

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

785016

ACC - Italy

10000/105/41

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

785016

10000/105/41

510. Transportation - General
Dec. 10, 1943 - March 5, 1944

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

5 March 1944

Subject: Freight handling.

To : Executive Commissioner, ACC, APO 394.

1. The attached documents are forwarded for your information and such action as you may deem necessary.

2. I ^{STANLEY} simply deprecate the opening of officers' personal baggage in their absence. I request that an explanation of that referred to in paragraph 5 of inclosure No. 2 which concerns Lt/415. Harris' baggage be made to the officer concerned through this office.

STANLEY.
Vice President, Administrative Section.

Incls

- 1 Ltr Freight Movement ACC/6062/CP
- 1 Ltr Freight movement

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission

1 March 1944

SUBJECT: Freight Movement.

TO : Lt. Col J. Bennett (B), Rear Party Commander.

In compliance with written order Lt. Col. Rogers (A) dated 22 December 1943, I prepared for shipment by sea all the freight of the Rear Party of the Forward Echelon of ACC which was stationed at Palermo, from that place to Naples and Salerno. The freight weighed 15 Tons exclusive of 8 motor vehicles. The freight consisted of office furniture and supplies as well as beds, cots, mattresses, rations and officers' excess baggage, all of which was either crated, boxed, barrelled, bagged or bundled and all was properly stenciled and marked. The lot was delivered ship side 14 Feb. 1944 and was loaded on two vessels. On 18 Feb. 1944, the freight was unloaded from the vessels at Naples and dispatched to the various sub-commissions in Naples and Salerno. Because of certain irregular incidents experienced all of which you were advised and which your personal inspection revealed to be obviously a basis for this informal report for whatever disposition your good judgment and wisdom directs.

(1) Each vehicle was in custody of a British Driver all of whom carry their personal kits in their vehicles. The vehicles were lashed above deck. After much delay at the dock in Naples all personnel was ordered ashore, the drivers of the vehicles remaining close by ashore to receive their vehicles as they were unloaded. Between the time of the unloading of personnel and the unloading of the vehicles which was several hours, the kits of 3 drivers were looted allegedly by the unloading crew which were colored American soldiers.

(2) The balance of the freight was in hold # 5 and was loaded into the cargo net by a group of colored American soldiers who allegedly forced the lock on a box of Capt. Krupa containing his personal property, ie. 1 9MM Beretta pistol, 1 qt. bottle of Seagrams VO blended whiskey, 2 large Irish Linen table cloths, 1 lady's silver brooch and numerous other small items all of which are missing as a matter of fact everything in the box was taken.

(3) On two occasions the boom rope parted as a lift was attempted causing damage to the freight in the net when it crashed. This accounts for considerable damage to some of the furniture and possibly the total destruction of a small number of the fragile constructed boxes and crates.

(4) Upon arrival in Naples I suggested the entire shipment be dispatched to a central depot for distribution, which was agreed to by Capt. Haffner (B), acting HQ Commandant who arranged transportation which arrived 8 hours later.

C O P Y

The transportation was drawn from the Port Pool and the drivers were directed to take their loads to the Provincia Building (ground floor) where a large room was available and which was agreed upon as a central depot as described supra.

Without my knowledge the drivers were met at Provincia Building, and ordered to unload only furniture at that place, the balance of their load to be disposed of as follows:- Beds, mattresses, and rations to 61 Via Madina and boxed freight to 5 Via Medina and 51 Via Santa Brigida. This order was apparently issued by the Regimental Supply Officer for the purpose of gaining custody of all T of E supplies because no accountability was ever entered when such supplies were originally acquired by the sub-commissions. To accomplish this, Col Eareshaw (A), S-4, through his assistant Capt. Craig (A), ordered all freight examined. A work party headed by Corporal Callahan (A) began the opening of all boxed freight with little or no discretion, typewriter of British and Italian origin impounded as well as those of American manufacture, some damaged in removing them from their boxes. Field desks and safes were impounded likewise. The bottoms or even the sides of the boxes were pried open instead of the lid or top. In some instances the tops upon which the identifying shipping symbol and numeral was stenciled were, after being pried off, cast aside thereby causing much difficulty in ascertaining to whom the contents of the lidless box belonged.

