

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

ACC AC 13/TN 4 10000/148/1965 FINANCE - FI
OCT. 1943 - NO

000/148/1965 FINANCE - ITALIAN RAILWAYS
OCT. 1943 - NOV. 1945

Subject : Accounting for A.O. materials
incorporated in I.S. I. Rehabilitation
works.

Military Railway Service
C.M.F.
Tel. Wirebox Ext 9390
Outside Line 043126
Ref : Tn. 12/31/45

21 November 1945

To : Chief Accountant,
Finance Sub-Commission A.C.

Copy to : Tn. Sub-Commission, H.Q. A.C.
Tn. Sub-Commission (Rail Division) ✓
Financial Adviser (FR)
Tn. 2.

1. With reference to this H.Q. letter Tn. 12/127/45 dated 26 Sep 45 to Tn. Sub-Commission agreeing that A.O. may use all bridges etc, incorporated in Railway construction and other Railway projects for civil purposes without reference to this Headquarters.

2. As these materials have been charged by this Service to specific jobs in the statements forwarded through Financial Adviser (FR) for inclusion in the Allied Commission account for Italy, no doubt you will make any necessary financial adjustments you consider necessary.

3. As pointed out in letter Tn. 14/256 dated 12 Oct 45 addressed to Tn. Sub-Commission, A.C. (Rail Division) no military bridging however erected by military units after Sep 28th 45 will be available for A.O. use. Any necessary credits for such bridging when removed by the military will be given in statements prepared by this Headquarters which will be submitted to Financial Adviser (FR) for adjustment of the Allied Commission Account.

LE/ao


3649
(P.T. GRAY) Capt. RC
S/Capt
for Brigadier
Director, Military Railway Service.

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

29 September 45.

Tel. 843233
Ref. AC/13/Tn.4

SUBJECT: Reconstruction and rehabilitation of Italian Railways.

Doctor Ugo La Melfe,
Minister of Transport,
Rome

My dear Dr. La Melfe:

Effective 1st October, 1945, power of authority for reconstruction and rehabilitation of Italian Railways will be passed to Minister of Transport, who will be responsible for giving financial authority to ISR to proceed with the projects desired, and for ensuring that sufficient funds are made available by the Treasury for such works as are authorized.

All works at present in hand under MRS and AC supervision are to be completed in accordance with the contracts already in hand, but the Minister will be responsible for allocation of priorities to future works, except in such limited cases as Director, Military Railway Services may desire for military needs.

It will not be necessary for ISR to submit to AC any further requests for financial approval, but it is requested that two copies of any authorizations of expenditure given under the hand of the Minister be passed to Transportation Sub-Commission AC, and that ISR be instructed to provide, not later than 3rd of each month, a report of the previous month showing:

- New Works authorized
- Priorities given
- Capital expenditure involved
- Estimated materials to be used
- Estimated dates of completion
- Brief report of all other works in hand.

These arrangements will apply in all Italy, Sicily and Sardinia, with the exception of Venezia Giulia, where funds and authorizations will continue to be provided through Allied Military Government.

Transportation Sub-Commission will be available to advise and help ISR as and when requested.

Yours very truly,
FRANK UPMAN JR.
Director.

Effective 1st October, 1945, power of authority for reconstruction and rehabilitation of Italian Railways will be passed to Minister of Transport, who will be responsible for giving financial authority to ISR to proceed with the projects desired, and for ensuring that sufficient funds are made available by the Treasury for such works as are authorized.

All works at present in hand under MRS and AC supervision are to be completed in accordance with the contracts already in hand, but the Minister will be responsible for allocation of priorities to future works, except in such limited cases as Director, Military Railway Services may desire for military needs.

It will not be necessary for ISR to submit to AC any further requests for financial approval, but it is requested that two copies of any authorizations of expenditure given under the hand of the Minister be passed to Transportation Sub-Commission AC, and that ISR be instructed to provide, not later than 3rd of each month, a report of the previous month's work.

New Works authorized

- Priorities given
- Capital expenditure involved
- Estimated materials to be used
- Estimated dates of completion
- Brief report of all other works in hand.

These arrangements will apply in all Italy, Sicily and Sardinia, with the exception of Venezia Giulia, where funds and authorizations will continue to be provided through Allied Military Government.

Transportation Sub-Commission will be available to advise and help ISR as and when requested.

Yours very truly,
FRANK UFFMAN JR.
Director.

Copy to:- Director, Military Railway Service
Director, Finance Sub-Commission, AC
Regional Commissioner, Venezia Giulia
Regional Commissioners Liguria, Lombardia, Piemonte, Venezia
G5 AFHQ
Chairman, Allied Railway Board
Economic Section
Chief Engineer, Tr. Sub-Commission (5)

ACB/ic

TRANSPORTATION SUB-COMMISSION, AC

(Rail Division)

c/o Transportation (Br) Main

C.A.P.

Tel. 843238

Ref. AC/15/Tn 4

29 September 45

SUBJECT : Reconstruction and rehabilitation of Italian Railways.

Doctor Ugo la Malfa,
Minister of Transport,
Rome

My dear Dr. La Malfa:

Effective 1st October, 1945, power of authority for reconstruction and rehabilitation of Italian Railways will be passed to Minister of Transport, who will be responsible for giving financial authority to ISR to proceed with the projects desired, and for ensuring that sufficient funds are made available by the Treasury for such works as are authorized.

All works at present in hand under MAS and AC supervision are to be completed in accordance with the contracts already in hand, but the Minister will be responsible for allocation of priorities to future works, except in such limited cases as Director, Military Railway Services may desire for military needs.

It will not be necessary for ISR to submit to AC any further requests for financial approval, but it is requested that two copies of any authorizations of expenditure given under the hand of the Minister be passed to Transportation Sub-Commission AC, and that ISR be instructed to provide, not later than 3rd of each month, a report of the previous month showing:-

New Works authorized

Priorities given

Capital expenditure involved

Estimated materials to be used

Estimated dates of completion

Brief report of all other works in hand.

These arrangements will apply in all Italy, Sicily and Sardinia, with the exception of Venezia Giulia, where funds and authorizations will continue to be provided through Allied Military Government.

Transportation Sub-Commission will be available to advise and help ISR as and when requested.

Yours very truly,

FRANK DEAN JR.

Minister of Transport,
R o m e

My dear Dr. la Malfa:

Effective 1st October, 1945, power of authority for reconstruction and rehabilitation of Italian Railways will be passed to Minister of Transport, who will be responsible for giving financial authority to IAR to proceed with the projects desired, and for ensuring that sufficient funds are made available by the Treasury for such works as are authorized.

All works at present in hand under MRS and AC supervision are to be completed in accordance with the contracts already in hand, but the Minister will be responsible for allocation of priorities to future works, except in such limited cases as Director, Military Railway Services may desire for military needs.

