

ACC AC 8/TNH 10000/148/1959 AFHQ ADMINISTRATION
OCT.-NOV. 1943

1959 AFHQ ADMINISTRATIVE MEMO NO 76
OCT.-NOV 1943

1300

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

785021

Civ.
Colonel S. A. FITCH,
Attached G & Mov & Tn (British),
A.F.H.Q.

Our reference : AC Tn/8/10.

TO: Lt.-Col. L.E. Vining, Attd. Mov & Tn., AFHQ Adv. Adm. Echelon, C.I.F.
FROM: A/Chief Internal Transp. Sub-Commission, A.C.C.
SUBJECT: AFHQ Adm. Memorandum 76 dated 9 November, 1943.
DATE: 12 November, 1943.

1. Enclosed are two copies (1135 and 1136) of above Adm. Memorandum for information and necessary action. The 40 copies supplied to "MG3" are being distributed by them to "HQ Allied Commission and AFHQ, AMG 15 Army Group and MG School and Holding Centre."
2. Please prepare necessary alterations to draft of "Transportation Sub-Commission planning suggestions" with a view to early issue after my arrival at FL303. (The draft planning Directive referred to is the one prepared at Tizi Ouzou dated 26 September, 1943). I enclose a revised "draft" of Appendix B thereto.
3. Hope to arrive your end with Olanville early next week. Request has been made for air transport on Monday 15 November, 1943.

Colonel,
A/Chief Internal Transportation Sub-Commission.

Copy on File 43

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U. S. SECRET

Equals Most SECRET

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ARMED FORCE HEADQUARTERS

AFO 512

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ADMINISTRATIVE MEMORANDUM

4 5 OCT 1943

NUMBER

(37)

ADMINISTRATIVE ORGANIZATION ON THE MAINLAND OF ITALY

PREVIOUS A.F.H.Q. INSTRUCTIONS.

1. The effect of this instruction is to separate local from general administration (see A.F.H.Q. Administrative Memorandum No. 11) by removing all responsibility for general administration from H.Q. No. 2 District.
2. A.F.H.Q. Administrative Memorandum No. 63, cs, remains undisturbed in principle. Where it conflicts in detail with this memorandum the provisions of this memorandum shall stand.
3. A.F.H.Q. Administrative Memorandum No. 60, cs, remains operative. Where it conflicts in respect of nomenclature or other detail with this memorandum the provisions of this memorandum shall stand.
4. A.F.H.Q. Administrative Memoranda Nos. 60 and 63, cs, will be amended in due course.

OBJECT AND NOMENCLATURE.

5. This Memorandum sets up on the Mainland of ITALY an organization to be known as "A.F.H.Q. Advanced Administrative Echelon."
6. The short title and telegraphic address of this organization shall be "FLAIBO."
7. The head of the organization is entitled Deputy Chief Administrative Officer FLAIBO (short title D/C.A.O.)

ORGANIZATION.

8. The Naming List (U.S.) and "E. (Pr.) will be published separately and together will provide for an administrative staff analogous to that of A.F.H.Q.

FUNCTIONS - GENERAL.

9. The functions of FLAIBO as the Advanced Echelon of A.F.H.Q. are:
 - a. To coordinate on the Mainland of ITALY all matters of general administration including through movements, use of ports, acceptance of shipping and allocation of tonnages between ground and air. For these purposes, in accordance with policies provided by A.F.H.Q. it will act in the name of, and with the authority of, A.F.H.Q.
 - b. On its British side, to control and direct all British general

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all responsibility for general administration from H.Q. No. 2 District.

2. A.F.H.C. Administrative Memorandum No. 60, cs, remains undisturbed in principle. Where it conflicts in detail with this memorandum the provisions of this memorandum shall stand.

3. A.F.H.C. Administrative Memorandum No. 60, cs, remains operative. Where it conflicts in respect of nomenclature or other detail with this memorandum the provisions of this memorandum shall stand.

4. A.F.H.C. Administrative Memoranda Nos. 60 and 63, cs, will be amended in due course.

OBJECT AND NOMENCLATURE.

5. This Memorandum sets up on the Mainland of Italy an organization to be known as "A.F.H.C. Advanced Administrative Detachment."

6. The short title and telegraphic address of this organization shall be "FIAMBO."

7. The head of the organization is entitled Deputy Chief Administrative Officer FIAMBO (short title D/C.A.O.).

ORGANIZATION.

8. The Manning List (U.S.) and "M.Z. (Dr.) will be published separately and together will provide for an administrative staff analogous to that of A.F.H.C.

FUNCTIONS - GENERAL.

9. The functions of FIAMBO as the Advanced Detachment of A.F.H.C. are:

a. To coordinate on the Mainland of ITALY all matters of general administration including: through movements, use of ports, acceptance of shipping and allocation of tonnage between ground and air. For these purposes, in accordance with policies provided by A.F.H.C. it will act in the name of, and with the authority of, A.F.H.C.

b. On its British side, to control and direct all British general administrative matters on the Mainland of ITALY in accordance with relevant appendices to this Memorandum (see par. 15). For these purposes Heads of British Services at A.F.H.C. will deal direct on Service matters with their counterparts at FIAMBO. For comparable U.S. arrangements see relevant Appendices.

c. In dealing with the ITALIAN GOVERNMENT, to represent A.F.H.C. on military administrative matters in accordance with the separate instructions governing such relationships.

d. To make the necessary administrative arrangements to support the operations of 15 Army Group and N.A.A.F. respectively or, where adequate arrangements cannot be made, to inform A.F.H.C. and the appropriate Commanders accordingly.

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Mem. Memo 10.67 SECRET

SPECIAL FUNCTIONS OF D/C.A.O.

10. The D/C.A.O. in addition to his duties as head of FIABEO will also act as personal administrative adviser to the General Officer Commanding-in-Chief, 15 Army Group.

11. The D/C.A.O. will maintain at H.Q. 15 Army Group such U.S. and British representatives as are mutually agreed with the General Officer Commanding-in-Chief, 15 Army Group as being adequate for this purpose.

OTHER SPECIAL FUNCTIONS.

12. Chief Engineer, 15 Army Group.

The Chief Engineer, 15 Army Group, in addition to his other duties, will act on the Mainland of Italy as Deputy for the Chief Engineer, A.F.H.Q. For British Engineering matters his relationship with the D.D. of F.IABEO will be that normally obtaining in a British Headquarters between a Chief Engineer and a Director of Works carried on the same establishment.

13. The Chief Signal Officer, 15 Army Group, in addition to his other duties, will act on the mainland of Italy as Deputy for the Chief Signal Officer, A.F.H.Q.

CHANNELS FOR MAINTENANCE.

14. The channels of communication for maintenance will be those established in A.F.H.Q. Administrative Memorandum No. 60, es, the general administrative duties allotted therein for Phase II to No. 2 District being now performed by FIABEO (see par. 4).

SPECIAL CHANNELS.

15. Detailed instructions on channels of communication for the subjects shown below will be issued as appendices to this memorandum by this Headquarters:

Appendix B	U.S. personnel matters
" C	British "A" matters
" D	British "B" matters
" E	C-3(Orig) - (Brit C(3D)) - matters
" F	Engg matters
" G	Signal matters (U.S. and Br.)
" H	U.S. supply matters
" I	Matters affecting:
	(a) ITALIAN Military
	(b) ITALIAN Civil authorities.

16. As each appendix is published it will be attached by the recipient to the copy held of this memorandum and the memorandum itself indorsed accordingly on the schedule attached to it for the purpose.

will act on the Mainland of Italy as Deputy for the Chief Engineer, A.F.H.Q. For British Engineering matters his relationship with the D.D. of W. MILIBO will be that normally obtaining in a British Headquarters between a Chief Engineer and a Director of Works carried on the same establishment.

12. The Chief Signal Officer, 15 Army Group, in addition to his other duties, will act on the Mainland of Italy as deputy for the Chief Signal Officer, A.F.H.Q.

CHANNELS FOR MAINTENANCE.

14. The channels of communication for maintenance will be those established in A.F.H.Q. Administrative Memorandum No. 60, CS, the general administrative duties allotted therein for Phase II to No. 2 District being now performed by FLAIBO (see par. 4).

SPECIAL CHANNELS.

15. Detailed instructions on channels of communication for the subjects shown below will be issued as appendices to this memorandum by this headquarters:

Appendix B	U.S. personnel matters
" C	British "US" matters
" D	British "US" matters
" E	C-3(Org) - (Brit G(SD)) - matters
" F	Eng matters
" G	Signal matters (U.S. and Br.)
" H	U.S. supply matters
" I	Matters affecting:
	(a) ITALIAN Military
	(b) ITALIAN Civil authorities.

16. As each appendix is published it will be attached by the recipient to the copy held of this memorandum and the memorandum itself indorsed accordingly on the schedule attached to it for the purpose.

ATTACHMENTS OF REPRESENTATIVES.

17. Special Staff (U.S.) and Heads of Services (Brit) at A.F.H.Q. will nominate to work at FLAIBO such special representatives as are required by the D/C.A.O.

Initially the following will be nominated by Heads of Services to meet the quantity of work arising:

- a. Pet Sec.
- b. Other Services (Brit)
- c. C.A. Sec.
- Advisers on bulk storage, distribution and tankers.
- Local purchase representatives.
- Coal and C.I.M.E.C. representatives.

H.Q. No. 2 DISTRICT.

18. H.Q. No. 2 District will be separately established on the War Establishment of a British "H.Q. I of C. Area" and will perform the normal function of such an organization. H.Q. No. 2 District will be under command A.F.H.Q. for all purposes. The A.F.H.Q. command channel will be through FIATSO except where varied in the Appendices to this memorandum (see par. 15).

DIAGRAMMATIC ORGANIZATION.

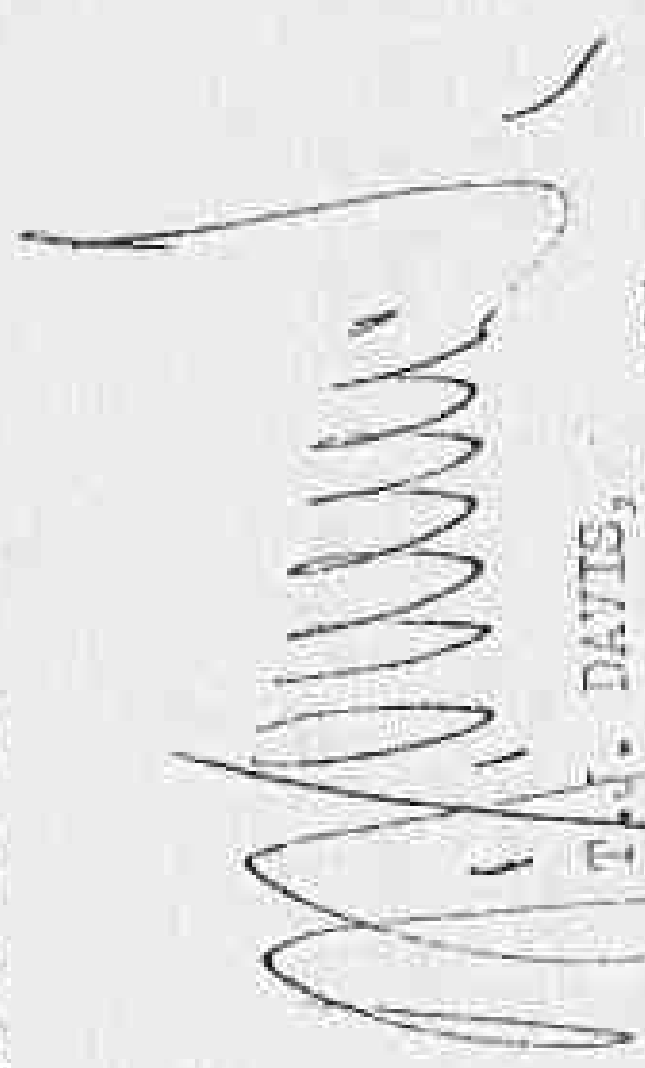
19. The organization intended is outlined at Appendix A.

EFFECTIVE DATE.

20. The provisions of this memorandum will become fully effective on 24 October 1943. From 24 October 1943, Phase II of A.F.H.Q. Administrative Memorandum No. 60, cs, will also be effective. From the date of the publication of this Memorandum G.O.C. No. 2 District (FORTRANSE):

- a. will continue under that title to perform the functions set for H.Q. No. 2 District in A.F.H.Q. Administrative Memorandum No. 63, cs, Phase I.
- b. will make such preparatory arrangements for the change to Phase II of A.F.H.Q. Administrative Memorandum No. 60, cs, and the operation of this Memorandum as are agreed between him and Commanding General, Fifth (U.S.) Army.
- c. will undertake the duties set out in pars. 10 and 11 above.

By command of General HISHAMMER:


T.J. DAVIS,
Brigadier General, USA,
Adjutant General.

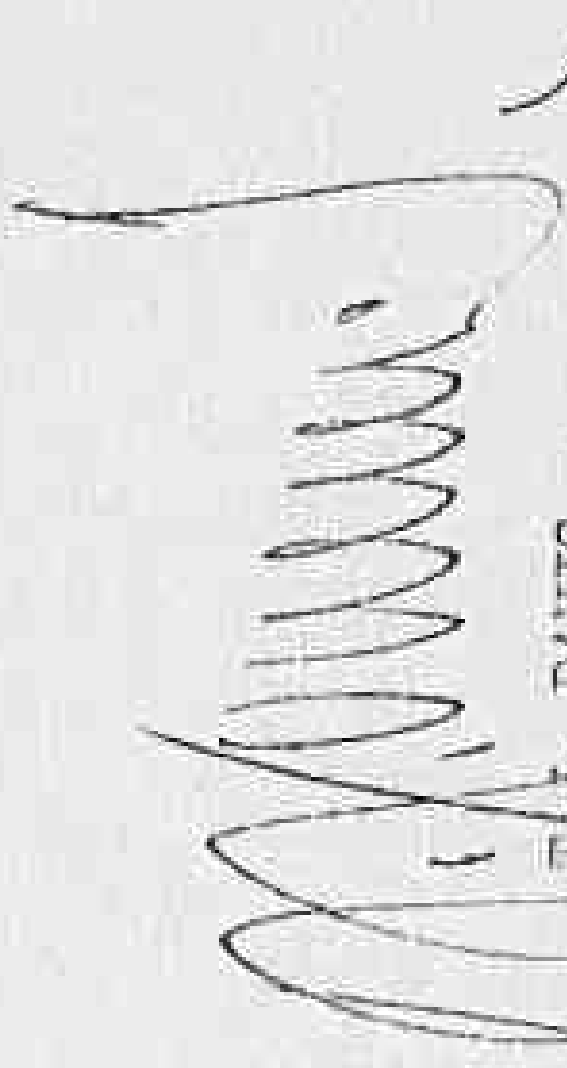
1 Incl.
Schedule of Appendices.

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24 October 1943. From 24 October 1943, Phase II of A.F.H.C. Administrative Memorandum No. 60, cs, will also be effective. From the date of the publication of this Memorandum G.O.C. No. 2 District (FORTRANSE):

- a. will continue under that title to perform the functions set for H.C. No. 2 District in A.F.H.C. Administrative Memorandum No. 63, cs, Phase I.
- b. will make such preparatory arrangements for the change to Phase II of A.F.H.C. Administrative Memorandum No. 60, cs, and the operation of this Memorandum as are agreed between him and Commanding General, Fifth (U.S.) Army.
- c. will undertake the duties set out in pars. 10 and 11 above.

By command of General ELSAMETER:


T.D. DAVIS,
Brigadier General, USA,
Adjutant General.

1 Incl.
Schedule of Appendices.

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Dep C-in-C	12	HQ North Africa District	123
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D.F.M.	66		
Provost Marshal	67		
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Postal	69		
Printing & Stationery (Br)	70		
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Q(AE)	40	
CO, Hq. Comd, AF	41	
Tn (A)	42	
Tn (B)	43	44
GHS	45	46
Engineer	47	
Signals	48	
AA & OD	49	
G-4 (Pet Sec)	50	
OM	51	
Ord (U.S.)	52	
Surgeon	53	
S & T	54	
Ord (Br)	55	
Labour	56	
REME	57	
Works	58	
Claims & Hirings (Br)	59	
Salvage (Br)	60	
EFI (Br)	61	
Pay (Br)	62	
AFHQ/Middle East Adminis-	63	
trative Information Sec	64	
mil. Govt. Sec.	65	
Civil Defense	66	
D.G.M.R.	67	
Chaplain (Br)	68	
D.F.M.	69	
Provost Marshal	70	
Survey	71	
Postal	72	
Printing & Stationery(Br)	73	
D.T.C. NATOUSA	74	
CG, SOS NATOUSA	75	
CG, MBS	76	78
CO, EPS	77	80
CO, IBS	79	100
MAC (Adm Plans)	81	106
NAAF	101	
NAAF Air Service Command		
HQ 15 Army Group		
GOC Eighth Army		

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SCHEDULE OF APPENDICES TO ADMINISTRATIVE MEMORANDUM NO. 107

<u>Appendix</u>	<u>Subject</u>	<u>Date of issue</u>
A	Diagrammatic Organization	Issued with Adm. Memo
B	U.S. personnel matters	Issued with Adm. Memo
C	British "A" matters	Issued with Adm. Memo
D	British "MS" matters	Issued with Adm. Memo
* E	C-3 (Org) -(British C(3D)) matters	
F	Engineer matters	Issued with Adm. Memo
* G	Signal matters (US and "tr)	
H	U.S. Supply matters	Issued with Adm. Memo
* I	Matters affecting: a. ITALIAN Military and b. ITALIAN Civil authorities.	

* To be released at a later date.

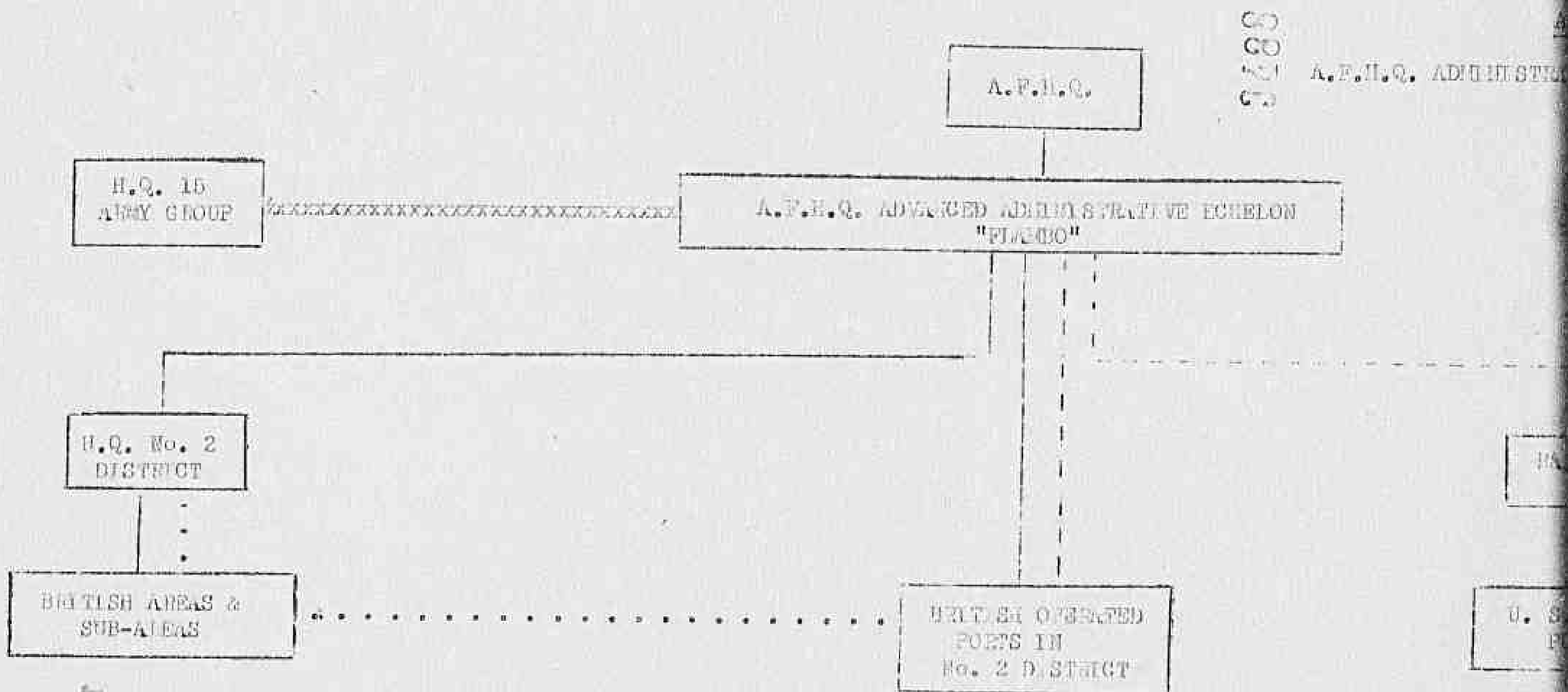
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B	U.S. personnel matters	Issued with Adm. Memo
C	British "A" matters	Issued with Adm. Memo
D	British "B" matters	Issued with Adm. Memo
* E	C-3 (Org) - (British C(3D)) matters	
P	Engineer matters	Issued with Adm. Memo
* G	Signal matters (US and Fr)	
H	U.S. Supply matters	Issued with Adm. Memo
* I	Matters affecting: a. ITALIAN Military and b. ITALIAN Civil authorities.	

* To be released at a later date.



