

ACC A09/A/TN4 10000/142/1962 INFORMATION FROM

JUN. 1944 - JAN. 1945

000/143/1762 INFORMATION FROM OUTSIDE SOURCES

JUN. 1944-JAN. 1945

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
28 January 1945

531.7 OP

SUBJECT: Deadheading of Engine crews, train crews.

TO: Commanding Officer, 715th Railway Operating Battalion.

1. With reference to A.C., Transportation Sub-Commission Train Service Circular No. 2, dated 11 January 1945.

2. American or Italian train or engine crews are to be permitted to deadhead on this train when going for duty. No provisions will be made for space to be allocated for such crews and it is the responsibility of the Commanding Officer, 715th Railway Operating Battalion to set up such arrangements with the Capo Compartimento Naples and Rome to insure that only crews deadheading for service will use this train.

3. Officers and non-commissioned officers of the 715th Railway Operating Battalion will be permitted to ride this train in the pursuance of their duties.

For the Director:

R. P. MOSS
R. P. MOSS
Lt. Col. T.C.
Deputy Director-Operations

cc- Tn. Sub-Commission, Allied Commission, Rail Section. ✓
Capo Compartimento - Naples.
Capo Compartimento - Rome.

3570

1502

Declassified E.O. 12356 Section 3.3/NND No. 785021

mfo/30

9A/1H

HEADQUARTERS
 ARS LAZIO LOMBIA REGION
 MOTOR TRANSPORTATION DIVISION
 PETROLIUM SECTION ROME CITY & PROVINCE
 APR 1944

27 November 1944

RJC/ 375

SUBJECT : Issuance of trip tickets by U.T.A. for trucks recommended
 by Allied Offices.

TO : HQ. AC. Transportation Sub-Commission
 (attention of Major Mole)

In accordance with Italian regulations in force no truck is allowed to circulate without a trip ticket issued by Ufficio Trasporti di Roma, either in town or in the country, in addition to the circulation permit.

We enclose a few forms of application for trip tickets (some more will be supplied at your request). In case you desire to recommend trucks owned by contractors working under your supervision, please have a form filled for each vehicle and okay it in order to enable the Regional Movement Controller, Major Culloton, to know that the application is considered of interest by an Allied Office and to take care of it promptly, as otherwise investigations have to be made and they require time.

The applications so okayed should be handed to this Office, which will forward same to the proper Authority.

[Signature]
 E. Caron

Captain
 Motor Transportation Division

Enclosures: 7 forms

2529

RESTRICTED

G. A. MOV & TH
ALLIED FORCE HEADQUARTERS
Tel. No. Freedom 223

Mov 3/306 E

MOV 3 (Rail, Road & MFO)

Working Instruction No 3.

Addendum No. 1

para : -
Delete reference to AFV traffic in para 2. and add separate

2 A. In order that a close check can be kept on the movement of Warfats, separate W.D.A's in respect of AFV's will be despatched and will include the individual numbers of the Warfats used.

Such teleprints will not be repeated to intermediate areas or to AFHQ, but will be repeated to DARS ROME.

Such teleprints will be sent under an "IMPORTANT" classification.

W. S. C. Boswell
W. S. C. BOSWELL, Major,

for Brigadier,
D. A. G. (MOV & TH)

26 October 1944

Distribution

HQ MOV AAI (12)
HQ MOV WEST ITALY (25)
HQ MOV EAST ITALY (25)

3508

Para : Delete reference to ATW traffic in para 2. and add separate

2 a. In order that a close check can be kept on the movement of warfats, separate D.D.A.'s in respect of ATW's will be despatched and will include the individual numbers of the warfats used.

Such teleprints will not be repeated to intermediate areas or to AFHQ, but will be repeated to DAFS ROME.

Such teleprints will be sent under an "IMPORTANT" classification.

W. S. C. Boswell
W. S. C. BOSWELL, Major,
for Brigadier,
D. G. L. G. (MOV & IN)

26 October 1944

3508

Distribution

HQ MOV AAI (12)
HQ MOV WEST ITALY (25)
HQ MOV EAST ITALY (25)
HQ MOV ROME (6)
Lt. Col. Cooper, c/o ACC TN Sub Commission, ROME.
MOV L. O. MMLA.
THI (A) (2)

143/3

RESTRICTED

G. A. NOV & IV
ALLIED FORCE HEADQUARTERS
Tel. No. Freedom 223

Nov 3/106 E

MOV 3 (Rail, Road & MFO)

Working Instruction No 3.

Addendum No. 1.

Delete reference to AFV traffic in para 2. and add separate

para : -

2 A. In order that a close check can be kept on the movement of Warflats, separate A.D.A.'s in respect of AFV's will be despatched and will include the individual numbers of the Warflats used.

Such teleprints will not be repeated to intermediate areas or to AFHQ, but will be repeated to AFHQ.

Such teleprints will be sent under an " INFORMANT " classification.

W. S. C. Boswell
W. S. C. BOSWELL, Major,
for Brigadier,
D. G. M. G. (NOV & IV)

26 October 1944

Distribution

3537

NOV 2 (Roll, Road, etc.)

Working Instruction No 3.

Addendum No. 1.

Delete reference to AFV traffic in para 2. and add separate

para : -

2. In order that a close check can be kept on the movement of
Wantants, separate J.D.A.'s in respect of AFV's will be despatched
and will include the individual numbers of the Wantants used.

Such teleprints will not be repeated to intermediate areas
or to AFHQ, but will be repeated to HARS ROME.

Such teleprints will be sent under an "INTERMEDIATE" classification.

W. S. C. Boswell
W. S. C. BOSWELL, Major,
for Brigadier,
D. G. H. G. (NOV & IN)

26 October 1944

Distribution

HQ NOV AAI (12)
HQ NOV WEST ITALY (25)
HQ NOV EAST ITALY (25)
HQ NOV ROME (6)
Lt. Col. Cooper. e/o ACC Tn Sub Commission, RHE.
NOV L.O. MHA.
TH (A) (2)

3537

ALLIED FORCE HEADQUARTERS
G-4. MOV & TN

ORGANISATION OF MOV. 3 (RAIL, ROAD & MFO)

AQMG(M)

Lt Col G W BROWN, Tel: 320

Policy & General Direction

DAQMG(M)

Major W S C Boswell, Tel: 320

DAQMG(M)

Major C H Stait-Gardner, Tel: 223

Road Movement Organisation and Working Instructions. Traffic Control. Road Classifications. Staging facilities. Amenities for troops in transit. Road planning appreciations. Supervision of personnel and vehicle movement by Rail & Road. Liaison with SOS, MFOUSA, G-1, G-3, Q(Maint), PM (Br), and Mov 2.

S/Capt. Q(M)

Capt. J R G Walker, Tel: 223

Arrangement of Personnel incl. Formation Movement by Rail and Road. Ambulance Train Movement. PW Movement. Road Intelligence.

Acts for AQMG(M) in his absence. Organisation and planning. Staff Duties. Anti-pilferage measures on Rail. Rail planning appreciation. Rail Development including line capacities. Monthly Reports. Liaison with Log Plans, Tn (Br), and DGERS.

S/Capts. Q(M)

Capt K W G Andrews, Tel: 320

Office organisation. Rail Movement statistics. Rail planning data. Railway Intelligence. Rail documentation.

MILITARY FORWARDING OFFICER

Capt. F E Atkinson, Tel:

Supervision and co-ordination of the movement by Rail, Road and Sea, traffic of the following nature:

- (a) 'Comforts' and newspapers for general distribution.
- (b) Private parcels from U.K.
- (c) Effects of deceased and missing Offrs and ORs.
- (d) Effects of wounded Offrs. and ORs which have not accompanied their owners.
- (e) Officers unaccompanied luggage.
- (f) Parcels for Philanthropic Institutions.
- (g) Parcels to and from Govt. Depts. including small items of WD Stores to and from Ports and Depots.
- (h) Lost property; sorting and disposal to units or Base Depots.

Major
Supervision
Rail and
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Distribut
and Yard

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and Road

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ACC, G-

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G-4 MOV & TN

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Nov 3/307A

DAQMG(M)

Major G. A. Flews, Tel: 878

Supervision of Stores and AFV Movement by Rail and Road. Special Rolling Stock allocation. Rail Movement Organisation and Working Instructions. Depot Construction including new Sidings - etc. Liaison with Q(Maint), Q(AE), Tn (Br). DCMRS, G-5, SOS, AFMUSA, & Mov 5

S/Capts. Q(M)

Capt. D. Levy. Tel: 878

Movement of Stores by Rail and Road. AFV Movement. Movement of Animals. Distribution of Rolling Stock. Depot and Yard States.

Capt. A. Woodrow, Tel: 878

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Capt. H. O. Baker, Tel: 878

Movement of Civil Supplies by Rail and Road. Refugee Movement. Civil Supplies Programmes and Statistics. Liaison with ACC, G-5, and Mov 5.

9A/11

DISTRIBUTION

Internal:

DOT (5)
 DCMG(MOV & TN)
 Col. Q(H)
 Col. Q(Shipping)
 Mov 1
 Mov 2
 Mov 4
 Mov 5
 Mov 6
 Mov 7
 Mov & TN Message Centre
 G-1
 G-3
 G-4
 G-5
 TN (Br)
 Q(Maint)
 Q(AB)
 ST
 Pot Sec
 PA (Br)
 Medical
 DAFS Rep
 G-2nd Echelon
 Log Plans
 RAF Movements

(2)

External

HQ Movements All (6)
 HQ Movements EAST Italy (6)
 HQ Movements WEST Italy (6)
 HQ Movements Rome (6)
 Mov E.O. MIA Rome (3)
 AQMG(H) c/o Transportation Sub Commission
 HQ AOC Rome.
 MCRS Rome
 HQ AOC Rome (3)

38/3

Translation

MINISTERO DELL'AGRICOLTURA E DELLE FORESTE

Sezione Provinciale dell'Alimentazione

Uff. Trasp.

No. 08030

To : John D. Lester, Captain
Ec. & Supply Division
Lazio Umbria Region

Subject : Rail convoys of foodstuffs.

The transportation firm Gondrand has informed us that it has brought up to you for your approval a plan aiming to establish regular train convoys between Bari and Rome for the transportation of wine and other foodstuffs.

It is sometime now that this Section is convinced that only through the gradual recovery of rail transportation will ^{the} grave alimentary problem be solved by Allied and Italian authorities. We have been glad to hear that you have given the plan your approval, at least in a general way, and we thank you.

To-day the Gondrand firm has received the approval, stating the means of completing the loading of the cars and the allotment of the products after the arrival in Rome. We take the occasion for requesting if it be possible that you contact the competent Allied railway Authorities to obtain a regular and continuous railway assignment for Rome supplies.

As you well know a train can transport normally 500 tons of food, whereas by road the same amount would take at least 150 trucks with the well known fuel and fire consumption. In this way we could accomplish a greater economy in road transport.

The railways are functioning now below Naples with a double line, up to Livorno, Arezzo, Ancona, Anzio and in a short while Avezzano and Viterbo. You can see for yourself that if the competent authorities are willing, by gradually increasing the use of railroad cars, it will be easy to obtain quite a reduction in road transport.

If you are interested, we are ready to furnish all the necessary indications.

THE DIRECTOR
Signed Italo De Giorgis

*Carl T. ...
who's been over ...
to ...
They know the ...
9A/10
For Transportation
Sub Commissioner
from
Major Jack ...*

Translation

Col. Vignone
Our problems are solved
Rome, 28 October 1944

*For Transportation
Sub Comm
for
Mayor J. J. J. J.*

TO CAPT. LESTER

As an expert on transportation problems and on fruit and vegetable production, I want to bring to your attention the urgent necessity of taking the following steps to facilitate the shipping to Rome of the great quantity of Sicilian products:

1°) - Reestablish a ferry service across the Straits of Messina for freight trains, to a capacity of 60 cars daily. This service was administrated until July 1943 directly by the State Railways or by Firms.

2°) - Speed up the reconstruction of the R.R. bridge at Petraci (Gioia Tauro). It can be stated that for this interruption Sicily is considered virtually separated from the rest of Italy, and at least 400 R.R. Cars a day are delayed on the way.

3°) - Establish a regular maritime service around Sicily with 2000 ton vessels; the service ought to be twice weekly stopping at the following ports:

- a) Siracusa - Catania - Messina - Anzio
- b) Trapani - Palermo - Termini Imerese - Anzio

The undersigned, being aware of the present difficulties is willing to collaborate and give all the information necessary to the best of his knowledge-

3564

Signed - Francesco Bernava
Via Regina Elena, 11 - tel. 482087

Mayor Bernava

For information

Photo Copy

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ALLIED FORCE HEADQUARTERS
G-5 SECTION
APO 512

In SE ²⁰⁴²
9A/9

G-5: 311.18

31 October 1944

SUBJECT: Forwarding of Publication

TO : Headquarters, Allied Commission, APO 394.