It will not be necessary for IAR to submit to AC any further requests for financial approval, but it is requested that two copies of any authorizations of expenditure given under the hand of the Minister be passed to Transportation Sub-Commission AC, and that IAR be instructed to provide, not later than 3rd of each month, a report of the previous month showing:-

New Works authorized

Priorities given

Capital expenditure involved

Estimated materials to be used

Estimated dates of completion

Brief report of all other works in hand.

These arrangements will apply in all Italy, Sicily and Sardinia, with the exception of Venezia Giulia, where funds and authorizations will continue to be provided through Allied Military Government.

Transportation Sub-Commission will be available to advise and help IAR as and when requested.

Yours very truly,

FRANK UPMAN JR.
Director

Copy to:

Director, Military Railway Service
Director, Finance Sub-Commission, AC
Regional Commissioner, Venezia Giulia
Regional Commissioners Liguria, Lombardia, Piemonte, Venezia
GS AFM
Chairman, Allied Railway Board
Economic Section
Chief Engineer, Tn Sub-Commission (5)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

25 September 45

Tel. 843238
Ref. AC/100/Tn 4

SUBJECT : Reconstruction of Rail Projects.

Doctor Ugo La Malfa,
Minister of Transport,
R o m e

My dear Dr. La Malfa :

This Sub-Commission is in agreement that repairs and reconstruction may be carried out on the following lines at the costs stated :-

L i n e

1. ROSIGNANO-LEGHORN	(Line 50)	130,000,000
2. ELLERA-CORTONA	(Line 244)	58,000,000
3. AVEZZANO-PESCINA		24,000,000
PESCINA-SULMONA	(Line 88)	180,000,000
SULMONA-PESCINA		150,000,000
Locomotive Sheds GROSSETO		1,350,000
4. TERNI-AQUILA	(Line 277) (Balance)	53,803,000
5. SAVONA-SANTUARIO S. GIUSEPPE	(Line 110)	95,000,000
6. FOSSANO-CEVA	(Line 108)	297,000,000
CEVA-S. GIUSEPPE	(Line 110)	25,000,000
Total		1,014,153,000

+ AEG territory

The expenditure should be charged against Cap. No. 48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Ministero dei Trasporti (Ferrovie dello Stato).

With the exception of lines shown in paragraph 6, supervision of repair will not be maintained by Allied Commission, but advisory assistance will be given as requested.

Very truly yours, 28.7

(sa) Frank Uffman, Jr.

FRANK UFFMAN, Jr.
Director

Copy to: Finance Sub-Commission
Chief, Rail Division
Rail Division, Civil Engineers,

My dear Dr. Ia Malfa :

This Sub-Commission is in agreement that repairs and reconstruction may be carried out on the following lines at the costs stated :-

	<u>Line</u>	<u>Lire</u>
1. ROSIGNANO-LEGHORN	(Line 50)	130,000,000
2. ELLERA-CORTONA	(Line 244)	58,000,000
3. AVEZZANO-PESCINA		24,000,000
PESCINA-SULMONA	(Line 88)	180,000,000
SULMONA-PESCINA		150,000,000
4. Locomotive Sheds GROSSETO		1,350,000
5. TERNI-AQUILA	(Line 277) (Balance)	53,803,000
6. SAVONA-SANTUARIO S. GIUSEPPE	(Line 110)	95,000,000
FOSSANO-CEVA	(Line 108)	297,000,000
CEVA-S. GIUSEPPE	(Line 110)	25,000,000

Total 1,014,153,000

+ AMG territory

The expenditure should be charged against Cap. No. 48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Ministero dei Trasporti (Ferrovie dello Stato).

With the exception of lines shown in paragraph 6, supervision of repair will not be maintained by Allied Commission, but advisory assistance will be given as requested.

Very truly yours, 28.7

(sa) Frank Upman Jr.

FRANK UPMAN, Jr.
Director

Copy to: Finance Sub-Commission
Chief, Rail Division
Rail Division, Civil Engineers,
Regional Commissioner, AMG, Liguria
D.M.R.S.
ISR - General Direction.

13/37
ACR/10

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

20 September 45

Tel: 34323
Ref: AC/13/Pn 1

SUBJECT : Railway Re-construction.

TO : Finance Sub-Commission
By Allied Commission

1. We have before us a number of applications for railroad reconstruction, each in the nature of 100,000,000 lire or so, and each of importance from an economic, distribution, and operating point of view.
2. With the abolition of the Planning Division of this Sub-Commission, it is desired to arrange the simplest possible procedure to permit the desired work to continue.
3. Please say how best you think this can be done. Would it be sufficient if we consulted your Sub-Commission as to the availability of funds in the Rail Reconstruction Budget, and then authorize the expenditure as used to be the case? It is presumed a necessary Decree for expansion of the Reconstruction Budget to meet the demands would be dealt with by your Sub-Commission.

for Director

3646

ACT Jnl

13/36

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (ER) MAIN, G. M. F.

Tel. 843238
Ref. AG/13/In4

11 September 1945

SUBJECT : Budget Allocation for Railway Reconstruction.

TO : Finance Sub-Commission.

1. Will you please advise this Sub-Commission of the total amount which has been allocated in the various Italian Budgets for railway reconstruction, both for essential military and civilian requirements.

af
for Director

3645

FINANCIAL APPROVALS.

=====000000=====

Line	Location	Date	Cost
50	Vado - Tosignano	Requested 15 Nov.	2.000.000
92	Petrace Bridge	No answer	10.500.000
279	Termoli-Campobasso	18 November 44	7.500.000
Sardinia	Cagliari workshops	20 Nov. 44	2.500.000
219	Pisa-Imperi-Florence	?	126.000.000
277	Terni-Rieti	?	10.000.000
88	Rome-Avezzano	18 Nov. 44	35.000.000
257	Rome-Viterbo	18 Nov. 44	12.000.000
50	Piombino-Campiglia	31 Dec.	9.400.000
281	Avellino-Benevento	31 Dec.	15.500.000
65	Florence-Arezzo	31 Dec.	470.000.000
294	Avellino-Rocchetta	2 Feb.	16.000.000
244	Bastia-Ellera	2 Feb.	15.000.000
260	Ciampino-Albano	2 Feb.	4.900.000
50	Leghorn Central	10 March	10.840.000
	Rome	10 March	1.500.000
86 (S)	Ofanto river bridge	27 March	11.350.000
85 (S)	Bridge over Road Naples C/ -Naples Scali	27 March	10.500.000
	Electrical offices & shops Ancona	27 March	2.500.000
	Add. sidings port of Civitavecchia	27 March	13.700.000
65	Rome-Orte, double line bridge building	27 March	21.500.000
65	Orte-Chiusi, Perm. repairs including Rio Torto bridges	27 March	310.000.000
291	Cancello-Torre Annunziata	16 April	20.000.000
220	Rome S. Stamento yard	16 April	6.800.000
	Chiusi-Sinalunga-Imperi	16 April	157.000.000
88	Civitavecchia C. station	16 April	20.000.000
246	Pescara-Chieti	16 April	1.000.000
	Giulianova-Teramo	16 April	10.000.000
	Rome San Lorenzo round house	16 April	8.514.000
	Biferno bridge	16 April	8.016.000
242	Albacina-Civitanova	21 April	95.000.000
245	Porto d'Ascoli-Ascoli	21 April	115.000.000
50	Viareggio-La Spezia	19 June	50.000.000
50	Dispensa river bridge	19 June	4.000.000
279	Ferravento tunnel		