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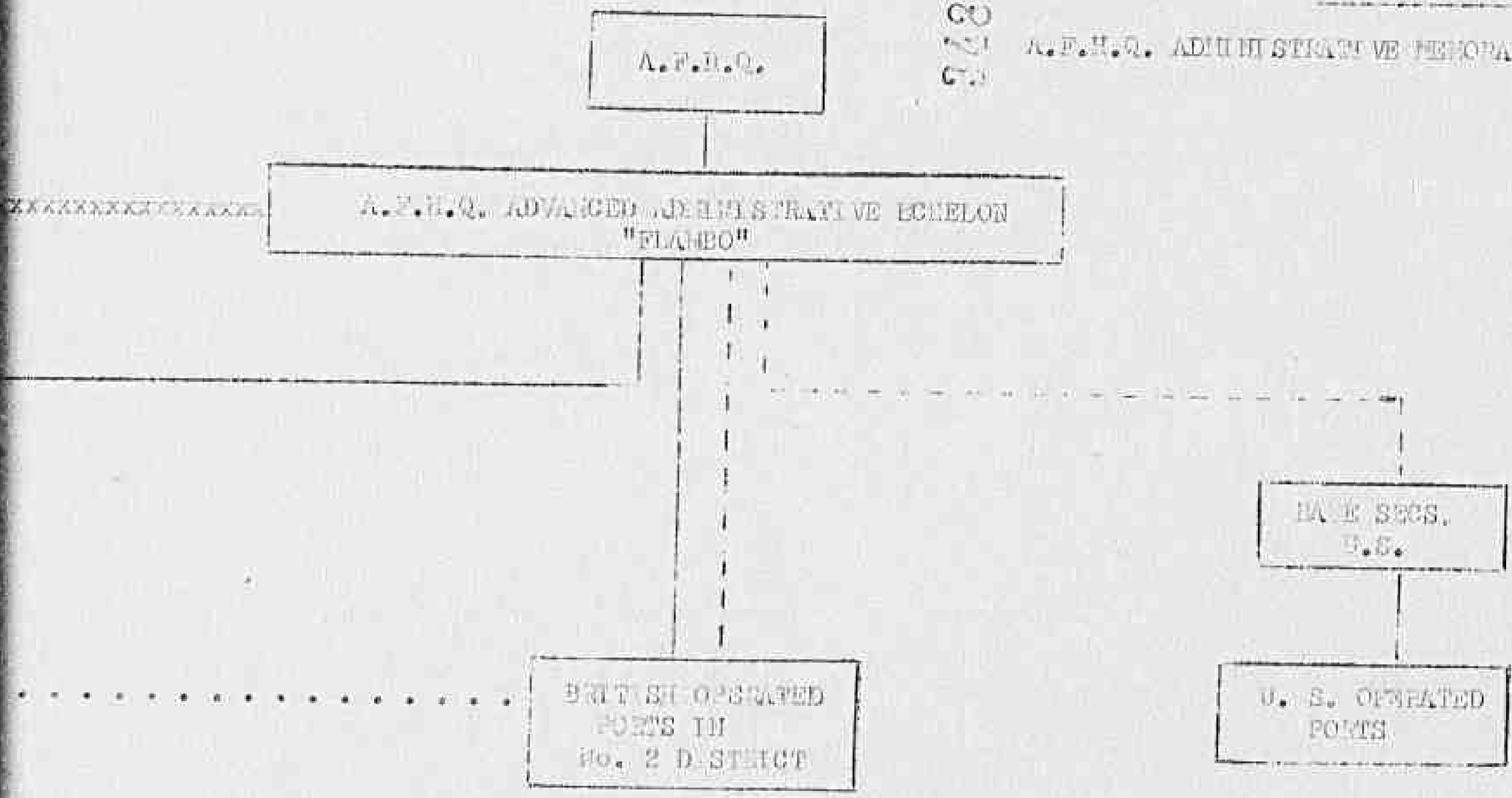
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----- Command Channels
 XXXXXXXXXXXX Channel for opera
 - - - - - Channel for co-ord
 Channels for local

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APPENDIX 'A'

A.F.H.Q. ADMINISTRATIVE MEMORANDUM NO. 67



U.S. SECRET
Example: Admin. No. 67
Confluent

- _____ Command Channels (see parts 9, 15 and 19)
- XXXXXXXXXX Channel for operational maintenance priorities.
- - - - - Channel for co-ordination of inter-allied maintenance.
- Channels for local administration and liaison.

U. S. SECRET

Equal to British SECRET

Confidential

APPENDIX 'B' to Administrative Memorandum No. 67

U.S. PERSONNEL MATTERS

1. The U.S. contingent of FLAMEO will not be self-sustaining administratively. It will be attached for supply and administration to the U.S. Contingent, 15th Army Group, (or to the nearest U.S. Army unit having administrative facilities).

2. Channels of communication on personnel matters:

a. Direct to C. S. MATOWSA:

- (1). Reclassification
- (2). Promotion of officers
- (3). Transfer of all personnel
- (4). Procurement and replacement of personnel
- (5). Decorations, citations, honors and awards
- (6). Rotation

b. Direct to C. S., U.S. Contingent, 15th Army Group (or to the commander of the U.S. Army unit to which attached for supply and administration, if not attached to 15th Army Group):

- (1). Routine personnel reports
- (2). Pay
- (3). Postal
- (4). Promotion of enlisted men.
- (5). Disciplinary matters beyond the authority of the senior U. S. Army officer, FLAMEO.
- (6). Morale
- (7). Special Service

1. Direct to C. 3. MAROUSA:

- (1). Reassignment
- (2). Promotion of officers
- (3). Transfer of all personnel
- (4). Procurement and replacement of personnel
- (5). Decorations, citations, honors and awards
- (6). Rotation

b. Direct to C. 3. U.S. Contingent, 15th Army Group (as to the commander of the U.S. Army unit to which attached for supply and administration, if not attached to 15th Army Group):

- (1). Routine personnel reports
- (2). Pay
- (3). Postal
- (4). Promotion of enlisted men.
- (5). Disciplinary matters beyond the authority of the senior U. S. Army officer, GLEBO.
- (6). Morale
- (7). Special Service

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APPENDIX 'C' to Administrative Memorandum No. 87

U.S. SECRET
Equity Division
CONFIDENTIAL
Channel of Communication
SECRET

British "A" Matters.

1. Personal Service Matters.

- (a) Disciplinary matters which are connected with the delegation of legal powers by Commander 15 Army Group, will be referred by Fifth Army, Eighth Army, and any other formation under command H.Q. 15 Army Group, direct to H.Q. 15 Army Group.
- (b) "A" Staff at GMA HQ will be available to give advice to Commander 15 Army Group on any disciplinary matters referred to him.
- (c) H.Q. 2 District will deal direct in such matters with AFHQ, since the powers of the Commander (No. 2 District are derived from the GAO AFHQ).
- (d) On all Personal Service matters other than above, Fifth Army, Eighth Army, and No. 7 District will deal direct with AFHQ. Such matters will include financial questions affecting pay and allowances, legal questions, all enquiries, disciplinary or otherwise, on personal matters, leave, dress, and ceremonial.

2. Other "A" Matters.

- (a) Fifth Army, Eighth Army, and H.Q. 2 District, will deal with PLMBO in all "A" matters other than those in para 1 above, or those which are normally referred direct to GMA, 2nd Echelon. The principal matters are :-

Formation or disbandment of Units (formation or disbandment orders will be issued only by AFHQ)

- Reinforcements
- Graves Registration
- Medical
- Provost
- Prisoners of War
- Welfare and Recreation
- Education

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- (b) Referring to reinforcements, the scale to be held in Italy will be laid down by AFHQ after consultation with H.Q. 15 Army Group.
- Reinforcements to maintain that holding will be despatched from AFHQ after or latest under arrangements made by AFHQ.

1. Personal Service Matters.

- (a) Disciplinary matters which are connected with the delegation of legal powers by Commander 15 Army Group, will be referred by Fifth Army, Eighth Army, and any other formation under command H.Q. 15 Army Group, direct to H.Q. 15 Army Group.
- "A" Staff at FLAIRB will be available to give advice to Commander 15 Army Group on any disciplinary matters referred to him.
- (b) H.Q. 2 District will deal direct in such matters with AFHQ, since the powers of the Commander No. 2 District are derived from the CAO AFHQ.
- (c) On all Personal Service matters other than above, Fifth Army, Eighth Army, and No. 2 District will deal direct with AFHQ. Such matters will include financial questions affecting pay and allowances, legal questions, all enquiries, disciplinary or otherwise, on personal matters, leave, dress, and ceremonial.

2. Other "A" Matters.

- (a) Fifth Army, Eighth Army, and H.Q. 2 District, will deal with FLAIRB in all "A" matters other than those in para 1 above, or those which are normally referred direct to CIG, 2nd Echelon. The principal matters are :-

Formation or disbandment of Units (formation or disbandment orders will be issued only by AFHQ)

Reinforcements
Graves Registration
Medical
Provost
Prisoners of War
Welfare and Recreation
Education

3488

- (b) Referring to reinforcements, the scale to be held in Italy will be laid down by AFHQ after consultation with H.Q. 15 Army Group.

Reinforcements to maintain unit holding will be despatched from North Africa or Hideset under arrangements made by AFHQ.

On arrival in Italy they will pass into Corps Reinforcement Units under control of FLAIRB. It will be the responsibility of FLAIRB to send forward these reinforcements to formations in accordance with the priority decided by H.Q. 15 Army Group.

All extraordinary demands for reinforcements will be passed by Fifth Army, Eighth Army, or No. 2 District, to FLAIRB. If FLAIRB are unable to provide the reinforcements, and H.Q. 15 Army Group agrees that they are necessary, they will forward the demand to AFHQ.

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U.S. SECRET
Equals Division
NCOI 320421
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D.H.

APPENDIX 'D' to Administrative Memorandum No. 87

Channels of Communication

British "H.S." Matters

1. Eighth Army, and other British formations under command 15 Army Group, will deal direct with AFHQ except on those H.S. matters which have been reserved by Commander 15 Army Group for his decision, in which case they will deal with H.Q. 15 Army Group.

These matters are :-

Appointment of Brigadiers and above.

All Honours and Awards (immediate and periodical).

2. No. 2 District will deal direct with AFHQ.
3. FLAFCO will deal with AFHQ only in such H.S. matters as affect the staff of FLAFCO.

1. Eighth Army, and other British formations under command 15 Army Group, will deal direct with AFHQ except on those U.S. matters which have been reserved by Commander 15 Army Group for his decision, in which case they will deal with H.Q. 15 Army Group.

These matters are :-

Appointment of Brigadiers and above.

All honours and awards (immediate and periodical).

2. No. 2 District will deal direct with AFHQ.
3. FLAMEO will deal with AFHQ only in such U.S. matters as affect the staff of FLAMEO.

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ENGINEER MATTERS

U.S. SECRET
Equals EXCLUDED

1. The Engineer, 15th Army Group will act as the Deputy for the Chief Engineer Allied Forces.
2. Communication between the Chief Engineer, Allied Forces and the Deputy will be direct on both British and U. S. matters. The channel of communication between number 2 District and A.F.H.Q. on the subjects of Engineer operations, training, intelligence, staff duties and personnel will be through Chief Engineer 15 Army Group acting in the position as Deputy Chief Engineer, FLAMMO. All communications from FLAMMO to higher headquarters will be sent through A.F.H.Q.

3. On British Engineering matters the relationship between the Deputy for the Chief Engineer and the D.D.W. FLAMMO will be that normally obtaining in a British Headquarters between a Chief Engineer and a D.W. The technical direction of works in Base Ports and in 2 District generally will be dealt with between D.W., A.F.H.Q. and D.D.W. FLAMMO direct. Demands for stores will follow the channel British formations to D.D.W. FLAMMO and thence to D.W., A.F.H.Q.

4. Decision on question of command and staff appointments which have previously been referred to A.F.H.Q. will be reserved for A.F.H.Q. decision as heretofore.

5. Surveys - Under U.S. organization Surveys are an Engineer Responsibility. Questions concerning maps and surveys (U.S.) which are brought to the attention of the Deputy for the Chief Engineer will be referred by him to the Chief Engineer except in case of such pressing emergency that time does not permit such action.

6. Airfield Construction. - In airfield construction matters the Deputy for the Chief Engineer is authorized to deal direct with the Chief Engineer, HMAF. The allocation of U.S. Engineer Ground Troops to HMAF for airfield construction will be authorized by A.F.H.Q. only.

7. Petroleum Distribution Facilities- (Pipeline & Tankage) - The number of troops available for pipeline and tankage construction, operation, and maintenance and the supplies and materials available therefor are so limited that all construction of this character in Italy must be under A.F.H.Q. control. No pipeline or petrol storage construction project will be undertaken, nor will any major modification or addition to an existing project be made, without prior A.F.H.Q. approval. Pipeline and tankage including all accessory materials and supplies are controlled items whether held in British or U.S. depots. The release of such stores for construction must be authorized by A.F.H.Q. All matters pertaining to the above will therefore, be referred to the Chief Engineer, Allied Forces who will take the necessary steps to obtain authorities for proposed projects and releases for the required stores. The above restrictions are not construed as limiting the issue of maintenance supplies for existing projects. Maintenance stock holdings on the mainland of Italy will be held to minimum reasonable levels.

Deputy for the Chief Engineer will be responsible for the

for the Chief Engineer and the D.D.W. PLABO will be that normally obtaining in a British Headquarters between a Chief Engineer and a D.W. The technical direction of works in Base Ports and in 2 Districts generally will be dealt with between D.W., A.F.H.Q. and D.D.W. PLABO direct. Demands for stores will follow the channel British formations to D.D.W. PLABO and thence to D.W., A.F.H.Q.

4. Decision on question of command and staff appointments which have previously been referred to A.F.H.Q. will be reserved for A.F.H.Q. decision as heretofore.

5. Surveys - Under U.S. organization Surveys are an Engineer Responsibility. Questions concerning maps and surveys (U.S.) which are brought to the attention of the Deputy for the Chief Engineer will be referred by him to the Chief Engineer except in case of such pressing emergency that time does not permit such action.

6. Airfield Construction. - In airfield construction matters the Deputy for the Chief Engineer is authorized to deal direct with the Chief Engineer, USAF. The allocation of U.S. Engineer Ground Troops to USAF for airfield construction will be authorized by A.F.H.Q. only.

7. Petroleum Distribution Facilities - (Pipeline & Tankage) - The number of troops available for pipeline and tankage construction, operation, and maintenance and the supplies and materials available therefor are so limited that all construction of this character in Italy must be under A.F.H.Q. control. No pipeline or petrol storage construction project will be undertaken, nor will any major modification or addition to an existing project be made, without prior A.F.H.Q. approval. Pipelines and tankage including all accessory materials and supplies are controlled items whether held in British or U.S. depots. The release of such stores for construction must be authorized by A.F.H.Q. All matters pertaining to the above will therefore, be referred to the Chief Engineer, Allied Forces who will take the necessary steps to obtain authorities for proposed projects and releases for the required stores. The above restrictions are not construed as limiting the issue of maintenance supplies for existing projects. Maintenance stock holdings on the mainland of Italy will be held to minimum reasonable levels.

The Deputy for the Chief Engineer will be responsible for the local coordination of pipeline and tank construction with the Airforce Engineer construction program.

8. Engineer Troops (U.S.) - The transfer of Engineer Troops (U.S.) between 15th Army Group and District Number 2, Naples Base Section (U.S.), or USAF or between any other of these establishments may be accomplished only on order from A.F.H.Q. All questions relating to such transfer of troops will be referred to the Chief Engineer, Allied Forces who will obtain the necessary decisions. The above is not to be construed as limiting the temporary use of troops when most needed in case of urgent emergency, but troops so used will be returned to their original assignments as soon as the emergency has passed.

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3. POL products (Class III) and coal.

The U.S. Base Station in Naples (Paragraph 2, 1) and MAF (Paragraph No. 2) will submit requirements to FLIBO for POL products (Class III) and coal needed to supply the U.S. Forces for which each agency is responsible, stating areas in which required. FLIBO will arrange for supply of these items, which are to be regarded as a common pool for use of U.S. and British military forces in Italy.

4. Civilian supplies for Italy.

The procedure outlined in letter, this Headquarters, IS 433-1 (13307) GDS-AM, subject: "Civilian Supply in Occupied Countries", dated 31 August 1943, will apply, except that AF is responsible for preparation of paused lists of minimum essential civilian supplies. These will be forwarded through FLIBO who is responsible for coordination of requirements and the allotment of priority for movement of such supplies.

5. Allotment of tonnage for maintenance.

a. Convoys direct from the United States.

GDS MATERS, under appropriate instructions from higher Headquarters will arrange for the loading of ships in the U.S. for supply direct to U. S. Forces in Italy based on forecasts of requirements and troop strength. Until stocks in Sicily and North Africa are reduced to maintenance requirements for U.S. troops therein, direct shipments from the United States will be made only where required to meet needs of forces in Italy.

b. Supplies Ex North Africa.

Under prevailing conditions (Paragraph 2 of Administrative Memorandum No. 60, AFHQ) ships will be loaded in North Africa to reduce stocks therein as stated in 5 a above. Thereafter, shipment of supplies from North Africa will be made to supplement and meet deficiencies in US convoys for the supply of U.S. Forces in Italy. Ships ex North Africa will be loaded and sailed to Italy in accordance with general priorities established by FLIBO (see paragraph 5). MAF will bid required tonnage to FLIBO for all classes of supply for U.S. Forces in the Mediterranean (see paragraph 2). FLIBO will advise AFHQ (G-4 Mov & Tr) and MAF tonnage accepted for U.S. ground and air forces in the Mediterranean. MAF will then arrange for shipment of all U.S. supplies to the Mediterranean ports. For supplies peculiar to U.S. Air Forces which are to be shipped ex North Africa through Naples or other West Coast ports, MAF will bid required tonnage to both FLIBO and the U.S. Base Station in Naples.

6. Calling forward of ships from North Africa.

FLIBO is responsible for calling forward to Italian ports all ships loaded for discharge in Italy, whether ex U.S. or Ex North Africa. Manifests and broadcasts showing contents of all supply ships for U.S. Forces in Italy, will be furnished to FLIBO to assist in determining priority of movement and unloading of ships in Italy.

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ALLIED FORCE HEADQUARTERS
APO 512

APPENDIX "E"

22 October 1943

ADMINISTRATIVE MEMORANDUM)

NUMBER

67)

CHANNELS OF COMMUNICATION RELATING TO ORDER OF BATTLE,
MOVEMENT AND EQUIPMENT PRIORITIES, ETC.
ON OR TO THE MAINLAND OF ITALY.

1. DATE - Effective 24 October 1943, and until such time as this headquarters shall move to ITALY, the following channels of communication are prescribed for matters relating to:

- a. Order of Battle (Troop List)
- b. Priorities for issue of vehicles and equipment in short supply (Controlled Stores)
- c. Priorities for movement of units and vehicles into ITALY.

2. a. Order of Battle - BRITISH

- (1) Separate Orders of Battle will be prepared at this headquarters for such subordinate formations, districts or other bodies as may from time to time be necessary.
- (2) Transfers from one Order of Battle to another will be authorized only by this headquarters.
- (3) Recommendations for alterations in Orders of Battle will be submitted to this headquarters -
 - (a) For combat units through command channels.
 - (b) For administrative units through command channels on the recommendation of AFHQ Advanced Administrative Echelon.
- (4) In circumstances which prevent reference to this headquarters, HQ 15th Army Group will act in the matter in consultation with the D/CAO on behalf of this headquarters and will report the action taken as early as possible.

b. Troop List - U.S. No change from present procedure.

c. Transfer of units and/or equipment between British and US Forces.
The provisions of AG 400-3(GEN)CCT-AGM, this headquarters, dated 10 September 1943, apply.

3. a. Equipment - BRITISH. Demands for vehicles and Controlled Stores from Fifth Army (for British units) and Eighth Army will be passed to 15th Army

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APPENDIX "E"
ADM Memo #67 (Cont'd)

Group, who will state their requirements to AFHQ Advanced Administrative Echelon giving priorities where necessary, and destinations for the vehicles and stores. Similarly, demands by districts will be passed through AFHQ Administrative Echelon to 15th Army Group. These requirements will be implemented by the Advanced Echelon, who will decide from which depot or park the vehicles and stores are to come, and will arrange issue from ITALY or SICILY. If requirements cannot be met from ITALY or SICILY, the Advanced Echelon will demand on this headquarters, who will release from NORTH AFRICA or arrange issue from the MIDDLE EAST if the material is available there. This headquarters will arrange with its Advanced Echelon what target of replacement vehicles and Controlled Stores is to be established in ITALY. This will be broken down by the Advanced Echelon into quantities to be held at various locations.

b. Equipment - U.S. Through normal U.S. channels.

c. Signal Supplies. See Appendix "G".

4. a. Movements.

(1) Priorities for movements of all units and vehicles into the mainland of ITALY, ground and air, will be selected by 15th Army Group, who will prepare an overall priority list and keep it up to date at all times, furnishing copies to this headquarters and other headquarters concerned. Requirements of No. 2 District will be submitted through AFHQ Advanced Administrative Echelon.

(2) Except from SICILY, all moves into the mainland of ITALY will be controlled by this headquarters.

(3) Moves within the mainland of ITALY and from SICILY to the mainland of ITALY will be controlled by AFHQ Advanced Administrative Echelon according to policy prescribed by 15th Army Group.

b. Channels of communication for the U.S. Base Section will be as prescribed in General Orders No. 6, Hq NATOUSA, dated 14 February 1943.

c. Detailed instructions have been issued to those concerned under letter, this headquarters, HSD/193, dated 10 October 1943.

5. For all subjects, except as prescribed in paragraph 1 above, channels of communication for Air Forces shall be normal.

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APPENDIX "G"

20 October 1943

ADMINISTRATIVE MEMORANDUM)

NUMBER

67)

SIGNAL MATTERS

1. General.

a. The CSO 15 Army Group, in addition to his other duties, will act on the Mainland of ITALY as deputy for the CSO, this headquarters, until the arrival of CSO, this headquarters, in ITALY.

b. CSO 15 Army Group will detail from existing signal resources in or earmarked for ITALY, the necessary elements to provide the internal communications and wireless links required for AFHQ Advanced Administrative Echelon.

c. A CSO, L of C, ITALY and staff will be appointed, who will be attached to AFHQ Advanced Administrative Echelon. CSO, L of C, ITALY will be responsible to CSO 15 Army Group for the efficient organization of all signal communications required by AFHQ Advanced Administrative Echelon.

d. CSO or Signal Officer No. 2 and No. 3 Districts will be technically responsible to CSO L of C for all long lines passing through their territory. They will deal with CSO L of C ITALY on all signal matters and not direct with 15 Army Group.

2. Wire.

CSO L of C ITALY will also be responsible to CSO 15 Army Group for the coordination of all long distance wire communications in rear of the rear boundaries of armies, excluding such services as are reserved for the use of Hq 15 Army Group, including Tactical Air Forces. He will coordinate such main wire communications with CSO No. 2 District (and CSO or Signal Officer No. 3 District, when constituted), with the representative in ITALY of Chief Air Formation Signals Officer and with the civil authorities. The last will be dealt with through an Italian liaison officer to be attached to the staff of CSO L of C. This officer will have had authority from the Italian Supreme Command to meet all requests of CSO L of C for line communication facilities.

3. Radio.

a. CSO, this headquarters, will provide wireless equipment and personnel for the operation of a high speed radio link from AFHQ Advanced Administrative Echelon to this headquarters.

b. All frequencies for army use within the mainland will be allotted by CSO 15 Army Group. A representative of CSO, this headquarters, will be at Advanced C.P. Fairfield for the purpose of adjusting frequency problems which may arise.

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APPENDIX "G"
ADMIN MEMO #67 (Cont'd)

4. Signal Reinforcements.

See Appendix "C", paragraph 2 (b).