1. Attached for your information is a copy of General Orders Number 25 from AFHQ, dated 25 October.
2. Please acknowledge receipt on attached form.



Incls:
As above.

E H McEggen Jr. Capt
for CHARLES M. SPOFFORD
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

RESTRICTED

25 3

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ALLIED FORCE HEADQUARTERS
APO 512

GENERAL ORDERS)

25 October 1944

NUMBER 25)

Appointment of Director Military Railway Service, Italy I
Appointment of Deputy Director Military Railway Service, Italy II
Development and Operation of Railways in Italy III
Development and Operation of Railways in North Africa IV

AFHQ General Orders Number 19; Section II, Number 38; Number 60, all 1943, Section I, Number 17 and Section II, Number 19, both 1944, are rescinded and the following substituted therefor:

I ---- APPOINTMENT OF DIRECTOR MILITARY RAILWAY SERVICE, ITALY

Announcement is made of the appointment of Brigadier R. D. WAGHORN, R.E., Director of Transportation (Br) as Director Military Railway Service, ITALY, effective 22 October 1944.

II --- APPOINTMENT OF DEPUTY DIRECTOR MILITARY RAILWAY SERVICE, ITALY

Announcement is made of the appointment of Lt. Colonel WILLIAM P. WILSON, 0412895, TC, as Deputy Director Military Railway Service, ITALY, effective 22 October 1944.

III -- DEVELOPMENT AND OPERATION OF RAILWAYS IN ITALY

1. The Director, Military Railway Service, ITALY will be responsible for:

a. The advanced planning and development of railways necessary for the support of operations in ITALY under the direction of the Supreme Allied Commander, Mediterranean Theater.

b. The proper distribution of available resources of personnel and equipment to meet the requirements in ITALY of the Supreme Allied Commander.

c. The reconstruction of railways in ITALY.

d. The operation of all railways in ITALY, except for those portions which may from time to time be returned to civilian control. The Director, Military Railway Service, ITALY, will however, exercise full control over all locomotives and cars used by the civilian operated railways with the object of affording the maximum support to military operations.

e. Technical advice on all railway matters in ITALY.

3502

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R E S T R I C T E D

AFHQ General Orders Number 25 (cont'd)

2. In order that the Director, Military Railway Service ITALY may fulfill his mission, all U.S. railway service troops, the Italian railway personnel, military and civilians, together with the British Transportation Service and such other military or civilian railway personnel in ITALY as may come under the Control of the Supreme Allied Commander, Mediterranean Theater, will be at the Director's disposal and will operate under his direction. In addition all railroad material, American, British, Italian or any other railroad property in ITALY that may come under his control is at the sole disposal of the Director, Military Railway Service, ITALY.

3. The Director, Military Railway Service ITALY will report to the Chief Administrative Officer, AFHQ.

4. The Deputy Director, Military Railway Service, ITALY will report to the commanding General, MATOUSA on solely MATOUSA matters.

5. The relationship between HQ AAI and the Director, Military Railway Service ITALY will continue to be maintained in accordance with that which previously existed prior to 22 October 1944, between HQ AAI and the Director General Military Railway Service, Allied Forces, as indicated in AFHQ Nov 3/307A dated 17 September 1944.

6. The Director, Military Railway Service ITALY has no responsibility for railway operation or construction in North Africa or the South of France.

IV --- DEVELOPMENT AND OPERATION OF RAILWAYS IN NORTH AFRICA

The General Officer Commanding, North African District, and Commanding General, Headquarters Communications Zone, MATOUSA, will be responsible for arranging with appropriate French officials for British and United States rail movements, respectively, in North Africa.

By command of General WILSON:

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

OFFICIAL:


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

DISTRIBUTION:

"C"

R E S T R I C T E D

Translation

/nf

98/8

ENG. BINI ERNANI
Rome

31 October 1944

Ref: CA/51 R.

To: Allied Control Commission
Communications
Via Veneto - Ex Ministry of
Corporation Rome

To: General Direction
State Railways
Rome

To: General Inspectorate
Of civil Motorization and
transports in concession
Rome.

As I have the intention to participate to the reconstruction of my Country following the instructions of the competent Italian and Allied authorities and to the social and human aim of employing the greatest number of workmen at present un-employed, I request the concession of public works concerning the reoperation of railway sections, railbridges and similar works; for which accomplishment I have the necessary organization.

Referring to the above request, besides the guarantees offered by my capacity and my professional experience I have been authorized to offer also the technical and financial guarantee of the "Caproni" Limited, head office in Rome, at Lungotevere Arnaldo da Brescia n. 15 which is well known for its seriousness and firmness.

This Society is well disposed to assure the execution of the duties which I will undertake if my request will be accepted.

Naturally it belongs to the competent allied and Italian authorities to contact with the Caproni Society to have all the informations on this matter.

Faithfully.

(sgd. Eng. ERNANI BINI)

3501

To: General Direction
State Railways
Rome

To: General Inspectorate
Of civil Motorization and
transports in concession
Rome.

As I have the intention to participate to the reconstruction of my Country following the instructions of the competent Italian and Allied authorities and to the social and human aim of employing the greatest number of workmen at present un-employed, I request the concession of public works concerning the reoperation of railway sections, railbridges and similar works; for which accomplishment I have the necessary organization.

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Faithfully.

(sgd. Eng. ERNANI BINI)

3501

*copies sent
main lines 5 more*

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ALLIED FORCE HEADQUARTERS
G-4 MOV & TN

ORGANISATION OF MOV. 3 (RAIL, ROAD & MFO)

ACMG(M)

Lt Col G W BROWN, Tel: 320

Policy & General Direction

DAQMG(M)

Major W B C Boswell, Tel: 320

DAQMG(M)

Major C H Stait-Gardner, Tel: 223

Road Movement Organisation and Working Instructions. Traffic Control. Road Classifications. Staging facilities. Amenities for troops in transit. Road planning appreciations. Supervision of personnel and vehicle movement by Rail & Road. Liaison with SOS, MECUSA, G-1, G-3, Q(Maint), PM (Br), and Mov 2.

S/Capt. Q(M)

Capt. J R G Walker, Tel: 223

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Acts for ACMG(M) in his absence. Organisation and planning. Staff Duties. Anti-pilferage measures on Rail. Rail planning appreciation. Rail Development including line capacities. Monthly Reports. Liaison with Log Plans, Tn (Br), and DMRS.

S/Capt. Q(M)

Capt K W C Andrews, Tel: 320

Office organisation. Rail Movement statistics. Rail planning data. Railway Intelligence. Rail documentation.

MILITARY FORWARDING OFFICER

Capt. F E Atkinson, Tel:

Supervision and co-ordination of the movement by Rail, Road and Sea, traffic of the following nature:

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- (h) Lost property; sorting and disposal to units or Base Depots.

Supervision of Rail and allocation and Working Construct Liaison with DMRS, C

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Movement of Movement. Distribut and Yard

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Preparati Programme and Road.

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Movement Road. Rel Programme ACC, G-5

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ALLIED FORCE HEADQUARTERS
G-4 MOV & TN

ORGANISATION OF MOV. 3 (RAIL, ROAD & MFO)

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Lt Col G W BROWN, Tel: 320

Policy & General Direction

DAQMG(M)

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S/Cpts. Q(M)

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RESTRICTED

MOV 3/307A

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Capt. H. O. Baker, Tel: 878

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DISTRIBUTION

Internal

COT
 DMG(MOV & TN)
 Col. Q(M)
 Col. Q(Shipping)
 Nov 1
 Nov 2
 Nov 4
 Nov 5
 Nov 6
 Nov 7
 Nov & TN Message Centre
 G-1
 G-3
 G-4
 G-5
 TN (Br)
 Q(Maint)
 Q(LA)
 ST
 Pot Sec
 PW (Br)
 Medical
 DEFS Rep
 GHQ and Echelon
 Log Plans
 PAP Movements

(3)

(2)

External

HQ Movements
 HQ Movements
 HQ Movements
 HQ Movements
 Nov L.C. LMAA Rome
 AGMG(M) c/o Transportation Sub Commission
 HQ ACC Rome
 EMRS Rome
 HQ ACC Rome

(9)
 (6)
 (6)
 (3)

(3)

Transportation (British).

H. Q., A. A. I.

SECRET.

Tn.A.1/49.

11th August '44.

SUBJECT - Organisation - Railway Operating.

1. Reference is made to this office letter Tn.A.1/49 dated 11th May 1944.

Cwing to additional Railway Operating commitments having already arisen and further commitments being likely to arise further North in the near future, it will be necessary to curtail the I.R.S. supervision now being exercised by us in the I.R.I. Compartment to the barest minimum and to leave the operation to the I.S.R. under general supervision of D.G.-M.R.S. AFHQ.

2. As the greater part of the traffic in the compartment is of a military nature and is likely to remain so, the direction of such traffic will remain in the hands of Movements who will put their demands direct on I.S.R. instead of, as at present, through our staff.

3. It will however be necessary for the D.G.-M.R. to retain control under the following heads :-

- (a) Operating.
- (b) Locomotive and Wagon repair and maintenance.
- (c) Maintenance of track.
- (d) Stores provision.

The necessary measure of control will be exercised as follows :-

(a) Operating.

A small staff will be retained to enable statistics to continue to be submitted to this office as at present.

(b) Locomotive and Wagon repair and maintenance.

It will be desirable to hand over as early as possible to

3559

1. Reference is made to this office letter Th.A.1/49 dated 11th May 1944.

Owing to additional Railway Operating commitments having already arisen and further commitments being likely to arise further North in the near future, it will be necessary to curtail the MRS supervision now being exercised by us in the MARI Compartments to the barest minimum and to leave the operation to the I.S.R. under general supervision of D.G.-M.R.S. AFHQ.

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A small staff will be retained to enable statistics to continue to be submitted to this office as at present.

(b) Locomotive and Wagon repair and maintenance.

It will be desirable to hand over as early as possible to I.S.R. the responsibility for Locomotive and Wagon repair and maintenance under general plan of Asst C.M. Equipt, M.R.S. It is also however essential that the present standards of production and programming are maintained and to ensure this, a small staff will be retained in the FOGGIA shops until such times as it is apparent that the I.S.R. are able to produce results to the scale and standard required.

(c) Maintenance of Permanent Way.

Major Heath will continue to supervise maintenance of permanent way, both main line and in Depots; he will also be responsible for supervising the reconstruction of bridges which are

SHEET 2.

shortly to be undertaken by the I.S.R. and for submitting schemes for new work in depots which may be required by Movements. For the above he will be responsible direct to A.D.Tn.4 and not to D.D.Tn(Railways) as formerly. Indents for any stores required by I.S.R. for the above, beyond their own resources, will be submitted to A.D.Tn.4. See para (d) below re stores.

(d) Stores Provision.

Owing to shortage of Stores staff it will be essential for A.C.C. to exercise a large measure of control both as regards screening of requirements submitted by I.S.R. and also as regards provision.

A.C.C. have therefore agreed to set up as soon as possible a suitable staff at LARI whose responsibilities will be to co-ordinate and screen demands from I.S.R. and arrange procurement; this applies to all stores excepting those mentioned in para (c) above. It is realised that it will take A.C.C. some time to get this machinery working and in the meantime A.D.Tn.2 must arrange to give A.C.C. all the assistance he can; furthermore until A.C.C. have arranged for provisioning on their own account will be essential for A.D.Tn.2 to keep in close touch with the situation since TN will be the only source of supply for certain items for some considerable time to come.

A separate directive will be issued on the subject shortly.

4. A.C.C.

Until such times as military traffic becomes of such a volume as to warrant handing over complete control to A.C.C., as contemplated by General Order No 60 A.F.H.Q. dated 22nd October 1943, Administrative Instruction No 15 dated 11th December 1943 and Administrative Memorandum No 76 dated 9th November 1943, the latter's responsibilities will be limited to :-

- (a) Submission of demands for movement of A.C.C. traffic (goods or personnel) to Movements for acceptance in accordance with priorities and available capacity as at present.
- (b) The screening of stores demands submitted by I.S.R. as indicated in para 3 above.

(a) Stores Provision.

Owing to shortage of Stores staff it will be essential for A.C.C. to exercise a large measure of control both as regards screening of requirements submitted by I.S.R. and also as regards provision.

A.C.C. have therefore agreed to set up as soon as possible a suitable staff at BARI whose responsibilities will be to co-ordinate and screen demands from I.S.R. and arrange procurement; this applies to all stores excepting those mentioned in para (c) above. It is realised that it will take A.C.C. some time to get this machinery working and in the meantime A.D.In2 must arrange to give A.C.C. all the assistance he can; furthermore until A.C.C. have arranged for provisioning on their own account will be essential for A.D.In2 to keep in close touch with the situation since TN will be the only source of supply for certain items for some considerable time to come.