257	Rome-Viterbo	18 Nov. 44	12,000.000
50	Piombino-Campiglia	31 Dec.	3,400.000
281	Avellino-Benevento	31 Dec.	15,500.000
65	Florence-Arezzo	31 Dec.	470,000.000
294	Avellino-Rocchetta	2 Feb.	16,000.000
244	Bastia-Ellera	2 Feb.	15,000.000
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50	Leghorn Central	10 March	10,640.000
	Rome	10 March	1,500.000
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	C/ -Naples Scali	27 March	2,500.000
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	& shops Ancona	27 March	2,500.000
65	Add. sidings port of Civitavecchia	27 March	13,700.000
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291	Cancello-Torre Annunziata	16 April	20,000.000
220	Rome S. Sebastiano yard	16 April	8,800.000
	Chiusi-Sinalunga-Empoli	16 April	157,000.000
88	Civitavecchia C. station	16 April	20,000.000
246	Pescara-Chieti	16 April	1,000.000
	Giulianova-Teramo	16 April	10,000.000
	Rome San Lorenzo round house	16 April	8,514.000
242	Biferno bridge	16 April	8,010.000
245	Albacina-Civitanova	21 April	35,000.000
50	Porto d'Ascoli-Ascoli	21 April	115,000.000
50	Viareggio-La Spezia	19 June	50,000.000
279	Dispensa river bridge	19 June	4,000.000
	Ferrazzano tunnel (Teroli-Campobasso)	19 June	7,000.000
	Torre Annunziata-Castellammare bridge	19 June	500.000
	Extra sidings Civita Vecchia Port	19 June	1,200.000

.../...

Line	Location	Date	Cost
258	Cecchina Velletri	19 June	28.000.000
65	Florence-Bologna	30 June	426.000.000
277	Antrodo - l'Aquila	17 July	18.197.000
	Warehouse Rome Tiburtina	17 July	1.000.000
	Head Office Naples	17 July	43.900.000
221	Montepescali-Roccastrada	17 July	26.000.000.
89	Rialto tunnel	31 July	54.450.000
96	Basento river bridge	31 July	25.000.000
279	Campobasso-Benevento	7 September	158.000.000

3613

ACF:nl

13/35

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843238
Ref. AG/13/Tn4

6 September 1945

SUBJECT : Meridionale Payments by I. S. R.
TO : Military Railway Service, Finance.

1. In connection with discussion with Finance Sub-Committee of the Allied Railway Board, our Officer in Naples has been in contact with the Capo di Compartimento in respect of the payment of invoices by ISR to the firm MERIDIONALE..
2. The Capo di Compartimento states that the firm received in January, approximately Lit. 800,000 in payment of invoices up to that month. A number of invoices for February and March have not yet been paid because of failure of the firm to give required information to the ISR office.
3. On 20 August 1945 one of the firm's representatives gave the desired information to the ISR and it is expected that all outstanding invoices will be paid almost at once.

Admiral May
for Director

262

16531
SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE

24 August 1945

64/Rail/312
Tel: 52030

SUBJECT : Meridionale payments by I.S.R.

TO : Transportation Sub Commission A.C. ✓
(Rail Division)
care Transportation (Br) Main C.M.F.

1. Reference your AG/13/Tn 4 5 August.
2. The following translated reply has been received to day from Naples Capo Compartimento on a/m subject:

21 August 45

- " 1. Reference conversation some days ago between yourself and Dr Botte of this office concerning payment of invoices by I.S.R. to Firma Meridionale.
2. I am able to inform you that the said firm received in January approx Lit 800,000 in payment of invoices up to that month.
3. Three or four invoices for Feb, Mar. etc. have not yet been paid because of failure of the firm to give required information promptly to I.S.R. Signal Office.
4. Yesterday one of the firm's representatives verbally delivered the necessary information.
5. All outstanding invoices will now be paid within the next few days.

(Sig) Morandi "

For the Commissioner:

3641

V.R. BOWERS
Major
Senior Transportation Officer

100/48

43/33

TRANSPORTATION COMMISSIONER, A.C.,
(MAIL DIVISION)
C/o Transportation (Sr.) Unit,
U.S.R.

Rele : 843402
Our ref: 82/13/Dr.h.

5 August 1945

TO : Senior Spm. Officer,
Asst.

SUBJECT: Meridionale, Naples.

1. The firm of Meridionale, engaged in the repair of rolling stock etc. for I.S.R., has not been paid for work performed, and it became necessary for us to take special action.
2. It was learned at the Meeting of the Finance Sub Committee of the Allied Railway Board that I.S.R. had issued instructions to Capo Comparti mento at Naples to effect an immediate payment on bills already submitted.
3. Will you please consult with Capo and ascertain if this payment to the firm has been made, and if not, request Capo to take immediate action.
4. Please report result of your enquiries.

Copy will be to remain
Major - Bann

acting
for Director.

26.2

Subject:- Payments 'on account' to Firma engaged on repairs to rolling stock.

Military Railway Service,
C.M.S.
Tel. Firebox Ext. 9350.
Outside Line 143126.
Ref. Tn. A/S/40/5/24.

26 July 1945.

To :- Ing. Tonni,
Equipment & Traction Service,
Italian State Railways,
Building.

Copy to:- P.D.R. (Genb).
Tn. Sub-Commission, AC., Building. ✓
Director General, I.S.R., Building.
Chief of Finance Dept., I.S.R., Building.