5. Signal Stores.

a. All demands for controlled British Signal stores and common user wire stores and equipment will be made on CSO 15 Army Group:

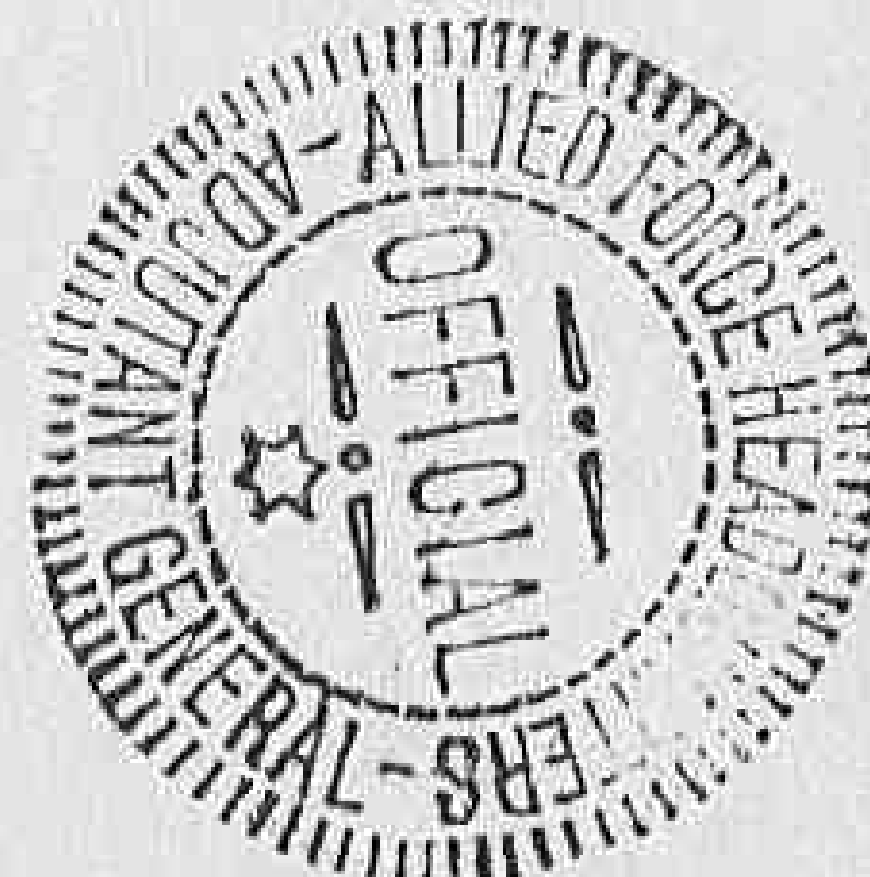
- (1) By CSO Eighth Army and CSO Air Formation Signals, T.A.F., who will coordinate demands from all signal units under their control.
- (2) By CSO I of C ITALY, who will, similarly, coordinate demands from CSO No. 2 District (and No. 3 District when formed) and the representative in ITALY of CAPSO, MAF.

b. All normal US signal supplies will be handled through regular US supply channels except that requisitions for supplies or materials intended for long lines or common user projects will be processed through the CSO I of C ITALY for necessary coordination and approval before issue. After such approval, supplies will be delivered through normal US supply channels.

c. CSO 15 Army Group will scrutinize and pass consolidated demands to Advanced Administrative Echelon, AFHQ (DADOS Signals, who is being appointed for the purpose). AFHQ Advanced Administrative Echelon (DADOS Signals) will forward bulk demands to AFHQ ("Q" AE) and will insure that shipping priorities are obtained in accordance with instructions from 15 Army Group. On the arrival of signal controlled stores and common user wire stores in ITALY, the DADOS Signals will arrange for distribution in accordance with release ordered by CSO 15 Army Group.

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20 October 1942

ADMINISTRATIVE MEMORANDUM)

NUMBER

13)

MOVEMENTS AND TRANSPORTATION INSTRUCTIONS

1. The attached instructions on Movements and Transportation are issued as guide to the general policy to be adopted by all Task Forces on the establishment of their Movements or Transportation organization after the assault.

2. The object of these instructions is to insure that a common policy is followed in the use and development of transportation facilities, particularly as regards relations with existing French transport agencies whose willing cooperation will be essential to the successful development of the operation.

3. It is essential that the responsible staffs and services of both Allied Forces should conform as far as possible to the common policy set out in these instructions, particularly in view of the ~~indifferent~~ methods and organization.

4. At a later stage, when experience of actual conditions in the theater is available, necessary amendments or supplementary instructions will be issued, and the Task Force Commanders are invited to forward suggestions based on such experience for additions or alterations to this directive.

By command of Lieutenant General LISLEWORTH:

[Signature]
T. J. DAVIS
Colonel, A.G.D.
Adjutant General

1 Incl.

Incl. 1 - Instructions on Movements - 1 -
and Transportation

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- 45 - Col. Rycroft - Plus 50 copies of Annexure 5
- 40 - Brig. Gage - plus 40 copies of Annexure 5
- 5 - CG, CTF (General Fredendall)
- 1 - Colonel Stewart
- 3 - D Mov. (W.O.)
- 3 - D Tn. (W.O.)
- 1 - Lt. Col. Lasse
- 1 - Col. Ross (SOS)
- 1 - WFF Rep. (Major Stevens)
- 1 - Brig. Lewis
- 1 - Brig. Westropp
- 1 - Brig. Gen. Lemnitzer
- 1 - Brig. Gen. Rooks
- 1 - Brig. Gen. Larkin
- 1 - Brig. Vogel
- 2 - Col. Stokes
- 1 - Col. Adcock
- 1 - Col. Dunn, #4
- 1 - Col. Sane, Twelfth Air Force
- 1 - Col. Archibald
- 1 - Col. Ramsey
- 1 - Air Marshal Welsh
- 1 - Air Comdr. MacGregor
- 10 - Naval C-in-C
- 1 - CAO, AFHQ
- 1 - G-1, AFHQ
- 1 - G-2, AFHQ
- 1 - G-3, AFHQ
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MOVEMENT AND TRANSPORTATION INSTRUCTIONS.

I. INTRODUCTION.

1. GENERAL

1. Definitions.
2. Organisation.
3. Relations with Civil Transportation Agencies.
4. Common Use and Control of Transportation Facilities.
5. Decentralized Control within the Theatre.
6. Task Forces Areas of Operations (Movements and Transportation)
7. Allotments of Port and Place Code Numbers.

II. SHIPPING

8. North African Shipping Board.
9. Allocation to Task Forces.
10. Diversion of Shipping.
11. Follow-up Convoy Programme.
12. Stores Shipment Programme.
13. Hospital Ships and Evacuation of Casualties.

III. PORT OPERATION.

14. Responsibility for Operation.
15. Relations with French Port Authorities.
16. Port Organisation - U.S.
17. Port Organisation - British.
18. Port Clearance by Road.

IV. RAILWAY TRAFFIC, OPERATION AND CONSTRUCTION.

19. Use of Railways in the Theatre of Operations.
20. Relations with French Railway Authorities.

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21. Allocation of Locomotives and Rolling Stock.
22. Priority of Moves.
23. Inter-area Rail Moves.
24. Authority for Railway Construction.
25. Allocation of Transportation Units and Engineer Units and Railway Material.
26. Opening of Railway Stations as Railheads.

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V. ROAD TRAFFIC

27. Rule of the Road.
28. Inter-Area Road Notes.
29. Repair of Roads and Bridges - Road Classification.
30. Establishment of Road L. of C - Allocation of Motor Transportation.

VI. DOCUMENTARY PROCEDURE.

31. Rail and Train Documents.
32. Statistical Data and Returns (British).

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MOVEMENT AND TRANSPORTATION INSTRUCTIONS.

INTRODUCTION.

These instructions are complementary and supplementary to existing U.S. and British Regulations as laid down in the respective manuals, etc.

I. GENERAL.

1. Definitions.

(a) U.S. Transportation Corps.

Special Staff and Transportation Section of the Services of Supply (S.O.S.).

These confine the functions of the British C (Movements) Staff, Movement Control, and Transportation Service (except as regards Railway and Port Construction, which are a U.S. Engineer Corps responsibility).

(b) British C (Movements) Staff.

A branch of the Q or (C-4) Staff, which executes staff control of movement by all the various transport agencies whether civil or military.

(c) British Movement Control (M.C.).

The military organization which under direction of C (Movements) Staff, provide the channel whereby demands for transport of personnel or stores for the Navy, Army, or Air Force are co-ordinated and presented to the civil or military transport agencies for action.

Functions.

Shipping Programmes.

Control of Movement through Docks

" " " by Rail.

" " " by Road.

Provision and employment of all Transportation personnel.

Shipping Programmes.

Control of Movement through Docks

" " " by Rail.

" " " by Road.

Provision and employment of M.C. personnel.

Co-ordinates and controls all movement, through Docks or by rail, by means of Transportation Staff Officers (T.S.O's) or Railway Traffic Officers (R.T.O's).

The Military Forwarding Organisation is also controlled by British Movement Control through Military Forwarding Officers (M.F.O.).

/ (c) Traffic Control

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/(d) Traffic Control

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I GENERAL (CONTD).

1. Definitions (Contd).

(a) Traffic Control.

The Traffic Control Branch of the Corps of Military Police (C.M.P. (T.C.)) are C.H.Q. Troops employed primarily on the L. of C. Their administration and individual training is the responsibility of the Deputy Provost Marshal (D.P.M.): Q(Movements) is responsible for their collective training and operational use in accordance with the intentions of the C.G.

Ensure smooth running of Road Carveys so that they reach their destination without delay.

(e) British Transportation.

A technical service for provision and employment of:-

- Railway Operating Units.
- " Construction, Maintenance, and Survey Units.
- " Workshops.
- Port Operating Units.
- " Maintenance
- " Construction and Repair Units.
- Transportation Stores Units.

To operate, construct, maintain and repair, within the limits of their resources, Ports and Railways, which are normally performed by civilian agencies is inadequate or has ceased.

2. Organisation.

In principle, U.S. Transportation Staff and British Q(Movements) Staff of Allied Force Headquarters will together form a Combined Movements and Transportation Staff, responsible for policy direction and co-ordination of all executive action by the U.S. Transportation Corps, British Movement & Traffic Controls and British Transportation Service.

Both Services will be individually responsible through their own normal channels of command for the efficient employment of their respective Transportation Services; together they will be responsible for policy and for allocation of facilities to the various areas of operations in accordance with the Commanding General's operational requirements.

Details of the organisation of Staff and Services as present contemplated in A.J.H.Q. and in the Eastern and Centre Task Force Areas are given in Annexure 1 (a, b & c).

3. Relations with Civil Transportation Agencies.

(a) Where applicable negotiations and agreements with the Civil Transportation Agencies will be undertaken in consultation with the Civil Affairs Officer or his local representative.

(b) In principle, relations with the civil agencies must be directed to ensuring that they continue to operate all Transportation facilities, subject to such Allied Military Control as is necessary to adapt the existing system

collective training and operational use in accordance with the intentions of the C.G.

(e) British Transportation.

A technical service for provision and employment of:-

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(b) In principle, relations with the civil agencies must be directed to ensuring that they continue to operate all Transportation facilities, subject to such Allied Military Control as is necessary to adapt the existing system to military use.

It must be emphasised that there cannot be sufficient Allied Transportation Troops available for the operation of ports and railways for many months and that

3. Relations with Civil Transportation (Continued)

(b) (Contd).

that, without the willing co-operation of the civil authorities, the maintenance of the Allied Force will be endangered and its ability to undertake major operations severely restricted.

(c) In view of the importance of obtaining the whole-hearted co-operation of civilian managements and operatives of existing transport organisations, also of establishing cordial relations, every endeavour will be made to employ to the fullest extent, personnel and labour which is normally engaged in Port, Railway or Road operation and maintenance.

Military technical personnel will in principle be superimposed on the civil organisations and will be engaged only on work of superintendence and control, except and unless local co-operation by civilian managements or operatives is unobtainable.

(d) Preliminary discussions with the most responsible and available Railway Authority will be held as soon as possible to establish the following facts:-

- (i) The general state of efficiency of the railways in the Base Areas i.e., in vicinity of Ports.
- (ii) The extent to which rolling stock and locomotive power can be made available and distributed locally to best advantage, and the deficiency or surplus which exists in any particular type.
- (iii) The irreducible minimum of rail traffic necessary to maintain reasonable living conditions for the local civilian community.
- (iv) The available resources of coal for steam or electric locomotive power. The extent to which locomotives, at present adapted for burning wood or ALFA fuel, will need modification before they can again be fired by coal. The points to which imported coal can be distributed most usefully.
- (v) The railway operating centres at which it will be necessary to establish military liaison or control officers for effective operation of traffic to military requirements.
- (vi) The nature of the preliminary instructions, which will have to be issued to railway and military personnel.
- (vii) Whether any inter Railway or local Railway Port agreements affecting Railway operation exist and to what extent these will require cancellation or alteration.

4. Common Use and control of Transportation Facilities.

It must be expected that the Transportation facilities in the area of operations will be inadequate to meet the full requirements of the Allied Forces. In order, therefore, to avoid competing demands and the disorganisation likely to be caused by independent action by two Allied Armies, certain common measures will be adopted by all Task Forces from the outset. These include:-

- (a) Common documentary procedure for Railways - rail warrants, train warrants, rail car or wagon labels, etc.
- (b) Similar methods of payment for transportation facilities.
- (c) Pooling of available facilities - coastal shipping, locomotives, rolling stock, TN Stores and coal, etc., - as soon as contact is established between the Task Forces.
- (d) Centralised Control and allocation of Transportation material.
- (e) Common use, when necessary, of available transportation and Engineer units and troops under direction of Allied Force Headquarters as to priorities of Transportation requirements.

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 - (ii) The extent to which rolling stock and locomotive power can be made available and distributed locally to best advantage, and the deficiency or surplus which exists in any particular type.
 - (iii) The irreducible minimum of rail traffic necessary to maintain reasonable living conditions for the local civilian community.
 - (iv) The available resources of coal for steam or electric locomotive power. The extent to which locomotives, at present adapted for burning wood or ALPA fuel, will need modification before they can again be fired by coal. The points to which imported coal can be distributed most usefully.
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 - (vi) The nature of the preliminary instructions, which will have to be issued to railway and military personnel.
 - (vii) Whether any inter Railway or local Railway Port agreements affecting Railway operation exist and to what extent these will require cancellation or alteration.

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 - (d) Centralised Control and allocation of Transportation material.
 - (e) Common use, when necessary, of available transportation and Engineer units and troops under direction of Allied Force Headquarters as to priorities of Transportation requirements.
 - (f) Collation of statistical data on Traffic handled in Ports, on Railways and by road, in such form that adequate information, common to each Task Force, will be available at A.F.H.Q.
 - (g) Preparation of detailed organisation charts giving particulars of location, telephone numbers, etc., of Movement Control or Transportation Corps Offices for early information of adjacent Task Forces as soon as through communication is established.
- Direction on these points will be the responsibilities of the Movement Staff and Transportation Special Staff at A.F.H.Q. and the general policy to be adopted by Task Forces is outlined in later paragraphs.

5. Decentralized Control within the Theatre.

Until contact is established over-land between the three Forces, each will remain in control of the Transportation facilities in its area.

The organizations set up in each area will, so far as possible, be designed so that the minimum of alteration is necessary when A.F.H.C. is established.

6. Task Forces Areas of Operations (Movements and Transportation).

- (a) Western Task Force - All Ports, Railways and Roads in the territory of French Morocco.
- (b) Center Task Force - From the boundary between French Morocco and Algeria in the West, to a line drawn to include TENES (on the coast) - ORLEANSVILLE - TIARET - GERVILLE - thence due South.
- (c) Eastern Task Force - All territory East of the line drawn excluding TENES - ORLEANSVILLE - TIARET - GERVILLE.

Note:- The boundaries set out above assume that occupation by the Allied Forces of French Morocco and Algeria is accomplished. If, however, the C.T.F. has to move Westwards, beyond the boundary laid down above, the sphere of its influence on Movements and Transportation will be adjusted subsequently as necessary.

7. Allotment of Port and Place Code Numbers.

In the interests of security it is important that references which have to be made verbally or in telephone conversations to ports and certain important inland towns, depots etc., should not be given in clear, and for this reason and to ensure that individual Task Forces do not adopt conflicting methods of describing ports or towns, an allocation of blocks of numbers is provided as follows:-

Task Force.	Port and Place Numbers to be Used.
Western	1 - 99
Centre	100 - 199
Eastern	200 - 299.

In addition to the Port and Place numbers, a system of letter and number codes will eventually be required for labelling of rail wagons to Depots or Railheads, to ensure that locations of formations and units is not disclosed. For this purpose the following designations will be made initially by each Task Force as and when railway stations are opened for traffic.

Type of Depot or Railhead	Letter Code	Numbers to follow letter code, for each Task Force Area.
		Western 1-99 Centre 100-199 Eastern 200-299
Ammunition	A	" " "
Transportation Stores	C	" " "
Petrol or gasoline	G	" " "
Medical	M	" " "
Ordnance	O	" " "
Engineer Stores	P	" " "
Supplies	S	" " "

coast) - ORLEANSVILLE - TIAFET - GERVILLE - thence due South.
(c) Eastern Task Force - All territory East of the line drawn excluding TENES - ORLEANSVILLE - TIAFET - GERVILLE.

Note:- The boundaries set out above assume that occupation by the Allied Forces of French Morocco and Algeria is accomplished. If, however, the C.T.F. has to move Westwards, beyond the boundary laid down above, the sphere of its influence on Movements and Transportation will be adjusted subsequently as necessary.

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Type of Depot or Railhead	Letter Code	Numbers to follow letter code, for each Task Force Area.		
		Western 1-99	Centre 100-199	Eastern 200-299
Ammunition	A	"	"	"
Transportation Stores	C	"	"	"
Petrol or gasoline	G	"	"	"
Medical	M	"	"	"
Ordnance	O	"	"	"
Engineer Stores	P	"	"	"
Supplies	S	"	"	"

Thus a wagon which arrives in error at (for example) CONSTANTINE bearing the code marking S.105 will be identifiable as belonging to C.T.F. Supply Railhead, (for example) ORLEANSVILLE to which number 105 has been allotted.

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II SHIPPING

8. North African Shipping Board.

(c) From the outset of the operation a North African Shipping Board (N.S.B.) will be established for the control of all Merchant Shipping both directly concerned in the operation, C.R.C. and passing through waters within the responsibility of the British Naval C in C.X Force.

This Shipping Board is composed as shown at Annexure 2 and its responsibilities are as set out in its terms of reference in the same Annexure.

(b) Initially, it will be established in skeleton form as defined by D-3, being progressively built up to its full representation. Essential members of the nucleus will be those named (a) in the Annexure 2. The Board will remain established at Gibraltar, until adequate communications are available in the theatre, probably at Alexandria, for it to move alongside Allied Force Headquarters in North Africa. Allied Force Headquarters will be responsible for coordinating shipping policy and requirements, to be submitted by its representatives to the Shipping Board, in all Task Force shipping matters directly or indirectly affecting the North African theatre of operations as a whole.

9. Allocation to Task Forces.

In principle, all shipping demands by Task Forces will be addressed or repeated to Allied Force Headquarters, whose approval will be necessary before ships are finally allocated or sailed.

The expression "shipping demands" will be taken to include any of the following:

- (a) Demands for additional shipping of any kind.
 - (b) Requests for diversion of shipping in rain convoys.
 - (c) Major variations in loading of ships which may cause changes in numbers or types of ship in a convoy.
 - (d) Changes of convoy dates or destinations.
 - (e) Requests for allocation of shipping and craft for assault operations.
 - (f) Use of returning ships for the transport of personnel, vehicles or cargo, civil or military.
 - (g) Cancellation of any of above once approved.
- The following "shipping demands" will not require A.F.H.Q. authority but should be notified to this Headquarters for information.
- (h) Use of coastal shipping already allocated within the area controlled by the Task Force Naval Commander.
 - (i) Opening and use of new ports within the Task Force area, provided the concurrence of the Naval Commander and (in the case of the T.M.F.) T.A.-C.O. has been obtained.
 - (j) Reduction of shipping demands already approved.
 - (k) Minor variations in loading, not affecting numbers or type of ships.

10. Diversion of Shipping.

Shipping may be diverted either:-

- (a) By order of Allied Force Headquarters.
- (b) At the request of Task Force

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shall remain established at the same place, until telegraphic communications are available in the theatre, preferably at Algiers, for it to move alongside Allied Force Headquarters in North Africa. Allied Force Headquarters will be responsible for coordinating shipping policy and requirements, to be submitted by its representative to the Shipping Board, in all Task Force shipping matters directly or indirectly affecting the North African theatre of operations as a whole.

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 - (g) Cancellation of any of above once approved.
- The following "shipping demands" will not require A.F.H.Q. authority but should be notified to this Headquarters for information.
- (h) Use of coastal shipping already allocated within the area controlled by the Task Force Naval Commander.
 - (i) Opening and use of new ports within the Task Force area, provided the concurrence of the Naval Commander and (in the case of the S.E.T.) P.S.-I.O. has been obtained.
 - (j) Reduction of shipping demands already approved.
 - (k) Minor variations in loading not affecting numbers or type of ships.

10. Diversion of Shipping.

Shipping may be diverted either:-

- (a) By order of Allied Force Headquarters.
- (b) At the request of a Task Force.

In the first case, Allied Force Headquarters will be responsible for ensuring that the port to which shipping is to be diverted can and has agreed to accept. In the second case, if the diversion is to a port within the Area of operations of the Task Force, the request, the latter will ensure that the ships can be accepted at the new destination port. If outside this area, A.F.H.Q. will confirm the ability of the new port to accept before authorising the changes.

The above instruction does not apply to the movement of coastal shipping within the area of operations of a Task Force.

11. Follow up Convoy Programme.

The Convoy Programmes (Main and Coastal) set up at the time of sailing of the Assault are shown in Annexure 3 (to be issued later).

These programmes will be accepted as authoritative, and variations which may become necessary will be notified by Allied Force Headquarters to all recipients of these Instructions.

12. Stores Shipment Programme. (to be issued later)

13. Hospital Ships and Evacuation of Casualties.

(a) Hospital Ships.

Initially the allocation of hospital ships to Task Forces is as follows:

Eastern Task Force - one ship to arrive H.M.P.F. D+ 2.
Center Task Force - " " " " H.M.P.F. D+ 3.

In addition, one ship will be available at TUNSON for allocation by A.F.H.C. in accordance with the situation at the time. No provision for hospital ships has been made for the Western Task Force, who are employing returning personnel ships for this purpose. Thereafter the Chief Surgeon S.O.S. (or D.P.M.S. for T.I.F.) will submit their requirements to ~~the~~ this A.F.H.C. for hospital ships or accommodation on returning personnel ships.

(b) Evacuation of Casualties.

Evacuation of casualties will take place by road until rail facilities become available. No ambulance trains are being imported to the theatre for the first few months, so that ambulance trains will have to be made up from existing wagon lifts, passenger stock and converts fitted with imported Brechot sets.

The rolling stock available will be limited, and until A.F.H.C. arrive each Task Force will make their own arrangements. When A.F.H.C. is established, rolling stock will be allocated to the Task Forces in accordance with the situation at the time.

III PORT OPERATION

14. Responsibility for Operation.

- (a) In principle, responsibility for the control and operation of every port in the theatre will be assigned to either the United States Forces or the British Forces. No joint control of any port will normally be established.
- (b) Generally, all ports in the areas of operations - as described in part. 6 - of the Western and Center Task Forces will be under control of the United States Forces; all ports in the Eastern Task Force Area of operations under British control.
- (c) Movement of British personnel, vehicles and supplies through controlled ports and vice versa will invariably conform to the regulations and methods of the controlling authority. Naval, military and Sea Transport liaison officers from one Allied Force may be appointed, if required by the Port authorities of the other Allied Force, at ports under the latter's control.

