that the above chart was now completed and that it would be sent to SHAW for checking. It was agreed that, after approval by SHAW, copies should be supplied to U.S. Group Control Council and UNRRA.

14. Attachment of Control Commission/Council D.R. personnel to SHAW.

Major SMY referred to the proposal for five bodies each from the Control Commission and Control Council for attachment to SHAW. His Chief was of the opinion that, as they had no bodies to supply, the proposal as far as they were concerned was dead. The Chairman reported that he was supplying five officers from the Control Commission as they became available. He had already sent two.

23 December 1944

G. Hyland Capt
for Col.
Displaced Persons Branch
Control Commission for Germany (British Element).

15/11/44

ORGANISED MOVEMENT OF DISPLACED PERSONS

MEDICAL PROVISION

The aim of this report is the planning of the medical provision for Displaced Persons during repatriation, should this repatriation be effected by rail, road, sea or river. In view of the scarcity of doctors, this plan has been conceived with a view to employing a minimum number of doctors without lessening the efficient working of the scheme.

I. DEPARTURE POINT:

Whatever the means of transport to be employed for the repatriation of the Displaced Persons, the medical organisation of the Departure Point should be the same and should consist of:

- Office
- Waiting Room
- Inspection Room
- Resting Room
- Isolation Room
- Small First-Aid Dispensary (carry a small reserve of medical supplies)

Each of these rooms should comprise one section for the men and one section for the women and children. The medical inspection will be very rapid, and its purpose will be primarily to check all Medical Clearance Certificates, and secondly to keep back any person having contracted an illness or communicable disease since the last medical examination. Any person whose Medical Clearance Certificate is not in order will be dealt with accordingly, and any person taken suddenly ill, will be retained alternatively in the resting or isolation room, then sent by ambulance to the nearest hospital.

It is impossible to foresee the exact staff which would be required for a Departure Point, because as yet no definite figure has been stipulated as to the number of D.P.'s passing through this point daily. If we suppose this figure to be approximately 3,000 persons, the necessary staff would be as follows:

- 3 Doctors
 - 6 Nurses
 - 2 Clerks
 - 2 Ambulance Drivers
 - 2 Stretcher Bearers
- and 2 Ambulances

To avoid wastage of medical personnel, the presence of a doctor on normal repatriation trains is not considered necessary, but a team of three nurses per 1,000 persons should be present on the train to care for any person who may be taken ill en route. Each nurse should be equipped with a First-Aid kit.

II. STAGE STATIONS:

Interspersed along the repatriation routes and separated by a distance of approximately 6 - 8 hours travel, there will be Stage Stations, where the Displaced Persons will be provided with meals and hot beverages, and where all necessary refuelling of trains, etc. will be carried out. In these stations there should be a small medical post to consist of:

- Office
- Reception Room
- Dispensary

with personnel as follows:

- 1 Doctor
- 1 Clerk
- 2 Nurses
- 2 Stretcher Bearers

This Medical Post would be attached to the nearest hospital, from which it would draw all necessary medical supplies and transport facilities, i.e. ambulances.

On arrival at a stopping place, the nurses on the train will report any incident to the doctor of the Medical Post. The doctor will then visit any person needing attention who, if considered unable to continue the journey, will be sent by ambulance to hospital.

This medical post will assume the same duties in the case of ambulance trains.

III. AMBULANCE TRAINS:

It is my opinion that to add an ambulance coach to each repatriation train would be a waste of time and of medical personnel.

One Ambulance Train per day should be allotted to each country for the repatriation of invalids, persons whose physical condition is unlikely to improve in the near future, or persons in an extremely poor state of health, especially following detention in prisons or concentration camps.

The number of coaches depends on their capacity - a bogie ambulance coach accommodating 48 lying cases, and a four-wheeled ambulance coach only 24.

It may be found difficult, for various reasons, to repatriate sick persons without other members of their family. One or two ordinary coaches could be added to each Ambulance Train for the accommodation of such persons, and luggage.

For each ambulance train, the permanent staff should be:

- 1 Doctor
- 2 Nurses
- 12 Orderlies

Only minimum emergency medical supplies should be provided.

The departure point of an ambulance train could be at the same station as that for normal repatriation trains, but it should be situated at some distance from the latter in order to leave sufficient space for the transfer of the stretchers from the ambulances to the train. In any case this departure point must be located in the vicinity of a hospital, where all cases awaiting repatriation on ambulance trains will be grouped immediately before departure. A doctor should be detached from this hospital to supervise the embarkation of the patients.

It should be made possible for the ambulances to drive straight on to the platform in order to unload the patients directly into the train. The operation of loading an ambulance train takes from 3 - 4 hours providing the number of ambulances and stretcher bearers is adequate; i.e. with 40 ambulances, it would take 3 - 4 hours to load 480 patients on to a hospital train of ten coaches, supposing the hospital to be at a distance of a quarter of an hour.

These ambulance trains will stop at the stage stations mentioned above in the normal manner, when the M.O. on the train will contact the doctor at the Medical Post, should any person be unable to complete the journey, or should the train be required to take aboard any further hospital cases from hospitals en route.

IV. ROAD:

I do not think that repatriation by road should be used to any great extent, and then only for very short distances - so no special medical provision will be necessary.

V. RIVER:

If it should be desired to use the Rhine for the repatriation of Dutch Displaced Persons on barges with a carrying capacity of 250 passengers, the medical organisation should be carried out along the same lines as for rail evacuation, with departure points and stage stations. One nurse should be allocated to each barge in the case of both normal and ambulance repatriation. In addition to this, a M.O. should be allocated to each ambulance barge, or in the case of a convoy, one M.O. per convoy.

VI. SEA:

Repatriation by sea will in certain cases present great advantages. The embarkation point should be on the same lines as the departure point described above for rail travel. In each ship there should be a hospital section. The medical staff will vary according to the tonnage of the ship and the number of persons on board. The number of doctors will be reduced to a minimum, providing a sufficiently large number of nurses are available.

VII. AIR:

If available, the best method of repatriating the sick, is by air, thus considerably shortening the length of the duration of the journey. Should this means of transport be considered, further details could be supplied.

IX. DISINFECTION OF TRANSPORTS:

Displaced Persons having been disinfested before repatriation, it

will not be necessary to disinfect trains after each journey. They should be cleaned in the ordinary manner by washing the floors with a solution of lysol, and by spraying with a solution of hypochloride.

The same measures apply in the case of ambulance trains. Only in the event of an infectious disease occurring during the journey, will it be necessary for a special process of disinfection to take place.

