

ACC

A.C.T. #/21.C.E

10000/142/1493

MEMOS AND  
NOV. 1943 - 00

10000/148/1493

MEMOS AND INSTRUCTIONS  
NOV. 1943 - OCT. 1945

Military Railway Service,  
C.M.E.  
Tel: P.O. Box 9345.

Tn.A.2/53.

8 Oct. 45.

*Instructions file*

ANNEXURE NO. 2 TO TECHNICAL INSTRUCTION NO. 38.

SUPPLY OF EQUIPMENT AND STORES TO THE ITALIAN RAILWAYS.

GENERAL STORES REQUIREMENTS.

1. W.o.f. 1 Oct. 45 para. 4(e) is in suspense until further notice and U.S.Fs. have been instructed to reject all imports from Cavi Compartimenti, who will apply to H.Q. Stores Section I.S.R. Rome to arrange supply of emergency requirements.

2. This decision has been accepted by Stores Sec., H.Q. I.S.R. and TN. units are therefore requested to avoid sponsoring supplies for the use of Italian personnel not under their immediate supervision and not engaged in maintenance or repair of U.D. equipment.

3. For information purposes it should be noted -

(a) that we have agreed to consider arranging emergency supply only when representation has been made by H.Q. Stores Section I.S.R. to M.A.S. Stores Section, this H.Q.,

(b) Allied Commission have assumed W.o.f. 1 Oct. 45 full responsibility for ordering and supplying all requirements for the Italian civil railways including those requirements of a military nature which due to their character cannot be split on a quantitative end use basis.

(c) W.o.f. 1 Oct. 45 M.A.S. is responsible only for the supply of strictly military requirements of TN. units and labour under their direct supervision and necessary for project purposes or the maintenance of U.D. equipment.

(d) Military responsibility for the issue of stores needed to prevent disease and unrest among the civil population ceased W.o.f. 1 Sep. 45.

4. M.A.S. control of I.S.R. Stores, in accordance with Technical Instruction No. 45, 9 Jul. 45, will continue until further notice.

*Technical Instruction*

1. W.c.f. 1 Oct. 45 para. 4(e) is in supersede until further notice and I.S.Ps. have been instructed to reject all invents from Capi Compartimenti, who will apply to H.Q. Stores Section I.S.R. Para to arrange supply of emergency requirements.

2. This decision has been accepted by Stores Sec., H.Q. I.S.R. and TN. Units are therefore requested to avoid sponsoring supplies for the use of Italian personnel not under their immediate supervision and not engaged in maintenance or repair of V.P. equipment.

3. For information purposes it should be noted -

- (a) that we have agreed to consider arranging emergency supply only when representation has been made by H.Q. Stores Section I.S.R. to H.Q. Stores Section, this H.Q.,
- (b) Allied Commission has assumed w.c.f. 1 Oct. 45 full responsibility for ordering and supplying all requirements for the Italian civil railways including those requirements of a military nature which due to their character cannot be split on a quantitative and use basis.
- (c) W.c.f. 1 Oct. 45, M.R.S. is responsible only for the supply of strictly military requirements of TN units and labour under their direct supervision and necessary for project purposes or the maintenance of V.P. equipment.
- (d) Military responsibility for the issue of stores needed to prevent disease and unrest among the civil population ceased w.c.f. 1 Sep. 45.

4. M.R.S. control of I.S.R. Stores, in accordance with Technical Instruction No. 45, 9 Jul. 45, will continue until further notice.

*1/11/45*  
*3643*

R.D. WAGNER, Brigadier,  
Director, Military Railway Service.

DISTRIBUTION:-

- List N.1 - less D.D. Tr. (needs).
- C-4. (Mov. & Tr.), A.F.H.Q.
- Asst. P.F.M.R.S.I., A.F.H.Q. (10)
- A.C. In. Sub-Commission (6)
- Director General, I.S.R.

- Lt. Col. E.F. de Lisle, Stores Section, M.R.S. (6)
- H.Q. 3 Tr. Stores Group (20)
- Tr. Liaison Officer, Operating Office, Bari.
- Coal Section, A.F.H.Q.
- Coal Section, A.C.



AHS/em

TRANSPORTATION SUB-COMMISSION, A.C.,  
(RAIL DIVISION)  
c/o. Transportation (Br) Main,  
C.M.F.

23 August 1945.

Tel : 843239  
Ref : AC/Tn/59/42 C.E.

SUBJECT : Steel Girders.

TO : Eng. Lo Cigno  
Chief of Works Service.

1. Permission has now been obtained for the reuse of military girders recovered from temporary bridges.
2. Before the girders are reused the following procedure will be adopted.
3. A request will be submitted to this office giving the following information.  
Line No, Kilom., name of river, No of spans of work from which spans will be recovered, also No of spans and if steel is British or American.  
Line No, Kilom., name of river, No of spans where spans will be reused.
4. No girders are to be reused in any work without prior consent of this office.
5. It should be stated if new work is of permanent or temporary nature.

For the Director.

A.H. STREET, Lt. Colonel.

Copy to : Major Buckley )  
Major Mole )  
Mr. Richard ) To see these instructions are

TO : Eng. Lo Cigno  
Chief of Works Service.

1. Permission has now been obtained for the reuse of military girders recovered from temporary bridges.
2. Before the girders are reused the following procedure will be adopted.
3. A request will be submitted to this office giving the following information.  
 Line No, Kilom., name of river, N° of spans of work from which spans will be recovered, also N° of spans and if steel is British or American.  
 Line No, Kilom., name of river, N° of spans where spans will be reused.
4. No girders are to be reused in any work without prior consent of this office.
5. It should be stated if new work is of permanent or temporary nature.

For the Director.

A.H. STREET, Lt. Colonel.

Copy to : Major Buckley )  
 Major Mole )  
 Mr. Richard ) To see these instructions are  
 Capt. Conway ) complied with.  
 Lt. Skouse )

3642

U. S. RESTRICTED  
(Equals British RESTRICTED)

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

8

A. P. O. 400  
30 Aug. 1944

INFORMATION BULLETIN }  
NO. 24 }

SUBJECT: SUPPLY OF STORES TO ITALIAN STATE AND PRIVATELY OWNED RAILWAYS  
UNDER CIVILIAN OPERATION.

1. Material requirements of the Italian State Railways, including privately owned lines, come under two headings:

a. Long Term Requirements

(1) These are defined as the requirements for the rehabilitation, maintenance and operation of the railways after the Director General, Military Railways, has relinquished control. Responsibility for anticipating such requirements rests with the Headquarters of the Italian State Railways and responsibility for sponsoring procurement of such supplies, as cannot be independently procured from local resources, rests with the Allied Control Commission.

b. Short Term Requirements

(1) These are defined as minimum current requirements for the maintenance and operation of the railways for military and essential civilian traffic. Until supplies become available as the result of long time provision action, screened and sponsored by the Allied Control Commission, short term requirements must be met from local resources to the fullest extent available, supplemented by assistance from such military sources from stocks as available.

2. Preparation and Submission of Requirements

a. Chief of Stores Service, Italian State Railways - Rome, will be responsible for organizing within the Capo di Compartimento organization a responsible agency for coordinating requirements and establish a competent stores organization, nominating one official thru whom all routine supply matters will be conducted for each Compartimento. He will also arrange, as an integral feature of his stores organization, for the necessary liaison to be maintained with the privately owned railways.

b. The Capo di Compartimento will utilize to the maximum by reclamation and pooling, such stocks of material as already exist in his Compartimento, and will also obtain thru Italian State Railway stores channels such further supplies as may be obtained from local sources of production in Italy. Where such production, or the materials required for the production, are controlled, he will apply to the Allied Control Commission official for the necessary backing to secure releases against his orders.

1 1 3 2  
INFORMATION BULLETIN NO. 24 (contd) -2-

c. Balance of requirements not obtainable, as in paragraph 2 (b) above, will be listed by the Capo di Compartimento on such forms as may be agreed upon. These lists of requirements will be prepared periodically as may be agreed.

d. Periodic requirements will be submitted to the designated Allied Control Commission officer for screening. After screening, the requirements will be certified by the Allied Control Commission officer and returned to the Capo di Compartimento for forwarding to the Headquarters of the Italian State Railways at Rome.

3. Supply Against Requisitions

a. Headquarters, Italian State Railways, Rome, upon receipt of requisitions from Compartimenti will arrange to supply such stores as may be available for transfer from other Compartimenti, or from civilian sources of production, obtaining releases of frozen material when necessary by backing from the Allied Control Commission.

b. The balance of requirements not obtainable, as referred to in paragraph 3 (a) above, will be referred to the Allied Control Commission for supply,

c. Allied Control Commission will bid for supply of materials advised as available by Local Resources Section and refer the balance to military sources to arrange supply as available from military stocks.

d. It is not part of the Short Term Policy to import manufactured spare parts for Italian locomotives or cars.

