

Rail Tonnages-Maintenance Demands

ance Demands

10000/148/1033
Sept '44

SECRET

DWB/ms

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

FILE. 478701

13 September 1944

ACC Tn/229/4

SUBJECT : Bidding procedure

TO : Tn SC Rep ACC Bari (Capt. Hall)
" " " Naples (Maj. Dowers)
" " " Reggio Cal (Maj. Blair)

1. Attached is copy of AFHQ circular Nov. 3/12 of 7 Sep. 44 for your information. It is sent you to draw your attention to the new set-up between AFHQ (non operational zone) and AAI (operational zone).
2. Please note it does not affect our (Tn SC ACC) procedure and that
 - (a) interdivisional rail traffic will continue to be bid for through this office.
 - (b) ACC local tonnage within IRE divisions will continue to be handled by you.

for

Captain
D.W.B.
Colonel, C.E.
Director, Tptn S.C.

4484

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 304

Tel: Ext: 250

Ref: ACC IN/229/2

Date: 8 August 44

METHOD OF BIDDING

1. With the fast changing conditions, the time has approached when the present system in force for "bidding" must be reviewed, when the In. Sub. Comm. personnel arrived in Italy they had not responsibility with regard to any control, supervision or operation of the Italian State Railways, and were therefore available to tie up with Military Movements, not only at Movement H.Q. but with the Movements personnel in the field.
2. It was possible also for these officers to assume the role of liaison officers between Regional Supply Officers and Movements, and through Movements with the organization of the Director General of Military Railway Services, whose organization operated and controlled the whole of the Italian State Railways.
3. In their capacity as liaison officers, the personnel of the In. Sub-Comm. were able to collect and collate all the bids and at regular committee meetings held, at which representatives of Movements, D.G.M.R.S. and Sub-Commission interested in A.C.C. freight movements, put forward what A.C.C. Requirements were, tonnage could be lifted was conveyed to the bidders, who then made their local arrangements to load their freight in the wagons supplied by the D.G.M.R.S. on the authority given to them by the Committee referred to above.
4. Now that the TM? Sub. Comm. is shouldered with the responsibility of supervising the operation by the Italians themselves of the Sicilian Railways, the Reggio Division and in the process of taking over the Bari Division, shortly to be followed by apart of the Naples Division, and are preparing to post officers to the Rome, Ancona and Florence Divisions, offices are no longer available to act in the capacity of liaison officers, nor is there any necessity for them to undertake this role.
5. All told, there are only 22 Railway technical officers assigned to the Transportation Sub-Commission. These 22 Officers are assigned as follows:

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5. All told, there are only 22 Railway technical officers assigned to the Transportation Sub-Commission. These 22 Officers are assigned as follows:

- 1 to understudy the Traffic Manager D.G.M.R.S. organization
- 1 to understudy the Chief of the Loco & Carriage Dept organization
- 1 to assist the Chief of the Loco & Carriage Dept. organization
- 2 to assist the Chief Engineering Branch D.G.M.R.S. organization

- 1 to understudy Chief of the Stores Dept organisation
 - 1 to assist Chief of the Stores Dept organisation
 - 9 officers assigned to Divisions including Sicily and Sardinia
 - 2 officers for General Investigation and Liaison
 - 1 officer to the Warehousing Division
 - 1 Relief
 - 1 P.A. to Lt. Colonel Vining
- and with myself, making the total of 22.

6. There are four other divisions of the Italian Division still in enemy hand, for which no provision has been made at present, but when these Divisions are occupied by the Allies, officers posted to the Divisions in the South of Italy will be withdrawn leaving one officer to supervise the Naples, Reggio and Bari Divisions, with his H.Q. at Naples. As the Railway is handed over more and more to the Italians to operate, the scene of Railway Transportation Sub-Commission officers will have to be extended. It will therefore be readily appreciated that there definitely will be no Transportation Sub-Commission officers Rail Section available to act in the capacity they have worked in heretofore.

7. As these hard facts need no elaboration, the question to be considered is what alternative procedure is required to deal with the movement of A.C.C. and civilian freight.

8. To deal with the subject in its correct priority and sequence:

Military Movements (Movement Control).

The functions of Movements in peace time are very different to those set up in war time. Where military necessity is not involved, Movements have no interest in Rail transport or what the Railways do in transporting civilian freight.

In war time, however, where all form of transportation must give first consideration to military requirements, Movements have the authority to insist that rail facilities meet full military necessities, and these having been met, any available tonnage over and above that required by the military is allotted to civil requirements in priority order.

Movements collate the military requirements in all its branches and hand these requirements over to the Railway authorities to give effect to them.

Department of Government have a call upon Railways for transportation, as do merchants, civilians, etc.

The Railway authorities having made full arrangements to meet military requirements, such as placing the necessary stock for loading at the various depots, arranging special trains etc., are then in a position to deal with the requirements of

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Department of Government have a call upon Railways for transportation, as do merchants, civilians, etc.

The Railway authorities having made full arrangements to meet military requirements, such as placing the necessary stock for loading at the various depots, arranging special trains etc., are then in a position to deal with the requirements of other than Military bodies requiring transportation. These requirements are known as "bids". Movements are not concerned with other than military bids, so long as these bids do not in any way interfere with or retard military movements.

9. Bids other than military bids may be termed civilian bids. With regard to civil bids, these are not made through Movement Control, but direct to the Railway.

Movement Control has its time fully occupied in dealing with military requirements and cannot find the time to devote

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to accepting civilian bids for transfer to the Railway authorities.

10. There is no organisation set up other than in Italy by which civilian bids are put up for passing to the Railways. Bidders put up their requirements direct to the Railway who are acquainted with the priority in which freight must be transported and acting on the priority laid down, meet all requirements as circumstances will permit.

11. The procedure therefore with regard to Italy would be as follows:

Military Movements would continue to pass their requirements to the Railway and receive first priority.

Civilian bids would also be passed to the Railway but through a different channel as is done at present.

12. The present system of bidding has been made possible due to the fact that there has been Regional and Provincial Supply officers assigned to the field, whose duties have been to collect and collate all bids and pass these bids to the rail Section of the Transportation Sub-Commission who have then tabulated the bids, showing "From" and to "Where" freight has to be moved, what the commodity is, and the tonnage involved, and have then put up all these requirements to the Transportation Committee and the Priority of the Movement Meetings, in order that effect can be given to the movement of the bids so far as tonnage capacity available over the different sections of the Railway is capable of carrying.

13. With the withdrawal of a number of Supply Officers from Regions and the Rail Section of the Transportation Sub-Commission being posted to do technical duties on the I.S.R. some change in the present procedure is inevitable.

14. The system of bidding is divided into two classes

- a) local bids, by which is meant, requirements for transportation within a division or to an adjoining division.
- b) long distant bids meaning requirements for transportation of freight from East to West, North to South Italy involving it passing over sections of the line beyond the control of the local compartment or, to give its English equivalent, Divisional Superintendents.

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As regards a) Persons requiring movement by rail will place their bids to the nearest Capo Stazione (Station Master)

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4484

As regards a) persons requiring movement by rail will place their bids to the nearest Capo Stazione (Station Master) who will transmit these bids to the Compartimento. The Compartimento will be responsible for collecting and collating all the local bids and will screen them, checking to see that the bids are authorised by a Regional or Provincial Officer, where it is possible. Where this is not possible, the Compartimento must be guided by the instructions given him as to what class of traffic is permitted to be moved by rail and deal with them in the order of priority laid down. Having done this he will authorise Station Master to provide the number of wagons sanctioned and to issue wagon labels, thereby giving the necessary authority for the wagons to be attached to a train.

It would have to be made clear to the Comperment that he would be held personally responsible for any irregularity arising from freight being irregularly transported by rail, or undue preference being given to bidders, and order of priority being infringed.

As regards (b). Long distance bids will have to continue to be submitted to the I.S.R. headquarters where along with the bids put in by Movements they would be allotted the required tonnage so far as is possible, after Military requirements have been met.

15. The fact has got to be faced that there will not be the Allied personnel available in the future as has been available in the past, and more and more responsibility must be placed on the I.S.R. authorities both at their headquarters, and on the Divisions to undertake the responsibility of moving freight throughout the country, to habilitate it and to revive industries and commerce in Italy.

Italian railway men have had to do this for innumerable years in the past and that they can be made to do this now, and in the future, stands to reason.

The Tn. Sub-Comm. officers posted at the Railway Headquarters (not the D.C.M.R.S. but which the Italian Headquarters) and out on Divisions will from time to time make checks on the work carried out by the Italians and will supervise the general operation of the railway by the Italians.

This practical check will not only have its value in seeing that Allied interests are studied and carried out, but the moral value of such checks cannot be over emphasized.

Finally, if Tn. Sub-Comm. personnel are to be in position to supervise and carry out this supervision and checks they must be relieved of all clerical work and ties connected with detail and clerical work.

It is not for a moment assumed that what is set forth above can be achieved with immediate effect, but what is stressed is that forthwith the policy must to be make the Italians themselves undertake the duties which must of necessity be placed on their shoulders.

L. E. VINING
Lt. Colonel, R.E.
Transportation Sub-Comm.

SUBJECT: Bidding procedure for ship and rail movement.

SECRET.

~~Unauthorized,~~
Allied Armies in Italy.
Tel: FILPOT 241
MOV 3/21

To: C.A.O.
D.C.A.O.
G (SD)
A
Q
Q (AE)
TN (A)
PET SEC
COAL SEC
ACC L.O. (2)

27 Aug 44.

As the result of a meeting held on 24 Aug, Mov A.F.H.Q. and Mov A.A.I. have agreed to recommend the procedure described in the following paragraphs. A draft on these lines is being prepared by A.F.H.Q. for consideration by A.A.I.