The foregoing applies to all means of transportation.

NOTE:

All clerks, orderlies, and nurses if possible, should be drawn from among the Displaced Persons.

R.L. COIGNY, M.D.,
Head of Medical Services for
Displaced Persons.

15th November, 1944.

DRAFTING GROUP IV

EUROPEAN INLAND TRANSPORT

Jean Levy, Convener

1. Transport will play an important role in solving Relief Problems - a role which it can only carry out successfully if means of communication are restored to a satisfactory working condition and if, further, they are co-ordinated by means of a certain degree of international control.
2. With a view to solving these two problems, the Memorandum on the Suggested Organisation for the European Inland Section of the General Relief Executive, submitted on the 6th June 1943 to the Allied Governments by the Inter-Allied Committee on Post-war Requirements, outlines a proposal for the creation of a European Inland Transport organisation. This organisation could be either a section of U.N.R.R.A. or part of a general Transport Authority.
3. Its first function should be to control the movement of all relief supplies and Displaced Persons, by rail, road, waterways, coastal shipping, or by air, not taking the place of the various national administrations, but co-ordinating their activities.
4. Its second function would be to administer a pool of Inland Transport and Port equipment, both fixed and mobile. This equipment would be supplementary to that directly returned to the different Governments or requisitioned from the enemy by way of compensation for that which was seized by them and cannot be restored. The pool would be built up either from stock manufactured overseas or in Allied or neutral countries, or requisitioned from enemy countries. According to the nature of the equipment, it would be administered either directly by E.I.T.O., or handed over provisionally or permanently to the allied country in question.
5. In particular, E.I.T.O. would keep-to-date records of equipment and stores, other than those in the pool, which have been directly transferred to different countries, facilitate the restoration to its owners of equipment removed by the enemy, ensure the international use of European rolling stock (co-ordinating the work of the International Wagons, and Carriages & Vans Unions), call meetings of the European Timetables Conferences, and co-ordinate the supply of machine tools and other plant to re-equip workshops and repair shops for railways, roads, ship-yards, in the Allied countries as these are evacuated by the enemy.
6. The E.I.T.O. should be able to follow closely on the heels of the military authorities as regards transport. As its organisation will require a certain time, and as some time must necessarily elapse before transport can be freed of military control without risk of a breakdown, it is essential that all possible steps should be taken in advance to establish this organisation on a working basis.
7. The international character of the E.I.T.O. would be maintained by the setting up of a Committee comprising representatives of the United Nations and eventually of neutral countries, which would be responsible for its general policy. A high-ranking official of E.I.T.O. would attend its meetings in order to give any information which members might require about the working of the Inland Transport Section.

APPENDIX

NOTE ON REQUIREMENTS BY MR. LEVI

The Inter-Allied Committee on Post-war Requirements has made a detailed study of the equipment necessary for the satisfactory functioning of European transport.

The list drawn up seems considerable, but nevertheless it does not, on the whole, represent all the equipment strictly necessary. For instance, leaving aside lorries, for all the ports of Europe, provision is only made for one 110-ton floating crane, three 60-ton cranes and ten 10-20-ton cranes; as regards the railways, provision is only made, in the first six months, for fixed equipment equivalent to 2% of the existing rails and 3% of sleepers; requirements of locomotives and other rolling stock are scheduled at 1% of the pre-war stock. These last-mentioned quantities would only be just sufficient for the normal upkeep of a system which was already in good condition. It should be remembered, however, that the condition of the inland transport system has deteriorated as the result of five years of intensive use without sufficient upkeep, and of bombardment and sabotage. Some equipment has been requisitioned by the enemy and sent to Russia, from whence it cannot be recovered. Moreover we must not overlook the possibility of further serious destruction either as the result of military operations, or of a scorched earth policy carried out by the enemy as he retreats.

The estimates of requirements should therefore be considerably increased in spite of the problem of shipping this material to Europe. It is obvious that no relief worth calling relief can be effectively carried out if goods arriving at the ports are accumulated there and cannot be dispersed. Moreover, if a bottleneck is once allowed to occur at the Ports, it is an extremely slow and difficult business to clear it.

It is, therefore, necessary to build up and assemble straight away, and as near the continent of Europe as possible, a much greater stock of transport equipment than has at present been envisaged.

REPORT OF EXPERT COMMISSION ON ADMINISTRATIVE POLICY AND PRACTICE

Appendix 8.

Movement OrganisationI. Assumptions

1. It is assumed that UNRRA will not be responsible for operating the various means of transport. UNRRA's role will be to contact the appropriate Transport Authorities (military, or any United Nations' Transport Organisation (ECITO) which might be set up) and secure from them the transport needed for repatriation purposes.

2. It is assumed that international quotas will be established by UNRRA and that the national authorities will establish national quotas.

II. Functions of Movement Officer

3. The Movement Officer will co-ordinate and direct the movement of Displaced Persons in the Assembly Area, report to district Headquarters and receive instructions from them. He will be assisted by a mobile services Officer (see Appendix 2) and a Transport Officer with staff.

III. Functions of Transport OfficerA. Transport

4. The Transport Officer will see that:-

(a) Repatriation in his area is carried out in accordance with a well planned scheme.

(b) Established quotas are adhered to.

(c) A sufficient number of Displaced Persons whose papers are in order are at the departure centres in time to embark or entrain.

He will be responsible for:-

(d) Checking numbers and for seeing that Displaced Persons' papers are in order.

(e) Seeing that the required types and means of transport are secured from the appropriate authorities.

(f) Seeing that the necessary escort is provided for the journey.

(g) Seeing that the notification is given to the competent authorities in transit and receiving countries about the exact route and time of arrival of convoys:-

In addition:-

(h) He will be notified of the arrival in his area of any convoy in transit.

(i) He will keep records of movements of displaced persons within the Assembly Area.

B. Services for Travelling Displaced Persons

5. Various services will be provided within every Assembly Area at departure and transit centres (stations, ports, etc.) for travelling displaced persons, such as:-

a) Accommodation and recreation rooms where displaced persons may have to spend some time before entraining or embarking, or may break a long journey.

b) Canteens which should provide food and drinks at suitable points on the journey.

c) Dispensaries, and first aid posts to deal with casualties and illnesses occurring during the journey and an ambulance service to convey serious cases to hospital.

6. Supplies for these establishments will be provided from the stores of the Assembly Area.

7. Adequate supplies of food and drink for the journey and medical stores for sanitary coaches will also have to be provided.

