

ACC AC 9/TN4 10000/148/1961 INFORMATION FROM
OCT. 1943-FEB. 1945

1148/1961 INFORMATION FROM JACS OR OTHER SUB-SECTIONS
OCT. 1943 - FEB. 1945

BEST COPY POSSIBLE

1438

9/13

ALCOM SICILY REGION ALCOM REGION AFHQ

1078 3 FEB 49 OPERATIONAL PRIORITY

CONFIDENTIAL PD

PARA ONE PD YOUR ONE FOUR SEVEN OF THREE ONE JAN NOT TO ALL
ADDRESSEES RECEIVED CORRUPT PD REQUEST REPEAT PD

PARA TWO ALCOM SICILY REGION FOR MAJOR MASON INFO ALCOM REGION EPT
FREEDOM FHGDM FROM ALCOM PAREN

PARA TWO PD FIRST PRIORITY IS DOING CLEARANCE TO PREVENT DELAY
SHIPPING PD CANNOT GIVE OTHER PRIORITIES TILL CORRECTION RECEIVED PD
PARA THREE PD WRT YOUR PARA FIVE PRESENT COAL ALLOTMENT IS NINE ZERO
ZERO ZERO TONS EXXEL FOR MONTH TO BE REVIEWED MONTHLY PD IN THIS
STILL CONSIDERED INSUFFICIENT PD MAJOR MASON RAIL DIVISION WITH
SUB COMMISSION IS IN CALABRIA AND SICILY INVESTIGATING MASON POSITION
AND GENERAL RAIL WORKING PD PLEASE CONTACT PD

DISTRIB : Secy Sec.
Acting Pres.
Chief Commissioner
Secy U/C
Industry U/C
Agriculture U/C
Priorities Board
Secy Rail

Secy Shipping
Shipping U/C
Rail Div.

TRANSPORTATION U/C
390

W/Sey hint

NICHOLAS PIERBINO
CWO U.S.A.
Asst. Adjutant

3523

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
(Railways)
ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

9/41

Naples - Rome Train

6/156
3V/15

Movement Section - I.S.R. - Naples Division
(Maj. Marinelli)

Copy to : Headquarters - 701st Railway Grand Division (TO)
Military Railway Service.

Transportation Sub-Commission (Rail) AC ✓
c/o Transportation Increment C.M.F.

1. The Free Italy Trade Union meeting at Naples is still in session and delegates will not be able to return to Rome tomorrow, Feb 1st, as originally planned.
2. By arrangement with 701st R.G.D. and HQ.AC., the additional two coaches to convey this party back to Rome will not be used for this train until Saturday Feb. 3rd.

Irving Strand 1st Lt. AC
Major
(V.R. Bowers)

TRANSLATION

1. La Commissione per i lavoratori dell'Italia Libera e' ancora in riunione ed i delegati non potranno ritornare a Roma domani 1 Febbraio come era stato in primo luogo organizzato.
2. Con accordi presi con il 701st R.G.D. e l'I.H.G., A.C., le due carrozze aggiunte, stabilite per il ritorno di questa riunione a Roma non saranno usate per questo viaggio fino a Sabato 3 Febbraio.

3532

Rail Division 9/30

HEADQUARTERS ALLIED COMMISSION

AFHQ 294

Transportation Sub-Commission

SECRET

A.C. SHIPPING MEMORANDUM NO. 4

MAINTENANCE PROCEDURE

1. (a) Maintenance of the Mediterranean Theatre is achieved by:

(1) Shipment of requirements from extra Mediterranean sources.

(2) Intra-Mediterranean movement by sea of existing resources.

(3) Internal Rail Movement.

(b) The procedure for placing demands for movement by sea to meet the maintenance requirements is divided into:

(1) Long term procedure

(2) Short term procedure.

LONG TERM PROCEDURE

2. Convoys from extra Mediterranean sources are loaded in accordance with the forecasts of requirements made by AFHQ and CG MTOHQA, and to ensure that the loading of such extra Mediterranean convoys is related to port acceptance capacity and overall requirements, the following procedure is adopted:

(a) A Tonnage Allocation Meeting is held at AFHQ 100 days before the first day of each month, the purpose of which is to allocate tonnages for all requirements including civilian supplies for each port or group of ports.

(b) 7 days before this Meeting (i.e. 107 days before the first day of each month) Transportation Sub-Commission, Allied Commission, submits to G5, Copy G4 (Nov. and Tn) AFHQ, their estimates of the tonnage of Civil supplies expected to arrive in Italian Mainland ports during the month in question.

3331

- (1) Shipment of requirements from extra Mediterranean courses.
- (2) Intra-Mediterranean movement by sea of existing resources.
- (3) Inter-Mediterranean movement.

(a) The procedure for placing demands for movement by sea to meet the maintenance requirements is divided into:

- (1) Long term procedure
- (2) Short term procedure.

LONG TERM PROCEDURE

Convoys from extra Mediterranean sources are loaded in accordance with the forecasts of requirements made by AFHQ and CS MTOUSA, and to ensure that the loading of such extra Mediterranean convoys is related to port acceptance capacity and overall requirements, the following procedure is adopted:

- (a) A Tonnage Allocation Meeting is held at AFHQ 100 days before the first day of each month, the purpose of which is to allocate tonnage for all requirements including civilian supplies for each port or group of ports.
- (b) 7 days before this Meeting (ie. 107 days before the first day of each month) Transportation Sub-Commission, Allied Commission, submits to G5, Copy 34 (Mex. and Th.) AFHQ, their estimates of the tonnage of Civil Supplies expected to arrive in Italian Mainland ports during the month in question.
- (c) This information must be submitted to Transportation Sub-Commission by A.C. Sub-Commissions and UNRRA 10 days before the Meeting (ie. 110 days before the first day of each month) and should be based on requisitions and firm demands filed on AFHQ or Washington for supplies for that month. G5 submits A.C.'s request for port tonnage acceptance to the Tonnage Allocation Meeting and 1 day before A.C. is informed of the total tonnage of Civilian Supplies that may be accepted in each port or group of ports during the month in question.

3531

SHORT TERM PROCEDURE

3. Estimated tonnage acceptance from all sources

(a) At least 37 days before each 10 days Maintenance Period G5 AFHQ submit to Q (Medit) AFHQ, their bulk tonnage requirements for acceptance of civilian supplies in Italian ports.

(b) This information will be supplied to Transportation Sub-Commission, Allied Commission, by Sub-Commissions and UNRRA at least 41 days before the first day of each 10 days Maintenance Period and will be based upon the following:

(i) Any extra-Mediterranean tonnage known to be set up for arrival in that period.

(ii) Any tonnage in addition to (i) expected to arrive but not yet notified as having been set up.

(c) 1/3 of total tonnage estimated for arrival in the month, based in the light of information received since the estimate was made (see 2c)

(iii) Any additional tonnage that will be bid for intra-Mediterranean movement under para 4 (a).

(c) 25 days before each 10 days Maintenance Period a Meeting is held at AFHQ to consider bids made under para 3 (H) in relation to estimated port capacities. This meeting will take place only if bids are in excess of estimated port capacities.

4. Intra-Mediterranean Shipments

(a) At least 26 days before each 10 days Maintenance Period bids for acceptance for all intra-Mediterranean shipment of civilian supplies into Italian Ports will be submitted by Transportation Sub-Commission, Allied Commission to G5. AFHQ Copy G4 (Mov and Tr) who will place them with G4 (Mov and Tr) AFHQ.

(b) These bids must have been placed on Transportation Sub-Commission, Allied Commission, at least 30 days before the first day of the 10 days Maintenance Period by A.C. Sub-Commissions, Regional HQs or 3rd or 4th Monopoles (see A.C. Shipping Memo No. 2) and must be firm bids stating exact quantities of goods to be moved and the date when they will be available for shipment if not immediately available.

5. Priority of Movement Meetings

(a) 23 days before the first day of the 10 days Maintenance Period

- (i) Any extra-Mediterranean tonnage known to be set up for entry I in that period.
- (ii) Any tonnage in addition to (i) expected to arrive but not yet notified as having been set up.
(ie, 1/3 of total tonnages estimated for arrival in the month, added in the light of information received since the estimate was made (see 2e))
- (iii) Any additional tonnage that will be bid for intra-Mediterranean movement under para. 4 (a).
- (c) 25 days before each 10 days maintenance period a meeting is held at AFHQ to consider bids made under Para 3 (B) in relation to estimated port capacities. This meeting will take place only if bids are in excess of estimated port capacities.

4. Intra-Mediterranean Shipments

- (a) At least 26 days before each 10 days maintenance period bids for acceptance for all intra-Mediterranean shipment of civilian supplies into Italian ports will be submitted by Transportation Sub-Commission, Allied Commission to C3, AFHQ COPY 34 (Mov and Un) who will place them with 34 (Mov and Un) AFHQ.
- (b) These bids must have been placed on Transportation Sub-Commission, Allied Commission, at least 30 days before the first day of the 10 days maintenance period by A.C. Sub-Commissions, Regional HQs or 34 to Monopolies (see AC Shipping Memo No. 2) and must be firm bids stating exact quantities of goods to be moved and the date when they will be available for shipment if not immediately available.

5. Priority of Movement Meetings

- (a) 23 days before the first day of the 10 days maintenance period a Shipping Priority of Movement Meeting will be held at AFHQ, the result is decided.
- (i) How stores ships entering Italian ports from extra-Mediterranean sources will be diverted to meet requirements.
- (ii) What intra-Mediterranean shipping may be set up to meet requirements taking into account (i) above.

(b) After the Shipping Priority of Movements Meeting has been held, A.C. is informed whether all bids have been accepted, whereupon Transportation Sub-Commission will inform Sub-Commissions, Regional HQs and other bidders and later will notify them of the ships that have been set up to move their goods.

6. Dates for bids to reach Transportation Sub-Commission A.C.

At Appendix 'A' column (b) are listed the dates by which Long Term bids should be submitted to Transportation Sub-Commission for Long Term Maintenance.

At Appendix 'B' column (b) are listed dates by which Short Term estimates should reach Transportation Sub-Commission.

At Appendix 'B' column (c) are listed dates by which Short Term intra-Mediterranean bids should reach Transportation Sub-Commission. This supersedes dates given at Appendix 'A' of A.C. Shipping Memorandum No. 2.

By Command of Rear Admiral Stone,

M. H. Taylor

/s/ MERRITT H. TAYLOR
Director.

3530

APPENDIX 'A' TO A.C. SHIPPING MEMORANDUM N:4 DATED 15 JAN. 1945LONG TERM MAINTENANCE PROCEDUREDATE CHART

MONTH	ESTIMATES TO REACH TH S/C (110 DAYS IN ADVANCE)	A.C. ESTIMATES TO REACH AFHQ (107 DAYS IN ADVANCE)	TONNAGE ALLOCATION MEETING AT AFHQ (100 DAYS IN ADVANCE)	REMARKS
(a)	(b)	(c)	(d)	(e)
MAY	11 JAN.	14 JAN.	21 JAN.	
JUN.	11 FEB.	14 FEB.	21 FEB.	
JUL.	13 MAR.	16 MAR.	23 MAR.	
AUG.	13 APR.	16 APR.	23 APR.	
SEP.	13 MAY	16 MAY	23 MAY	
OCT.	13 JUN.	16 JUN.	21 JUN.	
NOV.	14 JUL.	17 JUL.	24 JUL.	
DEC.	13 AUG.	16 AUG.	23 AUG.	

