

Declassified E.O. 12356 Section 3.3/NND No. 785015

ACC

10000/100/1002

44/99.

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10000/100/1002

INTERNAL TRANSPORT, FILE NO. 325
OCT. 1943 - JAN. 1944

2/4 pp.

SECRET

1869

PENINSULAR BASE SECTION
SIGNAL MESSAGE CENTER

28 Jan 44

SECRET

IMPORTANT

FLAMBO

NONE

CITE FHQAE

27 Jan 44

280930A

43920



REF OUR 41849 of 23 Jan 44. CARS REFERRED TO INGAPREN THIRD WILL BE PROVIDED AS FOLLOWS. ONE HUMBER PULLMAN EX SS RIVERTON KMS 39 4 FORD FOUR STR AND ONE UTILITY FROM YOUR STOCK NOW IN ITALY.

PBS DIST

INFO: AMG HQ (ACC)
CG
SECY

AMG DIST

INFO EX OFF
DCCAO (2)
G-4
HQ COMDT (SALERNO)

11458

SECRET

5017

CONFIDENTIAL
N 4004

RADIO

1750

825 PRIORITY CONFIDENTIAL TELEGRAM

RECEIVED ET

PBS SIGNAL MESSAGE CENTER

27 JANUARY 1944

CONFIDENTIAL

PRIORITY

TO.....ACTION.....CG PBS FOR FARGO

INFO.....NONE

FROM.....FATIMA SIGNED MACFARLANE

DATE TIME SIGNED.....261133A

DATE TIME RECEIVED.....270325A

REFERENCE NR.....2160

CITE.....NONE

MINIMUM OF 1 COMMAND AND RECON CAR AND 1 WEAPONS CARRIER
REQUIRED FOR AMERICAN SECTION OF MMIA NOW HERE WITHOUT TRANSPORT.
PLEASE ADVISE HOW SOON BY YOU, FLAMBO, OR PBS, THESE CAN BE
FURNISHED.

PBS DISTRIBUTION:

ACTION....AMG HQ
INFO.....ORD O
G-4
SECY
C.G.

AMG DISTRIBUTION:

DCCAO (2)
EX OFFRS(1) ACTION
G-4

5016

CONFIDENTIAL

SECRET

1856

PENINSULAR BASE SECTION
SIGNAL MESSAGE CENTER

27 Jan 44

CONFIDENTIAL

OPERATIONAL PRIORITY

CG PBS FOR FARGO

NONE

FLAMBO FROM FITCH

27NFT

272021A

33/11856

NONE

EMBARGO NOW CANCELLED EFFECTIVE ON RECEIPT OF THIS SIGNAL. ADVISE ALL CONCERNED INCLUDING ITALIAN RAILWAY AUTHORITIES. CAPT HALL AND CAPT DE MARET TO INSTRUCT CAPO DI COMPARTIMENTI AT BARI AND REGGIO RESPECTIVELY. ACC AND REGION OFFICERS ALSO ITALIAN RAILWAY OFFICIALS CONCERNED TO ENSURE THAT ONLY ESSENTIAL TRAFFIC FOR WHICH FORMS OF AUTHORIZATION HAVE BEEN ISSUED IS LOADED ALL INFORMED.

PBS DIST

ACTION AMG HQ
G-4
SECC
CG

AMG DIST

ACTION COMMS SEC
INFO BRIG GUTERBOCK
DCCAO (2)

11366

SECRET

5015

CONFIDENTIAL

RE. AT PEN. BASE SECT. SIG. MES. CENT. 26 JAN 44

CONFIDENTIAL

OPERATIONAL PRIORITY

PENCE FOR FARGO, FATIMA FOR HQ ACC, FOR STREET HQ REGION 3
NAPLES FOR BAISTER

NONE

FLAMBO FROM FITCH

26 NPT

261432A

11856

NONE

HEADQUARTERS

26 JAN 1944

AMG.

OWING TO RAIL TRAFFIC CONGESTION MILITARY REQUIRE SEVENTY
TWO HOUR EMBARGO ON ALL CIVILIAN TRAFFIC ROUTED THROUGH METAPONTO.
EMBARGO EFFECTIVE ON RECEIPT OF THIS SIGNAL. AFTER EXPIRATION OF
SEVENTY TWO HOUR EMBARGO ESSENTIAL ONLY FIRST PRIORITY COMMODITIES
BE AUTHORIZED TO MOVE UNTIL FURTHER NOTICE. ADVISE ALL CONCERNED
INCLUDING ITALIAN RAILWAY AUTHORITIES. CAPT HALL AND CAPT DEMARET
TO INSTRUCT CAPO DI COMPARTIMENTI AT BARI AND REGGIO RESPECTIVELY.

PBS DIST.

ACTION AMG HQ

INFO TRANS

G4

C.G.

SECY

AMG DIST.

(ACTION) COMMS SEC

(INFO) BRIG GUETERBOCK

DCCAO (2)

All action taken by
Col. Fitch.

3014

11184

CONFIDENTIAL

Subject: Civil Road Organisation.

AFHQ iv Adm Echelon,
CMF.

78/4.

20 Jan 44.

HQ., ACEF.
Fifth Army.
Eighth Army.
No. 2 District.
No. 3 District.
Peninsular Base Section.
AFEC/MTO (Prov)
ACC.

1. In order to provide for the more effective maintenance of roads and control of road work in Italy, an Italian Civil Road Organisation is being established as part of the Italian Ministry of Public Works.

2. The head of the Organisation will be the Italian Director of Public Works who will be represented in each ~~Compartment~~ by an Italian engineer from his staff. The Organisation will be under the control of ACC/AMG, who will also appoint an ACC/AMG engineer for each Compartment.

3. The Organisation will eventually be responsible for the maintenance, including snow clearance, of all roads in occupied Italy, in accordance with Allied requirements. Forward of Army rear boundaries, the responsibility of the organisation will be limited to specified areas or roads to be agreed from time to time.

4. Arrangements are being made by ACC/AMG to ensure that adequate funds are made available for the payment of all civilian wages and for the purchase of available materials.

5. It will, owing to limited Italian resources, always be necessary to provide some assistance from military sources in the form of transport, plant and materials.

6. Briefly, the procedure to be adopted for the carrying out of road work by the Civil Organisation is that military engineers will submit requirements to ACC/AMG engineer representatives. The latter will make all necessary arrangements with the Civil Road Organisation engineers and notify these to the military engineers concerned, including information as to any demands for military assistance.

7. The Organisation has been set up, and is ready to operate to a limited extent, in some Compartments.

In such cases, the procedure outlined above will be adopted forthwith and the maximum practicable use made of the Organisation.

8. Further details of the procedure, particulars as to the Organisation, its machinery, its extension from time to time and the levels at which contacts can be made by military engineers will be notified through engineer channels by

control of road work in Italy, an Italian Civil Road Organisation is being established as part of the Italian Ministry of Public Works.

2. The head of the Organisation will be the Italian Director of Public Works who will be represented in each compartment by an Italian engineer from his staff. The Organisation will be under the control of ACC/AMG, who will also appoint an ACC/AMG engineer for each Compartment.

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Copy to: AFHQ (2)
AMG, HQ ACEF
SCS NATOUSA
AFSC/ATO
214 Group RAF
M.M.I.A.

G(SD)
G-4
DDW
Labour
War Diary(2)

Walter D. ...
Major General, ...
Deputy Chief Administrative Officer.

25 Jan 18

501

Internal Transportation Sub-Commission, ACC.,
c/o Mov & Tr.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tm/47/2

Date : 4 Jan 44.

TO : D.C.C.A.O., H.Q., AMG. (APO 394).

SUBJECT : Reports of activities.

1. Reference your letter dated 29 Dec 43 under reference 311. No previous requests for Monthly Reports have reached this Sub-Commission. The following report, therefore, deals with the period up to the end of December 43.
2. Relations between the Movement and Transportation organisation of the Allied Military Forces and the Transportation organisation of ACC/AMG.
 - (a) It was essential for these relations to be clearly established and defined in order
 - (i) to ensure that the transportation requirements of the Allied Military Forces were not prejudiced in any way by the operations of the AMG/ACC transportation organisations.
 - (ii) to ensure that during the periods when it was essential for the Allied Military Forces to retain complete control of the transportation facilities, the transportation requirements of AMG/ACC to meet essential civil needs were satisfied, and to enable, without delay, portions of the transportation facilities to be handed over from time to time to AMG/ACC control as soon as the Allied Military Forces had no further vital interest in them.
 - (iii)

(b) These relations were established in principle at a meeting held at AFHQ on 7 Oct. 43. The meeting was attended by the following :-

Lt.Gen. H.M. Gale	- CAO
Cmdr. Dick	- FN
Brig. Gen. Holmes	- MGS
Brig. D.E. Rhs Philipe	- G-4 (Mov & Tr)
Brig. Gueterbock	- AMG/ACC
Col. Kirkwood	- AMG/ACC
Col. Maxwell	- MGS/
Col. S.A. Fitch	- Internal Transportation Sub-Commission, ACC.

3. Effect of decisions of AFHQ meeting of 7 Oct 43 on location of this Sub-Commission.

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 By these decisions this Sub-Commission was required to work in close conjunction with the Movement and Transportation organisations of the Allied Military Forces. In accordance with instructions, therefore, the chief of this Sub-Commission and a small staff proceeded from TIZI OUZOU to AFHQ Mov & Tr on 10 Oct 43, and the remainder of the Sub-Commission proceeded from TIZI OUZOU on 4 Nov 43, to Advanced Administrative Echelon, AFHQ. The two Sub-Commission parties joined up in NAPLES on 18 Nov 43.
4. Principal Directives authorising and laying down the organisation, with brief descriptions.
 (a) AFHQ General Order No.60, dated 22 Oct 43. - This makes the DGMRS responsible for the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of ACC. It also provides that all US Railway Service Troops, the Railway Portion of the British Tn Service and Italian railway personnel and material will be at his disposal, and will operate under his direction.

-2-

(b) AFHQ Administrative Memorandum No. 76, dated 9 Nov 43. - Section I deals with the respective responsibilities for the control and operation of Italian railways of (i) the movement and transportation organizations of the Allied Military Forces, including the Military Railway Service, and (ii) the transportation organizations of AMG/ACC, and defines the relations between (i) and (ii). Section II refers to Inland Waterways and Highways (except local bus and tram services) and applies the same principles as for railways. The Memorandum gives effect to the decisions of the AFHQ meeting of 7 Oct 43, and requires to be read as a whole, because it is the basis of the existing organization.

(c) Advanced Administrative Echelon AFHQ - Administrative Instruction No. 14, dated 6 Dec 43. - This sets out in greater detail the requirements of (b) above based upon experience in the field, and also sets up a Transportation Committee composed of appropriate representatives of the Allied Military Forces, AMG/ACC, MEDBO, Shipping Sub-Commission, and the Undersecretary of State for Italian Railways and Highways. The object of the Committee is to

- (i) Examine the essential civil requirements for transportation.
- (ii) Recommend the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocate the requirements between the various means of transportation available.

The Instruction also shows the disposition and functions of AMG/ACC Transportation Officers whom it has been found necessary for this Sub-Commission to attach to the more important British and US Military Movement and Transportation offices throughout occupied territory.

At the first meeting of the Transportation Committee held on 11 Dec 43, it was decided to set up a Sub-Committee to deal with "bids" for transportation and matters of detail. Both Committees are now functioning and the Secretary is provided by this Sub-Commission.

Administrative Instruction No. 14 should be read as a whole.

5. Memoranda issued by this Sub-Commission. - In order to assist all concerned in ACC and AMG to secure transportation to meet essential civilian requirements it has been necessary for this Sub-Commission to circulate memoranda in amplification of Advanced Administrative Echelon AFHQ Administrative Instruction No. 14 dated 6 Dec 43 as follows:

ACC Tr Memorandum No. 1 dated 10 Dec 43
ACC Tr Memorandum No. 2 dated 29 Dec 43.

6. General results of experience of the organization.
(a) The organization is still "young" and has not yet got over its "teething troubles". Movements required by AMG/ACC, however, have been and are being carried out through this organization and sufficient practical experience has been gained to indicate that the system will work efficiently. The chief difficulties at the moment result from poor communications, insufficient co-ordination of transportation requirements between the various

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(b) These difficulties are regarded as temporary and great improvement is hoped for as soon as the latest re-organisation of AMG/ACC has got into its stride and recovered from the inconveniences resulting from the moves from Palermo and Brindisi to Naples and Salerno.

7.

Co-operation with Transportation Organizations of Operational Forces.

The closest possible contact is maintained with the appropriate branches of the Movement and Transportation organizations of the Operational Forces and with the Director General Military Railways Service. The working relationship is harmonious and considerable assistance is rendered to this Sub-Commission. The necessity for this Sub-Commission to work in the same building as the Movement and Transportation branch of the Operational Forces is proved by experience.

8.

Specific achievements - Railways.

