

ACC AC 51/TN 4 10000/148/2058 FORMS OF AUTHORIZATION FOR T.
DEC. 1943-APR. 1944

205P FORMS OF AUTHORIZATION FOR TRANSPORT BY RAIL
DEC. 1943 - APR. 1944

Transportation Sub-Commission, ACC.
c/o Mov & Tr.
H.Q., A.A.L. (Adm. Section);
C. F. F.

Our Reference : ACC Tr/51/33

Date : 7th April 44

To : Lieut. Irvine Lynch,
Tr. Sub-Comm. representative,
c/o Movement,
No. 1 District.

SUBJECT : Authorisation Forms.

1. Reference your request dated 4 April 44.
2. A further supply of authorisation forms are enclosed with this letter.

Please acknowledge receipt.

W. J. Fitch
W. J. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

3151

Internal Transportat. Sub-Commission, ACC.,
C/o Mov & Tr.,
H.Q., A.A.I. (Adm. Echelon),
C.M.F.

Our reference: ACC Tr/51/31.

Date : 21 Mar 44.

TO : Lt. Irvine Lynch, c/o Mov. East Italy.

SUBJECT: Civilian Transportation.

1. The instructions given by Capt. Street on his recent visit are hereby confirmed.

They are : -

- a. Areas of operation as agreed with Capt. Jeffrey.
 - b. Authorisations for civilian transportation will not be issued by A.C.C. In. Rep.
 - c. Authorisations for civilian transportation are only valid if issued by A.C.C. Rep. having jurisdiction over the area.
 - d. All traffic that has been bid for and accepted has a military priority and must be moved before any local traffic authorisations.
 - e. It is essential that you obtain road transport to enable you to visit the outside stations and inform yourself that only authorised traffic is being moved.
2. A new directive on civilian transportation will be issued shortly.
 3. Herewith copy of letter H.Q., A.C.M.F. 3/115 of 8th March.

[Signature]

S.A. FITCH,
Colonel,

Director, Internal Transportation Sub-Commission, ACC.

Capt Street will be coming over to Bari in near future.

3150

(COPY)

Subject :- Civil Rail Traffic.

Mov. E. Italy.

Movements,
HQ. ACMF. (Adm Ech)
MOV. 3/115.

9 Mar 44

Ref Mov Brindisi's Mov 3/307/2 of 2 Mar and 4 Mar.

After discussion Col. Fitch has agreed to send one officer down to Brindisi to be resident there and deal with these problems.

His general directive is as follows :-

- (a) Traffic bid for at the weekly P.O.M. at Naples and accepted has a military priority, and it is therefore the business of Movements to see that it moves and of Tn Sub-Commission rep to act as liaison and do everything possible to facilitate its move.
- (b) Other traffic has no military priority. It is the business of A.C.C. Tn. to see that as much as can be moved of the traffic authorised by proper A.C.C. permits does move, but not to the detriment of military government.
- (c) The procedure will be as follows :-
A.C.C. reps will authorise traffic which they consider desirable as at present. These authorisations will be collected in the Div Supt's Office Bari. Div Supt; instead of as at present sending orders to his stationmasters to place wagons for a selected number of these loads, will send a list of wagons to be placed and the names of merchants concerned to Internal Su-Com rep at Brindisi, who will arrange supply of wagons through Mov. Brindisi.
- (d) This procedure will continue until trains listed on the basic schedule are running regularly. Mov. Internal Sub-Comm rep will arrange placing of wagons direct with the railway rep to the tonnage carried by the basic schedule.
- (e) Mov. E. Italy will arrange with Sgr Franzi that the procedure in para (c) above is carried out w.e.f. from the date that the Internal Sub-Comm rep takes up his duties.
- (f) This rep will be Capt. Jeffrey.
- (g) Capt. Street who already knows the area, will bring Capt. Jeffrey down on 10 Mar. He will have authority to discuss and agree with Mov Brindisi and yourselves final details of the directive, and make any notifications local knowledge may suggest.

Copy to :-
Mov. Brindisi.
Col. Fitch. A.C.C. Tn Internal Sub-Comm.

Brig.
D.Q.M.G. (Movements).

1043

N15/20

20 MAR 1944

5587

51/30

Cast Smith

Recorded

TO: COL FITCH INTRIN ACC C/O FLAMBO

FROM IRVING LYNCH (MOVEIT)

FROM SIGNAL W23/23995 ONE REVOLVER ~~ENFIELD~~ ENFIELD. 38. PLEASE FORWARD BY RETURN MEM.

HQ ACME ABW ECH W3/115 8TH MARCH 44. AND CONFIRM CAPM STREETS INSTRUCTIONS TO ME IN WRITING

THI 191820

SENT AT 0614A

RECD AT 0614A



ACC DISTRIBUTION:

Action Econ Sec (3)

Info - D.C.C.