APPENDIX 'B' A.C. SHIPPING MEMORANDUM N. 4 DATED 15 JAN. 1945

SHORT TERM MAINTENANCE PROCEDUREDATE CHART

10 DAYS MAINTENANCE PERIOD	SHORT TERM TONNAGE ESTIMATES TO REACH TN.S/C AC. (41 days in advance)	SHORT TERM TONNAGE ESTIMATES TO REACH AFHQ (37 days in advance)	DATE ON WHICH MEETING IS HELD TO CONSIDER SHORT TERM estimates (35 days in advance) (d)	INTRA-MEDITERRANEAN BIDS TO REACH TN.S/C (30 days in advance)	INTRA-P BIDS TO (26 day
(a)	(b)	(c)		(e)	
25 Feb. 6 Mar.	15 Jan.	19 Jan.	21 Jan.	26 Jan.	30
7 Mar. 16 Mar.	25 Jan.	29 Jan.	31 Jan.	5 Feb.	9
17 Mar. 26 Mar.	4 Feb.	8 Feb.	10 Feb.	15 Feb.	19
27 Mar. 5 Apr.	14 Feb.	18 Feb.	20 Feb.	25 Feb.	
6 Apr. 15 Apr.	24 Feb.	28 Feb.	2 Mar.	7 Mar.	1
16 Apr. 25 Apr.	6 Mar.	10 Mar.	12 Mar.	17 Mar.	2
26 Apr. 5 May	16 Mar.	20 Mar.	22 Mar.	27 Mar.	3
6 May 15 May	26 Mar.	30 Mar.	1 Apr.	6 Apr.	1
16 May 25 May	5 Apr.	9 Apr.	11 Apr.	16 Apr.	2
26 May 4 Jun.	15 Apr.	19 Apr.	21 Apr.	26 Apr.	3
5 Jun. 14 Jun.	25 Apr.	29 Apr.	1 May	6 May	1
15 Jun. 24 Jun.	5 May	9 May	11 May	16 May	2
25 Jun. 4 Jul.	15 May	19 May	21 May	26 May	3
5 Jul. 14 Jul.	25 May	29 May	31 May	5 Jun.	
15 Jul. 24 Jul.	4 Jun.	8 Jun.	10 Jun.	15 Jun.	1

APPENDIX 'B' A.C. SHIPPING MEMORANDUM N. 4 DATED 15 JAN. 1945

SHORT TERM MAINTENANCE PROCEDURE

DATE CHART

TO /C in	SHORT TERM TONNAGE ESTIMATES TO REACH AFHQ (37 days in advance)	DATE ON WHICH MEETING IS HELD TO CONSIDER SHORT TERM Estimates (35 days in advance)(1)	INTRA-MEDITERRANEAN BIDS TO REACH TH.S/C (30 days in advance)	INTRA-MEDITERRANEAN BIDS TO REACH AFHQ (26 days in advance)	PRIORITY OF MOVEMENT MEETING AT AFHQ (23 days in advance)
	(c)	(d)	(e)	(f)	(g)
	19 Jan.	21 Jan.	26 Jan.	30 Jan.	2 Feb.
	29 Jan.	31 Jan.	5 Feb.	9 Feb.	12 Feb.
	8 Feb.	10 Feb.	15 Feb.	19 Feb.	22 Feb.
	18 Feb.	20 Feb.	25 Feb.	1 Mar.	4 Mar.
	28 Feb.	2 Mar.	7 Mar.	11 Mar.	14 Mar.
	10 Mar.	12 Mar.	17 Mar.	21 Mar.	24 Mar.
	20 Mar.	22 Mar.	27 Mar.	31 Mar.	3 Apr.
	30 Mar.	1 Apr.	6 Apr.	10 Apr.	13 Apr.
	9 Apr.	11 Apr.	16 Apr.	20 Apr.	23 Apr.
	19 Apr.	21 Apr.	26 Apr.	30 Apr.	3 May
	29 Apr.	1 May	6 May	10 May	13 May
	9 May	11 May	16 May	20 May	23 May
	19 May	21 May	26 May	30 May	2 Jun.
	29 May	31 May	5 Jun.	9 Jun.	12 Jun.
	8 Jun.	10 Jun.	15 Jun.	19 Jun.	22 Jun.

DISSEMINATION:

AFHQ 24 (Rev and Tn)
2 (Muint)
G5

15 Army Group

AC. HQ.

Chief of Staff
Economic Section
Agriculture Sub-Commission
Forestry Division
Fisheries Division
Crop Production
Citrus Fruit
Education Sub-Commission
Finance Sub-Commission
Food Sub-Commission
Rome Supply Officer
Supply Officer
Transportation Officer
Industry Sub-Commission
Building Materials Division
Chemicals
Textiles
Mining
Hemp
Coal
Commerce Sub-Commission
Labor Sub-Commission
Public Health Sub-Commission
Public Works & Utilities Sub-Commission
Communication Sub-Commission
Displaced persons and Repatriation Sub-Commission
Legal Sub-Commission
Monuments fine arts & archives Sub-Commission
U.N.R.R.A. (2)
Salt (Monopoli dello Stato)
Tobacco (Monopoli dello Stato)
Matches (Monopoli dello Stato)
Liaison Shipping Sub-Commission ...C.
Transportation Sub-Commission
Rail Division
Roads Division

AC. Regional Headquarters:-

Citrus Fruit
 Education Sub-Commission
 Finance Sub-Commission
 Food Sub-Commission
 Rural Supply Officer
 Supply Officer
 Transportation Officer
 Industry Sub-Commission
 Building Materials Division
 Chemicals
 Textiles
 Mining
 Hemp
 Coal
 Commerce Sub-Commission
 Labour Sub-Commission
 Public Health Sub-Commission
 Public Works & Utilities Sub-Commission
 Communication Sub-Commission
 Displaced Persons and Repatriation Sub-Commission
 Legal Sub-Commission
 Monuments, Fine Arts & Archives Sub-Commission
 U.N.R.R.A. (2)
 Salt (Municipalities of the State)
 Tobacco (Municipalities of the State)
 Matches (Municipalities of the State)
 Livestock Shipping Sub-Commission
 Transportation Sub-Commission
 Rail Division
 Roads Division

A.C. Regional Headquarters:-

Sicilia	Region	3 copies
Southern	"	"
Marche-Umbria	"	"
Emilia	"	"
Liguria	"	"
Piedmont	"	"
Lombardy	"	"
Venezia	"	"

14
9/26
ARMY
M-121450

MAN

MABA V MEDY NR 111050 IMPORTANT QVR 8

FROM MOVWIT 111445A
TO 1 AC TN REGGIO CAL

2 DEL 615 REGGIO CAL

INFO 3 MMIA 4 AFHQ CITE FHGDM

5 5 ARMY 6 5 RMY FOR MMIA LO

7 PENSOUTH FOR MMIA LO 8 AC TN SUB ~~8~~ COMMISSION ROME

QQX GR ^{to} BT

MOV/R/184 RESTRICTED . MILITARY LOADING PROGRAMME

CALABRIA PERIOD 8 TO 10 JAN

NOT ~~OF~~ ALL REFERS .

AC TN REGGIO TO ARRANGE CONJUNCTION WITH DEL

~~7~~ 615 MOVEMENT 1500 SICILIAN

CALL - UP TO LEAVE REGGIO BY SPECIAL

TRAIN APPROX 1200 HRS 14 JAN

VIA PETRACE BRIDGE AND WEST

^{Advise}

COAST ROUTE . ADVISE ETA

BATTIPAGLIA . BREAKDOWN DESTINATIONS

AS FOLLOWS .

600 COLLE SALVETTI 200 CESANO 700 ASTRONI

BT

RPTN IMPORT QVR 8 111050 1 AC TN CAL 111445A

2 615 3 TO 1 AND

FHGDM 5 T AC TN MOV/R/184

Reply by
3500000000000

Proutasno

No. 78502

FROM HOYT 171445A
TO 1 AC TN REGGIO CAL

2 DEL 615 REGGIO CAL

INFO 3 MMIA 4 AFHQ CITE FHGDM

5 5 ARMY 6 5 RMY FOR MMIA LO

7 PENSOUTH FOR MMIA LO 8 AC TN SUB 84 COMMISSION ROME

QQX GR^{td} BT

MOV/R/184 RESTRICTED . MILITARY LOADING PROGRAMME

CALABRIA PERIOD 8 TO 10 JAN

NOT ¹⁰ ~~ALL~~ ALL REFERS.

AC TN REGGIO TO ARRANGE CONJUNCTION WITH DEL

74 615 MOVEMENT 1500 SICILIAN

CALL - UP TO LEAVE REGGIO BY SPECIAL

TRAIN APPROX 1200 HRS 14 JAN

VIA PETRACE BRIDGE AND WEST

COAST ROUTE • ADVISE ADVANCE ETA

BATTIPAGLIA • BREAKDOWN DESTINATIONS

AS FOLLOWS:

600 COLLE SALVETTI 200 CESANO 700 ASTRONI

上

IMPORT	QVR 8	111050	1	AC	TN	CAL	111445A
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2-615 3 TO 1 AND

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FHGDM 5 T AC TN MOV/R/184

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3-10 AC TN 615-11

15-HUN-12-HUN-14

5 HUN 2 HUN 7 HUN ASTRI+++

ASTRONI GH BB 1

14521

AMM/AL

9/23

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

15 December '44.

A.C. SHIPPING MEMORANDUM No. 3.

1. A regular Ferry Service from Cagliari (Sardinia) to Naples is to be initiated, starting on 28 December 1944 from Cagliari.
2. The SS/ABBZIA has been selected for this service, and will do two round trips per month. Her capacity will be 250 personnel and 1000 tons cargo.

3. The following is the January programme:-

CAGLIARI

Depart. 28 Dec.
Arrive 0 Jan.
Depart 13 Jan.
Arrive 22 Jan.
Depart 27 Jan.

NAPLES

Arrive 30 Dec.
Depart 6 Jan.
Arrive 15 Jan.
Depart 20 Jan.
Arrive 29 Jan.

4. The personnel accommodation will not be comfortable, as it will be necessary to put some people in a tween deck, there being cabin accommodation for 30 only. These personnel will have to provide their own bedding, and food must also be put on board.

There are no bunks in the tween decks and passengers must travel "hard". Women and children should not be carried in tween deck accommodation.

5. Personnel priorities, prices of tickets and cargo rates are as follows:-

- Priority Number One. - Reserved for Allied Service Personnel and Officials.
- Priority Number Two. - Italian Service Personnel.
- Priority Number Three. - All other Italian personnel

2527

6. Priority Number One will be assigned by the Regional Commissioner, Sardinia, and the Regional Commissioner, Southern Region, to one or other of whom application should be made.

2. The SS/ABAZIA has been selected for this service, and will do two round trips per month. Her capacity will be 250 personnel and 1000 tons cargo.

3. The following is the January programme:-

CAGLIARI

Depart	28 Dec.
Arrive	8 Jan.
Depart	13 Jan.
Arrive	22 Jan.
Depart	27 Jan.

NAPLES

Arrive	30 Dec.
Depart	6 Jan.
Arrive	15 Jan.
Depart	20 Jan.
Arrive	29 Jan.

4. The personnel accommodation will not be comfortable, as it will be necessary to put some people in a tween deck, there being cabin accommodation for 30 only. These personnel will have to provide their own bedding, and food must also be put on board.

There are no bunks in the tween decks and passengers must travel "hard". Women and children should not be carried in tween deck accommodation.

5. Personnel priorities, prices of tickets and cargo rates are as follows:-

Priority Number One. - Reserved for Allied Service Personnel and Officials.

Priority Number Two. - Italian Service Personnel.

Priority Number Three. - All other Italian personnel

3527

6. Priority Number One will be assigned by the Regional Commissioner, Sardinia, and the Regional Commissioner, Southern Region, to one or other of whom application should be made.

Priorities Nos. two and three will be assigned by the Alto Commissario in Cagliari, for Sardinia and by the Prefettura in Naples, for the Mainland. Applications for permits under Priority numbers two and three should be made to any Prefettura, who will forward them to the Authorities in Cagliari and Naples respectively.

The Italian Government will arrange for the division into Sub-Priorities of all personnel coming under Priority Number Three.

7. The Regional Commissioners, Southern Region and Sardinia Region will keep in reserve ten Priority and tickets for cabins for the use of Allied Service Personnel and officials, until two days before sailing date; if not taken up, they will be made available to personnel with Priorities Numbers two or three as the situation warrants.

8. No more than 250 tickets will be sold for any particular voyage, as that is the total number of passengers which can be accommodated.

9. To ensure that the number of tickets sold does not exceed the number of passengers which can be transported, the Alto Commissario in Cagliari and the Prefettura in Naples will set up a ticket selling unit at the Ports of Cagliari and Naples respectively.

Tickets will only be sold on the day of sailing, and only to passengers with the proper Priority Permit.

10. Regional Commissioners Southern Region and Sardinia Region, are requested to contact the Prefettura in Naples and the Alto Commissario in Sardinia respectively, to ensure the smooth running of the above; and in addition, to keep in close touch with their respective Port Commandants so that the latter are able to make full arrangements for embarkation and disembarkation.