4. Interim and Emergency Requirements

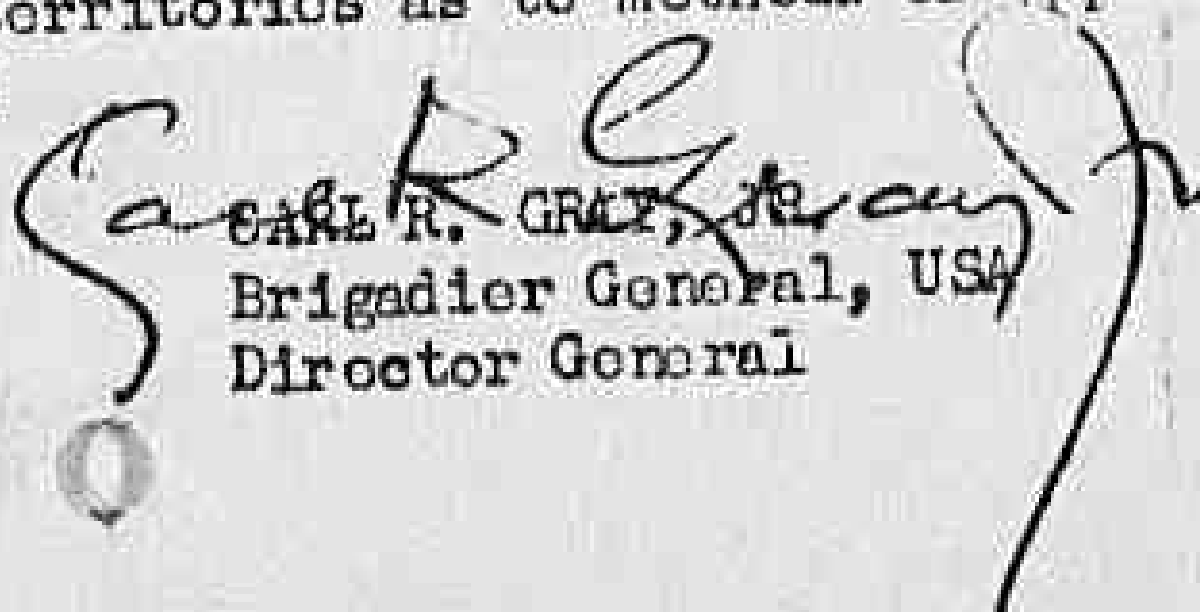
a. Pending the submission of the first periodical statement, or requisitions, interim requirements of an urgent nature will be submitted by the Capo di Compartimento thru Allied Control Commission official who will endeavor to obtain from military sources.

b. Emergency requirements, pending supply against periodical demands, will be submitted in the same way.

5. Fuel and Lubricants

a. British Tn. Stores and/or U. S. Railway Grand Divisions will issue necessary instructions to Capo di Compartimenti in their respective territories outlining application of methods for supplying fuel and lubricant requirements. British Tn. Stores and Railway Grand Divisions will continue to submit to the Fuel Agent, M.R.S., those requirements as in the past.

6. British Tn. Stores and/or U.S. Railway Grand Divisions will issue any detailed instructions to Compartimenti in their territories as to methods of application of the policies outlined in this bulletin.

  
CARL R. GRAY, JR.  
Brigadier General, USA  
Director General



U.S. A.A.I., ADMINISTRATIVE INSTRUCTION  
No. 14.

Amendment No. 2.

Nov. 3/115.  
25 Apr. 44.

Transportation for Civilian Freight.

1. Procedure.

As from 0001 hours 12 May 44, procedure laid down for the movement of essential civil traffic will be re-organised.

2. Basic Schedule.

The Basic Schedule of civil passenger, freight, and mixed trains will continue to run when and where possible, but until practicable to operate regular services over all sections, the method of movement of civil freight traffic set out in para 5 (b) of Adv. Am. Echelon, A.S.H.Q., Administrative Instruction No. 14 will be suspended.

3. Control of Civil Traffic.

This means that the procedure whereby certain civil traffic within the capacity of the basic schedule of civil trains was arranged through Italian State Railways, (I.S.R.) has been cancelled and all civil traffic will be controlled by A.G.C.

4. Tonnage Capacity.

The available overall tonnage within which all civil traffic will be carried will be notified by D.G.M.C. (M) H.Q., A.A.I. to Transportation Sub-Commission A.G.C. and all Movement Areas and Sub-Areas, after consultation with D.G.M.R.S. (It may be necessary to vary this figure from week to week.)

5. Summary of method of arranging civil movement.

- (a) all traffic on the East to West routes via Potenza & vice versa or vice versa. } Method.  
By bidding through Transportation Sub-Committee as laid down in Amendment No. 1 to Administrative Instruction No. 14 dated 5 Feb. 44.
- (b) Between any 2 stations on the Bari (I.S.R.) Division, including Sud Est system, except those NW of Darletta or N of Rocchotta, and stations on routes named in sub-para (a) above }  
By local bidding as laid down in para 7 (a or b) of this instruction.
- (c) Between any 2 stations on the Bari (I.S.R.) Division, including Sud Est system, except those NW of Darletta or N of Rocchotta, and stations on routes named in sub-para (a) above }

2. Basic Schedule.

The Basic Schedule of civil passenger, freight, and mixed trains will continue to run when and where possible, but until practicable to operate regular services over all sections, the method of movement of civil freight traffic set out in para 5 (b) of Adv. Adm. Echelon, A.F.H.O., Administrative Instruction No. 14 will be suspended.

3. Control of Civil Traffic.

This means that the procedure whereby certain civil traffic within the capacity of the basic schedule of civil trains was arranged through Italian State Railways, (I.S.R.) has been cancelled and all civil traffic will be controlled by A.C.C.

4. Tonnage Capacity.

The available overall tonnage within which all civil traffic will be carried will be notified by D.G.M.S. (M) H.O., A.F.H.O. to Transportation Sub-Committee A.C.C. and all Movement Areas and Sub-Areas, after consultation with D.G.M.S. (It may be necessary to vary this figure from week to week.)

5. Summary of method of arranging civil movement.

Method.

(a) All traffic on the East to West routes via Potenza & Foggia or vice versa. } By bidding through Transportation Sub-Committee as laid down in Amendment No. 1 to Administrative Instruction No. 14 dated 5 Feb. 44.

(b) Between any 2 stations on the Bari (I.S.R.) Division, including Sud Est system, except those NW of Barletta or N of Rocchetta, and stations on routes named in sub-para (a) above } By local bidding as laid down in para 7 (a or b) of this instruction.

(c) Between any 2 stations on the Reggio (I.S.R.) Division, except stations on routes named in sub-para (a) above } By local bidding as laid down in para 7 (a or b) of this instruction.

(d) A.C.C. traffic between any 2 stations on the Naples (I.S.R.) Division. } By bidding through the Transportation Sub-Committee - as for (a)

(e) Traffic of Italian civilian consignors between any 2 stations on the Naples (ISR) Division. } By local bidding as laid down in para 7 (b) of this instruction. **3640**

(f) A.C.C. Traffic required to move from one I.S.R. Division to another. } By bidding through the Transportation Sub-Committee - as for (a)

- (g) Traffic of Italian civilian consignors required to move from one I.S.R. Division to another. } By bidding through the Transportation Sub-Committee as for (a). SEE NOTE
- (h) Traffic over any lines not covered by above, } By bidding through the Transportation Sub-Committee as for (a)
- (j) Emergency traffic of extreme urgency which, on account of time factor, cannot be included in the normal bidding period. } By emergency bid through the appropriate channels as above.

**NOTE :** These applications will be made through the Station Master as laid down in para 7 (b) (c) & (d) and will be screened before submission to the Transportation Sub-Committee.

6. Narrow Gauge Lines. Present system of movements solely confined to narrow gauge lines will continue. Any movements from narrow gauge lines to standard gauge lines, or vice versa, will be dealt with under appropriate section of para 5.

7. Detailed methods for traffic - under para 5 (a), (c) and (e)

- (a) These bids will be submitted to either A.C.C. In Representative Bari, or A.C.C. In Representative Reggio for consideration on each Monday, for movement beginning the following Monday.
- (b) Italian ordinary civilian movement will be applied for by the sender through the local station master - same details being given as on present form of authorization.
- (c) Station master will forward such application to the Capo Compartimento (I.S.R.) at Bari, Reggio or Naples, according to the Railway Division concerned.
- (d) Capo Compartimento will collate all applications, grouped by line sections, for consideration by the A.C.C. representative each Monday.
- (e) Mov. East Italy and Mov. Reggio will notify the A.C.C. In Representative of any variations to civil tonnage lift available, for the whole of each of the two areas concerned; the sections, not later than 0900 hours each Monday, for each 7 day period commencing the following Monday.
- (f) A.C.C. In Representative will then arrange for loading programmes to be prepared showing which consignments are to be moved during the 7 day period beginning the following Monday. Copies of programmes will be circulated by the A.C.C. In Representative to appropriate Movements District Officers as early as possible each Tuesday.
- (g) A.C.C. In Rep will then advise details of movement authorised, and loading requirements to holders in the case of A.C.C. Traffic (vide para 7 (a)) and to the Capo Compartimento in the case of other Italian civilian consignors (vide para 7 (b)). A.C.C. In Reps will at the same time arrange for the supply of official A.C.C. wagon labels.
- (h) A.C.C. In Representative will instruct Capo Compartimento to tell Italian Civil consignors, listed on the loading programme, to keep in touch with the local station masters and to await further advice as to if and when their traffic can be moved. Civil applicants whose



6. Narrow Gauge Lines. Present system of movements solely confined to narrow gauge lines will continue. Any movements from narrow gauge lines to standard gauge lines, or vice versa, will be dealt with under appropriate section of para 5.
7. Detailed method for traffic - under para 5 (b), (c) and (d)
- (a) These bids will be submitted to either A.C.C. or Rappresentativo Bari, or A.C.C. or Rappresentativo Reggio for consideration on each Monday, for movement beginning the following Monday.
- (b) Italian ordinary civilian movement will be applied for by the sender through the local station master - same details being given as on present form of authorization.
- (c) Station master will forward such application to the Capo Compartimento (I.S.R.) at Bari, Reggio or Naples, according to the Railway Division concerned.
- (d) Capo Compartimento will collate all applications, grouped by line sections, for consideration by the A.C.C. representative each Monday.
- (e) Mov. East Italy and Mov. Reggio will notify the A.C.C. or Rappresentativo of any variations to civil tonnage lift available, for the whole of each of the two areas concerned; if sections, not later than 0900 hours each Monday, for each 7 day period commencing the following Monday.
- (f) A.C.C. or Rappresentativo will then arrange for loading programmes to be prepared showing which consignments are to be moved during the 7 day period beginning the following Monday. Copies of programmes will be circulated by the A.C.C. or Rappresentativo to appropriate Movements District Officers as early as possible each Tuesday.
- (g) A.C.C. or Rappresentativo will then advise details of movement authorised, and loading requirements to bidders in the case of A.C.C. Traffic (vide para 7 (a)) and to the Capo Compartimento in the case of other Italian civilian consignors (vide para 7 (b)). A.C.C. or Rappresentativo will at the same time arrange for the supply of official A.C.C. wagon labels.
- (h) A.C.C. or Rappresentativo will instruct Capo Compartimento to tell Italian Civil consignors, listed on the loading programme, to keep in touch with the local station masters and to await further advice as to if, and when, their traffic can be moved. Civil applicants whose traffic is not shown on the loading programme will be informed by the Capo Compartimento that their bids have been rejected and must be re-submitted during a subsequent weekly period. No loading of such traffic will be permitted during the current period.
- (j) Any civilian traffic which cannot be moved during the week bid for MUST BE REBID for following week, if the Consignor still wishes to send it.