1. LONG TERM BID FOR SUPPLIANTS.

This becomes a matter for A.F.H.Q. but, in order to assist them in framing demands, A.A.I. should submit an appreciation of the anticipated operational situation and any special requirements entailed - such as mountain warfare equipment, waterproofing, etc.

2. SHORT TERM BIDS.

(a) A.F.H.Q. policy is to make the maximum use of rail and to reduce shipments ex Italy as far as possible.

(b) A.A.I. will notify A.F.H.Q. by D - 35 (D is first day of 10 day convoy cycle)
(i) Capacity of ports and railheads (incl adv base) under A.A.I. control.
(ii) Requirements by areas (say ANCONA, FLORENCE and BOLOGNA) giving breakdowns for each area.

(c) A.F.H.Q. will -

- (i) Examine with their Services the extent to which demands can be met by direct diversion to A.A.I. ports of ships from U.K. and U.S.
- (ii) Set up shipments ex N.A., Mideast, etc.
- (iii) Decide what commitments will be met by rail.
- (iv) Notify A.A.I. by D - 22 of decisions and contents of U.S. and U.K. ships. There will, of course, be some tonnage in these, which has not been bid by A.A.I.

(d) A.A.I. will consider the above and will submit to A.F.H.Q. by D - 18 any subsidiary demands to meet deficiencies. This will allow time for shipment to be made ex Italy if necessary.

3. RAIL.

(a) As soon as stocks in the Adv Base allows, the bids for rail will cover a ten day period as for shipping.

(b) Meanwhile -

- (i) All bids for movement into A.A.I. territory will be submitted to

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(a) As soon as stocks in the Adv Base allows, the bids for rail will cover a ten day period as for shipping.

(b) Meanwhile -

(i) All bids for movement into A.A.I. territory will be submitted to reach A.A.I. by 0800 hours each Saturday for the period commencing the following Monday -
The following will bid:-

8 Army
5 Army Br. Inc.
P.B.S. (for P.B.S. and 5 Army)
Districts under A.A.I.
A.A.F.S.C. M.T.O.
R.A.F.
A.C.C.
A.A.I. Services
A.F.H.Q.

contd/.....

- (ii) A.F.H.Q. will notify the express rail tonnage available at A.A.I. on the various lines up to the points at which A.A.I. take over
- (iii) A.A.I. will hold their PCM at 1000 hours on Monday and notify allocation to A.F.H.Q. by 1500 hours same day.
- (iv) A.F.H.Q. will hold their PCM at 1100 hours on Wednesday. This will be attended by reps of A.A.I. Q and Q(Mov) must be represented. Decisions will be signalled same day.
- (v) Breakdowns of allotments received will be sent by Armies, etc. direct to supplying agencies, as at present.
- (e) Emergency bids or cancellations will be made to A.F.H.Q. as necessary.
- (d) Alterations within A.A.I. allocations can be arranged direct with supplying agencies and/or Mov Areas, A.F.H.Q. being notified.

W. H. Helms

Brigadier
D.Q.M.G.(M).

Copy to: Mov 5/543.

ST

ORD

TV (INC)

CONFIDENTIAL

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ALLIED FORCE HEADQUARTERS

AFHQ 512

AF 914

DCK/MP

ADMINISTRATIVE MEMORANDUM)

NUMBER

45)

*10: File (main version)
New 2 (procedure)*

2788

1 November 1944

Redesignation of Allied Control Commission I
Procedure for Maintenance Requirements of Allied Forces in Italy, North
Africa, Sicily, Sardinia and Corsica II

I ----- REDESIGNATION OF ALLIED CONTROL COMMISSION

"The Allied Control Commission for Italy" whose establishment was announced by AFHQ Administrative Memorandum Number 74, 1943, is redesignated as "The Allied Commission."

II --- PROCEDURE FOR MAINTENANCE REQUIREMENTS OF ALLIED FORCES IN ITALY, NORTH AFRICA, SICILY, SARDINIA AND CORSICA

Appendix "A" to AFHQ Administrative Memorandum Number 37, 1944, is rescinded and the following substituted therefor:

"APPENDIX 'A'

PROCEDURE FOR IMPLEMENTING RAIL MOVEMENT

1. Weekly, on Mondays, AFHQ will notify AAI total rail tonnages available for main users in the Operational Zone, for delivery in the week beginning 14 days later, together with AFHQ priority allocations (if any) to users operating within the Operational Zone but not under command of AAI.

2. Weekly, under directions issued by AAI, main users, as defined in paragraph 3 of basic paper, will notify AAI through their nominated representatives at that headquarters, their tonnage requirements for delivery by rail to the Operational Zone.

3. Weekly, to arrive by 0800 hours on Sunday, after holding their Rail POM Meeting, AAI will forward to AFHQ the following information covering the seven day period beginning the following Monday week:

a. The allocation of rail capacity, expressed in net tons, for the movement of units and formations, reinforcements, replacement vehicles and ambulance trains.

b. The allocation of the remaining rail capacity, with breakdown by destinations between the various users within the Operational Zone, including those for whom an AFHQ priority allocation has been laid down (see paragraph 1).

c. The breakdown, by commodities and destinations, of tonnages allocated to British Forces and other users supplied from British sources. At the same time Services AAI will advise Supplying Agencies AFHQ detailed breakdown within the accepted tonnage allocation.

d. AFHQ Supplying Agencies will advise G-4(Mov & Tn) AFHQ by 1500 hours Sundays of their detailed loading requirements for movement during the seven day period commencing the following Monday week.

4. Weekly, by 1500 hours Sundays, main users as defined in paragraph 3 of the basic paper will forward to G-4(Mov & Tn) AFHQ their requirements for movement by rail of personnel, vehicles and ~~within Italy, excluding the~~ Operational Zone, for the week beginning the following Monday week.

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AFHQ dated (Cont'd)

5. Weekly, at 1430 hours on Tuesdays, a rail POM Meeting will be held at AFHQ, at which the following will be represented:

AFHQ
G-4 (Mov & Tn)
Q (Maint)
Q (AE)
G-5
Pot Sec
QM Coal Sec
British Services
G-1) when considered
G-3) advisable

HQ AAI
HQ MAAF
HQ COMZONE MATOUSA
DMRS
TAC
ITMIA

6. Following the POM Meeting AFHQ will notify all concerned the firm allocations of rail tonnages made. Final loading instructions to depots will then be issued through normal channels by the relevant authorities. These instructions will reach depots before noon each Wednesday.

7. Emergency bids involving additions to total tonnage allocations at points of origin or delivery will:

a. For the Operational Zone, be submitted to AAI, with copy to AFHQ. AAI will notify AFHQ without delay their proposals for meeting the emergency.

b. Outside the Operational Zone, be submitted to AFHQ.

8. Alterations within the authorized allocations to main users will:

a. For the Operational Zone, be notified direct to Supplying Agencies, AFHQ.

b. Outside the Operational Zone, be notified direct to depots with copy to AFHQ.

When, however, the depots concerned are, for any reason, unable to meet the altered demand, AFHQ will endeavor to make alternative arrangements.

9. Cancellations will be notified immediately to AFHQ with copies to the depots, where these are known, and to AAI when applicable.

10. Demands for traffic out of the Operational Zone will be submitted by AAI for consideration at the AFHQ Weekly Rail POM Meeting in the same way as other demands for rail movement."

By command of General WILSON:

E. V. ROBERTS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION:

"C"

~~CONFIDENTIAL~~

CONFIDENTIAL

G-4, Mov & Tn
Allied Force Headquarters
Tel No. Freedom 320

14/8
Mov. 3/307A

CONTROL OF MOVEMENT IN ITALY BY RAIL, ROAD AND AIR

1. Subject to the general policy and priorities established by G-4(Mov & Tn) AFHQ, the arrangement and control of movement by rail, road and air within the Operational Zone of ITALY is the responsibility of Movements HQ AAI.
2. Outside the Operational Zone rear boundary, the arrangement and control of movement by rail, road and air is the direct responsibility of G-4(Mov & Tn) AFHQ.
3. FOR THE PURPOSES OF RAIL MOVEMENT ONLY, THE REAR BOUNDARY OF THE OPERATIONAL ZONE IS AS FOLLOWS:-

Line 50 exclusive Civitavecchia

Line 65 inclusive Orte

Line 86 inclusive Ancona

For all other purposes, including movement by road, the rear boundary of the Operational Zone is the northern boundary of the provinces of Viterbo, Rieti and Teramo.

4. HQ Movements East Italy, HQ Movements West Italy, HQ Movements Rome Area and Movements LO MMIA are now directly responsible to G-4(Mov & Tn) AFHQ. The northern boundaries of HQ Movements West Italy and HQ Movements Rome Area are extended to the rear boundary of the Operational Zone.

5. The above arrangements became effective 10th September, 1944.

6. G-4(Mov & Tn) AFHQ will deal direct with the Director General Military Railway Service or his executive deputy in ROME in respect of the following.

(a) General allocation of resources for the development, reconstruction and operation of railways in Italy, together with the tonnage capacities required on the various sections of line.

(b) Proposals for transfer of sections of the Italian Railways to civilian operation under supervision of the Allied Control Commission.

7. HQ AAI are authorised to deal direct with the Director General Military Railway Service or his executive deputy in ROME on questions affecting priorities for the development and reconstruction of

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7. HQ AAI are authorised to deal direct with the Director General Military Railway Service or his executive deputy in ROME on questions affecting priorities for the development and reconstruction of railways within the Operational Zone, together with the distribution of authorised tonnage capacities within that Zone. G-4(Mov & Tn) AFHQ will, however, be kept currently informed of developments in such instances by Movements HQ AAI.