- (a) On account of shortage of staff and equipment, and the fact that the organizations are not yet working smoothly, it is not possible to obtain a proper record of movements. The following gives some small indication of what has been and is being done.
- (b) Basic Schedule of Trains for passenger and freight civil purposes - mainland. This, subject to slight amendments, is shown in Appendix 'A' to Minutes of Meeting of Transportation Committee on 11 Dec 43. It is being arranged in conjunction with DEMRS and Italian Undersecretary of State for Railways and Highways. Most of the trains are already running and a heavy passenger and freight traffic is being conveyed. Additional trains are run as necessary for workmen, and for essential traffic beyond the capacity of the trains in the Basic Schedule.

- (c) Railway Services for civil mails. Facilities were offered by this Sub-Commission to the Postal Sub-Commission for conveyance of mails on the bi-weekly train, which is already running, between Naples, Potenza, Taranto, Brindisi, Bari, and various other intermediate stations and branch connecting services. Full advantage of the facilities will be taken by the Postal Sub-Commission and mails will commence to pass on 5 Jan 44. Close contact will be maintained with Postal Sub-Commission so that facilities can be extended as soon as circumstances permit.

- (d) Freight movements directly arranged through this Sub-Commission. From 11 December to 30 December 1943 movements affecting Regions 2 and 3, and AMG 15 Army Group, aggregating approximately 5560 tons were arranged. Many more movements are being fixed up.

9.

Region I - Sicily.

- (a) The fact that Sicily is directly under AFHQ and not Advanced Administrative Echelon necessitates separate instructions being issued for that Region. As soon as it was decided to set up a Transportation Committee for the mainland and the procedure shown in Advanced Administrative Echelon Administrative Instruction No. 14 was agreed, steps were taken by this Sub-Commission for a similar Committee and organization to operate in Sicily.

- (b) The Transportation Committee is now functioning satisfactorily in Sicily and a Basic Schedule of Trains sufficient for essential civil needs is in operation.

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(b) The Transportation Committee is now functioning satisfactorily in Sicily and a Basic Schedule of Trains sufficient for essential civil needs is in operation.

(c) The necessary steps are being taken for the transfer from AMG to ACC conditions. In this connection there is some difference of opinion regarding the number of Internal Transportation Sub-Commission officers required there under ACC conditions. A separate communication with recommendations will be sent to you if it proves impossible for this Sub-Commission to settle the matter satisfactorily. 79

10.

Highway transportation to meet essential civil requirements.

(a) The general position is unsatisfactory. AMG Regions and AMG 15 Army Group have encountered great difficulties in this connection, mainly owing to lack of reliable information from Italian sources, shortage of suitable vehicles, and difficulties in organizing what was available owing to shortage of suitable personnel and poor communications.

(b) By arrangement with Lt.Col. Henderson of the Central Economic Committee, two qualified officers of this Sub-Commission are being given the necessary authority and facilities to conduct a thorough survey and make the necessary recommendations, the matter being treated as one of great urgency.

11.

Ports.

(a) All the important ports are still under the control of the Operational Forces. AME/ACC have only been concerned with watching their own interests there as regards inward shipments of Civil Supplies.

(b) It was always assumed by this Sub-Commission that Shipping would be controlled by MEDBO and no difficulties were foreseen in connection with the responsibility for the internal workings of Ports which was included in the functions of this Sub-Commission. Since, however, the decision was made at HQ to set up a separate Shipping Sub-Commission the question has arisen as to the which Sub-Commission under ACC conditions should be responsible for Ports.

The functions of the ACC Shipping Sub-Commission had been understood to be the supervision of Italian ships and shipbuilding.

The draft of the functions of the Shipping Sub-Commission puts the control of "harbours", which is understood to embrace Ports, in their functions. It is understood the purpose of this was to prevent two Sub-Commissions dealing with the Italian Ministry of Mercantile Marine.

The Internal Transportation Sub-Commission considers that Ports ought to remain under their supervision. Ports are regarded as primarily an internal terminal facility, bound up with railways and road transport for the delivery to and clearance from them of all goods carried by ships. In the Operational Forces set up, Ports are operated and controlled by Tn and Movements.

In order to have all possible information available, this Sub-Commission, by arrangement with the Shipping Sub-Commission has requested Gen. di Raimondo for details of the working of his functions at Ports and a similar enquiry was to be made from Admiral Barone by the Shipping Sub-Commission. Replies have not yet been received.

12.

Inland Waterways.

No activities in this connection have yet arisen. The Italian Undersecretary of State for Railways and Highways has stated verbally that his department is responsible for Inland Waterways, and on present knowledge, therefore, it is correct that the responsibility should remain included in the functions of this Sub-Commission. To make absolutely certain of the position the Italian Undersecretary of State for Railways and Highways has been requested to furnish confirmation. The reply has not yet been received.

13.

Sardinia (Region 6).

(a) The personnel who are performing Transportation functions in Sardinia were unknown to this Sub-Commission. A representative was therefore sent to make enquiries and render any assistance which might be necessary. He was instructed to remain in Sardinia if required to do so by the senior officer there. His report was to the effect that he was not required to remain and that generally speaking the transportation position was considered to be satisfactory.

Copy to :- H.Q., ACC (for Capt. Stone).

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

MDT/hd

In reply refer to:
531.

16 December 1943

Subject: Procedure for obtaining transportation for civilian needs as laid down by AFHQ Adv Adm Echelon Administrative Instruction No. 14.

To: Vice-President, Economic and Administrative Section.

1. Attached are 5 copies of AFHQ Adv Adm Ech Administrative Instruction No. 14, also 5 copies of the minutes of the first meeting of the Transportation Committee referred to in the instruction.

2. Under the procedure set up (Vide paras 4, 5 and 6 of the instruction), which was communicated to Colonel Murphy last month, it is necessary for forecasts to be submitted every ten days by the various Sub-Commissions of your Section affected (Industry and Commerce, Labour, Interior, ect.), of transportation requirements by rail for civilian freight and passengers. These forecasts will apply to traffic which experience shows cannot be carried on the normal civilian train service i.e. the Basic Schedule shown as Appendix "A" to the minutes of the Transportation Committee meeting.

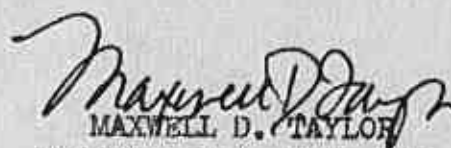
3. Your attention is drawn particularly to:-

a. Transportation Committee Minute No. 1, where it is stated that bids for the 10-day period 31 Dec to 9 Jan, should reach the Internal Transportation Sub-Commission by the 20th of December. It is clear that time will not permit this procedure being followed on this occasion, but for the following period, 10th Jan. to 19th Jan., bids must reach the Transportation Sub-Commission by the 30th of December. In order to ensure that the requisite information reaches the Transportation Sub-Commission at Naples in time for collation, it will be necessary for the various Sub-Commissions of your Section to place their bids with the Internal Transportation Sub-Commission representative at this HQ (Capt A.H. Street) five days in advance, i.e. by the 25th December, and he will then forward them to the office of his Sub-Commission, which is located at Naples, for the time being, with AFHQ Adv Adm Ech.

b. Transportation Committee Minute No. 4 (para 5), which makes it clear that, for traffic due to pass from one area to another, the bid for transportation must be made from the area in which the traffic originates and appropriate action should be taken by the receiving area to ensure that the dispatching area submits the requisite bid.

4. It is important that at the next meeting of the Transportation Committee (Vide Minute No. 7) on 3 January 1944, a representative of your Staff should attend who has knowledge not only of supply requirements and consequently of tonnages to be moved, but also of the passenger traffic requirements of the area under ACC supervision, particularly of workmen and business people, with any additional information of pending movement, which is likely to be required. The question of restricting the volume of civilian passenger travel (Vide Minute No. 6) and of control of crowds attempting to travel is also one which affects your Section and it would be useful if your representative attending the Transportation Committee could deal with this problem also.

For the Deputy President, Allied Control Commission:


MAXWELL D. TAYLOR
Brigadier General, USA

HEADQUARTERS
ALLIED MILITARY GOVERNMENT

22 December 1943

SUBJECT : Procedure For Obtaining Transportation For
Civilian Needs as Laid Down by A.F.H.Q Adv.
Adm. Echelon, Administrative Instruction No.14.

TO : Deputy President, Allied Control Commission.

1. Attention is invited to letter of your office of 16 November 1943, Ref. 531, signed by Brigadier Gen. Maxwell D. Taylor. Since the staff of the Vice President, Economic and Administrative Section, A.C.C. has not yet been organized, the matter is being dealt with by this office.

2. Efforts are being made to secure information requested regarding the territory comprising Region II from the R.C.A.O. of that Region, as it is not possible at this time to secure the information from various sub-commissions.

3. Referring particularly to Para 3(a), it is not believed possible to forward this information to your Headquarters and then have it returned to Naples in time for the Transportation Committee meeting at which it is expected to be presented.

4. Accordingly, if it meets with your approval, this office will assemble any available information pertaining to Region II and will bring it to the Transportation Committee meeting directly. It is hoped that this procedure will be satisfactory.

CHARLES M. SPOFFORD,
Colonel G.S.C.
D.C.C.ACO. HQ. A.M.G.

5006

Col Spofford
Paul R. H. Dec 20

Minutes of FIRST meeting of the Transportation Committee
held at AFHQ Adv. Adm. Ech. at 1430 hours
on 11 Dec 43.

Reference : TC 2/1

Date : 12 Dec 43.

Subject : Procedure for obtaining Transportation for civilian
Passengers and Freight.

Present:

Brig. Fellows D. & J. G. (M) in the chair.

AFHQ Adv. Adm. Ech.
Col. Fyeroft (Q Mov)
Lt. Col. Donaldson (Q Mov)
Lt. Col. Wynne Davies (Q Mov)
Major Thomson (Q Mov)
Major Fischer (D/COT and PBS)

M.G.S. Adv.
Major J.A. Todd

HQ. A.O.C.
Not represented.

H.Q. A.M.C.
Col. F. Todd

HQ. AMB 15 Army Group.
Capt. K.J. Curran

In attendance:

Col. D.J. Greenhill (Q Mov), AFHQ
Major G.B. Sowers (Deputy Director Transportation, Region 4).

1. Brig. Fellows opened the Meeting, and referred to adv. Adm. Ech.
Administrative Instruction No. 14 dated 6 December 43 which had been
circulated to all concerned. It suggested that the Department

Internal Transportation Sub-Commission.
Col. Fitch
Lt. Col. Vining
Major Glenville

Shipping Sub-Commission. AGO.
Major J.C. Hickingtother
Major J.W. Clarke

MEDECO.
L.D. Campbell Esq.

Gen. di Raimondo, Undersecretary
of State for Railroads and Highways

L.G.M.R.S.
Col. Dougherty
Lt. Col. B.H. Decker

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Lt. Col. Wynne Davies (Q Mov)
Major Thomson (Q Mov)
Major Fischer (D/COT and PBS)

M.G.S. Adv.
Major J.A. Todd

HS. A.S.C.
Not represented.

H.Q. A.M.G.
Col. P. Todd

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Col. D.A. Greenhill (Q Mov), AFHQ
Major G.B. Sowers (Deputy Director Transportation, Region 4).

1. Brig. Fellows opened the Meeting, and referred to Adv. Adm. Ech. Administrative Instruction No. 14 dated 6 December 49 which had been circulated to all concerned. He suggested that the Transportation Committee should not meet every ten days, but that a Sub-Committee be formed to meet approximately every ten days. The Sub-Committee to consist of a representative from :-

- AFHQ Adv. Adm. Ech.
- D.G.M.R.S.
- Internal Transportation Sub-Commission, ACC ✓
- Shipping Sub-Commission, ACC ✓
- D/COT and PBS
- MES Adv.
- AM 15 Army Group
- Undersecretary of State of Italian Railroads and Highways.

Internal Transportation Sub-Commission, ACC.
Col. Fitch
Lt. Col. Vining
Major Glenville

Shipping Sub-Commission, ACC.
Major J.O. Hickingbotham
Major J.W. Clarke

MEBO.
L.D. Campbell Esq.

Gen. di Raimondo, Undersecretary of State for Railroads and Highways

D.G.M.R.S.
Col. Dougherty
Lt. Col. S.H. Decker

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1. (Contd.)

The Meeting of the Sub-Committee would be held approximately on the 3rd., 13th., and 23rd., of each month at 1430 hours in Brig. Fellows' room at AFHQ Adv. Adm. Ech., and all bids to be brought forward before this Committee must reach the Internal Transportation Sub-Committee, ACC, attached Mov & Tr., AFHQ Advanced Administrative Echelon, C.M.F., by first post on the 1st., 10th., and 20th., of each month from all representatives within the Naples Area. All outside bids should be posted five days in advance so as to reach the above address on the dates notified.

Brig. Fellows pointed out that providing all bids could be collated in time, it should be possible for agendas to be sent out as all members of the Sub-Committee are likely to be located in the Naples Area.

AGREED: (a) The Sub-Committee to be appointed and meet as proposed above.

(b) The first Meeting to be held on 23 Dec 49, bids to reach Internal Transportation Sub-Committee, ACC by 20th Dec.

2. APPOINTMENT OF SECRETARY.

Brig. Fellows proposed that Major F.F. Richardson, P.E., (Internal Transportation Sub-Committee, ACC) be appointed as Secretary to the Transportation Committee, and the Sub-Committee. AGREED.

