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ACC 10000/1148/203

192/TNL

SECURITY

Feb 1945 - Apr 1946

312.

(12 Apr 46)

1st Ind.

KEB/SEH/lan

HEADQUARTERS, 2675TH REGIMENT, ALLIED COMMISSION, (OVERHEAD), APO 394, U. S. Army, 12 April 1946.

TO : All Units 2675th Regiment, Allied Commission, APO 394, U. S. Army.
All Sections and Liaison Groups, Allied Commission, APO 394, U.S. Army.

Contents of basic communication will be brought to the attention of all personnel of this organization.

BY ORDER OF COLONEL ROSS:

Richard B Bullock
RICHARD B BULLOCK

Major Inf

Adjutant

2956

192

RESTRICTED

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

AG 380.01/088 B-0

8 April 1946

SUBJECT: Safeguarding of Military Information

TO : Commanding General, 88th Division, APO 88
Commanding General, Rome Area Command, APO 794
Commanding Officer, Peninsular Base Section, APO 782
Commanding Officer, Naples Air Force General Depot, APO 528
Commanding Officer, Headquarters Command, MTOUSA, APO 512
Commanding Officer, AGRS-MTZ, APO 794

1. During the immediate post-war period matters of great importance to the future of the United States and many far-reaching matters of long range planning are being considered and formulated. Improper disclosure of these plans and projects would cause grave harm to the United States and seriously affect our prestige.
2. The desire of foreign nations for intelligence has reached the point where many capable professional agents are engaged in collecting information and selling it to the highest bidder. These agents are career individuals who have no patriotic motive. They are willing to go to any lengths to secure the information they think is of value in the intelligence market.
3. The provisions of AR 380-5 are designed to protect our personnel, both military and civilian, from unwittingly disclosing classified information and thus unwittingly injuring the interests of their country. Careful observance of these provisions will nullify the efforts of the espionage agent and contribute materially to efforts of the United States to insure peace.
4. Since the cessation of hostilities there has been a marked decrease in the security mindedness of all personnel both military and civilian. It has been noted that personnel newly assigned to this and other headquarters have not been properly indoctrinated in the provisions of AR 380-5.
5. The proper classification of documents is dependent upon proper judgment. Certain basic rules have been outlined in Army Regulations but these are to be used more as a guide than as a hard and fast law. Any document whose unauthorized disclosure would be prejudicial to the interest or prestige of the United States, any governmental activity, an individual; or which would cause administrative embarrassment or difficulty; or which would be of advantage to a foreign nation must be classified and safeguarded.

RESTRICTED

R E S T R I C T E D

Hq MTOUSA Ltr. AG 380.01/088 B-O (Cont'd)

6. At all times, classified information will be communicated only to those whose duties require knowledge of that information. Mere presence in the same organization or office does not confer the right to knowledge of classified information to any person if such information is outside the scope of his assigned duty.

7. Army Regulation 380-5 has been revised as of 6 March 1946 and copies will be distributed shortly. All personnel who have access to classified material will be fully informed of the pertinent security safeguards and responsibilities outlined therein.

8. All non-current records and so called "dead" files will be shipped to the appropriate Records Depot in this Theater for storage or microfilming, in accordance with provisions of AFHQ Circulars Numbers 8 and 9, both 1945, and MTOUSA Circular Number 35, 1946.

9. Each Major Commander will insure that the information and instructions contained herein are brought to the attention of all members of his command. He will also insure that newly assigned personnel are indoctrinated in the proper security measures before they are given access to classified information.

10. Security personnel are available at the headquarters of each major command to assist the G-2 in carrying out security surveys and instructing all personnel on proper security precautions. It is directed that they be used more extensively for that purpose.

BY COMMAND OF LIEUTENANT GENERAL LEE:

Ralph C. Tilley
RALPH C. TILLEY
Colonel, AGD
Adjutant General

DISTRIBUTION:

1100 - CG, 88th Inf. Div.	300 - Foggia Army Air Base
400 - CG, Rome Area, MTOUSA	25 - 58th AACB Group
1800 - CG, PBS	25 - OFLC Rome
300 - CG, Hq Comd, MTO	25 - EATS (Capodichino)
250 - CG, NAFGD	25 - US Mil Hq Yugoslavia
100 - CG, AGRS-MTZ	25 - US Mil Attache, Greece
200 - CG, AFPOGE	25 - Mil Attache, American Embassy, Rome
25 - ACC, Bulgaria	25 - US Delegation Albania, Tirana,
100 - Allied Commission Rome	Albania
100 - 1419th AAF BU	2 - AG Records

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

bje

Tel. Ext 318

14th July 1945

SUBJECT. Downgrading of classified documents

TO. Economic Section
(Admin & Pers Office)

1. Ref your 1.08/TS of 7 July 1945.
2. The documents mentioned in this letter can all be downgraded to whatever degree of secrecy you consider necessary now.