(5) A large locked metal box containing the personal property of Lt. Col C.R.S. Harris (B) was forced open. Cpl. Callahan stated that this incident was a mistake.

(6) One small fragile box symbol ADM numeral 1109 containing two letter boxes and a series of maps of Italy is missing.

(7) One large box symbol SEC (no numeral) containing maps, paper stock, blank forms, etc., is missing. In addition I beg to inform that a prior consignment of freight was shipped by sea from Palermo to Naples by me Jan. 1, 1944. This shipment was not officer accompanied because no provisions for personnel was authorized by the transportation section on the vessel used. Several losses were brought to my attention on 19 Feb. 1944 in Naples. I was successful in locating all but one of the reported losses in various warehouses, store and supply rooms. I was unable to locate one large box symbol HQ-2 numeral 890, this the property of the British Quartermaster Stores containing flashlights, batteries, mallets, oil bottles, etc.

Assuring you, Sir, under adverse circumstances I sincerely endeavored to the best of my ability to discharge this assignment efficiently and trust what I did accomplish meets with your approval.

/s/ Fred C. Philby
Respectfully submitted, FRED C. PHILBY, 1st Lt.
Spec. Res. - Freight Officer.

853

C O P Y

Internal Transportation Sub-Commission, ACC.

Attached for ACC.

ACC Advanced Administrative Echelon.

ACC TA/3/4

10 December 43.

ACC TA. Memorandum No. 1.

Procedure for ACC and AAG to seek e transportation to meet essential civilian requirements.

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

2. BASIC SCHEDULE OF TRAINS.

Part 5b of Instruction No. 14. Movements required by ACC and AAG 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 that 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 AAG 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.
Paras 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.

852-4

5/10

1-93/0830/18.12

2. BASIC SCHEDULE OF TRAINS.

Movements required by JCC and AMG by Para 5b of Instruction No. 14. 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 free 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, JCC 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 RAIL SCHEDULE.
Paras 6(a) and (a) of Instruction No. 14. The inclusive periods of ten days for forecasts (or "bidding") will be:-

21 to 30 December 43.
 31 Dec to 8 Jan 44.
 10 Jan to 19 Jan 44.
 and so on.

Paras 6(b) and (a) of Instruction No. 14. An example of how this procedure will work is as follows:- Under para 6(a) a b.d 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 (JCC, Adv. Dir., Ech.), the allocation of the additional rail tonnage involved will be advised to the JCC or AMG office from which the bid emanated and to the appropriate Military Movements and Transportation Office.

The specific movements within the tonnage allocated will then be arranged direct between JCC 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 JCC and AMG Transportation Officers who will be attached as soon as possible to the Military Movements and Transportation Offices are shown.

- 2 -

3 (Contd).

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 JSC AND JMG TRANSPORTATION OFFICERS.
 Paras 8(a), and 10 and JSC. 3 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. R.A. RYAN (A)
Mov. FORLÌ	: Major V.H. BOWERS (B)
Mov. E. Italy Bari	: (Major G.F. ECKLEY (B)
	(Capt. S. HALL (A)

Mov. N. Italy)	: Major M.N. YODER (A)
and) NAPLES	
Th. P.E.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 JSC and JMG Region or Area concerned.

- (ii) make all necessary contacts with JSC and JMG 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. JSC	: Capt. A.H. STALLI (B)
Hq. Region 2	: Major C.H. HOLLEAY (A)
Hq. Region 3	: Capt. M.N. DE MAJET (A)
	: Duties to be covered by Major M.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.

Nov. 2. Italy East

Nov. 3. Italy East
and
Tn. P.E.S.
: Major W.N. YODER (A.)
: 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 JAG Region or Area concerned.

(ii) make all necessary contacts with ACC and JAG 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. W.N. STABLEY (B)
HQ. Region 2	: Major W.H. HOLLANDY (A.)
HQ. Region 3	: Capt. W.N. DE MAJEST (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 :- "Attached Mov & Tr
..PHQ. Div. Adm. Echelon."

Phone numbers :-

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

Telegraph address :- NOV FLABO FOR FITCH.