1. Further to conversation Ing. Tonni - Majors Webster and Davis - On 24 July 45 regarding the provision of essential funds to ensure the continued operation of the following firms:-
 - (a) Cecchetti.
 - (b) Bombardini, Parodi, Delfino.
 - (c) Wagon Lits.
 - (d) Meridionale.
2. Please note the following and take any necessary action indicated, regarding:-
 - (a) Although Bott. Clesari has confirmed that 30,000,000 lire has been advanced to this firm, please ensure that in future, sufficient funds are made available to this firm to cover future commitments pending final agreement of review of charges, after which it is presumed that their accounts will be settled at set intervals.
 - (b). A visit was paid to this firm and arrangements made with Ing. Loi (Works Manager) to forward a statement of the total amount outstanding to date. This latter figure is estimated by the firm at 9,000,000 lire. No far the only amount paid (according to Ing. Loi) is 500,000 lire and naturally the firm will be unable to continue work unless a further substantial amount is paid 'on account' immediately. Please arrange for this to be forwarded once.
 - (c) and (d) Both of these firms are being requested to forward you statements of accounts outstanding to date, in order that you can make immediate 'on account' payments.
3. It is pointed out that all these matters are the responsibility of

En. Sub-Commission, Av. Building. V
Director General, I. S. F., Building.
Chief of Finance Dept., I. S. F., Buil

- i. Further to conversation: Ing. Tonni - asjore roboter and Devin - On 24 July 45 regarding the provision of essential funds to ensure the continued operation of the following firms:-

- (a) Geocheloni.
- (b) Combrinai, Parodi, Delifino.
- (c) Wagon lits.
- (d) Meridionalis.

2. Please note the following and take any necessary action indicated.
- Regardings:-

(a) Although Dott, Olaveri has confirmed that \$0,000,000 lire has been advanced to this firm, please ensure that in future, sufficient funds are made available to this firm to cover future commitments pending final agreement of rates of charge, after which it is presumed that their accounts will be settled at set intervals.

(c). A visit was paid to this firm and arrangements made with Ing. Loi (Works Manager) to forward a statement of the total amount outstanding to date. This latter figure is estimated by the firm at 3,000,000 liras. So far the only amount paid (according to Ing. Loi) is 600,000 liras and naturally the firm will be unable to continue work unless a further substantial amount is paid 'on account' immediately. Please arrange for this to be done as soon.

(c) and (d) Both of these firms are being requested to forward you statements of accounts outstanding to date, in order that you can make immediate "on account" payments.

3. It is pointed out that all these matters are the responsibility of the I.S.B. and that this Office has only intervened because little - and in some cases no - action has apparently been taken by you to ensure the provision of essential working funds. It is therefore requested that the Italian State Railways now contact all the firms concerned in order to be certain that all firms have, at least, sufficient payments made to them to permit of their continuing with this essential work.

14. From information received...

4. From information received, many of the firms are not clearly aware of the method to be adopted in rendering statements of work done and it appears that it takes about three months for the I.S.R. to examine and approve the returns sent in by the firms. In view of the fact that there are resident I.S.R. inspectors on the jobs, please investigate this point so that this apparently unnecessary time-lag may be removed.
5. Please report dates and amounts of all payments made, to this Office.

C. W. Davis

3837

(C. W. DAVIS) Major, M.E.
for Brigadier.
Director, Military Railway Service.

Transportation (British).

Adv. A.F.H.Q., C.M.F.

Subject:- Warranting of AMG/ACC
Rail Traffic.

Tn.A/F/1.

To:- Internal Transportation Sub-Commission,
Allied Control Commission,
A.A.I. (Admin. Ech.).

26 May 44.

For attention of Major Walker.

Will you please say whether you are yet in a position to
reply to this office letter, reference as above, dated 9 Apr 44.



(G.H.B. DAVIS) S/Capt.
for Brig.
Director of Transportation (Br.).

WSW/efb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/13/31

Date : 29 May 44

TO : Director of Transportation (Br)
Adv. AFHQ., C.M.F.
(for attention of Capt. G.H.B. Davis)

SUBJECT : Warranting of AMO/ACC Traffic.

1. Reference your Tn. A/E/1 of 26 May '44.
2. The responsible office (Region III, ACC) has now advised, in respect of the cases brought to attention :

"This traffic was not entitled to move without payment of tariff charges and authorisations for rail movement were issued in respect of it on receipt of which the station master should have issued State Railway Waybills.

This matter has been brought to the attention of the Regional Dept. concerned with a view to ensuring compliance with instructions in future".
3. In any event, the form of billing used was in error in that AMO/ACC traffic entitled to move free of tariff charges should be documented from AB 4374, and not the form used.
4. Your interest in bringing this matter to attention is appreciated.

for
L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
TRANSPORTATION SECTION

13/30

19 April 44

TO : Director Transportation Sub-Commission A.C.C.
SUBJECT : Documentation of AMG/ACC Railway traffic
REFERENCE : ACC3/TN/10/20.

1. Reference your ACC Tn/13/64 of 16 April 44. and U.S. Army freight waybills numbered 61 to 64 returned herewith.

2. This traffic was not entitled to move without payment of tariff charges and authorisations for Rail movement were issued in respect of it on receipt of which the Station Master at Benevento should have issued State Railway waybills.

3. This matter has been brought to the attention of the Regional Department concerned (Agriculture) with a view to ensuring compliance with instructions in future.

S.L. Baister
S.L. BAISTER, Major.
for Tptn. Officer.

SLB/td

3634

HEADQUARTERS REGION 4
Allied Military Government
APO 394

13/29
Econ Sec

U-6242
Capt. [Signature]

TO : Accounting Section, AMG 5th Army
Room 13 P.O. Bldg., Naples Base.

FROM : ACC Trans. Officer, With Region 4

SUBJECT: Loss of Food in Transit

REF : R4/ES/915A

DATE : 26 April 1944

1. Reference is your letter of 24 April 1944.
2. As indicated in mine of even date to you, the only discrepancies noted on the railway warrants from the period April 1 - April 16 referred to three freight cars forwarded on 31 March, and in that case there was a surplus on balance of 18 sacks of flour.
3. These three freight cars are not mentioned in your letter.
4. Clear signatures are held in respect of the 11 additional freight cars now enumerated by you, and it is pointed out that the warrants should be fully endorsed with discrepancies and damage details in all cases.
5. Appropriate authority for action is Public Safety, Region III, with a copy to Public Safety, Region IV.

A. C. PING
Capt.
Transportation
Sub-Commission

Dist.
Transp. Sub-Commission, ACC
c/o Mov & Trn. AAI (Adm Ech) CMF ✓
Public Safety Region 4 (2 Copies).

3633

4 May 47

Internal Transportation Sub-Commission, ACC.,
c/o Mov & Tr.,
H.Q., A.C.R.F. (Adm. Echelon),
C.M.F. 13/25

Our reference : ACC Tr/13/29

Date : 1 March 44.

TO : Capt. Ping, Int. Tr. Sub-Comm. Representative,
H.Q., Region 4, Naples.

SUBJECT : Railway Traffic - Procedure for Documentation.