3. BASIC SCHEDULE OF TRAINS.

Proposals for the Basic Schedule of Trains for civilian traffic were discussed.

Col. Dougherty emphasized that tentative estimates of civilian requirements of trains as shown in Appendix A of the Minutes of the Meeting held at AFHQ Adv. Adm. Ech., at 1500 hours 30 Nov 49 must be curtailed owing to the shortage of fuel and power.

Brig Fellows then proceeded to take each Section of railroad in turn, and the trains as shown in Appendix A attached to these Minutes were accepted, and agreed upon by both D.G.M.R.S., and Italian State Railways. AGREED.

Gen. di Reimondo confirmed that locomotives and stock of the SUDEST system, although a private company, could be employed anywhere on the standard gauge system if D.G.M.R.S. considered it necessary.

Gen. di Reimondo stated that further proposals would be submitted later to cover the secondary lines on the CATANIA-RO and NAPLES Districts.

Brig. Fellowes pointed out that providing all bids could be collated in time, it should be possible for agendas to be sent out as all members of the Sub-Committee are likely to be located in the Naples Area.

AGREED: (a) The Sub-Committee to be appointed and meet as proposed above.

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Gen. di Raimondo confirmed that loops and stock of the SUDEST system, although a private company, could be employed anywhere on the standard gauge system if D.G.M.R.S. considered it necessary.

Gen. di Raimondo stated that further proposals would be submitted later to cover the secondary lines on the CATANZARO and NAPLES Districts.

During the discussion, the following points were raised :

AG 15 Army Group stated that it was considered that insufficient passenger and freight services between SALERNO and NAPLES were being run for one million population. Col. Dougherty stated that it should be realised that the bottle-neck at SALERNO which has heavy military traffic was the cause, but he hoped for improvement later.

Col. Fitch asked when the Basic Trains could be expected to operate. Col. Dougherty stated that it would take some time for the necessary arrangements to be made through D.G.M.R.S., and Gen. di Raimondo. Gen. di Raimondo was asked to inform the Italian State Railways that the Basic Schedule of trains as detailed in Appendix A hereto has his authority, and is binding on all Italian railways. Gen. di Raimondo agreed to do so.

-3-

4. BIDS FOR TRANSPORTATION.

Brig. Fellowes pointed out that no bids had been received by the Transportation Committee for discussion and asked representatives whether they had anything specific to present.

Major Todd (MGS) asked for transportation for 500 tons of Flour from NAPLES to REGGIO, to be regarded as urgent emergency requirement.

Brig. Fellowes draw attention to the fact that supplies for REGGIO should not be based on NAPLES, particularly in view of the ample port facilities available in Sicily. They should be shipped to Sicily and distributed by schooner from there, if direct shipment to REGGIO could not be arranged.

Col. Fitch stated that he had already arranged to see Lt. Col. Warren and Col. Ruck of AMG Region 2, immediately after this meeting on this subject. AGFSD that the specific movement requested might be suitably dealt with by coastwise shipping.

Gen. di Raimondo presented bids which he had received from the Minister of Food Supplies (Signor Corbino). They were as follows :-

Monthly bids of :-

3,000 tons of Salt from BARLETTA to SALERNO
4,000 tons of Salt from BARLETTA to NAPLES
600 tons of Wheat from POTENZA to NAPLES
600 tons of Charcoal from AVIGNA to NAPLES.

Major Todd (MGS Adv) asked if these bids had been co-ordinated through Regions 2 and 3. Upon being informed to the contrary, he asked the Chairman not to accept them, pointing out that unless such bids are passed through the proper channels of HQ AMG/ACC for investigation and control over the distribution of foodstuffs etc., can be maintained. Bids from BARLETTA to SALERNO and NAPLES should have been submitted by HQ ACC. Bids for Wheat from POTENZA and Charcoal from AVIGNA, by Region 2. In all cases bids must in future be submitted by the Regional or equivalent authority which controls the district in which the traffic originates, through their ACC or AMG headquarters. Major Todd was asked to make this procedure clear to all concerned.

This was explained to Gen. di Raimondo who said that he had presented these bids at the request of the Ministry of Supply, owing to their urgency and added that his Department was regarded by the Ministry of Supply as responsible for arranging transportation required

Brig. Followes drew attention to the fact that supplies for REGGIO should not be based on MAFIA, particularly in view of the ample port facilities available in Sicily. They should be shipped to Sicily and distributed by schooner from there, if direct shipment to REGGIO could not be arranged.

Col. Fitch stated that he had already arranged to see Lt. Col. Warren and Col. Ruck of AMG Region 2, immediately after this meeting on this subject. AGREED that the specific movement requested might be suitably dealt with by coastwise shipping.

Gen. di Reimondo presented bids which he had received from the Minister of Food Supplies (Signor Corbino). They were as follows :-

Monthly bids of :-

3,000 tons of Salt from BARLETTA to SALERNO
4,000 tons of Salt from BARLETTA to NAPLES
600 tons of Wheat from POTENZA to NAPLES
600 tons of Charcoal from ATENA to NAPLES.

Major Todd (MGS Adv) asked if these bids had been co-ordinated through Regions 2 and 3. Upon being informed to the contrary, he asked the Chairman not to accept them, pointing out that unless such bids are passed through the proper channels of HQ MB/ACC for investigation and control over the distribution of foodstuffs etc., can be maintained. Bids from BARLETTA to SALERNO and NAPLES should have been submitted by HQ ACC. Bids for Wheat from POTENZA and Charcoal from ATENA, by Region 2. In all cases bids must in future be submitted by the Regional or equivalent authority which controls the district in which the traffic originates, through their ACC or MB headquarters. Major Todd was asked to make this procedure clear to all concerned.

This was explained to Gen. di Reimondo who said that he had presented these bids at the request of the Ministry of Supply, owing to their urgency and added that his Department was regarded by the Ministry of Supply as responsible for arranging transportation required by his Government.

Documents setting out these bids have been passed to Major Todd (MGS Adv) for individual investigation and action. The absence of a representative from HQ ACC., and the resulting difficulties in conducting this particular business was emphasized by Brig. Followes.

AGREED: (a) No action to be taken for Salt and Wheat.
(b) MGS investigate immediately the bid for Charcoal, and if accepted, to pass to Internal Transportation-Sub-Commission, ACC.

5. TRANSPORT BY SEA.

On the question of transport by sea, Major Hickingbotham stated that the functions of the Shipping Sub-Commission, ACC were the subject of detailed discussion with MEDBO. Difficulties were being experienced in ascertaining particulars of vessels which were now being operated by various branches of the Services and by Italian organisations. At the moment he was unable to obtain control of any vessels. However, in close collaboration with MEDBO he fully expected that it would soon be possible to arrange a satisfactory organisation. Major Hickingbotham further stated that he had now established an office in Naples and would be working in close co-operation with MEDBO and the Internal Transportation Sub-Commission, ACC.

Brig. Fellowes informed Major Hickingbotham that Capt. Langham, R.N. (DSTO) would be able to give particulars of the small craft now being operated or controlled by the Services, and whether or not there was any spare capacity which could be used by Civil Affairs.

6. PERMITS FOR CIVILIANS TRAVELLING BY RAIL.

Lt.Col. Wynne Davies stated that HQ ACC had instructed the Italian Government to submit their proposals for introduction of a system for limiting and controlling the number of passengers who could travel by rail. Gen. di Belmonte still had the matter in hand.

Lt.Col. Donaldson pointed out the seriousness of civilians travelling uncontrolled and stated that the entire shunting at Salerno was recently stopped for several hours owing to the masses on the line trying to jump trains to further destinations.

Col. Daugherty emphasised that the Naples - Bari bi-weekly trains have only 600 seats each. He will inform Col. Fitch of the maximum number of passengers per train to be permitted to travel from each station concerned in order that Regions may be requested to arrange for the number of passengers to be restricted accordingly.

Col. Fitch stated that MG Region 3 had already been requested to introduce a local permit system for the Naples area, commencing with the Naples - Bari civilian train scheduled to run on Wednesday 15 Leo 43.

AGREED: The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by ACC and MG in conjunction with the appropriate Italian Government representatives. Col. Fitch will take the initiative immediately Gen. di Belmonte's proposals are received. The D.C.M. B. 87 representative will inform the

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Col. Dougherty emphasised that the Naples - Bari bi-weekly trains have only 600 seats each. He will inform Col. Fitch of the maximum number of passengers per train to be permitted to travel from each station concerned in order that Regions may be requested to arrange for the number of passengers to be restricted accordingly.

Col. Fitch stated that AMG Region 3 had already been requested to introduce a local permit system for the Naples area, commencing with the Naples - Bari civilian train scheduled to run on Wednesday 15 Dec 43.

AGREED: The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by ACC and AMG in conjunction with the appropriate Italian Government representatives. Col. Fitch will take the initiative immediately Gen. di Reimondo's proposals are received. The D.G.M.H.S. representative will inform the Internal Transportation Sub-Commission as soon as possible of the detailed passenger carrying capacity and picking-up and setting-down places of the trains it is proposed to run in the Basic System.

7. SECOND MEETING OF THE TRANSPORTATION COMMITTEE.

AGREED: The second meeting of the Transportation Committee be held at 1130 hours 3 Jan 44, at AFH. Adv. Adv. Ech. The room to be notified in the agenda.

APPENDIX "A"BASIC SCHEDULE OF TRAINS FOR CIVILIAN REQUIREMENTS.

Section of Railroad	PASSENGER (each way)	FREIGHT (each way)	MIXED (each way)
<u>ITALIAN STATE, STANDARD GAUGE.</u>			
NAPLES-POTENZA-TARANTO- BRINDISI-BARI	Bi-weekly	One daily	
TARANTO-MARTINAPOLCA-LECCE	Two daily	One daily	
BARI-BARLETTA			One daily
BARI-BRINDISI			One daily
BARI-TARANTO			One daily.
BARI-GIOJA	One daily		
MESE-POTENZA			Tri-weekly
SICIGNANO-LAGONIGRO			Tri-weekly
AVELLINO-NOCERA			* Bi-weekly
RUTINO-BATTIPAGLIA			* Bi-weekly
PEGGIO-CATANZARO- METAPONTO-TARANTO			Tri-weekly
SIBARI-PAOLA			x Tri-weekly
PAOLA-SCALEA			x Tri-weekly
SUD-EST STANDARD GAUGE SYSTEM	Two daily	One daily	
<u>SECONDARY LINES METRE GAUGE</u>			
BARI-MATERA	One daily	Three daily	
BARI-TORITTO	One daily		
ALTAMURA-GRIVINA			Two daily

BARI-BARILETTA	One daily
BARI-BRINDISI	One daily
BARI-TARANTO	One daily
BARI-GIOTTA	One daily
MELFI-POTENZA	Tri-weekly
SIGIGNANO-LAGONTERO	Tri-weekly
AVELLINO-NOCIERA	* Bi-weekly
FUTINO-BATTIPAGLIA	* Bi-weekly
REGGIO-CATANZARO-METAPONTO-TARANTO	Tri-weekly
SIRARI-PAOLA	x Tri-weekly
PAOLA-SCALEA	x Tri-weekly
SUDEST STANDARD GAUGE SYSTEM	One daily
SECONDARY LINES METRE GAUGE	
BARI-MATERA	One daily
BARI-TORITTO	Three daily
ALTAMURA-GRAVINA	Two daily
POTENZA-AVIGLIANO	Two daily
POTENZA-CAVELLO	Tri-weekly
ATENA-MARSICO-NUOVO	Tri-weekly
LAGONESSO-SPEZZANO	One daily

NOTES:

- * Service to connect with the NAPLES-TARANTO-BRINDISI-BARI Bi-weekly train both ways.
- x Service to connect with the REGGIO-CATANZARO-METAPONTO-TARANTO Tri-weekly train both ways.
- "DAILY" Services work only on WEEK-DAYS, except workmen's trains.

ADM. ECHELON A.F.H.C. - ADMINISTRATIVE INSTRUCTION NO. 14.
6th Dec 43.

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. INTENTION OF THIS INSTRUCTION.

Allied Military requirements demand the closest possible control of all transportation in the country to ensure that the best and most economical use is made of all forms of transport. In the case of railroads the availability of adequate rolling stock must be assured to the Allied Forces and the use of fuel for power and traction, which will always be in short supply, must be limited to hauling Allied Military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry. The following instructions are issued, by agreement with A.M.C., 15 Army Group and the Allied Control Commission, to arrange for provisions and control of this civil traffic.

2. Mov. and Tr. of Allied Military Forces.

The respective responsibilities and functions of the Movement and Transportation organisations of the Allied Military Forces and of the Transportation organisation of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.F.H.C. Administrative Memorandum No. 76 dated 9th November, 1943, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.C.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their Mov.&Tr. organisation:-

"a. Liaison and cooperation with Movements and transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between those demands.

c. To represent such requirements to the military Movements and Transportation staffs concerned, in order that these bids may be considered by the military authority in common with bids for military requirements."

3. Transportation Committee.

(a) A Transportation Committee will be set up to:-

- (i) examine the essential civil requirements for transportation.
- (ii) recommend the extent to which civil requirements can be met.

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c. To represent such requirements to the military movements and transportation staffs concerned, in order that these bids may be considered by the military authority in common with bids for military requirements."