R.J.S.
pp 18

A.J. STEFF, Colonel
Chief, Movements Division

Copy to Administration Division

192/8-334
Dill

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-CommissionTel. 290
Ref. AC/20/26/Tn.6RMB/MVM
4 June 45

718
SUBJECT : Security
TO : Administration Division
(Attention Lt. Col. Scoggins)

1. This morning, it was discovered that someone, not connected with our staff, tried to get into our file cabinet where all our secret files and records are kept, and not being successful in opening the lock, left the key jammed in the lock. This incident must have occurred yesterday (Sunday) possibly in the afternoon since some of the members of this staff were on duty until noon Sunday.

2. A report is made because of security reasons.

AC/192/7/Tn.1

1st IND.

R.M. BAZZANELLA, Chief

Ports and Warehouse Division

HQ., Allied Commission, Transportation Sub-Commission 7 June 45

TO : Headquarters Commandant, HQ., AC.

Attention is invited to basic communication for your information and any action deemed appropriate.

For the Director :

WALTER P. SCOGGINS
Lt. Colonel, QMC
Chief, Admin. Div.

(752)

COPY

INTER OFFICE MEMO

CSW/lp

TO : Administrative Division
FROM : Accounts Branch
SUBJECT : Lost property.

3/A/Tn.1

6 June 45

- 7-6
1. One of our civilian staff, Sig. Della Noce, reports that his bicycle was removed during the lunch hour today from the cycle shed near the elevator shaft at the via Molise entrance to this HQ. The bicycle was padlocked.
 2. This occurrence has been already reported by telephone to Lieut. Bongarzone (HQ Security).

For the Director

C.B. WYATT, Capt. R.A.
Accountant

AC/192/6/Tn.1

1st IND.

WPS/lr

HQ., Allied Commission, Transportation Sub-Comm. 7 June 1945

TO : Headquarters Commandant, HQ., AC.

1. Attention is invited to basic communication.
2. It is requested that effort be made to recover the stolen bicycle.

For the Director :

WALTER P. SCOGGINS
Lt. Colonel, OMC
Chief, Admin. Div.

HEADQUARTERS ALLIED COMMISSION

APQ 394

INDUSTRY SUB-COMMISSION

NRDM/hh

Tel. 237

30 April 1945

Ref. AC/5587/IND.

SUBJECT : Security in relation to procedure for Requisitioning and De-requisitioning of Industrial Plants.

TO : Distribution Below.

1. This Headquarters' circular to Regional and Provincial AC/AMG Industry Officers AC/5587/IND of 26th April 1945 is subject.

2. The designation of units making use of or intending to make use of industrial facilities, and the purpose of the actual or intended use which is being, or will be made of such facilities will NOT be communicated to the offices of the U.P.I.C. nor by such offices to the Ministry of Industry, Commerce and Labour.

3. This information will, therefore, be deleted from all correspondence between AC/AMG offices and the civil authorities.

Distribution : -

- All Regional Commissioners
- (Attn.: Industry Division)
- All Provincial Industry Officers
- All Sub-Commissions HQ, AC.

W. J. MAREY

W. J. MAREY
Lt. Colonel,
Deputy Director,
Industry Sub-Commission,

and for information TO :

- AFHQ G-5 Section
- AFHQ G-4 American
- AFHQ G-4 British
- AFIRS, RAAC

HQ AMG 15 Army Group

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Distribution :
All Regional Commissioners
(Attn.: Industry Division)
All Provincial Industry Officers
All Sub-Commissions HQ, AC.

and for information TO :

AFHQ G-5 Section
AFHQ G-4 American
AFHQ G-4 British
AFERS, RAAC
HQ ANG 15 Army Group
SCAC, ANG 5th Army
SCAC, ANG 8th Army
File 5615

W. J. MASKREY
W. J. MASKREY
Lt. Colonel,
Deputy Director,
Industry Sub-Commission.

192/1 (5)

R E S T R I C T E D

AICOM, 24 Feb 1945

- a. Action taken in compliance with this directive inclosing copies of directives issued.
- b. Explanation of circumstances which make it impracticable to adopt prescribed control measures with a statement of what substitute measures are in force.

/s/ Joseph T. McNarney
JOSEPH T. McNARNEY
Lieutenant General, U.S. Army
Commanding

1 Incl
Supply Security Guide

Reproduced by Hq 2675th Regt, Allied Commission,
(Ovhd), APO 394, 3 March 1945 *file*.

400.73
(24 Feb 45) 1st Ind. CMP/jtg
HEADQUARTERS, ALLIED COMMISSION, ESTABLISHMENT SECTION, APO 394, U. S. Army,
3 March 1945.

TO: Director, Transportation Sub-Commission, Allied Commission. (Thru: Vice President, Economic Section, Allied Commission).

1. A copy of this letter will be forwarded to each sub-commission under your section.

2. Reports as required in par 4, basic communication, will be forwarded to this headquarters not later than 23 March 1945.

BY COMMAND OF REAR ADMIRAL STONE:



C. M. PARKIN
Colonel, Infantry
Executive Officer (US)

1 Incl:
Supply Security Control Guide.

(4)
25 Feb 1945

R E S T R I C T E D

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
OFFICE OF THE COMMANDING GENERAL
APO 512

24 February 1945

AG 400.73/346-0

SUBJECT: Supply Security Control.