A separate directive will be issued on the subject shortly.

4. A.C.C.

Until such times as military traffic becomes of such a volume as to warrant handing over complete control to A.C.C., as contemplated by General Order No 60 A.F.M.Q. dated 22nd October 1943, Administrative Instruction No 15 dated 11th December 1943 and Administrative Memorandum No 76 dated 9th November 1943, the latter's responsibilities will be limited to :-

- (a) Submission of demands for movement of A.C.C. traffic (goods or personnel) to Movements for acceptance in accordance with priorities and available capacity as at present.
- (b) The screening of stores demands submitted by I.S.R. as indicated in para 3 above.

5. With reference to the Appendix attached to the above quoted letter, D.D.Tn (Railways) will take over responsibility for the operation of the line ORTE - FOLIGNO - FALCONARA, FOLIGNO - BASTIA and ANCONA - BOLOGNA.

The sections ORTE - FOLIGNO and FOLIGNO - BASTIA are already in operation and he will be prepared to take over the remaining portions as and when they become available.

The section FALCONARA - BOLOGNA will be opened initially as a single line section but he must be prepared eventually to

Sheet 3

operate this section as double line.

The present estimated date for commencing operation of the section FOLIGNO - FALCONARA and ANCONA - FALCONARA is September 7th. No date can at present be given for the section FALCONARA - BOLOGNA.

It will be necessary to feed in locomotives and stock required for the operation of the section FOLIGNO - FALCONARA and ANCONA - BOLOGNA.

*W.T. Phoenix
Brig.*

(R.D. WAGHORN)
Brigadier.

Director of Transportation.

Agreed D.O.L.R.S.

DISTRIBUTION :-

DQMC (Mov). AAI
D.C.L.R.
A.C.C.
DDTn (Railways) HQ, IER.
DDTn (Docks) HQ, 2 District.
No. 1. Railway Operating Group. R.E.
2 Railway Operating Group. R.E.
6 Railway Operating Group. R.E.
163 Railway Workshops Coy. R.E.

6.
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3557

INTERNAL DISTRIBUTION :-

D.Tn.
D.D.Tn.
All Sections

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1.
6.

INFORMATION :-

D.C.M.R.S., A.F.E.Q.
D.D.Tn A.T.H.Q.
Mov, West Italy.
Mov, East Italy.
A.D.Tn Rear 3 Army.

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1.

Em S/C 820
9A/5-

SUBJECT: - ARMO 20 H.

SECRET

1D/2002/7/9

12 Oct 44

CC Fifth Army (C-5)
CC Fifth Army (for Increment)
Rear Hq Eighth Army.
Hq DAF
Rear Hq DAF
Hq 55 Area
Nov DISTON

Reference Hq Hq Adm Instr No 20 dated 13 Oct 44, overleaf for easy ref.

1. Hq 55 Area is responsible, under the instructions of this Hq, for the operation of ARMO 20 H. It has established offices in ARMO 20, pending the move there of its Hq.

2. Responsibility for the provision of tpt for clearance of stores from Hq is as follows:

- (a) For All Depots
- (b) For fms, in fms packs
- (c) Air Forces
- (d) ACC/ARMO
- (e) Hq 55 Area
- (f) Consignee fms
- (g) Air Force
- (h) ACC/ARMO

* with assistance from Hq 55 Area when necessary.

Tpt required by Hq 55 Area will be allotted by this Hq.

- 3. (a) Nov DISTON will arrange to notify Hq ARMO 20 and composition, incl pack nos or consignees, of each train to Hq 55 Area in ARMO 20 as early as possible before arrival. This should normally be 9 hours before, but may occasionally be less.
- (b) Hq 55 Area will arrange for details concerning them to be passed to consignees without delay.
- (c) Consignees in para 2(b) to (d) above are requested to maintain a rep permanently in ARMO 20 for this purpose and notify his office location to Hq 55 Area.
- (d) Hq 55 Area is authorized to clear fms stores to all depots when fms tpt is not available for normal clearance and such action is essential to avoid a back log at Hq.
- (e) Whenever practicable, stores so cleared will be stored separately in depots for subsequent collections by the fms.
- (f) In cases where fms do not wish to clear tonnes fms (all Adminstr No 205, para 5, early notification to Hq 55 Area of intention to clear to depots is required).

35-6

Indefinite

tion of A.M.M.C. Rm. It has established offices in A.M.M.C., pending the move there of its Hq.

2. Responsibility for the provision of tpt for clearance of stores from RL is as follows:

- (a) For AAI Depots
- (b) For fms, in fm peaks
- (c) Air Forces
- (d) AOC/AMC

- HQ 53 Area
- Consignee fms
- Air Force
- AOC/AMC

* With assistance from HQ 53 area when necessary.

Tpt. required by HQ 53 area will be allotted by this Hq.

3. (a) Mov DISTON will arrange to notify A.M.M.C. and composition, incl pack nos or consignees, of each train to HQ 53 area in A.M.M.C. as early as possible before arrival. This should normally be 9 hours before, but may occasionally be less.
- (b) HQ 53 area will arrange for details concerning them to be passed to consignees without delay.
- (c) Consignees in para 2(c) to (d) above are requested to maintain a rep permanently in A.M.M.C. for this purpose and notify his office location to HQ 53 area.
- (d) HQ 53 area is authorized to clear fm stores to all depots when fm tpt is not available for normal clearance rwn and such action is essential to avoid a back log at RL.
- (e) Whenever practicable, stores so cleared will be stored separately in depots for subsequent collections by the fm.
- (f) In cases where fms do not wish to clear tonnes fwi (all adm Inscr No 205, para 5, early notification to HQ 53 area of intention to clear to depots is requested.

2576

Referenced
for Major General,
Commanding,
2nd District.

Copy: Main AAI
Main AAI
Rear X Corps
Rear XIII Corps
POLKCTG
Hq AOC ✓
Hq 244 Gp AAI
CE
POST
A.I.B
BUSH
OD 1
AC 101
War Diary (2)

HEADQUARTERS
18 OCT 1944
A. C. C.

COPY

SECRET

HEADQUARTERS
ALLIED ARMS IN ITALY
BRITISH ADMINISTRATIVE INSTRUCTION
No. 205

Operation of AFE220 Railroad

General

1. Reference this HQ signal Q 1384 dated 5 Oct 44.
No. 1 DISTRICT is now responsible on behalf of HQ ADI for the efficient working of the AFE220 RH. 55 Acre the local HQ which operates the RH under the direction of No. 1 DISTRICT.
2. The object of this instruction is to define the system which will be employed by HQ No. 1 DISTRICT in carrying out the task assigned to it.

CLEARANCE OF TRAINS

3. Formation packs will be cleared direct from RH in formation tpt under instructions to be issued by HQ No. 1 DISTRICT.
4. Stores other than formation packs will normally be cleared to RH depots in tpt allotted to No. 1 DISTRICT.
5. Where conditions in the fwd area cause delay to arrival of formation tpt at RH, No. 1 DISTRICT is authorised to clear trains to RH depots.
6. Where formations do not require to clear particular commodities to their RH, they will be responsible for their clearance to RH depots.

PROVISION OF RH REQUIREMENTS

7. The tpt and other admin facilities required by No. 1 DISTRICT will be allotted by this HQ. When formations are resting in No. 1 DISTRICT that HQ will be entitled to use up to 50% of all HASC tpt with such formations.

RESERVES

8. The reserves to be held at AFE220 have been laid down in this HQ BRITISH ADM INSTRUCTION No. 204 dated 21 Sep 44. The procedure for maintaining them is given in HQ ADI ADM INSTRUCTION No. 51.

(Signed) R.H.M. JONES Col
Per Major General,
Chief Administrative Officer.

13 Oct 44

GENERAL

1. Reference this HQ signal Q 1584 dated 6 Oct 44.

No. 1 DISTRICT is now responsible on behalf of HQ ADI for the efficient working of the ADU/20 RH. 55 areas the local HQ which operates the RH under the direction of No. 1 DISTRICT.

2. The object of this instruction is to define the system which will be employed by HQ No. 1 DISTRICT in carrying out the task assigned to it.

CLEARANCE OF TRAINS

3. Formation packs will be cleared direct from RH in formation to under instructions to be issued by HQ No. 1 DISTRICT.

4. Stores other than formation packs will normally be cleared to RH depots in tpt allotted to No. 1 DISTRICT.

5. Where conditions in the two area cause delay to arrival of formation tpt at RH, No. 1 DISTRICT is authorized to clear trains to RH depots.

6. Where formations do not require to clear particular commodities to their FM, they will be responsible for their clearance to RH depots.

PROVISION OF RH REQUIREMENTS

7. The tpt and other facilities required by No. 1 DISTRICT will be allotted by the HQ. When formations are acting in No. 1 DISTRICT that HQ will be entitled to use up to 50% of all RHSC tpt with such formations.

RESERVES

8. The reserves to be held at ADU/20 have been laid down in this HQ BRITISH ADM INSTRUCTION No. 204 dated 21 Sep 44. The procedure for maintaining them is given in HQ ADI ADM INSTRUCTION No. 51.

13 Oct 44

(Signed) R.H.H. JONES Col
for Major General,
Chief Administrative Officer.

RESTRICTED

CL4 Mov 3 In
Allied Force Headquarters,
G.M.F.

Tel No. Freedom 320
Mov 3/3063

Mov 3 (Rail, Road & HTO)

Working Instruction No 3

RAIL TRAFFIC DISPATCH ADVICES

1. In order to economise in signal procedure, the following system of traffic despatch advices will be introduced waf 23 October 1944.

2. ARTV & STORES TRAFFIC (EXCLUDING PACK TRAFFIC). Movement Sub Area HQs will collate the information supplied by despatching RTOs and issue a daily teleprint to each receiving Mov Sub Area only, for the period ending 1800 hours daily. This signal will indicate the number of wagons of each commodity despatched, and the destination stations.

e.g. traffic from Mov Bari to Mov Ancona will be advised as follows :

To : Mov Ancona
From : Mov Bari

Despatches for 24 hours ended 23/1800. 5 sups 17 RE 2 ERI to Jesi. 7 RE to Chiaravalle etc.

These daily summaries will be classified "CONFIDENTIAL".

3. Mov Roma will check all northbound traffic arriving their area and will advise departures forward to Railheads immediately on receiving information from their RTOs as follows :

- (a) Departure date and time.
- (b) Individual wagon numbers and contents.
- (c) Destination station.
- (d) Any other relevant information.

4. All RTOs will continue to advise trains forward by telephone to the next RTO en route.

5. ARMY PACK TRAFFIC. Army Pack Traffic will be advised forward as traffic to be "SPECIALLY WATCHED". Teleprints will be issued under CONFIDENTIAL classification and will include details of individual wagon numbers, contents, and Pack numbers. All signals will be repeated to intermediate Mov Sub Area

3553

9A/4

RAIL TRAFFIC DISPATCH ADVISORS

1. In order to economize in signal procedure, the following system of traffic dispatch advices will be introduced wef 23 October 1944.

2. ARMY & AIR FORCE TRAFFIC (EXCLUDING PACK TRAFFIC). Movement Sub Areas will collate the information supplied by despatching RTOs and issue a daily teleprint to each receiving Mov Sub Area only, for the period ending 1800 hours daily. This signal will indicate the number of wagons of each commodity despatched, and the destination stations.

e.g. Traffic from Mov Bari to Mov Ancona will be advised as

follows :

To : Mov Ancona
From : Mov Bari

Despatches for 24 hours ended 231800. 5 subs 17 RE 2 XPI to Jesi. 7 RE to Chiaravalle etc.

These daily summaries will be classified "CONFIDENTIAL".

3. Mov Rome will check all northbound traffic arriving their area and will advise departures forward to Railheads immediately on receiving information from their RTOs as follows :

- (a) Departure date and time.
- (b) Individual wagon numbers and contents.
- (c) Destination station.
- (d) Any other relevant information.

3525

4. All RTOs will continue to advise trains forward by telephone to the next RTO en route.

5. ARMY PACK TRAFFIC. Army Pack traffic will be advised forward as traffic to be "SPECIALLY WATCHED". Teleprints will be issued under CONFIDENTIAL classification and will include details of individual wagon numbers, contents, and pack numbers. All signals will be repeated to intermediate Mov Sub Area HQs concerned.

6. MOVEMENT OF PERSONNEL (INCLUDING PM MOVEMENT). Personnel movement (other than PM stations) will be advised forward under CONFIDENTIAL classification immediately on receipt of the required information from RTOs. Signals will be repeated to intermediate Mov Sub Area and Area HQs concerned and will include :

- (a) Date and time of departure from entraining station.
- (b) Composition of the train, giving for each detachment the numbers of officers, OR, destination station, and to whom they are reporting on arrival.
- (c) Estimated time of arrival at detraining station.
- (d) Details of refreshment halts arranged on requested.
- (e) Any other relevant information.