8. G-4(Mov & Tn) AFHQ will coordinate and programme all through rail movement and will make the necessary arrangements direct with the Director General Military Railway Service or his executive deputy in ROME.

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9. HQ Movements ROME Area will, on the direct request of Movements HQ AAI, or the Director General Military Railway Service or his executive deputy in ROME, make arrangements for the calling forward or adjustment of programmed traffic as may be found necessary. Where such adjustments affect rail movement south of Rome, HQ Movements AAI will first obtain authority through G-4 (Mov & Tn) AFHQ.

10. The Transportation Sub Commission of the Allied Control Commission will ~~deal~~ direct with Movements HQ AAI on matters affecting rail movement within the territory rear of 5th Army and 8th Army rear boundaries, but forward of the Operational Zone rear boundary.

Questions affecting overall movement policy, and the arranging of rail movement additional to the current basic tonnage specifically allotted for the movement of AOC traffic rear of the Operational Zone rear boundary will be referred by the Transportation Sub Commission of the Allied Control Commission to G-4 (Mov & Tn) AFHQ direct.

11. Revised instructions for methods of maintenance, lodging of bids and establishment of priorities for rail movement are contained in AFHQ Administrative Memorandum No. 37 dated 5th September, 1944.

12. The Instruction issued under this heading and reference dated 12th July, 1944 is rescinded.

17th September, 1944.

Attch R. R. R.

A. T. de RHE PHILIPS.
Brigadier,
D.Q.M.G. (MOV & TN).

DISTRIBUTION:

External

Mov. HQ. A.A.I. (12)
HQ Mov. West Italy (12)
HQ Mov. East Italy (12)
HQ Mov. Rome Area. (3)
Mov. L.O. MMIA (2)
D.G.M.R.S. Rome (3)
Transportation Officer
S.O.S. NATOUSA (3)
Transportation Officer
P.B.S. (3)
HQ A.C.C. (6)

Internal

C.O.T. (2)
D.Q.M.G. (Mov & Tn)
D.G.M.R.S. Rep.
Mov. 1.
Mov. 2.
Mov. 3.
Mov. 4.
Mov. 5.
Mov. 6.
G-3 (Org)
G-3 (Ops)

10. The Transportation Sub Commission of the Allied Control Commission will ~~deal~~ direct with Movements HQ AAI on matters affecting rail movement within the territory rear of 5th Army and 8th Army rear boundaries, but forward of the Operational Zone rear boundary.

Questions affecting overall movement policy, and the arranging of rail movement additional to the current basic tonnage specifically allotted for the movement of AOC traffic rear of the Operational Zone rear boundary will be referred by the Transportation Sub Commission of the Allied Control Commission to G-4(Nov & Tn) AFHQ direct.

11. Revised instructions for methods of maintenance, lodging of bids and establishment of priorities for rail movement are contained in AFHQ Administrative Memorandum No. 37 dated 5th September, 1944.

12. The Instruction issued under this heading and reference dated 12th July, 1944 is rescinded.

17th September, 1944.

Atto R. Duf.

A. T. de RHE PHILIPPE.
Brigadier,
D.Q.M.G. (MOV & TN).

DISTRIBUTION:

Internal

C.O.I. (2)
D.Q.M.G. (Mov & Tn)
D.G.M.R.S. Rep.
Mov. 1.
Mov. 2.
Mov. 3.
Mov. 4.
Mov. 5.
Mov. 6.
G-3 (Org)
G-3 (Ops)
G-4
Q(Maint)
Pro.
Tn.(B) (2)
HQ. MAAF.
R.A.F. Movements (6)

External

Mov. HQ. A.A.I. (12)
HQ Mov. West Italy (12)
HQ Mov. East Italy (12)
HQ Mov. Rome Area. (3)
Mov. L.O. MATA (2)
D.G.M.R.S. Rome (3)
Transportation Officer
S.O.S. NATOUSA (3)
Transportation Officer
P.B.S. (3)
HQ A.C.C. (6)

JAQ/Gwn

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner

19 September 1944

A/CG 500

Subject: Additional Passenger and Freight Facilities
for Civilian Traffic.To : Transportation Sub-Commission
(Through Economic Section)

1. The attached copy of letter from G-5 Section, AFHQ, dated 16 September 44, is passed to you to initiate the necessary action.

2. Your attention is called to the last paragraph which contains the reference of letter sent by Ministry of Communications to Brigadier General Carl Gray.

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner1 Incl:
as above

4476

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

16 September 1944

Dear Ellery:

I mentioned to you the letter which the Ministry of Communications wrote to Brigadier General Carl Gray on the subject of additional passenger and freight facilities for civilian traffic.

General Gray passed the note to the C.A.C., who is replying that while military priorities still absorb most of the traffic the government and AOC should be working toward a plan for resumption of greater civil traffic. It might be wise for someone in the Transportation Subcommittee to take the initiative with the Italian Ministry.

The reference is letter of the Ministry of Communications dated 26 August, which bears the mark 00149/RIS.

Very truly yours,

CHARLES M. SPOFFORD
Colonel, G.S.C.
Asst. Chief of Staff, G-5

Capt Ellery W. Stone, USNR
Acting Chief Commissioner
Hq., Allied Control Commission
APO 394

CONFIDENTIAL

12470
G-4 JV & IN
Allied Force Headquarters
Tel. No. Freedom 370

Nov. 1/307

CONTROL OF MOVEMENT IN ITALY BY RAIL, ROAD AND AIR

1. Subject to the general policy and priorities established by G-4 (Nov & In) AFHQ, the arrangement and control of movement by rail, road and air within the operational zone of Italy is the responsibility of Movements HQ AAI.
2. Outside the operational zone rear boundary, the arrangement and control of movement by rail, road and air is the direct responsibility of G-4 (Nov & In) AFHQ.
3. FOR THE PURPOSES OF RAIL MOVEMENT ONLY, THE REAR BOUNDARY OF THE OPERATIONAL ZONE IS AS FOLLOWS:-
 Line 59 exclusive Vigevano
 Line 65 inclusive Orto
 Line 86 inclusive Ancona
- For all other purposes, including movement by road, the rear boundary of the operational zone is the northern boundary of the provinces of Viterbo, Rieti and Marino.
4. HQ Movements West Italy, HQ Movements West Italy, HQ Movements Rome Area and Movements IG MIA are now directly responsible to G-4 (Nov & In) AFHQ. The northern boundaries of HQ Movements West Italy and HQ Movement Rome Area are extended to the rear boundary of the operational zone.

5. The above arrangements become effective 10th Sept. 1944.

6. G-4 (Nov & In) AFHQ will deal direct with the Director General Military Railway Service or his executive deputy in Rome in respect of the following.

(a) General allocation of resources for the development reconstruction and operation of railways in Italy, together with the transport capacities required on the various sections of the line.

(b) Proposals for transfer of sections of the Italian Railways to civilian operation under supervision of

Italian Civilian Commission

4476

by G-4 (Nov & Dec) and the Director, the Director of the Operational Zone of Italy in the rail, road and air within the Operational Zone of Italy in the responsibility of Movements HQ AAI.

2. Outside the Operational Zone Rear Boundary, the arrangement and control of movement by rail, road and air is the direct responsibility of G-4 (Nov & Dec) AFHQ.

3. FOR THE PURPOSES OF RAIL MOVEMENTS ONLY, THE REAR BOUNDARY OF THE OPERATIONAL ZONE IS AS FOLLOWS:-

Line 50 exclusive Civitavecchia
Line 65 inclusive Orte
Line 86 inclusive Anagni

For all other purposes, including movement by road, the rear boundary of the Operational Zone is the northern boundary of the provinces of Viterbo, Rieti and Frosino.

4. HQ Movements West Italy, HQ Movements West Italy, HQ Movements East Italy and Movements 20 miles are now directly responsible to G-4 (Nov & Dec) AFHQ. The northern boundaries of HQ Movements West Italy and HQ Movements East Italy are extended to the rear boundary of the Operational Zone.

5. The above arrangements became effective 10th Sept. 1944.

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(a) General allocation of resources for the development reconstruction and operation of railways in Italy, together with the tonnage capacities required on the various sections of the line.

(b) Proposals for transfer of sections of the Italian Railways to civilian operation under supervision of the Allied Control Commission.

4474

7. HQ AAI are authorized to deal direct with the Director General Military Railway Service or his executive deputy in Rome on questions affecting allocation for the development and reconstruction of railways within the Operational Zone, together with the distribution of authorized tonnage capacities within that zone. G-4 (Nov & Dec) AFHQ will, however, be kept currently informed of developments in such instances by Movements HQ AAI.

8. G-4 (Nov & En) will coordinate and program all through rail movement and will make the necessary arrangements direct with the Director General Military Railway Service or his executive deputy in Rome.

9. HQ Movements Rome Area will, on the direct request of Movements HQ AAI, or the Director General Military Railway Service or his executive deputy in Rome, make arrangements for the calling forward or adjustment of programs traffic as may be found necessary. Where such adjustments effect rail movement north of Rome, HQ Movements AAI will direct obtain authority through G-4 (Nov & En) AFHQ.

10. The Transportation Sub-Commission of the Allied Control Commission will deal direct with Movements HQ AAI on matters affecting rail movement within the territory rear of 5th Army and 6th Army rear boundaries, but forward of the operational Rome rear boundary.

Questions affecting overall movement policy, and the arranging of rail movement additional to the current basic tonnage specifically allotted for the movement of AGO Traffic rear of the operational Rome rear boundary will be referred by the Transportation Sub-Commission of the Allied Control Commission to G-4 (Nov & En) AFHQ direct.