In addition, one ship will be available at any time for allocation by A.F.H.C. in accordance with the situation at the time. No provision for hospital ships has been made for the Western Task Force, who are employing returning personnel ships for this purpose. Thereafter the Chief Surgeon S.O.S. (or D.P.I.S. for W.I.F.) will submit their requirements to ~~the~~ this A.F.H.C. for hospital ships or accommodation on returning personnel ships.

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- (c) Movement of British personnel, vehicles and supplies through controlled ports and vice versa will invariably conform to the regulations and methods of the controlling authority. Gen. 1, military and Sea Transport liaison officers from one Allied Force may be appointed, if required by the Port Authorities of the other Allied Force, at ports under the latter's control.

15. Relations with French Port Authorities.

- (a) In principle, and as mentioned in para. 2, all occupied ports in French NORTH AFRICA will be controlled through the existing French machinery. In order to ensure, however, that Allied operational needs are fully met, the Allied Naval Officer in charge of the Port will be ex-officio the Chairman of the Commission du Port; other Allied naval and military officers will be closely associated with the French dock and port organizations.
- (b) Should the French officials not co-operate, an Allied Port Control - American or British - will be established immediately and be directly

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15. Relations with French Port Authorities (Contd)

- (b) (contd) responsible for the operation of the port. In this event, the strictest measures will be taken to prevent sabotage.
- (c) Whether the port is directly or indirectly under Allied control, use of civil stevedore labour must be organised from the outset, both to encourage local co-operation and because insufficient military labour will be available at any stage of the operation to enable the ports to be worked to capacity without civil assistance.

16. Port Organisation - United States Forces.

- (a) The division of responsibility between the U.S. Army and Navy in Port areas of the C.T.F. is shown at Annexure 4 and is included mainly for the information of British personnel who may disembark at a United States controlled port or who may be in any way concerned in its operation.
- (b) Commanders of British formations and units which are to be disembarked at a U.S. controlled port will always be supplied with a copy of Annexure 4 either before or on arrival. Similarly, staff Officers and service representatives concerned with the passage of British personnel, vehicles or stores through an American port must be familiar with this organisation.

17. Port Organisation - British.

- (a) A similar outline describing British Navy and Army Division of responsibilities is shown for the benefit of the American Forces at Annexure 5.
- (b) Similar action should be taken to ensure that personnel of the United States Forces, passing through a British controlled port, are fully informed as to its organisation.

18. Port Clearance by Road.

- (a) The rapid discharge of ships and clearance from the port area is vital to the success of the operation.
- (b) The shipping programme is based on using ports continuously to the limit of their clearance capacity. Initially all clearance will take place by road, and priority will be necessary for the allocation of sufficient motor transport, either military or requisitioned, in order that clearance shall keep pace with discharge from ships.
- (c) To ensure that motor transport is used with maximum efficiency, a central control will be established at each port which will obtain and retain current particulars of the state of motor transport and routes so that improvements in turn-round can be made.
- (d) Where necessary, comprehensive one-way traffic circuits will be introduced and in all cases routes, quays and depots will be clearly marked by day and by night. So far as possible, existing one-way streets will not be altered.

IV RAILWAY TRAFFIC, OPERATION AND CONSTRUCTION.

19. Use of Railways in the Theatre of Operations.

all railway

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- (a) The division of responsibility between the U.S. Army and Navy in Port areas of the C.T.F. is shown at Annexure 4 and is included mainly for the information of British personnel who may disembark at a United States controlled port or who may be in any way concerned in its operation.
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- (b) Similar action should be taken to ensure that personnel of the United States Forces, passing through a British controlled port, are fully informed as to its organisation.

18. Port Clearance by Road.

- (a) The rapid discharge of ships and clearance from the port area is vital to the success of the operation.
- (b) The shipping programme is based on using ports continuously to the limit of their clearance capacity. Initially all clearance will take place by road, and priority will be necessary for the allocation of sufficient motor transport, either military or requisitioned, in order that clearance shall keep pace with discharge from ships.
- (c) To ensure that motor transport is used with maximum efficiency, a central control will be established at each port which will obtain and retain current particulars of the state of motor transport and routes so that improvements in turn-round can be made.
- (d) Where necessary, comprehensive one-way traffic circuits will be introduced and in all cases routes, quays and depots will be clearly marked by day and by night. So far as possible, existing one-way streets will not be altered.

IV RAILWAY TRAFFIC, OPERATION AND CONSTRUCTION.

19. Use of Railways in the Theatre of Operations.

- (a) Task Force Commanders will in the initial stages control all railway operation in their areas.
- (b) The actual operation will, under the Task Force Commanders' control, be left in the hands of the management, staff, and labor of the railway authorities, but the commanders will provide such operational assistance as circumstances may require and permit.
- (c) Task Force Commanders will inform railway authorities that the railways will be operated primarily to meet the requirements of their Forces; that all facilities must be made available for use by their Forces on request; and that the authorities must continue to collect the proper charges for such civil traffic as Task Force Commanders may permit them to handle.

IV RAILWAY TRAFFIC, OPERATION AND CONSTRUCTION (CONTD)

19. Use of Railways in the Theatre of Operations. (Contd.)

- (a) The authority for conveyance of military traffic by rail will be a railway warrant issued to the railway authority by the appropriate transport officers. Books of railway warrants, and instructions how to use them, (see para 31) are being issued to these officers.
- (e) The Civil Affairs Officer with each Task Force will provide the railways with such funds as are necessary in addition to their receipts from civilian traffic to meet current operating expenses. Detailed arrangements between the railways and the Civil Affairs Officer will be made as early as possible.
- (f) The railway authorities should be informed accordingly.

20. Relations With French Railway Authorities.

General instructions on this subject have already been included in para 3. As soon as preliminary negotiations with Railway Authorities have been concluded, and movement of military stores can be started by rail suitable movements or transportation liaison officers will be established by each Task Force at Civil Railway Headquarters and District or Regional offices. Their function will be to ensure that:-

- (a) All necessary instructions are given to the appropriate railway officials, and that these instructions are carried out.
- (b) Information as to the general railway situation is passed currently to the appropriate Military Authority.

21. Allocation of Locomotives and Rolling Stock.

Any necessary re-distribution of available locomotives and rolling stock will be made through Civil Railway Channels by each Task Force within its own area, in order to produce the most economical and efficient use of available resources.

At a later stage, when communications between the respective Task Forces is possible, a further re-allocation will undoubtedly be necessary. This will be arranged by A.F.H.Q. as soon as it is established in the field.

22. Priority of Moves.

Available resources for movement by road or rail will normally be employed in the following general order of priority:-

- (a) Clearance of Quays and Docks.
- (b) Stocking of Base Depots.
- (c) Opening, and extending as necessary, the Lines of Communication.

23. Inter Area Rail Moves.

If moves between Task Forces are possible or necessary before A.F.H.Q. is established in the field, preliminary contact with Movements (Transportation) of the receiving Task Force must be made and their agreement obtained.

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Available resources for movement by road or rail will normally be employed in the following general order of priority:-

- (a) Clearance of Quays and Docks.
- (b) Stocking of Base Depots.
- (c) Opening, and extending as necessary, the Lines of Communication.

23. Inter Area Rail Moves.

If moves between Task Forces are possible or necessary before A.T.H.Q. is established in the field, preliminary contact with Movements (Transportation Officer) of the receiving Task Force must be made and their agreement obtained to the despatch of the train(s) concerned. No consignment will be despatched unless it is known that it can be accepted at destination.

24. Authority for Railway Construction.

Construction of any new railway or sidings, or any major programme of re-laying will be carried out only after authority has been given by H.Q. of the Task Force concerned. At a later date, this authority will be vested in A.T.H.Q.

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25. Allocation of Transportation and Engineer Units and Railway Material.

- (a) Transportation units have been allocated to the Task Forces for initial development of transportation facilities. These will later revert to the control of Allied Force Headquarters and Services of Supply when these are established in the field.
- (b) Supply and allocation of transportation material in the area of operations will be undertaken by Allied Force Headquarters when established in the field.

26. Opening of Railway Stations as Railheads.

Depots, railheads and other establishments which require rail services will not be established without consultation with the Transportation Service or British Movement Control except by direction of the Task Force Commanding Officer.

V ROAD TRAFFIC

27. Rule of the Road.

The rule of the road in North Africa - keep to the RIGHT - will be strictly observed. Existing one-way streets will not be changed unless essential.

28. Inter-Area Road Moves.

Each Task Force will be responsible for road movement in their own area. There inter-area road moves of convoys of more than 50 vehicles take place, preliminary contact with the Transportation Corps or British Movement Control of the receiving Task Force will be made, except in emergency, and their agreement obtained before the convoy is despatched.

29. Repair of Roads and Bridges - Road Classification.

- (a) Each Task Force will be responsible for the repair of damaged roads and bridges in their own area. This will include making such local arrangements as are necessary for the employment of civilian labour and material.
- (b) Transportation Corps (British Movements) will be responsible for providing information as to the state of roads to the Engineers of each Task Force and for indicating which roads on the Lines of Communication and in Base Areas it is vital to keep open.
- (c) Reference CAPTE NICHENIN Sheet 151, Scale 1 in 2,000,000, pending reconnaissance in the field of the road system throughout the theatre, all roads will be classified for the purpose of priority of maintenance as follows:-

Red Roads,
Yellow Roads,
Minor Roads, i.e., all those not red or yellow on Sheet 151.

- (a) The maintenance of these roads will be the responsibility of each Task Force and normally in accordance with the following priority.

- (i) Roads from Ports to Depots.
- (ii) Roads from Depots to Red roads.
- (iii) Road BOME to DUVIVIER.
- (iv) Red Roads.
- (v) Other Yellow roads.

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- Red Roads,
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 - Minor Roads, i.e., all those not red or yellow on Sheet 151.
- (d) The maintenance of these roads will be the responsibility of each Task Force and normally in accordance with the following priority:
- (i) Roads from Ports to Depots.
 - (ii) Roads from Depots to Red roads.
 - (iii) Road DOME to DUNIVIER.
 - (iv) Red Roads.
 - (v) Other Yellow roads.

30. Establishment of Road L of C - Allocation of Motor Transportation.

- (a) A Road L of C may have to be established in any one of the following cases:-
 - (i) Until rail facilities are available.
 - (ii) To cover a break in the rail L of C.
 - (iii) To supplement one section of the line the capacity of which is lower than other sections owing to curvature, steep gradients, limited axle load, or length of block sections.

30. Establishment of Road L of C - Allocation of Motor Transportation. (Contd)

- (b) Initially each Task Force will be responsible for the establishment of any necessary Road L of C in its own area.
- (c) The situation may arise where the establishment of a road L of C to supplement the rail L of C in the area of one Task Force is vital for the maintenance of another Task Force. In such cases A.P.H.C., if established in the field will state the source from which the T.M. is to be provided. If this situation arises before the establishment in the field of A.P.H.C., Task Forces will make mutual arrangements to ensure the provision of the necessary vehicles.
- (d) In all cases where a road L of C is established it will be controlled by the Transportation Corps or British Movements.

VI DOCUMENTARY PROCEDURE

31. Railway and Train Warrants.

In the initial stage of the campaign, and until further orders are issued on the subject by A.P.H.C., the British type of bi-lingual rail warrants, as used in the 1939 - 1940 campaign in France, will be employed by each Task Force.

The object of these warrants is to ensure that only authorized demands are placed on the railways, and to enable the amount of Allied Force traffic carried to be recorded. They will be issued, therefore, only by officers of the U.S. Corps of Transportation, and the British Movement Control, and such other Officers as may be specifically authorized. These warrants are of three types:-

ARMY BOOK 494 a - General Train Warrant.

For moves of personnel individually or in parties, or for conveyance of baggage, vehicles or stores in less than wagon loads, in civil passenger trains.

ARMY BOOK 495 a - Train Warrant.

For moves of personnel, vehicles, baggage, stores etc. when conveyed in special troop or ambulance trains.

ARMY BOOK 497 a - Freight Warrant.

For the move of baggage, equipment, stores etc. when conveyed in full car or train loads by Freight Train.

The following notes are issued for guidance, in the light of previous experience, in the use of these documents:-

- (a) Each warrant will, when used for conveyance of U.S. personnel or stores, be amended in the left hand top corner to read "Armee Etats Unis" instead of "Armee Britannique" as now printed.
- (b) Each despatching point will enter, in the top right hand corner, a progressive serial number.
- (c) Any alteration made on warrants, such as deletion of a wagon number, should be initialled by an officer who must indicate the place where the alteration was made.
- (d) Consignees should sign for the number of packages or wagons received and should make a note on the reverse of the form of any shortages or breakages.
- (e) The fullest possible detail should be entered on each warrant and names of despatching point and destination should be written clearly. Space for "loading point" should be used to denote the particular Dock Area, Depot etc. at which the consignment is loaded. Wagon numbers, numbers of axles and weights, computed or actual, must always be inserted.

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For moves of personnel individually or in parties, or for conveyance of baggage, vehicles or stores in less than wagon loads, in civil passenger trains.

Army Book 495 a - Train Warrant.

For moves of personnel, vehicles, baggage, stores etc. when conveyed in special troop or ambulance trains.

Army Book 497 a - Freight Warrant.

For the move of baggage, equipment, stores etc. when conveyed in full car or train loads by Freight Train.

The following notes are issued for guidance, in the light of previous experience, in the use of these documents:-

- (a) Each warrant will, when used for conveyance of U.S. personnel or stores, be amended in the left hand top corner to read "Armee Etats Unis" instead of "Armee Britannique" as now printed.
- (b) Each despatching point will enter, in the top right hand corner, a progressive serial number.
- (c) Any alteration made on warrants, such as deletion of a wagon number, should be initialed by an officer who must indicate the place where the alteration was made.
- (d) Consignees should sign for the number of packages or wagons received and should make a note on the reverse of the form of any shortages or breakages.
- (e) The fullest possible detail should be entered on each warrant and names of despatching point and destination should be written clearly. Space for "Loading Point" should be used to denote the particular Dock Area, Depot etc. at which the consignment is loaded. Wagon numbers, numbers of axles and weights, computed or actual, must always be inserted in the spaces provided.
- (f) A Summary or Abstract of all Freight Warrants, should be prepared weekly by each Despatching point and forwarded, with Copy No. 4 of each Freight Warrant issued, to each Task Force H.Q. Headings for this abstract are given below:-

ABSTRACT OF TRANSPORTATION RECORDS
 (REMAINS ADJUTANT GENERAL'S OFFICE)
 (REMAINS ADJUTANT GENERAL'S OFFICE)

Date	Prog Series No.	Total No. of Wagons	Items of Cargo	Destination	Reserved for Retention at Port H.Q.
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32. Statistical Data and Returns.

(a) General.

Previous experience in other theatres of war has shown the need for compilation of certain Transportation or Movement statistical data, and the importance of basic records being kept, from the start of the campaign, in each Base, Sub-base or District.

It has therefore been decided that a minimum of essential statistics will be recorded and maintained by Transportation Corps (US), British Movement Control and British Transportation during the initial stages of operation TORCH, so that at a later date necessary facts and figures will be available for collation by A.F.H.Q.

(b) Statistical Data Required.

(i) Road and Rail Traffic Received for Unloading.

For the initial phase of operation TORCH, i.e. until A.F.H.Q. is established in the field, it will be sufficient for the various Executive Headquarters of Transportation or Movement Control to record Stores tonnage figures only, but if and when any rail movement of personnel or L.T. is arranged the appropriate entries and records will also be made.

A pro-forma (220) is included at Annexure 7 illustrating the method which will be adopted by L.C. throughout the E.T.F. for recording the necessary statistical detail.

(ii) Port Working.

British - One copy of Army Form U.5167 (of which a specimen is contained in Instruction for Docks Working in War (overseas)-1941) will be obtained daily from the Docks Supt. and retained for subsequent reference if necessary by L.C. of each Port. It is the responsibility of the Docks Supt. to forward identical information in D.F. to A.F.H.Q. U.S.

The Commanding Officer at each Port Headquarters will maintain for each ship which is being discharged daily records to show:-

Daily Working at Port.

Tons or vehicles originally in each ship.
 Time and date discharge started.
 Hours work per day - ship and shore.
 Details of military or civil labour employed.
 Time and date discharge completed.
 Tons or L.T. remaining in ship.
 Summary of loading or discharge during each 24 hour period showing tonnage of each commodity or number of vehicles.

(iii) Tonnage of Stores Cleared from Ports.

There is no existing Army Form on which the daily total of tonnage cleared from any one Port Area is recordable.

Until such time as the Statistical Return (220) referred to in (i) above can be collated at A.F.H.Q., and the necessary detail extracted currently each Port Headquarters or Movement Control will record and if necessary report daily to superior H.Q. (a) the total

It has therefore been decided that a minimum of statistics will be recorded and maintained by Transportation Corps (US), British Movement Control and British Transportation during the initial stages of operation WACH, so that at a later date necessary facts and figures will be available for collation by A.F.H.Q.

(b) Statistical Data Required.

(i) Road and Rail Traffic Received for Unloading.

For the initial phase of operation WACH, i.e. until A.F.H.Q. is established in the field, it will be sufficient for the various Executive Headquarters of Transportation or Movement Control to record Stores tonnage figures only, but if and when any rail movement of personnel or M.I. is arranged the appropriate entries and records will also be made.

A pro-forma (220) is included at Annexure 7 illustrating the method which will be adopted by I.C. throughout the E.T.F. for recording the necessary statistical detail.

(ii) Port Working.

British - One copy of Army Form V.5167 (of which a specimen is contained in Instruction for Docks Working in War (oversens)-1941) will be obtained daily from the Docks Supt. and retained for subsequent reference if necessary by I.C. of each Port. It is the responsibility of the Docks Supt. to forward identical information in D.In. at A.F.H.Q. U.S. The Commanding Officer at each Port Headquarters will maintain for each ship which is being discharged daily records to show:-

Daily Working at Port.

Tons or vehicles originally in each ship.

Time and date discharge started.

Hours work per day - ship and shore.

Details of military or civil labour employed.

Time and date discharge completed.

Tons or M.T. remaining in ship.

Summary of loading or discharge during each 24 hour

period showing tonnage of each commodity or number

of vehicles.

(iii) Tonnage of Stores Cleared from Ports.

There is no existing Army Form on which the daily total of tonnage cleared from any one Port Area is recordable.

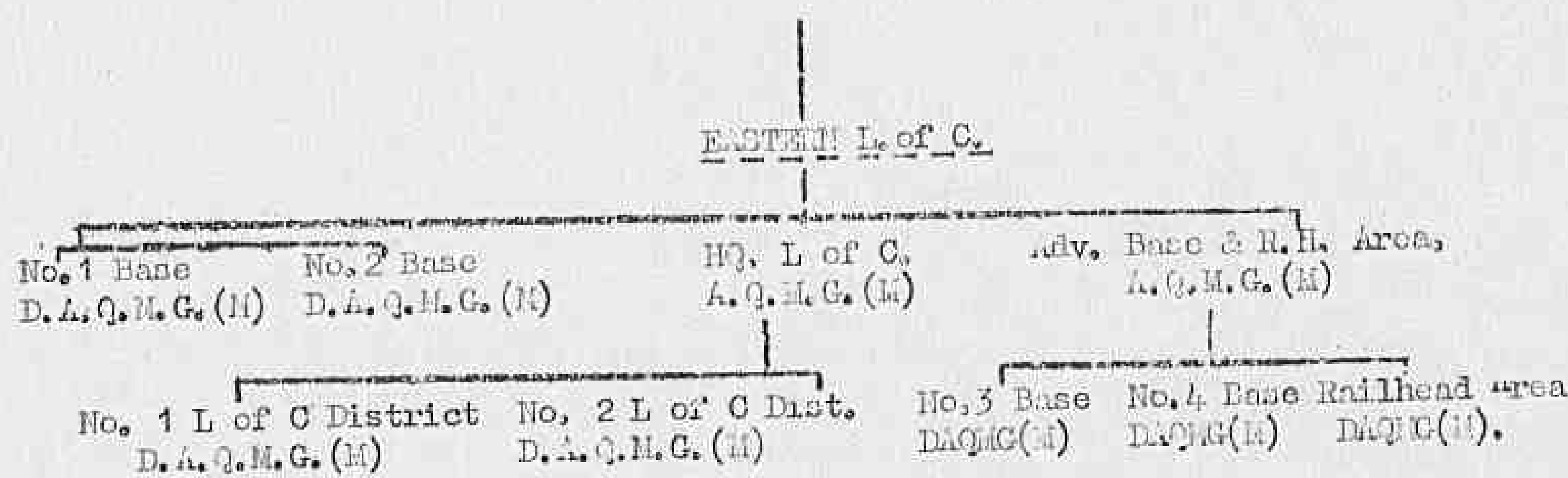
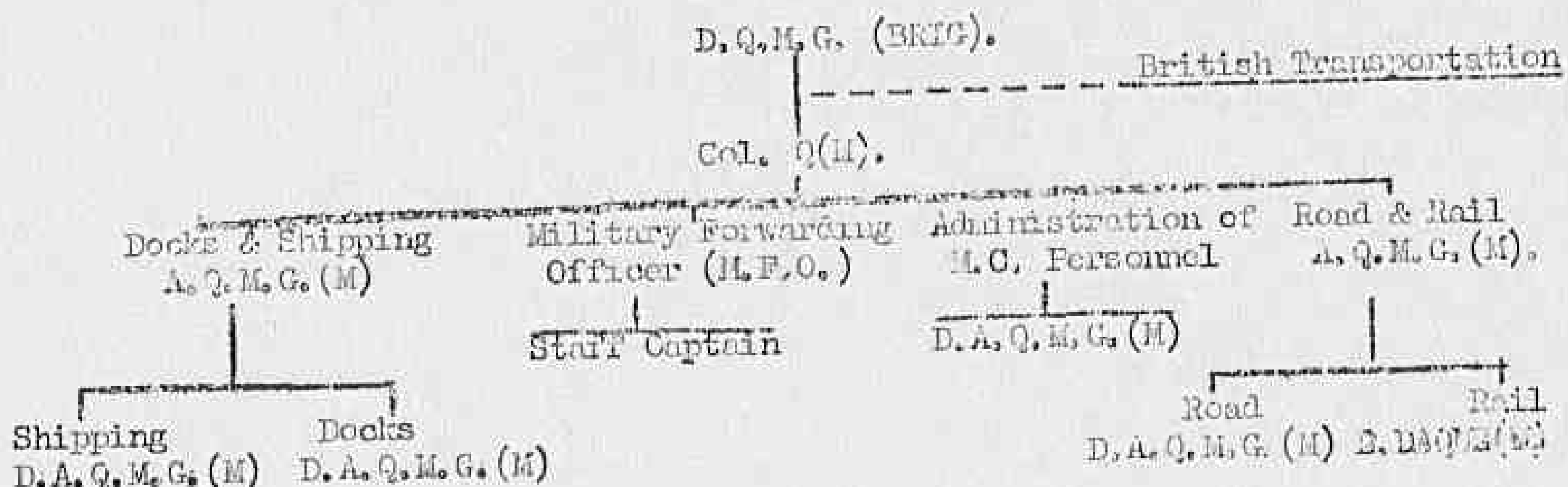
Until such time as the Statistical Return (220) referred to in (i) above can be collated at A.F.H.Q. and the necessary detail extracted currently each Port Headquarters or Movement Control will record, and if necessary report daily to Superior H.Q. (a) the total tonnage of stores of all categories removed by road or rail transport from the Port Area up to 2400 hours on the preceding day, and (ii) the estimated total tonnage of stores discharged, but not yet cleared from the Port Area.