TO : President, Allied Commission, Rome.

1. Loss of supplies through pilferage, organized thefts, barter and the illegal diversion of government property, will continue to be an acute command problem so long as the present economic situation in Italy continues. It is an important command responsibility to reduce these losses to a minimum and this will require the continuing attention of all commanders to prevent any relaxation of strict supply-security control measures.

2. The principal contributing factors in the loss of supplies through illegal acts (the phrase 'pilferage' is generally used) are as follows:

- a. Carelessness and looseness of control measures.
- b. Pilferage by civilian population who are destitute.
- c. Dishonest personnel, including laborers, checkers, drivers, guards, etc., whom it is difficult to screen effectively.
- d. A most inviting Black-Market where huge profits prevail.
- e. Pilferage and organized thefts by military personnel and civilians.
- f. Improper loading of trucks and railway cars.

3. There is attached hereto for transmission to each command unit and installation, for the personal attention of commanding officers, a guide for the preparation of Standard Operating Procedures for the safeguarding of U.S. Government Property. This guide will be studied, a review of present control measures conducted, and then such changes will be effected as may be dictated by the resulting comparisons wherein present safeguard measures are not as adequate as those contained in the guide, or where changes are considered impossible or impracticable due to operational demands.

4. It is desired that you call to the attention of your principal subordinate commands the importance of continuing the command attention to the end that high standards may be maintained on supply-security control. A report will be made on 31 March 1945 to the Theater Commander on supply-security control measures to include the following:

R E S T R I C T E D

RHF/at

SUPPLY SECURITY
A Guide For the Preparation of Standard
Operating Procedures for Safeguarding
US Government Supplies

(Prepared under the direction of the Provost Marshal General)

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SUPPLY SECURITY

A Guide For the Preparation of Standard Operating Procedures for Safeguarding US Government Supplies

(Prepared under the Direction of the Provost Marshal General)

Prevention of Loss by Pilferage - Prevention of loss by pilferage of United States government property is the purpose of these supply security measures. Commanders in all echelons must accept this responsibility. Recommendations gleaned from experiences in active theaters are submitted herewith as guides and assistance to supply security.

Sensitive Supply - Post exchange items, rations, gasoline, liquor, drugs, mail, clothing, personal baggage are the most common items which invite pilferage. Greater guard strength must be assigned to protect these items whether they are stored at docks, depots, dumps, railheads or in transit. Other supplies require constant guard but less personnel and modified general security measures can afford adequate protection.

GENERAL SECURITY MEASURES

1. Fencing - Barbed wire fencing will be erected at installations where its use will prohibit access to sensitive supplies or other pilferable material and equipment. The erection of such barricades for other storage areas and installations will be governed by judgment and the extent of losses experienced. The fence should be of sufficient height, durability, and center-spacing, and be independent of buildings, damaged walls or rubble heaps. Open space on each side of fence, no obscured approaches permit guarding from one side. Serpentine rolls should only be used as a temporary expedient -- it has been proven that these can be crushed and an entrance made.
2. Guard Towers - Guard towers should be constructed of sufficient height and platform area to permit a free field of fire and observation.
3. Guards - Spacing of guards on perimeter fencing should be so planned that guards are either within sight or calling distance of each other at all times.
4. Entrances and Exits - Entrances, exits and fence perimeter should be under twenty-four (24) hour guard observation. Entrances and exits to any installation must be kept to a minimum consistent with the operation, size and design of the area, and the road net serving installation. Establishment of "in" and "out" gates is advisable for both vehicular and pedestrian traffic. The limiting of foot traffic, both in and out, to a single "pedestrian only" opening, provides a maximum in security and pass control. Reduction in the number of exits and entrances, for economy in guard personnel and localization of movement, can be accomplished by the use of double entrances or exits.
5. Flood Lights - All fencing and approach areas should be flood lighted at night where appropriate, except those areas in which black-out is in effect.
6. Traffic Control - Traffic control should consider the following:
 - a. An uninterrupted in and out flow.
 - b. Special exits for out loaded vehicles during heavy traffic periods, and the routing of outgoing supplies to these gates for checking. The use by any other traffic should be prohibited.

Supply Security (cont'd)

c. Designation of emergency gates for incoming and outgoing convoys of troop movements.

d. Army, Navy, Merchant Marine and civilian employees will use designated gates to insure effectiveness of pass system.

7. Pass System - A pass system to deny entrance to all unauthorized individuals should be adopted for all supply installations which prohibits entry, in general, to unauthorized persons. Passes should be issued and accounted for by the Security Officer.

a. A pass bureau should be located at the main "in gates" with trained personnel on twenty-four (24) hour service or on duty during all operational hours.

b. Lesser installations should control entrance to area by installation operational action through issuance of local passes or creation of a recognized identification system.

c. The issuance of photographic passes, due to temporary duration, reduction, and abandonment of installations, is not advocated, yet where practical the added security advantage warrants adoption.

d. Pass authority must be constantly on the person of the holder and be subjected to examination by proper authority at any time. Spot checks and roving inspections should be a continuous process. This procedure offers assurance that no unauthorized persons are in the area.

e. Revision of pass systems is necessary at periodic intervals, constant turnover of civilian employees, unreturned and lost passes, creates its own dangers. No system is wholly fool proof and its effectiveness is dependent on continued instruction, supervision, and checking.