11. The fares will be:-
2000 lire for Cabin passengers.
1000 lire for Deck passengers.

12. The tariff for Cargo will be:-
3614 lire per ton for first class cargo.
2730 lire per ton for second class cargo.
2025 lire per ton for third class cargo.
1283 lire per ton for fourth class cargo.

These figures are subject to alteration at any time without prior notice.

13. The bidding procedure for cargo will be the one set out in A.C. Shipping Memorandum No.2.

By Command of Rear-Admiral Stone

MERRITT H. TAYLOR
Director

9. To ensure that the number of tickets sold does not exceed the number of passengers which can be transported, the Alto Commissario in Cagliari and the Prefettura in Naples will set up a ticket selling unit at the Ports of Cagliari and Naples respectively.

Tickets will only be sold on the day of sailing, and only to passengers with the proper Priority Permit.

10. Regional Commissioners Southern Region and Sardinia Region, are requested to contact the Prefettura in Naples and the Alto Commissario in Sardinia respectively, to ensure the smooth running of the above; and in addition, to keep in close touch with their respective Port Commandants so that the latter are able to make full arrangements for embarkation and disembarkation.

11. The fares will be:-
2000 lire for Cabin passengers.
1000 lire for Deck passengers.

12. The tariff for Cargo will be:-
5614 lire per ton for first class cargo.
2730 lire per ton for second class cargo.
2025 lire per ton for third class cargo.
1253 lire per ton for fourth class cargo.

These figures are subject to alteration at any time without prior notice.

13. The bidding procedure for cargo will be the one set out in A.C. Shipping Memorandum No.2.

By Command of Rear-Admiral Stone

MERRITT H. TAYLOR
Director

9 A. No person under priority No. 3 shall be sold a ticket unless in possession of a "Movement of Civilians" pass issued by AMG or the Questori. This applies also to Italian Service personnel on leave.

COPY

Lt Col. O.H. LINDBERG

HEADQUARTERS
AMC FIFTH ARMY
A.P.O. 454 U.S. ARMY

gmu/dje

4th December 1944

22/1

Subject: Telephone Numbers - Amendment

To: See Distribution

1. Reference this HQ letter dated 24th Nov. 44, reference as above.

2. Please amend as follows:

Labour Division	Lightning Rear 137 Florence	1383
"	"	1389
	to read	
Labour Division	Lightning Rear 137 Florence	1383
"	"	1388
Public Safety Division	"	1388
	to read	
Public Safety Division	" Florence	1389
Refugees	" Florence	1388
	to read	
Refugees	" Florence	1382

3526

3. Add after Welfare

Between 1800 hrs & 0800 hrs ring Lightning Rear 137 of Florence 1389 for all Branches.

For the Commanding General:

Subject : Telephone Numbers - Amendment

To : See Distribution

1. Reference this HQ letter dated 24th Nov. 44, reference as above.

2. please amend as follows:

Labour Division	Lightning Near 137 Florence	1383
"	"	1383
	to read	
Labour Division	Lightning Near 137 Florence	1383
"	"	1383
Public Safety Division	"	1383
Public Safety Division	"	1383
Refugees	"	1383
Refugees	"	1383

3. Add after Welfare

Between 1800 hrs & 0800 hrs ring Lightning Near 137 or Florence 1383 for all branches.

For the Commanding General:

R.D. HAYES,
Major, RA,
Admin. Staff Officer
APO FIFTH ARMY

DISTRIBUTION:

"3"

COPY

ALLIED FORCE HEADQUARTERS
G-4 (MOV. & TN)

RESTRICTED

G-4(M/TP) 7/26

SUBJECT: Organisation of the Priorities and
Movements Division, Economic Section,
Allied Commission

MEMO TO: Col. J. E. HUTTENBORTH, G-5, A.F.H., 8 Nov 44

Reference our conversation this morning regarding the
organisation of the Priorities and Movements Division, Economic
Section, Allied Commission.

1. The proposed organisation was discussed at length
yesterday with MR. TAYLOR, the Chief of the Priorities and Move-
ments Division, Allied Commission, who gave me the following docu-
ments:-

- (a) Copy of Allied Commission General Order setting
out duties and responsibility of the Priorities
and Movements Division (Appx A).
- (b) Chart showing organisation of Priorities and
Movements Division (Appx B).
- (c) Chart showing relationship between a Priorities
and Movements Division and the Transportation
Sub Commission (Appx C).

2. From a description given by MR. TAYLOR of the duties
to be carried out by the Priorities and Movements Division, it is
clear that G-4 (Mov & Tn), under existing conditions in ITALY, are
particularly concerned with the working of the Movements Division,
and, to a lesser extent with the Facilities Division, regarding
plans for movement facilities, and with the Requirements and Prior-
ities Division insofar as priorities are concerned.

3. From a study of the chart at Appx C it will be seen
that the Transportation Sub Commission is in direct control of
road, rail and shipping sections dealing with movement and also
facilities. As explained by MR. TAYLOR this control will be sub-
ject to direction by the Priorities and Movements Division who will
accept responsibility.

4. It is not proposed to go into the reasons why G-4
(Mov & Tn) are so much concerned with the setup of the Movements
and Priorities Division of the Allied Commission, as that subject
has already been discussed with G-5 and the Allied Commission on
numerous occasions. The following comments are made, however, with
this discussion in mind.

3525

- 2 -

5.

Comments.

(a) The layout as given in Appx C does not provide a sufficiently strong Movements Staff branch, in that the Movements Division consists of one man only, who has to rely on the personnel of another organisation i.e. the Transportation Sub Commission, to help him do his job.

(b) The work which will be done by the road, rail and shipping sections, working under the direction of the Movements Division, will, in fact, be the duties laid down in para 3 of the General Order (Appx A). These sections should, therefore, be directly under that Division and provide the staff for the Movements Division.

6. It is considered, therefore, that the Movements Division should be strengthened by the inclusion of the road, rail and sea sections, referred to in para 5(b) above, under its direct control and that the officer (or civilian) in charge of the Movements Division should be at least the equal in capacity (i.e. personality, experience and knowledge) of those in charge of the Requirements and Priorities and Facilities Division. In the reorganisation, as described by MR. TAYLOR, neither of the above conditions can be considered satisfactory and, are not in accord with the intentions of D.M.G. (Mov. & In).

/s/

F.E.B. GIRLING
Colonel
COL 4(M).

FEBR/dw

3524

RESTRICTED

1/6/15
DEC 081130A

9/18

C/3233
DEC 081155A
IMMEDIATE

BLAIR BRIGIO

ALCOA FOR ADAMS

for Major Street's information.
W. 9/11/44

RESTRICTED.

Attention Col LINDBERG. Line GIOIA TAURA to BATTIPAGLIA reopened for traffic at 1100 hrs 7th. Line NOVAS IRI to TUSCI FOLICORO. Under repair 35000 cubic meters of road bed to be replaced. Estimated time 60 days. Passengers transfer about 8 kilometers making own arrangements.



DIST

ACTION: Tn S/C 2
INFO: Chief Commissioner
Econ Sec
Pub Works & U
File

3523

RESTRICTED

SL

No. 785021

FOR MORE INFORMATION

504

7 000 45

POLYMER

00021052711 10

[illegible]

THREAT KNOX ONE FOUR FIVE SEVEN EIGHTY TWO PD
D OREGE STATE POLICE

2025 RELEASE UNDER E.O. 14176

Abstract

ORDER PLEASE SAY IN MOVIEIT RECEIVED COPY PG

06 40 36 60 87 87

◎ 读

WILLIAM P. PIERCE
BIO. T. P. A.
Agent. 444 N. 1st St.

2520

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Reference: MOV CTI/190
Time of Origin: NOV 301455A

Message Centre No: C/2364
Date Time Rec'd: NOV 301839A
Precedence: ROUTINE

FROM: NAPLES
TO: ACC TRANSPORTATION SUBCOMMISSION ROME

ACTION

IN CLEAR.

Calabrian Railway situation at 1200 hours today. Large washout between NOVA SIRA and TIRSI POLICORO. Estimated time to repair 2 weeks (?). Small washout of ballast between SIBARI and CASSANO IONICO traffic now working. Bridge damaged at NOCERA in COSENZA Province E T repaired now 48 hours. Washout between FALENA and SAN EUFEMIA MARINA. Washout between SAMBIASE and NICASTRO also engine overturned on this section. Bridge damaged between SAN EUFEMIA IAMEZIA and S PIETRO MAIDA. 3 washouts CATANZARO and NICASTRO and SAMBIASE and SAN EUFEMIA IAMEZIA. Estimated time washouts clear now 48 hours. Until east coast route repaired all traffic for CALABRIA and SICILY will be routed via BATTIPAGLIA PAOLA and west coast line. MOVEIT please request RIOS to advise this office traffic for east. Military personnel southbound will be routed same way. Message acknowledge. Handed in 1500 hours. Message ends.

DIST

3521

ACTION: Th S/C 2
INFO: Chief Commissioner
Econ Sec
File 2
Float



Planned Major Street
1500
Authorized & Approved
Regio 2 Naples

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1/6/2
Date/Time of Origin: NOV 291130A

Message Centre No: 9/2295
Date Time Rec'd: NOV 300830A
Precedence: IMMEDIATE

FROM: LYNCH REGGIO
TO: HQ AC FOR LIMBERG RPT MRI

9/13

CONFIDENTIAL.

ACTION

Owing weather conditions traffic held up ALABRIA Divn at following places.
TIRRENA between CAMPORA and NOCERA due collapse of bridge between FIETNA and
SEUFEMIA MARINA and interrupted between SEUFEMIA and SPIETRO portion of bridge
piles washed away near S. PIETRO station point out of order and electric traction
also effected SEUFEMIA-CATANZARO section between SEUFEMIA ends. BLISE loco
4755 derailed and overturned and section flooded estimate 6 days suspension
traffic IONICA section between TORRE CERCHIARA and TIEBISACE landslide of
embankment COSENZA-SIBARI section between CESSANO and SIBARI ballast washed
away trains 82 and 82 cancellex between REGGIO and PAOLA.

DIST

Act: TN S/C (2)
INFO: C Comm 9500
ECON SEC
FILE (2)
FLOAC

CONFIDENTIAL



HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

28 July 44

T 16-

SUBJECT: Commissario del RACI

TO : Transportation Sub-Commission

I have been informed that Sig. Giuseppe Patruno has been appointed to the above position.

I wish to advise you that his incompetence, and lack of interest that was apparent whilst President of the Consorzio Autotrasporti Napoletano led to his dismissal under Region 3 Regional Order N° 50 of 13 May 44.


J.A.N. GILES,
Major.,
Regional Tptn. Officer

JG/td.

Copy to: Adjutant's File.

Copy for Director Tpn Sub Commission - ACC

WSEW

MEMORANDUM for Major Walker -

While at Palermo 21 July 1944, I found that a contractor at Catania, Torrio Salvator, Arazzia S. Domenica No. 14, had more than 30,000 oak cross ties to sell to the Railway at 350 lire each. This price was out of the question so I contacted Maj. Fewings of the Allied Resources Local (Sicily) Board and requested his help. He said he would contact the A.C.C. Economics Section and see if they would requisition them, if not, the army would do so. The Catanzon price is 70 lire each, plus 70%, or 119 lire. Maj. Fewings and I decided that 150 lire would be a fair price and he will requisition them at that price unless he finds an established price for Sicily. I will contact Capt. Matson to see what results Maj. Fewings has had. Dr. Tuccio had not been advised that they would not receive the 18,000 ties, promised them from the mainland and has been looking forward to this shipment. The ties in question are in the vicinity of the railroad that circles Mt. Etna. It may be possible to secure up to 60,000 ties from this contractor.

*OK
long*

C. M. Long
Capt., TC
July 27, 1944

*Good deal. Capt Long told fellow
up through Matson - put them in to
Sicily compartments stacks (SSR).
~~Aggio Co. can do them~~*

WSEW 7/28/44

552

Who is this? JH

1/8

1467

SECRET

Good (2)
For (1)

ACTION ADV. ADV. CP INFO AGO

AAI

1872

JULY 22/1300

62/22

SECRET

IMPORTANT

CITE: DMS

THIS IS 14199 FROM 15 JULY.