8. Wagon Supply.

(a) Mov. Sub. Areas of A.A.I. through their R.T.Os, (or appropriate I.S.R. channels for stations where no R.T.Os are located), will instruct station masters to supply the agreed number of wagons, if they are available.

(b) If there are insufficient wagons to cover military, A.C.C. and civil requirements, Mov. Sub. Areas will decide the allocation of wagons to non-military traffic and will notify the A.C.C. Th. Representative. In such cases A.C.C. traffic will have first priority for available wagons.

(c) Italian civilian consignors will under NO circumstances approach R.T.Os or Mov. Sub. Area H.Q., for supply of wagons. Any such improper requests shall be refused.

9. Embargoes. Experience of the volume of applications for movements in relation to the tonnage lift available for civil traffic will determine what other types of traffic, if any, on which embargoes should be placed. This will be determined by the A.C.C. Transportation Sub-Commission.

10. Port Clearance Arrangements outlined in paras 7 and 8 above, will not change the existing system, under which Port Clearance of A.C.C. traffic is effected by either British Movements or U.S. Transportation, as part of the military lift. All such wagons will bear official A.C.C. wagon labels (see para 12).

11. Form of Authorization. Present form of authorization, as laid down in para 2, A.C.C. Th. Memorandum No. 2 dated 29 Dec. 43 will be discontinued effective 0001 hours 22 May 44.

12. Wagon Labels.

(a) From this date official A.C.C. wagon labels will be used for all traffic, either A.C.C. or civilian, which has been bid for and accepted under arrangements set out above. Two (2) labels will be provided for each authorized wagon, one for each side.

(b) Wagon labels will be supplied to Regional or Provincial Supply Officers, through A.C.C. Th. Representatives, for any traffic arranged by them. Regional or Provincial Supply Officers will endorse labels with details of the commodity, the serial number of the authorization and date during which movement is authorized. Labels will be stamped and signed before delivery to the loader. Wagon numbers will be inserted by the station master when wagons are allocated for loading.

(c) For Italian civilian traffic, labels will be supplied to I.S.R. Capo Compartimento by A.C.C. Th. Representative, duly completed and signed as in (b) above.

(d) Wagons will not be moved unless they bear labels as above, and R.T.Os will report any unlabelled wagons, with all known

Any such improper requests shall be refused.

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11. Form of authorization. Present form of authorization, as laid down in para 2, A.C.C. Tn. Memorandum No. 2 dated 29 Dec. 43 will be discontinued effective 0001 hours 22 May 44.
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- (a) From this date official A.C.C. wagon labels will be used for all traffic, either A.C.C. or civilian, which has been bill for and accepted under arrangements set out above. Two (2) labels will be provided for each authorized wagon, one for each side.
  - (b) Wagon labels will be supplied to Regional or Provincial Supply Officers, through A.C.C. Tn. Representatives, for any traffic arranged by them. Regional or Provincial Supply Officers will endorse labels with details of the commodity, the serial number of the authorization and date during which movement is authorized. Labels will be stamped and signed before delivery to the loader. Wagon numbers will be inserted by the station master when wagons are allocated for loading.
  - (c) For Italian civilian traffic, labels will be supplied to I.S.R. Capo Compartimento by A.C.C. Tn. Representative, duly completed and signed as in (b) above.
  - (d) Wagons will not be moved unless they bear labels as above, and R.T.O.s will report any unlabelled wagons, with all known facts, to their headquarters.
13. Under this revised arrangement the first loading programme as in para 7 (f) will be prepared for traffic required to move during week commencing Monday, 22 May, 1944.

2609

*R.W.L. Fellows*

Major General,  
Chief Administrative Officer.



202X

4  
NOV. 3/11/5  
5 Feb 44

ADM. DIV. MEMORANDUM A.F.M. No. - ADMINISTRATIVE INSTRUCTION NO. 14  
INTERNAL NO. 1.

Procedure for obtaining transportation for civilian passengers and freight.

Para 6. Additional movements over and above basic rail schedule.

- (a) DELETE from "Additional" in line 1 to "possible" in line 11 and substitute the following :-
  - (i) Bids for movement of civilian freight will be submitted by Regions etc. to reach the Internal Transportation Sub-Commission, c/o Mr & Mrs. AFHQ Mr. Am. Sch. every Tuesday. Bids will cover the seven days commencing the following Monday. For the period 21st. to 27th. February, bids must be submitted to reach the Internal Transportation Sub-Commission by 15 Feb 44.
  - (ii) Additionally, where it is possible to forecast movements required for a longer period than seven days, this should be done and should include as much helpful information as possible.
  - (iii) The Internal Transportation Sub-Commission will collate the bids and submit them to "C" (Nov) - 3-4 P.M. by 0900 hours on Wednesday.
  - (iv) The Transportation Sub-Committee will meet at 0900 hours each Thursday in the office of WPTG (M) AFHQ, Mr. Am. Sch. At this meeting the civilian bids will be considered. The sub-committee will decide which bids will be handled by the basic civilian rail service, by M.F. or the disposal of AMG/ADU or by schooner, and which bids are not acceptable. It will also be decided which bids, if any, should be submitted for consideration at the Priority of Movements Meeting to be held at 0930 hours the same day, since they will have to be allocated part of the military lift if they are to be met.

/s/ Brig. Pollock,  
for Major-General,  
Deputy Chief Administrative Officer.

DISTRIBUTION.

- |                            |                  |           |
|----------------------------|------------------|-----------|
| AFHQ (30)                  | Nov 25/51        | W/EC/9    |
| AGC Adv. (2)               | " West Italy     | W/EC (M)  |
| AGC (Brindisi) (4)         | " West Italy     | D/Col     |
| AGC (Palermo) (7)          | " Rear 8th. Army | AGC (M)   |
| AGC (Napoli) (4)           | " Taranto        | Nov 1 - 6 |
| AGC Region 2 (10)          | " Brindisi       | Nov 1.    |
| " " 3 (6)                  | " Bari           | " (5)     |
| " " 4 (6)                  | " Barietta       | G. (SD)   |
| AGC Int. Tu. Sub-Comm (30) | " Reggio         | G-4       |
| AGC Shipping Sub-Comm (10) | " P.M. Sub-Area  |           |



etc. to reach the Internal Transportation Sub-Commission, c/o Nov & Th., AFHQ, 107. Am. 10th. every Tuesday. Bids will cover the seven days commencing the following Monday. For the period 21st. to 27th. February, bids must be submitted to reach the Internal Transportation Sub-Commission by 15 Feb 44.

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

(iii) The Internal Transportation Sub-Commission will collate the bids and submit them to HQ (Nov) - 9-4 Th. by 0900 hours on Wednesday.

(iv) The Transportation Sub-Committee will meet at 0900 hours each Thursday in the office of DAGO (M) AFHQ, Nov. 10th. At this meeting the civilian bids will be considered. The Sub-Committee will decide which bids will be handled by the basic civilian rail service, by M.T. at the disposal of ANG/ACC or by schooner, and which bids are not acceptable. It will also be decided which bids, if any, should be submitted for consideration at the priority of Movements meeting to be held at 0930 hours the same day, since they will have to be allocated part of the military lift if they are to be met.

/s/ Brig. Follies,  
for Major-General,  
Deputy Chief Administrative Officer.

DISTRIBUTION.

- AFHQ (30)
- AGS NOV. (2)
- HQ, ACC (Brindisi) (4)
- HQ, ANG (Salerno) (7)
- HQ, ANG, ADMF (4)
- ANG Region 2 (10)
- " " 3 (6)
- " " 4 (6)
- ACC Int. Th. Sub-Comm (30)
- ACC Shipping Sub-Comm (10)
- DMERS (6)
- MILSEC Italy
- HQ, ADMF (2)
- ADM. Dep. ADMF
- 5th. Army (3)
- 8th. Army (3)
- CO, FBS
- HQ, No. 2 District (10)
- 57 Area
- 80 Area
- 71 Sub-Area
- 551 Sub-Area
- 6 Base Sub-Area
- HQ Sub-Area
- 54 Sub-Area
- 103 Sub-Area

- Nov ADMF
- \* West Italy
- \* West Italy
- \* Near 8th. Army
- \* Turanto
- \* Brindisi
- \* Bari
- \* Barletta
- \* Reggio
- \* P.H. Sub-Area
- \* Naples
- \* Salerno
- \* Torre Annunziata
- \* Castellmare
- FOVIT
- FOTALI
- REAF
- NAANG
- All AFAC
- L AFAC
- Th. Adriatic Base Area (Seri)
- DC, 214 Group RAF
- RAF Combined HQ, Naples
- ACAF HQ AFAC
- DCAC
- ADC

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3

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
A P O 394  
Economic Section  
Internal Transportation Sub-Commission.

20 February, 1944.

ES/44

SUBJECT: Railway Traffic - Procedure for Documentation.

TO : All Concerned.

PART I

CIVILIAN TRAFFIC MOVING UNDER TARIFF CHARGES.

Movements of civilian traffic (freight and passenger) under tariff charges are subject to the normal documentation and accounting procedures of the Italian Railway administration and none of the provisions of PART II hereof concerning documentation of movements of traffic (freight or passenger) free of tariff charges, for A3/ACC has any application to such civilian traffic. It is expected that most traffic, arranged by A3/ACC will move under tariff charges.

PART II

A3/ACC TRAFFIC, MOVING ON SAME TERMS AS ALL MOVEMENTS FOR ALLIED FORCES, FREE OF TARIFF CHARGES.