16/3

Page 2

Advice of the movement of formations will be despatched under SECRET classification. Unless specially requested by this HQ, personnel advices will not be repeated to AFHQ.

7. AMBULANCE TRAINS. Signals in respect of ambulance train movement (both loaded and empty) will be despatched on the departure of the train addressed Mov Sub Area and Area HQs concerned, G-4 (Mov & Tn) AFHQ, and any additional addresses requested by the medical authorities. Advices will include:
- (a) Ambulance Train number, i.e. B 6.
 - (b) Departure date and time from station of despatch.
 - (c) Number of patients on the train, distinguishing between lying and sitting, officers and GR.
 - (d) Detraining station and EIA.
 - (e) Any other relevant information.

8. GREEN ARROW TRAINS. The signal procedure as laid down in Mov All Working Instruction No. 19 dated 20 November 1943 will apply.

9. Preparation of all signals will be in accordance with the provisions contained in our G-4 (MTP) 7/13 dated 4 October 1944, "Message Procedure and Control".

17 October 1944

W. H. Brown
(G. H. BROWN), Major,
for Signature,
D. Q. M. G. (Mov & Tn).

DISTRIBUTION:

ACTION

HQ Mov West Italy (25)
HQ Mov East Italy (25)
HQ Mov Rome (5)

INFORMATION

HQ Mov AAI
Lt. Col. Cooper c/o ACC Tn Sub Commission Rome
Mov L.O. AREA
Tn (A) (2)

Tu S/C 9A/833

SECRET

Subject:- Operation of Arezzo Railroad

Civil Affairs Section
HQ Allied Armies in Italy
TEL: FILPOT 132

To:- Transportation Sub-Comm.

DOCAO/13/2.2
16 Oct 44

No. 1 District is now responsible on behalf of HQ AAI
for the efficient working of the Arezzo RL. 55 Area is the local
HQ which operates the RL under the direction of No. 1 District.

J. Bruce Thompson

J. BRUCE THOMPSON,
Lt. Colonel, R. A.
for DOCAO

548 TN-S.C 9A/2
(3 copies)

SECRET

Copy No. 6).....

HEADQUARTERS
ARMED ARMIES IN ITALY
BRITISH ADMINISTRATIVE INFORMATION
NO. 205

HEADQUARTERS
15 OCT 1944
A. C. C.

Operation of ARIZZO Railroad

GENERAL

1. Reference this HQ signal 1524 dated 6 Oct/44.

No. 1 DISTRICT is now responsible on behalf of HQ AH for the efficient working of the ARIZZO RH. ES Area is the local HQ which operates the RH under the direction of No. 1 DISTRICT.

2. The object of this instruction is to define the system which will be employed by HQ No. 1 DISTRICT in carrying out the task assigned to it.

OPERATION OF TRAINS

3. Formation packs will be cleared direct from RH in formation the under instructions to be issued by HQ No. 1 DISTRICT.
4. Where other than formation packs will normally be cleared to RH depots in the allotted to No. 1 DISTRICT.
5. Where conditions in the RH area cause delay to arrival of formation the at RH, No. 1 DISTRICT is authorized to clear packs to RH depots.
6. Where formations do not require to clear particular formations to their RH they will be responsible for their clearance to RH depots.

INSTRUCTIONS TO RH REQUIREMENTS

7. The RH and other RH formations required by No. 1 DISTRICT will be allotted by this HQ. When formations are resting in No. 1 DISTRICT that HQ will be entitled to use up to 50% of all RHFC the with that formations.

RESERVES

8. The reserves to be held at ARIZZO have been laid down in this HQ BRITISH AM INSTRUCTION No. 204 dated 24 Sep/44. The procedure for maintaining them is given in the HQ AM INSTRUCTION No. 61.

R h m Jone
for

Major General,
Chief Administrative Officer.

13 Oct 44

3554

1. Reference this HQ signal 1304 dated 6 Oct 44.

No.1 DISTRICT in new command on behalf of HQ for the efficient working of the ARBDO HQ. 50 Area is the local HQ which operates the RH under the direction of No.1 DISTRICT.

2. The effect of this instruction is to define the system which will be employed by HQ No.1 DISTRICT in carrying out the tasks assigned to it.

CLEARANCE OF TROOPS

3. Formation units will be cleared direct from HQ in formation the under instructions to be issued by HQ No.1 DISTRICT.

4. Where other than formation units will normally be cleared to RH direct in the allotted to No.1 DISTRICT.

5. Where conditions in the RH are such as to delay to arrival of formation unit at HQ, No.1 DISTRICT is authorized to delay troops to RH direct.

6. Where conditions do not require to clear particular formations to RH, this will be responsible for their clearance to RH direct.

PROVISION OF RH FORMATIONS

7. The 1st and other RH formations required by HQ,1 DISTRICT will be allotted by this HQ. When formations are required in HQ,1 DISTRICT unit HQ will be entitled to use up to 50% of all RH formations with such formations.

RESERVES

8. The reserves to be held at ARBDO have been laid down in this HQ RH INSTRUCTION No.204 dated 24 Sep 44. The procedure for maintaining them is given in HQ RH RH INSTRUCTION No.54.

13 OCT 44

R. H. M. Jones
for
G.C.

Major General,
Chief Administrative Officer,

3554

10

Only, No.	3	10	15	30	35	50	65	66	68	75	75	114	195	201	203	250
	-	-	-	-	-	-	-	-	-	69	-	-	-	-	-	-
	1	4	11	16	31	36	61	64	67	70	74	76	115	200	202	204

R E S T R I C T E D

ALLIED FORCE HEADQUARTERS
APO 512

/wp

9A/1

AG 537/119 TPN-O

4 October 1944

SUBJECT: Economy in the Use of Transport.

TO : All Concerned.

1. The following system will be brought into operation without delay, in order that the maximum use may be made of road transport otherwise travelling empty.

2. The control of transport otherwise travelling empty, moving within the areas covered by Base Section, Area and Sub-Area Headquarters, OR WITHIN 30 MILES OF ITS BOUNDARY, will be the responsibility of the Base Section or Area/Sub-Area Headquarters concerned. Each Base Section or Area/Sub-Area Headquarters will arrange for the notification to all concerned of the appointment and location of the nominated officer(s) to whom convey commanders will report to obtain return loads. The officer(s) so nominated will be kept advised currently by the local services concerned as to the availability of loads suitable for movement by road within the above mentioned limits. A statement will be rendered weekly to Headquarters, Communications Zone, MATOUSA, or District Headquarters, as applicable, giving details of actual lifts made against the traffic offered.

3. Headquarters, Allied Control Commission will arrange for their Regional Transportation Representatives to maintain close liaison with the appropriate Base Section (US) or Area/Sub-Area Headquarters in order that details of ACC traffic may be similarly collated.

4. Base Section (US) and Area/Sub-Area Headquarters will afford the maximum assistance in the movement of ACC traffic under the circumstances envisaged, always providing essential military requirements have first been met.

5. On receipt of demands for the movement of stores by road outside the limits set in paragraph 2 above, Base Sections or Area/Sub-Area Headquarters concerned will notify their respective Transportation (US) and Movement Headquarters concerned of the following:

- a. The present location of the stores.
- b. Destination.
- c. Nature of the stores.
- d. Weight.
- e. Date on which ready for movement.
- f. Urgency of the move (normally in form of the latest acceptable arrival date or the remark "as opportunity offers".)

- 1 -

R E S T R I C T E D

R E S T R I C T E D

Ltr, AFHQ, AG 537/119 TPN-O,
 dtd 4 October 1944, (Cont'd)

6. Transportation (US) and Movement Headquarters will, based on the information indicated in paragraph 5, and on their knowledge of planned rail loadings within the Base Section or Area, allocate the movement stores to the most economic method of transport either road or rail, in order to:

- a. Make full use of transport otherwise travelling empty.
- b. Save unnecessary rail hauls.
- c. Give the most expeditious delivery.

7. All units and formations ordering a move outside the Base Section or Area/Sub-Area in which they are located entailing transport travelling empty on either the outbound or return trip, will so inform the local Transportation (US) or Movement authority when applying for road movement instructions. The Transportation (US) or Movement authority issuing the road movement orders will then include details of the loads to be lifted.

8. Periodical checks will be carried out by the military police to insure that vehicles are not travelling empty, except where no suitable loads are available.

9. a. This system will normally delay the return of transport, but this delay will be accepted in view of the overall saving to be obtained. Transportation (US) or Movement authorities will not order return loading where such loading will delay transport more than twenty four (24) hours beyond its original date of return.

b. Cargo will be loaded on outbound or returning vehicles only when it is known facilities (e.g. labor) will be available to unload the vehicles at destination without delay.

10. Where it is operationally necessary that there be no delay due to return loading, an order to this effect will be included in the Movement Order mentioned in paragraph 7, above. This order will be produced on demand to military police by convoy commander(s).

11. Transportation (US) and Movement Headquarters concerned will render a weekly statement to G-4 (Mov and Tn), this headquarters, showing details of the actual road lifts made against traffic offered in respect of road movement outside the limits set in paragraph 2, above.

12. In order to render the maximum assistance to small parties of vehicles and individual drivers not provided with a specific routing instruction, Base Section, Area and Sub-Area Headquarters concerned will arrange signposts (See Inclosure 1) at strategic points indicating the location of suitable loads and where they may be collected by empty vehicles.

By command of General WILSON:

1 Incl
 Signposts

DISTRIBUTION:

Same as Inclosure

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

- 2 -
R E S T R I C T E D

R E S T R I C T E D

/vp
Inclosure Number 1 to
AFHQ ltr, AG 537/119 TPN-O,
dtd 4 October 1944

RETURN	LOADS
FOR	AVAILABLE AT
Travelling light unless a. Operationally essential b. Non-availability of load, will be treated as military offense	

or

REPORT TO FOR RETURN-LOADS
Travelling light unless a. Operationally essential b. Non-availability of load, will be treated as military offense

DISTRIBUTION:

- 5 - CG, Communications Zone, NATOUSA
- 10 - Allied Control Commission
- 5 - Ea Base Section
- 5 - Ea District
- 1 - G-4 (Mov & Tn)
- 1 - G-4 (A)
- 1 - Tn (A)
- 1 - Q (N-int)
- 2 - AG Records

3552

- 1 -

Inclosure Number 1

R E S T R I C T E D

9A/28

Memorandum.

Tn.A.3/5/4.8.

Subject:- Notes on Meeting with I.S.R. 24 Sept.'44.

To:- A.C.C. Tn. Sub. Commission.
(Building.)

Reference conversation (Lt. Col. VINING - Major WILSON) 21 Sept.'44, herewith extract of minutes of meeting held with I.S.R. Capo Compartimento BARI.

"Boarding of Trains by Civilians.

Complaints was made to the I.S.R. that unauthorised civilians were jumping on to north-bound freight trains especially at OFANTINO and TRINITAPOLI Stations. I.S.R. undertook to ensure that all freight trains would run through these two stations without stopping or slowing down so that this nuisance could be prevented.

I.S.R. were also asked to tighten up their arrangements to prevent unauthorised travel from FOGGIA and TERMOLI to the north which they agreed to do in conjunction with the civil police.

BARI - NAPLES Special Passenger Train.

The I.S.R. were asked to issue orders that this train should not stop at FRANCAVILLA, which they agreed to do. This will prevent unauthorised passengers from the SUD-EST crowding into accomodation which is reserved for military passengers from TARANTO."

copy passed to
military administration
16/9/44

3571

R.E. Wilson

Major R.E.
D.A.D.Tn.3.

9A/27

13 SEP. 1944

Copy

S E C R E T

Ref. 107

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
ALC 394

CRM/SL

ES/1

13 September 1944

SUBJECT: LHO. Reorganization in Italy.

TO : Agriculture Sub-Commission
Commerce Sub-Commission
Finance Sub-Commission
Food Sub-Commission
Industry Sub-Commission
Labor Sub-Commission
Public Works & Utilities Sub-Commission
Transportation Sub-Commission
Shipping Sub-Commission
Regulation Division

The attached letter from AMQ No. ESD/421 dated 4 Sept 44 references British Administrative Organization in Italy is forwarded for information.