FIRST, AGO ARE SATISFIED AS TO THEIR ABILITY TO RECEIVE AND DISSEMINATE THESE SUPPLIES.
SECOND, THESE TOWERS ARE ON THIS ISLAND AND APPROVED BY YOU FOR OUT AND NOW ARE VARIED IN
THIS PROGRAM. CONFIRM. RESUME TOWERS FOR AGO JAN FEB WILL BE IN ACCORDANCE
YOUR ADV INSTRUCTIVE 25

THIRD, WE ARE NOT SATISFIED THAT RAVENNA CAN RECEIVE TOWERS YOU PROPOSE. AGO STATE
APPROX TWO TOWERS IS REQUIRED THROUGH VENICE AND ONE THIRD THROUGH RAVENNA. LATTER
PORT IS ONLY CAPABLE OF RECEIVING CARGOES. CONSIDER THEREFORE YOUR STATEMENT
SHOULD BE AMENDED TO READ A VENICE B 4000 0153336 A RAVENNA B 2000 C 76670.
RESULT WILL BE TO SET UP RAVENNA TOWERS THROUGH ANCONA

Handwritten notes and signatures
2517

SECRET

HEADQUARTERS
23 JUL 1944
A. C. C.

23 Jul
207

JULY 22/0600

Internal Transportation

HEADQUARTERS
A.M.S. REGION V
C. M. P.

7 July 1944

Ref. R5/518/132

SUBJECT: General Supply, Transportation and Food Situation - Region V

TO : Regional Control and Military Government Section, AOC.

FOR : Internal Transportation Sub-Commission
Agriculture Sub-Commission
Economic Sub-Commission
Food Sub-Commission
Shipping Sub-Commission

1. General Comment and Plans in the Supply Plan.

During the last three weeks of the month of June 1944, Region V hurriedly thrust upon it six additional provinces to feed, administer and rehabilitate. These six included four new provinces - Aquila, Pescara, Teramo and Ascoli-Piceno - which Army AMG related to the Region immediately upon their evacuation by the enemy. There were also two older ones which had been held for a long time (3 months) by Army AMG and which had been denied control by the Region; viz., Campobasso and Melfi. With the breakdown of the Army AMG in the region, the large western area of Aquila Province as a result of intervention of communications lines with AMG stock-piles at Sora, Venafro and Isernia, the Region had thrust upon it the problem of devising an immediate alternate plan and a route west to meet the emergency. The other provinces still had a reserve and could carry on for several days. Aside from the factors of transportation and immediate routes of communication, our most difficult problem was to select the most of inexperienced provincial supply officers suddenly confronted with a hot problem dropped into their hands. The Region has been very pleased with the new supply officer, Major Monk, who is taking hold of the big job with intelligence and energy.

2. Transportation

Needed additional transportation was provided promptly by the Internal Transportation Sub-Commission of AOC and was rushed to the northern area and put to building supplies. So within a few days (between the 20th and 30th of June) all communications requiring food were carried for and the modified supply system began to work. 4 units of this plan has been furnished your sub commission.

The following listed new provinces will require their complements of provincial transportation as soon as Region will be able to release the vehicles from its harvest work. In any event one-half of the quota will be required by 20 July.

	6 vehicles	(Now has four)	
TERAMO	10	(Now has none)	(Being supplied by Pescara)
ASCOLI	10	"	"
MACERATA	10	"	"
ANCONA	10	"	"
MACERATA	10	"	(Still held by enemy)

1. General Content and Plans in the Supply Plan.

During the last three weeks of the month of June 1944, the Food Sub-Commission hurriedly thrust upon it six additional provinces to feed, administer and rehabilitate. These six included four new provinces - Ancona, Pescara, Teramo and Ascoli-Piceno - which Army AMG released to the Region immediately upon their evacuation by the enemy. There were also two older ones which had been held for a long time (8 months) by Army AMG and which had been denied control by the Region; viz., Camerino and Chieti. With the breakdown of the Army AMG in the fed the large western area of Aquila Province as a result of interruption of communications lines with AMG stock-piles at Sora, Viterbo and Isernia, the Region had thrust upon it the problem of devising an immediate alternate plan and a route west to meet the emergency. The other provinces still had a reserve and could carry on for several days. Aside from the factors of transportation and interrupted routes of communication, our most difficult problem was to effect the transfer of inexperienced provincial supply officers suddenly confronted with a hot problem dropped into their hands. The Region has been very pleased with its new staff officer, Major Monti, who is taking hold of the big job with intelligence and energy.

2. Transportation

Needed additional transportation was provided promptly by the Transportation Sub-Commission of AGO and was rushed to the northern area and put to hauling supplies. So within a few days (between the 20th and 26th of June) all companies requiring food were saved for and the modified supply system began to work. Most of this plan has been furnished your sub-commission.

The following listed new provinces will require their complement of provincial transportation as soon as Foggia will be able to release the vehicles from its harvest work. In any event one-half of the quota will be required by 15 July.

	6 vehicles	(Now has four) (Now has none)	(Being supplied by Police)
TERAMO	10	"	"
ASCOLI	10	"	"
MACERATA	10	"	"
ANCONA	10	"	"
PESARO	10	"	"
TOTAL	45	"	(Still held by enemy)

The platoon of the 1001 OT company now operating under Police has been of great assistance in meeting the supply needs of the above five provinces. It is contemplated that this platoon will move out about July 15-20, so that the above vehicles will be required immediately.

In the event the transportation sub-commission cannot meet this additional requirement by June 20, Foggia will have to be called upon to discharge the transportation which is essential to the proper unloading of the grain now ready for harvesting in these northern provinces.

-2-

The present Army AMG system of civilian supply is a make-shift and requires reworking. In order to prevent a recurrence of the ineffective supply problem and to better meet the needs of the situation. It is my opinion that regions should be consulted in the preparation by Army AMG of plans for supply and for transportation and distribution of the goods within their territory.

3. The plan of Distribution and Accounting as instituted by Army AMG is the sale of supplies assembled at various stockpiles set up in the area to the Bank of Italy and the resale by the bank of the supplies to communal distributing agencies, the bank making the charges and the accounting. This system is to be changed in Region V. Although it is appreciated that the system has an appeal in that the Bank of Italy is forced to do the administration and the supply accounting, thus relieving the AMG of this burden of work, it is not believed that the system should be continued, as it cannot be operated on a permanent basis. The plan of Region V is based on using existing machinery in the provinces to do the work. It provides that AMG supplies be sold to the appropriate recognized provincial organizations such as the Consorzio Agrario. These are prepared to receive the supplies, store them in their warehouses and distribute the supplies within their area under the supervision of the Sezione Alimentazione of the province. It is therefore our plan to make the Italians, through their own existing organizations, get into the picture of economic supply and stay there. The Provincial Supply Officers will furnish the needed transportation, make inspections and see that AMG policies and regulations are carried out in respect to these Italian institutions. The money transactions can be handled by the Consorzio's borrowing line from the bank to pay AOC for the supplies and making repayment to the bank weekly as the supplies are sold, with the bank having a lien on the supplies as security. Or, better, a monthly settlement basis could be provided by the Finance Section of AOC.

4. Supply Situation in respect of Each Province of the Region.

- (1) Foggia - As previously reported, Foggia had an adequate supply of grain to carry it through June and partially through July.
- (2) Canterbo - This province was on a closer margin and grain had to be brought in to meet needs until the harvest is collected. The failure of the railroad to deliver supplies to Tormoli for the first two weeks of June caused some difficulty.
- (3) Ortelle has sufficient supplies of grain and certain other foods to meet requirements until the harvest is collected, but needs gas, oil and lubricants for harvesting.
- (4) Aquila was the principal problem since supply was very low at the time of our entry into the province and demands for food in the larger communities were made on us upon our entry. There was sufficient grain at Avezzano, but there were no operating mills in the town to grind it. All the mills of this area are electrically driven and are out of commission. I have sent an engineer of the Region to get these in operation promptly. The great grain basin around Avezzano will give an 80 per cent yield this year - estimated 80,000 quintals for the 50,000 acres under cultivation.

relieving the AEB of this burden of work, it is to be continued, as it cannot be operated on a permanent basis. The plan of Region V is based on using existing machinery in the provinces to do the work. It provides that AEB supplies be sold to the appropriate recognized provincial organizations such as the Consorzio Agrario. These are prepared to receive the supplies, store them in their warehouses and distribute the supplies within their area under the supervision of the Sezione Alimentazione of the province. It is therefore our plan to make the Italians, through their own existing organizations, get into the picture of economic supply and stay there. The Provincial Supply Officers will furnish the needed transportation, make inspections and see that the policies and regulations are carried out in respect to these Italian institutions. The money transaction can be handled by the Consorzio's borrowing line from the bank to pay AOC for the supplies and making repayment to the bank weekly as the supplies are sold, with the bank having a lien on the supplies as security. Or, better, a monthly settlement basis could be provided by the Finance Section of ACO.

4.

Supply Situation in respect of Each Province of the Region.

- (1) Reggio - As previously reported, Reggio had an adequate supply of grain to carry it through June and partially through July.
- (2) Campano - This province was on a closer margin and grain had to be brought in to meet needs until the harvest is collected. The failure of the railroad to deliver supplies to Tormoli for the first two weeks of June caused some difficulty.
- (3) Chiotti has sufficient supplies of grain and certain other foods to meet requirements until the harvest is collected, but needs gas, oil and lubricants for harvesting.
- (4) Acuña was the principal problem since supply was very low at the time of our entry into the province and demands for food in the larger communities were made on us upon our entry. There was sufficient grain at Avessano, but there were no operating mills in the town to grind it. All the mills of this area are electrically driven and are out of commission. I have sent an engineer of the Region to get these in operation promptly. The great grain basin around Avessano will give an 80 per cent yield this year - estimated at 80,000 quintals for the 50,000 acres under cultivation. (See report of Regional Commissioner, 2 July, for month of June) Naphtha, petrol and oil are needed to operate the harvesting machines. This province, like the other forward provinces, calls for two items only - flour and salt. Accordingly, Region V sent from Margherita 60 tons of salt to the Landiano distribution point to supply these provinces and efforts are being made for an automatic supply of these vital items to all forward areas.
- (5) Teramo has sufficient food and grain to last it through the harvest, but is short of salt and oil, which will be furnished it. This province, like Chiotti, Pescara, Ascoli and Macerata is completely out of naphtha, petrol, diesel oil and lubricants which are required for the harvesting machines.

-3-

(6) Ascoli Piceno - Same as Teramo.

Other supplies distributed to the new provinces were soap, sugar, milk, meat and meat and vegetable compound. Arrangements were made to keep up a regular flow of these items.

5. Railroads and Warehousing.

The railroad and warehouse at Orteva which had been used by Army AMG was taken over and will be operated as the Regional Civil Supply depot, under the control of the Supply Officer of Regional Headquarters. It will serve all forward provinces. Supplies will be delivered as required from the railroad to truckhead points, where provincial supply officers will take over for delivery to distribution points within their provinces. The Vairano railroad will be discontinued as no longer of consequence to Region V. Lack of personnel to operate it also precludes its further use.

Foggia will continue to be supplied by rail from Bari.

Campobasso will be supplied by rail through Foggia to the railroad at Termoli.

Chieti will continue to use the Vasto railroad for a small amount of supplies for the southern part of the province will use the Ortona railroad for the northern portion.

6. Prices.

The Regional Supply Officer has prepared a directive on prices, fixing initial AMG prices and providing for the Italians to prepare a scale within a maximum spread of 25 per cent advance in the price to consumer. Loss and shrinkage and deterioration will be borne by the Italian government.

7. Ration cards.

Owing to the long delay in receiving the new ration cards printed in Sicily, Foggia was unable to issue cards for the quarterly period beginning 1 July. Campobasso and Chieti had their cards printed locally and issued them as required. No cards were printed for Aquila and Pescara, this being an Army AMG matter which missed five. Other new provinces will be issued cards as soon as requests are received. The Sicily supply of cards will be called on for these, on the basis of total population, since all persons will require cards for certain items such as sugar, oil, etc., not produced in their provinces.