FREIGHT:

1. All movements will be documented by use of standard army warrants ( form AB 497a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.
2. The A3 or ACC office acting as the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:
  3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one warrant may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.
  4. No. 1 copy (original) will be retained by the issuing office. No. 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No. 3 copy will be sent by quickest means to the A3 or ACC office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.
5. On the 1st. and 16th. of each month the issuing office will forward the No. 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, ACC c/o Mr. & Mrs. A3HQ Adv. Adm. Ech. CEF, accompanied by an abstract of such warrants showing:

CIVILIAN TRAFFIC MOVING UNDER TARIFF BY RAIL

Movements of civilian traffic (freight and passenger) under tariff charges are subject to the normal documentation and accounting procedures of the Italian Railway administration and none of the provisions of PART II herof concerning documentation of movements of traffic (freight or passenger) free of tariff charges, for AEB/ACC has any application to such civilian traffic. It is expected that most traffic, arranged by AEB/ACC will move under tariff charges.

PART II

ALL/ACC TRAFFIC, MOVING ON SAME TERMS AS ALL MOVEMENTS FOR ALLIED COUNTRIES, FREE OF TARIFF CHARGES.

FREIGHT:

1. All movements will be documented by use of standard army warrants ( form AB 497a) which will be prepared and executed to show the full information indicated on the form, and as explained in appendix "A" hereto.
2. The AEB or ACC office acting as the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:
  3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one wagon may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.
  4. No. 1 copy (original) will be retained by the issuing office. No. 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No. 3 copy will be sent by quickest means to the AEB or ACC office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.
  5. On the 1st. and 16th. of each month the issuing office will forward the No. 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, ACC c/o Mov. & Tr., AEBHQ Adv. Adm. Ech. GHF, accompanied by an extract of such warrants showing:
    - (i) Warrant number and date.
    - (ii) Station from which shipment was dispatched.
    - (iii) Destination station of shipment.
    - (iv) Commodity (general).
    - (v) Number of wagons and total tons shown on that warrant.
  6. On arrival of shipment at destination No. 2 copy of warrant will be checked against the shipment received, warrant receipted and run over (O), short (S), or damage (D) in the shipment noted and signature of railway stationmaster requested covering any such O, S, and D.

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7. On the 1st, and 15th, of each month No. 3 copies of all warrants covering shipments delivered during the preceding semi-monthly period will be furnished by the office to the office of Internal Transportation Sub-Commission, ACC, c/o Nov. 2 Bldg., 425 1/2 Ave. 15th. Etc. CTF, such copies to be accompanied by an abstract showing:

- (i) Warrant number and date.
- (ii) Station from which shipment was dispatched.
- (iii) Destination, station of shipment.
- (iv) Commodity (if general).
- (v) Number of persons and total tons shown on that warrant.
- (vi) Date delivered.

PERSONNEL:

8. "General Railway Warrants", standard form 48 494c, will be used for the movement of any ACC or ACC personnel authorized to travel by railway, free of charge. Such warrants will be also used for any civilians who are required to travel by train, free of charge, for ACC or ACC purposes.

9. The ACC or ACC office authorizing the movement will be responsible for the issuance and recording of the warrant, which will be accomplished as follows:

10. A warrant will be issued in triplicate for each movement. Each set of warrants will be numbered consecutively by the issuing office. They will be prepared to show the full information on the form, and as explained in Appendix 10 hereto.

11. Copy No. 1 will be handed to the railway stationmaster.  
Copy No. 2 will be handed to the traveler or C.C. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.  
Copy No. 3 will be retained by the issuing office.

12. On the 1st, and 15th, of each month the issuing office will send the No. 3 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Nov. 2 Bldg., 425 1/2 Ave. 15th. Etc. CTF, which copies will be accompanied by an abstract thereof, showing:

- (i) Warrant number and date.
- (ii) From.
- (iii) To.
- (iv) Number of persons transported.

GENERAL:

13. Provisions of this memorandum will be effective on and from 1st, March, 44, and superseded part 10 of ACC Tn. Memorandum No. 1 dated 10 December, 1943.

14. Initial supply of the warrant forms will be obtained from the representatives, Internal Transportation Sub-Commission at the following places:

- c/o Nov. 2 Bldg., 425 1/2 Ave. 15th. Etc. - CTF,
- c/o Nov. 2 Bldg., 425 1/2 Ave. 15th. Etc.
- c/o Nov. 2 Bldg., 425 1/2 Ave. 15th. Etc.



8. "General Railway Warrants", standard form 45 4940, will be used for the movement of any AMB or ACC personnel authorized to travel by railway, free of charge. Such warrants will be used for any civilian who are required to travel by train, free of charge, for AMB or ACC purposes.

9. The AMB or ACC office authorizing the movement will be responsible for the issuance and recording of the warrant, which will be accomplished as follows:

10. A warrant will be issued in triplicate for each movement. Each set of warrants will be numbered consecutively by the issuing office. They will be prepared to show the full information on the form, and is explained in Appendix "B" hereto.

11. Copy No. 1 will be handed to the railway stationmaster.

Copy No. 2 will be handed to the traveller or O.C. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.

Copy No. 3 will be retained by the issuing office.

12. On the 1st, and 16th, of each month the issuing office will send the No. 3 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Nov. 5 No. 2519 Adv. Ser. Feb. 23, which copies will be accompanied by an abstract thereof, showing:

- (i) Warrant number and date.
- (ii) From.
- (iii) To
- (iv) Number of persons transported.

GENERAL:

13. Provisions of this memorandum will be effective on and from 1st, March, 44, and supersedees para 16 of ACC No. Memorandum No. 1 dated 10 December, 1943.

14. Initial supply of the warrant form will be obtained from the representatives, Internal Transportation Sub-Commission at the following places:

- c/o Mex. & Tm. 18th St. Adv. Ser. - CMT,
- c/o Nov. Region 1.
- c/o Nov. Region 2.
- c/o Nov. Region 3 - Naples.
- c/o Nov. Region 4.
- Transportation Officer - Region 4.
- Transportation Officer - Region 4.

Requests for additional copies should be made through the regional offices listed above.

15. Attention is called to the last sentence of para 1, namely: "It is expected that most traffic arranged by AMB/ACC will move under tariff charges".

P. A. ADAMS.

APPENDIX "A"

Explanatory notes concerning information required on Warrants (Forms 15, 1971 and 8745).

1. Most of the information required is clearly indicated by the forms. To insure uniformity and that all required information will be provided, treatment of possibly confusing entries on the forms will be as follows:

(a) FREIGHT WARRANT - FORM 15, 1971.

Lines 1 and 2, styled "Transport of" and "executor per train," and "for movement by \_\_\_\_\_"; either or both lines are to be used to show identification of train on which it is intended movement shall be fetched, by title or description of train and date on which dispatch is expected.

Line 3 - "From" - show actual station name, as "Wales - Central Station". "To" show actual station name, as "Buri - X13 station."

Line 4 - "Loading point" and "Delivery point". This will generally be the same as line 3. Where, however, the loading or unloading point has a distinct location identification it should be shown.

Columns 1, 2, 4 and 5 are self explanatory.

Column 3 and 7 are not required.

Column 5 "Actual gross weight" means weight of consignment.

The line "Signed - HTO" is for signature and title of issuing officer, and the corresponding date line is for the date the warrant is issued in to the stationmaster.

The line marked "Chief de gare" is for signature of stationmaster and the corresponding date line is for actual date signed.

Distribution of copies of warrants will be as shown in Memorandum and XUT is shown in printed instructions on the form.

The back of the form is not to be filled in.

(b) GENERAL RAILWAY WARRANT - FORM 8745 (for personnel).

Lines 1 and 2 and the line "Signed - HTO" are to be used the same as shown for corresponding lines under (a) above.

The signature of stationmaster is not required.

Lines 1 and 2, styled "Transport" and "Executive per train" and "For movement by \_\_\_\_\_": Either or both lines are to be used to show identification of train on which it is intended movement shall be dispatched, by title or description of train and date on which dispatch is expected.

Line 3 - "From" - show actual station name, as "Naples - Central Station", "To" show actual station name, as Bari - XYZ station.

Line 4 - "Loading point" and "Delivery point". This will generally be the same as line 3. Where, however, the loading or unloading point has a distinct location identification it should be shown.

Columns 1, 2, 4 and 6 are self explanatory.

Column 3 and 7 are not required.

Column 5 "Actual gross weight" means weight of consignment.

The line "Signed - HTO" is for signature and title of issuing officer, and the corresponding date line is for the date the warrant is headed in to the stationmaster.

The line marked "Chef de bord" is for signature of stationmaster and the corresponding date line is for actual date signed.

Distribution of copies of warrants will be as shown in Memorandum and NOT as shown in printed instructions on the form.

The back of the form is not to be filled in.

(b) GENERAL RAILWAY WARRANT - FORM AS 424 A (for personnel).

Lines 1 and 2 and the line "Signed - HTO" are to be used the same as shown for corresponding lines under (a) above.

The signature of stationmaster is not required.

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DISTRIBUTION.

MAS Adv. Naples  
 Main HQ, ACC, Naples.  
 Rear HQ, AD, Salerno.  
 HQ, No. 2 District.  
 Commanding General FBS.  
 Economic Section, Main HQ, ACC, Naples.  
 HQ, Region I (Sicily).  
 " " II Matera.  
 " " III Naples.  
 " " IV Naples.  
 " " V Campobasso.  
 " " VI Sardinia.

Movements, AFHQ, Adv. Adm. Ech., for distribution as under :- (25)

Mov East Italy  
 Mov West Italy  
 Mov Taranto  
 Mov Bari  
 Mov Carletta  
 Mov Brindisi  
 Mov Reggio  
 Mov Foggia  
 Mov Railhead Sub-area (Vasto)  
 Mov Rear Army  
 Mov Main Army  
 Mov Cremona  
 Mov Tevere Annunziata  
 Mov Castellammare  
 Mov Naples  
 Mov Sub area  
 Mov AGHF

Transportation Officer, FBS Naples.

DMRS Naples.

Internal Transportation Sub-commission, ACC.

Shipping Sub-commission, ACC.

Food Sub-commission, ACC.

Industry & Commerce Sub-commission, ACC

Public Works & Mines Sub-commission, ACC

Agriculture Sub-commission, ACC

Civilian Clothing Commission.

Displaced Persons Sub-commission, ACC.