8. The Transport Officer will be responsible for deciding the location of the establishments to be set up, their type and size. With the help of the other competent UNRRA authorities and the National delegates he will organise and supervise the running of canteens, shelters dispensaries and ambulance services.

IV. Transport Office Staff

9. The size of the Transport Officer's staff will depend on the particular Assembly Area. If it is a transit area with a dense communication network it will be relatively larger. On an average, however, a Transport Officer will need 8 assistants (U) to deal with transportation problems. 2 of them will be Liaison Officers who will contact the authorities operating the means of transport, on behalf of the Transport Officer and settle any questions connected with the operational side of transport. 2 of them at least, will have to be at departure and transit centres to settle any difficulties that may arise on the spot. The remaining four will assist him in his other functions. The Transport Officer will also need six assistants to assist him to organise and supervise the services described under IIIB (Two assistants for each service). The question of how much supplementary staff is needed to run these services has not been studied yet. It will vary with circumstances. It is assumed, however, that the staff will be recruited mainly from the Displaced Persons.

10. No mention has been made of Inspectors because it is assumed that they will be attached to an administrative office of a higher level and will cover more than one Assembly Area.

570.

Transportation of Displaced Persons.

I have read with great interest paper DE/R/TH/1 which is contained in UNRRA File No. 570. In view of the great interest of this paper, I wonder if you would agree that I circulate it to the members of the Technical Advisory Committee on Inland Transport, in which case I should be grateful if you could let me have a copy of the paper and its appendices, unless you have already had it stencilled yourself.

I should also be very grateful to see any similar papers which your department may have prepared to deal with the problem of the transportation of displaced persons in Allied countries.

It would, of course, be most helpful to us if you could arrange that copies of all papers dealing with transport problems were made available to me.

J. Kahane.

Secretary.
Technical Advisory Committee on
Inland Transport.

Dr. Langford.

24th August, 1944.

Room 437, Portland Court.

Registry: R 501/2

205

27th April, 1944.

Dear Mr. Ferwerda,

Many thanks for your letter of 24th April, and for the memorandum on transport enclosed with it. I have read this with much interest and appreciation.

Let us hope that when the time comes there will be available for this repatriation work from Germany not only plenty of railway carriages and engines, but also a very substantial quota of road vehicles, and also a certain amount of shipping. We shall need all the transport means which can possibly be put at our disposal.

Yours sincerely,

T.T. Scott.

G.F. Ferwerda, Esq.,
Netherland Commissioner for Repatriation,
49, St. James's Street,
S.W.1.

205
REGEEERINGS COMMISSARIS VOOR REPATRIEERING
(NETHERLAND COMMISSIONER FOR REPATRIATION)

49, ST. JAMES'S STREET,
LONDON, S.W.1.

TELEPHONE: REGENT ~~23812382~~ 2141
TELEGRAMS: "COMPAT-PICCY-LONDON"

DEPT.: GFF/JP/365

24th April 1944,

YOUR REF.:

Mr. P. P. Scott Esq.
11. Portland Place,
London, W.1.

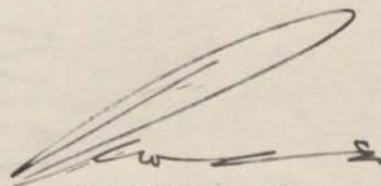
Dear Mr. Scott,

I have pleasure in enclosing a resumé of a report on transport and the organisation of a transport section prepared by one of my assistants, Mr. G. J. Schipper, who is in charge of this section.

It is assumed that we shall be allotted a pro-rata share of the available rail transport, and that in order to calculate the pro-rata share the total number of all prisoners of war and civilian repatriates will be taken.

I shall be glad to answer queries, if the perusal of the resumé should give rise to same.

Yours sincerely,



G. F. Ferwerda,

Commissioner for Repatriation.

Mr. Dulac

Mr. Lang

To see

PHS 26/4/44

4/4/44

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Repatriation

The Inter Allied Information document mentioned has not been published in this country. The statement that it will take 24 trains a day for 8 months to repatriate the 1,800,000 Frenchmen from Germany appears to be contained in a document issued, after consultation with U.N.R.R.A., in the United States by some body allied to the Inter Allied Information Committee. The draft of a version to be published in this country has been submitted to you and probably contains the same remark. The Inter Allied Information Committee here does not know the source of this remark and presumes that it was made during the discussions at Atlantic City.

You may recall that the Technical Advisory Committee on Inland Transport had prepared estimates of the rolling stock needed to repatriate displaced persons, estimates which are contained in Appendix I to ARB/IT/82. These calculations were based on the assumption that it would be impracticable for reasons of reception, medical inspection, etc. to complete repatriation in less than 100 days. It was therefore calculated what rolling stock would be needed to repatriate each set of displaced persons in a hundred days, although it was foreseen that at the beginning it would probably not be possible to implement the full programme and the period of repatriation might well extend up to 150 days. Item No. 16 in this Appendix covers 1,829,000 Frenchmen in Germany for whom it was estimated that 18 trains a day would suffice to complete repatriation in 100-150 days.

You may notice from the Table that no calculations were made for the repatriation of displaced Russians.

If it is essential to know how the 8 months estimate contained the draft before you was arrived at, it would be advisable to ask the body which submitted the draft to you to enquire in the United States.

J. K.

Sir Frederick Leith-Ross4th April, 1944.

Copy for Mr. Carter

I 1. The following is assumed but questioned.

Phase	Measure of Relief	Responsible Authority
(a) <u>Military Combat</u>	Consumable goods for necessity only?	Military Civil Affairs for relief and transport
(b) <u>Transition Period</u> Partial or localised combat or advanced static warfare partial liberation of areas	Increase in relief as in (a) above can supply of non-consumable be avoided or deferred?	Military Civil Affairs for relief and transport
(c) <u>Full Relief Period</u> Cessation of hostilities and non-consumable?	Full relief and re-habilitation consumable	U.N.R.R.A. National Authority and E.C.I.T.O. for relief and transport.

2. Estimating, ordering, supplying, transporting and distribution of relief supplies (consumable) as in Phases (a) and (b) is separate from U.N.R.R.A. programmes.
3. Certain overlap bound to occur in non-consumable supplies from legacy of military in respect of such goods as military no longer require.

QUERY

II To what extent are Military C.A. TN duplicating or overlapping the expressed intentions and recommendations of Allied Technical Committee on Inland Transport (ECITO) as accepted by Allied Committee.