3. Transportation Committee.

(a) A Transportation Committee will be set up to:-

- (i) Examine the essential civil requirements for transportation.
- (ii) Recommend the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocate the requirements between the various means of transportation available.

(b) The Committee will be composed as follows:-

Chairman. D.C.M.G. (M). A.F.H.C. Adv. Adm. Echelon.

Deputy. b/c.C.T.

Members. A Representative of:-

M.C.S. Adv.

H.Q. A.C.C.

H.Q. A.M.G.

H.Q. A.M.G. 15 Army Group

Supply Representative.

3. Transportation Committee (Contd).

- 2 -

Internal Transportation Sub-Commission A.C.C.
Shipping Sub-Commission A.C.C.
Military Railway Service,
"C" Branch A.F.H.C. Adv. Adm. Echelon.
G-4

MAURO

P.E.S.

No. 2 District,

Under Secretary of State for Italian Railroads and Highways.
Secretary to the Committee will be found by A.C.C. Internal Transportation Sub-Commission.

4. Procedure for obtaining Rail Transportation.

The procedure described below will be followed by the appropriate headquarters of Allied Control Commission and Allied Military Government to obtain transportation by rail for civilian passengers or freight.

(a) The appropriate A.O.C., and A.M.C. Headquarters will submit as soon as possible to A.F.H.C. Adv. Adm. Echelon through Internal Transportation Sub-Commission an estimate of the number of passenger and freight trains per week or per day which is considered to cover the minimum needs of the community on each main or secondary line of railroad. It is emphasized that to be of any real value, this estimated number must be the absolute minimum necessary for distribution of food, mails and other commodities essential to the life of the country and for the movement of work people engaged by military installations or war industries.

(b) These demands will be collated by the Internal Transportation Sub-Commission and submitted for consideration by the Transportation Committee.

(c) The Transportation Committee will submit their recommendations to D.C.A.C. A.F.H.C. Adv. Adm. Echelon.

5. Basic Schedule of Trains.

(a) Recommendations accepted will be passed to D.C.M.P.C., who will arrange a Basic Schedule of trains to provide the service required throughout the country. Details of this basic schedule will be circulated for information of A.C.C. and A.M.C. Headquarters and of the Movement and Transportation Offices of the Allied Military Forces.

(b) Requirements of A.C.C., A.M.C. or Civilians for movement by the trains included in the basic schedule will be arranged in the normal manner with the Italian Railway authorities. Movements required by A.C.C. and A.M.C. will be given priority and those required by civilians will be subject to the

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- (b) These demands will be collected by the Internal Transportation Sub-Commission and submitted for consideration by the Transportation Committee.
- (c) The Transportation Committee will submit their recommendations to D.C.A.C. A.F.H.C., Adv. Adm Echelon.

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- (b) Requirements of A.C.C., A.M.G. or Civilians for movement by the trains included in the basic schedule will be arranged in the normal manner with the Italian Railway authorities. Movements required by A.C.C. and A.M.G. will be given priority and those required by civilians will be subject to any permit on other control system which may be introduced.

6. Additional Movements over and above Basic Rail Schedule.

Additional rail movements over and above the capacity of the basic schedule of trains will be arranged as follows:-

- (a) A forecast (known as "bidding") will be submitted for each period of ten days, ten days in advance to A.F.H.C., Adv. Adm. Echelon by A.C.C. and A.M.G. Headquarters through the Internal Transportation Sub-Commission. Such forecasts will comprise as much information as possible of anticipated special rail movements required, so that a programme of special rail allocations may be prepared.

Additionally, where it is possible to forecast movements required for a longer period than ten days, this should be done and should include as much helpful information as possible.

6. Additional Movements over and above Basic Rail Schedule (Contd).

(b) The allocation of additional rail tonnage will be advised to all concerned and the specific movements within the tonnage allocation will then be arranged direct with the appropriate Movements and Transportation Offices of the Allied Forces.

(c) When local agreement cannot be reached and when, in exceptional cases, it may be necessary to request special rail movements which have not been included in the appropriate forecast, the requests will be referred through the channels laid down in para.4.

(d) All requests for specific movements referred to in para.6(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:-

Railroad Station from.....(Province.....)
 Consignor (Name and address).....
 A.M.G. or A.C.C. Officer to contact (Name, address & Phone No.....)

Railroad Station to.....(Province.....)
 Consignee (Name & Address).....
 A.M.G. or A.C.C. Officer to contact (Name, address and Phone Number).....

Description of Traffic (e.g. wheat in 50 lb. sacks).....

Tons to be moved.....

Full reasons why movement is required.....

Reference number of movement.....(each movement to be given a consecutive reference number).

(e) All forecasts referred to in para 6 (a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para. 6 (d) as possible. In any case, the dates within which the movements are required and the quantities available for movement per day must be given.

7. Coastwise and Sea-going Shipping Requirements.

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, bids being submitted to the A.C.C. Shipping Sub-Commission for collation and submission to the Transportation Committee.

Requirements for sea-going shipments will be handled separately by the A.C.C. Shipping Sub-Commission.

8. Disposition and functions of A.C.C. or A.M.G. Transportation Officers.

(a) The Internal Transportation Sub-Commission will arrange for A.C.C. or A.M.G. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain

Railroad Station to.....(Province)
Consignee (Name & Address).....
A.M.G. or A.C.C. Officer to contact (Name, address and Phone Number).....
Description of Traffic (e.g., wheat in 50 lb. sacks).....
Tons to be moved.....
Full reasons why movement is required.....
Reference number of movement.....(each movement to be given a consecutive reference number).

(a) All forecasts referred to in para 6 (a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para. 6 (d) as possible. In any case, the dates within which the movements are required and the quantities available for movement per day must be given.

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Requirements for sea going shipments will be handled separately by the A.C.C. Shipping Sub-Committee.

8. Disposition and functions of A.C.C. or A.M.G. Transportation Officers.

(a) The Internal Transportation Sub-Committee will arrange for A.C.C. or A.M.G. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that civil transportation requirements can be co-ordinated with those of the Allied Forces. They will collect and collate demands for civil rail transport referred to in para 6 (b) and 6 (d), in addition to their other duties.

(b) It may be convenient for the Transportation Committee to empower these A.C.C. or A.M.G. Transportation Officers to arrange through the appropriate Movements or Transportation Office of Allied Forces, such local transportation of passengers and freight as can be provided within the general allocation made, and limited additional special movement where this can be provided without detriment to Allied Military movement or undue consumption of fuel.

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no time

• **11/11/2019**

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Major-General.
 tive Officer.

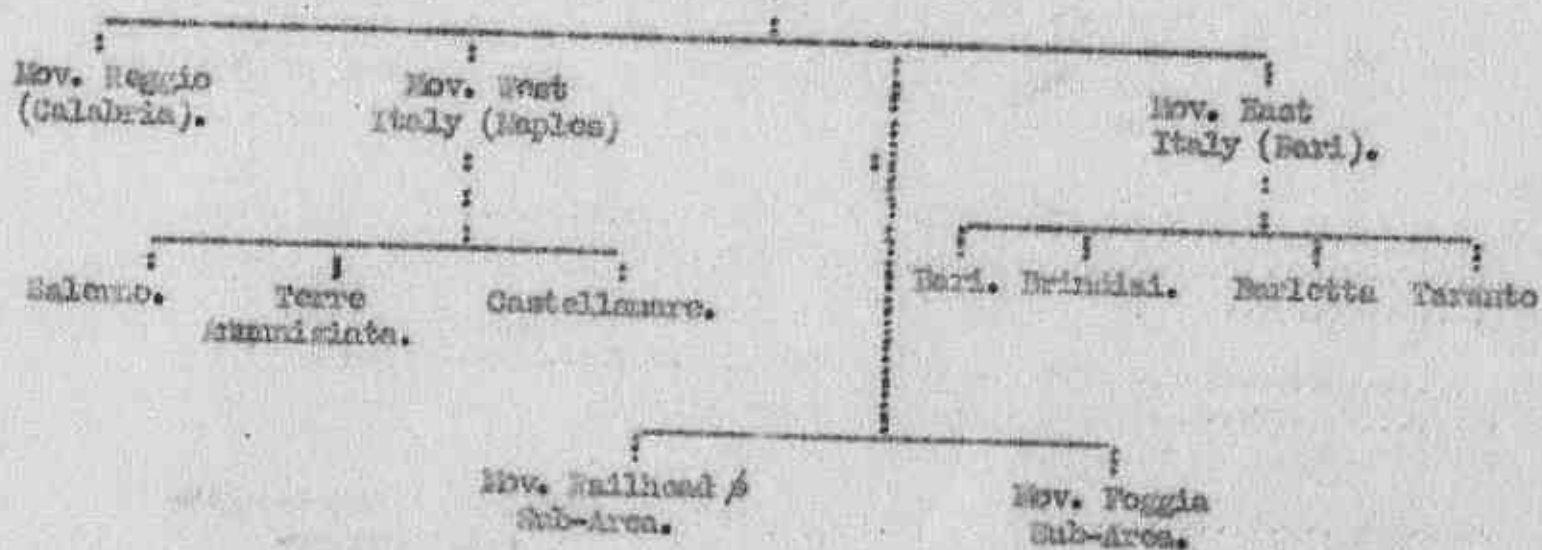
CONTRIBUTION:

A.F.E.C. (30)
 M.G.S. Adv. (2)
 E.C.A.C.C. (Brindisi), (4)
 H.Q. A.M.G. (Palermo) (6)
 H.Q. A.M.G. 15th Army Group (4)
 A.M.G. Region 2 (10)
 A.M.G. Region 3 (6)
 A.M.G. Region 4 (6)
 A.C.O. Internal Trans Sub-Com (30)
 A.C.O. Shipping Sub-Com (10)
 D.C.H.R.S. (6)
 M.E.D.M.G. Italy
 15 Army Group (2)
 Idea. Rep. 15 Army Group
 5th Army (3)
 8th Army (3)
 Commanding General P.E.S.
 E.Q. No. 2 Dist. (16)
 57 Area
 86 Area
 74 Sub-Area
 151 Sub-Area
 6 Base Sub-Area
 E.M. Sub-Area
 M. Sub-Area

Below 15' Aging Group:

LOCATION OF MILITARY DIV. AND OFFICERS.

Nov. Adv. Adm. Vol. AP55.



Transportation Adv. Adm. Echelon A.F.K.Q.
Transportation Peninsula Base Section (Naples).
Transportation Adriatic Base Area (Bari).

The last named places its demands on Nov. East Italy.

8 This area is now at PUGELA but will move to TINKLEJ Area shortly.
the date will be notified to all concerned.

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APPENDIX "B"

CHART SHOWING ORGANIZATION OF JAPANESE TRANSPORTATION FOR CHINESE AND CHINESE
FOR ARRANGING TRANSPORTATION

U.S. A.S.C. & A.M.S.

Int. M.S. Com.

(At New York, Wash. Adv. Adv. Adv.)

Int. M.S. Com. Representative (London with HQ A.S.C.)	Int. M.S. Com. Representative (London with HQ A.S.C.)	Int. M.S. Com. Representative (London with HQ A.S.C.)	Int. M.S. Com. Representative (London with HQ A.S.C.)
--	--	--	--

Contract with
 Nov. 1941.
 Nov. 1941.
 Nov. 1941.
 Nov. 1941.

Chart for arranging rail transportation over and above the capacity of the basic schedules:

For "Tridling" and
 leaves which cannot
 be agreed locally.

(a) A.S.C. 15 Army Group.	Int. M.S. Com at AMU (Adv. Adv. Adv.)	Nov. 1941 Italy RAIL, or Nov. 1941 Italy, or M. F.B.S., Naples
(b) Regions 3 and 4.	A.S.C. 15 Army Group who will co-ordinate with (a) above.	- ditto -
(c) A.S.C. (Anglia).	Int. M.S. Com at AMU Adv. Adv.	Nov. 1941 Italy, Nov. 1941 or sub- ordinate Nov. Offices as shown on chart.
(d) Region 2.	- ditto -	Nov. 1941, or Nov. 1941 Italy Nov. 1941, or Nov. 1941 Italy of Nov. 1941.

Minutes of FIRST meeting of the Transportation Committee
held at AFHQ Adv. Adm. Ech. at 1430 hours
on 11 Dec 43.

Reference : TC 2/1

Date : 12 Dec 43.

Subject : Procedure for obtaining Transportation for civilian
Passengers and Freight.

Present:

Brig. Fellows D.Q.M.G.(M) in the chair.

AFHQ Adv. Adm. Ech.
Col. Pycroft (Q Mov)
Lt.Col. Donaldson (Q Mov)
Lt.Col. Wynne Davies (Q Mov)
Major Thompson (Q Mov)
Major Fischer (D/COF and-FES)

M.G.S. Adv.
Major J.A. Todd

Hq. 4.C.C.
Not represented.

Hq. 4.M.G.
Col. F. Todd

Hq. 15 Army Group.
Capt. K.J. Curran

In attendance:

Col. D.A. Greenhill (Q Mov). JHQ
Major G.B. Somers (Deputy Director Transportation, Region 4).