Educational Sub-commission, ACC.

Electric Power Mission.

Finance Sub-commission, ACC.

Industrial Planning Staff.

Labour Sub-commission, ACC.

Legal Sub-commission, ACC

Monuments & Fine Arts Sub-commission, ACC.

Operations & Security Intelligence.

Public Health Sub-commission, ACC.

Telecommunications & Postal Sub-commission, ACC.

MEMPH

ACC Transportation Sub-commission Reg c/o  
 May East Italy c/o HQ, Reg II.  
 May West Italy c/o HQ, Reg III.  
 May Basilicata (Calabria) - Tyn. Officer Sec 4  
 May Foggia Sub-area. " " " " " 6  
 May No. 2 District (Bari)

Undersecretary of State for Italian Railways & Highways, Naples.

D.C.A.C. AFHQ Adv. Adm. Ech.

D.C.A.C. " " " "

Branch " " " "

C-4 " " " "

D.C.A.C. " " " "

Branch " " " "



Movements, Africa, Adv. Adm. Ech., for distribution as under :- (25)

- Nov # Italy
- Nov # Italy
- Nov # Italy
- Nov Bari
- Nov Bari
- Nov Bari
- Nov Bari
- Nov Bari

- Nov Railhead Sub-area (Vastig)
- Nov Rear Army
- Nov Main Army
- Nov Crete
- Nov Corps Support
- Nov Guerrilla Warfare
- Nov Naples
- Nov SA Army
- Nov ACFE

Transportation Officer, IAS Naples.

DMIS Naples.

Internal Transportation Sub-commission, ACC.

Shipping Sub-commission, ACC.

Food Sub-commission, ACC.

Industry & Commerce Sub-commission, ACC.

Public Works & Mines Sub-commission, ACC.

Agriculture Sub-commission, ACC.

Civilian Clothing Commission.

Displaced Persons Sub-commission, ACC.

Education Sub-commission, ACC.

Electric Power Mission.

Finance Sub-commission, ACC.

Industrial Planning Staff.

Labour Sub-commission, ACC.

Legal Sub-commission, ACC.

Monuments & Fine Arts Sub-commission, ACC.

Operations & Security Intelligence.

Public Health Sub-commission, ACC.

Telecommunications & Postal Sub-commission, ACC.

MEMEC

ACC Transportation Sub-commission Rep c/o

- Nov East Italy c/o HQ, Reg II.
- Nov West Italy c/o HQ, Reg III.
- Nov Reggio (Calabria)- Tpn. Officer Reg 4
- Nov Reggio Sub-area. - " " "
- Nov No. 2 District (Bari)
- Nov Highways & Highways, Naples.

Undersecretary of State for Italian Railways

- D.C. & C. Affs. Adv. Adm. Ech.
- D.D.C. & C. " " "
- " Branch " " "
- G-4 " " "
- D.S.M.S. " " "
- D/CI " " "
- D.P. In " " "
- H.Q. ACMT (for movement of issues to AMG parties).
- H.S. 5th Army.
- Commanding General 5th Army.
- It. Col. C.R. Lindbers, (Int. Tn. S.C. Representative at ACC Palermo).
- It. No. 2 District.



ARMÉE BRITANNIQUE. **BON DE CHEMIN DE FER** **GENERAL RAILWAY WARRANT** Army Book 491A

Pour Transport à Exécuter par train.....  
 For the movement by..... train.  
 De ..... à .....  
 From ..... to .....  
 Par ..... d'un Détachement. Commandé par .....  
 Via ..... of a party. Under the command of .....

Exemplaire No. **1**  
 Copy

	Nombre. Number.	Poids. Weight.	Essieux. Axles.	Observations. Remarks.
Officiers. Officers				
Hommes de Troupe. Other ranks				
Animaux. Animals				
Voitures Hippomobiles. Horsed vehicles				
Voitures Automobiles, Camions, Tracteurs et Remorques. Motor cars, trucks, lorries, tractors and trailers				
Véhicules Chenilles, Tracked vehicles (carriers, tanks, dragons)				
Canons. Guns				
Bagages. Baggage				
Matériel, Denrées. Stores, supplies, etc.				

Timbre de la Gare de Depart.  
 Departure station stamp.

Date d'expédition.  
 Date of departure.

**PRESCRIPTIONS.**  
 On se sert de ce bon de chemin de fer pour tout élément voyageant sur une seule destination, sauf lorsqu'on emploie l'ordre de transport A.B. 495A.  
 Exemplaire No. 1. Chef de Gare.  
 Exemplaire No. 2. Chef de Détachement ou gradé le plus ancien. Cette copie sert de billet et doit être rendue au commissaire Britannique à la Gare (ou en l'absence de ce dernier au chef de Gare) à l'arrivée à la destination.  
 Exemplaire No. 3. Souche.

**INSTRUCTIONS.**  
 This Warrant is to be used for all parties of personnel travelling to one destination by any train, unless the train warrant A.B. 495A is used.  
 Copy No. 1. Station Master.  
 Copy No. 2. O/C party or senior passenger. This serves as a ticket, and is given to the R.T.O. (or in his absence to the Station Master) at destination on arrival.  
 Copy No. 3. File.

Certifié  
 Signed ..... R.T.O. ..... Chef de Gare.

At ..... A .....  
 Date ..... Date .....

R.T.O. to fill in for statistics. Traffic loaded in ..... area.



U.S. SECRET BUREAU BRITISH SECRET

COPY

488

SECRECY  
Auth: CINC, AF  
Initials:  
19 December 43.

ALLIED FORCE HEADQUARTERS  
APO 512

ADMINISTRATIVE MEMORANDUM )

19 December 1943

NUMBER : 92 )

Establishment of the Central Economic Committee (Italian) Mainland..... I  
Civil Food Controller (Italian Mainland) ..... II

1. ESTABLISHMENT OF CENTRAL ECONOMIC COMMITTEE (ITALIAN MAINLAND)

1. To insure the necessary coordination and control of civilian supply and economic matters in occupied or controlled territory of the Italian mainland, there will be established in NAPLES a Central Economic Committee under the Chairmanship of the Deputy Chief Administrative Officer or his Deputy, responsible direct to this headquarters. In addition to the chairman, there will be one senior representative of AMG 15th Army Group and one senior representative to be designated jointly by the Allied Control Commission and AMG Headquarters. The representative of ACC/AMG will be the executive vice-chairman. The vice chairman and the representative of AMG 15th Army Group will devote their full time to the work of the committee.

2. Such other personnel as may be required will be made available by the Allied Control Commission, AMG Headquarters and AMG 15th Army Group upon the request of the committee. Necessary vehicles and other equipment will also be provided by these three headquarters as requested by the committee.

3. The functions of the Central Economic Committee will be as follows :

- a. To determine the essential requirements of the civilian population.
- b. To control and allocate local resources of essential civilian supplies in coordination with the Local Resources (Italian) Board, and particularly to control the collection and distribution of wheat and olive oils.
- c. To coordinate the work of the ACC/AMG representatives on committees and sub-committees of the Allied Force Local Resources (Italian) Board.
- d. To make necessary arrangements for the receipt, warehousing and distribution of supplies imported for the civilian population.
- e. To establish the prices at which supplies imported for the civilian population will be sold, and to establish uniform or standard prices for such other essential commodities or services as may be considered necessary.
- f. To establish such uniform or standard wage scales for civilian employ-

6. To coordinate requests for transportation of civilian supplies by facilities under the control of the Allied military services. The



economic matters in occupied or controlled territory of the Italian mainland, there will be established in MARLES a Central Economic Committee under the Chairmanship of the Deputy Chief Administrative Officer of his Deputy, responsible direct to this headquarters. In addition to the chairman, there will be one senior representative of AMG 15th Army Group and one senior representative to be designated jointly by the Allied Control Commission and AMG Headquarters. The representative of ACC/AMG will be the executive vice-chairman. The vice chairman and the representative of AMG 15th Army Group will devote their full time to the work of the committee.

2. Such other personnel as may be required will be made available by the Allied Control Commission, AMG Headquarters and AMG 15th Army Group upon the request of the committee. Necessary vehicles and other equipment will also be provided by these three headquarters as requested by the committee.

3. The functions of the Central Economic Committee will be as follows :

- a. To determine the essential requirements of the civilian population.
- b. To control and allocate local resources of essential civilian supplies in coordination with the Local Resources (Italian) Board, and particularly to control the collection and distribution of wheat and olive oil.
- c. To coordinate the work of the ACC/AMG representatives on committees and sub-committees of the Allied Force Local Resources (Italian) Board.
- d. To make necessary arrangements for the receipt, warehousing and distribution of supplies imported for the civilian population.
- e. To establish the prices at which supplies imported for the civilian population will be sold, and to establish uniform or standard prices for such other essential commodities or services as may be considered necessary.
- f. To establish such uniform or standard wage scales for civilian employment as may be considered necessary.
- g. To coordinate requests for transportation of civilian supplies by facilities under the control of the Allied military services. The internal transportation sub-commission will exercise such functions as may be delegated to it by the Central Economic Committee and shall be subject to its authority insofar as matters outside the jurisdiction of the ACC are concerned.
- h. To coordinate the use of motor and sea transportation under control of ACC/AMG in the transportation of civilian supplies, including the requisitioning and pooling of civilian motor transport if this should be necessary. 3603
- i. To undertake such additional functions as may be recommended by the Committee and approved by this headquarters, or as assigned to it from time to time by this headquarters.

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Signals Division

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4. To facilitate the formulation of a comprehensive program for the distribution of essential civilian supplies, copies of all outstanding requisitions for each area or region will be forwarded immediately by the responsible higher headquarters to the committee at FLAMEO. All future requisitions will be forwarded through the committee for concurrence or comment.

5. In the discharge of its responsibilities, the committee will make the maximum use of Italian governmental agencies, the existing machinery of ACC/AMG, and the facilities of the Allied Force Local Resources (Italian) Board. At an appropriate date to be determined by this headquarters, the functions of the Central Economic Committee will pass to the Allied Control Commission.