EXAMPLES

III 1. Will C.A. TN arrange and execute a Census of Transportation Plant and Rolling Stock in either or both Phases (a) and (b)?

Note ECITO will have to do it in Phase (c).

2. What will C.A. TN do with the information?

IV 1. Will C.A. TN organise through international train services (passenger) train working passenger rolling stock and rake working etc?

2. If in the affirmative, by what methods?

3. Will they convene the International Time Table Conference?

Note This is the intention of ECITO. Is it to be done twice?

3. If the answer is in the negative, then ECITO should come forward and do it at such point in the phases as is necessary, whatever the phase.

(b) Will Military C.A. call in the Civil International Authority (CIRA) (ECITO) to establish priorities before the Military C.A. start any movements.

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Note This is the intention of ECITO. Is it to be done twice?

3. If the answer is in the negative, then ECITO should come forward and do it at such point in the phases as is necessary, whatever the phase.

- V 1. Are C.A. TN undertaking the transport arrangements for the repatriation of displaced persons?

2. If in the affirmative are they working on the recommendation of ECITO?

3. If in the negative should not ECITO come forward and do it at whatever time it is expedient whatever the phase?
 4. Alternatively to what stage is it intended to defer (or attempt to defer) the organised repatriation?
- VI
1. Will C.A. TN undertake or intervene in international exchange and operation of goods rolling stock.
 2. If so by what methods? If to convene International Conference R.I.V. then this is the intention also of ECITO.
 3. If in the negative should not ECITO come forward and do it?

CONCLUSIONS

- VII
- The foregoing is enough to show the dimensions to which confusion and duplication can extend, if there is not a very clear understanding and definitions of intentions and allocation of functions.

2.6.44

28. 3. 44

RESUME OF TRANSPORT REPORT.

The Netherlands Commissioner for Repatriation envisages the return, that is to say the actual movement, of Netherlands displaced persons along the lines set out below. This scheme has been the subject of discussions with Prof. Hondelink, Chairman of the European Central Inland Transport Organisation in whose opinion the execution of the scheme, so far as can be foreseen at present, would not meet with insuperable technical difficulties.

A.

Number of D.P.'s to be repatriated from Germany and satellite countries	
Approx. 350,000	
deduct say 50,000 stragglers	
300,000	

Time in which the repatriation is expected to be completed
maximum 100 days.

For the expected number of 50,000 stragglers, means of transport by road would have to be found locally with the assistance of the Military Authorities.

Of the remaining 300,000 persons, it is assumed that some 100,000 persons, concentrated in towns situated on or near the river Rhine, might be conveyed to Holland by Dutch owned river craft to be assigned to the Commissioner for Repatriation with the approval of the appropriate authorities.

For this traffic 30 motor barges, 20 slow barges and 5 tugs would be required during about 3 weeks.

It is hardly possible at this stage to reckon with waterborne traffic, but if this should prove feasible it is hoped that the time in which the repatriation by rail could be completed would be correspondingly shortened; in other words if 100 days were the maximum time estimated for 300,000, the remaining number of 200,000 (in the event of the return of 100,000 by river craft) could then be dealt with by rail in about 60 days. It is clear that on the resumption of rail traffic, even on a reduced scale, the return of 200,000 persons within 60 days should prove practical as only about 3,500 persons on an average per day would have to be transported, that is about 3 trains of about 10 coaches each per day.

B.

Number of D.P.'s from POLAND:
Original number of deportees
120,000 of which it is feared
that only about 60,000 remain.

Time in which the repatriation
is expected to be completed:

Maximum 100 days.

The physical condition of displaced persons in Poland must be expected to be exceedingly poor. Hence it is reckoned that a large percentage of the D.P.'s from Poland will be unable to travel by ordinary trains, but will have to be returned to Holland by hospital trains or in any case by trains composed of sleeping coaches. According to information received from E.C.I.T.O. a sufficient number of ambulance trains will probably be available. The trains would be composed of 14/15 coaches, taking about 800 passengers. So that even one such ambulance train daily during 100 days would complete repatriation from Poland.

Moreover, if a sufficient number of Dutch D.P.'s could be concentrated in Baltic ports, Gdynia or Danzig resp. Koenigsberg, arrangements might be made for their return to Holland by sea by means of one or more Dutch ships assigned to the repatriation organisation for that purpose by the Netherlands Government.

C.

FRANCE and BELGIUM.

Approximately 40,000

It is expected that the return of these persons will be arranged for by the French resp. Belgian Governments. Numbers are comparatively small and the return of these persons will therefore hardly present great difficulty.

D.

PERSONNEL and DUTIES.

The Netherlands Repatriation Organisation will comprise a Transport Section with a personnel numbering approximately 200, split up as follows:

Germany	30	Transport Officers	30	Assistants
Poland	8	"	8	"
Belgium and France	8	"	8	"
Rhine ports, if river traffic is possible	10	"	10	"

An unspecified number of convoy leaders, who could partly be provided from among the assistants and who will eventually be the Transport Officers themselves.

Head Quarters of the Transport Section will require a certain number of clerical staff to be recruited partly in Germany and partly in Holland.

The duties of the Transport Section will consist of:-

a) establishment and maintenance of contact.

The Transport Controller must constantly be kept acquainted with our traffic requirements, and through adequate contact with the Authorities at the frontier posts a regular flow of traffic must be ensured, and bottlenecks avoided.

b) making arrangements, in concert with the R.O., for the D.L.'s to be assembled at the right time in the proper place for the purpose of transport.

c) providing transport facilities for persons whose residence is situated too far from the point of assembly for them to cover the distance on foot.

d) providing similar facilities for baggage (other than ordinary hand luggage) and ensuring that such baggage can accompany its owners by the means of conveyance provided for their return to Holland. If prompt facilities cannot be provided for bulky baggage, it will be the Transport Officer's duty to arrange for storage, and to have the baggage forwarded to Holland at the first opportunity.

e) Providing transport facilities for the distribution of relief goods. *if required.*

f) conducting convoys.

ALLIED POST-WAR REQUIREMENTS BUREAUTechnical Advisory Committee on Inland Transport

By direction of the Chairman we circulate herewith a paper on:

"Railway Passenger Rolling Stock Operations during the Relief Period."

It is proposed to discuss this paper at the meeting of the Technical Advisory Committee on Inland Transport on 17th November, 1943.

1/11, Hay Hill, W.1.

8th November, 1943.