11. Revised instructions for methods of maintenance, lodging of kids and establishment of priorities for rail movement are contained in AFHQ Administrative Memorandum No. 37 dated 5th Sept. 1944.

12. The instruction issued under this heading and reference dated 12th July 1944 is rescinded.

17th September 1944.

A.T. de KHE PHILLIPS
Brigadier
P.R.M.G. (Nov & En)

DISSEMINATION: Internal (2)
O.O.T. (2)
D.O.M.G. (Nov & En)
D.O.M.G.S. Rep.
Nov. 1.
Nov. 2.
Nov. 3.
Nov. 4.
Nov. 5.
Nov. 6.

External (12)
Nov. HQ AAI (12)
HQ Nov. West Italy (12)
HQ Nov. East Italy (12)
HQ Nov. Rome Area (3)
Nov. S.O. WHIA (3)
D.O.M.G.S. Rome (3)
Transportation Officer
S.O.S. NATOUSA (3)
Transportation Officer

forward of adjustments affect rail movement north of Rome, HQ where such adjustments affect rail movement north of Rome, HQ movements will direct within authority through G-4 (Nov & Dec) AFHQ.

10. The Transportation Sub-Commission of the Allied General Commission will deal direct with movements in Italy on matters affecting rail movement within the territory rear of 5th Army and 8th Army rear boundaries, but forward of the operational zone rear boundary.

Questions involving overall movement policy, and the arranging of rail movement additional to the current basic tonnage specifically allotted for the movement of AGO traffic rear of the operational zone rear boundary will be referred by the Transportation Sub Commission of the Allied General Commission to G-4 (Nov & Dec) AFHQ direct.

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17th September 1944.

A.T. de RHE WILLIAMS

Brigadier

D.O.S.G. (Nov & Dec)

DISSEMINATION:

Internal:

G.O.F. (2)
D.O.S.G. (Nov & Dec)
D.O.S.G. Rep.
Nov. 1.
Nov. 2
Nov. 3
Nov. 4
Nov. 5
Nov. 6
G-3 (Ops)
G-3 (Ops)
G-4
G (Point)
Proc
In. (B)
HQ. MAAF.
R.A.F. Memoranda (6)

External:

Nov. M.A.I. (12)
HQ Nov. West Italy (12)
HQ Nov. West Italy (12)
HQ Nov. Rome Area (3)
Nov. L.O. MILA (2)
D.O.S.G. Rome (3)
Transportation Officer
D.O.S. MAFUSA (3)
Transportation Officer
P.O.S. (3)
HQ A.C.C. (6)

4473

Subject: - Maintenance - Rail Tonnage Demands

SECRET

HQ ALLIED ARMIES IN ITALY

Tel:- FILPOT 205

1022/Q1(B)

14 Sep 44

CG, FIFTH A. (For British Increment for "Q")

PEAR EIGHTH ARMY

CG, P.B.S.

AFSC/MTO

Allied Control Commission

TAF ITALY

214 Group RAF

Copy to -

Q(Maint), AFHQ

CG, FIFTH ARMY

No 1 District

No 2 District

No 3 District

Rome Area

64 Garrison

G(SD)

L G-4

Q(AE)

Q(Mov)

Tn(Br)

Tn(A)

Wks

SVY

ST (3)

Med

Ord(2)

Print

V & R

Postal

ACC LO

EFI

The following amendment will be made to this HQ letter 1022/Q1(B) of 4 Sep 44

Insert new sub-paragraph 2(o) :-

"2(o) Emergency bids involving additions to total tonnage allocations at points of origin or delivery will be submitted to "Q" Branch this HQ."

Sparks

Major-General,
Chief Administrative Officer

look up above mentioned letter and amend return

RECEIVED
16 SEP 1944
A. C. C.

CG, FIFTH A. (For British Increment for HQ)
 REAR EIGHTH ARMY
 CG, P.B.S.
 AFSC/MTO
 Allied Control Commission
 T.M.F ITALY
 214 Group R/F

Copy to - Q(Maint), AFHQ
 CG, FIFTH ARMY
 No 1 District
 No 2 District
 No 3 District
 Rome Area
 64 Garrison
 G(SD) G-4
 L Q(AE)
 Q(Mov)
 Tn(Br)
 Tn(A)

WKS
 SVY
 ST (3)
 Med
 Ord(2)
 Print
 V & R
 Postal
 ACC LO
 RTI

The following amendment will be made to this HQ letter 1022/Q1(B) of 4 Sep 44:

Insert new sub-paragraph 2(e) :-

"2(e) Emergency bids involving additions to total tonnage allocations at points of origin or delivery will be submitted to "Q" Branch this HQ."

Major-General,
 Chief Administrative Officer,

4472

2(e) of above

Received of HQ
 19/9/44
 19/9/44

1653

SUBJECT:- Maintenance - Rail Tonnage Demands

SECRET

HQ ALLIED ARMIES IN ITALY

Tel:- FILPOT 305

1022/Q1(B)

4 Sep 44

CG., FIFTH ARMY (for attention G-4
British Increment)
Rear EIGHTH ARMY
CG., PBS
AAFGG/MEO
Allied Control Commission

TAF Italy
214 Group RAF

Copy to:- Q(Maint)., AFHQ

CG., FIFTH ARMY
G(SD) AAI
A
Q(AE)
SVY
Tn (Brit)
Print
V & RS
Wks
ST
Med
Ord
EFI
Postal
ACC IO

No. 1 District
No. 2 District
No. 3 District
R.A.A.C.
64 Garrison

1. AFHQ are with effect from 10 Sep 44, taking over responsibility for the general and local administration of SOUTHERN ITALY south of a line to be notified later (approximately CIVITAVECCHIA to PESCARA inclusive). This will necessitate certain alterations to the present procedure for the submission of rail tonnage demands.

2. British Army formations

The detailed procedure for the submission of rail tonnage demands by British Army formations will, commencing with the maintenance period 18-24 Sep 44, be as follows:-

- (a) Tonnage demands will be submitted to Q(Maint)., AFHQ and "Q" this HQ. The proforma to be used for submitting these demands will be the same as that already in use. Demands will be despatched in order to reach addressees by 0800 hrs each SATURDAY for the period commencing nine days later. Twelve copies of the demands will be provided both for Q(Maint)., AFHQ and for "Q" this HQ.
- (b) By the same date as in 2(a) above, Services of demanding HQ will submit direct to Services AFHQ and Services this HQ, with copies to supplying agencies, their detailed breakdowns within the tonnage bid at 2(a) above.
- (c) Services at AFHQ will in future issue executive supply orders to the supplying agencies.

4471

CG., FBG
AFSC/TO
Allied Control Commission

TAF Italy
214 Group RAF

Com to:- Q(Maint)., AFHQ
Q(Mov)
Wks
ST
Med
Ord
EPI
Postal
ACC IO

CG., FIFTH ARMY
G(ED) AAI
A
Q(AE)
SVY
Tn (Brit)
Print
V & RS

No. 1 District
No. 2 District
No. 3 District
R.A.A.O.
64 Garrison

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- (b) By the same date as in 2(a) above, Services of demanding HQ will submit direct to Services AFHQ and Services this HQ, with copies to supplying agencies, their detailed breakdowns within the tonnage bid at 2(a) above.
- (c) Services at AFHQ will in future issue executive supply orders to the supplying agencies.
- (d) Any alteration to the rail programme within the total tonnage allocated during the seven-day period required by the demanding HQ will be notified by them direct to the supplying agencies concerned, with copies to AFHQ and this HQ. Requests for such alterations must be received at least five days before delivery is required at railroad. Seven days notice should be given whenever possible.

4471

(9)

Emergency bids involving additions to total tonnage allocations at points of origin or delivery will be submitted to "Q" Branch this HQ.

- 2 -

3. Other HQs will submit their bids for movement into, out of or within AAI territory (i.e. operational zone) to reach this HQ by 0800 hrs each Saturday for the period commencing the following Monday week, i.e. the bids for the period 18 - 24 Sep 44 will reach this HQ at 0800 hrs on 9 Sep 44.

The following will bid :-

- (a) P.B.S.
P.B.S. bids will include in their bids FIFTH ARMY'S requirements by reaching into the operational zone as well as their own.
- (b) AAFSC/MTO
Bids should include RAF requirements other than those submitted through Army channels. A RAF representative should attend the P.O.M.
- (c) Allied Control Commission.

These bids will be limited to ACC requirements in the operational zone other than those already bid for to AAI through AMG channels.

- (d) AAI Services.
These will be in addition to Army demands, i.e. for movement within the operational zone to destinations other than Army railheads.
- (e) AFHQ

4. In future all demands for movement in AFHQ territory, i.e. South of the operational zone, will be submitted direct to AFHQ and NOT to this HQ. These bids will be submitted in accordance with instructions being issued by AFHQ. ROME Allied Area Command and 64 Garrison will in future submit their demands direct to AFHQ.

5. The first AAI P.O.M. under the new arrangements will take place at this HQ (New Location) at 1030 hrs 11 Sep 44 (MONDAY). Decisions taken at the AAI P.O.M. including any alterations to BRITISH ARMY demands vide paragraph 2 will be notified to AFHQ by 1500 hrs on 11 Sep 44. Future AAI P.O.Ms will be held at this HQ at 1030 hrs each MONDAY unless otherwise notified.

Page 1 of 1

for Major-General,
Chief Administrative Officer.

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/iab

43/20

6 Sept 44.

Minutes of Meeting Held at ACC, 4 Sep 44

1. Minutes of Meeting held at ACC 4 Sep 44 to discuss AFHQ Memorandum C-9 dated 30 Aug 44 subject: "Military Administration in Italy."