6. The representatives designated by ACC/AMG and AMG 15th Army Group will report to the chairman of the committee in NAPLES as soon as possible and not later than 20 December 1943. Accommodations for the committee and attached personnel will be given priority over all other ACC/AMG personnel except those of Allied Military Government Region III.

7. Direct communication between the committee and ACC/AMG areas and regions on the mainland is authorized, but arrangements for such direct communication will be coordinated with the appropriate higher headquarters. Within the scope of its assigned functions, the decisions of the committee will be binding upon all ACC/AMG organizations on the mainland and its orders will be enforced by them.

8. Movement matters will be dealt with through local movement channels or coordinated with Movements, FLAMEO, as directed by the Chairman.

#### II -- CIVIL FOOD CONTROLLER (ITALIAN MAINLAND)

1. The situation in regard to supply and distribution of food for the Italian civil population is grave, and is liable, if unremedied, to have an adverse effect on our ability to conduct operations. It may be desirable in certain cases to accept some diversion of military transport and/or supplies in order to alleviate situations which would result in internal security commitments, rather than to allow such internal security commitments to arise. The primary interest of this headquarters, in meeting the minimum food requirements in ITALY is to avoid interference with military operations. It is an over-riding military consideration that the civil population be fed. In emergencies where this consideration involves direct interference with military build-up and maintenance, the decision of the General Officer Commanding-in-Chief, 15th Army Group, will govern. Machinery for dealing with such matters is, therefore, being established immediately.

2. The machinery for the execution of this policy will be that of the Central Economic Committee established by Section I, above, under the Chairmanship of the Deputy Chief Administrative Officer, AFHQ, Advanced Administrative Region (FLAMEO).

3. Colonel E. E. Hume, GSO, United States Army, is hereby appointed additional Vice-Chairman for food control and Civil Food Controller for the mainland of ITALY.

4. The duties of the Civil Food Controller for the mainland of ITALY are:

(A) To coordinate the requirements for foodstuffs for the civilian population and insure that these requirements are placed upon this headquarters

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Requires Division Security

report to the Chairman of the Committee in NAPLES as soon as possible and not later than 20 December 1943. Accommodations for the committee and attached personnel will be given priority over all other AGO/AMG personnel except those of Allied Military Government Region III.

7. Direct communication between the committee and AGO/AMG areas and regions on the mainland is authorized, but arrangements for such direct communication will be coordinated with the appropriate higher headquarters. Within the scope of its assigned functions, the decisions of the committee will be binding upon all AGO/AMG organizations on the mainland and its orders will be enforced by them.

8. Movement matters will be dealt with through local movement channels or coordinated with Movements, FLASMO, as directed by the Chairman.

II -- CIVIL FOOD CONTROLLER (ITALIAN MAINLAND)

1. The situation in regard to supply and distribution of food for the Italian civil population is grave, and is liable, if unremedied, to have an adverse effect on our ability to conduct operations. It may be desirable in certain cases to accept some diversion of military transport and/or supplies in order to alleviate situations which would result in internal security commitments, rather than to allow such internal security commitments to arise. The primary interest of this headquarters, in meeting the minimum food requirements in ITALY is to avoid interference with military operations. It is an overriding military consideration that the civil population be fed. In emergencies where this consideration involves direct interference with military build-up and maintenance, the decision of the General Officer Commanding-in-Chief, 15th Army Group, will govern. Machinery for dealing with such matters is, therefore, being established immediately.

2. The machinery for the execution of this policy will be that of the Central Economic Committee established by Section I, above, under the Chairmanship of the Deputy Chief Administrative Officer, AFM, advanced Administrative Colonel (FLASMO).

3. Colonel E. E. Hume, GSO, United States Army, is hereby appointed additional Vice-Chairman for food control and Civil Food Controller for the mainland of ITALY.

4. The duties of the Civil Food Controller for the mainland of ITALY are:

- (A) To coordinate the requirements for feedstuffs for the civilian population and insure that these requirements are placed upon this headquarters through the approved channels.
- (B) To keep under constant supervision the food situation in the occupied portions of the mainland of ITALY.
- (C) To keep under constant supervision the status of the distributing agencies available for the distribution of the food stocks to civilian consumers.

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EQUALE R. 15th Army

(D) To bring to the notice of the Deputy Chief Administrative Officer at the earliest possible moment any situation which is likely to create a civilian food crisis which might be prejudicial to the conduct of military operations.

5. The Civil Food Controller shall consult with the Deputy Chief Administrative Officer and a representative of the General Officer Commanding-in-Chief, 15th Army Group, on all cases brought to notice under a, d, above. If, as a result of this contact, it is considered that the situation brought to notice by the Civil Food Controller is in fact such as may prejudice military operations, then this situation will be brought to the notice of the General Officer Commanding-in-Chief, 15th Army Group, and his directions obtained. The Deputy Chief Administrative Officer, AFHQ Advanced Administrative Echelon is hereby authorized to divert, under direction of the General Officer Commanding-in-Chief, 15th Army Group, the minimum army resources for the minimum time necessary to correct the situation under discussion. General Officer Commanding-in-Chief, 15th Army Group, is authorized in his discretion to limit military operations for this period to such an extent as shall be deemed necessary by him to compensate for the diversion of the military resources in question.

By command of General EISENHOWER:

T.J. DAVIS,  
Brigadier General, United States Army,  
Adjutant General.

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"E"

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5. The Civil Food Controller shall consult with the Deputy Chief Administrative Officer and a representative of the General Officer Commanding-in-Chief, 15th Army Group, on all cases brought to notice under 4, d, above. If, as a result of this contact, it is considered that the situation brought to notice by the Civil Food Controller is in fact such as may prejudice military operations, then this situation will be brought to the notice of the General Officer Commanding-in-Chief, 15th Army Group, and his directions obtained. The Deputy Chief Administrative Officer, AFHQ Advanced Administrative Echelon is hereby authorized to divert, under direction of the General Officer Commanding-in-Chief, 15th Army Group, the minimum army resources for the minimum time necessary to correct the situation under discussion. General Officer Commanding-in-Chief, 15th Army Group, is authorized in his discretion to limit military operations for this period to such an extent as shall be deemed necessary by him to compensate for the diversion of the military resources in question.

By command of General EISENHOWER:

T.J. DAVIS,  
Brigadier General, United States Army,  
Adjutant General.

DISTRIBUTION:  
"E"

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A TRUE COPY

*E. J. ChioCCA*  
E. J. CHIOCCA  
CWO, AUS

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Receals British SECRET

Tn. Memo No 2

Internal Transportation Sub-Commission, ACC  
C. P. MOV & Tr.,  
AFHQ, Advanced Administrative Echelon,  
P.M.F.

Our reference : ACC Tn/3/4  
Date : 29 Dec 43.

ACC Tn Memorandum No 2.

Procedure for ACC and AMG to secure transportation to meet essential civilian requirements

1. Object. Amplifications and amendments to ACC Tn Memorandum No 1 dated 10 Dec 43.
2. Form of Authorisation for freight movements.  
 (a) Reference is made to para 2 of ACC Tn Memorandum No 1 dated 10 Dec 43. From experience of "bids" received and movements already arranged, it is expected that it will be possible to carry out the majority of freight movements required by ACC/AMG by the Basic Schedule of Trains. In order to ensure (i) that the correct consignor loads the railway wagons provided, (ii) that unauthorised traffic (such as black market) does not pass, and (iii) to facilitate the regulation of traffic, it has been decided by the Transportation Sub-Committee at AFHQ, Adv adm Echelon that a standard form of authorisation be adopted for the movement of all consignments despatched by ACC or AMG or civilian consignors authorised by ACC or AMG. This form of authorisation will take the place of the "permit" referred to in para 2 of ACC Tn Memorandum No 1. The new arrangement to commence on Monday 10 Jan 44.

(b) A model form of authorisation is shown at appendix "A". It will be prepared by ACC or AMG departments responsible for originating the movements concerned, and will be issued by them for specific movements only.

(c) Persons in charge (either Military or Civil) at railway stations are being instructed NOT to accept consignments for conveyance unless the consignor hands in a properly completed form of authorisation.

3. "Bidding" Reference is made to para 6(e) of Adv adm Echelon AFHQ administrative Instruction No 14 dated 10 Dec 43. As stated therein, the dates within which the movements are required and the quantities available for movement per day must be given. Bids have been received lacking this essential information. The omissions have caused unnecessary delay.

4. Disposition and functions of ACC/AMG Transportation Officers. Reference is made to para 4 of ACC Tn Memorandum No 1 dated 10 Dec 43. The Transportation Officers (Internal Transportation Sub-Commission representatives) are now in their assigned positions. As there have been alterations in personnel the complete list to date, is given below :-

dated 10 Dec 43.

2. Form of Authorisation for freight movements.

(a) Reference is made to para 2 of ACC In Memorandum No 1 dated 10 Dec 43. From experience of "bids" received and movements already arranged, it is expected that it will be possible to carry out the majority of freight movements required by ACC/AMG by the Basic Schedule of Trains. In order to ensure (i) that the correct consignor loads the railway wagons provided, (ii) that unauthorised traffic (such as black market) does not pass, and (iii) to facilitate the regulation of traffic, it has been decided by the Transportation Sub-Committee at AFHQ, Adv Adm Echelon that a standard form of authorisation be adopted for the movement of all consignments despatched by ACC or AMG or civilian consignors authorised by ACC or AMG. This form of authorisation will take the place of the "permits" referred to in para 2 of ACC In Memorandum No 1. The new arrangement to commence on Monday 10 Jan 44.

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Internal Transportation Sub-Commission representatives

Mov Reggio		Capt A. M. De Naret (E)
Mov Foggia		Major V. E. Bowers (E)
Mov E Italy	Bari	Capt S. Hall (A)
		Lieut. Irvine Lynch (E)
Mov W Italy)		Major W. N. Yoder (A)
and	Naples	
In F B S		Major C. H. Holladay (A)
Region 2	Matera	Major S. L. Baister (E)
Region 3	Naples	Capt A. H. Street (E)
ACC HQ	Brindisi	

2670

Chief of Internal Transportation Sub-Commission, ACC. Colonel.