1. Reference your RA/29/002 of 24 and 25 Feb 44.

2. It appears from your letter that you have not been made fully acquainted with the basic plan in respect of the subject matter, and the scope of the circulars, referred to in your letters.

3. It is suggested that you take an early opportunity to contact Major Walker, of this Sub-Commission for the purpose of reviewing the circular and discussing the matters you mention.

W.S.W.
S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

HEADQUARTERS REGION 4
Allied Military Government
APO 394

13/284
TO : Int. Tn. Sub-Commission *240 Mv & Tr. A7HQ*
Adm. Admin Echelon

FROM : Int. Tn. Rep. with Reg. 4
c/o Economics & Supply Reg. 4

SUBJECT: Railway Traffic - Procedure for Documentation

REF : R4/ES/002

DATE : 25 February 1944

1. Further to my communication of 24 February 1944. Reference is made to Part I of Circular ES 44 20/2/44 on this subject.

2. It is not at all clear that the majority of traffic passing by rail, either by military, ~~or~~ civilian ~~or~~ basic train, is being charged at tariff rates, and the indications are that this is, in fact, far from the case, unless some subsequent adjustment is made after the transit.

3. My enquiry commenced in order to ascertain what right of claim would exist against the Italian Railways in the event of damage, loss, or pilferage to traffic forwarded by civilian basic train. To this end, it was desired to ascertain the form of consignment note used.

4. Information was obtained from Captain Curran, who is despatching traffic on behalf of the Food Sub-Commission from Warehouse 676 to destinations in accordance with bids submitted by that Commission.

5. It was learned that a copy of the Food Sub-Commission's document setting out the goods and destination is forwarded to the RTO at, say, San Giovanni station, with particulars of the wagons and weights as loaded, and consignee. The wagons are labelled at the warehouses prior to despatch. A copy of the authorisation to travel vouchers is also sent, but it is understood this is not required by the RTO, who usually ignores it.

6. The despatch is then arranged by the RTO, and Capt. Curran is of opinion that 99% of the traffic goes free. I am prepared to accept this report if desired, but there may be other

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6. The despatch is then arranged by the RTO, and Capt. Curran is of opinion that 99% of the traffic goes free. I am prepared to make enquiries in this respect if desired, but there may be other sources of information on the point more readily available.
7. It is contended that the appropriate consignment note of the Italian State Railways should be made out by the consignor, or the free travel voucher referred to in your circular, and that your abstract should require full details of both free and chargeable traffic, in order to ensure that the correct procedure is being followed and that freight charges are, in fact, paid in the proportion suggested in Part I of your circular. It is further suggested that the correct form of consignment note is essential if any claims are to be preferred against the Italian State Railways in the area, at least, where only advisory supervision is given.

act
A. C. PING
Sent

HEADQUARTERS REGION 4
Allied Military Government
APO 394

13/23
13/23

TO : Int. Tn. Sub-Commission *do Move In AFHQ. Adv. Adm. Echelon.*
FROM : Int. Tn. Rep. with Reg. 4
c/o Economics & Supply Reg. 4
SUBJECT: Railway Traffic - Procedure for Documentation.
REF : R4/ES/002
DATE : 24 February 1944

1. Reference is made to Circular ES/44 - 20/2/44.

2. In respect of paragraphs 5 and 12, is it intended that nil returns shall be submitted in order to keep your records complete? There appears to be no other check on issues.

3. Full details of the Sections in this Region to which warrants are supplied will be sent you when such warrants are to hand.

4. Is there any prospect of a clear definition of freight traffic to be conveyed free of charges? There appears to be considerable danger of traffic moving free which should rightly be a charge on the Italian Government, and if the position is left undefined there will be differing standards applied. At the present time, for instance, there is no clarity as to traffic charges for commodities moving to the forward railheads (By road the situation is even more complicated, for where traffic is moved by military trucks no charge appears to be apportioned, whereas it can be contended that machinery should exist for recovering charges as if the traffic moved by civilian tpt). It is suggested that some measure of check could be kept if all applications for movement included an indication as to responsibility for charges.

A. C. PING
A. C. PING
Capt.

3620

18/21

HEADQUARTERS
ARMY COMMISSION
A-10 3/4

Economic Section
Internal Transportation Sub-Commission.

ES/44

20 February, 1944.

SUBJECT: Railway Traffic - Procedure for Documentation.

TO : All Concerned.

PART I

CIVILIAN TRAFFIC MOVING UNDER TARIFF CHARGES.

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

PART II

AMB/ACC TRAFFIC, MOVING ON RAILWAYS AS ALL MOVEMENTS FOR ALLIED FORCES, FREE OF TARIFF CHARGES.

PRINCIPLE:

1. All movements will be documented by use of standard Army warrants (form AB 497a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.

2. The AMB or ACC office within the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:

3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one warrant may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.

4. No. 1 copy (original) will be retained by the issuing office. No. 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No. 3 copy will be sent by quickest means to the AMB or ACC office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

5. On the 1st and 15th of each month the issuing office will forward the No. 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, ACC c/o Mr. G. T. AMB, AMB, Adm. Bldg. CMF, accompanied by an abstract of such warrants showing:

- (1) Warrant number and date.
- (2) Station from which shipment was dispatched.
- (3) Destination station of shipment.

3629

Railway administration and none of the provisions of Part II hereof concerning documentation of movements of traffic (freight and passenger) free of tariff charges, for ATR/ART has any application to such civilian traffic. It is expected that most traffic, covered by ATR/ART will move under tariff than so.

ART II

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

REQUIRE:

1. All movements will be documented by use of standard army warrants (form AB 107a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.

2. The ATR or ACC office acting as the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:

3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing office. Note that one may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.

4. No. 1 copy (original) will be retained by the issuing office. No. 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No. 3 copy will be sent by quickest means to the ATR or ACC office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

5. On the 1st, and 15th, of each month the issuing office will forward the No. 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, ACC 6/5 Rpt. & Tr., ATR, Adv. Lab. 5th. 5th, accompanied by an abstract of such warrants showing:

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

3620

6. On arrival of shipment at destination No. 3 copy of warrant will be checked against the shipment received, warrant receipts and any over (2), short (3), or damage (D) in the shipment noted and signature of railway stationmaster requested covering any such Q, S, and D.

7. On the 1st and 16th of each month No. 3 copies of all warrants covering shipments delivered during the preceding semi-monthly period will be forwarded by the office acting as consignee to the office of Internal Transportation Sub-Commission, ACC, c/o Nov. 2 Th., 17th St., 2nd. Ech. CTR, such copies to be accompanied by an abstract showing:

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

PERSONAL:

8. "General Railway Warrants", standard army form AB 1948, will be used for the movement of any ACC or JCC personnel authorized to travel by railway, free of charge. Such warrants will be also used for any civilians who are required to travel by train, free of charge, for JCC or JCC purposes.