8. Ration Scales.

These scales, as published by the AGC Food Sub-Commission, are considered too numerous and differences in the allowances between AGC provinces and AMG provinces require clarification. It is recommended that only one scale be fixed for a region, as the administration of a variable scale will cause difficulty and will be the basis for complaints of discrimination.

9. Petrol, Oil and Lubricants.

points, where provincial supply officers will take over for delivery to distribution points within their provinces. The Vairano railroad will be discontinued as no longer of consequence to Region V. Lack of personnel to operate it also precludes its further use.

Poggia will continue to be supplied by rail from Bari.

Canicobasso will be supplied by rail through Foggia to the railroad at Termoli.

Ortona will continue to use the Vasto railroad for a small amount of supplies for the southern part of the province will use the Ortona railroad for the northern portion.

6. Prices.

The Regional Supply Officer has prepared a directive on prices, fixing initial AGO prices and providing for the Italians to prepare a scale within a maximum spread of 25 per cent advance in the price to consumer. Loss and shrinkage and deterioration will be borne by the Italian government.

7. Ration cards.

Owing to the long delay in receiving the new ration cards printed in Sicily, Poggia was unable to issue cards for the quarterly period beginning 1 July. Canicobasso and Ortona had their cards printed locally and issued them as required. No cards were printed for Aveila and Pescara, this being an Army AGO matter which missed fire. Other new provinces will be issued cards as soon as requests are received. The Sicily supply of cards will be called on for these, on the basis of total population, since all persons will require cards for certain items such as sugar, oil, etc., not produced in their provinces.

8. Ration Scales.

These scales, as published by the AGO Food Sub-Commission, are considered too numerous and differences in the allowances between AGO provinces and Army provinces require clarification. It is recommended that only one scale be fixed for a region, as the administration of a variable scale will cause difficulty and will be the basis for complaints of discrimination.

9. Petrol, Oil and Lubricants.

The supply of these items to northern provinces is cause for anxiety. Army cannot meet our full requirements and an independent set-up has not been provided. It is recommended that these items be shipped to the Region on an automatic basis, maintaining a specific level of supply for each item at the port or railroad. As this commodity can well be shipped by schooner, it is recommended that Region V's level of POL supply be sent by schooner regularly to PESCARA or to SAN REMO. The Pescara harbor is to be opened shortly by the removal of a dredge sunk at the channel entrance. San Benedetto has been swept of mines and is available for the use of the Region, as Navy will not require it.

10. The Consiglio dell'Economia (Alimentazione Sezione) and the Consorzio Agrario are being continued in all provinces where they are still in operation and provincial supply officers have been instructed to reorganize those wherever they are not operating and set them to work. The Provincial Supply Officer's functions are set out in Paragraph 3 above.

11. Personnel.

Due to the rapid expansion of Region V from two provinces to nine and with the tenth in the offing, two officers will be required for Regional Supply Work at Regional headquarters and at least one with each province in the initial stages of the take-over - 12 in all. The supply and transportation problem of Region V is the most difficult of any Region in Italy. Picture 10 provinces strung out from south to north, with no operating shipping lines and one broken rail line serving only three of the ten provinces and with 70 per cent of its tonnage allocated to the Army, and with no operating trans-mountain rail or road supply line to the west, with the main supply artery seriously damaged by enemy and allied bombing and all supplies having to be moved from points at the extreme south end of the rail line to northern points. This is the supply picture confronting Region V. It is not, however, insurmountable and the supply section will meet all reasonable demands and will deliver the supplies.

F. L. Whitlanger
F. L. WHITLANGER,
Colonel, G. S. C.,
Regional Commissioner.

475

RESTRICTED

3045

NOV 1951 TO SUBCOM ACC NAPLES

W1/1

FILED

RESTRICTED

NOV 1951

IMMEDIATE

JUL070305B

FOR TONNAGE BIDS FOR PERIOD 17-23 JUL REQUIRED BY 1800 HRS SUNDAY
09 REPEAT 09 JUL

HEADQUARTERS
7 JUL 1944
A. C. C.

ACC MAIN DIST

Action - TW SC (2) ✓
Info - DECC
Econ Sec (2)
File
FRONT (2)

RESTRICTED

3544

JUL070305B

14761

Transcript *from* *24 June 1944*

20 June 44

Visit to Grosseto

TO: Director of Agriculture, ACC Naples
via Rome

1. Administration

All Provincial Agriculture Officers had previously been moved to villages North of the town. Therefore, unable to state if immediate replacements needed, or give quantitative report, beyond what I have seen in few hours. Left an Italian assistant with P.C.

2. Estimate minimum 60% wheat harvest out and stacked - perhaps 5% carried. Estimate fair overall crop - though complaints drought N. of Grosseto preventing really big crop. Some large farms using mechanical equipment only short of fuel and twine; former more serious, as some U.S.A. combine harvesters used and also twine being used made from substitute fibre.

3. Pretty large quantities of fuel will be needed by Province for threshing, and immediate plowing to get best results autumn planting. Tentatively suggest 1000 tons Grosseto Province for Agriculture for 3 months in the following proportions:

- 20% petrol - gasoline - benzine
- 30% paraffin - kerosene - petroleo
- 50% Diesel - fuel oil - naphtha

Have given instructions to utilize pre-existing method agric. fuel distribution formerly Farmers' Union to be done Ispettorato. Will do same with other Provinces.

4. On way home visited 12,000 hectares farm about 60 km. S. of Grosseto called Società Sangra. Director Filice Zuola - had 700 hectares ripe wheat and 4 Caterpillars drawn Combines and held up for fuel. An attempting arrange immediate needs ex small stock captured at Orbetello and army stocks. Few miles South saw but did not call an even bigger place in Viterbo Province belonging to Prince Ron Campagna.

5. Found large stocks old wheat already consigned Rome on farms doing Amasco Privato. Farm visited had 140 tons - 50 being Duro and quite half in sacks. Manager said many large farms had smaller stocks, held up owing battle. Space and sacks urgently needed and suggest returning empty Army lorries be used to convey Rome. Indications point to quantities exceeding 1000 tons - will obtain and forward figures as soon as possible.

6. No potatoes or sizeable quantity fresh vegetables encountered this side as yet - dry weather and shortage of seeds prevented potato planting.

7. Seen no barley - fair samples oats. Any quantity last years wheat straw baled on farms. Fair quantity mixture and meadow hays cut, making and made, but much below usual owing dry spring, war and recent 2 day rain having spoiled a lot now in cocks.

8. Livestock. Fair numbers work cattle seen including young ones but can give no comparative figures. Germans made heavy inroads on pigs.

9. Believe worth your consideration arrange dropping quantities Agriculture pamphlets

3. Pretty large quantities of fuel will be needed by Province for thrashing, and immediate plowing to get best results autumn planting. Tentatively suggest 1000 tons Grosseto Province for Agriculture for 3 months in the following proportions:-

20% petrol - gasoline - benzine
30% paraffin - kerosene - petrol
50% diesel - fuel oil - naphtha

Have given instructions to utilize pre-existing method agric. fuel distribution formerly Farmers' Union to be done Inspectorato. Will do same with other Provinces.

4. On way home visited 12,000 hectares farm about 60 km. S. of Grosseto called Società Sangra. Director Filice Zucchi - had 700 hectares ripe wheat and 4 Caterpillars drawn Combines and held up for fuel. Am attempting arrange immediate needs ex small stock captured at Orbetello and army stocks. Few miles South saw but did not call an even bigger place in Viterbo Province belonging to Prince Bon Campagna.

5. Found large stocks old wheat already consigned Home on farm doing Amaseo Private. Farm visited had 140 tons - 50 being Duro and quite half in sacks. Manager said many large farms had similar stocks, held up owing battle. Space and seeds urgently needed and suggest returning empty Army lorries be used to convey Rome.

Indications point to quantities exceeding 1000 tons - will obtain and forward figures as soon as possible.

6. No potatoes or sizeable quantity fresh vegetables encountered this side as yet - dry weather and shortage of seeds prevented potatoes planting.

7. Seen no barley - fair samples oats. Any quantity last years wheat straw baled on farms. Fair quantity mixture and meadow hay cut, making and made, but much below usual owing dry spring, war and recent 2 day rain having spoiled 3 lot now in cocks.

8. Livestock. Fair numbers work cattle seen including young ones but can give no comparative figures. Germans made heavy incursions on pigs.

9. Believe worth your consideration arrange dropping quantities Agriculture pamphlets on new organization plus Proclamation 26 plus covering memo on rest of Italian Provincial Capitals by Air.

10. Require further 500 copies pamphlet, consigned to me HQ Region VIII. 9549

Copy to Region IV Agriculture
" " " VIII Ec. & Supply Div.
" " " AG V Army) for information
" " " AG VIII Army)

/S/T.C. DOUGLAS KENNEDY
/T/T.C. DOUGLAS KENNEDY
Lt Col
Agriculture Division
Region VIII

Leon Sec (Trans)
J2681

Our Ref: 488 21 0/7 4

Tr

Telephone: 2nd way 20 (Egyptia)

To : Direction,
in the Commission,
23 394, 402103.

From : 488 21 0/7 4
Hogafa Division

SUBJECT: Criminal and Private Correspondence
related to 488 21 0/7 4

1. It is noticed that the a/m currently takes 3/5 days to
pass between the two points.

2. A BLS is in operation in both directions daily, and all
communications franked "BLS" (Express Letter Service) and bearing
the signature of an officer, can be sent by this means.

3. May this procedure be adopted at your end, please, thereby
ensuring a more rapid delivery.

4. It is suggested that all private letters (ex England),
be placed in an official envelope prior to despatch.

Handwritten signature
Major, M.C.
488 21 0/7 4, 402103.
Hogafa Division.

13a 2010 14,
10 0000.
23 394 14.

2542

- 25 Jun 44.

$\frac{1}{2}$

2000

9/22
Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
23 May 1944

DIRECTIVE

Subject: Return of Italian Railways to Civilian Operation.

To : Transportation Sub-Commission, ACC, APO 394, U.S. Army
CO, 701st Ry Grand Div, Allied Force, Mil Ry Serv, APO 400, US Army

1. Under the provisions of General Order No. 60, AFHQ, dated 22 October 1943 and Administrative Memorandum No. 76, AFHQ, dated 9 November 1943, it is contemplated that from time to time certain portions of the Italian State and privately owned railways may be returned to civilian operation under the supervision of the Allied Control Commission.

2. The Sicilian Compartimento of the Italian State Railways was so returned effective 18 March 1944 by letter order of AFHQ dated 17 March 1944, the Director General being given the right by that order to transfer locomotives and rolling stock under certain provisions.

3. In accordance with the understanding reached as between the Director Transportation Sub-Commission of the Allied Control Commission and the Director General in accordance with the policy established and anticipating the probable return of the Reggio Calabria Compartimento of the Italian State Railways under its provisions, there is hereby established from the personnel of the Allied Control Commission an organization with Headquarters at Reggio Calabria consisting of the following personnel:

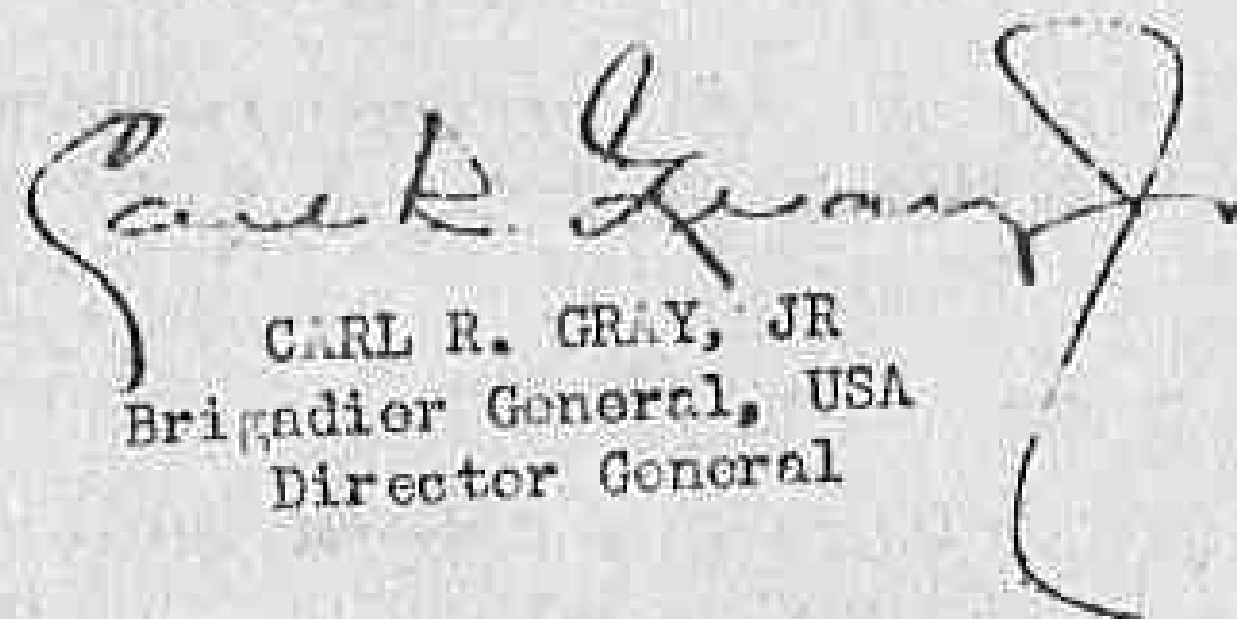
Major A. H. Street, Div. Supt., & Div. Engineer (Br)
Major S. L. Baister, Master Mechanic (Br)
Major W. F. Blair, Trainmaster (Br)
Lt. F. C. Philby, Asst. to Trainmaster (Br)

4. Major Street as Division Superintendent with his organization will become familiar with the operations and requirements for military purposes of the Reggio Calabria Compartimento of the Italian State Railways and will supervise the operation and maintenance thereof operating through the Cape Compartimento at Reggio.