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

D/COM (M)  
 D/COT  
 COMS  
 Mov E Italy  
 Mov W Italy  
 Mov, Taranto  
 Mov, Brindisi  
 Mov, Bari  
 Mov, Barletta  
 Mov, Reggio  
 Mov, Railhead Sub-area  
 Mov, Naples  
 Mov, Salerno  
 Mov, Torre Annunziata  
 Mov, Castellamere  
 Lt.Col. Wynne Davies  
 Gen. di Raimondo

ACC Sub-Commissions

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

Internal Transportation Sub-Commission representatives

Major T. A. Bowers, O/c Mov FUGSA  
 Major W. N. Yoder  
 Major C. H. Holladay, O/c Region 2 Matera  
 Major S. L. Baister, O/c Region 3 Naples,  
 Capt. A. W. De Maret, C/c Mov Reggio  
 Capt. S. Hall, O/c Mov E Italy, Bari  
 Capt. A. H. Street, HQ, ACC Brindisi  
 Lieut. Irwins Lynch, C/o Mov E Italy, Bari.







SECRET  
EQUALS U.S. SECRET.

A. F. H. Q. ADV ADM ECHELON.

ADMINISTRATIVE INSTRUCTION NO. 15.

AHQ Adv Adm Echelon,

CMF.

THE USE OF PORT AND RAILWAY PREMISES AND

19/9.

MATERIALS

11 Dec 43

Copy No. ... 21.....

1. Since it is of the utmost importance that the railways of Southern Italy are rehabilitated with the minimum delay, the following orders on the use of railway premises and materials and the materials of contractors engaged on work for the railway or ports, will be taken into effect forthwith.

2. All railway premises including transit shods, sidings, Station buildings and yards and all that portion of the Port which is specifically set aside for Tn purposes by agreement of Naval and Military Authorities are set up within Reserved Transportation Areas and no stores or material will be stored in them except those which are required for port or railway operation.

This does not apply to special installations such as Bulk Petrol or Cold Storage Plants.

3. No equipment or materials of an essentially railway nature or specially designed for railway or port working may be acquired except after application to British Movements or U.S. Transportation Staff Branches of the H.Q. concerned or the local Movement Control Area in British Districts and Sub Areas.

The Mov and Tn., branch of the staff will then make all necessary arrangements with D.G.M.R., or in the case of Ports with the Port Transportation authorities.

This applies to all materials of this category wherever they are situated whether on Port or Railway premises or in private sidings or yards.

4. No general engineering stores or equipment which belongs to the Italian State Railways or to Port Authorities may be acquired without previous reference as in para 3.

5. As a general rule, port and railway buildings must not be occupied as billets except by personnel of Transportation Units engaged in repair or operating the port or railway or by Movements Staff. In these cases the offices and living accommodation of the civilian staff who are actually employed on the premises will be encroached upon as little as possible. The approval of Mov and Tn., who will work in consultation with D.G.M.R., (or D.TN., in the case of British operated ports) will be obtained prior to occupation by any other units.

When such premises are occupied by Military units or when adjoining sites are occupied, civilian railway employees will not be prevented from working on the premises, nor will they be denied access to dumps or sub-stores or materials required for their work. All railway employees carry an Identity Card, on the outside of which appear the words :-

"FERROVIE DELLO STATO"



... of railway premises and materials and the materials of contractors engaged on work for the railway or ports, will be taken into effect forthwith.

2. All railway premises including transit sheds, sidings, Station buildings and yards and all that portion of the Port which is specifically set aside for Tn purposes by agreement of Naval and Military Authorities are set up within Reserved Transportation Areas and no stores or material will be stored in them except those which are required for port or railway operation.

This does not apply to special installations such as Bulk Petrol or Cold Storage plants.

3. No equipment or materials of an essentially railway nature or specially designed for railway or port working may be acquired except after application to British Movements or U.S. Transportation Staff Branches of the H.Q. concerned or the local Movement Control Area in British Districts and Sub Areas.

The Mov and Tn., branch of the staff will then make all necessary arrangements with D.G.M.R., or in the case of Ports with the Port Transportation authorities.

This applies to all materials of this category wherever they are situated whether on Port or Railway premises or in private sidings or yards.

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When such premises are occupied by Military units or when adjoining sites are occupied, civilian railway employees will not be prevented from working on the premises, nor will they be denied access to dumps or sub-stores or materials required for their work. All railway employees carry an Identity Card, on the outside of which appear the words :-

"FERROVIE DELLO STATO"

6. The private homes of railway employees will not be requisitioned, except in extreme emergency, in which case notification will be first made to this HQ.

...../2 9898



7. The above orders mainly apply to areas where railways and ports are operating normally behind the actual combat zones. It must however be emphasized that any interference with railway and port installations, or the removal or diversion to other use of railway and port equipment, actually in the fighting area may have serious consequences on the reopening of forward railway communications and of ports.

..... Where special port or railway equipment or tools are used by units in forward areas they must either be returned when finished with, or their whereabouts reported to Mov Eighth Army or to Transportation Fifth Army.

/s/ ?

Major General,  
Deputy Chief Administrative Officer.

DISTRIBUTION:-

Copy Nos.

\*\*\*\*

Allied Control Commission

91

\*\*\*\*

Instruction 142

NOV 3/5  
6th Dec '45

ADV. ADM. ECHELON A.F.H.2. - ADMINISTRATIVE INSTRUCTION NO. 14.

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. INTENTION OF THIS INSTRUCTION.

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

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

The respective responsibilities and functions of the Movement and Transportation organisations of the Allied Military Forces and of the Transportation organisation of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.F.H.3. Administrative Memorandum No. 76 dated 9th November, 1945, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.C.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their Mov. & Tr. organisation:-

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

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

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

3. Transportation Committee.

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

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



of adequate rolling stock must be assured to the Allied Forces and the use of fuel for power and traction, which will always be in short supply, must be limited to hauling Allied Military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry. The following instructions are issued, by agreement with A.M.G., 15 Army Group and the Allied Control Commission, to arrange for provision and control of this civil traffic.

Mov. and Pa. of Allied Military Forces.

The respective responsibilities and functions of the Movement and Transportation organisations of the Allied Military Forces and of the Transportation organisation of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.F.H.Q. Administrative Memorandum No. 76 dated 9th November, 1945, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.C.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their Mov. & Pa. organisation:-

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

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

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

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

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

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

<u>Chairman.</u>	D.Q.M.G.(M).	A.F.H.Q. Adv. Adm. Echelon.	3627
<u>Deputy.</u>	D/C.O.T.	" "	"
<u>Members.</u>	A Representative of:-		
	M.G.S. Adv.		} Supply Representative.
	H.Q., A.C.C.		
	H.Q., A.M.G.		
	H.Q., A.M.G. 15 Army Group		

3. Transportation Committee (Contd).

- Internal Transportation Sub-Commission A.C.C.
- Shipping Sub-Commission A.C.C.
- Military Railway Service
- "Q" Branch A.F.H.Q. Adv. Adv. Echelon.
- G-4 " " " "
- MIDEG
- F.B.S.
- No. 2 District.
- Under Secretary of State for Italian Railroads and Highways.

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

4. Procedure for obtaining Rail Transportation.

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

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

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

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

5. Basic Schedule of Trains.

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

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

6. Additional Movements over and above Basic Rail Schedule.

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



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

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

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

6. Additional Movements over and above Basic Rail Schedule.

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

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

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

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

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

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

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

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

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

Tons to be moved.....

Full reasons why movement is required.....

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

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

7. Coastwise and Sea-going Shipping Requirements.

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

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

(a) The Internal Transportation Sub-Commission will arrange for A.C.C. or A.S.C. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that civil transportation requirements can

3628



clearly indicates the order of priority in which the movements are required to be made and will comprise the following particulars:

- Railroad Station Name..... (Province).....
- Consignor (Name and Address).....
- U.S. or A.C.C. Officer to contact (Name, address & phone no.).....
- Railroad Station to..... (Province).....
- Consignee (Name & Address).....
- U.S. or A.C.C. Officer to contact (Name, address and phone number).....
- Description of material (e.g. wheat in 50 lb. sacks).....
- Tons to be moved.....
- Mail reasons why movement is required.....
- Reference number of movement..... (each movement to be given a consecutive reference number)

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

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

3828

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

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

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

ccccc/

9. Location of Military Mov. and Tr. Offices.

British Movements and U.S. Transportation Offices at present exist on the Mainland of Italy are shown in Appendix "A"

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

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

*Major-General*

Major-General  
Deputy Chief Administrative Officer.

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- H.Q. As.H.Q. (Palermo) (6)
- H.Q. As.M.G. 15th Army Group (4)
- As.M.C. Region 2 (10)
- " " 3 (6)
- " " 4 (6)
- As.C.C. Internal Transportation Sub-Com (30)
- As.C.C. Shipping Sub-Commission (10)
- D. Co. R. S. (6)
- As. En. D. B. O. Italy
- 15 Army Group (2)
- As. En. D. B. O. Italy
- 15 Army Group (2)
- As. En. D. B. O. Italy
- 5th Army (3)
- 8th Army (5)
- Commanding General P. B. S.
- H.Q. No. 2 District (16)
- 57 Area
- 66 Area
- 71 Sub-area
- 151 Sub-area
- 6 Base Sub-area
- Re. Sub-area
- 94 Sub-area
- 105 Sub-area
- Nov. 15 Army Group
- " East Italy
- " West Italy

- Nov. Torino Amuniziativa
- " Castellammare
- POWIT
- FOPI
- MAAF
- MAI
- XII A.F.S.G.
- III A.S.A.O.
- III A.S.A.O.
- The Adriatic Base Area (Pari)
- H.Q. 214 Group R.M.T.
- NOIC Combined H.Q. Naples
- As. O. H.Q. H. W. S. T.
- D. C. A. O.
- As. D. C.
- D/D. C. A. O.
- D/C. O. T.
- D. D. T.
- Mov. 1 to 6
- Mov. "Q" (6)
- G(SD)
- G-4