(1) Permanent Passes - Issued for thirty (30), sixty (60) or ninety (90) day periods. Definite expiration dates and dates of renewal are most important. Records of issue, cancellation and expiration must be accurately kept.

(2) General Type Pass - Issued to authorized persons, reduces error and confusion and is good general identification. Distinguishing marks may be employed dependent on whether the installation is a temporary or lengthy operation. These markings may permit persons to enter further restricted areas and also show time of validity of pass.

(3) Photographs - Photographs will be attached to all drivers' licenses of all drivers other than American military personnel.

(4) Visitor's Passes - Must be immediately distinguishable from regular passes and must be surrendered by visitor on departure.

8. Guards and Laborers - A distraction of guards or military police, whose training has been in military police security work, by utilizing same as cargo checkers, tally clerks or inspectors is poor operation. Definite and complete orders must be given to guards. Instruction, constant briefing, and regular inspection by a commissioned officer is an absolute necessity. Italian military or

Supply Security (cont'd)

civilian guards do not afford the security offered by American personnel. Employment of this type personnel as guards, drivers, etc., may frequently open channels for loss of supplies. Increased American supervision must be provided in such instances. Loading and unloading operations performed by civilian labor or prisoners of war demand constant American supervision and guard. Intentional breakage of packaged goods for later pilferage is a common practice. Damaged and broken packages should be immediately collected and turned in to installation cooperator. All installations handling sensitive supplies must have civilians searched before leaving area.

9. Checks and Tallies.

a. Shortages and overages are often the result of error in count. Estimating tonnage or number of packages is forbidden. Responsibility for loss of supplies will be charged to the agency failing to provide sufficient and competent personnel to guard and account for supplies under their control.

b. Checking Errors - Comparison of totals of supplies received with totals shipped is a part of the mechanics of both the transfer of supplies themselves and the responsibility for them. Prompt exchange of data as to type and quantity of all supplies shipped and received must be arranged between shipper and consignee, and immediate action taken to account for all differences. Delay in compiling or exchanging this information may prevent tracing, recovering, or accounting for supplies involved.

10. Port Areas and Associated Railway Marshalling Yards.

a. Security of supply begins on arrival of a ship in port. Discharging and getting supplies out of ports is only a part of the port responsibility. Further responsibilities are accurate checks, tallies, records and guarding of supplies while in the port. Estimation of tonnage denies possibility of correct initial inventory which in turn prohibits accurate future receipts or consumption records. This must be done before opportunity for "shrinkage" occurs. Warehoused or back piles of supplies are a guard and security function of the agency concerned.

b. Joint utilization of a port by agencies not under the control of the Port Commander demands an amicable arrangement for easy identification of said agency employees, also instructive briefing of guard personnel with reference to privilege of said employees.

- c. (1) All items arriving at ports in this theater in charge of Ship's Cargo Security Officers will be considered protected critical cargo.
- (2) Base section and similar commanders will designate a Cargo Security Officer at each port. This officer, or his authorized representative, will contact the Ship's Cargo Security Officer immediately upon arrival in port and arrange to receive security cargo and deliver it to the consignees. If the consignee of any part of the security cargo is located elsewhere, arrangements with the Transportation Officer shall be made to ship it to destination as soon as practicable, consistent with military requirements.

Supply Security (cont'd)

(3) When a shipment of supplies or equipment from the United States is to be classified and shipped as Protected Critical Cargo, this will be indicated on all requisitions and cables to PEMBARK. When shipments originate in this theater, the shipper will notify the Transportation Officer at the port of loading as to all cargo which is to be shipped in charge of the Cargo Security Officer.

(4) Protected Critical Cargo will be held to a minimum and will be requested only for valuable supplies such as dental gold, medical spirits, narcotics, currency, stamps, watches, medals, decorations and awards, pistols, binoculars and items normally exposed to pilferage because of their usefulness and value to the individual, or where prompt delivery to Supply Services of small packages is necessary.

11. Railways and Marshalling Yards.

a. Operation of railways hauling United States government supplies is often the problem of several agencies. The guarding and security of same has, as war progress expediency, been assigned to allied components. Operation of trains is turned back to civilians at the earliest opportunity and this creates further perplexities. Complete liaison, cooperation, and understanding must be had between American Army agencies, Allied or co-belligerent guards, and civilian railway operating agencies.

b. Inspection of Cars - Preloading inspection of all cars and a report of same is a must. Car load checker may do this in addition to his checking duty and an appropriate entry of car inspection made on tally sheet. Cars should not be accepted or loaded which have holes in the floor, roof or walls unless same are repaired. Emergency use of a damaged car demands assignment of a guard.

c. Improper Loading - Loose and careless loading causes waste space, breakage, loss of supply and is an invitation to pilferage. Load inspection of cars is as fixed a responsibility as the initial tally of contents.

d. Open Cars - No pilferable items will be shipped in open or gondola cars except in extreme emergencies, and in such cases a special guard will be placed on such cars.