Incl: as above

P.10

G.M. ARTHUR, Lieut. R.A.,
Staff, Chief, Economic Section

3559

0 0 0 0 0

ALLIED FORCE HEADQUARTERS

ATO 419

SECRET

AIC 512

FILE NO: PSD/424

SUBJECT: Admin Reorganization in Italy

TO : All concerned

4 September 1944

SECRET

Auth: SIO 423

Initials: RRI

4 September 44

BRITISH ADMINISTRATIVE REORGANIZATION IN ITALY

1. It has been decided to undertake certain British administrative reorganization on the mainland of Italy.
2. Consequently, thereon, with effect from 0001 hrs 10 Sept. Allied Forces Headquarters will assume the following functions in respect of British administration in Italy.
 - a. Control of general administration in Italy.
 - b. (i) Control of local administration in the islands of SICILY and SARDINIA and on the mainland of ITALY in the areas South of the Northern boundaries of the provinces of TERA, CO, MESSINA and VIMINATO.
 - (ii) The area North of this line will be known as the Operational Zone, and the area to the South of it as the Line of Communications Area. The line of Communications Area will include the islands of SICILY, SARDINIA and CORSIKA.
 - (iii) The boundary will be redefined from time to time to conform with the progress of operations.
3. The Command of station headquarters located in the line of Communications Area will pass to Allied Force Headquarters, who will place under command Headquarters, Allied Forces in Italy such as this Headquarters as are necessary to enable Headquarters, Allied Forces in Italy to administer the Operational Zone.
4. The general policy for control of movement in the Operational Zone will be to delegate control in that area to Headquarters, Allied Armies Italy, subject to the overall direction by Allied Forces Headquarters where through movement is concerned. Instructions to implement this policy will be issued from time to time.
5. Within the Operational Zone, Headquarters AI will be responsible for British local and general administrative arrangements except as specifically reserved by AFHQ. It will also be responsible for the coordination of operational administration between British and United States troops under its operational direction, subject to policies laid down from time to time by AFHQ/AFMUSA.
6. In the exercise of these functions, Headquarters, AI will

British administration in Italy.

c. Control of general administration in Italy.

d. (1) Control of local administration in the islands of SICILY and SARDINIA and on the mainland of ITALY in the areas south of the Northern boundaries of the provinces of VERBA CO, BIELLA and VIGEVANO.

(1a) The area north of this line will be known as the Operational Zone, and the area to the south of it as the line of Communications Area. The line of Communications Area will include the islands of SICILY, SARDINIA and CORSEICA.

(1ai) The boundary will be redefined from time to time to conform with the progress of operations.

3. The Command of station headquarters located in the line of Communications Area will pass to Allied Force Headquarters, who will place under command Headquarters Allied Forces in Italy such static headquarters as are necessary to enable Headquarters Allied Forces in Italy to administer the Operational Zone.

4. The general policy for control of movement in the Operational Zone will be to delegate control in that sense to Headquarters Allied Forces Italy, subject to the overall direction by Allied Force Headquarters where through movement is concerned. Instructions to implement this policy will be issued from time to time.

5. Within the Operational Zone, Headquarters ALI will be responsible for British local and general administrative arrangements except as specifically reserved by AFHQ. It will also be responsible for the coordination of operational administration between British and United States troops under the operational direction, subject to policies laid down from time to time by AFHQ/AFHQUSA.

6. a) In the exercise of these functions, Headquarters ALI will be provided by AFHQ with the necessary British administrative resources in men and material.

b) Headquarters Allied Forces in Italy will issue such operational administrative instructions direct to AFHQ as are necessary and in conformity with AFHQ/AFHQUSA policies.

7. The Naval aspects of general administration in Italy will be the responsibility of Commander-in-Chief, Mediterranean or his authorized representatives in conjunction with AFHQ. In Naval matters affecting ports, the operation of which has been delegated to Headquarters ALI, or affecting the coastwise maintenance of the

SECRET

SECRET

2)

■ Forward of these ports, Headquarters AAI will with the FLAG OFFICERS concerned or their authorized representatives within the Operational Zone.

- b) Where the requirements of Headquarters, Allied Army in Italy cannot be met by the FLAG OFFICER concerned owing to other priority requirements or for other reasons, Headquarters, Allied Armies in Italy will refer the matter to Allied Force Headquarters for decision in conjunction with Commander-in-Chief, Mediterranean.
 - c) Mediterranean Army Air Forces will deal with Allied Force Headquarters on all policy matters relating to administration in Italy generally.
 - d) Mediterranean Army Air Forces will from time to time designate the responsible headquarters for dealing with Headquarters, Allied Armies in Italy on behalf of all Air Force elements operating in the Operational Zone.
 - e) The future status and relations ships of Allied Control Commission including MIA, Headquarters, Home Allied Area Command, and the AAR, are under review and will be subject of separate instructions.
 - b) The position of DUMRS will be as defined in Allied Force Headquarters General Order Number 19, dated 5 August 1944.
10. Consequent on the above, a review is being undertaken by Allied Force Headquarters of all current administrative memoranda and instructions and the necessary amendments will be promulgated as nearly as possible. Meantime the provisions of this directive will govern in case of conflict with previous instructions.
11. This memorandum does not change the existing United States system for the administrative support of the Fifth Army.
12. The following will be notified separately by Allied Force Headquarters after agreement with Headquarters, Allied Armies in Italy:
- a) The static Headquarters to be placed under command Headquarters, Allied Armies in Italy.
 - b) General Administrative Inspectors to be placed under command Headquarters, Allied Armies in Italy.

In stating their requirements under (a) and (b) above, Headquarters, Allied Armies in Italy will submit complete lists distinguishing the Headquarters and Units which are additional to those located in the Operational Zone as of the date when transfer of responsibility takes place.

9. a) Mediterranean Army Air Forces will deal with Allied Force Headquarters on all policy matters relating to administration in Italy generally.
 - b) Mediterranean Army Air Forces will from time to time designate the responsible headquarters for dealing with Headquarters, Allied Forces in Italy on behalf of all Air Force elements operating in the Operational Zone.
 9. c) The future status and relation ships of Allied Control Commission including WFA, Headquarters, Rome Allied Army Command, and the AFIB, are under review and will be subject of report to instructions.
 - b) The position of DEMAS will be as outlined in Allied Force Headquarters General Order Number 18, dated 5 August 1944.
 - 10: Consequent on the above, a review is being undertaken by Allied Force Headquarters of all current administrative memoranda and instructions and the necessary amendments will be promulgated as nearly as possible. Meantime the provisions of this directive will govern in case of conflict with previous instructions.
 11. This memorandum does not change the existing United States system for the administrative support of the Fifth Army.
 12. The following will be notified separately by Allied Force Headquarters after agreement with Headquarters, Allied Forces in Italy:
 - a) The static Headquarters to be placed under command Headquarters, Allied Forces in Italy.
 - b) General Administrative Installations to be placed under command Headquarters, Allied Forces in Italy.
- In stating their requirements under (a) and (b) above, Headquarters, Allied Forces in Italy will submit complete lists distinguishing the Headquarters and Units which are additional to those located in the Operational Zone as of the date when transfer of responsibility takes place.
- By Command of General WILSON:
- /s/ J.A.H. GARNETT
/s/ J.A.H. GARNETT
Lieut. General
Chief of Staff

IRN/son

COPIES

ACC QVR 13 TN SC 4582 4/2/10 2848

LESSON AT

T.O.O. 10/11/88



INFO - ACTION

TO : ACTION : (1) MOVING (2) DOWNS (3) MMLA (4) SUPERSEDE TO TRANSPORT
 INFO : (5) DIS (6) MOV FOGG (7) DETAIL BARI (8) 69 GARRISON
 (9) MOV (10) DISHEED (11) MOV DISTRESS (12) AMG FOGG
 PROVINCE (13) SOC MAIN (14) DELIVERANCE TO REPORT MILITARY BARI
 (15) 57 210M

ORIG NO: MOV 2025

SECRET (.) ARRANGE RAIL MOVE PRINT DIV FROM FOGG TO VICHVIAO (.)
 4 EN 88 RECT 989 PERS 25 TONS DEPARTING 12 AUG 2 DN 88 RECT 995 PERS 25 TONS
 DEPARTING 17 AUG (.) AD 1773 OF 2 TONS

Distr:- Signals 16

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MMLA only

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Immediate (1)(3)(4)

for Brigadier, DTC (ov).

58



INFO - ACTION

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

2848

TO: MOVETT DGMS MELA SUPARESE CITO TRASPORTI INFO DISTRO MOV FOGGIA DAPRAIL BARI
69 GARRISON MOVITT DISTREE MOV DISTREE ***** SIGNAL MESSAGE CENTER No: 42/10
FROM: AAI CLASSIFICATION: SECRET
REFERENCE No: MOV 2925 PRECEDENCE: NONE
DATE AND TIME OF ORIGIN: AUG 10 1100 OFFICE OF ORIGIN: NONE

***** AAI FOGGIA PROVINCE ACC MAIN DELEGAZIONE TRASPORTI MILITARI BARI 57 AREA

ARRANGE RAIL MOVE PRIUTI DIV FROM FOGGIATO BENEVENTO. 1 BN 88 REGT 989 PERS 25 TONS
DEPARTING 12 AUG 2 BN 88 REGT 996 PERS 25 TONS DEPARTING 17 AUG. AAI SD 1773 OF 2 REFERS

DISTRIBUTION

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INFO - ACTION TN SC (2)
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~~SECRET~~



35.7

DATE and Time of RECEIPT AUG 11

Distribution:

Corrining

8 AUGUST 1944

MEMORANDUM

TO: R.T.O., BENEVENTO
CO, MILITARY POLICE, BENEVENTO

ING. GIORDANO, WITH MOVEMENTS SECTION OF THE I.S.R., WAS MAKING AN AUTHORIZED TRIP IN DIESEL CAR NO. 90, NAPLES TO BARI AND RETURN, FOR THE PURPOSE OF PAYING RAIL EMPLOYEES AND DISTRIBUTING FOODSTUFFS TO THE COOPERATIVE ORGANIZATION OF RAILWAY EMPLOYEES.

IT IS REPORTED THAT ON THE NIGHT OF 7 AUGUST THIS CAR, IN CHARGE OF ING. GIORDANO, WAS STOPPED AT BENEVENTO AND ENTERED BY AMERICAN SOLDIERS ACCOMPANIED BY MILITARY POLICE, AND CERTAIN FOOD ARTICLES - DRIED BEANS, TWO CASES OF AMERICAN RATIONS WHICH HAD BEEN PROPERLY ISSUED THROUGH THIS ORGANIZATION, 500 LITRES OF OLIVE OIL - WERE TAKEN OFF THE CAR.

THESE ARTICLES SHOULD BE RETURNED IMMEDIATELY TO THE I.S.R. OFFICIALS, AND THIS LETTER IS YOUR AUTHORITY FOR SO DOING. IN THE FUTURE, IT IS REQUESTED THAT SOME INQUIRY BE MADE BEFORE TAKING SUCH HIGH-HANDED ACTION, ESPECIALLY WHERE A PRIVATELY OPERATED CAR IS CONCERNED.


CHARLES F. DOUGHERTY
COLONEL, T. C.
ASST TO DIRECTOR GENERAL

CC - ING. POMARICI, BUILDING
TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394

Confidential
R-E-S-T-R-I-C-T-E-D

ROME ALLIED AREA COMMAND
APO #794, US Army

AG 600

IEC/gfb
4 August 1944

Subject: Private Rental of Property and Motor Transport.

To : See Distribution.

1. Reference letter, this Hq, AG 600, dated 21 June 1944, Subject: "Requisition of Civilian Property".

2. Numerous cases are still arising of Allied Officers making private arrangements with Italian civilians to rent apartments or villas in and around the City of Rome. Similar private arrangements are being made in connection with motor transport.

3. This procedure is resulting in increasing the difficulties in obtaining properties and motor transport by requisition as the Italian civil population naturally prefer to keep their property free from requisitioning if they have grounds for believing that they can rent it to individual Officers, and obtain immediate payment.

4. In no circumstances will Officers enter into private agreements with civilians for the rental of properties or motor transport without first making application to ROME ALLIED AREA COMMAND (Real Estate Section in the case of property, G-4 Branch in the case of motor transport), and obtaining the necessary permission. Such permission will be given only in special cases.

By command of Major General JOHNSON:

/s/ I. E. Cheek,
/t/ I. E. CHEEK,
Capt, AGD
Actg Adj Gen

Adj: 600. 1st Ind. JJA/mrh
HEADQUARTERS ALLIED CONTROL COMMISSION, APO 394, 9 August 1944.

To: All Officers, Headquarters, ACC.

For compliance.

By order of Captain STONE (USNR):

DISTRIBUTION:
1 - Ea O, Hq ACC.

R-E-S-T-R-I-C-T-E-D

John J. Albright
JOHN J. ALBRIGHT,
Col, Inf,
Establishments Officer.