5. Until such time as the Reggio Calabria Compartimento is returned to full civilian control in accordance with the provisions of General Order No. 60 and Administrative Memorandum No. 76, he will report and be governed by the instructions issued by the Commanding Officer, 701st Railway Grand Division, Allied Force, Military Railway Service, sending a carbon copy of all reports rendered for the Director General to the Director, Transportation Sub-Commission.

ACC.

6. The Commanding Officer, 701st Railway Grand Division will therefore exercise control of the operation and maintenance of the Reggio Calabria Division through Division organization of Major Street above provided, supplementing that organization with such detached officers of his Headquarters as he may from time to time require placing more and more responsibility upon Major Street for the purpose of providing an experienced organization which ultimately will take over the control of this Compartimento with the least possible interference to normal operation.


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

cc:

CAO AAI
General Di Raimondo
G-4 AFHQ
CG SCS MATONSA

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/rg

Our reference : ACC Ta/9/20.

Date : 27 May 44.

TO : Food Sub-Commission,
HQ. A.C.C.

SUBJECT : Military Railway Service Bulletin dated 21 May 44.

1. The following is a copy of a communication dated 21 May 44 received from Military Railway Service:-

*1. To relieve the volume of telephone calls which are now being unnecessarily handled by the Office of the General Yardmaster, Naples Terminal, the attention of all concerned is invited to the following:

- a. The Car Records office, Valencia 60, will be contacted for the tracing of cars and for the routine car records and reports.
- b. The Train Movement Section, Valencia 85, will be contacted for information relative to troop movements, hospital trains, and special movements departing Naples to all points.
- c. Information relative to expected arrival of trains from various points may be secured at telephones listed below:

Taranto, Potenza, Reggio, Salerno, and Naples - Valencia 30
Bari, Foggia, Benevento, Caserta, and Naples - Vassar 161
Speranice, Caserta, Caselle, and Naples - Valencia 62

2. All offices are on twenty-four hour duty and the procedure as outlined above will take effect immediately.

3. Due to large volume of freight business being handled thru Naples Terminal, it is necessary that telephone calls to East Yard Office be held to a minimum.

4. All concerned are requested to cooperate to the fullest extent.

2. Please instruct your representatives at warehouses accordingly.



L.E. VINING,
Lieut-Colonel.

Director, Transportation Sub-Commission, ACC.

Copy to: Transportation Officer, ACC with Region III.
IV.

2/19
MILITARY RAILWAY SERVICE U. S. ARMY
727th RAILWAY OPERATING BATTALION, OFFICE OF THE SUPERINTENDENT

A. P. O. 400, 21 May 1944

BULLETIN:

TO : ALL CONCERNED

1. To relieve the volume of telephone calls which are now being unnecessarily handled by the Office of the General Yardmaster, Naples Terminal, the attention of all concerned is invited to the following:

a. The Car Records Office, Valencia 60, will be contacted for the tracing of cars and for routine car records and reports.

b. The Train Movement Section, Valencia 35, will be contacted for information relative to troop movements, hospital trains, and special movements departing Naples to all points.

c. Information relative to expected arrival of trains from various points may be secured at telephones listed below:

Taranto, Potenza, Reggio, Salerno, and Naples	- Valencia 30
Bari, Foggia, Benevento, Caserta, and Naples	- Vassar 161
Sparanise, Caserta, Cancellio, and Naples	- Valencia 62

2. All offices are on twenty-four hour duty and the procedure as outlined above will take effect immediately.

3. Due to large volume of freight business being handled thru Naples Terminal, it is necessary that telephone calls to East Yard Office be held to a minimum.

4. All concerned are requested to cooperate to the fullest extent.

C. C. MULLEN
Major, T. C.
Asst. Superintendent

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JRH/ks

ALLIED FORCE HEADQUARTERS
APO 512

14 May 1944

GENERAL ORDERS)

NUMBER 15)

Abolishment of Civil Affairs Section, AFHQ.	I
Establishment of G-5 Section, AFHQ.	II
Composition of G-5 Section,	III
Responsibilities of G-5 Section, AFHQ.	IV
Designation of Assistant Chief of Staff, G-5, AFHQ.	V
Designation of Deputy Assistant Chief of Staff, G-5, AFHQ.	VI

I -- ABOLISHMENT OF CIVIL AFFAIRS SECTION, AFHQ

The Civil Affairs Section is hereby abolished and the military functions and responsibilities formerly assigned thereto are hereby transferred to and made the responsibilities of G-5 Section. (AG 321.5-1-0)

II -- ESTABLISHMENT OF G-5 SECTION, AFHQ

Announcement is made of the establishment of a general staff section of this headquarters to be known as the G-5 Section. This section will assume all the responsibilities and functions of the Military Government Section and certain functions of the Civil Affairs Section.

III -- COMPOSITION OF G-5 SECTION, AFHQ

The G-5 Section of this headquarters will be composed of an Assistant Chief of Staff, G-5, a Deputy Assistant Chief of Staff, G-5, and a combined British and American staff, consisting of both officers and other ranks. (AG 321.5-1-0)

IV -- RESPONSIBILITIES OF G-5 SECTION, AFHQ

The Assistant Chief of Staff, G-5, will act as executive for the Supreme Allied Commander, Mediterranean, on all matters in this theater pertaining to civil affairs, including those relating to military government and other forms of civil administration and those arising from relations with civil populations, except matters specifically delegated by the Supreme Allied Commander, Mediterranean, to some other staff section or agency. (AG 321.5-1-0)

V -- DESIGNATION OF ASSISTANT CHIEF OF STAFF, G-5, AFHQ

Announcement is made of the designation of Colonel CHARLES B. SPOFFORD, 0919215, GSC, as Assistant Chief of Staff, G-5, AFHQ. (AG 321.5-1-0)

VI -- DESIGNATION OF DEPUTY ASSISTANT CHIEF OF STAFF, G-5 AFHQ

Announcement is made of the designation of Colonel the Lord MIDDLETON, M.C., F.D., as Deputy Assistant Chief of Staff, G-5, AFHQ. (AG 321.5-1-0)

By command of General WILSON:

J. A. H. GANNELL,
Lieutenant General, Chief of Staff

OFFICIAL:

/s/E. V. Roberts
/t/H. V. ROBERTS,
Colonel, AGO,
Adjutant General

Dist: "C"

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ALLIED FORCE HEADQUARTERS
APO 512

23 December 1943

ADMINISTRATIVE MEMORANDUM)

NUMBER

93)

Travel within Mediterranean Theater..... I
Issue of Petroleum Products for Civilian Use..... II

I - TRAVEL WITHIN MEDITERRANEAN THEATER

1. Circular Number 82, this headquarters, as, stresses the necessity for reducing passenger travel by air. Surface transportation will be regarded as the normal means of travel within the theater, and journeys should be planned in accordance with the facilities available.

2. For sea transportation between North Africa, Sicily and Italy, sailings will occur not less than once a week in each direction, but the dates and ports of embarkation will be subject to variation.

3. Request for movement by sea will be made in writing to G-4 Mov & Tn Section, this headquarters, in the form shown at Appendix "A" attached, giving as much advance notice as practicable. In order to expedite the above procedure, requests may be submitted to any of the following:

Transportation Officer, Atlantic Base Section
Transportation Officer, Mediterranean Base Section
Transportation Officer, Eastern Base Section
Port Commandant, Philippeville
Port Commandant, Algiers
Port Commandant, Bone
G(M) Liaison Officer, Headquarters, North Africa District
G(M) Algiers
G(M) Constantine
G(M) Tunisia

4. Applicants will be instructed through G-4 Mov & Tn channels when and where they are to report, and arrangements made for rail conveyance to ports where necessary.

5. Regular rail schedules operated in North Africa are shown at Appendix "B". This will be revised from time to time, and action is being taken to increase the services available. Movement by special troop trains will be available from time to time. AFHQ Advanced Administrative Echelon, Island Base Section, and No. 1 District will issue similar schedules in respect of Italy and Sicily.

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ADM MEMO #93

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6. Request for movement by rail will be made in the same form as paragraph 5 above to any of the following:

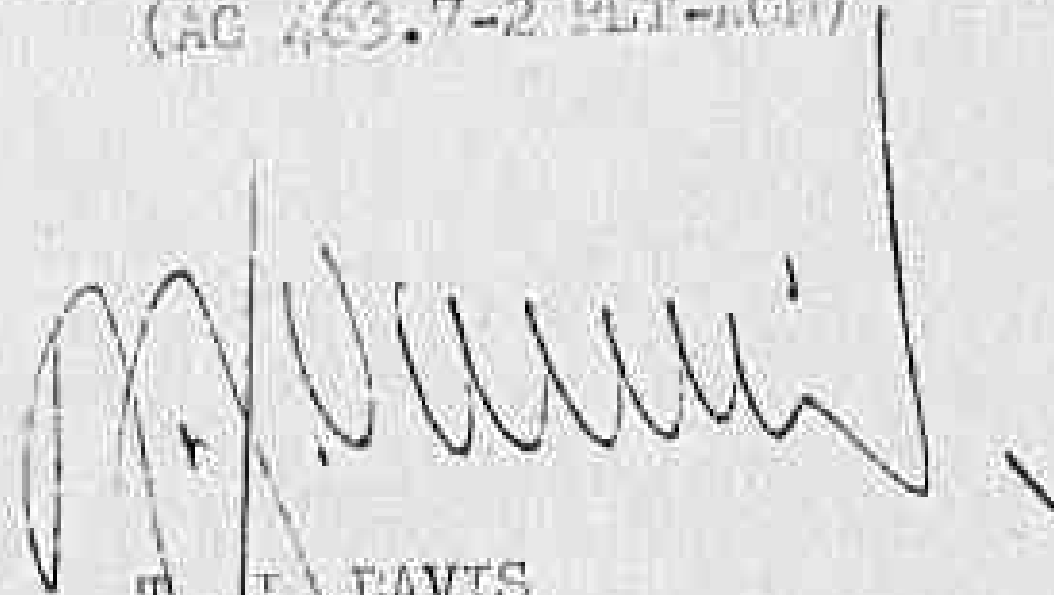
- Transportation Officer, Atlantic Base Section
- Transportation Officer, Mediterranean Base Section
- Transportation Officer, Eastern Base Section
- Port Commandant, Philippeville
- Port Commandant, Bone
- Q(M) Liaison Officer, Headquarters North Africa District
- Q(M) Algiers
- Q(M) Constantine
- Q(M) Tunisia
- Any Railway Transport Officer

7. All personnel moving by rail, whether internally or preliminary to embarkation will be provided with a modified form of Troop Movement Order (AFW.510) or a travel order, which will be presented to the Railway Transport Officer at the railway station in exchange for a rail warrant prior to the beginning of the journey. (AG 510-1 Rev & Tr-AC)

II - ISSUE OF PETROLEUM PRODUCTS FOR CIVILIAN USE

Administrative Memorandum Number 55, Corrected Copy, this headquarters, CS, is amended by deleting all reference to "Comite d'Organisation du Commerce des Combustibles Liquides et Autre Derives du Petrole en Algerie" (COCCIA) and substituting "Association des Importateurs de Petrole en Algerie" (IPA). (AG 463.7-2 PET-AC)

By command of General EISENHOWER:



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

DISTRIBUTION:

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APPENDIX "A"

Date

REQUEST FOR TRAVEL

1. Passenger's Rank and Name (BLOCK LETTERS)
2. Branch Enone
3. From To
4. Latest arrival date and time necessary for the accomplishment of mission
5. Formation or Service in the interest of which the travel is performed

Signature of Head of Branch or Service

.