*Major-General*

Major-General  
Deputy Chief Administrative Officer

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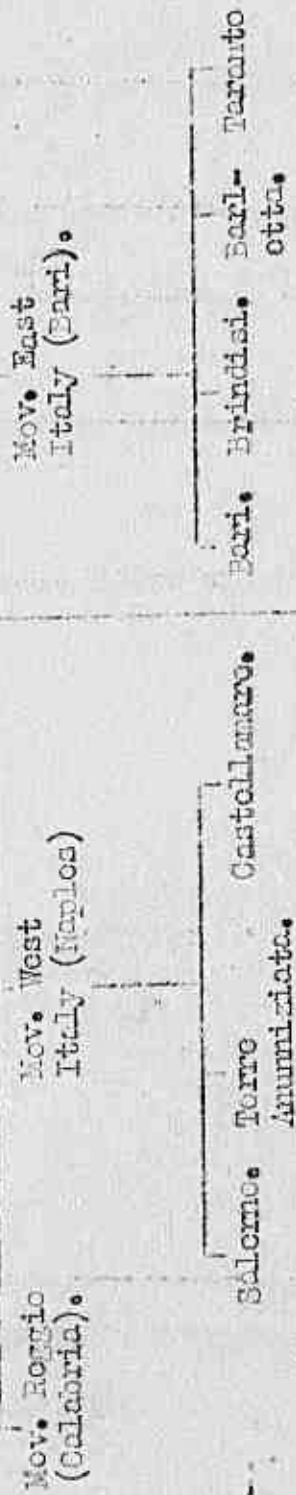
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- H.Q. As.H.Q. (Falcone) (6)
- H.Q. As.H.Q. 15th Army Group (4)
- As.M.C. Region 2 (10)
- " " 3 (6)
- " " 4 (6)
- As.C.C. Internal Transportation Sub-Com (30)
- As.C.C. Shipping Sub-Commission (10)
- D.C.M.R.S. (6)
- M.E.D.B.O. Italy
- 15 Army Group (2)
- Adm. Rep. 15 Army Group.
- 5th Army (3)
- 8th Army (5)
- Commanding General P.B.S.
- H.Q. No. 2 District (16)
- 57 Area.
- 86 Area.
- 71 Sub-Area.
- 151 Sub-Area.
- 6 Base Sub-Area.
- Port Sub-Area.
- 94 Sub-Area.
- 105 Sub-Area.
- Nov. 15 Army Group.
- " East Italy.
- " West Italy.
- " Rear Eighth Army.
- Taranto.
- Brindisi.
- Bari.
- Barletta.
- Reggio.
- Railroad Sub-Area.
- Naples.
- Salerno.
- Nov. Torre Annunziata.
- " Castellammare.
- POWIT.
- FOLIA.
- M.M.F.
- M.L.S.C.
- XII As.F.S.C.
- II As.S.A.C.
- III As.S.A.C.
- The Adriatic Base Area (Bari).
- H.Q. 214 Group Res.P.
- NOIC Combined H.Q. Naples.
- As.C. H.Q. New...
- D.C. H.Q.
- As.D.C.
- D/D.C. H.Q.
- D.M.G. (1)
- D/C.O.T.
- D.D. Tr.
- Nov. 1 to 6.
- Nov. 6.
- " (6)
- G(SD)
- G-4

APPENDIX "A"

LOCATION OF MILITARY MOV. & IN OFFICES.

British Movements:-

Mov. Adv. Agn. Eoa. AFHQ.



Mov. Railroad & Sub-area

U.S. Transportation:-

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

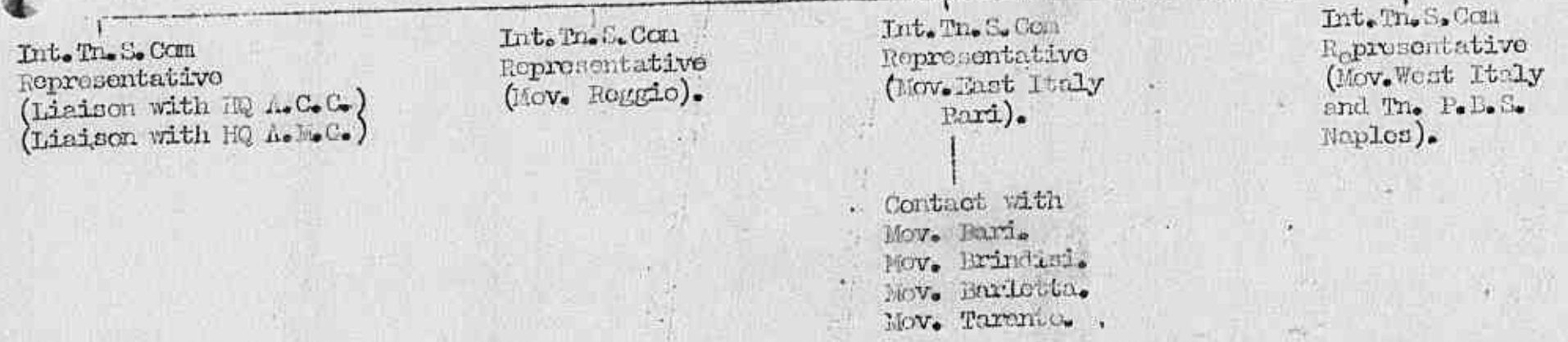
The last named places its demands on Mov. East Italy.

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

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

Hqs. A.C.C. & A.M.G.

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



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

For "bidding" and moves which cannot be agreed locally. For specific the agreed to

(a) A.M.G. 15 Army Group.	Int. Tn. S. Com at AFHQ Adv. Adm. Echelon.	Mov. East Ital Mov. West Ital Tn. P.B.S., N
(b) Regions 3 and 4.	A.M.G. 15 Army Group who will co-ordinate with (a) above.	-ditto-
(c) A.C.C. (Fuglia).	Int. Tn. S. Com at AFHQ Adv. Adm. Ech.	Mov. East Ita subordinate shown on chart
(d) Region 2.	-ditto-	Mov. Reggio, Bari, or Mov. of Mov. Reggio



APPENDIX "B"

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

Hqs. A.C.C. & A.M.G.

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

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

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

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

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

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

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

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

For specific movements within  
the agreed tonnage allocations

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



Adm. Memo 76

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ALLIED FORCE HEADQUARTERS  
AFHQ 512.

ADMINISTRATIVE MEMORANDUM

76)

7 November 1945.

ITALIAN TRANSPORTATION SYSTEMS: RELATIONS BETWEEN THE MOVEMENTS AND TRANSPORTATION ORGANIZATION OF THE ALLIED MILITARY FORCES, AND THE TRANSPORTATION ORGANIZATION OF THE ALLIED COMMISSION.

I - RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service \*

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15 Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tr), this headquarters, and the staffs and services operating under its control\* are laid down in Administrative Memorandum No. 13, this headquarters, dated 20 Oct 1942. The instructions contained in that Memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. These instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.

\* NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFHQ Advanced Administrative Echelon (FLAABO) are given in Administrative Memorandum No. 67, this headquarters, CS. In this directive, FLAABO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLAABO as given in Administrative Memorandum No. 67.

4. The responsibilities of the Director General, Military Railways Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, CS.

5. a. The responsibilities and functions of the Internal Transportation Sub Commission are given in Allied Control Commission Planning Directive No. 7

1 - RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:
    - a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service \*
    - b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15 Army Group.
  2. The directive also defines the relations between a. and b. above.
    - a. The responsibilities of G-4 (Mov & Tr. , this headquarters, and the staffs and services operating under its control\* are laid down in Administrative Memorandum No. 13, this headquarters, dated 20 Oct 1942. The instructions contained in that Memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.
    - b. These instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.
- \* NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFH Advanced Administrative Echelon (FLAMBO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FLAMBO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLAMBO as given in Administrative Memorandum No. 67.
4. The responsibilities of the Director General, Military Railways Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, cs.
  5. a. The responsibilities and functions of the Internal Transportation Sub Commission are given in Allied Control Commission Planning Directive No. 7 dated 26 September 1943, Appendix "F". (NOTE: To be re-issued with slight amendments shortly). 9804
  - b. Of these responsibilities and functions, those concerned with the control, supervision and operation of Italian railways will only be applicable to those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Military Government, or the Internal Transportation Sub-Commission. (Reference is made to paragraph 1, General Orders No. 60, this headquarters, cs.)



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6. In those parts of Italian territory where the railways are under the control of the Allied Forces, through their Movements and Transportation organizations, the Internal Transportation Sub-Commission will detail personnel to be attached to the appropriate military Movements and Transportation organizations. Such personnel of the Internal Transportation Sub-Commission will be commanded and administered through normal Allied Military Government or Allied Control Commission channels. Detailed allocation of staff will be made in accordance with direct arrangements between G-4 (Mov and Tr), this headquarters and the Internal Transportation Sub-Commission.

7. The responsibilities, so far as the subject of this directive is concerned of the personnel of the Transportation Sub-Commission referred to in paragraph 6 above, will be:

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

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

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

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

e. To agree with the appropriate Movements and Transportation staffs of the Allied Forces what portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Forces, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

NOTE: Such portions of the Italian railways will not be handed over on the orders of the Commander-in-Chief, Allied Forces, to civilian administration until

- (1) the Allied military forces have no further vital interests in the area concerned.
- (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary
- and (3) the Italian railway administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

II - INTERNAL RAILWAYS AND HIGHWAYS (Except local bus and tram services)

The relations between the organizations shown in paragraph 1, a, and b, above, will be based on the principles given in Section I - Railways, above.

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

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

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

e. To agree with the appropriate Movements and Transportation staffs of the Allied Forces that portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Force, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

**NOTE:** Such portions of the Italian railways will not be handed over on the orders of the Commander-in-Chief, Allied Force, to civilian administration until

- (1) the Allied military forces have no further vital interests in the area concerned.
- (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary
- and (3) the Italian railway administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

**II - INLAND WATERWAYS AND HIGHWAYS** (Except local bus and tram services)

The relations between the organizations shown in paragraph 1, a, and b, above, will be based on the principles given in Section I - Railways, above.

**III - PORTS AND SHIPPING**

Separate instructions will be issued as required.

By command of General EISENHOWER:

Sgt. T. J. DAVIS,  
Brigadier General, United States Army,  
Adjutant General.

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