1. Brig. Fellows opened the Meeting, and referred to Adv. Adm. Ech.
Administrative Instruction No. 14 dated 6 December 43 which states that

Internal Transportation Sub-Commission, AGC.
Col. Fitch
Lt.Col. Vining
Major Glenville

Shipping Sub-Commission, AGC.
Major J.C. Hickingbotham
Major J.W. Clarke

MEMO.
L.D. Campbell Esq.

Gen. di Raimondo, Undersecretary
of State for Railroads and Highways

D.G.M.R.S.
Col. Dougherty
Lt.Col. B.H. Decker

Date : 12 Dec 43.

Subject : Procedure for obtaining Transportation for civilian
Passengers and Freight.

Present:

Brig. Fellows D.A.M.C.(M) in the chair.

AHQ Adv. Adm. Ech.
Col. Fycroft (Q Mov)
Lt.Col. Donaldson (Q Mov)
Lt.Col. Wynne Davies (Q Mov)
Major Thomson (Q Mov)
Major Fischer (D/OOZ and PBS)

M.G.S. Adv.
Major J.L. Todd

Hq. A.C.C.
Not represented.

H.Q. A.M.G.
Col. F. Todd

Hq. AG 15 Army Group.
Capt. K.J. Curran

In attendance:

Col. D.A. Greenhill (Q Mov), AHQ
Major G.B. Sowers (Deputy Director Transportation, Region 4).

1. Brig. Fellows opened the Meeting, and referred to Adv. Adm. Ech.
Administrative Instruction No. 14 dated 6 December 43 which had been
circulated to all concerned. He suggested that the Transportation
Committee should meet every ten days, but that a Sub-Committee be
formed to meet approximately every ten days. The Sub-Committee to
consist of a representative from :-

AHQ Adv. Adm. Ech.
D.G.M.R.S.
Internal Transportation Sub-Committee, ACC
Shipping Sub-Committee, ACC
D/COT and PBS
MGS Adv.
AG 15 Army Group
Undersecretary of State of Italian Railroads
and Highways.

/The

- 2 -

1. (Contd)

The Meeting of the Sub-Committee would be held approximately on the 3rd., 13th., and 23rd., of each month at 1430 hours in Brig. Fellowes' room at AFHQ Adv. Adm. Ech., and all bids to be brought forward before this Committee must reach the Internal Transportation Sub-Committee, ACC, attached Mov & Tr., AFHQ Advanced Administrative Echelon, C.M.F., by first post on the 1st., 10th., and 20th., of each month from all representatives within the Naples Area. All outside bids should be posted five days in advance so as to reach the above address on the dates notified.

Brig. Fellowes pointed out that providing all bids could be collated in time, it should be possible for agendas to be sent out as all members of the Sub-Committee are likely to be located in the Naples Area.

AGREED: (a) The Sub-Committee to be appointed and meet as proposed above.

(b) The first Meeting to be held on 23 Dec 43, bids to reach Internal Transportation Sub-Committee, ACC by 20th Dec.

2. APPOINTMENT OF SECRETARY.

Brig. Fellowes proposed that Major F.F. Richardson, R.E., (Internal Transportation Sub-Committee, ACC) be appointed as Secretary to the Transportation Committee, and the Sub-Committee. AGREED.

3. BASIC SCHEDULE OF TRAINS.

Proposals for the Basic Schedule of Trains for civilian traffic were discussed.

Col. Dougherty emphasised that tentative estimate of civilian requirements of trains as shown in Appendix 4 of the Minutes of the Meeting held at AFHQ Adv. Adm. Ech., at 1500 hours 30 Nov 43 must be curtailed owing to the shortage of fuel and power.

Brig Fellowes then proceeded to take each Section of railroad in turn, and the trains as shown in Appendix 4 attached to these Minutes were accepted, and agreed upon by both D.G.M.R.S., and Italian State Railways. AGREED.

Gen. di Reimondo confirmed that locoms and stock of the SUDEST system, although a private company, could be employed anywhere on the standard gauge system if D.G.M.R.S. considered it necessary.

Gen. di Reimondo stated that further proposals would be submitted later to cover the secondary lines on the CATANIA and NAPLES Districts.

within the Naples Area. The above address on the dates notified, advance so as to reach the above address on the dates notified.

Brig. Fellowes pointed out that providing all bids could be collated in time, it should be possible for agendas to be sent out as all members of the Sub-Committee are likely to be located in the Naples Area.

AGREED: (a) The Sub-Committee to be appointed and meet as proposed above.

(b) The first Meeting to be held on 23 Dec 43, bids to reach Internal Transportation Sub-Commission, ACC by 20th Dec.

2. APPOINTMENT OF SECRETARY.

Brig. Fellowes proposed that Major F.F. Richardson, R.E., (Internal Transportation Sub-Commission, ACC) be appointed as Secretary to the Transportation Committee, and the Sub-Committee. AGREED.

3. BASIC SCHEDULE OF TRAINS.

Proposals for the Basic Schedule of Trains for civilian traffic were discussed.

Col. Dougherty emphasised that tentative estimate of civilian requirements of trains as shown in Appendix A of the Minutes of the Meeting held at AFHQ Adv. Adm. Ech., at 1500 hours 30 Nov 43 must be curtailed owing to the shortage of fuel and power.

Brig Fellowes then proceeded to take each Section of railroad in turn, and the trains as shown in Appendix A attached to these Minutes were accepted, and agreed upon by both D.G.M.R.S., and Italian State Railways. AGREED.

Gen. di Raimondo confirmed that locos and stock of the SUEEST system, although a private company, could be employed anywhere on the standard gauge system if D.G.M.R.S. considered it necessary.

Gen. di Raimondo stated that further proposals would be submitted later to cover the secondary lines on the CALABRIZO and NAPLES Districts.

During the discussion, the following points were raised :

MSG 15 Army Group stated that it was considered that insufficient passenger and freight services between SALERNO and NAPLES were being run for one million population. Col. Dougherty stated that it should be realised that the bottle-neck at SALERNO which has heavy military traffic was the cause, but he hoped for improvement later.

Col. Fitch asked when the Basic Trains could be expected to operate. Col. Dougherty stated that it would take some time for the necessary arrangements to be made through D.G.M.R.S., and Gen. di Raimondo. Gen. di Raimondo was asked to inform the Italian State Railways that the Basic Schedule of trains as detailed in Appendix A hereto has his authority, and is binding on all Italian railways. Gen. di Raimondo agreed to do so.

-3-

4. BIDS FOR TRANSPORTATION.

Brig. Fellowes pointed out that no bids had been received by the Transportation Committee for discussion and asked representatives whether they had anything specific to present.

Major Todd (MGS) asked for transportation for 500 tons of Flour from NAPLES to REGGIO, to be regarded as urgent emergency requirement.

Brig. Fellowes drew attention to the fact that supplies for REGGIO should not be based on NAPLES, particularly in view of the ample port facilities available in Sicily. They should be shipped to Sicily and distributed by schooner from there, if direct shipment to REGGIO could not be arranged.

Col. Fitch stated that he had already arranged to see Lt. Col. Warren and Col. Ruck of AMG Region 2, immediately after this meeting on this subject. AGREED that the specific movement requested might be suitably dealt with by coastwise shipping.

Gen. di Raimondo presented bids which he had received from the Minister of Food Supplies (Signor Corbino). They were as follows :-

Monthly bids of :-

- 3,000 tons of Salt from BARLETTA to S. LERNO
- 4,000 tons of Salt from BARLETTA to NAPLES
- 600 tons of Wheat from POTENZA to NAPLES
- 600 tons of Charcoal from ATENA to NAPLES.

Major Todd (MGS Adv) asked if these bids had been co-ordinated through Regions 2 and 3. Upon being informed to the contrary, he asked the Chairmen not to accept them, pointing out that unless such bids are passed through the proper channels of HQ ABE/ACC for investigation and control over the distribution of foodstuffs etc., can be maintained. Bids from BARLETTA to S. LERNO and NAPLES should have been submitted by HQ ACC. Bids for Wheat from POTENZA and Charcoal from ATENA, by Region 2. In all cases bids must in future be submitted by the Regional or equivalent authority which controls the district in which the traffic originates, through their ACC or AMG headquarters. Major Todd was asked to make this procedure clear to all concerned.

This was explained to Gen. di Raimondo who said that he had presented these bids at the request of the Ministry of Supply, owing to their urgency and added that his Department was regarded by the Ministry of Supply as being of great importance.

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Brig. Fellowes drew attention to the fact that supplies for REGGIO should not be based on NAFLE, particularly in view of the ample port facilities available in Sicily. They should be shipped to Sicily and distributed by schooner from there, if direct shipment to REGGIO could not be arranged.

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600 tons of Wheat from POTENZA to NAPLES
600 tons of Charcoal from ATENA to NAPLES.

Major Todd (MIS Adv) asked if these bids had been co-ordinated through Regions 2 and 3. Upon being informed to the contrary, he asked the Chairman not to accept them, pointing out that unless such bids are passed through the proper channels of HQ AMG/ACC for investigation and control over the distribution of foodstuffs etc., can be maintained. Bids from BARLETTA to S. LERNO and NAPLES should have been submitted by HQ ACC. Bids for Wheat from POTENZA and Charcoal from ATENA, by Region 2. In all cases bids must in future be submitted by the Regional or equivalent authority which controls the district in which the traffic originates, through their ACC or AMG headquarters. Major Todd was asked to make this procedure clear to all concerned. **497**

This was explained to Gen. di Raimondo who said that he had presented these bids at the request of the Ministry of Supply, owing to their urgency and added that his Department was regarded by the Ministry of Supply as responsible for arranging transportation required by his Government.

Documents setting out these bids have been passed to Major Todd (MIS Adv) for individual investigation and action.

The absence of a representative from HQ ACC., and the resulting difficulties in conducting this particular business was emphasised by Brig. Fellowes.

AGREED: (a) No action to be taken for Salt and Wheat.

(b) MIS investigate immediately the bid for Charcoal, and if accepted, to pass to Internal Transportation- Sub-Commission, ACC.

5. TRANSPORT BY SEA.

On the question of transport by sea, Major Hickingbotham stated that the functions of the Shipping Sub-Commission, ACC were the subject of detailed discussion with MEDCO. Difficulties were being experienced in ascertaining particulars of vessels which were now being operated by various branches of the Services and by Italian organisations. At the moment he was unable to obtain control of any vessels. However, in close collaboration with MEDCO he fully expected that it would soon be possible to arrange a satisfactory organisation. Major Hickingbotham further stated that he had now established an office in Naples and would be working in close co-operation with MEDCO and the Internal Transportation Sub-Commission, ACC.

Iris. Fellowes informed Major Hickingbotham that Capt. Langham, C.M. (DSTO) would be able to give particulars of the small craft now being operated or controlled by the Services, and whether or not there was any spare capacity which could be used by Civil Affairs.

6. PERMITS FOR CIVILIANS TRAVELLING BY RAIL.

Lt. Col. Wynne Davies stated that HQ ACC had instructed the Italian Government to submit their proposals for introduction of a system for limiting and controlling the number of passengers who could travel by rail. Gen. di Raimondo still had the matter in hand.

Lt. Col. Donaldson pointed out the seriousness of civilians travelling uncontrolled and stated that the entire shunting at Salerno was recently stopped for several hours owing to the masses on the line trying to jump trains to further destinations.

Col. Daugherty emphasised that the Naples - Bari bi-weekly trains have only 600 seats each. He will inform Col. Fitch of the maximum number of passengers per train to be permitted to travel from each station concerned in order that Regions may be requested to arrange for the number of passengers to be restricted accordingly.

Col. Fitch stated that AMG Region 3 had already been requested to introduce a local permit system for the Naples area, commencing with the Naples - Bari civilian train scheduled to run on Wednesday 15 Dec 43.

AGREED: The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by ACC and AMG in conjunction with the appropriate Italian Government representatives. Col. Fitch will take the initiative immediately Gen. di Raimondo's proposals are received. The D.S.M.A.S. representative will inform the Internal Transportation Sub-Commission as soon as possible of the detailed passenger carrying capacity and picking-up and setting-down places of the trains it is proposed to run in the Basic System.

7. SECOND MEETING OF THE TRANSPORTATION COMMITTEE.

AGREED: The second meeting of the Transportation Committee be held at 1130 hours 3 Jan 44, at AFH Adv. Adm. Bch. The room to be notified in the Agenda.

Brig. Fellowes informed Major Hickingbottom that Capt. Langham, B.N. (DSTO) would be able to give particulars of the small craft now being operated or controlled by the Services, and whether or not there was any spare capacity which could be used by Civil Affairs.

6. PERMITS FOR CIVILIANS TRAVELLING BY RAIL.

Lt. Col. Wynne Davies stated that HQ AGC had instructed the Italian Government to submit their proposals for introduction of a system for limiting and controlling the number of passengers who could travel by rail. Gen. di Raimondo still had the matter in hand.

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Col. Fitch stated that AGC Region 3 had already been requested to introduce a local permit system for the Naples area, commencing with the Naples - Bari civilian train scheduled to run on Wednesday 15 Dec 43.