e. Grouping of Cars - Grouping of cars containing pilferable merchandise is highly desirable. Wherever possible trains will be made up in such a way as to group together those cars carrying the most highly pilferable items in order to facilitate guarding. Economy of guard personnel is effected and this economy is further aided by planned posting of said guard. Guards riding the caboose or guard escort cars are completely inefficient and this practice is prohibited.

f. Tally Sheets - Tally sheets of car content must be affixed in prominent place on inside wall of car upon completion of loading. The accuracy of this tally is highly important in determining completeness of car content on arrival at its destination.

g. Sealing of Cars - All railroad boxcars will without exception have the doors closed, sealed and fastened securely with no less than 5mm wire or with a bolt the threads of which have been burred after the nut is fastened. When wire is used for sealing, a piece about fifteen (15) inches long should be passed through the eye of the car lock. The ends will be drawn together and tightly

Supply Security (cont'd)

twisted three (3) or four (4) times with a torrey bar. To avoid possibility of the seals being unwound, the ends of the wire will be cut short with a cropper so as to finish together.

h. Cars will be inspected enroute, whenever practicable, to determine if cars have been opened or pilferage has occurred. Appropriate reports will be made when cars are found unsealed or where theft is suspected. Cars will be resealed and relabeled when necessary.

i. Civilians - The carrying of unauthorized civilians on supply trains is prohibited. Where authorized civilians are permitted to ride on supply trains they will not be permitted to ride on cars carrying supplies.

j. Responsibility - Responsibility of supply proceeding movement is the absolute responsibility of the source or shipping agency concerned. Checking supplies and furnishing an accurate tally sheet of goods loaded is a part of this responsibility. Railway military police or other railway guards accept the responsibility after the cars are loaded, wired or bolted and sealed. Theirs is a continuing responsibility until the receiving agency physically accepts the car.

12. Vehicle Movement of Supplies.

a. Substantial amounts of truck cargo are lost within the zone of communications through pilferage, theft enroute, hi-jacking, illegal diversion, breakage, careless vehicle handling. Trucks from port installations, dumps, and depots will be moved in small convoys of from three (3) to six (6) vehicles at close interval, one individual being responsible for the movement. Guards will be supplied for these vehicles by the dispatching installation whenever possible and only in exceptional cases will individual vehicles be dispatched. Specific routes will be designated for truck drivers to follow, trucks found off the designated route will be impounded and drivers of same given immediate trial by courts-martial. All truck loads leaving an installation will be checked by count and not by estimation. Drivers will be responsible for loads on trucks and will inspect and sign for their load before departure. This responsibility remains even though guards are employed.

b. Trucks loaded with sensitive supply, stopped due to mechanical failure or for any reason will have a guard stand by. Frequent change of guards on trucks will be a procedure which discourages guard and driver collusions.

c. Unloading at destination will be accompanied by a check of truck content against load dispatch slip and any discrepancies will be reported immediately.

d. All precautions will be taken against alteration and forging of trip tickets, tallies and other records as well as collusion with hi-jacking gangs. Special and alert attention must be exercised on routes having steep grades, obstructions, one way defiles or heavy traffic to prevent loss of supply.

13. Showdown Inspections of Troops - Special emphasis will be placed upon frequent unannounced showdown inspections of all troops. When such inspections disclose illegal disposition of government property, strict disciplinary action will be taken. Statements of Charges cannot be relied upon as an effective

Supply Security (cont'd)

deterrent, and will not be used as a substitute for disciplinary action. Publicity programs will be instituted which will effect a wide dissemination to the troops of the results of such disciplinary action.

14. Mobile Road Blocks - To prevent the movement of illegally acquired supplies into black market channels by civilians or soldiers, all major commands will establish mobile road blocks to prevent the passage of pilfered material, AWOLS, stolen vehicles, and vehicles without proper trip tickets. Control points will also inspect all military personnel for passes, and military vehicles for illegal articles. Wherever possible, commanders will secure the cooperation of Italian authorities to have Carabinieri or other Italian police personnel utilized to make similar inspections of civilian vehicles and personnel at these same control points. Military Police patrols will frequently inspect small communities for AWOLS and supply trucks which may be found off the prescribed route to destination.

15. Illegal Disposition of Government Property.

a. Articles of War 84 and 94 prohibit the sale, wrongful disposition, misappropriation or diversion of United States government property to unauthorized persons. In this connection, particular attention is directed to the fact that abandonment, misappropriation or bartering in any way of Army rations, gasoline and oils, captured material, clothing and equipment and Army Exchange supplies of all types fall under the provisions of these articles and Army Regulations.

b. All military personnel who observe any act of abandonment, pilferage or illegal diversion of United States government property will, without delay, apprehend the offender, obtain the name, grade, organization and serial number of the offender. They will also obtain similar information concerning witnesses, if any, and submit a detailed report of the incident to the appropriate commander having courts-martial jurisdiction. If apprehension is not possible, all information available will be obtained, and a similar detailed report of the incident will be made. The information obtained from military offenders will be checked against their War Department Identification Cards and Tags. When there is no doubt as to the veracity of information given, the individual will be turned over to the Military Police.

c. Negligence on the part of any United States military personnel in reporting crimes of this nature will be considered dereliction of duty and will be punished accordingly.

d. All commanders having courts-martial jurisdiction will issue such additional instructions as may be necessary to enforce compliance with the foregoing and will take strict disciplinary action in all cases.