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

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

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

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

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

12. On the 1st and 16th of each month the issuing office will send the No. 3 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Nov. 2 Th., 17th St., 2nd. Ech. CTR, which copies will be accompanied by an abstract thereof, showing:

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

GENERAL:

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

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

c/o Nov. 2 Th., 17th St., 2nd. Ech. - CTR,
c/o Nov. 2 Th., 17th St., 2nd. Ech. - CTR,
c/o Nov. 2 Th., 17th St., 2nd. Ech. - CTR.

3. "General Railway Warrants", standard form 13-100a, will be used for the movement of any AG or JCC personnel authorized to travel by railway, free of charge. Such warrants will be also used for any civilians who are required to travel by train, free of charge, for JCC or JCC purposes.

4. The DTG or ACS office authorizing the movement will be responsible for the movement and recording of the movement, which will be accomplished as follows:

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

11. Copy No. I will be handed to the Secretary, Washington.

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

copy fig. 3 will be retained by the station. 0210c.

10. On the last day of each month the issuing office will send the No. 2 copies of all warrants issued during the preceding semi-monthly period to internal Transportation Sub-Commission, ACC, c/o S.O.V., 8 Ta., JALQ idr, Adm. Bldg. CTR, which copies will be accompanied by an abstract thereof, showing:

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

1. *Introduction*

23. Provisions of this Amendment will be effective on and from 1st, March, 14, and superseded para 19 of JCC No. Amendment No. 1 dated 10 December, 1943.

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

c/o Rev. A. H. Keith, Jr., Ann. Del. - CRT,
c/o Rev. Relia.
c/o Rev. Paria.

c/o Rev. District No. 2, Sri.
c/o R.R., Region 1 - Sulem.
c/o R.R., Region 2 - Sulem.
c/o R.R., Region 3 - Naples.

Transportation Officer - Region 4.
Transportation Officer - Region 6.

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

15. Attention is called to the last sentence of PART I, namely: "It is expected that ~~more~~ traffic generated by AHB/ACC will move under tariff charges".

Figure 1

APPENDIX A

DELEGATORY NOTES CONCERNING INFORMATION
REQUIRED ON FORMS (FORMS AS 1974 AND 1975)

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

(a) TRAIN DISPATCH - FORM AS 1974

Lines 1 and 2, titled "Transport", "executor per train" and "for movement by": Either of both lines are to be used to give identification of train on which it is intended movement shall be dispatched, by title or description of train and date on which dispatch is expected.

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

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

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

Columns 3 and 7 are per required.

Column 6 "Actual gross weight" means weight of consignment.

The line "Signed - ST" is for signature and title of issuing officer, and the corresponding date line is for the date the current is handed in to the stationmaster.

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

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

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

(b) GENERAL RAILWAY WARRANT - FORM AS 1974 4 (For personnel)

3028

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

The signature of stationmaster is not required.

(a) GENERAL FORMAT - FORM 1

Lines 1 and 2, styled "Transmit" and "Receiver per train" and "For account by _____": either or both lines are to be used to show identification of train on which it is intended movement shall be dispatched, by title or description of train and date on which dispatch is expected.

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

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

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

Columns 3 and 7 are not required.

Column 6 "Actual gross weight" same weight of consignment.

The line "Signed - RFO" is for signature and title of issuing officer, and the corresponding line 11 is for the date the warrant is handed in to the stationmaster.

The line marked "Chief of crew" is for signature of stationmaster and the corresponding line 11 is for actual date signed.

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

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

(b) GENERAL PLACING WARRANT - FORM 2 (for personnel).

3628

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

The signature of stationmaster is not required.

Extract copy of
Para 6. (a)
Progress Report No.5
January 1944.

13/19

6. FINANCE. (a) RAILWAYS.

(i) The Legal Division of A.C.C. is of the opinion that no useful purpose would be served, under present conditions, in preferring claims against I.S.R. for loss or damage to goods in transit.

(ii) In view of the Armistice Terms, the following matters were referred through D.G., M.R.S. to the I.S.R.:-

(i) Cost of fittings etc., supplied by contractors for Commander-in-Chief's train.

(ii) Claim by Bari Division of I.S.R. for payment for use of private sidings by Allied Forces.

Internal Transportation Sub-Commission, ACC.
C/o Mov & Tr.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tr/13/18

Date : 12 Feb 44.

TO : MAIN HQ, ACC
Economics Section.

SUBJECT : Documentation of ACC/AND traffic moving by rail.

1. It is considered, that an instruction as per enclosed draft should be issued. If you approve will you please arrange accordingly.
2. The form of warrants (copies attached) is the same and the procedure for their use is substantially the same as that now prescribed for movements of traffic for operational forces, as covered by "Movements, Advanced Administrative Echelon, AFHQ, Working Instruction No. 14 dated 15 Nov. 43, copy attached.
3. Draft of proposed memorandum has been submitted to Finance Sub-Commission, and a copy of their reply (office of Chief Accountant) dated 2 Feb 44 is attached.
4. Please advise early if approved and issued so that arrangements can be made by this Sub-Commission to provide warrants referred to in para 14.

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

9856

Transportation (British):

Adv. Adm. Ech. Allied Force Headquarters.

*Rec'd 1325
12 Jan 44
13/17*

*Information
filed in 12/1*
Subject:- Documentation - AMG/ACC Rail Traffic.

To:- Internal Transportation Sub-Committee, ACC.
Attached Mov. & Tn.
Adv. Adm. Echelon, A.F.H.Q.

Tn;A/F/1
11 Jan '44

In reply to your ACC Tn/13/15 of 8 Jan '44 the proposed draft instructions are agreed and returned herewith.

Supply of the necessary warrant forms should be taken up with LT. COL. DONALDSON of Q (MOVEMENTS), FLAMBO.

*Maj W. A. ...
Phone 101*

*Phoned Maj W. A. ...
He agreed
12/1/44*



MAJOR
Brig.,
Director of Transportation (Br.).

3625

Internal Transportation Sub-Commission, ACC.,
c/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/13/15
Date : 8 Jan 44.

TO : Transportation (British) Section,
AFHQ Adv. Adm. Ech.

SUBJECT : Documentation - ANG/ACC Rail Traffic.

There is attached a draft of proposed instructions for documentation of ANG/ACC railway traffic by use of warrants.

These instructions are intended to pattern after those now in force in respect of movements for account to Allied Forces.

Your review and comment will be appreciated; also, an expression as to whether the initial supply of warrant forms which will be small with which to implement the instructions may be gotten from F.T.O.s.

*To Major Walker
for delivery to Major Gooding.
Thompson*

*Major Thompson
was 1st Col Davidson
checking supply of forms
to let the Chief of Internal Transportation Sub-Commission, ACC
to get*

*Edward, Major 3624
for*

Colonel.