In the Chair: Brig. Lush

Present : Colonel Butterworth, G-5, AFHQ
Major Glenn,
Colonel Girling, G-4, M & Tn., AFHQ
Lt. Colonel Potter " " " " " "
Major King
Colonel Densmore, Office of A/CC, ACC
Colonel Adams, Transportation S/C, ACC
Lt. Colonel Vining " " " "
Lt. Colonel Thompson, Economic Section, ACC
Mr. Villa, " " " "
Colonel Legg, Food Sub-Commission, ACC
Major Imrie, " " " "

2. The Chairman briefly explained the memorandum and points for discussion. When the plan comes into effect AAI will be confined to the operational zone and will do its own bidding. AFHQ will be responsible for territories and bidding behind the operational zone.

3. Colonel Butterworth stated the plan would come into effect 10 Sept 44.

4. Colonel Girling said that from a purely "Movements" point of view, it was immaterial whether the stores to be moved were "Military" or "Civil" supplies. It depended entirely on the priority allotted and it was the duty of the Movements Staff to provide for either type the best facilities available with due regard to the economical use of the means of transportation. As the armies advanced, the importance of civil supplies in this theatre would increase until eventually, when fighting ceased, civil supply would become of primary importance. AFHQ were assuming direct responsibility for all movement south of the AAI rear boundary, but the control of movement within the operational zone had been delegated to AAI.

5. Major Glenn was of the opinion that (a) all priorities for movement of ACC goods should be decided within ACC at a bidding meeting before presentation of bids to AFHQ. After some discussion this was

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Major Glenn,
Colonel Girling, G-4, M & Tn., AFHQ
Lt. Colonel Potter " " " " "
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Colonel Donahoe, Office of A/CC, ACC
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Lt. Colonel Thompson, Economic Section, ACC
Mr. Villa, " " " " "
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5. Major Glenn was of the opinion that (a) all priorities ¹⁴⁴⁷⁰ movement of ACC goods should be decided within ACC at a bidding meeting before presentation of bids to AFHQ. After some discussion this was agreed and it was further agreed that those bids should go direct to G-4 M & Tn, AFHQ. (b) Transportation Sub-Commission should take over shipping intelligence and operations. (c) Central Warehouse Control within Transportation Sub-Commission was necessary. It was explained that a Warehousing and Forwarding Division had been set up. As the preponderance of all imports to date had been food, the division was previously part of the Food Sub-Commission. The Division is now being transferred to Transportation Sub-Commission. Some of the warehousing is being handed over to the Italian Warehousing organisations. Food Sub-Commission stated that if a diversion of a wheat ship is notified, a decision has to be made on the spur of the moment. Food Sub-Commission knew the surplus and deficiency areas. Agreed that Food Sub-Com-

SECRET

SECRET

- 2 -

mission will maintain close liaison with the Warehousing and Forwarding Division when it is moved to Transportation Sub-Commission.

6. Tonnage into AAI Zone. AAI (Fifth or Eighth Armies or 1 District) will call forward supplies. AAI must control rail and port acceptances into their own territory. Doubt was expressed whether 1 District would give a high enough priority to Food. Transportation Sub-Commission are now dealing directly with AAI, and will have to continue to do so if ACC is to overcome the rigidity of a wall between AFHQ and AAI territory. Transportation Sub-Commission should not bid at District meetings but should go direct to AAI who will pass the bid to AFHQ to move the supplies forward. It was agreed, that this should be taken up with AAI.

7. Schooner Control Committee. Colonel Butterworth stated there is not available the full 27,000 tons of schooner lift mentioned as available. Brig. Lush and Colonel Adams stated that ACC schooner tonnage in the past had been inadequate. Too much had been frozen by the services. Schooners should be used in their natural line - not for PASO supplies. ACC schooner availability was far below 27,000 tons. ACC total requests for September totalled about 90,000 tons. Major King stated that a meeting had been held on 2 Sep to consider the implications of the first ACC bids presented to the AFHQ P.O.A. Conference by ACC. An examination of the bids had revealed that considerable use might be made of "opportunity shipments" in what would be otherwise returning empty vessels and that PSTO and MWTR Med. were examining these possibilities.

Even with this tonnage deducted, there remained a high tonnage to be moved, for which the schooner resources available for ACC were inadequate. An examination was, therefore, being made of the military stores programme (other than ACC) to determine what portion, if that scheduled to be lifted in coasters, could be lifted in ocean-going tonnage. Subject to port acceptance of this ocean going tonnage, the ACC schooner lift would be supplemented by the coasters thus released and it was thereby hoped, as far as could be seen, to clear the ACC Sep. and Oct. bids by the end of October.

It was appreciated that the September programme had been requested of ACC too late for inclusion in the original allocation of internal Mediterranean shipping for September and October but a procedure had been agreed, establishing a time-table for bidding which would adjust ACC bids in line with the rest of the shipping programme. The procedure would also provide for an estimate of ACC requirements to be included when future internal Mediterranean Shipping requirements were forecast by AFHQ to the Combined Chiefs of Staff.

Colonel Adams expressed his appreciation that finally consideration had been given to this problem and that arrangements had now been made to establish a regular procedure.

8. The Chairman pointed out that para 7 (c) of the AFHQ Memorandum

to do so if ACC is to overcome the rigidity of a war-time Sub-Committee. Transportation Sub-Committee should not bid at District meetings but should go direct to AAI who will pass the bid to AFHQ to move the supplies forward. It was agreed, that this should be taken up with AAI.

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Colonel Adams expressed his appreciation that finally consideration had been given to this problem and that arrangements had now been made to establish a regular procedure.

8. The Chairman pointed out that para 7 (c) of the AFHQ Memorandum was misleading. It was agreed by G-5, AFHQ that the wording did not correctly represent the existing situation or the proposed policy. It was, however, agreed that an interchange of officers between ACC and G-4 (Mov & Tn) would be most helpful. Col. Girling stated that there was no intention of incorporating all the personnel of the ACC Transportation Sub-Committee in G-4 Mov & Tn, AFHQ.

Colonel Adams stated that Brig. De Rho Philippe had agreed to assign some Movement Officers to Transportation Sub-Committee. The extended scope of the Sub-Committee would involve additional assistance and the introduction of more personnel would be invaluable in 2 ways.

- (a) They would learn the problem of ACC.
- (b) They would bring an expert knowledge of the overall Movements machine.

SECRET

SECRET

- 3 -

As to exchange Lt. Col. Vining said he had no one to spare in view of the growing responsibilities for operation of railways. This was true also of the water side of the Sub-Commission.

It was agreed that an exchange would be ideal but that it was difficult to see how ACC could make anyone available from their present resources.

This question was to be reviewed at a further meeting to be held in the afternoon.

9. ACC advance echelon at HQ. AAI. The Chairman stated that ACC representation will be restricted as far as possible to deal only with matters directly relating to AAI. As much as possible must be left to the Regions. AAI will have a branch Allied Forces Local Resources Board. ACC representatives on this board must be settled with AAI. Colonel Butterworth stated that this point will be discussed at the Meeting of the Main Board on 8 Sep 44.

10. Conclusion of Meeting.

A. ACC would send representatives to POM meetings (rail and shipping) at both AAI and AFHQ.

B. All shipping and rail questions would be co-ordinated by Transportation Sub-Commission. This would be achieved by transferring the Warehousing and Forwarding Division from the Food Sub-Commission to the Transportation Sub-Commission.

C. Transportation Sub-Commission would hold a bidding meeting to collect bids and this meeting would allot priorities (to include Mediterranean sources, e.g. phosphate rock from Sfax).

D. Consolidated bids for all movement in the non-operational zone would be forwarded at appropriate dates direct to G-4 (M & Tn) AFHQ.

11. G-5 agreed to recall their Memorandum G-9 dated 30 Aug 44.

J. Bruce Thompson
J. BRUCE THOMPSON, Lt. Col., R.A.
Economic Section.

This question was to be reviewed at a further meeting to be held in the afternoon.

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A. ACC would send representatives to POM Meetings (rail and shipping) at both AAI and AFHQ.

B. All shipping and rail questions would be co-ordinated by Transportation Sub-Commission. This would be achieved by transferring the Warehousing and Forwarding Division from the Field Sub-Commission to the Transportation Sub-Commission.

C. Transportation Sub-Commission would hold a bidding meeting to collect bids and this meeting would allot priorities (to include Mediterranean sources, e.g. phosphate rock from Sfax).

D. Consolidated bids for all movement in the non-operational zone would be forwarded at appropriate dates direct to G-4 (M & Tn) AFHQ.

11. G-5 agreed to recall their Memorandum G-9 dated 30 Aug 44.

DISTRIBUTION

G-5 AFHQ	4
G-4 Mov & Tn AFHQ	4
Q Maint AFHQ	2
HQ AAI	2
Mov HQ AAI	3
HQ ACC	10

4469

J. Bruce Thompson
J. BRUCE THOMPSON, Lt. Col., R.A.
Economic Section.

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

Minutes of Meeting held at H. H. ACC.
Monday, 1 Sept. 44.

Movement of Civil Supplies

Present: Col. D.S. ADAMS,

Col. F.E.B. GIRLING
Lt. Col. B.S. POTTER
Major V. KING
Major M.J. GLENN
Lt. Col. L.E. VINING
Lt. Col. F.R.A. GLANVILLE
Major F.E. RICHARDSON

Director, Transportation Sub Comm.

(In the chair)

Col. Q. ~~SHIPPING~~ ^{ADAMS}

Col. M. ^{ADAMS} Rail A.F.H.Q.