Appointment

(This part to be left blank and completed by appropriate Movement or Transportation Officer)

TO

.

TRAVEL INSTRUCTIONS

RAIL

1. You will depart leaving and arriving approximately
2. You will make your own arrangements for transportation to point of departure.
3. Arrange to report by hours
4. You will be in possession of the following documents:
(1) Travel order or modified form of Troop Movement Order AFM 5164 (in duplicate).

SEA

1. You will depart leaving and arriving

5. Formation or Service in the interest of which

the travel is performed

Signature of Head of Branch or Service

...

Appointment

(This part to be left blank and completed by appropriate Movements or Transportation Officer)

TO

...

TRAVEL INSTRUCTIONS

PAID

1. You will depart ... leaving ... and arriving

... approximately ...

2. You will make your own arrangements for transportation to point of

departure.

3. Arrange to report ... by ... hours

4. You will be in possession of the following documents:

- (1) Travel order or modified form of Troop Movement Order AFM 5164 (in duplicate).

SIA

1. You will depart ... leaving ... and arriving

... approximately ...

2. Arrange to report ... by ... hours

3. You will be in possession of the following documents:

- (1) Travel order or Embarkation Card AFM 3060 (in duplicate).

Date

Signature ... Rank

Issuing Office

APPENDIX "B"

Schedule of Regular Rail Passenger Services operating in North Africa on which Reservations for movement of Allied Personnel are accepted

1. Casablanca - Oran - Algiers - Constantine - Tunis Service.

Place	Arr Dep	Suns & Weds	Mons & Thurs	Tues & Fris	Accommodation 1st 2nd 3rd	Resrvn made through	Arr Dep	Fri days only	Accommodation	Resrvn made through
Casa-blancia	dep 0715/0				9 - 44	In Offr ABS	dep	0705	First Second, & Third	In Offr ABS
Oran	arr 0910/1 dep 1234/1				9 - 44	In Offr ABS	via St. Farbe		on appln to CFM.	
Algiers	arr 1908/1 dep 0834/2				9 - 44	In Offr ABS	arr	0700 (Sat)	Sleeper Fee 110 fcs.	
Constantine	arr 1740/2	0718/0			14 - 48	Q(M) Algiers				
Tunis	arr	1918/0 0644/2	1713/1 1713/1		(Automail svce) Mon & Thurs 3 - 3 Tues & Fri 4 - 5	Q(M) Constantine				

@ - Change. Baggage Allowance when travelling by Automail: Offrs : 1 hand case. Other Ranks: normal kit

2. Tunis - Constantine - Algiers - Oran - Casablanca Service.

Place	Arr Dep	Mons & Thurs	Tues & Fris	Accommodation 1st 2nd 3rd	Resrvn made through	Arr Dep	Mon days only	Accommodation	Resrvn made through
Tunis	dep 0925/0	0925/0	0925/0	(Automail svce) Mons & Thurs 4 - 5 Tues & Fris 3 - 3	Q(M) Tunisia				
Constantine	arr 1852/0 dep 0732/1	1852/0	1852/0	9 - 64	Q(M) Constantine				
Algiers	arr 1803/1	1803/1			Q(M) Algiers	dep 1956/0		First, Second, & Third	Q(M) Algiers
Oran	arr 1653/0 dep 0700/1	1653/0		9 - 12 32	In Offr ABS	via St. Farbe		on appln to CFA	Sleeper

3505

Oran @	arr 1908/1 dep 0824/2		9	- 44	In Offr NBS	arr 0700 (Sat)	Sleeper fee 110 fcs.
Algiers @	arr 1740/2 dep	0718/0	14	- 48	Q(M) Algiers		
Constantine @	arr dep	1818/0 0644/1	(Autorail svce) Mon & Thurs 3 Tues & Fri 4	- 3 - 5	Q(M) Constantine		
Tunis	arr	1713/1	1713/1				

@ - Change. Baggage Allowance when travelling by Autorail: Offrs : 1 hand case
Other Ranks: normal kit

2. Tunis - Constantine - Algiers - Oran - Casablanca Services.

Place	Arr Dep	Mons & Thurs	Tues & Fris	Accommodation 1st 2nd 3rd	Reevn made through	Arr Dep	Non- days only	Accommo-Reser- vation made through
Tunis	dep	0925/0	0925/0	(Autorail svce) Mons & Thurs 4 Tues & Fri 3	Q(M) Tunisia			
Constantine @	arr dep	1852/0 0732/1	1852/0	9	Q(M) Constantine			3505
Algiers @	arr dep	1206/1 0737/0			Q(M) Algiers	dep 1956/0		Q(M) Algiers
Oran @	arr dep	1653/0 0700/2		9 12 32	In Offr NBS	via St. Parba		First, Second, & Third on appln to CIA Sleeper fee 110 fcs
Oujda @	arr dep	1430/1 1535/1		9 12 32				
Casablanca	arr	1845/2				arr 2010/1		

@ - Change. Baggage Allowance when travelling by Autorail: Offrs : 1 hand case
Other Ranks: normal kit

916 657

*to info holders
or file*

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ALLIED FORCE HEADQUARTERS
APO 512

23 October 1943

CIRCULAR)
NUMBER 72)

ROAD TRAFFIC CONTROL CODE

1. The highways and streets in the urban and rural districts of North Africa were not designed to efficiently meet the needs of the large volume of traffic that has been circulating in this area during recent months. As a result there has existed a congested traffic condition in densely populated areas and traffic accidents have been numerous. The mobilization of personnel of the Civil Police has reduced the police force available for the control of vehicle and pedestrian traffic. "Jay-walking" and reckless driving have consequently been frequently observed. The coming rainy season and the unusually slippery condition of wet roads in North Africa will soon increase the traffic hazards in this theater.

2. In order to insure that proper road discipline is maintained, insofar as the Allied Forces are concerned, the following excerpts from the Eno Foundation "Road Traffic Control Code" will be read and studied by all personnel of Allied Forces in this theater. Copies will be made available by unit commanders to all officers and enlisted personnel. All personnel of the Allied Forces will strictly conform to the spirit embodied in these excerpts from the Eno "Code."

3. Since the Eno "Code" was prepared especially to cope with the traffic problems in the United States of America, some of the instructions presented herein are not directly applicable to conditions in this theater. However, the information contained in these instructions should be an integral part of the mental equipment of every American and Briton.

4. Attention is further directed to Section I, Circular No. 59, this headquarters, cs, subject, "Traffic Regulations."

5. The following are excerpts from the "Road Traffic Control Code."

ROAD TRAFFIC CONTROL CODE
With Safety Rules for Pedestrians
1943

Definitions

1. HIGHWAY - thoroughfare for public use. (In a city a paved highway is usually called a street.)
2. ROAD - any part of a highway for the use of vehicles.
3. WALK - any part of a highway for the use of pedestrians.
4. CROSSWALK - any part of a road, marked or understood, upon which pedestrians should cross.

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AFHQ Circular No. 72 (cont'd.)

5. CURB - boundary of a road, marked or understood.
6. LIMIT LINE - boundary of a parking area, refuge, crosswalk, a prohibited, restricted or danger zone.
7. REFUGE - any part of a road from which vehicles are excluded.
8. PROHIBITED ZONE - any part of a road from which pedestrians and vehicles, except tram cars, are excluded.
9. RESTRICTED ZONE - any part of a road on which pedestrians are allowed but from which vehicles, except tram cars, are excluded.
10. DANGER ZONE - any part of a road not a refuge or a crosswalk.
11. TRAFFIC WHIRLPOOL - space at an intersection of roads, bounded by curbs and crosswalks, dangerous for pedestrians.
12. VEHICLE - a horse, pedal-cycle, motorcycle, motor car, or any other conveyance drawn, pushed or operated by muscular or mechanical power (a skater or a baby carriage is regarded as a vehicle when on a road but as a pedestrian when on a walk, crosswalk or refuge).
13. TRAM CAR (Street Car) - any public service vehicle confined to rails or road.
14. HORSE - any saddle or harness animal.
15. LIVE VEHICLE - one whose driver is present and prepared to move vehicle.
16. DEAD VEHICLE - one whose driver is absent or unprepared to move vehicle.
17. TO STAND - to stop a live vehicle temporarily on road.
18. TO PARK - to leave a dead vehicle.
 - (a) Parallel with road, at curb, or in center of road, (known as Line Parking) or
 - (b) At an angle to road, at curb, or in center of road (known as Angle Parking).
19. ONE WAY TRAFFIC - traffic restricted to one direction.
20. DRIVER - person in actual control of the operation of a vehicle.
21. TRAFFIC DIRECTOR - police official in executive charge of Traffic Control.
22. TRAFFIC ENGINEER - engineer in official charge of all plans, changes and installations on highways, for the facilitation of traffic.

The following Regulations for the control of vehicles (including tram cars in so far as being on rails will permit) shall be observed by their drivers who shall promptly comply with all police orders given by voice, hand or whistle, semaphore or signal light, as to starting, stopping, slowing, approaching or departing from any place and in the manner of taking up or setting down passengers and loading or unloading goods.

If a traffic policeman's signal conflicts with an automatic signal, the policeman shall be obeyed.

Vehicular or pedestrian traffic may be halted or diverted by the police to avoid congestion or to promote safety and convenience.

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AFHQ Circular No. 72 (cont'd.)

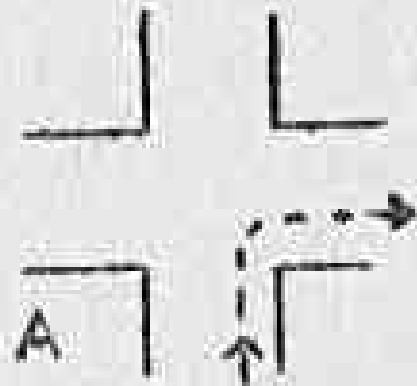
POLICE REGULATIONS FOR VEHICLES

Article I. Reckless Driving Is Unlawful and Includes:

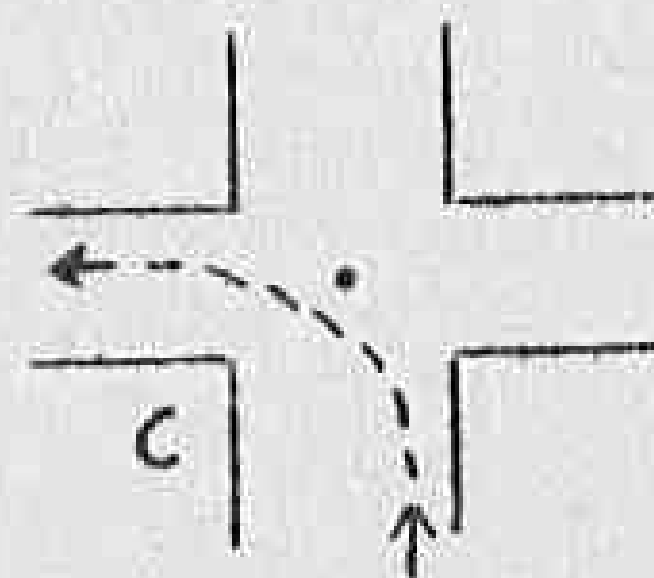
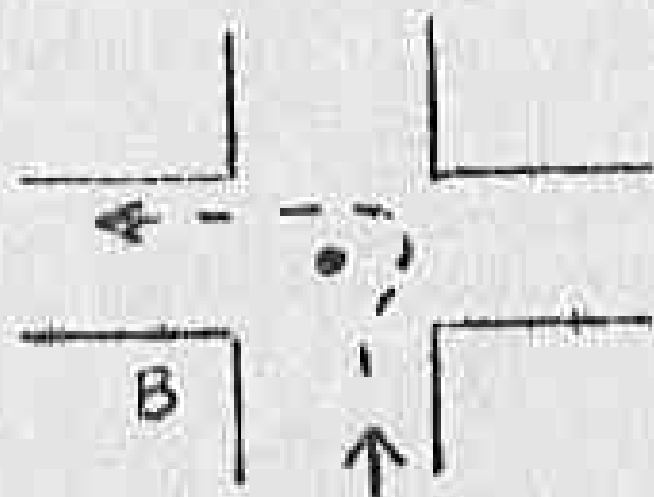
- Sec. 1. Driving when driver is not legally qualified, is intoxicated, or otherwise incapacitated.
- Sec. 2. Driving any vehicle when it is not under practical control, especially at crosswalks, cross roads and side roads on the right.
- Sec. 3. Driving without due courtesy and consideration for the safety, convenience and rights of others.
- Sec. 4. Driving without due care in crossing or turning into the traffic of another road bearing in mind that pedestrians must be protected and traffic must not be interrupted unnecessarily.
- Sec. 5. Exceeding a reasonable, considerate and safe speed rate under existing conditions or the speed rate established by competent authority.
- Sec. 6. Driving so as to cause danger by failing to take every reasonable precaution for safety or to obey any order of a traffic policeman or any direction indicated by official traffic sign, semaphore, signal light or pavement marking.