Chief of Internal Transportation Sub-Commission, ACC

13/15
DRAFT.

The movement of traffic by railway for the account of Allied Forces in those parts of Italian Territory where the railways are under the control of Allied Forces through their Mov. & Tn organization is documented (billed) by use of Warrants, forms A.E. 497a and 494a, appropriately endorsed to show the agency for whom the movement is made, all in accordance with "Mov. Adm." Ech. AFHQ Working Instruction No. 14 (Documentation - Rail Traffic) dated 15 Nov. 43.

Similarly, as and when railways or segments thereof are turned over to Italian operation under ACC policy, documentation^{and record} of rail traffic for the account of Allied Forces (NOT civilian or commercial traffic) will be accomplished by the use of such forms, executed in the manner and to provide the full information indicated by the forms, under the following particular instructions:

1. All Allied freight traffic will be warranted on AB 497a. Each originating office will number its issue of warrants consecutively.
2. A separate warrant will be made out for each destination point. Separate warrants will be issued for (a) British, (b) American and (c) AMG or ACC traffic (d) EFL; the warrant being plainly marked to show the proper one of the categories.
3. In the absence of an FTO functioning for the point of origin, the Regional ACC or AMG Transportation Officer through ^{which} the movement is authorized will make out and execute the warrant, which will then be presented to the Italian Stationmaster for endorsement to show receipt, on behalf of the railway, of the traffic described in the warrant. 3623
4. (a) Copy No. 1 will be retained by the Italian Railway Stationmaster ^{after endorsement to Italian Stationmaster}
(b) Copy No. 2 will be delivered by the Italian Railway Stationmaster ^{to the Train Board} for delivery to Italian Railway Stationmaster at destination on arrival of shipment.

Similarly, as and when railways or segments thereof are turned over to Italian operation under ACC policy, documentation^{and records} of rail traffic for the account of Allied Forces (NOT civilian or commercial traffic) will be accomplished by the use of such forms, executed in the manner and to provide the full information indicated by the forms, under the following particular instructions:

1. All Allied freight traffic will be warranted on AB 497a. Each originating office will number its issue of warrants consecutively.
2. A separate warrant will be made out for each destination point. Separate warrants will be issued for (a) British, (b) ^{U.S.} American and (c) AMG or ACC traffic (d) ~~EFL~~; The warrant being plainly marked ~~to show~~ the proper one of the categories.
3. In the absence of an RTO functioning for the point of origin, the Regional ACC or AMG Transportation Officer through ^{which} ~~whom~~ the movement is authorized will make out and execute the warrant, which will then be presented to the Italian Stationmaster for endorsement to show receipt, on behalf of the railway, of the traffic described in the warrant. **3828**
4. (a) Copy No. 1 will be returned by the Italian Railway Stationmaster ^{to the Train Board for delivery to Italian Railway Stationmaster at destination, on arrival of shipment.} (b) Copy No. 2 will be delivered by the Italian Railway Stationmaster to the Train Board for delivery to Italian Railway Stationmaster at destination, on arrival of shipment. (c) Copy No. 3 will be sent by hand of the train guard, or quickest means, to the RTO at destination; or, in the absence of an RTO functioning for the point of destination, to the regional ACC or AMG transportation officer through ^{which} ~~when~~ delivery of the goods to consignee is accomplished; ~~which officer will cause any over,~~

2.

~~short or damaged to be noted on his copy by the Italian Stationmaster.~~

(d) Copy No. 4 will be retained by the originating office.

5. On Saturday of each week, No. 4 copies of all warrants issued up to midnight Friday will be forwarded to Internal Transportation Sub-Commission, ACC., accompanied by an abstract thereof showing

- (a) Warrant number
- (b) Date of issue
- (c) Destination
- (d) Commodity (general)
- (e) Number of wagons and total tons shown on that warrant.

6. When shipment is received at destination, Copy No. 3 will be checked against the shipment, warrant reeipted, ^(or any reassignment noted) and endorsed to clearly show ^(which is to be noted thereon by the Italian Railway Stationmaster) and any over, short or damaged in the shipment (See para 4-c); or ~~reassignment~~

~~name.~~ On Saturday of each week, No. 3 copies of all warrants covering freight received and delivered during the preceding week, up to midnight Friday, will be forwarded to Internal Transportation Sub-Commission, ACC, accompanied by an abstract thereof showing:

- (a) Warrant number and date
- (b) From
- (c) Date delivered
- (d) Commodity (general)
- (e) Number of wagons and total tons shown on that warrant.

7. Personnel Warrants (AB 49/a) in triplicate will be filled in for all Allied Force personnel travelling by train. This DOES NOT apply to ordinary civilian or commercial travel.

8. Issuance of such Warrants will be through same channel ^{and by same} of procedure as that prescribed for issuance of forms 497a (freight warrants); and will

(c) Destination

(d) Commodity (general)

(e) Number of wagons and total tons shown on that warrant.

6. When shipment is received at destination, Copy No. 3 will be checked

against the shipment, warrant reeighted, ^(or any reassignment noted) and endorsed to clearly show

and any over, short or damaged in the shipment ^{caused to be noted thereon by the Italian Railway Stationmaster} (See para 4c); or reassign

ments. On Saturday of each week, No. 3 copies of all warrants covering

freight received and delivered during the preceding week, up to midnight

Friday, will be forwarded to Internal Transportation Sub-Commission, ACC

accompanied by an abstract thereof showing:

(a) Warrant number and date

(b) From

(c) Date delivered

(d) Commodity (general)

(e) Number of wagons and total tons shown on that warrant.

7. Personnel Warrants (AB 49(a)) in triplicate will be filled in for

all Allied Force personnel travelling by train. This DOES NOT apply

to ordinary civilian or commercial travel.

8. Issuance of such Warrants will be through same channel ^{and by same} of procedure

as that prescribed for issuance of forms 497a (freight warrants); and will be numbered consecutively by the issuing office.

9. (a) Copy No. 1 will be handed to the Italian Station Master

(b) Copy No. 2 will be handed to the traveller or O.C. party, and will serve as a ticket. At destination it will be surrendered to the

FTO or Officer functioning in lieu thereof (See para 3 and 4c)

who will endorse it to show date of receipt and that carriage has been performed as called for in the warrant. On Saturday each week

all No. 2 copies on which carriage was completed during the past week ending midnight Friday will be forwarded to Internal Transportation Sub-Commission, ACC accompanied by an extract showing

(a) Warrant Number & data

(b) From

(c) To

(d) Number of personnel (Officers and C.Rs/EM.) carried.

(c) Copy No. 3 will be retained by issuing RTO or other officer functioning in lieu thereof (See paras 3 and 4c), and forwarded weekly in the same manner and accompanied by an abstract showing the information called for in para 9(b) above.