D. ^{ADAMS} H.Q. in A.F.H.Q.

G. ^{ADAMS} A.F.H.Q.

Transportation Sub Commission

Transportation Sub Commission

Transportation Sub Commission

OBJECT

To consider

- (a) Bidding system and presentation of bids to A.F.H.Q. and A.A.I.
- (b) Exchange of personnel between A.F.H.Q. and H.Q. ACC. in conjunction with (a).

(2)

ZONES

The dividing line between operational zone controlled by A.A.I. and the non operational zone controlled by A.F.H.Q. is approximately:

The Railway Station ~~between A.F.H.Q. and H.Q.~~ ^{Civilian check into non operational zone}

West Coast Line 50

Orto Line 65

Ortona Line 86, East Coast line

All Stations inclusive in the non operational zone

BIDDING

(a) SHIPPING

Major King pointed out that the bidding for shipping movement should be considered in two phases, the principles of which had been discussed at a meeting held at A.F.H.Q. on 2 September 44.

(i) LONG TERM PROCEDURE

On the 18th of 2 month ACC. had been requested by G.5 to estimate the total tonnage which would require to be moved, in general directions of traffic, in 2 + 2 months i.e. on 18 September for November. These estimates were necessary in order that G.5 might include in their forecast when A.F.H.Q. Internal Mediterranean Shipping requirements were to be presented to the combined Chiefs of Staff.

(3)

14/2

Present: Col. D.S. ADAMS,

Col. F.E.B. GIKLING
Lt. Col. B.S. POTTER
Major V. KING
Major M.J. GLENN
Lt. Col. L.E. VINING
Lt. Col. F.R.A. GLENN
Major F.P. RICHARDSON

Director, Transportation Sub Comm.

(In the chair)
Col. ~~Q. H. H. H.~~ A. F. H. H.
Lt. Col. H. H. H. H. H. H.
Major M. J. G. G. G. G. G. G.
Major M. J. G. G. G. G. G. G.

Transportation Sub Commission
Transportation Sub Commission
Transportation Sub Commission

(1)

OBJECT

To consider

- (a) Bidding system and presentation of bids to A.F.H.H. and A.A.I.
- (b) Exchange of personnel between A.F.H.H. and H.C. ACC. in conjunction with (a).

(2)

ZONES

The dividing line between operational zone controlled by A.A.I. and the non operational zone controlled by A.F.H.H. is approximately:

The Railway Station ~~Monte Carlo~~ *Catavachia Int to Non Operational Zone*
West Coast Line 50
Orto Line 65
Ortona Line 86, East Coast Line
All Stations inclusive in the non operational zone

(3)

BIDDING

(a) SHIPPING

Major King pointed out that the bidding for shipping movement should be considered in two phases, the principles of which had been discussed at a meeting held at A.F.H.H. on 2 September 44.

(i) LONG TERM PROCEDURE

On the 18th of 2 month ACC. had been requested by G.5 to estimate the total tonnage which would require to be moved, in general directions of traffic, in 2 + 2 months i.e. on 18 September for November.

These estimates were necessary in order that G.5 might include in their forecast when A.F.H.H. Internal Mediterranean Shipping requirements were to be presented to the combined Chiefs of Staff.

(ii)

SHORT TERM PROCEDURE

The September ACC. demands had been received at a time when current bidding was being made for October deliveries. It had been agreed therefore that to adjust, ACC. would

4468

submit demands to E-5 on 9 September 44 for delivery during 1 to 17 October in the non operational Zone. Bids would continue also to be made to A.E.H. for acceptance and delivery within or into operational Zone.

Thereafter, bidding would be in line with the rest of the programme and would continue:-

i.e. 19 Sept. for delivery 18 - 27 Oct.
29 Sept. for delivery 28 Oct. - 5 Nov.
and so on each ten days.

(iii) PRIORITY OF MOVEMENT

Priority of Commodities should be decided by ACC, Transportation Sub-Commission (Shipping) after consultation with originators of bids. ACC, Sub-Commissions other than ACC Transportation Sub-Commission should be forbidden to communicate with A.E.H.Q.

A.E.H.Q. will call forward no commodity unless bid through channels laid down in 1 and 11 by ACC, Transportation Sub-Commission.

(B) RAIL

(i) Large Rail Bids where shipping might apply should be bid for shipping under "A". A.E.H.Q. to decide whether shipping or Rail should apply.

(ii) OPERATIONAL ZONE

Bids must reach HQ, A.E.H. 0800 hours each Saturday for consideration at their P.O.M. meeting to be held each Monday at 1000 hours.

First P.O.M. meeting 11 September 1944.

Bids to include AMC 5th and 8th Armies. Supplies to Rail-heads. Other Commodities incoming and outgoing and within the above Zone.

(iii) NON OPERATIONAL ZONE

SATURDAY

Bids must reach A.E.H.Q. 0800 hours each ~~Monday~~ for consideration at their P.O.M. meeting to be held each Wednesday at 11.00 hours. First P.O.M. meeting 13 Sept. 44. Bids to include AMC 5th and 8th Army Supplies and other traffic between non-operational and operational Zone both directions, and bids for traffic within the non operational Zone passing over Military operated lines.

ACC/Civilian bids, where tonnage allotment over Rail Sections has been allotted for ACC use, will be considered at the ACC Transportation Sub-Commission meeting held each Friday at

29 Sept. for delivery 28 Oct.-- 5 Nov.
and so on each ten days.

(iii) PRIORITY OF MOVEMENT

Priority of Commodities should be decided by ACC. Transportation Sub-Commission (Shipping) after consultation with originators of bids. ACC Sub-Commissions other than ACC Transportation Sub-Commission should be forbidden to communicate with A.P.H.Q.

A.P.H.Q. will call forward no commodity unless bid through channels laid down in I and II by ACC Transportation Sub-Commission.

(B)

RAIL

(i) Large Rail bids where shipping might apply should be bid for shipping under A.P. A.P.H.Q. to decide whether shipping or Rail should apply.

(ii) OPERATIONAL ZONE

Bids must reach HQ, A.P.H.Q. 0800 hours each Saturday for consideration at their P.O.A. meeting to be held each Monday at 1000 hours.

First P.O.A. meeting 11 September 1944.

Bids to include ACC 5th and 8th Armies. Supplies to Rail-heads. Other Commodities incoming and outgoing and within the above Zone.

(iii) NON OPERATIONAL ZONE

SATURDAY

Bids must reach A.P.H.Q. 0800 hours each ~~Monday~~ for consideration at their P.O.A. meeting to be held each Wednesday at 11.00 hours. First P.O.A. meeting 11 Sept. 44. Bids to include ACC 5th and 8th Army supplies and other traffic between non-operational and operation Zone both directions, and bids for traffic within the non operational Zone passing over Military operated lines.

ACC/Civilian bids, where tonnage allotment over Rail Sections has been allotted for ACC use, will be considered at the ACC Transportation Sub-Commission meeting held each Friday at 1100 hours, as heretofore.

Local ACC/Civilian arrangements in Bari, Reggio, Naples and Sicily will not be effected by II & III.

WAREHOUSING DIVISION

It was suggested that this Division be transferred from Food to Transportation Sub-Commission, so that one channel of approach to A.P.H.Q. would be established.

5.

STAFF

(a) Shipping

Major Glenn G-5, suggested that his Staff Captain, a Junior Commander in the A.T.S., be attached to ACC Transportation Sub-Commission for a period of 2 or 3 months, so that ACC Shipping might benefit from her knowledge of A.F.H.Q. procedure.

In representing the advantages to be gained by a direct liaison in A.F.H.Q. with ACC, Major King maintained that the shipping organisation and procedure differed partly from that of Rail.

Shipping space to our established Mediterranean programme was allocated at A.F.H.Q. by P.S.T.O., H.W.T.R. and W.S.A. and in the main, not delegated to a subordinate H.Q.

An appreciation of this procedure and of the total Mediterranean shipping requirements was invaluable to any Officer whose duties might later be with an H.Q. dealing with Italian requirements as a whole, or with a subordinate H.Q.

AGREED

That one Captain be attached to A.F.H.Q. from ACC. Tn.Sub. Commission (Shipping).

(B)

RAIL

(i) To enable Transportation Sub-Commission Railway Technical Officers to take up their respective duties with the D.G.M.R.S. it was proposed that movements A.F.H.Q. should attach 3 Officers and 3 O/Rs to H.Q. ACC. to collect and collate, and present bids for Rail movement at the P.O.M. meetings at A.F.H.Q. and H.Q. A.A.I. and arrange movement through the usual channels. The advantages to be gained by this procedure was that Movement Officers would have the benefit of their organisation and thereby ensure movement within the 7 day period.

AGREED

That 3 Officers and 3 O/Rs from A.F.H.Q. be attached to H.Q. ACC. Transportation Sub-Commission.
Date to be decided upon.

4467

(ii) The request from Col. Girling that an ACC Officer be attached to A.F.H.Q. was then discussed. Lt. Col. Vining pointed out that he only had 22 Technical Officers to attach to all the I.S.R. Divisions and that he was still 3 Officers short and therefore no one could be spared.

liaison in A.F.H.Q. when ACC. and procedure differed partly from that of Rail.

Shipping space to our established Mediterranean programme was allocated at A.F.H.Q. by P.S.T.O., M.W.T.R. and W.S.A. and in the main, not delegated to a subordinate H.Q.

An appreciation of this procedure and of the total Mediterranean shipping requirements was invaluable to any Officer whose duties might later be with an H.Q. dealing with Italian requirements as a whole, or with a subordinate H.Q.

AGREED

That one Captain be attached to A.F.H.Q. from ACC. Tn.Sub. Commission (Shipping).