Article II. Passing, Turning, and Keeping Near Curb.

- Sec. 1. A vehicle overtaking, or when overtaken by another shall not occupy more than its fair share of the road.
- Sec. 2. A vehicle meeting another shall keep to the right.
- Sec. 3. A vehicle overtaking another shall pass on its left, but must not interfere with traffic from the opposite direction, nor pull over to the right before entirely clear of the overtaken vehicle--but in overtaking a tram car shall pass on its right, except in an emergency when it may pass on its left, with due caution after observing traffic from opposite direction.
- Sec. 4. A vehicle turning into a road to the right shall keep close to the right-hand curb (see Diagram A).



- Sec. 5. A vehicle turning into a road to the left shall pass around the central point of intersection of the two roads (see Diagram B), but where there is not sufficient room to make the central turn without backing, it shall signal effectively and pass between the center of intersection and the left hand curb (see Diagram C).



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AFHQ Circular No. 72 (cont'd.)

Sec. 6. A slow moving vehicle shall keep as near as practicable to the right hand curb--the slower the speed the nearer the curb.

Sec. 7. A vehicle loitering or cruising for fares shall proceed fast enough so as not to impede following traffic.

Sec. 8. A vehicle on a road divided longitudinally shall keep to the right of such division.

Sec. 9. A vehicle passing around any form of centralized obstruction, shall keep to the right of such obstruction.

Sec. 10. A motor vehicle shall give ample room to horses, cyclists, skaters and baby carriages and pass them with care.

Article III. Standing, Parking, Following, and Backing.

Sec. 1. A live vehicle shall not stand nor a dead vehicle park on a curve or grade of a road where for any reason it cannot be clearly seen from a sufficient distance so as to avoid a traffic hazard.

Sec. 2. A live vehicle may stand indefinitely anywhere on a road provided it does not interfere with the rights of others and provided that if another vehicle is approaching to take its place, it shall move as soon as practicable; and also provided it does not conflict with any police regulations, including the following:

- (a) A vehicle shall not stand on a crosswalk nor within an intersection, except in emergency, nor with any part of its load extending beyond limit lines.
- (b) A tram car or bus shall not stand nearer than three feet to another tram car or bus ahead.
- (c) A vehicle on a two-way road may stand at the right hand curb only but may not do so if it prevents other vehicles from passing freely.
- (d) A vehicle on a one-way road may stand at either curb but may not do so if it prevents other vehicles from passing freely.
- (e) A four-wheeled, horse-drawn vehicle backed up to the curb shall stand with horses parallel to the curb faced in the direction of traffic.

Sec. 3. A dead vehicle may be parked anywhere on a road subject to local police regulations, including the following:

- (a) A dead vehicle shall not be parked nearer to a fire hydrant than ten (10) feet nor on any part of a crosswalk, nor within or over limit lines, nor in such a position as to prevent other vehicles from starting nor so as to obstruct moving traffic.
- (b) A vehicle occupying a parking stall shall stand entirely within it, including its load.

Sec. 4. A vehicle shall not follow another too closely for safety nor follow fire apparatus going to a fire closer than 500 feet.

Sec. 5. A vehicle shall not back to make a turn or in any other way so occupy a road as to obstruct traffic needlessly.

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AFHQ Circular No. 72 (cont'd.)

Article IV. Overtaking a Tram Car or Bus.

A vehicle overtaking a tram car or bus, stopped or stopping to take up or set down passengers, shall stop.....(See Circular 59, Sec. I, 1.a.(3), this Headquarters, for detailed instructions).

Article V. Right of Way.

Sec. 1. A vehicle shall give the right of way to.....all vehicles of the police, health and water departments, public service emergency repair vehicles and ambulances approaching from any direction, but this shall not relieve any approaching vehicle from consequences of carelessness.

Sec. 2. A vehicle, on the approach of fire apparatus, shall move out of its way or stop so as not to interfere with its passage.

Sec. 3. A vehicle in front of a tram car, upon signal shall get off the rails.

Article VI. Signals

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*

Sec. 2. Drivers shall signal effectively before starting, slowing, stopping, backing, or turning, especially to the left.

Sec. 3. Drivers when approaching or entering a curve, intersection or junction or coming to the top of a hill, if vision is obscured, shall signal effectively and go slowly.

Sec. 4. Drivers when crossing a crosswalk shall go slowly, take care, and signal when necessary to insure safety.

Sec. 5. Vehicles must be equipped with lights, reflectors, mirrors and sound signals as prescribed by law. Sound signals shall not be used except for necessary traffic warning. Reasonable speed will reduce need for sound signals.

*

*

*

Article VII. Restrictions in Regard to Vehicles.

Sec. 1. A vehicle shall not be used when it is so constructed, enclosed, equipped or loaded as to be dangerous or noisy, to scatter its contents, retard traffic, or to prevent the driver from having a view sufficient for safety; or when it is so loaded with iron or other material as to create loud noises while in transit, or when it is loaded with any material extending beyond its rear without being provided with a red flag by day and a red light by night on the rear end of the load.

Sec. 2. A vehicle unless confined to rails shall not tow more than one vehicle without official permit or authorization by competent authority, and the tow connection shall not be more than sixteen feet in length, and shall have a white, easily visible object attached to its center.

Sec. 3. A dead vehicle shall not be left in such a condition as to prevent its being moved out of the way in case of emergency, and if motor propelled it shall have its motor stopped and effectively secured against being started accidentally, its emergency brake set, and, if on a hill, its front wheels turned in the direction of the curb.

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AFHQ Circular No. 72 (cont'd.)

Sec. 4. A vehicle shall not be driven by anyone under the age permitted by law.

Sec. 5. No one shall hitch or hold on to any vehicle.

Sec. 6. No one shall ride upon the rear of or any other part of a vehicle without the driver's consent.

*

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Sec. 8. Opening a motor muffler cut-out on a highway within a city or village, or in the country within 500 feet of a dwelling, school, church or hospital is prohibited.

Sec. 9. Dense smoke from motors is prohibited.

Article VIII. Control, Treatment and Condition of Horses.

Sec. 1. A horse shall not be unbridled nor left unattended on a highway or in an unenclosed area, unless safely fastened.

Sec. 2. No one shall ride, drive or lead a horse on a slippery pavement, unless the horse is properly shod to prevent falling; overload, over-drive, over-ride, ill-treat or unnecessarily whip any horse; crack or so use a whip as to excite any other person's horse, or so as to annoy, interfere with or endanger any person; or use a horse unless fit for its work, free from lameness or sores likely to cause pain, and without any vice or disease likely to cause accident, injury or infection.

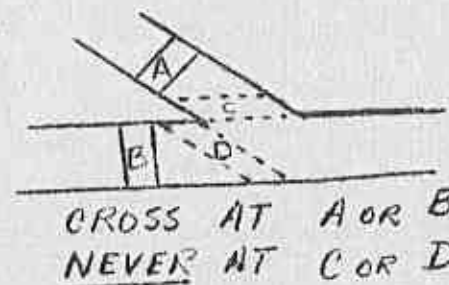
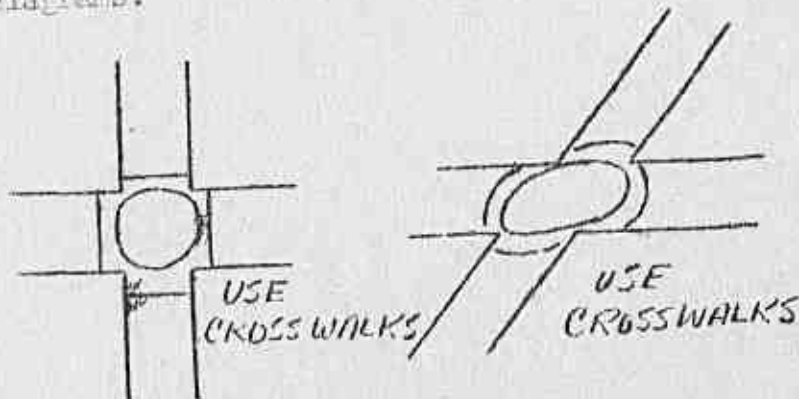
Sec. 3. A horse shall be approached slowly and with extreme care and consideration, particularly by motor vehicles, and if frightened or unmanageable the motor vehicle and its engine shall be stopped until the danger is passed. Care shall also be taken not to sound horn or open cut-out when near a horse.

SAFETY RULES FOR PEDESTRIANS

The following Rules should be observed by pedestrians to insure safety and to avoid unnecessary interference with vehicular traffic:

1. Walk on right of sidewalk and crosswalk but when on road walk on left, so as to have clear view of approaching traffic.

2. If crosswalk is not marked keep well back from intersection so as to have timely view of vehicles turning into the road you are crossing. See diagrams.



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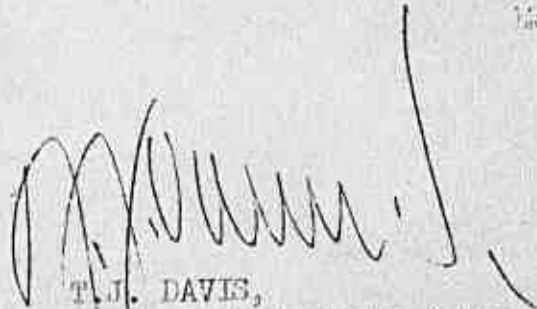
AFHQ Circular No. 72 (cont'd.)

3. Keep out of traffic whirlpools.
4. Before stepping from curb to road, observe traffic in both directions, watch for traffic officer's signal and heed traffic signs and pavement markings.
5. Observe extreme caution while waiting to board a tram car or bus.
6. Face and step forward but do not pass in front of tram car or bus when alighting.
7. When necessary to pass behind a tram car or other vehicle, watch out for approaching traffic.
8. On alighting from a tram car, bus or other vehicle, observe traffic before moving.
9. Enter and leave tram car or bus stop refuge preferably on crosswalk.
10. Keep to the right and do not stand in the middle of a sidewalk but on one side and out of the way of other pedestrians.
11. Do not loiter on a crosswalk.
12. When sidewalks are narrow preferably use the one on the right side of the road.
13. Do not walk more than two abreast on a crosswalk or sidewalk.
14. Hand or foot propelled conveyances and skaters when on road must observe the REGULATIONS FOR VEHICLES; but when on refuge, sidewalk or crosswalk, they must observe the SAFETY RULES FOR PEDESTRIANS.

By command of General EISENHOWER:

W.B. SMITH,
Major General, G.S.C., Chief of Staff.

OFFICIAL:


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

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