AGREED: The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by AGC and AGC in conjunction with the appropriate Italian Government representatives. Col. Fitch will take the initiative immediately Gen. di Raimondo's proposals are received. The U.G.M.R.S. representative will inform the Internal Transportation Sub-Commission as soon as possible of the detailed passenger carrying capacity and picking-up and setting-down places of the trains it is proposed to run in the Basic System.

7. SECOND MEETING OF THE TRANSPORTATION COMMITTEE.

AGREED: The second meeting of the Transportation Committee be held at 1130 hours 9 Jan 44, at JFH Adv. Adm. Ech. The room to be notified in the Agenda.

APPENDIX "A"BASIC SCHEDULE OF TRAINS FOR CIVILIAN REQUIREMENTS.

Section of Railroad	PASSENGER (each way)	FREIGHT (each way)	MIXED (each way)
<u>ITALIAN STATE, STANDARD GAUGE.</u>			
NAPLES-POTENZA-TARANTO- BRINDISI-BARI	Bi-weekly	One daily	
TARANTO-MARTINAFRANCA-LECCE	Two daily	One daily	
BARI-BARLETTA			One daily
BARI-BRINDISI			One daily
BARI-TARANTO			One daily
BARI-GIOIA	One daily		
MELFI-POTENZA			Tri-weekly
SICIGNANO-LAGONTERO			Tri-weekly
AVULINO-NOCERA			* Bi-weekly
FUTINO-BATTIPAGLIA			* Bi-weekly
REGGIO-CALIGNANO- METAPONTO-TARANTO			Tri-weekly
SILARI-B.OL.			x Tri-weekly
PAOLA-SCALEA			x Tri-weekly
SUDWEST STANDARD GAUGE SYSTEM	Two daily	One daily	
<u>SECONDARY LINES METRE GAUGE</u>			
BARI-MATERA	One daily	Three daily	
BARI-TORITTO	One daily		
ALTAMURA-GRAVINA			Two daily

4996

TARANTO-MARTINAFRANCA-LECCE	Two daily	One daily	
BARI-BARILETTA			One daily
BARI-BRINDISI			One daily
BARI-TARANTO			One daily
BARI-GIONA	One daily		
MELFI-POTENZA			
SICIGIANO-LAGONEGRO			Tri-weekly
AVELLINO-NOCIERA			Tri-weekly
FUTINO-BATTIPAGLIA			* Bi-weekly
			* Bi-weekly
REGGIO-CATANZARO-METAPONTO-TARANTO			Tri-weekly
SIBARI-PAOLA			x Tri-weekly
PAOLA-SCALEA			x Tri-weekly
SUDEST STANDARD GAUGE SYSTEM	Two daily	One daily	
<u>SECONDARY LINES METRE GAUGE</u>			
BARI-MATERA	One daily	Three daily	5995
BARI-TORRITO	One daily		
ALTAMURA-GRAVINA			Two daily
POTENZA-VIGILANO			Two daily
POTENZA-CAVELLO			Tri-weekly
ATENA-MARSICO-NUOVO			Tri-weekly
LACONERO-SPEZZANO			One daily

NOTES:

* Service to connect with the NAPLES-TARANTO-BRINDISI-BARI Bi-weekly train both ways.

x Service to connect with the REGGIO-CATANZARO-METAPONTO-TARANTO Tri-weekly train both ways.

"Daily" Services work only on WEEK-DAYS, except workmen's trains.

Internal Transport: on Sub-Commission, ACC.
attached for 6 Th.,
AFHQ Advanced Administrative Echelon.

ACC Th/3/4

10 December 43.

ACC Th. Memorandum No. 1.

Procedure for ACC and AMG to select transportation to meet essential civilian requirements.

1. OBJECT. The amplification of certain paragraphs of Adv. Adm. Echelon AFHQ Administrative Instruction No. 14 dated 6 December 43, to assist all concerned in ACC and AMG in securing transportation to meet essential civilian requirements.

2. BASIC SCHEDULE OF TRAINS.

Para 5b of Instruction No. 14. Movements required by ACC and AMG by such trains will be pre-arranged through the person in charge at the sending station. As many days notice as possible should be given to enable the person in charge at the sending station to make the necessary arrangements through his normal channels, and thus ensure that railway wagons will be available at time and date required for loading and that room is left on the trains concerned to clear the traffic.

Where it is anticipated that traffic, if uncontrolled, will be greater than the capacity of the basic schedule of trains, ACC or AMG according to area concerned, should arrange the introduction of a system which requires intending travellers or civilian consignors of freight to secure by production of justifiable evidence, a permit for each movement. In such circumstances the local railway officials at the stations concerned should be instructed that rail movements without permits is strictly forbidden. Permit systems already in operation should be continued and should be made more restrictive if possible in those cases where acute overcrowding of trains and congestion of traffic is occurring.

The local Carabinieri should be made responsible if necessary for control of crowds at railway stations.

3. ADDITIONAL MOVEMENTS OVER AND ABOVE BASIC SCHEDULE.
Para 6(c) and (e) of Instruction No. 14. The inclusive periods of ten days for forecasts (or "bidding") will be:-

21 to 30 December 43.
31 Dec to 9 Jan 44.
10 Jan to 19 Jan 44
and so on.

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... The local Carabinieri should be made responsible if necessary for control of crowds at railway stations.

3. ADDITIONAL MOVEMENTS OVER AND ABOVE BASIC RAIL SCHEDULE.

Para 6(a) and (e) of Instruction No. 14. The inclusive periods of ten days for forecasts (or "bidding") will be:-

21 to 30 December 43.
31 Dec to 9 Jan 44.
10 Jan to 19 Jan 44
and so on.

Para 6(b) and (d) of Instruction No. 14. An example of how this procedure will work is as follows:- Under para 6(b) a bid may be made for 1,000 tons of Olive Oil from Station A to Station B. If this bid is accepted by the Transportation Committee at ARHQ, Adm. Ech., the allocation of the additional rail tonnage involved will be advised to the ACC or AMG office from which the bid was made and to the appropriate Military Movements and Transportation Office.

The specific movements within the tonnage allocated will then be arranged direct between ACC or AMG officer responsible for making the bid and the appropriate Military Movements and Transportation Office. (See App. B of Instruction No. 14).

In para 4 of this Memorandum details of the ACC and AMG Transportation Officers who will be attached as soon as possible to the Military Movements and Transportation Offices are shown.

4995

3 (Contd).

- 2 -

The arrangement of the specific movements will comprise the definite fixing of the tonnage to be moved each day, times for loading at sending stations and times of trains on which to be despatched. It will be essential to adhere strictly to the detailed plan so arranged for each consignment.

4. DISPOSITION AND FUNCTIONS OF ACC AND AMG TRANSPORTATION OFFICERS.
Paras 8(a), and 10 and App. B of Instruction No. 14. The Transportation Officers who will be attached as soon as possible to the more important British and U.S. Military Movement and Transportation offices are shown below:-

Mov. REGGIO	: Capt. E.A. RYAN (A)
Mov. FOGGIA	: Major V.R. BOWERS (B)
Mov. E. Italy and	: (Major G.F. BUCKLEY (B)
	(Capt. S. HALL (A)

Mov. W. Italy)	
and)	MAFLES
Tn. F.B.S.)	: Major W.N. YODER (A)

On arrival at their posts they will :-

- (i) notify all concerned of their address, telephone number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) and (d) of Instruction No. 14 are to be made in each ACC and AMG Region or Area concerned.
- (ii) make all necessary contacts with ACC and AMG Region HQs.
- (iii) carry out the requirements of Instruction No. 14.

In addition, Transportation Officers will be located for the time as shown below:-

HQ. ACC	: Capt. A.H. STREET (B)
HQ. Region 2	: Major C.H. HOLLIDAY (A)
HQ. Region 3	: Capt. A.N. DE LAET (A)
	: Duties to be covered by Major W.N. Yoder (See above).

These officers, in addition to their ordinary duties will assist in co-ordinating the Transportation requirements of the various sections of their headquarters, insure that the requests are made through the proper channels and that the requirements of Instruction No. 14 are complied with.

5. INTERNAL TRANSPORTATION SUB-COMMISSION ACC.
Address :-

Mov. W. Italy)
and) NAPLES : Major W.N. YODER (A.)
Tn. P.B.S.)

On arrival at their posts they will :-

- (i) notify all concerned of their address, telephone number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) and (d) of Instruction No. 14 are to be made in each .CC and .MG Region or .res concerned.
- (ii) make all necessary contacts with .CC and .MG Region HQs.
- (iii) carry out the requirements of Instruction No. 14.

In addition, Transportation Officers will be located for the time as shown below:-

HQ. .CC	: Capt. A.H. STREET (B)
HQ. Region 2	: Major G.H. HOLLIDAY (A)
	Capt. A.N. DE MARET (A)
HQ. Region 3	: Duties to be covered by Major W.N. Yoder (See above).

These officers, in addition to their ordinary duties will assist in co-ordinating the Transportation requirements of the various sections of their headquarters, insure that the requests are made through the proper channels and that the requirements of Instruction No. 14 are complied with.

5. INTERNAL TRANSPORTATION SUB-COMMISSION, .ACC.

Address :-

"Attached Mov & Tn
..THQ .div. .adm. Echelon."

Phone numbers :-

Colonel S... FITCH (personal)	FLABO Extension 115
Officers	FLABO Extensions 251, 250
Clerks	FLABO Extension 127

Telegraph address :- MOV FLABO FOR FITCH.

6.

POINTS TO REMEMBER IN PLANNING .JL RAIL MOVEMENTS.

(a) Railway rolling stock is in short supply. Railway wagons are not warehouses. Plan movements, therefore, so that prompt loading and unloading in relation to despatch and arrival are achieved. As a general principle no railway wagon should be kept under load prior to despatch or after arrival at destination for more than 12 hours.

-3-

6 (Contd.).

(b) In planning the movement of large consignments do everything possible to arrange back loads to avoid empty haulage of railway wagons.

7. TRAIN GUARDS TO PREVENT PILFERAGE. It has been found necessary to provide Military personnel as guards to prevent pilferage on trains conveying military traffic. Certain ACC or AMG consignments, particularly of foodstuffs, should also be guarded throughout, and it will be the responsibility of the ACC or AMG consignors to arrange guards or other security measures when considered to be necessary.

It will probably be found practicable to arrange for the local Carabinieri to provide the guards. As a further safeguard, arrangements should be made for railway wagons containing consignments considered to be particularly liable to pilferage, to be sealed before being handed over to the guard, and for the guard to be held responsible that the seals remain intact until the wagons are handed over at destination to the person authorised to receive them.

8. ARRANGEMENT OF LOCAL HIGHWAY TRANSPORTATION TO AND FROM RAILWAY STATIONS. This will be the responsibility of the ACC and AMG officers from whom the requests for rail movements emanate. Therefore, all rail movements should be based on the railway stations (capable of dealing with the traffic) which are nearest to the originating and destination points. It should be possible for ACC and AMG officers concerned to arrange for the local civil authority to organize the use of local mechanical, horse and other animal or manual transport to move traffic to and from railway stations in those cases where consignors or consignees have insufficient transport of their own. The problem might also be eased by the establishment of warehouses or dumps in close proximity to railway stations.

9. HIGHWAY TRANSPORT OTHER THAN LOCAL. A separate Memorandum on this matter will be issued. Owing to shortage of road transport, it is unlikely that much will be available for some considerable time. Meanwhile, details of any Italian Highway Transport organizations, including the number of vehicles (runners and non-runners) in their possession and what action is required to enable them to operate, should be sent as soon as possible to the Internal Transportation Sub-Commission, ACC.

10. DOCUMENTATION AND RECORDING OF RAIL TRAFFIC. A separate Memorandum on this matter will be issued. Meanwhile, the procedure should be :-
(a) For movement when the consignee or sender is ACC or AMG and in respect of which no tariff charges to be paid:-

(i) Where Military Warrants (Forms AB 497a or 494a) suitably endorsed "ACC" or "AMG" are now being used, this practice should be continued, but without prejudice to the normal Italian Railway documentation procedure where the sections of railway concerned are being operated by Italian

8. ARRANGEMENT OF LOCAL HIGHWAY TRANSPORTATION TO AND FROM RAILWAY STATIONS.

This will be the responsibility of the ACC and AMG officers from whom the requests for rail movements emanate. Therefore, all rail movements should be based on the railway stations (capable of dealing with the traffic) which are nearest to the originating and destination points. It should be possible for ACC and AMG officers concerned to arrange for the local civil authority to organize the use of local mechanical, horse and other animal or manual transport to move traffic to and from railway stations in those cases where consignors or consignees have insufficient transport of their own. The problem might also be eased by the establishment of warehouses or dumps in close proximity to railway stations.

9. HIGHWAY TRANSPORT OTHER THAN LOCAL. A separate Memorandum on this

matter will be issued. Owing to shortage of road transport, it is unlikely that much will be available for some considerable time. Meanwhile, details of any Italian Highway Transport organizations, including the number of vehicles (runners and non-runners) in their possession and what action is required to enable them to operate, should be sent as soon as possible to the Internal Transportation Sub-Commission, ACC.