16. Reports.

a. Incidents of major pilferage will be immediately reported to the Provost Marshal General, this headquarters, by cable. Reports will contain the following: date, time, name or number of installation and location, type of supplies indicating the amount and value; brief resume surrounding loss; action instigated and date thereof and the results obtained as of the time report was rendered. Weekly letter reports on progress will also be rendered. These reports are required when supply loss is \$100.00 or more in value.

Supply Security (cont'd)

b. Further required is a letter report as of the 20th of each month, to arrive not later than the 28th, showing all other pilferage not reported by cable and containing the same type information as required in cable reports.

DISTRIBUTION:

250 - CG, AAF/UTO
 325 - CG, Repl Comd
 75 - DD, MRS I
 75 - CG, MRS
 110 - CG, Rome Area, MTOUSA
 135 - CG, Adriatic Depot
 75 - CG, MORBS
 200 - CG, Hq Comd AFHQ
 100 - CG, FBS
 100 - ALCOM
 100 - CG, Fifth Army
 1 - D/TC, MTOUSA
 1 - CG, MTOUSA
 1 - G-1
 1 - G-2
 1 - G-3
 1 - G-5
 1 - AG
 1 - JAG
 1 - Fis Dir
 1 - GLE
 1 - SSS
 5 - G-4
 5 - IG
 5 - QM
 5 - Ordnance
 5 - ALG
 5 - Pol Sect
 5 - Engineer
 5 - Signals
 5 - Surgeon
 5 - OWS
 5 - M&Tn
 50 - PEG

HEADQUARTERS
2675TH REGIMENT
ALLIED COMMISSION (OVERHEAD)
APO 394

GP/CCC/tbw

19 March 1945

STANDARD OPERATING PROCEDURE FOR SUPPLY SECURITY CONTROL

1. Fencing:

a. Motor Parks not within a guarded building will be surrounded by barbed wire fencing with one entrance and one exit which will be guarded by military personnel. Special Orders preventing unauthorized persons from entering or leaving the park will be issued.

b. Ration Rooms whether they are within a mess hall or warehouse will be fenced with ordinary chicken wire wherever a probable means of entry other than a door is noticed. Door will be kept locked when room is not occupied by military personnel and only one key should be in the possession of the responsible military representative.

c. Supply Rooms (same as above)

2. Guard Towers:

a. Guard towers will be erected in the case of extremely large motor parks where lack of sufficient military guards prevails or where large quantities of supplies are stored under canvas.

3. Guards:

a. Motor parks or garages will have guards posted 24 hours per day. During the daylight hours dispatcher may be utilized as guard provided that the motor park has only one means of entrance.

b. Ration rooms and warehouses will be guarded constantly. Guard may be a Charge of Quarters who will make tours of the premises at irregular and frequent intervals during hours of darkness.

4. Entrances and Exits:

a. Entrances and exits of all installations will have guards posted whenever practicable. If not practicable due to lack of personnel, entrances and exits will be kept locked at all times and opened only after identification of authorized personnel.

b. Office furniture such as typewriters and adding machines will be placed under lock and key upon leaving the respective office where the item is in use. Guards at exits will be instructed to examine all parcels that appear large enough to cover equipment of this type.

SOP Supply Security Control (cont'd)

c. In addition to General Orders, Special Orders will be issued from time to time depending upon the necessity, locality and situation.

5. Flood lights:

a. Flood lights will be utilized on all open car parks, entrances and exits which are in function during the night. Lights will be erected high enough so that the maximum exposed area will be illuminated.

6. Traffic Control:

a. In car parks, motor pools, supply installations and exposed supply dumps, a one way traffic will be maintained wherever practicable. This will be in coordination with the entrance and exit instructions, thereby prohibiting any vehicle from exiting without surveillance from the appointed guard.

7. Pass System:

a. Pass system will be initiated in any military installation where a group of more than 15 laborers is employed. Passes should bear the name printed and the signature of both the laborer and officer authorizing the bearer entrance to the installation.

8. Guards and Laborers:

a. Guards will be checked at frequent intervals to satisfy the responsible officer that guards are fully aware of their responsibilities. Laborers who physically handle U. S. supplies must be cautioned and checked for all possible means of pilferage. A physical search prior to daily departure of each laborer will be made by an officer or the commander of the guards. Vehicles will be checked for loads, and guards will be mounted on the rear of each truck whenever possible.

9. Checks and Tallies:

a. A simple debit and credit system will be maintained on all items stocked in warehouses and a daily or weekly running inventory should be made wherever practicable.

10. Vehicle Movement of Supplies:

a. Supplies will be moved in small convoys. When drawing rations or other supplies from a warehouse, the following will apply:

- (1) A checker will be posted at the tail gate of the vehicle in order to prevent loss while loading.
- (2) A checker within the depot will check off items prior to their loading and a signature will be obtained as an acknowledgment that the items listed thereon were received and were all in apparent good condition.