(B)

RAIL

(i) To enable Transportation Sub-Commission Railway Technical Officers to take up their respective duties with the D.G.M.R.S. it was proposed that movements A.F.H.Q. should attach 3 Officers and 3 O/Rs to H.Q. ACC. to collect and collate, and present bids for Rail movement at the P.O.M. meetings at A.F.H.Q. and H.Q. A.A.I. and arrange movement through the usual channels. The advantages to be gained by this procedure was that Movement Officers would have the benefit of their organisation and thereby ensure movement within the 7 day period.

AGREED

That 3 Officers and 3 O/Rs from A.F.H.Q. be attached to H.Q. ACC. Transportation Sub-Commission. Date to be decided upon.

4467

(ii) The request from Col. Girling that an ACC Officer be attached to A.F.H.Q. was then discussed. Lt. Col. Vining pointed out that he only had 22 Technical Officers to attach to all the I.S.R. Divisions and that he was still 3 Officers short and therefore no one could be spared.

G-5 suggested that there might be a possibility of obtaining the services of an Officer who was awaiting reposting at a Depot.

AGREED

That G-5 should investigate the possibility of securing the services of such an Officer with a view to employing him at A.F.H.Q. for training.

DISTRIBUTION

G-4 Mov. & Tn. A.F.H.Q.	4
H.Q. A.A.I.	2
Mov. H.Q. A.A.I.	3
G-5 A.F.H.Q.	2
Q Maint. A.F.H.Q.	2
H.Q. ACC.	6

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AF 427 RMF:s2

3934

ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

5 September 1944

NUMBER

37)

PROCEDURE FOR MAINTENANCE REQUIREMENTS OF ALLIED FORCES
IN ITALY, NORTH AFRICA, SICILY, SARDINIA AND CORSICA

Section II, AFHQ Administrative Memorandum Number 25, 1944, is rescinded and the following substituted therefor:

GENERAL

1. a. Allied Forces in the Mediterranean theater are maintained by -

- (1) Shipment of requirements from extra Mediterranean sources.
- (2) Intra-Mediterranean movement by sea of existing resources.
- (3) Internal rail movement.

b. Reference is made to letter, Allied Force Headquarters, file AG 323/035 GDS-0, dated 20 August 1944, with Annex "B" which details the British administrative reorganization on the mainland of Italy whereby AAI is responsible within a defined area called the Operational Zone, subject to policies laid down from time to time by AFHQ - MATOUSA.

c. The procedure for placing demands to meet the maintenance requirements of Allied Forces in the Mediterranean theater is divided into:

- (1) LONG TERM PROCEDURE
- (2) SHORT TERM PROCEDURE

LONG TERM PROCEDURE

2. The loading of convoys from extra Mediterranean sources for the United States and British Forces, for which AFHQ has a maintenance responsibility, will be arranged by AFHQ for British Forces, and by Commanding General, MATOUSA, for United States Forces, based on forecasts of requirements made by them or on troop strengths.

3. In order to ensure that the loading of ships for Italy in extra-Mediterranean convoys is related to port acceptance capacity and overall requirements in Italy,

4466

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AFHQ Adminis Memo Number 37, dtd 5 Sept 44

a. A Tonnage Allocation Meeting attended by AFHQ representatives will be held at AFHQ one hundred (100) days before the first day of each month, the purpose of which will be to allocate tonnages for all requirements for each port or group of ports to the following users:-

- | | |
|---------------------------------|--------------------|
| (1) US Army Ground Forces | (see paragraph 10) |
| (2) US Navy | |
| (3) Royal Navy | |
| (4) British Army | |
| (5) Air Forces - US and British | (see paragraph 11) |
| (6) Civilian Supplies | (see paragraph 12) |
| (7) SOMTO | |
| (8) Common User Items | (see paragraph 13) |

(NOTE:

- (1) Users will provide, within their total tonnage allocations, for the requirements of Italian Forces' personnel employed by them.
- (2) For Italian Forces employed internationally, separate instructions will be issued as to the method by which their requirements will be arranged.)

b. The tonnage allocations will be made in the light of -

- (1) the estimate of discharge capacity for each port or group of ports, which will be made by AFHQ and published five (5) days previous to each Tonnage Allocation Meeting.
- (2) the troop strengths, US and British, required to be maintained during the relevant month
- (3) a statement submitted monthly by MAI to AFHQ outlining the anticipated operational situation in the month under consideration and including any special requirements such as mountain warfare equipment, waterproofing material or other special supplies.

SHORT TERM PROCEDURE

4. For Italy only. At least twenty-eight (28) days in advance of successive ten (10) day maintenance periods, MAI will furnish the following information in respect of the Operational Zone:-

a. General: Notify AFHQ and SOS MATOUSA the estimated tonnages acceptable during the relevant ten (10) day period at each of the ports and groups of railheads within the operational zone, together with the allocation of these tonnages to those main users (see paragraph 3 a) operating within the zone.

b. For British Forces only: Notify a breakdown by commodities and destinations.

CONFIDENTIAL

AFHQ Adminis Memo Number 37, dtd 5 Sept 44

5. For Italy, North Africa, Sardinia and Sicily

Twenty four (24) days in advance of successive ten (10) days maintenance periods a Shipping Priority of Movements Meeting will be held at AFHQ. This meeting will:-

a. Arrange to meet the requirements for the Operational Zone notified by AAI for the relevant period. These demands will be met as far as acceptance of ships will permit, by the diversion of stores ships scheduled to arrive during the relevant period from extra-Mediterranean sources.

b. Decide tonnages for the Operational Zone to be moved by sea from within the Mediterranean area having taken account of extra-Mediterranean shipments under paragraph 5 a, above, and of tonnages to be moved by rail. (See paragraph 8).

c. Set up the additional tonnages under paragraph 5 b, required to be moved to the Operational Zone by intra-Mediterranean shipment.

d. Accept as necessary bids for movement of stores within the Mediterranean to effect the maintenance of Allied Forces in Italy, (other than in the Operational Zone), North Africa, Sardinia and Sicily.

e. In the light of availability of shipping and port acceptance capacity decide where necessary the priority of movement of stores bid for shipment.

6. Subsequent to each Shipping Priority of Movements Meeting, AFHQ will notify AAI the convoy and stores program set up from all sources for shipment to ports in the Operational Zone. AAI will notify AFHQ not later than eighteen (18) days prior to the first day of the relevant period any change required in the proposed loadings from within Italy or North Africa.

MAINTENANCE by RAIL MOVEMENT in ITALY7. General.

a. Rail Priority of Movements Meetings to cover periods to be determined from time to time will be held at AFHQ at the appropriate intervals.

b. Bids by commodities for all rail movement in Italy will be submitted by users to AFHQ for each period at intervals to be prescribed by AFHQ.

8. Rail Movement into the Operational Zone

a. AFHQ will notify AAI from time to time the provisional allocation of rail capacity available for the requirements of AAI and of other users in the Operational Zone.

b. This capacity will be expressed in terms of net tonnage per day and will cover personnel, ambulance trains, stores and vehicles.

4465

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AFHQ Adminis Memo Number 37, dtd 5 Sept 44

c. To enable AAI to allocate the rail capacity available in the Operational Zone between users, action will be as follows:-

- (1) Peninsular Base Section will inform AAI of its requirements for US Forces including a breakdown by commodities and destinations.
- (2) Users, (other than Peninsular Base Section) and British Ground Forces will inform AAI of their requirements as directed by AAI.

d. Based on requirements given under paragraph 8 c, AAI will:-

- (1) For US Forces, allocate a bulk allotment of tonnage to Peninsular Base Section, who will notify AFHQ the detailed demand by commodities and destinations, through SOS NATOUSA.
- (2) For British Forces, allocate a bulk allotment of tonnage and submit to AFHQ detailed demands by commodities and destinations.
- (3) For other users, allocate a bulk tonnage allotment.

9. Procedure for Implementing Rail Movement

Detailed instructions for implementing rail movement are given in Appendix "A", attached.

10. United States Ground Forces

a. NATOUSA, through SOS NATOUSA, is responsible in this theater, for the supply of US Ground Forces (and of common items of supply for US Air and Naval Forces). Representatives of SOS NATOUSA and Air Service Command concerned will furnish estimates of bulk tonnage for all classes of supply (except supplies peculiar to the Air Forces) necessary to support the United States troops, stating areas in which required.

b. For Long Term Procedure the estimates covering successive months will be presented to the relevant Tonnage Allocation Meeting at AFHQ (see paragraph 3 a).

c. For Short Term Procedure the requirements for US Troops in the Operational Zone for ten (10) day periods will be forwarded to AAI as prescribed by that headquarters.

11. Air Forces

a. Common Items

Items common to the Ground and Air Forces of the two nations for maintenance of US and British Air Forces will be supplied -

- (1) through SOS NATOUSA for US Air Forces
- (2) through the British Army for British Air Forces
- (3) For petroleum products and coal, see paragraph 13.

CONFIDENTIAL

AFHQ Adminis Memo Number 37, dtd 5 Sept 44

b. Supplies Peculiar to Air Forces

- (1) In respect of Long Term requirements a representative of MAAF will present to each Tonnage Allocation Meeting at AFHQ (see paragraph 3 a) bulk tonnage requirements for all supplies peculiar to the Air Forces stating areas in which required. Upon receipt of tonnage allocations (see paragraph 3 a) MAAF will make the necessary arrangements with AFHQ for the shipment of such supplies.
- (2) In respect of Short Term requirements for Air Forces in the Operational Zone, representatives of the Air Forces, as necessary, to be designated by MAAF, will forward to MAFI as prescribed by MAFI, bulk tonnage demands with breakdown by commodities and destinations for the relevant ten (10) day period.

12. Civilian Supplies

a. Long Term Requirements. Bulk tonnage for civilian supplies will be presented to each Tonnage Allocation Meeting at AFHQ (see paragraph 3 a).

b. Short Term Requirements.