6. POINTS TO REMEMBER IN MANAGING ALL 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.

785016

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 JOC or JMS consignments, particularly of foodstuffs, should also be guarded throughout, and it will be the responsibility of the JOC or JMS 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 JOC-L HIGHWAY TRANSPORT FROM TO AND FROM RAILWAY STATIONS. This will be the responsibility of the JOC and JMS 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 JOC and JMS 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 Organization, including the number of vehicles (runners and non-runners) in possession and what action is required to enable them to operate, should be sent as soon as possible to the Internal Transportation Sub-Commission, JOC.

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 consigned or sender is JOC or JMS and in respect of which no tariff charges to be paid:-

(1) Where Military Warrants (Forms AB 497a or 497b) suitably endorsed

8. ARRANGEMENT OF LOCAL HIGHWAY TRANSPORTATION TO AND FROM RAILWAY STATIONS.
This will be the responsibility of the ACC and AMB 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 AMB 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 organization, including the number of vehicles (runners and non-runners) in the 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 AMB and in respect of which no tariff charges to be paid:-
(i) Where Military Warrants (Forms AS 497a or 498a) suitably endorsed "ACC" or "AMB" 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 AMB) 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 AMB 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 AD requests for specific movements which cannot be arranged otherwise, should be made direct to Internal Transportation Sub-Commission. (See para 5).

for info

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

DISTRIBUTION :

MGS Adv. (2)
 HQ, ACC. (Brindisi) (4)
 HQ, ACC. (Palermo) (4)
 HQ, ACC. (Naples) (4)
 HQ, ADM (Salerno) (4)
 HQ, ADM 15 Army Group, Bari. (4)
 ADM Supply & Economics Section,
 15 Army Group, Naples (4)
 HQ, Region 2 (10)
 HQ, Region 3 (6)
 HQ, Region 4 (6)
 HQ, Region 5 (2)
 HQ, Region 6 (2)

ACC Sub-Commissions.

Shipping (10)
 Finance - for para 10
 Foreign Trade
 Industry & Commerce
 Public Works and Utilities
 Fuel
 Agriculture, Forestry & Fisheries
 Labour
 Interior
 Public Safety
 Postal Services

DISTRIBUTION FOR INFORMATION :

DAMB (M)
 D/COF
 DCMRS
 Mov East Italy
 Mov West Italy
 Mov Taranto
 Mov Brindisi
 Mov Bari
 Mov Barletta
 Mov Reggio
 Mov Railroad Sub Area
 Mov Naples
 Mov Salerno
 Mov Torre Annunziata
 Mov Castellammare
 Lt. Col. Wynne Davies
 General Di Fainardi.

DISTRIBUTION :

MCS Adv. (2)
 HQ, ACC. (Brindisi) (4)
 HQ, AMB. (Palermo) (4)
 HQ, AMB. (Naples) (4)
 HQ, AMB. (Salerne) (4)
 HQ, AMB 15 Army Group, Bari. (4)
 HQ, AMB Supply & Economics Section,
 15 Army Group, Naples (4)
 HQ, Region 2 (10)
 HQ, Region 3 (6)
 HQ, Region 4 (6)
 HQ, Region 5 (2)
 HQ, Region 6 (2)

ACC Sub-Commissions.

Shipping (10)
 Finance - for para 10
 Foreign Trade
 Industry & Commerce
 Public Works and Utilities
 Fuel
 Agriculture, Forestry & Fisheries
 Labour
 Interior
 Public Safety
 Postal Services

EMAG (M)
 D/COF
 DMES
 Mov East Italy
 Mov West Italy
 Mov Taranto
 Mov Brindisi
 Mov Bari
 Mov Barletta
 Mov Reggio
 Mov Railroad Sub Area
 Mov Naples
 Mov Salerno
 Mov Torre Annunziata
 Mov Castellana
 Lt. Col. Wynne Davies
 General Di Palmieri.

* For information together with copy of Adv. Sec. Ech. AMB, Administrative
 Instruction No. 14.

851-B

SEEN	TO:	INIT
ADMIN DIRECTOR		
CHIEF STAFF O	✓	
STAFF O 1		
STAFF O 2		
STAFF O 3	✓	
STAFF O 4		

0 2 0 3