GOP Supply Control (cont'd)

- (3) Armed guard will travel on rear of the truck to prevent pilferage while in transit.
- (4) The consignee will check all loads received by him during the unloading and will report all shortages, overages and damages immediately to the consignor.

11. Showdown Inspection of Troops.

a. Inspection will not only be made physically, but whenever possible, the Enlisted Men's Form #32 will be used as a basis for determining unauthorized items of government property in the hands of troops. Disciplinary action will be taken upon the initiation of a Statement of Charges for loss of property.

12. Illegal Disposition of Government Property.

a. The following is extracted from Provost Marshal General Security Instructions for the information and guidance of all concerned:

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"15. Illegal Disposition of Government Property.

a. Articles of War 84 and 94 prohibit the sale, wrongful disposition, misappropriation or diversion of United States government property to unauthorized persons. In this connection, particular attention is directed to the fact that abandonment, misappropriation or bartering in any way of Army rations, gasoline and oils, captured material, clothing and equipment and Army Exchange supplies of all types fall under the provisions of these articles and Army Regulations.

b. All military personnel who observe any act of abandonment, pilferage or illegal diversion of United States government property will, without delay, apprehend the offender, obtain the name, grade, organization and serial number of the offender. They will also obtain similar information concerning witnesses, if any, and submit a detailed report of the incident to the appropriate commander having courts-martial jurisdiction. If apprehension is not possible, all information available will be obtained, and a similar detailed report of the incident will be made. The information obtained from military offenders will be checked against their War Department Identification Cards and Tags. When there is no doubt as to the veracity of information given, the individual will be turned over to the Military Police.

c. Negligence on the part of any United States military personnel in reporting crimes of this nature will be considered dereliction of duty and will be punished accordingly.

d. All commanders having courts-martial jurisdiction will issue such additional instructions as may be necessary to enforce compliance with the foregoing and will take strict disciplinary action in all cases."

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SOP Supply Control (cont'd)

15. Reports.

a. Reports will be submitted as per instructions of 1st Indorsement, this Headquarters, to letter, Headquarters MTOUSA, File AG 400.73/346-0, subject: "Supply Security Control", dated 24 February 1945.

C. M. Parkin

G. M. PARKIN
Colonel, Infantry
Commanding

DISTRIBUTION:

All units, this Regiment

Information copies to:

Regional Commissioners, Allied Commission
Directors, Sub-Commissions and Sections,
Headquarters, Allied Commission

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13697/F/A

9 March 1945

SUBJECT : Security of Civil Supplies.

TO : All concerned.

Transportation s/c HQ. A.C.

1. The attention of the Allied Commission has been called by AFHQ to the need for compliance with the standard procedure prescribed by FBS Cargo Movement, regulating the use and distribution of motor transport dispatch orders for haulage from docks to, inter alia, AC warehouses.

2. FBS regulations prescribe that three copies of the dispatch order shall be prepared to secure safety of the load and its proper delivery. The correct use of the three copies, as outlined by FBS in the extract of movements SOP quoted below, is designed to reveal shortages in the loads on the illegal diversion of entire truck loads.

"10 When cargo is dispatched by truck, the M/T dispatching orders will be accomplished in triplicate in form of Annex "L". The white (original) copy will be retained by port dispatcher as a record of cargo dispatched. The pink and green copies will accompany the driver.

11 Services receiving shipments by truck will properly and legibly receipt M/T dispatch orders returning the pink copy to the driver to be surrendered to the port dispatcher unless major discrepancies in count or type of cargo exists in which case the driver will be detained and Transportation Section (Port Highway Office) notified. The green copies of M/T dispatch orders will be returned by receiving Supply Service directly to the port highway office within 24 hours to be matched with white copy for discrepancies."

3. The importance of returning to the port, thru official channels, the triplicate (green) copy properly signed, and stamped with the appropriate stamp, cannot be over emphasized. The primary purpose of these M/T Dispatching Orders is to ensure the safe delivery of the load. The diversion of the green copy to any other purpose, such as depot accounting, defeats this purpose and should not be permitted. Until the green copy has been matched with the original at the port, the correct delivery of the truck load has

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"10 When cargo is dispatched by truck, the M/T dispatching orders will be accomplished in triplicate in form of Annex "I". The white (original) copy will be retained by port dispatcher as a record of cargo dispatched. The pink and green copies will accompany the driver.

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DIRECTOR	<i>[Signature]</i>
DEPUTY DIRECTOR	
PLANNING OFF	
ADMIN. OFF	
LOG. OFF	
SEC. OFF	
RE. OFF	
FIN. OFF	

5/12/46

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-2-

4. All AC/ARG officers, IM/CRS, and Italian governmental agencies concerned with the receipt and accounting for supplies will ensure that the warehouse accounting staff and all other interested personnel comply with the above mentioned regulation in all cases involving supplies carried by Port Military authorities or IES organizations.

