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AMGOT, TRANSPORTATION SECTION
APR. 1943

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Q (Mov & Tn)

Reference conversation (Major General Lord Remell - Lt. Col. J. H. V. Duncan) on Railway Transportation HORRIFIED:-

1. There will be a Civil Affairs Transportation section with the Civil Affairs Administration. The duties of this section in the initial phases when active military operations are still in progress, will be solely to assist the Allied military movement and Transportation organisation. It will not be concerned with running the railways or moving personnel or goods. This will be undertaken by Allied military movement and Transportation personnel, including, as appropriate, Railway operating and construction units etc.
2. The duties of the Civil Affairs Transportation section will be to make contact with the local Civil railway administration at the headquarters of the local railway division, with representatives as required at the local sub-division headquarters. A Civil Affairs Tn. representative will be attached to each task force headquarters with the C.A. administrative headquarters, which will accompany each task force headquarters. The senior C.A. Tn. officer will accompany the task force headquarters designed to occupy that place at which the local railway administrative division headquarters is located.
3. The duties of the C.A. Tn Senior representative will be mainly to help the Allied military services concerned in fixing railway rates for accounting purposes, to advise on the provision of such funds as may be necessary, to ensure that essential civil traffic continues consistently with military requirements, to decide in collaboration with the local civil authorities, what classes of civil traffic shall be carried and, with what priorities, and generally to act as liaison between the local civil railway etc. authorities and the Allied movement and Tn. services.
4. The general Gov. and Tn. instructions laid down for TORCH appear to me to be applicable for HUSKY, with the following additions:-
 - (i) to para 5(a) a brief addition summarising paras. 1, 2 and 3 above.
 - (ii) to para 5(b) a statement in modification of existing text to the effect that while it is impossible to forecast the attitude of railway personnel in HORRIFIED, every effort must be made to secure their willing co-operation, the objective being to economise as far as possible the use of Allied military personnel.
 - (iii) at para. 5(d) (iii) add the words "bearing in mind that it is an obligation under international law for the occupying forces to ensure the maintenance of the civil population, which if deprived of local sources of supply must fall back on imported goods, which means using more allied shipping. This applies particularly forcibly to large urban centres of HORRIFIED which are all on the coast and thus depend on their hinterland for supplies, and are not located in the centre of a circle of supply area."

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4. The general Mov. and Tn. instructions laid down for TORCH appear to me to be applicable for HERRY, with the following additions:-

- (i) to para 3(a) a brief addition summarising paras. 1, 2 and 3 above.
- (ii) to para 3(b) a statement in modification of existing text to the effect

that while it is impossible to forecast the attitude of railway personnel in HERRY, every effort must be made to secure their willing co-operation, the objective being to economise as far as possible the use of Allied Military personnel.

(iii) at para. 3(d) (iii) add the words "bearing in mind that it is an obligation under international law for the occupying forces to ensure the maintenance of the civil population, which if deprived of local sources of supply must fall back on imported goods, which means using more allied shipping. This applies particularly forcibly to large urban centres of HERRY which are all on the coast and thus depend on their hinterland for supplies, and are not located in the centre of a circle of supply area."

HQ. Force 141.

[Signature]
Maj. Gen.
Civil Affairs.

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