This record or report will be vital in the initial stage of the operation to enable Transportation Corps (U.S.) or British Movement Control at Base or Force H.Q. after scrutiny of the tonnage discharge total shown on A.F.M. 5167, or the equivalent report rendered by Port H.Q. (U.S.), to allocate available I.T. or rolling stock to the best advantage and to ensure that any accumulation or congestion within the Port Area is anticipated and dealt with promptly.

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ANNEXURE 1 (C)

ALLIED FORCE HEADQUARTERS
BRITISH Q (MOVEMENTS) ORGANISATION.

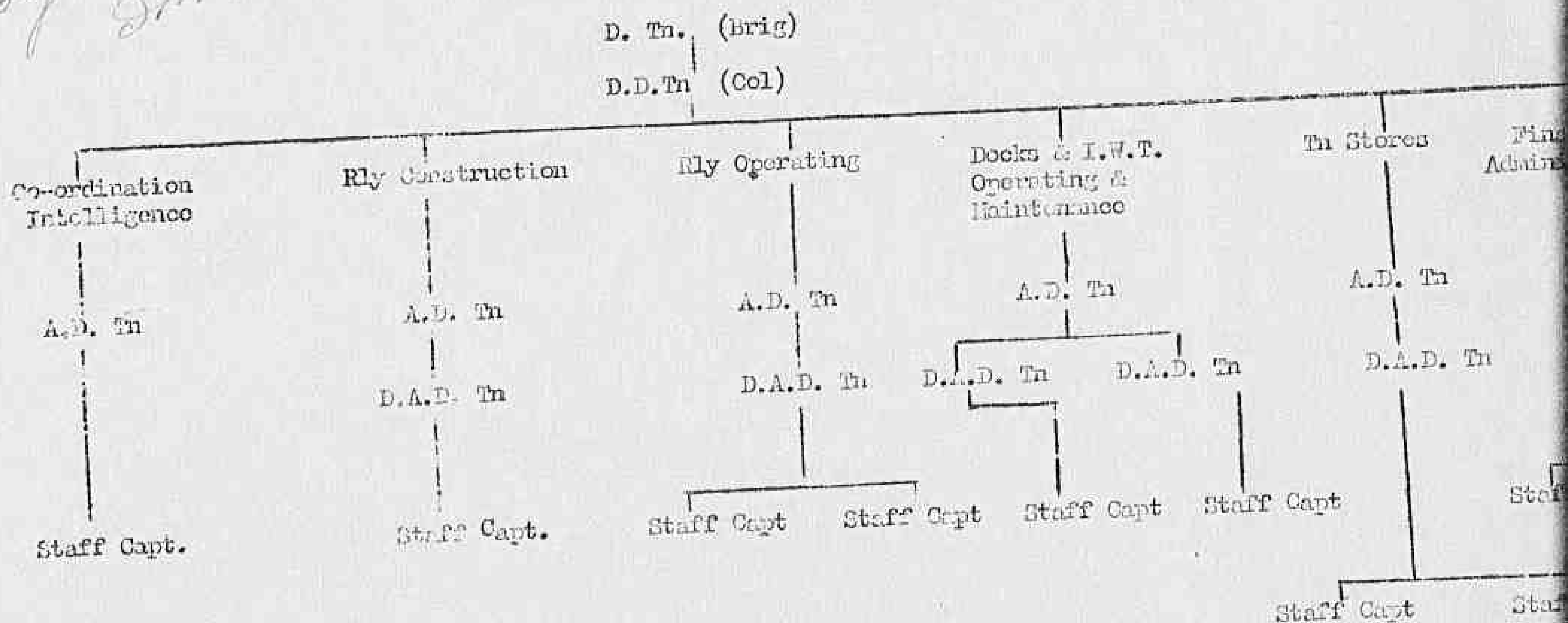


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ALLIED FORCE HEADQUARTERS
BRITISH TRANSPORTATION ORGANISATION

ANNEXURE 1 (b)

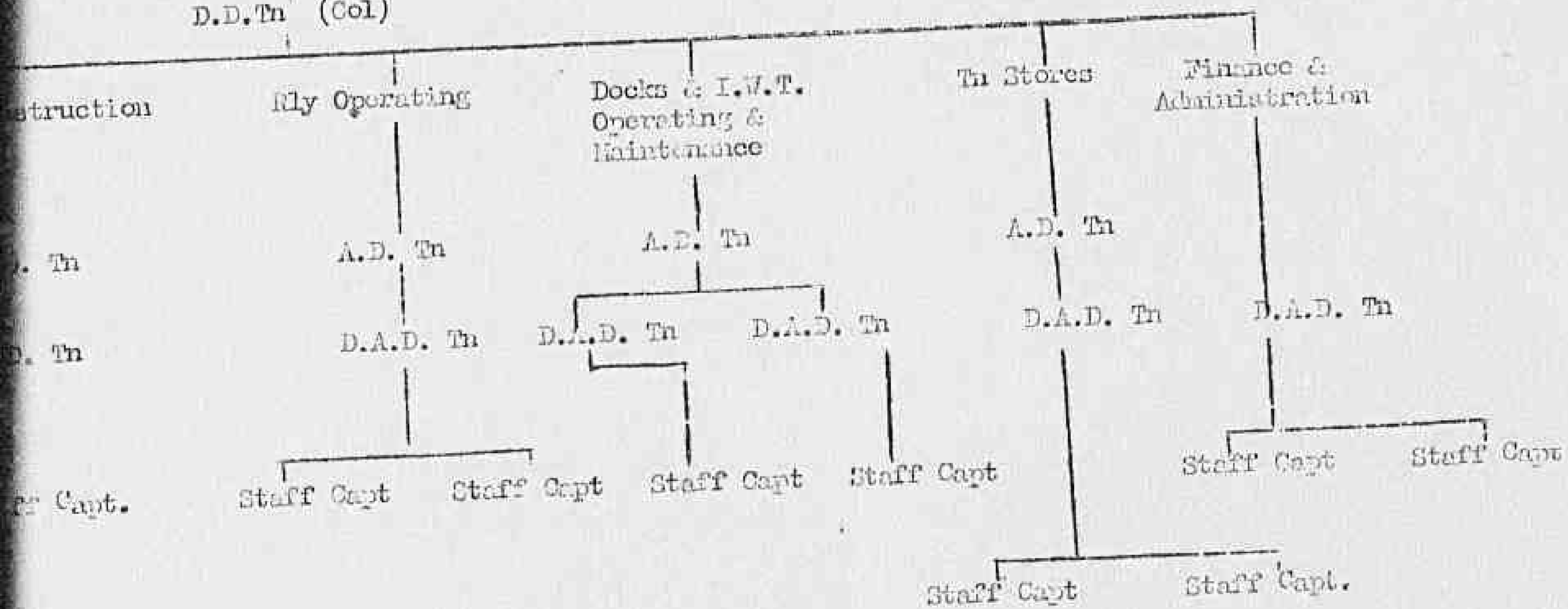


ALLIED FORCE HEADQUARTERS
BRITISH TRANSPORTATION ORGANISATION

ANNEXURE 1 (b)

D. Tn. (Brig)

D.D. Tn (Col)



C.T.P. TRANSPORTATION ORGANISATION.

1. Port Operations.

Initially, port facilities at ORAN, MERS EL KEDIR and AGUEU will be utilized for the debarkation of personnel and discharging cargo. Army operations and facilities will be under the Commanding Officer, 3rd Port Headquarters located in ORAN.

2. Railway Operations.

Full advantage will be taken of all railway facilities available in the area under the control of the United States Forces. Railway facilities will be used initially for the transportation of Air Force, Fuel, ammunition and supplies from the dock area to air fields. Existing Commercial Railway Organisations will be utilised. Arrangements for railway transportation will be made by Commanding Officer, Transportation Company, 761st Engineer Railroad Operating Battalion.

3. Motor Transportation Operations.

Motor transportation allocated to the Chief of Transportation will be employed to transport supplies from the dock to dumps and depots. Motor transportation organisations allocated to the Chief of Transportation will be under the Commanding Officer, 28th M Regt. (Trk). Operation of motor Transportation will be in accordance with Traffic Control Plan to be issued by the Chief of Transportation.

4. Mission - Means Provided and Organisation.

Mission. The Mission of Transportation Corps is:-

- a. The operation of all port facilities under the control of U.S. Forces
- b. The operation of all military railroads.
- c. The operation of all Motor Transport not assigned by the Force Commander to other commands.
- d. The control of traffic in Port Areas.
- e. The embarkation and disembarkation of personnel at ports.
- f. The receipt at ports of all supplies and their transportation to dumps and depots.
- g. The operation of Fuel Pipe Lines when construction has been completed.

5. Duties of Various Elements.

a. Chief of Transportation.

- (1) To perform the duties of a special staff officer for Transportation matters.
- (2) Acting under the authority of the Force Commander, to employ and direct Transportation Corps Troops, and facilities to execute the Transportation Mission.

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will be used initially for the transportation of Air Force, fuel, ammunition and supplies from the dock area to air fields. Existing Commercial Railway Organisations will be utilised. Arrangements for railway transportation will be made by Commanding Officer, Transportation Company, 761st Engineer Railroad Operating Battalion.

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- a. The operation of all port facilities under the control of U.S. Forces
- b. The operation of all military railroads.
- c. The operation of all Motor Transport not assigned by the Force Commander to other commands.
- d. The control of Traffic in Port Areas.
- e. The embarkation and disembarkation of personnel at ports.
- f. The receipt at ports of all supplies and their transportation to dumps and depots.
- g. The operation of fuel pipe lines when construction has been complete.

5. Index of Various References.

a. Order of Transportation:

- (1) To perform the duties of a special staff officer for Transportation matters.
- (2) Acting under the authority of the Force Commander, to employ and direct Transportation Corps Troops, and facilities to execute the Transportation Mission.

b. Port Command.

- (1) To command, administer and operate ports and sub-ports
- (2) To receive, discharge and load or reload transportable cargo
- (3) To embark and disembark personnel, including sick and wounded.

c. Motor Transport Company.

- (1) To command, administer, and operate Motor Transport Organisation.
- (2) To deliver to dumps, and depots cargo received from Port Commands.

/s/.....

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Page 2

C.T.F. Transportation Organisation (Contd).

5. d. Rail Command.

- (1) To command and administer all Railway Troops.
- (2) To operate Military railroads.
- (3) To arrange for the transportation of U.S. personnel and supplies on Commercial railways.
- (4) To deliver to consignees all cargo received from Port Command.

6. Traffic Control.

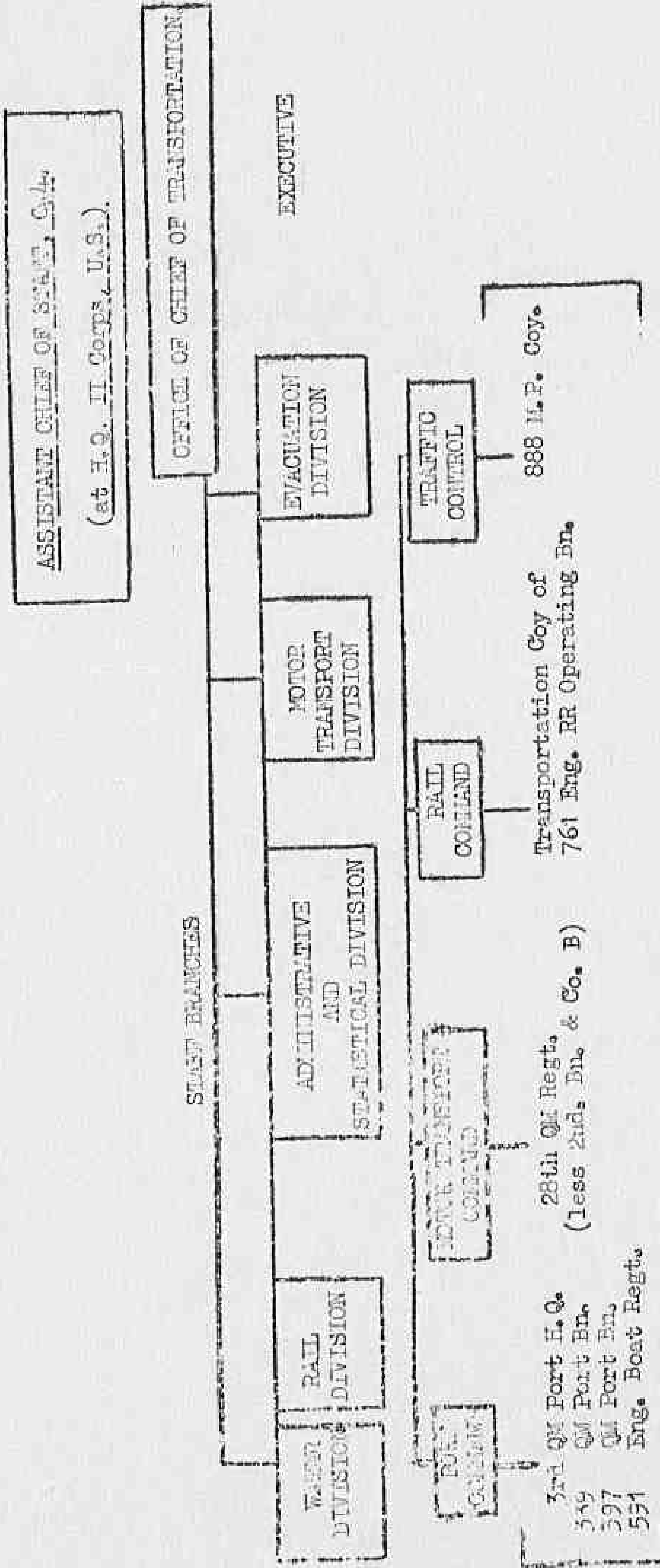
- (1) To set up and operate in conjunction with civil authorities if practicable, a traffic control organisation in the area extending from docks to dumps and/or depots for the control of motor traffic in order to ensure the efficient operation of motor transport employed in clearing cargo from the ports.

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CENTRE TASK FORCE.

ANNEXURE NO. 1
PAGE 2

Initial Organisation of Transportation Corps (U.S.) at ORAN, MERS EL KEHIR and ALGERIA.



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NORTH AFRICAN SHIPPING BOARD, NASPO.

I. TITLE.

The committee will be called the North African Shipping Board.

II. LOCATION.

For at least three months the location of the board will be TUXFORD, due to communication difficulties. After about three months the committee can itself decide whether it should move its location forward.

III. COMPOSITION.

Representative of M.W.T. (Chairman) (Sir Douglas-Thomson).

Representative of Services of Supply.

(a) P.S.T.O. Western Mediterranean. (Commander Vaughan-Jones).

(a) Representative of Allied Forces M.D. (G.M. Section).

U.S. Control and Forwarding Officer.

(a) M.C.S.O. Gibraltar.

(a) Representative of Naval Commander A.L.

Representative of Director of Maritime Ship Repair.

Representative of War Shipping Administration.

(a) Initial nucleus. See para 8(b)

IV. TERMS OF REFERENCE.

(a) General.

The committee will serve as a co-ordinating centre for all shipping questions arising in the area. It will act as a centre of communications on shipping questions to and from London and Washington. It will be provided by the naval authorities with means of communications to and from the local ports in the area. Shipping intelligence facilities will be provided for the committee by the naval authorities.

(b) Allocation of shipping in the area.

It will be responsible for giving advice as to provision and allocation of shipping to meet requirements arising in the area. It will, however, have no corporate power and its function will be advisory only. Each Service represented retains its own executive functions in its respective sphere.

In the event of the Committee being unable to give agreed advice, reference will have to be made to the Allied C-in-C, and, if necessary, to London and Washington.

- (a) P.S.T.O. Western Hemisphere (Comodore Vaughan-Jones).
- (a) Representative of Allied Forces U.S. (G.4. Sec. 4.1).
- U.S. Control and Reporting Officer.
- (a) N.C.S.O. Gibraltar.
- (a) Representative of Naval Committee (A.).
- Representative of Director of Merchant Ship Repair.
- Representative of War Shipping Administration.
- (a) Initial nucleus. See para 8(b).

IV. TERMS OF REFERENCE.

- (a) General.

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In the event of the Committee being unable to give agreed advice, reference will have to be made to the Allied C-in-C, area, if necessary, to London and Washington.

The Committee will also discharge amongst others the following functions:-

- (a) Control of shipping after discharge.

It will be responsible for arranging for the disposal of over-carrying shipping after discharge in the area in accordance with the policy of the appropriate authorities. War/Control shipping will be under the control of the F.S.C.

Page 2

(contd.)

IV (a) Nomination of ships for nomination in the convoys originating in the U.S.

The Naval Districts will look to the Committee for nomination of ships for inclusion in the convoys originating in the theatre; for indications of order of priority of the ships for inclusion when all available ships cannot be included in convoys and for advice as to the timing of additional convoys or coastal convoys if considered necessary. In short, the Committee will comprise the sole channel of communication to the Naval Districts in respect of convoys.

(e) Ensuring quickest turn-round of shipping.

The committee will be responsible for scrutinising all delays to merchant ships in harbour and for investigating the reasons for such hold-ups. It will also ensure that all facilities for quick turn-round (e.g. watering and bunkering facilities) are available.

(f) Organization of Merchant Ship Repairs including U.S. Merchant and Army Vessels.

The Committee will be responsible for organising the best use of the repair facilities available, including the use of the Gibraltar Naval Dockyard where necessary. This will cover U.S. merchant ships, including U.S. Army ships; Services of Supply will not have a separate organisation.

Two Mercantile Marine Surveyors will be sent out from U.K. and a U.S. Naval Constructor, to supervise repairs.

(g) Arrangement of Civil Export and Import Shipping Programmes.

The Committee will be responsible for allocating specific ships to load export cargoes in accordance with the priorities laid down. Also for advising London and Washington of the total amounts of imports that can be accepted having regard to the state of the ports and clearance facilities etc.

They will have to ensure that the use of the ports by foreign (neutral) tonnage for imports and exports is controlled in accordance with the accepted policies.

(h) Co-ordination of Tanker and Collier Movements.

The allocation, berthing and general control of tankers and colliers in this area will rest on the Committee.

(i) Welfare of Merchant Seamen.

The Committee will undertake the organisation of arrangements for the welfare of merchant seamen, including that

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(h) Co-ordination of Tanker and Collier Movements.

The allocation, berthing and general control of tankers and colliers in this area will rest on the Committee.

(i) Welfare of Merchant Seamen.

The Committee will undertake the organisation of arrangements for welfare of all merchant seamen in the area, e.g. ensuring that they share the amenities of the Services. This responsibility will be discharged at the local ports by the S.T.O's.

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APPENDIX 4

THE DIVISION OF RESPONSIBILITIES BETWEEN THE UNITED STATES ARMY AND THE UNITED STATES NAVY IN THE PORT AREAS OF C.T.A.

I. The responsibilities of the United States Navy inter alia will be:

- (a) To command the Naval area, installations, and the U.S. and Allied Naval vessels connected with Port Operation and local Naval defence.
- (b) To operate a system of shipping control and clearance, including identification, piloting, and berthing for incoming and outgoing vessels of all kinds.
- (c) To route all shipping.
- (d) To maintain a guard vessel or Harbor Entrance Control Post near harbor entrance for identification and transmission of orders.
- (e) To direct and control the assigned British Naval Units in the execution of their tasks. (See British Rules).
- (f) The Navy to be responsible for the placing of ships along side piers, moles and docks and at harbor berths as desired by the Army. The Navy will also control all water borne traffic within and in the approaches to the harbor.
- (g) To control the operation of all self-propelled harbor equipment.
- (h) To operate all ship repair facilities and all major repair facilities for floating equipment and craft.
- (i) To assist in the repair of landing craft.
- (j) To render, with the assistance of the Army and British Naval units, prompt assistance and salvage to damaged vessels in harbors and along the coast.

II. The responsibilities of the United States Army inter alia will be:

- (a) To assist as required with personnel and equipment in the clearing of harbor and pier obstructions, in clearing the Naval area, and in construction and rehabilitation of Naval installations.
- (b) To operate through a port commander those piers and moles allocated to the Army. Allocation of piers and moles to the Army and to the Navy are to be made by mutual agreement between the Services.
- (c) To accomplish all unloading and loading of ships, whether at docks or in stream, including dumb barges, and to distribute and store all cargo.
- (d) To control all transport (R's, roads etc.) on docks and on shore.
- (e) To provide security and police guards for all Naval and Military

- (c) To route all shipping.
- (d) To maintain a guard vessel or Harbor Entrance Control Post near harbor entrance for identification and transmission of orders.
- (e) To direct and control the assignment of British Naval Units in the execution of their tasks. (See British Tasks).
- (f) The Navy to be responsible for the placing of ships along side piers, moles and docks and at harbor berths as desired by the Army. The Navy will also control all water borne traffic within and in the approaches to the harbor.
- (g) To control the operation of all self-propelled harbor equipment.
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- (c) To accomplish all unloading and loading of ships, whether at docks or in stream, including dumb barges, and to distribute and store all cargo.
- (d) To control all transport (AR's, roads etc.) on docks and on shore.
- (e) To provide security and police guards for all Naval and military installations.
- (f) To operate the ship fueling installations on shore under the direction of the Navy.

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INSTRUCTION ON PORT ORGANISATION (FRENCH)

1. For the smooth working of a port it is essential that all authorities should work together as a team. The following instructions and definitions of duties have, therefore, been issued by the Allied C-in-C in order to assist all concerned to understand the organisation. These instructions are complementary to and do not supersede the orders and instructions contained in various Naval, Military, and Air Force publications.

These instructions do not cover the defence of ports. The duties of certain officers who have a double role are, however, mentioned.

OCCUPIED PORTS POLICY.

2. It is intended where possible to control occupied ports in French NORTH AFRICA through the existing French machinery. In order to ensure, however, that British needs are fully met the Naval Officer in charge of the port will be ex-officio the chairman of the Commission du Port; other British officials will be associated with the various French dock and port organisations.

PORT CONTROL COMMITTEE.

3. In addition to the French organisation a purely British Port Control Committee is to be established comprising :-

- N.O.I.C. (Chairman).
- D.S.T.O.
- Senior Movement Officer.
- Base Sub-area Commander's Representative.
- M.W.T. Representative, if and when appointed.

This Committee is to meet daily as arranged by the Chairman and is responsible for the satisfactory running of the Port to meet the British requirements. The Chairman has power to co-opt United States representatives and such others as may be necessary.

4. If the French officials are co-operating, the requirements of the Port Control Committee will be passed to the appropriate French officials either direct or through the N.O.I.C. to the Commission du Port.