(Sgd.)	J. Kahane	}	Joint
	A. A. Evans		Secretaries

P.W. 1141

Railway Passenger Rolling Stock Operations
during the Relief Period

Schedules of Requirements

The Committee has made no provisions in the Schedules of requirements for the import from overseas of passenger rolling stock for reasons set out hereunder.

No passenger rolling stock is being manufactured for war purposes at present and there is therefore no potential source of supply available in existing production to be used for post-war requirements.

Moreover passenger traffic is served by such a number of varied types of carriages and vans, that estimates of requirements for each system many uses cannot be made with any degree of accuracy, and new production and delivery would thereafter take up the precise period in which they would be needed most.

In the case of passenger rolling stock the solution may be found in suitable distribution of existing rolling stock to serve the most essential operations.

The present report sets out the manner in which this can be achieved.

2. Uses of passenger rolling stock.

Provision for the operation of passenger rolling stock during the Relief Period will have to be made for the following uses:

- (i) Military traffic
- (ii) Repatriation of Displaced Peoples
- (iii) Essential international traffic
- (iv) Essential internal traffic

3. Military Traffic

Military traffic in the Relief Period and thereafter will consist of:-

- (a) irregular troop movements
- (b) regular leave traffic

both either in train loads, in small units, or in individual journeys. The provisions to be made are in case (a):- special trains, or special carriages, or reserved compartments to be supplied by the railway administrations concerned, to be met from the stand-by rolling stock which every railway will always keep in reserve. In the case of through journeys in which frontiers are crossed the E.C.I.T.O.'s assistance would be required either for the supply of pool rolling stock or for application of its controlling function in the return of rolling stock to the station of departure.

In case (b): regular leave traffic will generally be international and the E.C.I.T.O. would have to arrange either the use of regular international trains, dealt with in section 8, or the running of military leave trains to regular schedules.

4. Repatriation Traffic

The repatriation has been assumed to be organised so as to ensure an even flow of traffic. The density of the flow and the trains required will depend on

- (a) the number to be repatriated

- (b) the space of time over which the repatriation is spread. The space of time is largely dependent on the capacity of the reception arrangements in the country of destination. Not all repatriating persons will travel by rail, a number may be carried by sea, river, and road routes.

Preliminary estimates based on the data at present available of numbers and locations of displaced peoples, show that if repatriation is to be achieved in a period of from 100 to 150 days,

3,000 to 5,000 carriages and vans

would be in daily use exclusively for repatriation. The calculations are shown in Appendices 1,2 (ARB/IT/58) and 3 (ARB/IT/70).

5. International Traffic

Early re-establishment of through passenger and mail train services between the capitals of Europe should receive primary attention. These regular services are of the utmost importance for the movement of officials, missions, couriers, mails, documents, express parcels etc. in the interest of the rehabilitation of economic life. Non-existence of regular services would require special trains to be operated and special arrangements for transfers to be made at frontiers for urgent journeys and despatches which would involve intricate administrative machinery and the use of rolling stock in an uneconomic way.

6. Experiences after the last war

Regular services were not re-established until many years after the end of hostilities. As late as the end of 1920 only a few international services were in operation, only the most important routes were served, in many cases by trains running on 3 days each week only. Postal communications suffered particularly.

The principal cause of the difficulties were the tardy re-distribution of rolling stock, and the reluctance of railway administrations and governments to allow rolling stock to leave the territory even on regular runs, and to set aside the necessary rolling stock from their own depleted numbers.

For special transport of officials and missions, use was made to a large extent of sleeping and saloon cars attached to local passenger and goods trains involving a highly uneconomical utilisation of these vehicles.

7. Essential international train services

It is proposed to take measures to re-establish at the earliest possible dates the services connecting the capitals of Europe with each other and with London. An initial service to be aimed at might consist of 3 East to West routes and 3 North - South interlinking connections:-

- I (a) London - Hook of Holland - Berlin - Warsaw - Russian frontier
break of gauge (direction Moscow)
- (b) London - Ostend - Brussels - Cologne - Prague - Vienna -
Budapest - Bucharest.
- (c) London - Calais - Paris - Lausanne - Milan - Trieste -
Belgrade - Nish - Athens - Istanbul
- II (a) Amsterdam - Brussels - Paris

/(b)

(b) Scandinavia - Berlin - Prague - Trieste - Italy

(c) Warsaw - Budapest - Belgrade

supplemented by cross-European services:-

III. (a) Brussels - Luxembourg - Strasbourg - Berne - Rome

(b) Paris - Strasbourg - Nuremberg - Prague - Warsaw -
Russian frontier break of gauge

Ultimately further links to shorten some of above routes

IV (a) Paris - Cologne - Berlin

(b) Nuremberg - Vienna

The rolling stock required for these daily services would be approximately

500 carriages and vans
based on pre-war practices and statistics.

8. Operation of international train services.

During the transition emergency and relief periods, the services of international concern could be most effectively operated with pool rolling stock under the control of the E.C.I.T.O. Regular services and standard accommodation and composition of the trains would thereby be assured. Allocation of priority traffic would be simple. The national administration would be relieved of supplying rolling stock for through services and their own internal passenger traffic would be easier by the additional stock thus set free.

9. Provision of rolling stock

The rolling stock to be provided for the priority transports, military, repatriation, and essential international traffic would have to comply with the international R.I.C. standards.

This rolling stock could be best supplied by requisitioning from the German Reichsbahn equipment for the following reasons:

- (i) It is assumed that as hostilities converge on Germany, German territory at least in the centre will suffer the least destruction and of all railway systems the German system may suffer the fewest losses in rolling stock.
- (ii) The German Reichsbahn has always been over stocked with passenger rolling stock, one reason being that reserves were built up for war emergency needs.
- (iii) The German passenger rolling stock consisted of three main types:
 - (a) corridor coaches for D and F.D trains (through trains)
 - (b) bogie stock for E trains (long distance trains)
 - (c) bogie, and 6-wheeled stock for slow trains on long as well as short distances.

For internal traffic during the relief period the types b and c would be quite sufficient and the stock of type (a) or some of (b) may be requisitioned without disrupting German needs.

Appendix 4 shows the pre-war German stock. It will be seen that sufficient stock would be available for the pool international stock.

10. Sleeping and dining cars

It would seem advisable to devise machinery whereby during the transition period the Continental European rolling stock of

- (a) the Wagon Lits Co., (Italian)
- (b) the Mitrona (German)
- (c) Pullman Car Co.,

were put at the disposal of the pool of the E.C.I.T.O. with the exception of such parts of that rolling stock which are required for the European 'systems' internal services only.