RESTRICTED

SECTION XII

TRAFFIC REGULATIONS AND CONTROL

CONTENTS

1. SAFETY PRECAUTIONS
2. DRIVER PERMITS
3. GENERAL TRAFFIC REGULATIONS
 - a. Speed
 - b. Right of Way
 - c. Parking
 - d. Railroad Crossings
 - e. Smoking
 - f. Transporting of Civilians
 - g. Vehicular Lights
 - h. Blackout Regulations
 - i. Dimout Regulations
4. TRAFFIC REGULATIONS FOR ITALIANS
5. PROCEDURE IF INVOLVED IN A TRAFFIC ACCIDENT
6. CONVOY TRAFFIC CONTROL
 - a. General
 - b. Traffic Control Posts
 - c. Convoys - Prior to Movement
 - d. Convoys - During Movement
7. MOTOR VEHICLE ACCIDENTS AND TRAFFIC VIOLATIONS
8. CASUAL VEHICLES
9. FIRE FIGHTING VEHICLES

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RESTRICTED

RESTRICTED

48 & 52

(Par. 1 a (6), Section XII, Cir No 68, Hq PBS, dated 28 May 1944, amended)

1. TRAFFIC REGULATIONS

a. Safety Regulations:

(1) Casualties, particularly among the native population, are caused by careless and thoughtless driving through towns and villages. It will be impressed upon all drivers that the native population lacks the traffic consciousness of British or American pedestrians.

(2) Personnel operating or riding in vehicles will be instructed not to throw chewing gum, candy or other items to children or others. This practice has resulted in serious accidents as children and others rush out and fail to observe vehicles moving on the road.

(3) All persons, while riding in "jeeps" or Command cars, will sit down - not stand.

(4) The driver of a government vehicle is prohibited from smoking while the vehicle is in motion.

(5) Safety straps will be in place at all times when vehicles are in motion.

(6) Tail gates on all cargo trucks will be kept either horizontal or all the way up at all times when driving or parked except when it is necessary to lower the gate for loading or unloading operations.

(7) Vehicles with semi-permanent tops will, when operated with a passenger load, have tops up and/or tarpaulins properly lashed down, except when field operation or operation in wooded country makes it impracticable.

(8) Parking is prohibited along main supply routes and along roads where "No Parking signs" are posted.

(9) Crossing of Railroads except at places coordinated with the railroad authorities is prohibited as debris falling from trucks etc., endangers movement of trains.

(10) Maximum permissible passenger loads, including operating personnel, for vehicles operating in Penbase, are as follows:

<u>TYPE OF VEHICLE</u>	<u>MODEL</u>	<u>MAXIMUM LOAD (*)</u>
Truck 1/4 ton	"Jeep"	5 persons
Truck 3/4 ton	Command	6 persons
"	Weapons Carrier	10 persons
"	Carryall	10 persons
"	Panel Delivery	10 persons
Truck 1 1/2 ton	Cargo	15 persons
"	Cargo & Personnel	20 persons
"	Panel Delivery	12 persons

DISTRIBUTION:

"A" "E" & "F"

ARMED FORCE HEADQUARTERS
ARO 512

20 July 1944

SUBJECT: Use of Telephone Facilities in ITALY

NO : See Distribution

1. The location of several large military and Naval Headquarters in ITALY, scattered as they are over a comparatively narrow but very deep front, has produced a critical situation insofar as "Long Distance" telephone service is concerned. Long Distance in this case includes direct long line circuits between switchboards or exchanges of major headquarters, and is not necessarily limited to calls placed through MARCAS or RCOM Long Distance.

2. Obtaining of a reasonable degree of efficiency in the use of available facilities and the insurance of adequate "operationally necessary" service, can be obtained only through the 100% cooperation of every commander and individual user of the whole integrated wire system in ITALY. Since every military, naval and air headquarters installation or activity in ITALY has access to, and received calls from, the overall wire network, they are all directly concerned in this matter.

3. All commanders, army, navy and air, of all echelons are therefore requested to take positive action within their command to:

a. Restrict Long Distance (or Toll) service to those staff officers or agencies requiring such service for the performance of essential operational duties. It is obvious that if great numbers of telephones have access to Long Distance, then staff officers really needing the lines will find them "busy" or "engaged" when they are needed.

b. Informing and instructing all personnel as to:

- (1) Critical shortage of Long Distance or toll facilities.
- (2) Necessity for REVIEW of calls.
- (3) Importance of making notes beforehand as to subjects to be covered, to permit prompt completion of call.
- (4) Necessity for remaining immediately accessible to telephone after a Long Distance call is initiated.

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4. Insofar as AFHQ-MARCAS Headquarters is concerned:

- a. Long Distance service on all AFHQ-MARCAS installations and long distance service for all headquarters served by FREDDON exchange will be limited to 40% of the total local lines installed.
- b. The Chief of each general and special staff section of AFHQ-MARCAS, O-in-C, MND, and O-in-C MAF (including MACAF), will submit by 1200 hours, 27 July 1944, a list by FREDDON number, insofar as practicable, of the phones installed or being installed for to be allowed access to long distance facilities in accordance with the above policy.

ITM, stationed at Long Distance telephone service has produced a critical situation insofar as Long Distance is concerned. Long Distance in this case includes direct long line circuits between switchboards or exchanges of major headquarters, and is not necessarily limited to calls placed through NATOPS or HONOR Long Distance.

2. Obtaining of a reasonable degree of efficiency in the use of available facilities and the insurance of adequate "operationally necessary" service, can be obtained only through the 100% cooperation of every commander and individual user of the whole integrated wire system in ITM. Since every military, naval and air headquarters installation or activity in ITM has access to, and received calls from, the overall wire network, they are all directly concerned in this matter.

3. All commanders, army, navy and air, of all echelons are therefore requested to take positive action within their command to:

a. Restrict Long Distance (or Toll) service to those staff officers or agencies requiring such service for the performance of essential operational duties. It is obvious that if great numbers of telephones have access to Long Distance, then staff officers really needing the lines will find them "busy" or "engaged" when they are needed.

b. Informing and instructing all personnel as to:

- (1) Critical shortage of Long Distance or toll facilities.
- (2) Necessity for restraint of calls.
- (3) Importance of making notes beforehand as to subjects to be covered, to permit prompt resumption of call.
- (4) Necessity for restraint in initiating calls.

4. Insofar as AFHQ-NATOPS Headquarters is concerned:

a. Long Distance service on all AFHQ-NATOPS installations and long distance service for all headquarters served by PRAXDOM exchange will be limited to 40% of the total local lines installed.

b. The Chief of each general and special staff section of AFHQ-NATOPS, G-1, G-2, G-3, and G-4 (including NATOPS), will submit by 1200 hours, 27 July 1944, a list by PRAXDOM number, insofar as practicable, of the phones installed or being installed for to be allowed access to long distance facilities in accordance with the above policy.

5. Monitoring service on Long Distance calls is being inaugurated at once. Violations of the provisions of this directive, as indicated by unnecessary calls, unofficial calls overly classified as to urgency, etc., will be reported through command channels to proper commanders for necessary corrective action.

J. A. H. GARNETT,
Lieutenant-General,
Chief of Staff.

cc: Free-Rail Transportation for Direct
Civilian Employees of Allied Forces

Headquarters,
Allied Forces in Italy,
Nov. 3/53.
23 June 44.

To: A.D.L. (Civil) (6)

1. Reference the Sub-Committee of Labour and Wages Control Committee Meeting 16 June 44 - Minute 3.
2. The proposal of L.D.L. 2 District, contained in his letter CIT/5/442 dated 12 June 44, has been studied and an agreement has been reached with I.S.R.
3. The system agreed is as under:-
 - (a) All direct civilian employees of Allied Forces, for whom it is desired free rail transport should be provided, will be issued with a joint work permit and travel voucher. Specimen attached.
 - (b) Each week the employing Unit will stamp the permit in the space provided and show the date (being last day of the approaching week).
 - (c) The employing Units will render a return, through Areas, to Districts, giving the numbers carried from each place.
 - (d) Districts will consolidate all returns and forward to A.C.G. for payment.
 - (e) I.S.R. agrees to accept the consolidated returns issued by the Military Authorities as being correct, subject, of course, to revision if it can be proven errors have occurred.
4. L.S.I. Station Masters concerned will be instructed to honour the joint work permit and travel vouchers as tickets, and proof that the facts have been, or will be paid.
5. All other passengers, not in possession of the joint work permit and travel voucher, will be fare paying passengers.
6. The scheme can be introduced in 2 Districts as early as you wish, but it should like as much notice as possible, in order that D.C.M.S. may arrange for necessary covers to each Station Masters concerned.
7. Should it be desired that this scheme be also introduced in 3 District, longer notice will be required. It is understood that the private Railway Companies "FERROVIA CECOMENUTARIA" and "FERROVIA COUNCA" are already conveying large numbers of workers in the Naples Area. The scheme has not so far been discussed with these two Companies.

25

Not Yet Forwarded

D.C.M.S. (4)

- (a) All Soviet civilian employees of Allied Forces, for whom it is desired that their rail transport should be provided, will be issued with a joint work permit and travel voucher. Specimen Attached.
 - (b) Back week the employing unit will stamp the permit in the space provided and enter the date (being last day of the approaching week).
 - (c) The employing units will tender a return, through Areas, to Districts, giving the numbers carried from each place.
 - (d) Districts will consolidate all returns and forward to A.C.C. for payment.
 - (e) I.S.B. agree to accept the consolidated returns issued by the Military Authorities as being correct, subject, of course, to revision if it can be proven errors have occurred.
4. I.S.B. Station Masters concerned will be instructed to remove the joint work permit and travel voucher as tickets, and proof that the fares have been, or will be paid.
 5. All other passengers, not in possession of the joint work permit and travel voucher, will be fare paying passengers.
 6. The scheme can be introduced in 2 Districts as early as you wish, but I should like as much notice as possible, in order that I.S.B.C. may arrange for necessary orders to reach Station Masters concerned.
 7. Should it be desired that this scheme be also introduced in 3 Districts, longer notice will be required. It is understood that the private Railway Companies "KROVIA CIRCUMNAVIGATA" and "KROVIA CIRCUMNAVIGATA" are already conveying large numbers of workers in the NORTH Area. The scheme has not so far been discussed with these two Companies.

TS.

92-1

12/1/40 (over)

B.V.S.
L.C.C. (at)

Copies to: H. & Movements, East Italy (5) } For information only.
 " " West Italy (5) } This scheme calls for
 Mov. L.C. 3 Districts. } no control by Movements.
 Tr. Sub-Commission A.C.C. (5)

12/1/40

1 5 5 5

24 JUL Recd

9A/20

ALBINO CONTROL COMMISSION
Evening Message

730
1000
1100

TO: H.Q. AGO AIRMAIL FOR HQ AND HQ SECTION

SIGNAL MESSAGE CENTER No: H 25/21

FROM: AND 5 ARMY FOR HQ

CLASSIFICATION: CONFIDENTIAL

REFERENCE No:

PRIORITY: PRIORITY

AREA AND TIME OF ORIGIN: JALISCO'S OFFICE OF ORIGIN:

PRELIMINARY REPORTS ON LATEST INDIAN RECENT. FIRST, POPULATION NOW ABOUT 30,000, MAINTAIN IN OUTLIER SITUATION. INSTANTLY EVACUATED LAST AFTER IN CHARGE. SECONDLY LATEST AREA BOUNDARY BEING OFF BY CHARGE AND COMPLETELY EVACUATED, WITH ARRANGEMENT BEING CONTINUED. THIRDLY PHYSICAL DAMAGE, HEAVY IN PORT AREA BUT LESS SEVERE THAN REPORTED IN REMAINDER OF TOWN. FOURTHLY LATEST HOSPITAL OUTPATIENT WARD OF PATIENTS, SEVERE FOOD SITUATION NOT LATEST HOUR DUE TO SMALL PERCENTAGE OF POPULATION SURVIVED. FIFTHLY SEAT OF GOVERNMENT NOW AT BUREAU AMERICA AND BUREAU SOUTH. SIXTHLY MAIN WATER SUPPLY ASSURED BY WELL IN BUREAU HALL. SEVENTHLY PATIENTS HAVE BEEN PORT UNDER. EIGHTHLY SITUATION WELL UNDER CONTROL. CITE OUR 155.

ADD TIME
(ACT) GA IN 2
(IN) A/CS
FILE 2

DATE and TIME of MESSAGE: JUL 24 1955

Distribution:

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23 Jul
1955

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CONFIDENTIAL

CONFIDENTIAL

Co2 (Advanced Intelligence) AFHQ
c/o Rome Area Allied Command
APO 794, U. S. Army

10/88
12 July, 1944

INTELLIGENCE REPORT D-112

The following list of tugs and motor boats on the River
PO has been obtained from reliable ITALIAN sources. The list refers to
1939.

NO.	NAME OF TUG	H.P.	OWNERS	STRETCH OF RIVER NAVIGATED
1.	GENERALE MATTEI	200 (steam)	Lentovana Fluviale (Mantova)	From VENICE to MANTOVA and TRONCO SUPERIORE
2.	MILANO	200 (steam)	-do-	-do-
3.	MIRASOLE	220 "	-do-	-do-
4.	GENERALE RAINI	120 "	-do-	-do-
5.	SUE	60 (internal combustion)	-do-	-do-
6.	GOVERNULO	80 -do-	-do-	-do-
7.	RODOLFO	60 -do-	Saufen (Venice)	From VENICE to PORTO COSCINO
8.	TRISTE	50 -do-	-do-	-do-
9.	MARIO	50 (steam)	-do-	-do-
10.	REMO	120 "	Casagrande A.B. (Venice)	-do-
11.	MANTOVA	100 "	-do-	-do-
12.	S. SECONDO	125 "	Donatolo Ampelio	-do-
13.	TIVERO	60 (internal combustion)	-do-	-do-
14.	PIAVE	60 "	-do-	-do-

35'0

PO has been obtained from reliable sources
1939.