(10) *These instructions are not in purview of independent
of documentation is necessary procedure which the station
railway administration may employ in order to properly
keep their ~~own~~ records, covering ~~the station~~ traffic.*

(11)

Received 19/12

TRANSPORTATION (BRITISH) SECTION

ALLIED FORCES HEADQUARTERS ADV. ADM. ECH.

19/12
15/14

To:- Internal Transportation Sub-Committee,
Allied Control Committee.

Commission
c/o. FLAMBO.

Tn.A/F/1.
5 Dec '43.

Attached, for the information of Major Walker,
are copies of Movements, Adv. Adm; Ech. A.F.H.Q.,
Working Instruction No.14 (Documentation - Rail Traffic)
and Amendment No.1 to this Instruction.



Col.
D.D.Tn.

MAJOR

2620

MOVEMENTS. ADV. JMW. ECH. A.F.H.O. WORKING INSTRUCTION No. 14.

(DOCUMENTATION - RAIL TRAFFIC).

AMENDMENT No. 1.

MOV. 1/B3.
2- Nov 43.

Delete para 3.

Substitute :-

3. Freight Warrants will be made out at point of loading.
A separate warrant will be issued for each destination.
Different categories of stores for the same destination may be entered on the same warrant.

In cases where the loading point is not manned, warrants will be made out at the local marshalling yard receiving the traffic. In such cases the point of origin will be entered on the warrant.

Distribution.

Mov. East Italy	(3)	Mov. Reggio	(5)
" West "	(3)	" Rhead Sub	
" Rear 8 Army	(6)	" Area Foggia	(20)
" Taranto	(15)	" Naples	(15)
" Brindisi	(15)	" Salerno	(5)
" Bari	(15)	" Torre Annunziata	(5)
" Barletta	(5)	" Castellammare	(5)

D.O.E.G. (Movements)

Copy to :-
Mov 15 Army Group (1)

Internal Distribution.
In (6) (6)

Spare Copies (33) 7843

Extrad: para 10 of ACC Tm memorandum No 1
 (ACC Tm 13/4 dated 10 Dec 43)

10. DOCUMENTATION AND RECORDING OF RAIL TRAFFIC. A separate Memorandum on this matter will be issued. Meanwhile, the procedure should be :-
- (a) For movement when the consignee or sender is ACC or AMG and in respect of which no tariff charges are to be paid:-
- (i) Where Military Warrants (Forms AB 497a or 494a) suitably endorsed "ACC" or "AMG" are now being used, this practice should be continued, but without prejudice to the normal Italian Railway documentation procedure where the sections of railway concerned are being operated by Italian railway organizations.
- (ii) Where warrants are not being used the normal documentation procedure employed by the Italian Railway organization, with appropriate endorsements to show the agency for which the traffic is being moved (ACC or AMG) and that it is moving without payment of tariff charges, should be used.
- (b) All rail movements referred to in (a) above should be carefully recorded by the ACC or AMG offices responsible for the arrangement for the movement.
- (c) The requirements of (a) and (b) above have no application in respect of civil traffic moving on a commercial basis, under tariff charges. Such movements will be subject to the normal documentation and recording procedure of Italian Railway Administration.

~~SECRET~~

Interior
Public Safety
Postal Service

- * For information together with copy of Adv. Adm. Ech. (JED) Administrative Instruction No. 14.

Copy of Informal Routing Slip

ALLIED FORCE HEADQUARTERS

SUBJECT : FINANCIAL POLICY - ITALIAN RAILWAYS

DATE : 22 Oct 43

Number : 5

FROM : C-4 MOV & TN

TO : C-4

Date : 02 Nov

It is recommended that no payments be made to the Italian Railways in respect of carriage charges for traffic ordered by the Allies, although financial assistance may be given from time to time to meet essential current expenses.

On this basis the following arrangements are recommended :-

1. Warrants to be issued in respect of all Allied traffic, separate endorsements being made for E.F.I., A.M.G. and Allied Control Commission.

The use of warrants will be essential for purposes of railway internal control as well as for Allied military statistics, and will ensure that records are available of services rendered in terms of ton/kilometres and passenger/kilometres.

2. Italian Railways to keep a careful record of all revenue derived from any civilian traffic permitted, though not ordered or required by the Allies, and including traffic moved on Italian Government warrants.

It may be necessary for the Allied financial authorities to institute a check on the accuracy of these records and to ensure that civil tariffs are on an approved commercial basis.

This system is the minimum necessary to provide a rough-and-ready assessment of the reasonableness or otherwise of the periodical demands of the Italian Railway authorities for financial aid. Anything more elaborate would be beyond the Allied accountability resources ever likely to be available.

If these proposals are agreed it is suggested that they be embodied in the interim order.

1688

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3618

13/5

GOVT.

13/5

ALLIED FORCE HEADQUARTERS

TRANSFORMATION (BRITISH) SECTION

19th October 1943

To: Financial Adviser (Br)
A.F.H.Q.

Transportation Services in Italy
Financial Policy

1. With the assumption by A.F.H.Q. of the administrative control of the Services in Italy, I am concerned with the financial policy to be adopted with the Italian Railways and Ports.
2. The altered position of the recognised Italian Government as a co-belligerent, appears to present a different aspect to that envisaged when the original findings took place. The procedure up to the present appears to have been that the normal method of using railway warrants for British traffic has not been followed, but that AIROT has made certain payments of wages to Italian labour actually employed on railways and ports carrying Allied traffic.
3. It is understood that arrangements are now in hand for the provision of railway warrants, and as there will presumably be in future, increased traffic for Italian civilian and Allied non-military bodies, it may well be decided that payments shall be by result, that the value of the various Allied traffics shall be assessed, and in the case of non-military bodies, shall be recovered.
4. The recording and accounting for value of Allied labour and materials put into railway re-construction works also calls for consideration, if it is intended ultimately that these, together with payments for similar work carried out by contractors, shall be a charge against the Italian Government.
5. The payment of port landing charges as such may not be envisaged, but it is possible that wages and labour for certain administrative work and for dock labour will be required to be assessed.
6. For reasons brought to notice above, I shall welcome a representative to the financial policy to be pursued in

2817

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5. The payment of port landing charges as such may not be envisaged, but it is possible that wages and labour for certain administrative work and for dock labour will be required to be assessed.
6. For reasons brought to notice above, I shall welcome a General directive as to the financial policy to be pursued in Italy so far as the Transportation Services are concerned, for meeting the requirements of the British Forces as set forth in T.S. Regs. Vol. 1 - 52.

(Signed)
Brigadier
Director of Transportation (Br)

Copy to: D.C.M.R.
G-4 Mov & Tr

16911