5. Should the French officials not co-operate, then the Port Control Committee will be responsible for running the port direct. The Port Control Committee through its members will in all cases control British personnel working in the port.

THE DOCKS AREA.

6. The Docks area will be a reserved transportation area and will be agreed locally between the Base Sub-area Commander, the movements Staff and the Transportation Service. It normally includes the Transit Area and Transit Sheds (but not Depots), all the quays, cranes, and other equipment, sheds, railways up to the Exchange Sidings, roads, telegraph and telephone lines, office accommodation and ancillary buildings required for the operation of the port in the transfer of consignments of all sorts to and from ships.

MOVEMENTS STAFF.

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PORT CONTROL COMMITTEE.

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M.O.I.C. (Chairman).
D.S.T.O.
Senior Movement Officer.
Base Sub-Area Commander's Representative.
M.W.T. Representative, if and when appointed.

This Committee is to meet daily as arranged by the Chairman and is responsible for the satisfactory running of the Port to meet the British requirements. The Chairman has power to co-opt United States representatives and such others as may be necessary.

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MOVEMENTS STAFF.

7. The Senior Movement Officer of the Port under the general direction of the D.M.G. (Mov), is responsible for the co-ordination of the work of all Army Services which are concerned with the loading and discharge of ships or with the clearance of personnel, M.T. and stores through his area of jurisdiction.

SITING OF HEADQUARTERS.

8. To obtain the maximum of efficiency of working, the following headquarters should be in close touch:-

Local Military Headquarters (Base Sub-Area Commander).
Divisional Sea Transport Officer.
G (Movements)
Transportation (Senior Military Docks Officer).
Senior R.A.F. Embarkation Officer.

SITING OF HEADQUARTERS. (Contd.)

8. These offices should, where possible be in the same buildings, and as near the Office of the Naval Officer in Charge of the port as possible. The Office of the Naval Control Service Officer should, when possible, be in the same building as the Naval Officer in Charge. Where practicable, a joint signal office adds greatly to smooth and efficient working.

DIVISION OF RESPONSIBILITY.

9. In Operational Ports the following responsibility has been agreed upon:-

- (a) Pilotage
- (b) Berthing of Ships.
- (c) Tugs and Lighters for discharging ships.
- Navy.
- Navy; to the requirements of the port Control Committee.
- Provided by the Sea Transport Officer. If manned by civilian personnel, will work under the operational control of the Sea Transport Officer.
- If manned by the Army, will work under the operational control of the Docks Service.

Note: In order to enable the Sea Transport Officer to control the tugs and lighters when manned by civilians and ensure they are handled and moored in a seamanlike manner, the Naval Officer in charge will attach one or more petty officers to work under the Sea Transport Officer.

- (d) Embarkation and Disembarkation of Personnel Ships.
Is the responsibility of the Sea Transport Officer and Army
- (e) Working of Cargo Ships.
Sea Transport Officer and Army (Docks Service)
For detailed division of responsibility, see Appendix..I.....
- (f) On the quays and in the Docks Transit areas.
Army (Transportation (Docks) Service) is responsible for receiving the cargo on the quay, checking, sorting, stacking and loading on to wagons, motor transport or inland water transport, and for working railway wagons to and from Docks Exchange Sidings.
- (g) Onboard Labour and Labour in Lighters.
Army (Transportation (Docks) Service) unless civilian stevedores are available.
- (h) Running Repairs of Army-manned Tugs and Lighters.
Army (Transportation Docks Service).
- (i) Large Repairs and Refit of Tugs and Lighters.
Navy.
- (j) Salvage Dredging and Port Clearance below High-Water Mark.

of the Sea Transport Officer.

If manned by the Army, will work under the operational control of the Docks Service.

Note: In order to enable the Sea Transport Officer to control the tugs and lighters when manned by civilians and ensure they are handled and moored in a seamanlike manner, the Naval Officer in charge will attach one or more petty officers to work under the Sea Transport Officer.

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Sea Transport Officer and Army (Docks Service)
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(g) Inboard Labour and Labour in Lighters.

Army (Transportation (Docks) Service) unless civilian stevedores are available.

(h) Running Repairs of Army-Manned Tugs and Lighters.

Army (Transportation Docks Service).

(i) Large Repairs and Refit of Tugs and Lighters.

Navy.

(j) Salvage Dredging and Port Clearance below High-Water Mark.

Navy.

(k) Port Improvement above High-Water Mark.

Army

(l) Moorings.

Navy.

ANNEXURE 3

Page 3.

SECRET

9. Carro Handling Sect. (EQUALS BOMBING MOST SECRET)

Army except M.T. slings, petrol, petrol trays and slings, fuel slings and petrol slings which are on P.S.T.C. charges. By arrangements between Army Docks Service and P.S.T.C. they will be held, maintained in good condition, and issued as necessary from the Central Gear Store which is manned by personnel of the Port Maintenance Company. (Army)

(n) Provision and Supervision of Labour.

Army; (By D.A.D. Labour attached to Base Sub-area Headquarters)

(o) Provision of Motor Transport.

Army; Motor Transport for port working will be demanded daily by A.C.M.G. (M) from C.I/c Transport R.A.S.C.

(p) Provision of Railway Wagon.

Army

(q) Personnel and Vehicle Trains.

Army issue orders for and control all entrainments of personnel and unit vehicles.

(r) Administration and Discipline of Military Personnel

Is the responsibility of Base Sub-area Headquarters.

(s) Administration of Naval Personnel.

Naval Officer in Charge.

(t) Administration and Discipline of R.A.F. Personnel.

Senior R.A.F. Embarkation Officer.

(u) Guards and Police for Port Installations, Transit Area etc.

Army (Base Sub-area Headquarters).

(v) P.A.D. and Fire Fighting.

Army (Base Sub-area Headquarters) will co-ordinate all services including naval establishments ashore. Naval Officer in Charge is responsible for fire fighting effort and for co-ordinating the services of military vessels equipped as fire fighting craft.

(w) Relations with Local Population and Civil Administration. Harbours and requisitioning of boats, buildings and road transport. Accommodation ashore.

Army (Base Sub-area Headquarters).

(p) Provision of Railway Wagens.

Army

(q) Personnel and Vehicle Timings.

Army issue orders for and control all entrainments of personnel and unit vehicles.

(r) Administration and Discipline of Military Personnel

Is the responsibility of Base Sub-area Headquarters.

(s) Administration of Naval Personnel.

Naval Officer in Charge.

(t) Administration and Discipline of R.A.F. Personnel.

Senior R.A.F. Embarkation Officer.

(u) Guards and Police for Port Installations, Transit Area etc.

Army (Base Sub-area Headquarters).

(v) R.A.D. and Fire Fighting.

Army (Base Sub-area Headquarters) will co-ordinate all services including naval establishments ashore. Naval Officer in Charge is responsible for fire fighting effort and for co-ordinating the services of military vessels equipped as fire fighting craft.

(w) Relations with Local Population and Civil Administration. Hiring's and requisitioning of Land, Buildings and Road Transport. Accommodation ashore.

Army (Base Sub-area Headquarters).

(x) Security.

Army, Navy and R.A.F. in conjunction.

BOATS CAPTURED AND SHIPS IN OCCUPIED PORTS.

10. All boats, small craft and ships found in ports are potential prizes. The Assistant King's Harbour Master initially acts as Deputy Admiralty Marshal and application for use of such boats etc., must be made formally to him. The Admiralty Marshal is required to make an inventory and report disposal of all prize with a view to it being brought eventually before a prize court for condemnation.

11. The hiring of all boats, craft and ships is to be made through the Sea Transport Officer who is also responsible for allocating such boats or craft taken in prize as the R.A.N. releases from naval service.

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APPENDIX 1 to
ANNEXURE 5
(Page 1)

Division of Responsibility between the Sea Transport Service
and the Army (Transportation (Docks) Service).

1. The general division of responsibility between the Sea Transport Service and the Army is the ship's side. The actual responsibility for carrying out the work of loading or discharge varies with the type of port being worked as given below :-
2. In the case of a section of a port operated entirely by military personnel with or without the assistance of unskilled or semi-skilled civilian labour, the division between the Sea Transport Service and the Transportation (Dock) service is as follows.
 - (i) General.
 - (a) The Sea Transport Officer shall have at all times complete control of the ship and be responsible for its reception and berthing and all marine matters, except the over-riding powers of M.C.I.C. as regards safety of shipping.
 - (b) The allocation of berths is a matter for decision by the Port Control Committee.
 - (c) Where a Military Docks Service is established, the actual loading or discharge of the ship will be undertaken by them, but the Sea Transport Officer will confer with the Docks Officer in Charge in regard to the arrangements proposed by him and will satisfy himself that they are the best that can be made with the means which the Docks Officer has at his disposal.
 - (d) The Docks Service will supply and supervise the labour used.
 - (e) The Sea Transport Officer will give any instructions to the Military Docks Officer in charge of working parties and not directly to the military personnel, except in emergency or to obviate damage to ship's gear or cargo.
 - (f) If the Sea Transport Officer is not satisfied with the rate of loading or discharge or considers that the methods employed are hazardous to the ship or her gear, he will request the Military Docks Officer in Charge to rectify matters, in the case of risk to the ship. The Sea Transport Officer shall have the right to stop the work if he considers it advisable.
 - (g) The custody and maintenance of the cargo handling gear is the responsibility of the Military Docks Service.
 - (h) The Army is responsible for documentation for both loading, and discharge.

(ii) Loading.

2483

(i) General.

- (a) The Sea Transport Officer shall have at all times complete control of the ship and be responsible for its reception and berthing and all marine matters, except the over-riding powers of H.O.I.C. as regards safety of shipping.
- (b) The allocation of berths is a matter for decision by the Port Control Committee.
- (c) Where a Military Docks Service is established, the actual loading or discharge of the ship will be undertaken by them, but the Sea Transport Officer will confer with the Docks Officer in Charge in regard to the arrangements proposed by him and will satisfy himself that they are the best that can be made with the means which the Docks Officer has at his disposal.
- (d) The Docks Service will supply and supervise the labour used.
- (e) The Sea Transport Officer will give any instructions to the Military Docks Officer in charge of working parties and not directly to the military personnel, except in emergency or to obviate damage to ship's gear or cargo.
- (f) If the Sea Transport Officer is not satisfied with the rate of loading or discharge or considers that the methods employed are hazardous to the ship or her gear, he will request the Military Docks Officer in Charge to rectify matters, in the case of risk to the ship. The Sea Transport Officer shall have the right to stop the work if he considers it advisable.
- (g) The custody and maintenance of the cargo handling gear is the responsibility of the Military Docks Service.
- (h) The Army is responsible for documentation for both loading and discharge.

2483

(ii) Loading.

- (a) The Army is responsible for loading the cargo to the ship's side; for carrying out the loading, stowage and securing of the cargo in accordance with the Sea Transport Officer's requirements.
- (b) The Sea Transport Officer is responsible for the loading, stowage and securing of cargo ships.

(iii) Discharge.

- (a) The Sea Transport Officer is responsible for cargo until it is landed on the quay (or in Service craft alongside the ship).

REF ID: A66111
ATTENTION 5
(Page 2)

(iii) Discharge (contd.)

- (b) The Army is responsible for carrying out the unloading in accordance with the Sea Transport Officer's requirements; for the reception and disposal of the cargo once it has been landed on the Army or discharged into service craft.

3. At Ports where the Sea Transport Service employs a normal civilian stevedore organisation, full responsibility for the loading or discharge of a ship and the provision of the inboard labour for this is that of the Sea Transport Service. The Army Decks Service will in these circumstances maintain on board each ship for liaison with such officers and stevedore personnel as may be necessary for the type of military cargo to be handled.
4. In the case of normal civil ports where the Army Decks Services only called in occasionally to help when there is a shortage of civil labour or for other unforeseen causes, the Sea Transport Officer remains fully responsible.

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Appendix II to Annexure

Service.

Table showing Staff and Services represented at the Port with their Duties at Operational Port
Designation of
Representative

Duties.

R.N.

Naval Officer
in Charge.

The Naval Officer in Charge is responsible for the berthing and mooring of all ships, tugs, lighters etc., as far as the defence of the port and the safety of the shipping therein is concerned. Under normal circumstances at a commercial port the Naval Officer in Charge does not control the movements in detail. At an operational port the Naval Officer in Charge is appointed as the King's Harbourmaster and thereby becomes the port authority. As King's Harbourmaster he is responsible for the port up to the high water mark. No works may be instituted on the adjacent foreshore which may affect the port without the King's Harbourmaster's permission in writing. The Naval Officer in Charge is inter alia in command of all naval Personnel and establishments and normally of the local naval craft, even though he is not the senior naval officer present (the senior naval officer need not delegate this duty).

R.N.

Assistant King's
Harbourmaster.

The Assistant King's Harbourmaster is the officer on the Naval Officer's staff who actually arranges the movements of ships, pilots, berthing and mooring.

R.N.

Naval Control
Service Officer.

The Naval Control Service Officer is the officer on the Naval Officer's staff who is responsible for the routing of merchant vessels and for issuing instructions to their masters.

R.N.

Base Engineer
Officer.

The Base Engineer Officer is the technical officer on the staff of the Naval Officer in Charge, who is responsible for the repair and organisation of the port's engineering establishments.

R.N.

Maintenance Commander.

The Maintenance Commander is responsible to the Naval Officer in Charge for disciplinary and maintenance questions affecting naval personnel and establishments.

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Appendix II to Annexure 5. (Page 1).

ing Staff and Services represented at the Port with their Duties at Operational Ports.

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Duties.

The Naval Officer in Charge is responsible for the berthing and movement of all ships, tugs, lighters etc., as far as the defence of the port and the safety of the shipping therein is concerned. Under normal circumstances at a commercial port the Naval Officer in Charge does not control the berthing and movements in detail. At an operational port the Naval Officer in Charge is also appointed as the King's Harbourmaster and thereby becomes the port authority. As King's Harbourmaster he is responsible for the port up to the high water mark. No works may be instituted on the adjacent foreshore which may affect the port without the King's Harbourmaster's permission in writing. The Naval Officer in Charge is inter alia in command of all naval Personnel and establishments on shore and normally of the local naval craft, even though he is not the senior naval officer present (the senior naval officer need not delegate this authority).

King's
 Master.

The Assistant King's Harbourmaster is the officer on the Naval Officer in Charge's staff who actually arranges the movements of ships, pilots, berthing etc.

rol
 ficer.

The Naval Control Service Officer is the officer on the Naval Officer in Charge's staff who is responsible for the routing of merchant vessels and the sailing instructions to their masters.

eer

The Base Engineer Officer is the technical officer on the staff of the Naval Officer in Charge, who is responsible for the repair and organisation of the base.

cc Commander.

The Maintenance Commander is responsible to the Naval Officer in Charge for all disciplinary and maintenance questions affecting naval personnel or naval establishments.

APPENDIX

<u>Service</u>	<u>Designation of Representative.</u>	<u>Duties.</u>
R.N.	First Lieutenant = (or Commander)	The First Lieutenant is the 'executive Officer' of the naval base. He deals with the day to day work of the naval personnel and the disciplinary routine matters.
R.N.	Staff Officer = Operations (S.O.O.)	The Staff Officer, Operations, is responsible for the operational staff work.
R.N.	Port Minesweeping = Officer (P.M.S.O.)	The Port Minesweeping Officer is responsible for the minesweeping operations the anti-mining organisation.
R.N.	Extended Defence = Officer (E.D.O.)	The Extended Defence Officer is the officer working in close collaboration with the Army Fire Commander for Coast Defence.
R.N.	Boon Defence = Officer (B.D.O.)	The Boon Defence Officer is responsible for all boom defences and boom defence.
R.N.	Base Accountant = Officer (B.A.O.)	The Base Accountant Officer is responsible for the feeding clothing, and pay of all naval personnel at the base.
Sea Transport	Divisional Sea Transport Officer (D.S.T.O.)	The Divisional Sea Transport Officer (or Sea Transport Officer) is responsible for the loading and discharge of all merchant vessels chartered for Sea Transport H.M. Ships used primarily as cargo carriers. When military stevedores are employed the Divisional Sea Transport Officer will undertake the actual discharge of the cargo. The Divisional Sea Transport Officer will therefore confer with the Docks Officer regarding the proposed by the latter for the discharge of the ship. The Divisional Sea Transport Officer is responsible for the organisation and safety of tugs and lighters between ships their safety when alongside. When tugs and lighters are manned by the Army, the responsibility of the Docks Service. When civilian stevedores are employed the Divisional Sea Transport Officer's responsibility for cargo ends when the cargo lighters are manned by the Army, D.S.T.O's responsibility begins and ends at that point. Sea Transport Officers are under Naval Discipline Act but are not under the authority of the Officer in charge as regards the working of ships. The Sea Transport Officer has authority for the chartering and hiring of boats, small craft or ships.

APPENDIX II TO ANNEXURE 5 (Page 2)

Duties.

The First Lieutenant is the 'executive Officer' of the naval base. He deals with the day to day work of the naval personnel and the disciplinary routine matters.

The Staff Officer, Operations, is responsible for the operational staff work.

The Port Minesweeping Officer is responsible for the minesweeping operations and the anti-mining organisation.

The Extended Defence Officer is the officer working in close collaboration with the Army Fire Commander for Coast Defence.

The Boat Defence Officer is responsible for all boat defences and boat defence craft.

The Base Accountant Officer is responsible for the feeding clothing, and payment of all naval personnel at the base.

The Divisional Sea Transport Officer (or Sea Transport Officer) is responsible for the loading and discharge of all merchant vessels chartered for Sea Transport and for H.M. Ships used primarily as cargo carriers. When military stevedores are employed, Transportation will undertake the actual discharge of the cargo. The Divisional Sea Transport Officer will therefore confer with the Docks Officer regarding the arrangements proposed by the latter for the discharge of the ship. The Divisional Sea Transport Officer is responsible for the organisation and safety of tugs and lighters between ship and shore and for their safety when alongside. When tugs and lighters are manned by the Army, the above will be the responsibility of the Docks Service. When civilian stevedores are employed in lighters the Divisional Sea Transport Officer's responsibility for cargo ends when the cargo is on shore. When lighters are manned by the Army, D.S.T.O's responsibility begins and ends at the ship's side. Sea Transport Officers are under Naval Discipline Act but are not under the orders of the Naval Officer in charge as regards the working of ships. The Sea Transport Officer is the only authority for the chartering and hiring of boats, small craft or ships.

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APPENDIX II TO ANNEXURE

<u>Service</u>	<u>Designation of Representative</u>	<u>Duties.</u>
Army (Movements)	A.Q.M.G. (II).	(1) Co-ordination and Control of all Military and R.A.E. movement through (II) Requests berthing of ships and gives priorities to the D.S.T.O.
"	D.A.Q.M.G. (II)	Staff Officer to A.Q.M.G. (II). Arranges embarkation, disembarkation and of personnel, accompanied stores and accompanied motor transport.
"	D.A.D.Th.	Technical Staff Officer to the A.Q.M.G. (II). Controls movement of unaccompanied vehicles through the port area by road and rail.
"	Military Forwarding Officer. (M.F.O.)	Handling of all M.F.O. stores in and out. See Instructions for Movement 1938, Chapter II, Sections 108-111.
Army Transportation Superintendent (Docks)	Docks	(1) Working of cargo through the port area to the requirements of Movement (II) Responsible for receiving cargo on quay, checking, sorting, stacking, wagon, motor transport or inland water transport and for the working from the Docks Exchange Sidings. (III) If stevedores are not civilian under D.S.T.O., also responsible for cargo from ship's hold to quay or into lighter.

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APPENDIX II TO ANNEXURE 5 (Page 3)

Duties.

- (1) Co-ordination and Control of all Military and R.A.P. movement through the port area.
- (II) Requests berthing of ships and gives priorities to the D.S.T.O.

Staff Officer to A.Q.M.G. (I). Arranges embarkation, disembarkation and other movements of personnel, accompanied stores and accompanied motor transport.

Technical Staff Officer to the A.Q.M.G. (I). Controls movement of unaccompanied stores and vehicles through the port area by road and rail.

Handling of all M.F.O. stores in and out. See Instructions for Movement Control (Overseas) 1938, Chapter II, Sections 100-111.

- (1) Working of cargo through the port area to the requirements of Movement Staff.
- (II) Responsible for receiving cargo on quay, checking, sorting, stacking and loading to wagon, motor transport or inland water transport and for the working of wagons to and from the Docks Exchange Sidings.
- (III) If stevedores are not civilian under D.S.T.O., also responsible for the discharge of cargo from ship's hold to quay or into lighter.

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APPENDIX II to Annexure 5, Page 4.

<u>Service</u>	<u>Designation of Representative.</u>	<u>Duties.</u>
Army.	Base Sub Area Headquarters.	Responsible for:- P.A.D. inside and outside Dock Area. Sanitation. Relations with local civil population. Discipline. Security (Docks Police). Provision of Labour.
Army (Medical).	Embarkation Medical Officer.	Supervision of all embarkation and disembarkation of invalids. Responsible for ensuring sufficient medical stores on out.
R.A.F.	R.A.F., E.S.O.	Arranges and supervises in conjunction with the Movements disembarkation and other movements of R.A.F. personnel and mechanical transport. Identification of consignment of its handling.

Worker Services (D)
Allotment of Moto
Hiring and requis
and motor transpo
Amenities and Wel

NOTE. I.

Officers marked * are usually appointed to Naval Officer defence purposes though they are not normally concerned with

APPENDIX II to Annexure 5, Page 4.

gation of
representative.

Duties.

Sub Area
quarters.

Responsible for:-

P.A.D. inside and outside
Dock Area.
Sanitation.
Relations with local civil
population.
Discipline.
Security (Docks Police).
Provision of Labour.

Works Services (Defence and P.A.D. only).
Allotment of Motor Transport.
Hiring and requisitioning of land, buildings,
and motor transport.
Amenities and Welfare.

Maritime
Medical Officer.

Supervision of all embarkation and disembarkation of invalids.
Responsible for ensuring sufficient medical stores on outgoing ships.

R.F., E.S.O.

Arranges and supervises in conjunction with the Movements Staff the embarkation
disembarkation and other movements of R.A.F. personnel accompanied equipment and
mechanical transport. Identification of consignment of R.A.F. equipment and supervision
of its handling.

E. I.

Officers marked * are usually appointed to Naval Officer in Charge's Staff for
defence purposes though they are not normally concerned with the running of the port.

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(EXCLUDED) M.C. STATISTICAL REPORT 220.

Traffic received for unloading at....in 'X' Base Sub-Area...

Period....24 hours.....ending 23.59 on 15/2/54.

A	B	C	D	E	F
FROM AREA	DOCKS (G.P. TABLE)	'X' Base Sub-Area (a)	Interior (y)	Completed (z)	at a l
(a) Commodity	(b) Roads Tons	(c) Roads Tons	(d) Roads Tons	(e) Roads Tons	(f) Roads Tons
Personnel	-	(All movements by march route or troop carrying transport)			
Vehicles	-				
Supps : Gen.	300				
" : P.O.L.	250				
Ordnance	270	100 By road.			
Ammunition	320	160 40			
R.E. Stores	120				
Tn. Stores	70				
Coal	450				
H.F.O.	-				
TOTAL	1780 (z)	260 40			

Note :-

- (z) A column is required which traffic is received.
(y) "Interior" denotes local any M.C. Area, G.S., contractors.
(z) Totals at foot of column total traffic cleared portion of the tonnage in 'X' Base Sub-Area.