NO.	NAME OF TUG	H.P.	OWNERS	STRETCH OF RIVER	
				NAVIGATED	
1.	GENERALE MATTEI	200 (steam)	Mantovana Fluviale (Mantova)	From VENICE to VENEZIA and TROVISO SUPERIORE	-do-
2.	MILANO	200 (steam)	-do-		-do-
3.	SOLASOLE	220 "	-do-		-do-
4.	GENERALE RAIMI	120 "	-do-		-do-
5.	SILE	20 (internal combustion)	-do-		-do-
6.	GOVERNULO	30 -do-	-do-		-do-
7.	RODOLFO	60 -do-	Saufen (Venice)	From VENICE to PORTO GOSCIANO	-do-
8.	TRIESTE	50 -do-	-do-		-do-
9.	MARIO	30 (steam)	-do-		-do-
10.	RENZO	120 "	Casagrande A.B. (Venice)		-do-
11.	MANTOVA	130 "	-do-		-do-
12.	S. SECONDO	125 "	Bonaldi Angelio		95'0
13.	TEVERE	100 (internal combustion)	-do-		-do-
14.	PIAZ	80 "	-do-		-do-
15.	FRIDANO	80 "	S. do Eugenio (Venice)		-do-
16.	IDA	50 (steam)	Giada Santa (Venice)		-do-
17.	PELORO	30 "	Rosada Ant (Venice)		-do-
18.	DORINA	60 (internal combustion)	S. Barcoi Uridania (Adria)		-do-
19.	FRIDANIA	90 (steam)	-do-		-do-
20.	SPARVIERO	80 (internal combustion)	Galmi Vitaliano (Corbola)		-do-

CONFIDENTIAL
 Date 7/20 1945
 File 0845
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CONFIDENTIAL

CONFIDENTIAL

NO.	NAME OF BOAT	H.P.	OWNERS	STRETCH OF RIVER NAVIGATED
21.	NINO	80 (internal combustion)	Modenesi (Papozza)	From VENICE to PONTI- GOSCURO
22.	LUCIA	60 "	-do-	-do-
23.	MIRASOLE	60 "	Veronese Antonio (Taglio FO)	-do-
24.	GOVERNIOLO	60 "	-do-	-do-
25.	CORSARO	80 (steam)	-do-	-do-
<u>Name of Motor Boat</u>				
1.	PANTA (steel)	140 (internal combustion)	Casagrande A.S.C. (Venice)	From VENICE to BORETO (max. load 7000 quintals)
2.	PONTILLONGO (steel) 120 "	-do-	-do-	From Venice to Boreto (max. load 2500 quintals)
3.	EGARDO (steel) 120 "	-do-	-do-	-do-
4.	CORONA PIETRA (wood) 120 "	-do-	Fili. Motta (Ostiglia)	From VENICE to OSTIGLIA (max. load 4000 quintals)
5.	MARIA VITTORIA (wood) 45 "	-do-	-do-	From VENICE to OSTIGLIA (max. load 1800 quintals)
6.	ERCCILE (wood) 60 "	-do-	Tomare (Venice)	From VENICE to PONTI- GOSCURO (max. load 3000)
7.	IMPERO (wood) 60 "	-do-	-do-	-do-

668

DISTRIBUTION:

A.E.B.Q., G-2 (3 copies)
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P. GLEN ROBERTS,
Captain, G.S.,
Commanding.

25.	CORBARO	30 (steam)	-do-	-do-
<u>Name of Motor Boat</u>				
1.	PAVLA (steel)	140 (internal combustion)	From VENICE to BORETO (max. load 7000 quintals)	-do-
2.	PONTOLONGO (steel)	120 "	From Venice to Boreto (max. load 2500 quintals)	-do-
3.	EGARDO (steel)	120 "		-do-
4.	CORONA FERREA (wood)	120 "	From VENICE to OSTIGLIA (max. load 4000 quintals)	-do-
5.	MARIA VITTORIA (wood)	45 "	From VENICE to OSTIGLIA (max. load 1800 quintals)	-do-
6.	ERCOLE (wood)	60 "	From VENICE to PONTOLIA-COSCULO (max. load 3000)	-do-
7.	LEPERO (wood)	60 "		-do-

666

DISTRIBUTION:

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P. CLIN ROBERTS,
 Captain, G.S.,
 Commanding.

CONFIDENTIAL

SECRET

Subject :- Rome Area Maintenance Traffic

EQ MOVEMENTS
WEST ITALY
A.A.I.

Q()R/62X.
13 July 44.

1. Reference Serials 36 to 42 inclusive of Appendix 'A' to this EQ Q()R/62X of 13 July 44 and Amendments Nos. 2 and 3 of 15 and 16 July respectively.
2. T.O.P. loading 19 July for delivery 21 July all Rome Area Maintenance Traffic (which previously has been consigned by rail to Minturno) will be consigned to ITRI repeat ITRI and Loading Services will ensure that all wagons are correctly labelled to that point.
3. Any traffic on hand at Minturno after 20 Jul 44 will be reconsigned to ITRI.
4. Movements Vairano Sub Area will arrange for RTO Minturno to move to ITRI by 0600 hours 21 Jul.

20 JUL 1944

A.A.I.
EQ Movements West Italy

L/R/R

Distribution

Nov HQ AAI (5)
Nov Rome
Nov 3 District
CE 3 District (6)
DGERS (3)
HQ 3 District (4)
G-4 Rome Allied Area Command (5)
57 Area
59 Area (2)
94 Sub Area
HQ EPI
14 CRASC (Supply Units)
20 CRASC (Supply Units)
51 BSD
23 BSD
50 BSD
12 Pd Butchery
B ESUD
557 AOD
30 BSD
CRASC 12 Pot Installations
15 Base APO
CRASC HQ 'A' L of C Tpt Coln (CRASC Minturno)
C Main
A C Region 3

Nov Vairano (4)
703 Ry Gd Div TC (4)
701 Ry Gd Div TC (4)
704 Ry Gd Div TC
713 Ry Ops Bn TC (4)
715 Ry Ops Bn TC (4)
719 Ry Ops Bn TC (4)
727 Ry Ops Bn TC (2)
761 Tn Coy US Naples (6)
794 Mil Police Bn US
D/COF US Tn HQ AAI
ACC Tn Sub Commission APO 394
Chief of Tn PLS
P.S Rail Div
RAF Movements West Italy
O i/c Traffic Office
RTO Cancelli
" Casoria
" Caserta
" Naples Central
" Nola
" Pontecagnano
" San Giovanni
" Salerno
" Torre Annunziata
" Minturno

Return to Storage Section
This is Ack & Quack 21 9.5.44. ent

21 Jul
1944

55-3

20 Time 1945

Info Jos

21-6

COPY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

TPTN-1C
NPS/RS/JJR

10 July 1944

G-5: 370.43

SUBJECT: Move of AFHQ.

TO : Headquarters, Allied Control Commission, APO 394

1. According to the latest information available, AFHQ Algiers will officially close at Algiers at 0001 July 20 and will open at Caserta at 0001 July 20.
2. The forward echelon of G-5 will arrive on the 16th of July or thereabouts with only skeleton personnel and equipment and will not be in a position to deal with matters having reference to the general files until the arrival of the G-5 rear echelon on or about the 23rd, departing Algiers on the 20th. The Chief of Section will depart Algiers on the 20th and will arrive at the new Headquarters on the same day.
3. In order to avoid unnecessary delay in delivery due to this Headquarters being in transit it is suggested that letter correspondence be addressed to G-5 AFHQ Adv. as of the 16th, and cables as of the 19th.

NORMAN P. SEAGRAVE
Major, F.A.
Executive Officer.

SECRET

MSG CNTR NO: 35/23

TO: ACC

FROM: MAIN AAI

REF NO: 607

DATE/TIME SENT: 222230Z

CLASS: SECRET
PREC: ROUTINE
CITE: SD 2179

FIRST. MAIN HQ AAI WILL OPEN AT ROME AT 0800 HRS 26 JUNE AND CLOSE AT CAMBRIDGE AT THE SAME TIME. OFFICIAL CORRESPONDENCE AND SIGNAL ADDRESSES REMAIN MAIN HQ AAI AND FILPOT RESPECTIVELY. SECOND. 34. SECTION HQ AAI (LHAP) WILL OPEN AT ROME AT 0800 HRS 27 JUN AND CLOSE AT NAPLES AT SAME TIME. OFFICIAL CORRESPONDENCE TO MAIN HQ AAI SIGNALS TO FILPOT. THIRD. THE FOLLOWING BRANCHES OF AFHQ AT PRESENT AT CAMBRIDGE WILL NOT MOVE (A) HERE TECHNICAL DIRECTORATE. (B) AND ADVISERS AND CONSULTANTS. OFFICIAL CORRESPONDENCE TO AFHQ ADV COMMAND POST. SIGNALS TO AFHQ ADV CP FOR (NAME OF BRANCH). FOURTH. THE FOLLOWING BRANCHES AND SECS OF AFHQ AT PRESENT AT NAPLES WILL OPEN AT ROME AT 0800 HRS 26 JUN AND CLOSE AT NAPLES AT THE SAME TIME. (A) HQ AFHQ (B) HQ INF (C) PET SEC (D) COAL SEC (E) LOCAL RESOURCES (F) WELFARE INCL USE. OFFICIAL CORRESPONDENCE TO C/O MAIN HQ AAI. SIGNALS TO FILPOT FOR (BRANCH OR SEC). FIFTH. DMT AFHQ WILL AT PRESENT REMAIN AT NAPLES. OFFICIAL CORRESPONDENCE ADV AFHQ OUR SIGNALS AM P. SIXTH. CDS SEC 1 ECH WILL OPEN AT ROME AT 0800 HRS 26 JUN AND CLOSE AT NAPLES SAME TIME. OFFICIAL CORRESPONDENCE AND SIGNAL ADDRESSES WILL BE MAIN HQ AAI FOR CDS SEC 1 ECH AND FILPOT FOR CAMDEX RESPECTIVELY

INFO/ ROOM 8-56

DATE/TIME REC'D: JUN 23 0710Z

ADDRESSED REMAIN MAIN HQ AAI AND FILPOT RESPECTIVELY. SECOND. C4 SECTION HQ AAI (JNAT) WILL OPEN AT 0800 HRS 27 JUN AND CLOSE AT NAPLES 4 SAME TIME. OFFICIAL CORRESPONDENCE TO MAIN HQ AAI SIGNALS TO FILPOT. THIRD. THE FOLLOWING BRANCHES OF THE T PRESENT AT CAMBRIA WILL NOT MOVE (A) REPT TECHNICAL DIRECTORATE. (B) ADV ADVISERS AND CONSULT NTS. OFFICIAL CORRESPONDENCE TO THE ADV COMMAND POST. SIGNALS TO AFH ADV OP FOR (NAME OF BRANCH). FOURTH. THE FOLLOWING BRANCHES AND SECS OF AFH AT PRESENT AT NAPLES WILL OPEN AT 0800 HRS 26 JUN AND CLOSE AT NAPLES 4 THE SAME TIME. (A) H HQ (B) H INF (C) PET SEC (D) COAL SEC (E) LOCAL RESOURCES (F) WELFARE INCL URS. OFFICIAL CORRESPONDENCE TO C/O MAIN HQ AAI. SIGNALS FILPOT FOR (BRANCH OR SEC). FIFTH. BUT AFHQ WILL AT PRESENT REMAIN AT NAPLES. OFFICIAL CORRESPONDENCE ADV AFHQ C4F SIGNALS WHP. SIXTH. CDM SEC 1 HQ WILL OPEN AT 0800 HRS 26 JUN AND CLOSE NAPLES 4 SAME TIME. OFFICIAL CORRESPONDENCE AND SIGNAL ADDRESSERS WILL BE MAIN HQ AAI FOR CDM SEC 1 HQ AND FILPOT FOR CDMTX RESPECTIVELY

INFO/ ECHN STG 25.8

DATE/TIME INFO; JUN23071CB

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COPY

23 JUN 90

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Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

Note for information

GENERAL ORDERS)

NO 30)

A. P. O. 400
21 June 1944

JURISDICTION OF RAILWAY GRAND DIVISIONS

I. Effective 0001B Hours, 26 June 1944, the following changes in organization and operations of Railway Grand Division Headquarters will be made. This order supersedes those parts General Orders Numbers 27 and 28 this Headquarters, as, on this subject.