10. DOCUMENTATION AND RECORDING OF RAIL TRAFFIC. A separate Memorandum

on this matter will be issued. Meanwhile, the procedure should be :-
(a) For movement when the consignee or sender is ACC or AMG and in respect of which no tariff charges to be paid:-

(i) Where Military Warrants (Forms AB 497a or 494a) suitably endorsed "ACC" or "AMG" are now being used, this practice should be continued, but without prejudice to the normal Italian Railway documentation procedure where the sections of railway concerned are being operated by Italian railway organizations.

(ii) Where warrants are not being used, the normal documentation procedure employed by the Italian Railway organization, with appropriate endorsements to show the agency for whom the traffic is being moved (ACC or AMG) and that it is moving without payment of tariff charges, should be used.

(b) All rail movements referred to in (a) above should be carefully recorded by the ACC or AMG offices responsible for the arrangement for the movement.

(c) The requirements of (a) and (b) above have no application in respect of civil traffic moving on a commercial basis, under tariff charges. Such movements will be subject to the normal documentation and recording procedure of Italian Railway Administration.

-4-

11. PERIOD FROM NOW UNTIL THE ORGANIZATION FOR OBTAINING RAIL MOVEMENT IS WORKING PROPERLY. Circumstances are such that delay may occur in getting the Officers detailed in para 4 hereof to their assigned positions and in their establishing necessary contacts and communications. Meanwhile, ACC or AG requests for specific movements which cannot be arranged otherwise, should be made direct to Internal Transportation Sub-Commission. (See para 5).

11/1/42

Chief of Internal Transportation Sub-Commission, A.C.C. *Colonel*

DISTRIBUTION :

MCS Adv. (2)
 HQ, ACC. (Brindisi) (4)
 HQ, AG. (Palermo) (4)
 HQ, AG (Naples) (4)
 HQ, AG (Salerno) (4)
 HQ, AG 15 Army Group, Bari. (4)
 AG Supply & Economics Section,
 15 Army Group, Naples (4)
 HQ, Region 2 (10)
 HQ, Region 3 (6)
 HQ, Region 4 (6)
 HQ, Region 5 (2)
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ACC Sub-Commissions.

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 Mov Naples
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 Mov Torre Annunziata
 Mov Castellammare
 Lt. Col. Wynne Davies
 General Di Raimondi.

* For information together with copy of Adv. Admin. Ech. JHQ Administrative Instruction No. 14.

325

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
APO 512

9 December 1943.

DAILY BULLETIN)

NUMBER 32)

OFFICIAL

1. CIVILIAN CARS: No requisitioned Civilian Cars will be taken on the move. All such cars in the hands of AMG personnel will be turned in to the American or British garage not later than 1200 on 10 Dec 1943. (AG)

By order of Colonel SPOFFORD:

CHARLES M. SPOFFORD
Col, CSC,
Acting Chief of Staff.

OFFICIAL:

Nicholas Piontino
NICHOLAS PIONTINO
WO (JE) USA,
Actg Asst Adj Gen.

DISTRIBUTION:

"A"

UNOFFICIAL

FOUND: A pair of Horn rimmed glasses have been turned in to the AG office. Owner can have same by calling at Room 16, Via Bari. (AG)

M.P.
H.F.

4993

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
APO 512

9 December 1943.

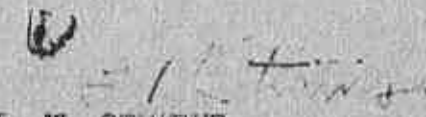
SUBJECT: Requisitioned Vehicles.

TO : Heads of Sub-commissions, Sections and Branches.

1. Letter this Headquarters 1 December 1943, subject Motor Vehicles and Gasoline Consumption, directed that all requisitioned passenger motor vehicles be turned in to Headquarters Garages (A) or (B) unless the surrender of such vehicles would be seriously detrimental to vital projects. In the latter case, a letter stating the necessity for retention of the vehicle was to be submitted to Headquarters. Retention of requisitioned vehicles without reporting by letter as required will be a matter for disciplinary action.

2. Heads of Sub-commissions, Sections and Branches will institute a check of their subordinates and will certify in writing to the Executive Officers that to the best of their knowledge and belief all requisitioned passenger vehicles formerly held by members of their Subcommission, Section or Branch have been turned in to Headquarters Garages (A) or (B). If any vehicles have been retained, the certificate will list the vehicle, the officer or soldier holding the vehicle, and certify that the necessary report in writing has been made.

By order of Colonel SPOFFORD:


L. W. STARNES
Capt, AGD
Actg Asst Adj Gen.

4992

Attached Mov & Tr
A.F.H.Q. Adv. Administrative Echelon.
C.M.F.

Reference : T.C./1/
Date : 6th December, 1943.

SUBJECT:- Procedure for Movement of Civilian Passengers and Freight
by Railway Transportation.

Reference Minute 10 of the Minutes of Meeting held
at AFHQ Advanced Administrative Echelon, C.M.F., at 1500 hours on 30th November,
1943, and para.3 of AFHQ Advanced Administrative Echelon Administrative Instruction
No.14 dated 6th December, 1943, copy of which is enclosed, attached is Agenda for
meeting of Transportation Committee to be held in the Conference Room at AFHQ
Advanced Administrative Echelon at 1430 hours 11 December 1943.

2991

J.P. Richardson
Major.
Acting Secretary.
Transportation Committee.

FIRST MEETING
OF
TRANSPORTATION COMMITTEE
To be held in the Conference Room at A.F.H.Q.
Advanced Administrative Echelon, at 1430 hrs.
11th December '43.

A G E N D A.

- I. Procedure for the working of the Committee.
- II. Consider proposals for the Basic Schedules of Trains for Civilian traffic in accordance with para. 4(a) and 4(b) of A.F.H.Q. Advanced Administrative Echelon Administrative Instruction No. 14 dated 6th December, 1943.
- III. Consider forecasts of additional Movements over and above the Basic Rail Schedules in accordance with para. 6(a) of above Instruction.
(First 10 day period for additional movement forecasts will be 21 to 30 December, 1943 both dates inclusive).
- IV. Consider requirements for shipping in accordance with para. 7 of above Instruction.
- V. Fix date of next Meeting.
- VI. Any other business.

6th December '43.

J. R. [Signature]
Major.
Acting Secretary,
Transportation Committee.

499

MOV.3/6
6th Dec '43.

ADV. ADM. SECTION A.F.H.Q. - ADMINISTRATIVE INSTRUCTION NO. 14.
Procedure for obtaining transportation for Civilian Passengers
and Freight.

1. DEFINITION OF THIS INSTRUCTION.

Allied Military requirements demand the closest possible control of all transportation in the country to ensure that the best and most economical use is made of all forms of transport. In the case of railroads the availability of adequate rolling stock must be assured to the Allied Forces and the use of fuel for power and traction, which will always be in short supply, must be limited to hauling Allied Military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry. The following instructions are issued, by agreement with A.M.C., 15 Army Group and the Allied Control Commission, to arrange for provision and control of this civil traffic.

2. MOV. and Tn. of Allied Military Forces.

The respective responsibilities and functions of the Movement and Transportation organizations of the Allied Military Forces and of the Transport-ment, including 15th Army Group, are dealt with in A.F.H.Q. Administrative Memorandum No. 76 dated 9th November, 1943, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Committee A.O.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their Mov.e.Tn. organization:-

"a. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement assigned to meet civil needs, and to establish relative priorities between these demands.

c. To represent such requirements to the military Movements and Transport-ation staffs concerned, in order that those bids may be considered by the military authority in common with bids for military requirements."

3. Transportation Committee.

(a) Transportation Committee will be set up to:-

(i) Examining the essential civil requirements for the

limited to power and traction, which will always be in short supply, must be as is necessary to the life of the community and essential war industry. The following instructions are issued, by agreement with A.M.C., 15 Army Group and the Allied Control Commission, to arrange for provision and control of this civil traffic.

2. Nov. and Fn. of Allied Military Forces.

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"2. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between those demands.

c. To represent such requirements to the military Movements and Transport-ation staffs concerned, in order that those bids may be considered by the military authority in common with bids for military requirements."

3. Transportation Committee.

(a) A Transportation Committee will be set up to:-

- (i) Examine the essential civil requirements for transportation.
- (ii) Recommend the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocate the requirements between the various means of transportation available.

4989

(b) The Committee will be composed as follows:-

Chairman. D.S.M.C.(M). A.P.H.Q. Adv. & Tr. Echelon.

Deputy. D/C.C.T. " " "

Members. A Representative of:-

A.C.C. Adv.
H.Q., A.C.C.
H.Q., A.M.C.
H.Q., A.M.C. 15 Army Group

} Supply Representative.

- 2 -

3. Transportation Committee (Contd).

Internal Transportation Sub-Commission A.C.C.
Shipping Sub-Commission A.C.C.
Military Railway Service,
"Q" Branch A.F.H.Q. Adv. Echelon.
C-4 " " " "
MEDBO
P.B.S.
No. 2 District.

Under Secretary of State for Italian Railroads and Highways.

Secretary to the Committee will be found by A.C.C. Internal Transportation Sub-Commission.

4. Procedure for obtaining Rail Transportation.

The procedure described below will be followed by the appropriate headquarters of Allied Control Commission and Allied Military Government to obtain transportation by rail for civilian passengers or freight.

(a) The appropriate A.C.C., and A.M.G. Headquarters will submit as soon as possible to A.F.H.Q. Adv. Echelon through Internal Transportation Sub-Commission an estimate of the number of passenger and freight trains per week or per day which is considered to cover the minimum needs of the community on each main or secondary line of railroad. It is emphasized that to be of any real value, this estimated number must be the absolute minimum necessary for distribution of food, mails and other commodities essential to the life of the country and for the movement of work people engaged by military installations or war industries.

(b) These demands will be collated by the Internal Transportation Sub-Commission and submitted for consideration by the Transportation Committee.

(c) The Transportation Committee will submit their recommendations to D.C.A.C. A.F.H.Q. Adv. Echelon.

5. Basic Schedule of Trains.

(a) Recommendations accepted will be passed to D.C.M.R.S., who will arrange a Basic Schedule of trains to provide the service required throughout the country. Details of this basic schedule will be circulated for information of A.C.C. and A.M.G. Headquarters and of the Movement and Transportation Offices of the Allied Military Forces.

(b) Requirements of A.C.C., A.M.G. or Civilians for movement by the trains included in the basic schedule will be arranged in the normal manner with the Italian Railway authorities. Movements required by A.C.C. and A.M.G. will be given priority and those required by civilians will be subject to any permit or other control system which may be introduced.

The procedure described below will be followed by the appropriate headquarters of Allied Control Commission and Allied Military Government to obtain transportation by rail for civilian passengers or freight.

(a) The appropriate A.C.C., and A.M.G. Headquarters will submit as soon as possible to A.F.H.Q. Adv. Adm. Echelon through Internal Transportation Sub-Commission an estimate of the number of passenger and freight trains per week or per day which is considered to cover the minimum needs of the community on each main or secondary line of railroad. It is emphasized that to be of any real value, this estimated number must be the absolute minimum necessary for distribution of food, mails and other commodities essential to the life of the country and for the movement of work people engaged by military installations or war industries.

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(b) Requirements of A.C.C., A.M.G. or Civilians for movement by the train included in the basic schedule will be arranged in the normal manner with the Italian Railway authorities. Movements required by A.C.C. and A.M.G. will be given priority and those required by civilians will be subject to any permit or other control system which may be introduced.

6. Additional Movements over and above Basic Rail Schedule.

Additional rail movements over and above the capacity of the basic schedule of trains will be arranged as follows:-

(a) A forecast (known as "bidding") will be submitted for each period of ten days, ten days in advance to A.F.H.Q., Adv. Adm. Echelon by A.C.C. and A.M.G. Headquarters through the Internal Transportation Sub-Commission. Such forecasts will comprise as much information as possible of anticipated special rail movements required, so that a programme of special rail allocations may be prepared.

Additionally, where it is possible to forecast movements required for a longer period than ten days, this should be done and should include as much helpful information as possible.

...3/

6. Additional Movements over and above Basic Rail Schedule (Cont'd).

(b) The allocation of additional rail tonnage will be advised to all concerned and the specific movements within the tonnage allocation will then be arranged direct with the appropriate Movements and Transportation Offices of the Allied Forces.

(c) When local agreement cannot be reached and when, in exceptional cases, it may be necessary to request special rail movements which have not been included in the appropriate forecast, the requests will be referred through the channels laid down in para. 4.

(d) All requests for specific movements referred to in para. 6(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:

Railroad Station from..... (Province).....
Consignor (Name and Address).....
A.M.C. or A.C.C. Officer to contact (Name, address & Phone No.).....

Railroad Station to..... (Province).....
Consignee (Name & Address).....
A.M.C. or A.C.C. Officer to contact (Name, address and Phone Number).....

Description of Traffic (e.g. "Wheat in 50 lb. sacks").....

Tons to be moved.....

Full reasons why movement is required.....

Reference number of movement..... (each movement to be given a consecutive reference number)

(e) All forecasts referred to in para. 6(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many dates within which the movements are required and the quantities available for movement per unit be given.

7. Cost to and Satisfying Submarine Requirements

Requirements for submarine shipping will be dealt with in the same manner as rail demands, being being submitted to the A.C.C. Shipping Sub-Committee for collection and submission to the Transportation Committee.