- (1) For the Operational Zone Short Term civilian supplies requirements will be bid by AMG/LCC to MAFI in accordance with instructions to be issued by MAFI.
- (2) For Italy other than the Operational Zone, civilian supplies requirements will be bid at Shipping and Rail Priority of Movements Meetings at AFHQ.

13. Common User Items: Petroleum Products, Transportation Stores, Coal and Forage.

a. Demands from all users in the theater for POL (Class III), transportation stores, coal, and forage requirements will be submitted to AFHQ.

b. In respect of Short Term requirements for POL (Class III), transportation stores, coal and forage for the Operational Zone MAFI will obtain demands from all users and after consolidation will forward them to AFHQ with other requirements under paragraph 4.

14. Operative Dates

a. The first month to which the Long Term Procedure will apply is JANUARY 1945, the Tonnage Allocation Meeting for which will be held at AFHQ on 23 SEPTEMBER 1944.

6164

CONFIDENTIAL

AFHQ Adminis Memo Number 37, dtd 5 Sept 44

b. The first ten (10) day maintenance period to which the Short Term Procedure will apply will be from 8 to 17 OCTOBER 1944, requirements for which are due at AFHQ from LAF on 10 SEPTEMBER 1944.

c. The first period to which the Rail Procedure will apply will be from 18 to 24 September 1944, bids for which are due at AFHQ on 11 September 1944.

By command of General WILSON:

1 Incl
Appendix "A"

R. H. Christie
R. H. CHRISTIE
Colonel, AGD *WHS*
Actg Adjutant General

DISTRIBUTION:

"C"

CONFIDENTIALPROCEDURE FOR IMPLEMENTING RAIL MOVEMENT

1. Weekly, on Mondays, AFHQ will notify AAI total rail tonnages available for main users in the Operational Zone, for delivery in the week beginning 14 days later, together with AFHQ priority allocations (if any) to users operating within the Operational Zone but not under command of AAI.

2. Weekly, under directions to be issued by AAI, main users, as defined in paragraph 3 of basic paper, will notify AAI through their nominated representatives at that headquarters, their tonnage requirements for delivery by rail to the Operational Zone.

3. Weekly, by 1500 hours on Monday, after holding their Rail POM Meeting, AAI will forward to AFHQ the following information covering the week beginning the following Monday:

a. The allocation of rail capacity, expressed in net tons, for the movement of units and formations, reinforcements, replacement vehicles and ambulance trains.

b. The allocation of the remaining rail capacity, with breakdown by destinations between the various users within the Operational Zone, including those for whom an AFHQ Priority allocation has been laid down (see paragraph 1).

c. The breakdown, by commodities and destinations, of tonnages allocated to British Forces and other users supplied from British sources. At the same time, or previously detailed requirements of these British supplies, will be forwarded through AAI to AFHQ with copies direct to supply agencies, as necessary.

4. Weekly, by 0800 hours on Saturdays, main users as defined in paragraph 3 of the basic paper will forward to AFHQ their requirements for movement by rail of personnel, vehicles and stores within Italy excluding the Operational Zone, for the week beginning the following Monday week.

5. Weekly, at 1100 hours on Wednesdays, a rail POM Meeting will be held at AFHQ, at which the following will be represented: -

AFHQ
G-4 (Rev & Tr)
Q(Maint)
Q-10
G-5
Per. Sec
Q-8. Genl Sec
British Services
G-3 when considered
G-3 advisable

AFHQ, AAI
HQ, MAF
HQ, SEC MATCUSA
DC, MTS
ACC
AFSA

4483

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6. Following the POM Meeting AFHQ will notify all concerned the firm allocations of rail tonnages made. Final loading instructions to supply agencies will then be issued through normal channels by the relevant authorities. These instructions will reach supply agencies before noon each Thursday.

7. Emergency bids involving additions to total tonnage allocations at points of origin or delivery will

a. For the Operational Zone, be submitted to M.I. with copy to AFHQ. M.I. will notify AFHQ without delay their proposals for meeting the emergency.

b. Outside the Operational Zone, be submitted to AFHQ.

8. Alterations within the authorized allocations to main users will

a. For the Operational Zone, be notified direct to supply agencies with copies to M.I. and AFHQ.

b. Outside the Operational Zone, be notified direct to supply agencies with copy to AFHQ.

When, however, the supply agencies concerned are, for any reason, unable to meet the altered demand, AFHQ will endeavor to make alternative arrangements.

9. Cancellations will be notified immediately to AFHQ with copies to the supply agencies, where these are known, and to M.I. when applicable.

10. Demands for traffic out of the Operational Zone will be submitted by M.I. for consideration at the AFHQ Weekly Rail POM Meeting in the same way as other demands for rail movement.

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SECRET

G-4 Nov 3/44
Allied Force Headquarters
C.M.F.
Nov 3/44

BIDDING PROCEDURE FOR RAIL MOVEMENT OTHER THAN TRAFFIC MOVING INTO,
OUT OF, OR WITHIN THE OPERATIONAL ZONE UNDER THE REVISED MAINTENANCE PROCEDURE

1. Attention is drawn to AFHQ Administrative Memorandum No. 37, dated 5 September 1944 with particular reference to Appendix 'A' attached thereto, outlining the procedure for implementing rail movement in ITALY.
2. Bids in respect of traffic OTHER THAN TRAFFIC INTENDED FOR MOVEMENT INTO, OUT OF, OR WITHIN THE OPERATIONAL ZONE is, in certain instances, delegated by AFHQ to subordinate Movements and Transportation H.Q.'s as detailed below:
 - A. Type of Movement
 - (i) Internal Movement within SICILY

Responsible Movements or Transportation H.Q.

Movements SICILY.
(TELEGRAPHIC ADDRESS: MOV SICILY).
 - (ii) Internal Movement within the province of CALABRIA.

Movements REGGIO CALABRIA.
(TELEGRAPHIC ADDRESS: MOV REGGIO).
 - (iii) Internal Movement over the sections of line bounded by inclusive CASERTA-AVERSA-
BATTIPAGLIA-AVELLINO.

Movements WEST ITALY.
(TELEGRAPHIC ADDRESS: MOVWIT).
for British traffic.

Transportation Officer, P.B.S.
(TELEGRAPHIC ADDRESS: PEBASE).
for U.S. traffic.
 - (iv) Internal Movement within No. 2 DISTRICT except traffic requiring movement over the FOGGIA-BENEVENTO and TARANTO-POTENZA sections.

Movements EAST ITALY.
(TELEGRAPHIC ADDRESS: MOVETI).
 - B. All bids in respect of traffic intended for movement within the limits indicated in Para A. above will be submitted direct to the Movements or Transportation H.Q. concerned. This will include traffic on behalf of the ITALIAN ARMY, also any ALLIED CONTROL COMMISSION traffic in excess of the current basic tonnage specifically allotted for the movement of ALLIED CONTROL COMMISSION traffic.
 - C. Movements and Transportation H.Q.'s concerned will accept such bids within the limits of the available line capacities and will make the executive arrangements necessary for the movement of the traffic.
 - D. Bids which require placing direct on the Movements and Transportation H.Q.'s concerned will be submitted in accordance with standard practice to

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outlining the procedure for implementing rail movement in ITALY.

2.

Bids in respect of traffic OTHER THAN TRAFFIC INTENDED FOR MOVEMENT INTO, OUT OF, OR WITHIN THE OPERATIONAL ZONE is, in certain instances, delegated by AFHQ to subordinate Movements and Transportation H.Q.'s as detailed below:

A. Type of Movement,

(i) Internal Movement within SICILY

Responsible Movements or Transportation H.Q.

Movements SICILY.
(TELEGRAPHIC ADDRESS: MOV SICILY).

(ii) Internal Movement within the province of CALABRIA.

Movements REGGIO CALABRIA.
(TELEGRAPHIC ADDRESS: MOV REGGIO).

(iii) Internal Movement over the sections of line bounded by inclusive CASERTA-AVERSA-BATTIPAGLIA-AVELLINO.

Movements WEST ITALY.
(TELEGRAPHIC ADDRESS: MOVWIT).
for British traffic.

(iv) Internal Movement within No. 2 DISTRICT except traffic requiring movement over the FOGGIA-BENEVENTO and TARANTO-POTENZA sections.

Transportation Officer, P.E.S.
(TELEGRAPHIC ADDRESS: PENBASE).
for U.S. traffic.

Movements EAST ITALY.
(TELEGRAPHIC ADDRESS: MOVEIT).

B. All bids in respect of traffic intended for movement within the limits indicated in Para A. above will be submitted direct to the Movements or Transportation H.Q. concerned. This will include traffic on behalf of the ITALIAN ARMY, also any ALLIED CONTROL COMMISSION traffic in excess of the current basic tonnage specifically allotted for the movement of ALLIED CONTROL COMMISSION traffic.

C. Movements and Transportation H.Q.'s concerned will accept such bids within the limits of the available line capacities and will make the executive arrangements necessary for the movement of the traffic.

D. Bids which require placing direct on the Movements and Transportation H.Q.'s concerned will be submitted in accordance with standard practice to arrive NOT later than by 08.00 hours on the WEDNESDAY for traffic intended for despatch during the seven day period commencing the following Monday.

3.

All bids in respect of rail movement other than that indicated in Para 2.A. above will be rendered in accordance with the detailed instructions contained in Appendix 'A' attached to AFHQ Administrative Memorandum No. 37 dated 5 September 1944.

7 September 1944

A.T. de RE PHILPE,
Brigadier,
D. G.M.G. (Mov & Tr).

SECRET

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Nov Rome

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