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ATTACHURE 6.

(SECRET) H.C. SUBMITTAL RETURN 220.

Traffic Received for unloading at....in 'X' Base Sub-Area...

Period....24 hours.....ending 23.59 on 15/7/7.

B		C		D		E	F	G
DOCKS HABLE		Y' Base Sub-Area		Interior		(Completed	at a later date	as necessary
(z)		(x)		(y)		(z)	(z)	(z)
Tons	Axles	Tons	Axles	Tons	Axles			
(All movements by march route or troop carrying transport)								
300						Note :- (z) 1 column is required for each H.C. Area from which traffic is received. (y) "Interior" denotes localities not covered by any H.C. Area, e.g., Stores from civil contractors. (z) Totals at foot of column 'B' do not represent total traffic cleared from HABLE but only that portion of the tonnage cleared which is unloaded in 'X' Base Sub-Area.		
250								
270								
320	moved		100 By road.					
120	by	160	40					
70	Road							
450								
1780								
(z)		260	40					

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ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM

NUMBER

76

9 November 1943

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, 15th Army Group.

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

3. a. The responsibilities of G-4 (Mov & Tn), this headquarters, and the staffs and services operating under its control* are laid down in Administrative Memorandum No. 13, this headquarters, dated 20 October 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 (FIAMDO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FIAMDO 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 FIAMDO as given in Administrative Memorandum No. 67.

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ADM MEMO #76 (Cont'd)

4. The responsibilities of the Director General, Military Railway 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 "a". (NOTE: To be reissued with slight amendments shortly).

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).

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 allocations of staff will be made in accordance with direct arrangements between G-4 (Mov & 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 Forces.

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

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

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.

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MEMO #76 (Cont'd)

c. 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 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.

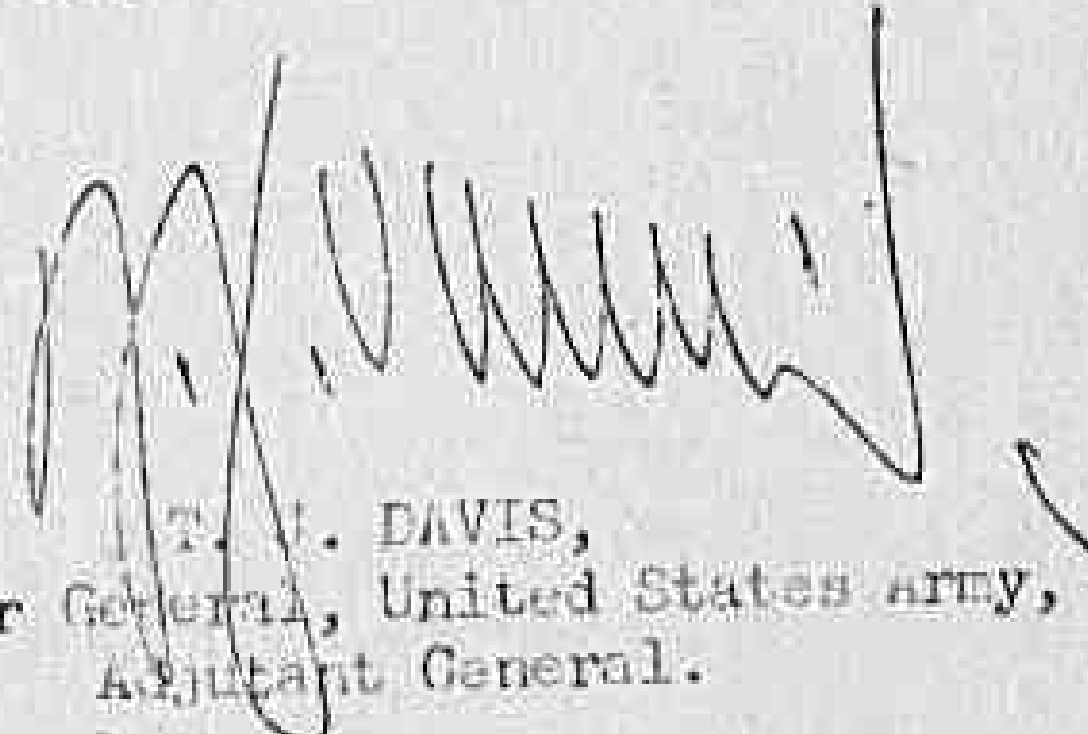
II - INLAND RAILWAYS AND HIGHWAYS (Except local bus and tram services)

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.

III - PORTS AND SHIPPING

Separate instructions will be issued as required.

By command of General EISENHOWER:


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

DISTRIBUTION:

- 50 - AFHQ Adv. Adm. Ech
20 - G-4 Mov. & Tr
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(AG 531-4 GEG-AGM)

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DRAFT

ITALIAN RAILWAYS : RELATIONS BETWEEN THE MOVEMENT AND TRANSPORTATION ORGANIZATIONS OF THE ALLIED FORCES, AND THE TRANSPORTATION ORGANIZATION OF THE ALLIED COMMISSION.

1. This directive (a) deals with the respective responsibilities for the control and operation of Italian Railways of the Movement and Transportation organization of AFHQ (including the Military Railway Service), and of the ^{Internal} ~~Internal~~ Transportation Sub Commission of the Allied Commission, and (b) defines the relations between these two organizations.
2. (a) The responsibilities of G4 Mov & Tr, AFHQ and the staffs and services operating under its control are laid down in AFHQ Administrative Memorandum No 13 dated 20 October 1942. The instructions contained in this 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) General instructions referring to Railway Control are given in Para I (General). Specific Instructions are given in Para IV (Railway Traffic, Operation and Construction) and in Para VI (Documentation and Procedure).
(c) 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 H.Q.
3. The responsibilities of the Directory General, Military Railway Service, for the development and operation of all Italian Railways, are given in AFHQ General Order No 60 dated 22 October 1943.
^{Internal.}
4. (a) The responsibilities and functions of the ~~Inland~~ ^{Internal} Transportation Sub Commission of the Allied Commission are given in Allied Commission Planning Directive No 7 dated 26 Sep. 1943, Appendix F.

(b) The functions defined in this directive are applicable only to those portions of the Italian State and privately owned Railways which are from time to

operating under its control are laid down in AFHQ Administrative Memorandum No 13 dated 20 October 1942. The instructions contained in this 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) General instructions referring to Railway Control are given in Para I (General). Specific Instructions are given in Para IV (Railway Traffic, Operation and Construction) and in Para VI (Documentation and Procedure).

(c) 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 H.Q. 3457

3. The responsibilities of the Directors General, Military Railway Service, for the development and operation of all Italian Railways, are given in AFHQ General Order No 60 dated 22 October 1943.

4. (a) The responsibilities and functions of the ^{Internal} Inland Transportation Sub Commission of the Allied Commission are given in Allied Commission Planning Directive No 7 dated 26 Sep. 1943, Appendix P. *(This will be reviewed with AFHQ)*

(b) The functions defined in this directive are applicable only to those portions of the Italian State and privately owned Railways which are from time to time returned (by the Allied military Forces) to civilian operation under the supervision of the Transportation Sub Commission of the Allied Commission (See para 1 of AFHQ General Order No 60, dated 22 Oct. 43).

5. In those parts of Italian territory where the Railways are under control of the Allied Forces, through their Movement and Transportation organization ^{Internal} (acting on the instructions referred to in paras 2 and 3 above), the Transportation Sub Commission of the Allied Commission will detail personnel to be attached to the appropriate Mov & Tr organizations. Such personnel of the Transportation

9/12
 Sub Commission of the Allied Commission will be commanded and administered through normal Allied Military Government or Allied Commission channels. Detailed allocations will be made in accordance with direct arrangements between DQMG (Movements) AFHQ and the Acting Chief of the Transportation Sub Commission, of the Allied Commission.

6. The responsibilities of the personnel of the Transportation Sub Commission referred to in para 5 above, will be:-

(a) Liaison and co-operation with Movements and Transportation personnel of the Allied Forces.

(b) To co-ordinate demands for movement designed to meet civil needs and to assess relative priorities between those demands.

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

(d) To familiarise themselves with the Italian Railway and administrative organizations, and to make preparations for assuming supervision of any parts of the Italian Railway systems released to civilian control as described in Para 4

(b) above.)

(e) To recommend to the C in C Allied Forces in consultation with and through the Mov & Tn staffs of the Allied Forces, what portions of the Italian Railways can be released to civil control.

NOTE: Such portions of the Italian Railways will not be handed over on the orders of the C in C Allied Forces to civilian control until (i) the Allied Forces have no further vital interests in the area

concerned Sub Commission is in a position to provide (ii) the Tn staff of the Allied Commission as the Commission considers necessary such supervisory Allied personnel as the Commission considers necessary and

(iii) the Italian Railway Administration is capable, in the opinion of the C in C and the Commission of operating the portion of Railway concerned.

(a) Liaison and co-operation with Movements and Transportation personnel of the Allied Forces.

(b) To co-ordinate demands for movement designed to meet civil needs and to assess relative priorities between those demands.

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

(d) To familiarise themselves with the Italian Railway and administrative organizations, and to make preparations for assuming supervision of any parts of the Italian Railway systems released to civilian control as described in Para 4

(b) above. *3476*

(e) To recommend to the C in C Allied Forces in consultation with and through the Mov & Tr staffs of the Allied Forces, what portions of the Italian Railways can be released to civil control.

NOTE: Such portions of the Italian Railways will not be handed over on the orders of the C in C Allied Forces to civilian control until

(i) the Allied Forces have no further vital interests in the area concerned

(ii) the *Sub-Commission* of the Allied Commission is in a position to provide such supervisory Allied personnel as the Commission considers necessary

and

(iii) the Italian Railway Administration is capable, in the opinion of the C in C and the Commission of operating the portion of Railway concerned.

Room 94.

GGB/EM

29 Oct 43.

AC Transportation Sub-Commission
Attached Nov. 3 Nov and Th.
Int 49
A.P.R.C.

*Not on Capt. Bennett's
table. Date for 22 Oct.*

221 'A.P.R.C. (C)

4/10

AC Transportation Sub-Commission.

REFERENCE: Draft Directive in accordance with para. 2 of Meeting held
in GAO's room 11.30hrs. 7 October, 1943.

REFERENCE: AC(Transp)/3/2c

DATE: 22 October, 1943.

1. Reference draft Directive on above subject submitted to you for
consideration on 11 October, 1943; it is considered important
that Directive be issued and that movement to mainland of officers
referred to therein taken place at early date. (American Sector
of Italy was handed over to AMG on 15 October.)
2. The draft Directive was submitted, ^{60.60} ~~60.60~~ has been or is
being issued; as this necessitates some detailed amendment to the
AC draft, two copies of a suggested revision are submitted herewith.

(sgd) *PW* Colonel.
A/Chief of AC Transportation Sub-Commission.

3455

Copy to MGS for information (Handed to Lt Col Gaskin
16.45hrs. 22 Oct.
He will show it to Army Gaskin.)

*Reference: phone to Capt. Bennett 17.30hrs. 22/10
Copies handed to Lt Col Gaskin 11am 23/10*

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and transportation operations on

(2) This directive deals with the agreed working arrangements for all Italian railways, railway working in connection with ports, highways and inland waterways. ~~It is a separate document~~ except local laws and treaty provisions, between:

(a) the Government and transportation organizations of the Allied conventional forces

and

(b) the "Transportation Division" of AFHQ, L of AF, June 15 Air Corps; Regiments under their Command and "AC Inland Transportation Section Sub-Committee".

(2) This is drawn to ⁶⁰⁶⁰ ~~6060~~ issued from AFHQ and dated 13/10/44 which shows the method of working of the Government and Transportation organizations of the Allied conventional forces for the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be handed over to civilian operation under the control or supervision of (1) and (11) of Allied Transportation Sub-Committee.

(3) The functions of AC Inland Transportation Sub-Committee are shown in JCO Planning Directive No. 7 dated 26 September, 1943 AFHQ P. 2444

(4) The emergency consideration in this agreed working arrangements is that Allied conventional forces have prior claim on all transportation facilities through their Government and Transportation organizations.

(5) It is essential, however, that important movements required by the AC to meet civil needs (e.g. food, essential commodities, etc.) be carried out.

1000

(76) the "Immigration Officers" of Hull, L. of C., calls 15 May
1907; Agents Major Walter Gossards and J. O. Ireland transferred
since introduction.

(under no condition)
 mentioned as down in GD 10 listed from 1911 and also 1910.

which show the extent of working of the Government and Transportation
Administration of the Allied personnel serves for the rehabilitation,
material development and operation of all Italian State not previously
mentioned, except for those portions which may have been to them
be listed after the condition operation under the control or supervision
of the United States Army and Transportation Administration.

(3) The Republic of the Philippines has been informed that the United States Government will not be making any further investigation of the activities of the Communist Party of the United States of America in the Philippines.

(a) The foregoing consideration in this aspect, working arrangements to the allied operations various have put on all transportation facilities through their movement and transportation opportunities.

(b) It is essential, however, that important measures required by all means to meet civil needs (e.g., food, essential commodities, etc.) be ensured etc.

(c) The necessary contacts with Italian Government and Police
authorities to implement provisions of (a) and (b) above will
be made only by Allied Governmental persons through their respective
and transportation organizations, except for those portions of
transportation facilities which may prove to be harmful or
to obstruct operations under control or supervision of USG or AC
under conservation information.

percentage of total in (v) was 4.4% (v/v) and 0.1% (v/v) respectively.

PAGE 2

function as side by side in closest cooperation to insure that operational and civil requirements are coordinated and to facilitate the handling over from time to time of certain portions of transportation facilities to civilian operation under control or supervision of ASD or AG.

(5) The remaining close cooperation will be given effect as follows:-

- (a) Col. S.A. Pitzer (Acting Chief of AD Island Transportation Sub-Commission) and Major H.B.A. Clambilla will be limited forthwith at the Agency, and operate side by side with "movements and transportation" (Address: A.B.M., Box 49 - Telegraphic Freedom 300).
- (b) Lt. Col. G.L. Lindburg (Transportation Officer No. 1 Region) will forthwith be attached to "movements and transportation" in Italy and operate side by side with that organization until the whole of Italy is handed over to AG, when he will be located in the Republic of the Italian State Railways.

(c) Transporter as Transportation Sub-Commission (less one officer) as detailed below will proceed to maintain on 4 Nov 1943 as be attached there to "movements and transportation" and operate side by side with them:-

14,001 L.S. Vining (Acting Deputy Chief of AD Island Transportation Sub-Commission)

Major H.M. Borden
Major H.B. Richardson
Major H.B. Tegen

3713

(d) The Chief of AD Island Transportation Sub-Commission will remain

at AG, as find out as under:-
Major H.B. Tegen (P.S. accompanied by 15 men)

the Agency, and operate also by side with movements and transportation. (Address: A.P.H., Box 49 "Telephone Preston 300").

(C. L. Coll. Co.) Indiana, (Transportation officers No. 2 Region) will participate be attached to movements and transportation in daily and operate also by side with that organization until the whole as duty is needed over to me, when he will be located in the movement in of the Indian State railways.

(a) Elimination of transportation sub-optimization (Less one off cost)
as detailed below will proceed to maintain an $\frac{1}{4}$ Nov 19, 1947 and be
allocated cases to "operation and transportation"
and credits also by side with them :-

116-001, T. H. Wang, (State Deputy Chief of the National Transportation Mediation Commission)

[illegible]

inger V. P. Zimberdova

Major E. E. Venable

(d) a near zone of AC induced turbulence in the sub-foveolar field was in the AC, the field covered an angle of 45° .

major U.S. cities (daily to weekend) of transportation officials of all affected Regions will coordinate the affected to movements and transportation organizations appropriate to their Regions and operate side by side with them until such time as each Region considered is handed over by the operational forces to the U.S. The command and administration of such transportation officials while they are subjected to movements and transportation organizations will be exercised through normal JCEC or AD channels.

4/10

2000

and details of transportation officers so indicated in 11 be
notified by GAO's to HQ, 40.

(x) In further officers being available to complete the
establishment of transportation information they will be

AC 9uland

assigned to (a), (b), (c) or (d) as required in accordance with
return to be issued.

(d) All bids for transportation to meet civil needs will be
considered by (a), (b) and (c) above according to time and level,
and will be considered with bids for operational requirements
submitted by "Government and Transportation".

2000

5 Oct. 1943

Confidential

(Excludes British Post Secret)

COPY

ALLIED FORCES HEADQUARTERS
G-4 (Mov & In)

DIRECTIVE FOR THE DIRECTOR GENERAL MILITARY RAILWAYS

1. The early re-establishment of the railway system in Italy as an effective agency for the supply and maintenance of the Allied armies is essential to the success of the military operations now initiated.
2. As the Italian Government has undertaken to give full collaboration to the Allied and has been accorded the status of co-belligerent, it is the policy of this headquarters that action for the re-establishment of railway communications in Italy shall be taken through and in close co-operation with the Italian military and civil railway authorities.
3. The procedure and organization to be adopted, therefore, in the restoration of rail facilities and in their operation will be similar to that used with the French military and civil railway authorities in NORTH AFRICA. The provision of General Order No. 19 dated 14 Feb 43 will apply in Italy both in this respect and also in the use of the U. S. and British Military Railway Services as an integrated organization.
4. The policy and priorities for the restoration of rail communications will be decided by A. F. H. Q. and will be assigned to meet the administrative requirements of the operational plans of G. O. C. 15 Army Group. Under the terms of A. F. H. Q. Administrative Memorandum No. 63, G. O. C. No. 3 District will be responsible for the executive administrative action in rear of Army Areas to implement the policy and priorities laid down by A. F. H. Q. and he will, therefore, be the channel through which you or your representative on the spot will receive instructions on these subjects.
5. You are, therefore, directed to proceed to N. 3. No. 2 District at FARMATO on Thursday 20 September 1943 with the object of undertaking a survey of railway resources within the District and in rear of 5th and 8th Army Areas. This survey will be undertaken in conjunction with H. Q. No. 3 District and with General di RAIMONDO, the Italian Director General of Military Transport at Marshal BADOLLO's Headquarters.
6. Lt. Col. G. WYNN DAVIES, S. 3., has been appointed as Movements Staff representative of A. F. H. Q. attached to the Mission at Marshal BADOLLO's Headquarters and will be responsible for stating and clarifying Allied requirements in the use of railway facilities. He is proceeding to the Mission on 20 September 1943 with General di RAIMONDO.

The objects of your survey will include:

belonging, it is the policy of this Headquarters and the objects of the re-establishment of railway communications in ITALY shall be taken through and in close co-operation with the Italian military and civil railway authorities.

3. The procedure and organization to be adopted, therefore, in the restoration of rail facilities and in their operation will be similar to that used with the French military and civil railway authorities in NORTH AFRICA. The provision of General Order No. 19 dated 14 Feb 43 will apply in ITALY both in this respect and also in the use of the U. S. and British Military Railway Services as an integrated organization.

4. The policy and priorities for the restoration of rail communications will be decided by A. F. H. Q. and will be assigned to meet the administrative requirements of the operational plans of G. C. C. 15 Army Group. Under the terms of A. F. H. Q. Administrative Memorandum No. 63, G. C. C. No. 2 District will be responsible for the executive administrative action in rear of Army Areas to implement the policy and priorities laid down by A. F. H. Q. and he will, therefore, be the channel through which you or your representative on the spot will receive instructions on these subjects.

5. You are, therefore, directed to proceed to H. Q. No. 2 District at TARANTO on Thursday 30 September 1943 with the object of undertaking a survey of railway resources within the District and in Rear of 5th and 9th Army Areas. This survey will be undertaken in conjunction with H. Q. No. 2 District and with General di RAIMONDO, the Italian Director General of Military Transport at Marshal BADOLLO's Headquarters.

6. Lt. Col. G. WYNN DAVIES, R. E., has been appointed as a Movements Staff representative of A. F. H. Q. attached to the Mission at Marshal BADOLLO's Headquarters and will be responsible for stating and clarifying Allied requirements in the use of railway facilities. He is proceeding to the Mission on 30 September 1943 with General di RAIMONDO.

The objects of your survey will include:

- (a) Immediate action for the co-ordination of the work of the Italian railway service and Allied military personnel in the restoration and operation of railway facilities.
- (b) The establishment at H. Q. No. 2 District of a branch of your Directorate charged with directing the operation of the railways in accordance with A. F. H. Q. policy as defined to him by H. Q. No. 2 District.
- (c) A report on the extent to which railway repair and operation can be undertaken by the Italian railway services together with recommendations on the amount

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and proper employment of Allied military assistance in personnel and material.

3. In view of the vital importance of railway communications to the success of ITALIAN operations, you may consider it desirable that you should take personal charge of the Military Railway Service in ITALY, leaving a deputy in NORTH AMERICA. If so, you should take a recommendation to this effect.

/s/ H. A. GALT
Lieut. General
Chief Administrative Officer

Received 30. Nov. 63 (Brought to Napier by Lt. Provins Lynch
with other papers from Lt. Col. Landling, ~~to~~ depts.)

102

Received 30 Nov 62 (Brought to Waples by Lt. Francis Lynch
with other papers from Lt. Col. Landings ~~to~~ death.)

3450

SECRET

~~SECRET~~
ARMED FORCE HEADQUARTERS
APO 512

As sent by AFHQ (M)
to CAG

Issued 22. Oct. 43. (as altered in
ink)

GENERAL ORDERS)

NUMBER 60)

DEVELOPMENT AND OPERATION OF ALL ITALIAN RAILWAYS

1. Brigadier General CARL F. GRAY, JR, USA, 0129452, Director General, Military Railway Service, ^{this HQ,} ~~AFHQ~~, will be responsible for the rehabilitation, technical development and operation of all Italian state and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Sub-Commission of the Allied Commission.

2. All United States Railway Service troops, the Railway portion of the British Transportation Service, and Italian Railway personnel and material will be at his disposal and will operate under his direction. So far as Italian Railway personnel is concerned, this will be accomplished by having General di Kaisando, together with all of the Italian military railway organization, report to the Director General to carry out the duties prescribed. The command and administration of British Railway Transportation Units referred to above will be exercised through normal British channels.

3. In the reconstruction and operation of the Italian Railways the Director General will be governed by priorities established by ^{this HQ} ~~AFHQ~~ presently represented on the mainland of Italy by the Deputy Chief Administrative Officer, Advanced Administrative Echelon, AFHQ, who will coordinate and present to the Director General the railway requirements of Allied Forces and of all Italian civilian and military users.

4. The Director General will continue to be governed in the operation of military railways in North Africa by the provisions of General Order Number 19, AFHQ, 14 February 1943.