Requirements for sea going shipments will be handled separately by the A.C.C. Shipping Sub-Committee.

8. Disposition and Functions of A.C.C. or A.M.C. Transportation Officers

(a) The Internal Transportation Sub-Committee will arrange for A.C.C. or A.M.C. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation.

Railroad Station from.....(Province)
 Consignor (Name and Address).....
 A.C.C. or A.C.C. Officer to contact (Name, address & Phone No.).....
 Railroad Station to.....(Province)
 Consignee (Name & Address).....
 A.C.C. or A.C.C. Officer to contact (Name, address and Phone Number).....

Description of Traffic (e.g., "Wheat in 50 lb. sacks").....

Tons to be moved,
 Full reasons why movement is required.....

Reference number of movement..... (each movement to be given a consecutive reference number)

(e) All forecasts referred to in para.(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para.(d) as possible. In any case, ²⁰⁰⁰ dates within which the movements are required and the quantities available for movement per day must be given.

7. Coast to and Sea-going Shipping Requirements

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, bids being submitted to the A.C.C. Shipping Sub-Commission for collation and submission to the Transportation Committee.

Requirements for sea going shipments will be handled separately by the A.C.C. Shipping Sub-Commission.

8. Disposition and Functions of A.C.C. or A.C.C. Transportation Officers

(a) The Internal Transportation Sub-Commission will arrange for A.C.C. or A.C.C. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that civil transportation requirements can be co-ordinated with those of the Allied Forces. They will collect and collate demands for civil rail transport referred to in para.(b) and (d), in addition to their other duties.

(b) It may be convenient for the Transportation Committee to appoint these A.C.C. or A.C.C. Transportation Officers to arrange through the appropriate Movements or Transportation Office of Allied Forces, such local transportation of passengers and freight as can be provided within the general allocation made, and limited additional special movement where this can be provided without detriment to Allied Military movement or undue consumption of fuel.

9. Location of Military Mov. and

20. "British Movements and U.S. Transportation Offices at present exist on the mainland of Italy and have in Arsenal 'X'."

10. Organization and Location of Internal Transportation Sub-Commission.

being of Internal Transportation Sub-Commission (Int. Tr. S. Com.) in relation to the various British and U.S. Military Movements and Tr. Offices. Notes are appended to show for Allied Control Commission and A.M.C. the normal channels for arranging transportation and the channels for bidding or arranging movements which cannot be agreed locally.

Wm. A. Paul, com.

Major-General,
Deputy Chief Administrative Officer.

DISTRIBUTION:—

$\text{Fe}_2\text{H}_2\text{O}_6$	(30)	{	Brindisi (4) Palermo (6)	15th Army Group	
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$\Delta_6\text{H}_6\text{C}_6$	Region 2	{			
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"	"	}	4	6	

Internal Transportation Sub-Com (30)
Shipping Sub-Commission (10)
U.S. Navy

15 Army Group (2)
5th Army (3)
3th Army (3)

Commanding General P.B.S.
H.Q. No. 2 District (16)
57

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86 42302

71 Sub-Ayco.

151 Sub-Proc.

Base Sub-Lines

96 Submarine

105 Spillington, Virginia 22459

Mov. Torre Inunziata.
" " Castellonare.

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W. J. Johnston

Major-General,
Deputy Chief Administrative Officer.

fov. Torre Annunziata.
" Castellano.

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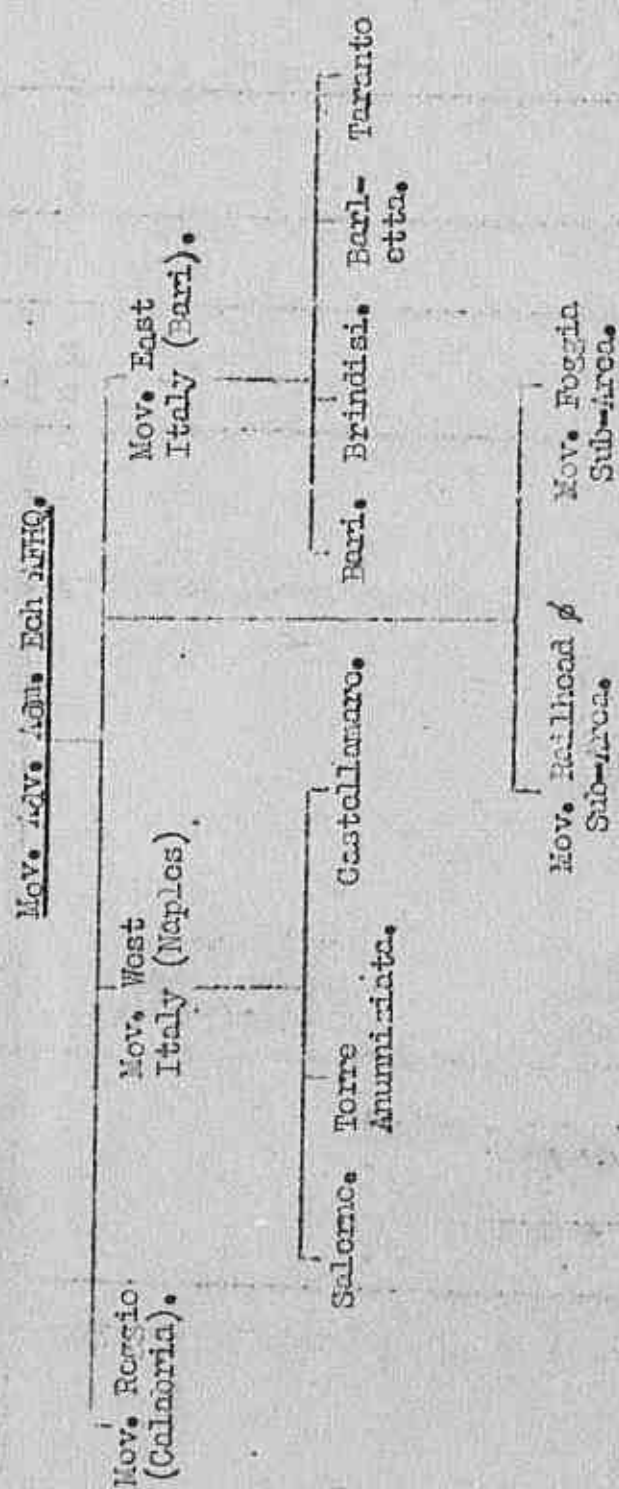
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APPENDIX "A"

LOCATION OF MILITARY MOV. & EN OFFICES.

British Movements:-



U.S. Transportation:-

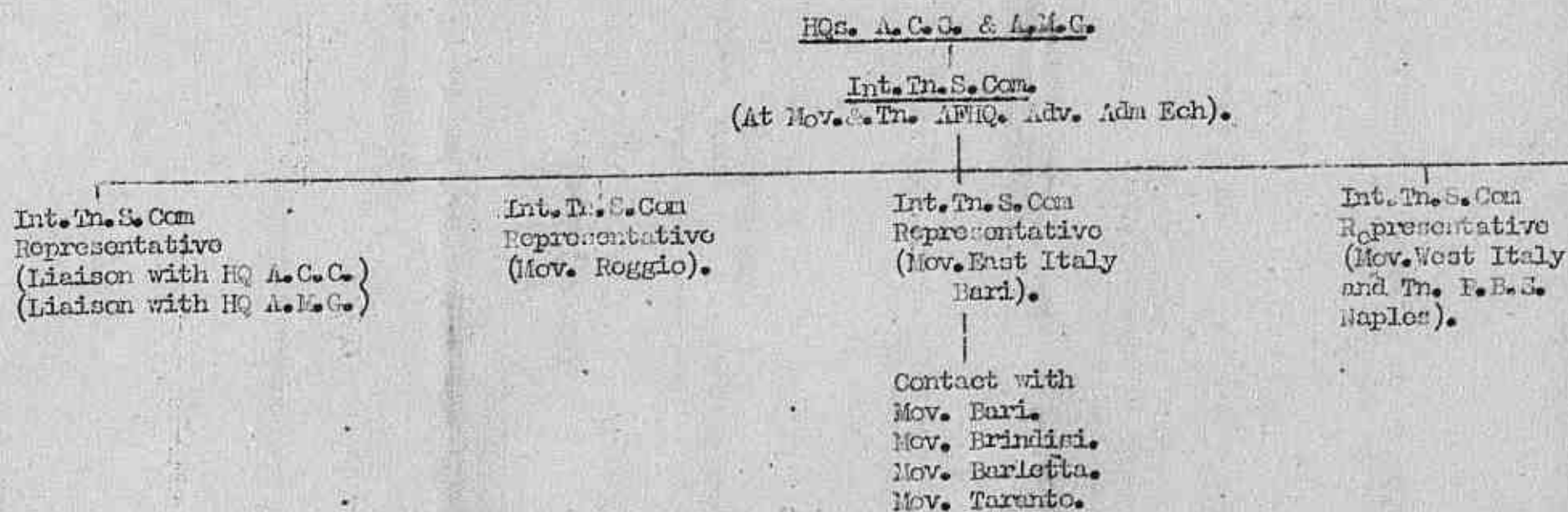
Transportation Adv. Adv. Echelon A.H.Q.
 Transportation Peninsula Base Section (Naples).
 Transportation Adriatic Base Area (Bari).

The last named places its demands on Mov. East Italy.

∅ This area is now at FOGGIA but will move to TIRAMOLI Area shortly.
 The date will be notified to all concerned.

4987

CHART SHOWING ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS FOR ARRANGING TRANSPORTATION



Channels for arranging rail transportation over and above the capacity of the basic schedules:-

For "bidding" and
moves which cannot
be agreed locally.

(a) A.M.G. 15 Army Group.	Int. Tn. S. Com at AFHQ Adv. Adm. Echelon.	MO HO T
(b) Regions 3 and 4.	A.M.G. 15 Army Group who will co-ordinate with (a) above.	
(c) A.C.C. (Puglia).	Int. Tn. S. Com at AFHQ Adv. Adm. Ech.	MO HO T
(d) Region 2.	-ditto-	MO HO T

APPENDIX "B"

SHOWING ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS
FOR ARRANGING TRANSPORTATION

HQs. A.C.C. & A.M.C.

Int. Tn. S. Com.
(At Mov. A. Tn. AFHQ Adv. Adm Ech).

Int. Tn. S. Com
Representative
(Mov. Reggio).

Int. Tn. S. Com
Representative
(Mov. East Italy
Bari).

Int. Tn. S. Com
Representative
(Mov. West Italy
and Tn. P.B.S.
Naples).

Int. Tn. S. Com.
Representative
(Mov. Reggio).

Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.

rail transportation over and above the capacity of the basic schedules:-

For "bidding" and
moves which cannot
be agreed locally.

For specific movements within
the agreed tonnage allocations

Int. Tn. S. Com at AFHQ Adv. Adm. Echelon.	Mov. East Italy BARI, or Mov. West Italy, or Tn. P.B.S., Naples.
A.M.C. 15 Army Group who will co-ordinate with (a) above.	-ditto-
Int. Tn. S. Com at AFHQ Adv. Adm. Ech.	Mov. East Italy, Bari or subordinate Mov. Offices as shown on chart.
-ditto-	Mov. Reggio, or Mov. East Italy Bari, or Mov. West Italy Naples of Mov. Reggio.

Confirmation of Telephone Conversation Map Driffell White 893

CONFIDENTIAL
EQUALS BRITISH CONFIDENTIAL

P.A.
Transportation
HEADQUARTERS
22 NOV 1943
AMG

325, 115, 16

211745A RE -717 CONFIDENTIAL ROUTINE

182-3998

FROM: FROM: FLAMBO

220942A

TO : FARGO FOR GUTTERBOOK

Colonel FITCH arriving yours 1430 hours 22nd November. By air. Please arrange meet.

(TO FARGO FOR GUTTERBOOK FROM FLAMBO)

DISTRIBUTION:

ACC (ACTION)

CO

CONFIDENTIAL
EQUALS BRITISH CONFIDENTIAL

? To go on today 22nd
or tomorrow 23rd.

2986
DIST: - Col. Ross
Maj Driffell White
Capt. Hay (Lans)
Col. Rathbone

P.A.

325
HEADQUARTERS
NOV 1943
AMGOT

800
cd's
(aps + 51)

182146* NR 1011 SECRET OPERATIONAL PRIORITY

IBS 3786

FROM: FATIMA

190810A

TO : FARGO

Following message from Flambe rptd to AMG Calabria and MOV Reggio is referred to you for action. "MOV Reggio state in their M451 of 15 November not to all addressees that certain civil services by rail have been arranged between St. Euphemia and Catanzaro by AMG Calabria situated at Crotone contrary to MOV Reggio's instructions. As this interfered with priority military traffic request you cancel service forthwith. All civil demands on rail must be agreed with locally and if they conflict with military movements must be referred to this Headquarters. Agree Lt. Colonel Vining AMG TN. "

(FARGO FOR GUINEMBOCK FROM FATIMA FROM WYDE DAVIS SIGNED JOYCE)

4987

DISTRIBUTION:

ACC(ACTION)

CO

TRANSP

For Information only.

Achie copy set Communication

SECRET
EQUALS BRITISH SECRET AND SECRET

✓

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