11. Internal Traffic

Essential internal traffic would have to be operated with passenger rolling stock owned by the railway administrations.

- (i) Part of their own rolling stock will have remained on the systems;
- (ii) One of the first functions of the E.C.I.T.O. is to plan the restoration of rolling stock removed by the enemy;
- (iii) All rolling stock used in international through trains, other than German, would remain available for internal traffic;
- (iv) Additional requisition from enemy systems may be necessary;
- (v) Reduced passenger services may have to be continued for some time.

Those systems which might have a surplus available may be asked to transfer such vehicles to the E.C.I.T.O. pool on loan, and these vehicles would be used for international traffic thus setting other vehicles free for use by administrations which lack rolling stock.

Repatriation Route		Numbers	Daily Trains	Pre-war journey time, hours	Present journey time, hours	Post- war journey time, hours	Overall train round hours	Number of train sets
i		ii	iii	iv	v	vi	vii	viii
1	Poland - Baltic States	130,000	1	18				
2	Poland - Belgium Luxembourg	122,000	1	26	30	36	48	2
3	Poland - Czechoslovakia	200,000	2	14	20	24	48	4
4	Poland - France	216,000	2	30	36	45	72	6
5	Poland - Germany	245,000	return(22)					
6	Poland - Italy	200,000	2	40	60	68	96	8
7	Poland - Holland	150,000		24	26	36	48	
8	Poland - Norway	1,200	sea					
9	Poland - Rumania	190,000	2	26	30	36	48	4
10	Poland - Yugoslavia	170,000	2	26	36	45	72	6
11	Germany - Baltic	80,000	1	26	-	45	72	3
12	Germany - Belgium Luxembourg	746,000	8	12	18	24	48	16
13	Germany - Bulgaria	20,000	-					
14	Germany - Czechoslovakia	831,000	8	10	10	10	48	16
15	Germany - Denmark	34,000	$\frac{1}{2}$	12	14	16	48	1
16	Germany - France	1,829,000	18	14	24	24	48	36
17	Germany - Greece	25,000	$\frac{1}{2}$	48	64	64	96	2
18	Germany - Hungary	27,000	$\frac{1}{2}$	16	21	24	48	1
19	Germany - Italy	214,500	2	30	48	60	96	6
20	Germany - Holland	529,500	5	12	13	18	48	10
21	Germany - Norway	3,000	sea					
22	Germany - Poland	2,450,000	24	18	24	30	48	48
23	Germany - Rumania	14,000	-					
24	Germany - Russian frontier	800,000	8	30	40	48	72	24
25	Germany - Spain	8,500	-					
26	Germany - Yugoslavia	419,200	4	26	34	48	72	12
28	France - Belgium Luxembourg	28,300	return(16)					
29	France - Czechoslovakia	25,000	" "	24	36	44	72	
30	France - Germany	500,000	" "					
31	France - Italy	90,000	1	18	27	36	48	2
32	France - Holland	53,000	return(16)					
33	France - Poland	16,500	" (4)					
34	Greece - Czechoslovakia	30,000	" (17)					
35	Greece - Bulgaria	120,000	walk					
36	Greece - Hungary	17,000	return(34)					
37	Italy - Yugoslavia	110,000	1	25	40	48	72	3
38	Rumania - Czechoslovakia	109,000	1	30	36	48	72	3
39	Hungary - Greece	40,000	$\frac{1}{2}$	32	50	60	96	2
Stand-by, repairs								213
								27
Total sets required								240

Each set 15 carriages and two vans

Total vehicles: 3,600 carriages and 480 vans

Note: (vii) Turn round time equals double journey time and handling at both ends.

(viii) No. of sets required equals $\frac{(iii) \times (vii)}{24}$

Any ambulance and kitchen cars to be drawn from left over war stocks, not included in above.

REPATRIATION OF DISPLACED PERSONS

After a close study of document ARB/IT/52 we should like to submit our views regarding an aspect of the problem which has not been dealt with up to now, i.e. transport material and length of time over which the repatriation would be extended.

The time factor plays an important part. It depends firstly on the quantity and quality of the transport material to be operated, and secondly on the Repatriation Commission's ability to follow a fixed rota, based on the amount of trains available for this work.

A table giving particulars regarding displaced persons is attached to document ARB/IT/29 and gives an idea of the vastness of this problem.

As regards the populations of the Allied Nations alone, $\pm 6,300,000$ persons must be brought out of Germany. Assuming that evacuation will be carried out by trains, with a seating capacity of 1,000 each, 6,300 trains would be needed for a journey covering hundreds of kilometers.

The urgent character of this repatriation need not be stressed, as it is a question of liberating $6\frac{1}{2}$ million people who are suffering physically and mentally from a prolonged contact with a hostile people.

As in all questions of organisation relating to transports, the factor "regularity" will decide the degree of efficiency of the undertaking. This regularity will only be realised if we can dispose of rolling stock specially allocated for this work. The use of this rolling stock will be justified by the vastness of the undertaking.

It will be foreseen that the resources at the disposal of the nations concerned will not be sufficient to ensure the repatriation of their nationals and the evacuation of the strangers now in their country, in a suitable delay and at an equal rhythm.

Having accepted the principle that the reconstitution of the rolling stock "park" belonging to the Allied Nations would temporarily be assured by the requisitioning of similar material in the Axis countries, and that a part of this material will be solely affected to the transport of foodstuffs, the enemy railways would also have to intervene in the repatriation of their victims, by supplying the necessary transport material.

Assuming that 6,300,000 Allied nationals are detained in Germany - 6,300 trains will be needed. Taking a displacement of 100 days, 63 daily departures from Germany will be necessary. With a turn round of 4 days - 252 sets of carriages will be required. Each set with 1,000 seats represents an average of 13 carriages. The total amount to be requisitioned would be 3,276 carriages.

To sum up:

number of trains needed	6,300
daily departures from Germany	63
sets of carriages	252
number of carriages to be requisitioned	3,276

The Axis would therefore have to put at our disposal in Germany 252 sets of comfortable carriages containing 1,000 seats, with a Red X carriage for medical requirements and two vans for the foodstuffs which might be needed. The whole of this would be managed by the European Inland Transport Office who would control the operation of repatriation.

The 63 daily trains would be hauled each by two German engines. The personnel would be relayed at the frontier by drivers and guards belonging to the different Allied countries to be crossed.