File

Float

Int 1pm 5c

For recy. action

hwy

20 MAR 1944

Officer Economic Sect
Capt. VA

3158

20 Mar 44

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI (adm echelon),
C.M.F.

Our reference : ACC Tn/51/29

Date : 20 Mar 44.

TO : Lt. Irvine Lynch,
C/o Mov.,
East Italy, C.M.F.

SUBJECT: Forms of authorisation for transport by rail.

1. Reference your Signal of today's date requestion supply of above forms for CSO and your office.
2. Sufficient forms for the two offices are enclosed with this letter.

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

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

Our reference : ACC Tn/51/27

Date : 6 Mar 44.

TO : Int. Tr. Sub-Commission Rep.,
C/o H.Q. Movements,
East Italy (Att. Lt. Irvine Lynch).

SUBJECT : RTOs Refusing to Allow Authorized Wagons to
Proceed to their Destinations.

1. Reference your M/H/16 dated 26 Feb 44.
2. These cases refer presumably to consignments arranged locally and not to traffic for which a specific bid has been accepted by the Transportation Sub-Committee.
3. Movements Flambo signal of 1 March to Mov. East Italy (copy to you) sets out procedure to be adopted which should put matter on a proper footing.
4. Should any further cases arise please give details of definite instances to enable investigation to be made.

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

3146

MESSAGE OUT.

From: FLAMBO

To: Action (1) Moveit.
Info. (2) Mov Brindisi (3) 6 ROC for Sgt FRANKI
(4) ACC IN 2 district for Capt Hall.

Orig. No. Nov 3/20174

Ref conversation Landon - Donaldson (.) Civilian loadings (.) ACC authorities should be sent to Div. Supts Office INR Bari (.) After scrutiny he will give instructions to his local officials to provide wagons in agreement with local Movements and notify local Movements or Moveit what wagons should be placed (.) These Movements can veto any loading if situation so demands (.) Movements need not see the ACC authority as Div Supts order will only be given if authority is in order (.) Tonnages bid for and accepted at weekly INR meetings will always be handled by Movements (.)

Agreed Col Fitch ACC Internal IN Sub Commission

Distr:
Signals (5)
File Nov 3/95
File Nov 3/95
1. Space to Col Fitch
H. File.

Degree of priority
IMPORTANT.

By teleprint to 1, 3, & 4
signals to 2.

T.H.
315
For Brigadier.
D.Q.M.G. (Movements)

TO: 2

Col. Fitch.
Intr. TN Sub-Comm.
c/o Adv. Adm. Echelon,
AFHC., C.M.F.

31/53
Ref M/H/16

FROM:-

Intr. TN Sub-Comm. A.C.C. Repr.
c/o HQ Movements.
Eastern Italy.

SUBJECT:-

RTO 's refusing to allow Authorised Wagons
to proceed to their destinations.

We have had several cases recently of RTO 's at different Stations refusing to allow Authorised Wagons to proceed to their destinations, on the grounds that they have seen no authorisation Slips (this slip of course is handed to the Station-Master).

I quote Monopoli and Brindisi as an example.

I brought this matter up this morning at the M.C. Conference.

I suggested that an approved Wagon Label from Intr. TN would solve the question and prevent unauthorised loading and movement. Col. Mc Carthy is in agreement with me, on this point, and I would ask you to reconsider this proposal.

The Authorisation Slip to the Station-Master and the Wagon Label passed to RTO.

Date 26/2/44

Signed

Erving Lynch
OFFICIAL STAMP: ERVING LYNCH, SUB-CHIEF, EASTERN ITALY, 26 FEB 1944

HEADQUARTERS REGION 4 MAIN
Allied Military Government
APO 394

TO : Internal Transportation Sub-Commission,
Att. to Mov. & Tn. AFHQ Adv. Adm. Echelon.

FROM : Internal Transportation Rep. Region 4
c/o Economics & Supply:

SUBJECT : Authorisation for Rail Movement Forms.

REF : R4/ES/002

DATE : 8 February 1944

It is suggested that some difficulty may arise at forwarding points owing to the fact that the Rail Movement Authorisation forms are printed only in English, and delay in acceptance through not understanding the document may cause loss of forwarding facilities:

If similar forms could be printed in Italian, the English forms could be used as carbon copy records to be retained by the Transportation Officer issuing the authority.

A. C. Ping

A. C. PING
Capt:

3143

(Name of Authority issuing this document)

(Address)

AUTHORISATION FOR RAIL MOVEMENT

(Serial No.)