A. J. Bantolan
for

Chief Accountant
Joint Director
Finance Sub-Commission

Distribution:

Regional Commissioner all Regions,
Senior Civil Affairs Officers ARG 5 and 8 Armies,
Regional Supply Accountants,
Regional Supply Officer,
Port Liaison Officer,
All Sub-Commissions, AC,
Istituto Nazionale per il Commercio Estero,
Federazione Italiana dei Consorzi Agrari.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

WEG/rg

Tele: 482

Our ref: 192/1/Tnl

22 March 1945

SUBJECT : Supply Security Control.

TO : Vice President, Establishment Section,
HQ. Allied Commission

THRU : Economic Section.

1. Reference is made to letter Headquarters Mediterranean Theater of Operations, file A.O. 400.73/346-0, dated 24 February 1945, subject, Supply Security Control and 1st Indorsement Headquarters Allied Commission, Establishment Section dated 3 March 1945.

2. This office has nothing to report under paragraph 4 of the above mentioned letter inasmuch as this Sub-Commission has no supplies under its direct control.

FOR THE DIRECTOR:

WALTER P. SCOGGINS,
Lt. Colonel, QMC,
Chief, Admin. Division.

File

BEST COPY POSSIBLE

Tel: 508

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

WPM/nih

Ref: ES/1.01

20 March 1945

SUBJECT: Security Control Guide - Establishment Section 400.73,
24 Feb 45. - attached

TO : Agriculture Sub-Commission
Commerce "
Finance "
Food "
Industry "
W & U "
Transportation "

Your report in accordance with para 4 in the basic communication of this directive would be appreciated by this Section on the 22nd March at the latest. All returns are required.

[Signature]
G. J. Spangere,
Capt. P. S. C. III,
Economic Section

R E S T R I C T E D

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
OFFICE OF THE COMMANDING GENERAL
APO 512

T.N.S.C.

AG 400.73/346-0

24 February 1945

SUBJECT: Supply Security Control.

TO : President, Allied Commission, Rome.

1. Loss of supplies through pilferage, organized thefts, barter and the illegal diversion of government property, will continue to be an acute command problem so long as the present economic situation in Italy continues. It is an important command responsibility to reduce these losses to a minimum and this will require the continuing attention of all commanders to prevent any relaxation of strict supply-security control measures.

2. The principal contributing factors in the loss of supplies through illegal acts (the phrase 'pilferage' is generally used) are as follows:

- a. Carelessness and looseness of control measures.
- b. Pilferage by civilian population who are destitute.
- c. Dishonest personnel, including laborers, checkers, drivers, guards, etc., whom it is difficult to screen effectively.
- d. A most inviting Black-Market where huge profits prevail.
- e. Pilferage and organized thefts by military personnel and civilians.
- f. Improper loading of trucks and railway cars.

3. There is attached hereto for transmission to each command unit and installation, for the personal attention of commanding officers, a guide for the preparation of Standard Operating Procedures for the safeguarding of U.S. Government Property. This guide will be studied, a review of present control measures conducted, and then such changes will be effected as may be dictated by the resulting comparisons wherein present safeguard measures are not as adequate as those contained in the guide, or where changes are considered impossible or impracticable due to operational demands.

4. It is desired that you call to the attention of your principal subordinate commands the importance of continuing the command attention to the end that high standards may be maintained on supply-security control. A report will be made on 31 March 1945 to the Theater Commander on supply-security control measures to include the following:

R E S T R I C T E D

2938

R E S T R I C T E D

ALCOM, 24 Feb 1945

- a. Action taken in compliance with this directive inclosing copies of directives issued.
- b. Explanation of circumstances which make it impracticable to adopt prescribed control measures with a statement of what substitute measures are in force.

/s/ Joseph T. McNarney
JOSEPH T. McNARNEY
Lieutenant General, U.S. Army
Commanding

1 Incl
Supply Security Guide

Reproduced by Hq 2675th Regt, Allied Commission,
(Ovhd), APO 394, 3 March 1945 new.

400.73
(24 Feb 45). 1st Ind. CMP/jtg
HEADQUARTERS, ALLIED COMMISSION, ESTABLISHMENT SECTION, APO 394, U. S. Army,
3 March 1945.

TO:

1. A copy of this letter will be forwarded to each sub-commission under your section.

2. Reports as required in par 4, basic communication, will be forwarded to this headquarters not later than 23 March 1945.

BY COMMAND OF REAR ADMIRAL STONE:

C. M. PARKIN
Colonel, Infantry
Executive Officer (US)

1 Incl:
Supply Security Control Guide.

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM
ECONOMIC SECTION

SUBJECT: Downgrading of Classified Documents

FILE No. 1.08/ES

TO : Transportation Sub-Commission
Attn: Top Secret Control Officer

7 July 1945

Request is made for information concerning the possibility
of downgrading the following classified documents:

Date	Ref. No.	Subject
28 Feb 45	790/1/Tn 3	Forli Stock File
4 April 45	754/30/Tn 3	Civil Supplies for Liguria
7 April 45	754/39/Tn 3	Motor transport for North Italy

Joseph M. Durbin
JOSEPH M. DURBIN,
2nd Lt, Infantry,
Asst Admin & Pers O.

2953

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