A fair allocation of trains for the various allied nationals would be: one daily train per 100,000 displaced persons. The following would therefore be needed:

3	daily trains for	Holland
6	" " "	Belgium and Luxemburg
17	" " "	France
4	" " "	Jugo-Slavia
1	" " "	Greece
8	" " "	Czechoslovakia
24	" " "	Poland

The same country would always dispose of the same trains and each set of carriages would bear that country's name.

Four important currents of transport would have to be initiated:

- (1) Evacuation of Allied nationals from Axis countries.
- (2) Repatriation of Axis nationals dwelling in Allied countries.
- (3) Exchange of evacuees between Allied countries.
- (4) Exchange of evacuees between Axis countries and the repatriation of neutral nationals from Germany.

We do not in our opinion, need to concern ourselves with the last category.

As the amount of traffic from Germany will surpass that returning to Germany, the trains could be used for the evacuation of Allied people: for instance, the 40,000 Dutch, the 58,000 Belgians and Luxemburgers and the 25,000 Czechs still in France would be repatriated, by trains allotted to the French, on the return journey, and which would otherwise be returned empty to Germany. On the other hand, as it is feared that the rhythm of 24 daily departures to Poland and 17 to France could not be maintained by the Repatriation Commission, part of the trains allocated to these countries could be used for the exchange of evacuees between these two countries. There remains the displacement of 47,000 Jugoslavs in Italy and 90,000 Italians in France, which would be undertaken by the Italian railways.

We have assumed for a start that the repatriation takes place over a minimum period with the maximum means at our disposal. The task of maintaining a constant flow of 63 daily trains from Germany, belongs to the Repatriation Commission, who will be in charge of the assembling of evacuees and the preliminary formalities necessary for their repatriation.

In view of the magnitude and extent of the scheme, it is difficult to conceive, owing to the regularity, rapidity and necessary security needed, that the Operating Railway Services undertaking this task, can carry it out alone. The working out of adequate time-tables is a first step in the organisation. The allocation of the trains and the rota of the sets are two more. We must however not lose sight of the fact, that the whole of Europe is affected by this repatriation scheme and that the latter reposes on such an unstable basis that only a sharp control by a Central Transport Office can guarantee full success. We must bear in mind, that the origin and final destination of the trains are not known, and that the rhythm of evacuation may vary from day to day.

The evacuation trains control is linked up with that of the relief goods trains.

As soon as we get to know our Committee's views about traffic control, we shall be able to submit a general scheme for the smooth running of both displaced persons and relief goods transport.

(Sgd.) J. COPPENS
Operating Assistant - Belgian
Railways.

(Sgd.) J. DUBUS
Senior Civil and Electrical
Engineer - Belgian Railways
Delegate for Belgium and
Luxemburg.

London 16th July, 1943

(ARB/IT/70)

Railway Rolling Stock Requirements for the Transport of Polish Citizens from Germany to Poland and for the Transport of Foreign Citizens out of Poland.

The purpose of the following notes is to establish the amount of railway rolling stock which will be necessary for the transport of Polish citizens from Germany to Poland and also for the transport of foreigners out of Poland - for citizens of allied states who have been forcibly sent to Poland and for Germans who have been sent to Poland as settlers. According to information possessed it seems that Polish citizens in Germany will be comprised of:-

Prisoners of war	...	400,000
Civil prisoners	...	50,000
Forced labour workers	...	2,000,000
		<u>2,450,000</u>

In Poland there will be:-

Prisoners of war belonging to Allied Countries	...	500,000
Jews forcibly sent to Poland from other countries	..	400,000
Dutch settlers	...	30,000
German "	...	1,000,000
		<u>1,930,000</u>

The above figures are estimates only but it should be expected that they will increase, especially in the case of Polish workers in Germany and German settlers in Poland.

As a basis for calculating the requirements of rolling stock we take into account:-

1. Time taken for reciprocal repatriations, 100 days.
2. German rolling stock which repatriates Polish citizens will be used for transporting foreigners out of Poland.
3. Taking into account the fact that Polish citizens have been settled in industrial regions, i.e. in the Western Provinces of Germany and that in Poland the trains will have to go as far as the Eastern Polish provinces, the complete one-way run of each train will come to 2000 km / i.e. 1000 km in each country/.
4. Number of passengers in each train = 1000.
5. " " " " " carriage = 70.

2,400,000 people could therefore be repatriated during 100 days with 1000 people in each train and it would be necessary to load and mobilize daily:-

$$\frac{2,400,000}{100 \times 1000} = 24 \text{ trains.}$$

The time of each train's trip going one way comes to:-

In Germany	...	2 days.
In Poland	...	2½ days.

/The

The time is longer in Poland because of the necessity of disinfecting the carriages and of putting the foreigners in the train.

The time taken for each train's journey, both ways, will come to 9 days. With 24 trains daily, the repatriation Commission would need 24 x 9, i.e. 216 trains, at its disposal.

Composition of one train:-

3rd class carriages	1000:70	...	15
Hospital carriages	1
Food	"	...	2
Service	"	...	1
Luggage vans	1
Total			<u>20 units</u>

It will thus be necessary to have the following carriages running:-

216 x 20	=	4320
Reserve	=	<u>680</u>
		<u>5000 units</u>

If the carriages are at the complete disposal of the Repatriation Commission, then, because of the character of their work /they will be changed - repeated changes in the route/ they could not be put at their disposal in definite groups, it would only be necessary to make sure that local railway authorities indicated at the determined stations the indispensable number of engines for changing purposes. 500 working engines will be necessary. After the arrival of the trains at the termini in Poland the repatriants will be transported by lorries or buses to their home districts, the wagons after a technical overhaul to the right centres, and foreigners will be put into the trains and transported to the West.

The above-mentioned amount of rolling stock will be available if this repatriation organisation is efficiently run and the programme is thus achieved without any delays occurring at the stations.

German Reichsbahn Passenger Rolling Stock 1939

Carriages

4-wheeled	18,674
6-wheeled	30,168
bogie	10,431
6-wheeled bogie	232
	<u>59,505</u>

of which:-

corridor vestibule D	4,711
corridor	21,730
compartment	30,809
suburban	2,255

Luggage Vans

4-wheeled	14,909
6-wheeled	3,100
bogie	2,114
	<u>20,123</u>

of which:-

vestibule D	1,307
vestibule D and mail	46

Mail Vans

561

of which:-

4-wheeled	347
bogie	214

TRANSPORTATION OF UNITED NATIONS AND DANISH NATIONALS
DISPLACED PERSONS IN GERMANY

This paper deals with the numbers of United Nations and Danish Displaced Persons who will have to be transported from Germany, suggests a basis for allocating Displaced Persons among the various means of transport, and estimates roughly the quantities of rolling stock which will be needed for their transportation and the numbers of D.P.s who will be leaving Germany in each of the three repatriation periods of 33 days per period.