II. The following is the organization order of Railway Grand Division Headquarters to be effected:

1. Headquarters, 701st Railway Grand Division

a. Headquarters, Naples, Italy

b. Component Units.

- (1) 719th Railway Operating Battalion, Headquarters Salerno
- (2) 761st Railway Transportation Company, Headquarters Naples
- (3) 788th Base Depot Company, Headquarters Naples

c. Jurisdiction

- (1) Line 287 North Yard Limit Board at Campi Flegrei to Villa Litterno.
- (2) Line 89 North Yard Limit Board at Naples via Aversa to North Yard Limit Board at Minturno.
- (3) Line 91 North Yard Limit Board at Aversa to South Yard Limit Board at Caserta.
- (4) Line 90 North Yard Limit Board at Naples to South Yard Limit Board at Caserta.
- (5) Line 94 South Yard Limit Board at Naples to West Yard Limit Board at Potenza.
- (6) Line 291
- (7) Naples Terminal
- (8) Reggio-Calabria Division - Supervision through ACC over Italian operation.

May be handed over any day as soon as the A.G.M.R.S. Staff Reggion move out
SLR 24/6

2. Headquarters, 703rd Railway Grand Division

a. Headquarters, Rome, Italy

b. Component Units.

- (1) 713th Railway Operating Battalion, Headquarters Rome.

SECRET

SECRET

(2) 727th Railway Operating Battalion, Headquarters Rome

c. Jurisdiction.

- (1) Line 65 North to end track.
- (2) Rome Terminals
- (3) Line 89 from North Yard Limit Board at Minturno to South Yard Limit Board at Rome
- (4) Line 265 from ~~Notturno~~ through Campo Leone - Cecchina to South Yard Limit Board at Ciampino
- (5) Line 50 North Yard Limit Board at Rome to end of track
- (6) Line 263 Civitavecchia Marino to Civitavecchia

3. 704th Railway Grand Division Headquarters - Advance Echelon

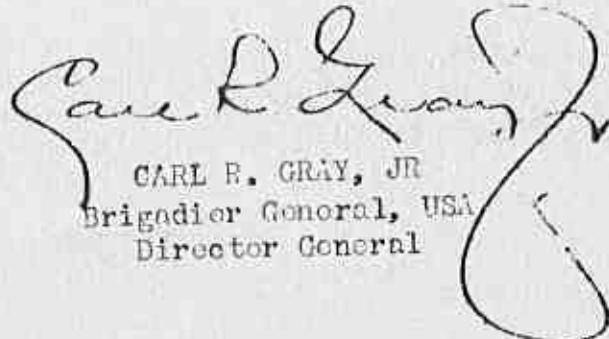
a. Headquarters, Naples

b. Component Units

- (1) 715th Railway Operating Battalion, Headquarters Caserta

c. Jurisdiction

- (1) Line 90 South Yard Limit Board at Caserta to South Yard Limit Board at Rome. This includes Caserta Yard.
- (2) Line 91 East Yard Limit Board at Caserta to West Yard Limit Board at Corvaro.
- (3) Line 290 Sparanise to Minturno.


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

SECRET

In London (Type)

Headquarters,
Allied Air Force in Italy,
Rome, Italy.

21 July 44.

21 July 44.

21 July 44.

A. C. C.

MEMORANDUM FOR THE CHIEF OF STAFF.

1. The demands for 8 Army, 55 Army and P.A.F., have been accepted in full for period 26 June - 2 July 44.
2. The following is the daily allocation of tonnage against a capacity of 4000 tons, North of Sperrin.

8 Army.	Infantry.	1905
	Armoured.	250
	A.C.F.	350
55 Army.	Infantry.	608
A.C.F.	Food	45
P.A.F.		120
		200
		3653

3. Spare tonnage will not be allocated without prior reference this Headquarters, except for the movement of British landward troops to R.I.
4. Maintenance of British land. 5 Army will be 200 tons and will move on 28th 44 to Malabar.
5. 5 Army demands will be met in full over 28th 44.

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1903	Personal.	
350	A.I.V.	
350		
603	Notes	
	Word	
45	Spamato.	
120	8 Army (to be continued)	
200	Spamato.	
363		

3. Spare baggage will not be allocated without prior reference this Headquarters, except for the movement of British soldiers' families to S.I.
4. Maintenance of British troops. 5 Army will be 200 tons and will move on line 00 to Minsk.
5. 5 Army demands will be met in full over line 00.

95-8

Handwritten signature
A.C.M. (M)

SA.

Minsk.

Q (Minsk)

En (A) E.C. A.A.L. Rear Adm. Mch.

D.C.M. S.S.

Ept. Officer P.S. S.

5 Army.

AGS En. Sub-Commissioner.

Nov. West Ind. J.

RAF Mowbray.

Nov. Adm. A.A.L.

Nov. 3/22.

23500
113

U. S. SECRET EQUALS BRITISH SECRET

SECRET

HEADQUARTERS PENINSULAR BASE SECTION
Office of the Transportation Officer
APO 782SECRET
Auth: CG, PHS
Date: 18 June 44
Init: *[Signature]*
PBS: 45517

54441

18 June 1944

330.31 BPTFN

SUBJECT: Strength Report

TO : See Distribution

Following is a recapitulation of troop strength and status in Staging Areas as of 1200 hour, 18 June 1944:

REMAINING IN STAGING AREA THIS DATE

UNIT	OFF.	W.O.	E.M.	AREA	BLDG	EQUIP.	DATE
						STATUS	ARRIVED
<u>Air Corps Units:</u>							
4C Repl						"C"	6-12-44
*Det 994 Sig Serv Co						"C"	6-15-44
*567 A P U	1					"C"	6-14-44
*529 A P U	1					"C"	6-16-44
<u>Engineer Units:</u>							
228 Engr Mine Det(Incl 88 dogs)	6					"B"	6-9-44
<u>French Units:</u>							
*652 B R M	1						6-13-44
*17 Gpe Autonome	24						6-10-44
*23 Gpe FTA	21						6-10-44
<u>Infantry Units:</u>							
Det 517 Preht Inf(Bag Det)	1	1				"B"	5-31-44
<u>Italian Units:</u>							
Repls	34						6-8-44
Hq 120 Inf Regt	9						5-31-44
10 Co Anti	5						5-8-44
Hq 513 Bn	1						6-10-44
Hq 512 Bn	2						6-10-44
Hq 511 Bn	2						6-10-44
Hq 38th 503 Inf	3						6-16-44
<u>Medical Units:</u>							
51 Evac Hosp (Det)	4					"B"	6-14-44
Det 105 Sta Hosp	21	1				"B"	6-15-44
Det 114 Sta Hosp	27	1				"A"	6-16-44
<u>Quartermaster Units:</u>							
Det 95 QM Rhd Co						"B"	6-15-44
*Det 255 QM Bn	2	2				"A"	6-9-44
*167 QM Btry Co	2					"B"	6-9-44
424 QM Ldry Co (2d Plat)	1					"B"	6-14-44
664 QM Base Dep Co	2					"B"	6-16-44
<u>Miscellaneous Units:</u>							
Det 20 Base PØ	2						6-9-44
20 M R U	3						6-4-44
2687 Reg Plat (Prov)	9					"A"	6-10-44
<u>UNITS ARRIVED THIS DATE</u>							
*535/27 Co Sanitare (French)	3						6-17-44
37 Spec Serv Co	2						6-17-44
95 QM Rhd Co	2						6-17-44
3270 Crd Base Sep Co	3						6-17-44

SECRET

U. S. SECRET EQUALS BRITISH SECRET

SECRET
UNITS DEPARTED THIS DATE
SECRET

UNIT	OFF.	W.O.	E.M.	AREA	BLDG	STATUS	EQUIP. DATE ARRIVED
875 MHSP	1		4	N-1	Q		6-16-44
948 MHSP	1		4	N-1	Q		6-16-44
632 QM Ldry (1 plat Det)	1		59	N-1	M		6-9-44
450 Engr Dep	4		123	N-1	M		6-11-44
Det 22/503 Trans (French)	1		22	P-1			6-16-44
10 M R U	2		36	N-1	Q		6-14-44
1st Arm'd Div (Bag Det)	2		35	N-1	X		4-9-44
4098 QM Serv Co	2		201	N-1	M		6-9-44
1901 Ord Amm Co (Avn)	4		173	N-1	P		6-14-44
AG Repl	17		77	N-1	P		6-16-44
TOTAL PRESENT -----							3649

NOTE:

- * UNITS ALERTED
- "A" FULLY EQUIPPED
- "B" IN THE PROCESS OF RECEIVING EQUIPMENT
- "C" HAVE RECEIVED NO EQUIPMENT

For the Transportation Officer:

M. A. Foster
M. A. FOSTER
Major, T. C.
Executive Officer

DISTRIBUTION:
"A" Plus:

- 1 - CG MATOUSA (Maj Bennett)
- 5 - CAO HQ. AMI, (US) (Attn: AG(US))
- 1 - CG Seventh Army
- 1 - CG ITC
- 1 - G-1, Fifth Army
- 1 - G-3, Fifth Army
- 1 - G-4, Fifth Army
- 1 - AG Masc., Fifth Army
- 3 - G-3, PBS
- 2 - XII AFSC
- 1 - Metropolitan Area, PBS
- 1 - 22d AA Bde (Br)
- 1 - 14th M R U
- 1 - 31st Staging Area Co
- 1 - Hq Mil Rwy Serv (Adv Ech)
- 1 - Personnel Center No. 6
- 1 - Personnel Center No. 9

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SECRET

1570

9A/1

SECRET

ALLIED FORCE HEADQUARTERS

Subject : MINUTES OF SHIPPING PRIORITY
PRIORITY OF MOVEMENTS
MEETING No.28 3 Jun.44.

G-4 (Mov & Tn) 5/154

4 June 44

1. PREVIOUS PERIOD 20 - 29 JUN.

It was announced that all stores had been allotted to ships.

2. PHOSPHATE ROCK AND SARDINIAN COAL.

It has been agreed that bids for the shipment of phosphate rock and Sardinian coal would be made each ten days at P.O.M. Conferences in order that the programme could be co-related with that of other military and civil stores in requesting shipping lifts of establishing priorities.

3. CURRENT PERIOD 29 JUN. TO 9 JUL.

Appendix "A" shows the bids recorded at the meeting.

L.E.C. MORRIS, J.Comd.
for Brigadier,
D.Q.M.G. (M).

LECM/rbe.

Distribution:

C IN C MED
PSTO
CAPT OF THE DOCKYARD, ALGIERS
G-3
G-4 (A)
G-4 (B)
G-5
PET SEC
Q (MAINT)
Q (AE)
DOS
DME
D. Tn
DPSS
D SURVEY
EFI
SOS Rep
CWS
SURGEON
D WORKS

OG PBS
Tn Dftr MBS
CG SOS NATOUA
DST
CG EBS
Tn Offr EBS
CG NORBS
CG AGS
GHQ MEF
MOV MALTA
MOV HQ MAAF (REAR)
SESO HQ MAAF (REAR)
SESO HQ NO.218 GROUP
AAFSC/MTO
Col Q (M) NORTH AFRICA District
PORT COMMANSANT, ALGIERS
PORT COMMANSANT, BONE
DQMG (M)
MOV 2
MOV 3

ferences in order that the programme could be co-related with that of other military and civil stores in requesting shipping lifts of establishing priorities, and civil stores

3. CURRENT PERIOD 29 JUN. TO 9 JUL.

Appendix "A" shows the bids recorded at the meeting.

L.E.C. MORRIS, J. Comd.
for Brigadier,
D.Q.M.G. (M).

LECM/rbe.

Distribution:

C IN C MED
PSTO
CAPT OF THE DOCKYARD, ALGIERS
G-3
G-4(A)
G-4(B)
G-5
PET SEC
Q(MAINT)
Q(AE)
DOS
DME
D. Tn
DPSS
D SURVEY
EPI
SOS Rep
CWS
SURGEON
D WORKS
MWTR
MOV HQ AAI (ADM ECH) CMF (15)
MOV 1 DISTRICT
MOV EAST ITALY
MOV NAPLES (WEST PORTS)
DCOT HQ AAI (ADM ECH) CMF
COT
CG PBS
Tn OFFR PBS

OG PBS
Tn Dftr MBS
CG SOS NATCUSA
DST
CG EBS
Tn Offr EBS
CG NORBS
CG AGS
GHQ MEF
MOV MALTA
MOV HQ MAAF (REAR)
SESO HQ MAAF (REAR)
SESO HQ NO.218 GROUP
AAFSC/MTO
Col Q(M) NORTH AFRICA District
PORT COMMANSANT, ALGIERS
PORT COMMANDANT, BONE
DQMG (M)
MOV 2
MOV 3

1572