2439

TRANSPORTATION SUB-COMMISSION, A.C. (Allied Commission)
 ATTACHED NOV. 3, NOV 6 21.
 HUT 49
 A. M. S. S., B. M. A. F.

TO: 0-4, Nov. 6 21.

FROM: Chief Transportation Sub-Commission, A.C. (Allied Commission).

SUBJECT: Railways - SICILY.

REFERENCE: A.C. (Transp.).

DATE: 15 October, 1943.

1. Reference attached "draft" letter dated 14 October from G. 4 Nov. 6 21 to C. M. S. (B. M. A. F. File 507) (A. C. S. File 557).
2. Matter should be considered in relation to Notes of Meeting held in C. M. S. Room 11.30 hours 7 October, 1943 and "draft" Directive being considered by B. M. A. F. (M). Considered important that this Directive be agreed and issued at early date and thereby establish method of working both for mainland and Sicily.
3. As far as I am aware the Establishments for Regions, including number 1 Region (Sicily) under A. M. S. and A. C. conditions are not nearly sufficient to cover the organization suggested in para 17 (a) and (b) of B. M. A. F.'s report dated 3 September, 1943.
4. Considered therefore, that Movements and Transportation organization of Operational Forces should NOT hand over control of railways to A. M. S. or A. C. in any area until such time as they have no further vital interests in such areas and until the Italian Railway Administrations are able to operate the railways themselves under control and supervision of Regional A. M. S. Transportation officers and/or Transportation Sub-Commission, A. C., with comparatively small Establishments. Any organization which may be considered for a "transition" period should not lose sight of this objective.

Copy to MGS (SAC Jackling) 16/10

(Sgt) [Signature]
 Colonel,
 Acting Chief of Transportation
 Sub-Commission, A.C.

3458

Draft in accordance with
1. Hqs. 3 of Meeting 7/10.

2. copy handed to DQ46(M) by me
at 14 US-L. Mon. 11 Oct. 43. *WJH*

1405

(1) This Directive deals with the agreed working arrangements between:-

(a) the Movement and Transportation organization of the Allied Operational Forces

and

(b) the 'Transportation Officers' of 'A.M.G., I of G', 'A.M.G. 15th Army Group', Regions under their commands and Transportation Sub-Commission, A.C.

as regards Italian Railways, railway working in connection with Port operations, highway and inland water-way transport operations except local 'bus and tram services.

(2) The functions of Transportation Sub-Commission A.C. are shown in App. F of Planning Directive No. 7 dated 26 Sept 1943 issued by Joint Assistant Chiefs of Staff, A.C. under their reference AG/1014.

(3) (a) The over-riding consideration in this agreed working arrangement is that Allied Operational Forces have prior claim on all transportation facilities through their Movement and Transportation organization.

(b) It is essential, however, that important movements required by A.M.G. or A.C. to meet civil need (e.g. food, essential commodities, etc) be carried out.

(c) The necessary contacts with Italian Government and Railway Administrations in order to implement requirements of both (a) and

(b) above will be made only by Allied Operational Forces through their Movement and Transportation organization during the period when they require to exercise control over the transportation facilities.

(d) This situation requires (a) the Movement and Transportation organizations of the Allied Operational Forces and (b) the Transportation Officers of 'A.M.G., I of G', 'A.M.G., 15th Army Group', Regions under their commands and Transportation Sub-Commission A.C. to function side by side in closest co-operation, until such time as Allied Operational Forces hand over control of transportation facilities in any particular area to the Italian Government for operation under supervision of Transportation Sub-Commission, A.C.

(4) The necessary close cooperation will be given effect as follows:-

(a) Col. S. A. Fitch (Acting Chief of Transportation Sub-Commission) and Major F. R. A. Glandville will be located forthwith at A.F.H.Q., Algiers, and operate side by side with 'Movements and Transportation'. (Address:- A.F.H.Q., Hut 49 - Telephone Freedom 320).

(b) Lt. Col. C. H. Lindburg, (Transportation Officer No. 1 Region) will forthwith be attached to 'Movements and Transportation' in Sicily and operate side by side with that organization.

(c) Remainder of Transportation Sub-Commission (less one officer) as detailed below will proceed to mainland on and be attached there to 'Movements and Transportation' and operate side by

- (2) The functions of Transportation Sub-Commission A.C. are shown in APP. P of Planning Directive No. 7 dated 26 Sept 1943 issued by Joint Assistant Chiefs of Staff, A.C. under their reference AG/1014.
- (3) (a) The over-riding consideration in this agreed working arrangement is that Allied Operational Forces have prior claim on all transportation facilities through their Movement and Transportation organization.
- (b) It is essential, however, that important movements required by A.M.C. or A.C. to meet civil need (e.g. food, essential commodities, etc) be carried out.
- (c) The necessary contacts with Italian Government and Railway Administrations in order to implement requirements of both (a) and (b) above will be made only by Allied Operational Forces through their Movement and Transportation organization during the period when they require to exercise control over the transportation facilities.
- (d) This situation requires (a) the Movement and Transportation organizations of the Allied Operational Forces and (b) the Transportation Officers of "A.M.C. L of C", "A.M.C., 15th Army Group", Regions under their commands and Transportation Sub-Commission A.C. to function side by side in closest co-operation, until such time as Allied Operational Forces hand over control of transportation facilities in any particular area to the Italian Government for operation under supervision of Transportation Sub-Commission, A.C.
- (4) The necessary close cooperation will be given effect as follows:-
- (a) Col. S. A. Fiten (Acting Chief of Transportation Sub-Commission) and Major F. R. A. Glendville will be located forthwith at A.F.H.Q., Algiers, and operate side by side with "Movements and Transportation", (Address:- A.F.H.Q., Hut 49 - Telephone Freedom 3203).
- (b) Lt. Col. O. B. Lindburg, (Transportation Officer No. 1 Region) will forthwith be attached to "Movements and Transportation" in Sicily and operate side by side with that organization.
- (c) Remainder of Transportation Sub-Commission (less one officer) as detailed below will proceed to mainland on and be attached there to "Movements and Transportation" and operate side by side with them:-

Lt. Col. L. E. Vining (Acting Deputy Chief of Transportation Sub-Commission)

Major J. H. Boddess.

Major F. P. Richardson

Major W. N. Yoder.

See page 2.

- 2 -

(d) A rear link of Transportation Sub-Commission will remain at H.Q., A.S., that organ as under:-

Major V. S. Walker.

(e) Transportation officers of all activated Regions will forthwith be attached to Movements and Transportation organization appropriate to their Regions and operate side by side with that organization. They will continue to do so until H.Q. Transportation Sub-Commission is set up in Italy when all Transportation officers in Regions will come under jurisdiction and orders of A.S. H.Q. Details of officers and C.S. are attached to be notified to Acting Chief of Transportation Sub-Commission (see para 4(a)).

(f) As further officers become available to complete the establishment of Transportation Sub-Commission they will be assigned to (a), (b), (c) or (d) as required in accordance with orders to be issued.

(g) All bids for transportation to meet civil needs will be co-ordinated by (a), (b) and (c) above according to area and level, and will be considered with bids for operational requirements co-ordinated by 'Movements and Transportation'.

ALLIED FORCE HEADQUARTERS
Military Government Section

7 October 1943

To: Col. S. A. Fitch,
Acting Chief of Transportation Sub-Commission.

SUBJECT: Transportation.

The transport Sub-Commission will as from 10 October work in close conjunction with Movements and Transportation, AFHQ. To give effect to this the following arrangements will be made:

On Sunday the 10th of October Colonel S.A. Fitch and one other officer to be nominated by him will move to AFHQ Movements and Transportation, the remaining officers will be moved as under:

To Sicily and remainder, less one officer to Mainland, both parties to be attached to Movements and Transportation and to function in close cooperation therewith.

The officer remaining at Tisi Ouzou will serve as a rear link for the Sub-Commission.

A.T. MAXWELL,
Colonel,
Dep. Chief, Military Govt. Section.

Distribution.

JACS
MGS
Brig. De Rhs Phillips
G-4
• ANG

After the Meeting (Sun 9/1) I discussed details with Brig de Rhs Phillips and undertook to prepare a draft in accordance with him & for his consideration.

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UNITED STATES HEADQUARTERS
Military Government Section



7 October 1943

TO: Col. A. A. Fitch,
Acting Chief of Transportation Sub-Commission.

SUBJECT: Transportation.

The Transportation Sub-commission will as from 10 October work in close conjunction with Movements and Transportation, AFM. To give effect to this the following arrangements will be made:

On Sunday the 10th of October Colonel A. A. Fitch and one other officer to be nominated by him will move to AFM Movements and Transportation, the remaining officers will be moved as under:

To Sicily and remainder, less one officer to Mainland, both parties to be attached to Movements and Transportation and to function in close cooperation therewith.

The officer remaining at Tivoli Guzzu will serve as a rear link for the sub-commission.

A. T. MARSHALL,
Colonel,
Dep. Chief, Military Govt. Section.

Distribution:

JAGC
JCS
Brig. De the Phillips
C-4
ABO

Received from Lt.
Provis Signal with
other papers from
Lt Col. Lundberg's
desk. 30/11/43

ARMED FORCES HEADQUARTERS

17 October 43

Notes of meeting held in C.A.O.'s room 1130 hrs 7 Oct
43 to discuss the Co-ordination of Military and Civil Rail
and Sea Traffic in Italy.

Present:

Lt. Gen. H.M. GALE	-	C.A.O.
Commodore DICK	-	R.N.
Brig. Gen. HOLLIS	-	Mil Gov Sec
Brig. de l'Armée MILITE	-	C-4 (M & Tn)
Brig. GUTHRIE	-	ANGOT
Col. KIRKWOOD	-	ANGOT
Col. MAXWELL	-	Mil Gov Sec
Col. FITCH	-	ANGOT
Lt. Col. HOLLIS	-	A/R (Co-Ord)

GENERAL POLICY.

1. It was agreed that the relations between Military Government (or Armistice Commission) and the military authorities on questions of rail traffic must be considered under separate headings of:-

(a) Long term policy.

(b) Day to day working.

RAILWAYS: LONG TERM POLICY.

2. Brig. Gen. HOLLIS said that long term policy in respect of Italian railways must be handled by the Transport Division of the Armistice Commission in consultation with the military movement organization. C.A.O. agreed but said that there should be a directive addressed to the Transport Division to make clear their responsibilities. He pointed out that ITALIAN railways are at present militarized and will continue to be so while they continue to serve the ALLIED ARMS; during this phase the military movement organization would expect to deal direct with the ITALIAN military controllers of the railways. He said that even on the long term policy side it would be necessary for the Armistice Commission to accept technical direction from the DIRECTOR GENERAL OF RAILWAYS whilst the area continued to be a military theatre.

ACTION: ANGOT planning staff to produce a draft directive for Transport Division of Armistice Commission in terms of the discussion recorded above.

344

Col. WITCH
Lt. Col. HODGKIN
- ASST
- A/A (Co-ord)

GENERAL POLICY.

1. It was agreed that the relations between Military Government (or Armistice Commission) and the Military authorities on questions of rail traffic must be considered under separate headings of:-

- (a) Long term policy.
- (b) Day to day working.

RAILWAYS: LONG TERM POLICY.

2. Brig. Gen. HODGKIN said that long term policy in respect of ITALIAN railways must be handled by the Transport Division of the Armistice Commission in consultation with the military movements organization. G.A.O. agreed but said that there should be a directive addressed to the Transport Division to make clear their responsibilities. He pointed out that ITALIAN railways are at present militarized and will continue to be so while they continue to serve the ALLIED ARMY. During this phase the military movements organization would expect to deal direct with the ITALIAN military controllers of the railways. Brig. Gen. HODGKIN said that even on the long term policy side it would be necessary for the Armistice Commission to accept technical direction from the DIRECTOR GENERAL OF RAILWAYS whilst the area continued to be a military theatre.

ACTION: ASST planning staff to produce a draft directive for Transport Division of Armistice Commission in terms of the discussion recorded above.

RAILWAYS: DAY TO DAY WORKING.

3. Brig. Gen. HODGKIN recommended that reps from Transport Division of Armistice Commission should be attached to the existing military movements organization. It was essential that military movements should control the day to day working of the railways but the presence of the Armistice Commission reps would ensure that civil requirements were properly notified for consideration in assessment of priorities. These reps should also facilitate the relinquishment of control by the military to the Armistice Commission when the time came to move on. It was agreed

..../tmt

that the attachment of Amistice Commission reps to movements was desirable and should take place forthwith.

ACTION: MIL GOV DMO to arrange attachment of Amistice Commission (Military Government) reps to ARMY movements organization. Reps to come first to A.F.H.G. and then move to FORCAG.

SEA TRAFFIC.

4. Commodore DICK said that the shipping position could not be treated on the same basis as the JALIAN rail-ways. The essential difference was that shipping was organized on an international pool basis. There had been proposals to set up ITALIAN shipping as a separate pool but in his view this was not practicable. He thought it best to plan on the basis that N.A.S.B.O. would become the INTERNATIONAL BOARD with a section operating in ITALY. Brig.Gen. HOLMES said that he would propose to put reps of the Amistice Commission on N.A.S.B.O. or such other INTERNATIONAL Board as might be formed. C.A.O. agreed with this proposal; it would be necessary to make immediate representations to ensure that ITALIAN shipping was brought into the international pool. Commodore DICK said that the N.A.S.B.O. meeting that day would probably produce a recommendation on this point.

ACTION: After receipt of N.A.S.B.O. recommendation draft cable to be agreed for DMO to send to C.E.O.S. by 10.00. Brig.Gen. HOLMES to initiate draft cable.

REVIEW OF AMISTICE COMMISSION ORGANIZATION.

5. Brig.Gen. HOLMES outlined the probable development of MILITARY GOVERNMENT and AMISTICE COMMISSION organization in ITALY.

REVIEW OF VARIOUS FORces IN ITALY.

6. Col. MACMILLAN raised the question of shipping requirements for SAMPLING coal. C.A.O. said that the chief problem lay in finding out what use could be made of SAMPLING coal and he was waiting for a report on this point.

ways. The essential difference was that shipping was organized on an international pool basis. There had been proposals to set up ITALIAN shipping as a separate pool but in his view this was not practicable. He thought it best to plan on the basis that M.A.S.B.O. would become the INTERNATIONAL Board with a section operating in ITALY. Brig. Gen. NORMAN said that he would propose to put reps of the Assistance Commission on M.A.S.B.O. or such other INTERNATIONAL Board as might be formed. C.A.O. agreed with this proposal; it would be necessary to make immediate representations to ensure that ITALIAN shipping was brought into the international pool. Commandeur DICK said that the M.A.S.B.O. meeting that day would probably produce a recommendation on this point.

ACTION: After receipt of M.A.S.B.O. recommendation draft cable to be agreed for CING to send to C.A.O.C.S. Brig. Gen. NORMAN to initiate draft cable.

PROCEEDINGS OF ASSISTANCE COMMISSION ORGANIZATION.

5. Brig. Gen. NORMAN outlined the probable development of MILITARY GOVERNMENT and ASSISTANCE COMMISSION organization in ITALY.

SHIPPING MATTERS FOR SARDINIAN COAL.

6. Col. MARSHALL raised the question of shipping requirements for SARDINIAN coal. C.A.O. said that the chief problem lay in finding out what use could be made of SARDINIAN coal and he was waiting for a report on this point.

ROOM 30.

DISCUSSION: All officers present at meeting.

Gen. Norman

Lieut-Colonel,
A/C (Co-Ord).

ALLIED FORCE HEADQUARTERS
Military Government Section

7 October 1945

TO: Col. S. A. Fitch,
Acting Chief of Transportation Sub-Commission.

SUBJECT: Transportation.

The Transportation Sub-Commission will as from 10 October work in close conjunction with Movements and Transportation, AFHQ. To give effect to this the following arrangements will be made:

On Sunday the 10th of October Colonel S.A. Fitch and one other officer to be nominated by him will move to AFHQ, Movements and Transportation, the remaining officers will be moved as under:

To Sicily and remainder, less one officer to Mainland, both parties to be attached to Movements and Transportation and to function in close cooperation therewith.

The officer remaining at Tini Daxou will serve as a rear link for the Sub-Commission.

A. T. MAXWELL,
Colonel,

Dep. Chief, Military Govt. Section.

Distribution:

JACS
MQS
Brig. De Rhe Philips
G-4
AMG

3412

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ALLIED FORCE HEADQUARTERS

Confidential

7 October 43

Notes of meeting held in C.A.C.'s room 1130 hrs 7 Oct 43 to discuss the Coordination of Military and Civil Rail and Sea Traffic in ITALY.

Present:

Lt. Gen. H. G. GALT = C.A.C.
 Commodore DICK = R.N.
 Brig. Gen. HODGINS = Mil Gov Sec
 Brig. de RHU PHILIPS = C-4 (M & Tn)
 Brig. GOSWICK = AMGOT
 Col. KILBURN = Mil Gov Sec
 Col. HARRIS = AMGOT
 Col. FITCH = AMGOT
 Lt. Col. HODGINS = A/L (Coord)

General Policy.

1. It was agreed that the relations between Military Government (or Armistice Commission) and the military authorities on questions of rail traffic must be considered under separate headings of:-

- (a) Long term policy.
- (b) Day to day working.

Railways: LONG TERM POLICY.

2. Brig. Gen. HODGINS said that long term policy in respect of ITALIAN railways must be handled by the Transport Division of the Armistice Commission in consultation with the military movements organization. C.A.C. agreed but said that there should be a directive addressed to the Transport Division to make clear their responsibilities. He pointed out that ITALIAN railways are at present militarized and will continue to be so while they continue to serve the ALLIED ARMIES; during this phase the military movements organization would expect to deal direct with the ITALIAN military controllers of the railways. Brig. de RHU PHILIPS said that even on the long term policy side it would be necessary for the Armistice Commission to accept technical direction from the DIRECTOR GENERAL OF RAILWAYS whilst the area continued to be a military theatre. 9/1

ACTION: AMGOT planning staff to produce a draft directive for Transport Division of Armistice Commission in terms of the discussion recorded above.

GENERAL POSITION

1. It was agreed that the relations between military Government (or Armistice Commission) and the military authorities on questions of rail traffic must be considered under separate headings of:-

- (a) Long term policy.
(b) Day to day working.

RAILWAYS: LONG TERM POLICY.

2. Brig. Gen. Haines said that long term policy in respect of Italian railways must be handled by the Transport Division of the Armistice Commission in consultation with the military movements organisation. C.A.C. agreed but said that there should be a directive addressed to the Transport Division to make clear their responsibilities. He pointed out that Italian railways are at present militarised and will continue to be so while they continue to serve the ALLIED ARMIES. During this phase the military movements organisation would expect to deal direct with the Italian military controllers of the railways. Brig. Gen. Haines said that even on the long term policy side it would be necessary for the Armistice Commission to accept technical direction from the DIRECTOR GENERAL OF RAILWAYS whilst the area continued to be a military theatre. 2/1

ACTION: ANGOT planning staff to produce a draft directive for Transport Division of Armistice Commission in terms of the discussion recorded above.

RAILWAYS: DAY TO DAY WORKING.

3. Brig. Gen. Haines recommended that Regt. Gen. Transport Division of Armistice Commission should be attached to the existing military movements organisation. It was essential that military movements should control the day to day working of the railways but the presence of the Armistice Commission Regt. would ensure that civil requirements were properly notified for consideration in assessment of priorities. These Regt. should also facilitate the relinquishment of control by the military to the Armistice Commission when the time came to move on. It was agreed

....that

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that the attachment of Armistice Commission reps to movements was desirable and should take place forthwith.

ACTION: MIL GOV GNC to arrange attachment of Armistice Commission (Military Government) reps to AGO's movements organization. Reps to come first to A.T.H.A. and then move to FORCAO.

SEA TRAFFIC.

4. Commodore DICK said that the shipping position could not be treated on the same basis as the ITALIAN railway. The essential difference was that shipping was organized on an international pool basis. There had been proposals to set up ITALIAN shipping as a separate pool but in his view this was not practicable. He thought it best to play on the basis that M.A.S.E.C. would become the SARDINIAN Board with a section operating in ITALY. Brig. Gen. HOLMES said that he would propose to put reps of the Armistice Commission on M.A.S.E.C. or such other M.E.P. SARDINIAN Board as might be formed. G.C.O. agreed with this proposal: it would be necessary to make immediate representations to ensure that ITALIAN shipping was brought into the international pool. Commodore DICK said that the M.A.S.E.C. meeting that day would probably produce a recommendation on this point.

ACTION: After receipt of M.A.S.E.C. recommendation draft cable to be agreed for GNC to send to G.C.O.S. and LONDON. Brig. Gen. HOLMES to initiate draft cable.

DEVELOPMENT OF ARMISTICE COMMISSION ORGANIZATION.

5. Brig. Gen. HOLMES outlined the probable developments of MILITARY GOVERNMENT and ARMISTICE COMMISSION organization in ITALY.

SHIPPING AGREEMENT FOR SARDINIAN COAL.

6. Col. MAXWELL raised the question of shipping requirements for SARDINIAN coal. G.A.C. said that the chief problem lay in finding out what use could be made of SARDINIAN coal and he was waiting for a report on this point.

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could not be treated on the same basis as the Italian railways. The essential difference was that shipping was organized on an international pool basis. There had been proposals to set up Italian shipping as a separate pool but in his view this was not practicable. He thought it best to plan on the basis that N.A.S.B.O. would become the Mediterranean Board with a motion operating in Italy. Brig. Gen. HOLLIS said that he would propose to put rays of the Armistice Commission on N.A.S.B.O. or such other INTER-ALLIED Board as might be formed. G.A.O. agreed with this proposal: it would be necessary to make immediate representations to ensure that Italian shipping was brought into the international pool. Commanders DICK said that the N.A.S.B.O. meeting that day would probably produce a recommendation on this point.

ACTION: After receipt of N.A.S.B.O. recommendation draft cables to be agreed for GING to send to G.C.O.S. Field LONDON. Brig. Gen. HOLLIS to initiate draft cables.

DEVELOPMENT OF ARMISTICE COMMISSION ORGANIZATION.

5. Brig. Gen. HOLLIS outlined the probable development of MILITARY GOVERNMENT and /R ICE COMMISSION organization in ITALY.

SHIPPING REQUIREMENTS FOR SARDINIAN COAL.

6. Col. WATKINS raised the question of shipping requirements for SARDINIAN coal. G.A.O. said that the chief problem lay in finding out what use could be made of SARDINIAN coal and he was waiting for a report on this point.

Room 98.

Ident. Colonel,
A/4 (General).

DISTRIBUTION: All officers present at meeting.

AC/8, TV 4.

AFHQ ADMIN MEMO NO 76

Relations between War & En.
 organization of Allied Military
 Forces and the Transportation
 organizations of AC & Army
 resulting in issue of -
 AC HQ Administrative Memorandum N° 76
 dated 9 Nov. 43.

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organization of Allied Military
forces and the Transportation
organizations of AC & Army
resulting in issue of -
OJ HQ Administrative Memorandum N° 76
dated 9 Nov. 43.

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THIS FOLDER

CONTAINS PAPERS

FROM OCT. 43

NOV. 43

CATALOGUE.

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