Number of D.P.s to be transported.

The number of D.P.s in Germany shown in Appendix I of TDP/E(44)15,16, is just over eight millions. D.P.s will not be always returning to their own country, Poles for instance may wish to return to France where they formerly resided. As no detailed information is available on this matter, the problem has been disregarded.

International transport will not have to be provided for all the eight millions. It is probable that for various reasons several thousand D.P.s will not be repatriated for a relatively long period, but it is impossible to estimate the actual numbers even roughly. It was estimated (see TDP/E(44)15,16) that out of the total eight millions approximately 3,400,000 will not obey the standstill order but attempt to trek home. It must be borne in mind, however, that in any case and especially if Germany is occupied rapidly, the bulk of trekkers will be stopped before they have had time to reach their own country. They will therefore have to be transported, though probably over shorter distances than their fellow D.P.s who obeyed the standstill order. It is impossible to estimate accurately the number of trekkers who will get international transport. This will depend on the state of disintegration in Germany before and after unconditional surrender and the speed with which the United Nations armies will occupy Germany. It has, however, been assumed that all trekkers who are at a distance of 3 to 6 days march from their own country, in the Reichprovinz bordering it will reach their national frontier unchecked. It may be that not all trekkers starting from these areas will actually reach their country, but it is quite likely that a number of trekkers coming from greater distances will eventually reach their frontier unchecked. Even these
/trekkers...

trekkers, however, will get transport to reach their ultimate destination and UNRRA may be asked to help in this matter. The number of D.P.s who, it is assumed, will trek to their country unchecked, is shown in the attached Appendix, Column 1. It has been assumed that all Polish Trekkers in Silesia, East Prussia and half of those in Mecklenburg, Russian trekkers in East Prussia, French trekkers in the Pfalz and Saar and Baden, the Belgian trekkers in the Rhein Provinz,^{*} the Czechoslovak trekkers in Bavaria, Saxony, Silesia and Austria, the Yugoslav trekkers in Austria, the Danish trekkers in Schleswig Holstein, will trek home unchecked. According to these calculations approximately one million trekkers will be able to reach their own country unchecked. The rest, approximately seven millions, will get international transport.

* After a closer study of the matter it was assumed that a larger number of Czechoslovaks from Saxony (i.e. 90%) from Silesia (i.e. 90%) and Austria (i.e. 70%) will trek homewards.

Allocation among the various means of transport.

The proportion allocated to each means of transport will be determined by the relative condition of the various routes and means of transport, will vary according to the season (sea and river transport in particular and road transport in some regions), and according to the rate of recovery of the various means of transport. Road, but still more railway traffic will be more dislocated in the early stages (destruction of bridges, congestion at junctions, lack of normal time-tables). Not only will the capacity of railways and roads be reduced, but many competing demands will be made on them. They will be needed for:-

- (i) Military Traffic.
- (ii) Relief Traffic (transit or destined to Germany).
- (iii) Normal civilian traffic, which will presumably be cut down to a minimum.
- (iv) D.P.s.

It will therefore be advisable to make if possible full use of sea transport especially for long journeys (this would also simplify the difficulties that arise in transit journeys) and perhaps of inland water-ways (Rhine and Danube). Belgian and Dutch workers have been transported to Germany in this way. Owing to the

/shortage...

shortage of tyres, fuel, lubricants and spare parts, and to the fact that the lorry and bus "Park" on the Continent has been considerably reduced, road transport will be probably used only to a limited extent, namely to supply the local railways or sometimes the international routes directly from the Repatriation Centres. D.P.s found near their own frontiers might be transported by lorries and buses.

It is clearly impossible to estimate even in a general way the proportion of D.P.s who will be repatriated by other means than railways and sea transport. The following rough allocation is made between sea and land transport. It is assumed (see attached Appendix, Column 2) that 70% of the Russian D.P.s now in Hamburg, Oldenburg and Hanover, in Schleswig Holstein, Westphalia and Rhein Provinz, in Hessen, in Nassau and Mecklenburg, Pomerania, 40% of the Polish D.P.s now in Hamburg, Oldenburg and Hanover, Schleswig Holstein, Westphalia and the Rhein Provinz, and half of those now in Mecklenburg, 70% of French, Belgian and Dutch D.P.s now in Schleswig Holstein, Mecklenburg and East Prussia, will travel by sea. This gives a total of approximately 750,000 D.P.s. The remaining D.P.s in Germany approximately 6,300,000 (i.e. total number of D.P.s minus trekkers who will trek home unchecked and D.P.s transported by sea) will have to be transported by rail.

Quantities of rolling stock required for the transportation of D.P.s

This will depend on many unknown factors such as:-

1. The quantity and quality of the available equipment.
2. The condition of international routes after the war.
3. The exact location and destination of D.P.s to be transported.
4. The degree of organisation and smooth running of transport which will depend on such factors as speed with which D.P.s can be assembled and despatched, after going through the various formalities, to the stations and ports from which they will start their homeward journey, the speed with which the reception country will be able to absorb them, on the regulations adopted by the various transit countries, on how far trains can run to timetables, etc.

As all these factors are unknown only a general idea can be given at this stage of the quantities of equipment needed for the repatriation of the 6,300,000 D.P.s now in Germany. The following assumptions agreed upon by the Inland Transport Advisory Committee have been adopted as a basis of calculation.

- (a) Total of repatriation - 100 days.
- (b) Rota as between the United Nations countries when daily train for 100,000 nationals.
- (c) Length of journey - the figures for over-all train round hours shown in Appendix I revised ARB/IT/82 (see Column 7 of attached Appendix) prepared by the Chairman of the Inland Transport Committee have been adopted.

/(d) Number...

- (d) Number of carriages, vans and locomotives per set and passengers per set have been taken from the same Appendix.

The results of these estimates can be seen in the attached Appendix.

The figure of 3,300 carriages in daily use for repatriation purposes is about 12% of the total stock of D.FD and E. carriages (suitable for repatriation purposes, according to the Inland Transport Committee) which the German Reichsbahn had in 1939. In estimating the number of D.P.s who will be leaving Germany in each of the three repatriation periods, it was assumed that in the first period 25%, in the second 35% and in the third 40% of the total number of D.P.s to be transported by rail and sea will be transported.