TO: The person in charge at (Station and Province)

The undermentioned consignment/s is/are authorised to be transported by rail in accordance with the details given below:

Name of Consignor and Address:

ACC or AMG Officer to contact:

(Name and Address)

(Phone number)

Name of Consignee and Address:

ACC or AMG Officer to contact:

(Name and Address)

(Phone number)

Reference number of Movement:

3149

Date of Movement

Declaration of Coassignment

Weight in
Tons

Stati
FRO

Station
TO

Designation

Date _____

CONTESSA MARCONDO TUEITO
(Name of Authority issuing this document)

INDIRIZZO
(Address)

AUTHORISATION FOR RAIL MOVEMENT

(Serial No.)

TO: The person in charge at

E' AUTORIZZATO IL TRASPORTO PER MEZZI FERROVIARI, LA MERCE (O MERCI) SECONDO I SEGUENTI PARTICOLARI:
The undermentioned consignment/s is/are authorised to be transported by rail in accordance with the details given below:

Name of Consignor and Address: NOME ED INDIRIZZO DEL MITTENTE

UFFICIALE DEL RACCOMANDO DA NOTIFICARE
ACC or AMG Officer to contact:

NOME ED INDIRIZZO
(Name and Address)

NOME ED INDIRIZZO DEL DESTINATARIO
Name of Consignee and Address:

NUMERO DI TELEFONO
(Phone number)

UFFICIALE DEL RACCOMANDO DA NOTIFICARE
ACC or AMG Officer to contact:

NOME ED INDIRIZZO
(Name and Address)

NUMERO DI MOVIMENTO
Reference number of Movement:

NUMERO DI TELEFONO
(Phone number)

[illegible]

Signature of authorising Officer

Designation *DESIGNATION*

Date DATA

OFFICIALE RILASCIANTE QUESTO DOCUMENTO
(Name of Authority issuing this document)

INDIRIZZO
(Address)

AUTORIZZAZIONE PER TRASPORTO FERROVIARIO
AUTHORISATION FOR RAIL MOVEMENT

NUMERO DI SERIA
(Serial No.)

TO: The person in charge at

STAZIONE E PROVINCIA
(Station and Province)

E' AUTORIZZATO IL TRASPORTO PER MEZZO FERROVIARIO, LA MERCE (O MERCI) SOTTOINDICATA, to be transported by rail in accordance with the details given below: SECONDO I SEGUENTI PARTICOLARI:

Name of Consignor and Address: ROME ED INDIRIZZO DEL MITTENTE

UFFICIALE DEL ACC/AMG DA NOTIFICARE
ACC or AMG Officer to contact:

nome ed indirizzo
(Name and Address)

NUMERO DI TELEFONO
(Phone number)

nome ed indirizzo del DESTINATARIO
Name of Consignee and Address:

UFFICIALE DEL ACC/AMG DA NOTIFICARE
ACC or AMG Officer to contact:

nome ed indirizzo
(Name and Address)

numero del Telefono
(Phone number)

NUMERO DI AUTORIZZAZIONE DEL MOVIMENTO
Reference number of Movement:

(Title of Authority issuing this document)

(Address)

AUTHORISATION FOR RAIL MOVEMENT

(Serial No.)

TO: The person in charge at (Station and Province)

The undermentioned consignment/s is/are authorised to be transported by rail in accordance with the details given below:

Name of Consignor and Address:

ACC or AMG Officer to contact:

(Name and Address)

(Phone number)

Name of Consignee and Address:

ACC or AMG Officer to contact:

(Name and Address)

(Phone number)

Reference number of Movement:

ne/ 51118

Ministero delle Comunicazioni
SOTTOSECRETARIATO DI STATO
per le ferrovie le motorizzazioni civili e i trasporti in conc.

Prot. N. 872/0.1/38agr.

R. 2.151, 4 Febr. 1944

Oggetto: Congestione del traffico a Metaponto.

Al Col. lo Sr. CHARLES F. DOUGHERTY

Assistant General Manager - D.S.M.S.

N A F O I I
(Piazza Niccolò Amore, 2)

e, p.c.:

Al CAPO DEL COMITATO TRASPORTI INTERI A.C.

MOV. e Tr. - AFHQ Adv. Adm. Ech. C.M.F.

ALL'ING. PONTICCI - D.S.M.S.C.

ORO 400

N A F O I I

(Piazza Amore, 2)

ALL'ING. MORABBI - CAPO CONTABILITA' P.S.

ALL'ING. FRINGI - " " " "

ALL'ING. MARINO - " " " "

REGIO CAR.

Gentile Colonnello,

1°)- Accuso ricevuta della vostra lettera, per l'oggetto, in data 27 gennaio, pervenutami il 2 febbraio.

Sono spiacente che a causa di un grave attacco influenzale io sia stato costretto a rimanere a letto. La malattia, che dura dal 16 gennaio mi ha impedito di recarmi a Napoli e di partecipare alle riunioni del Comitato Trasporti, presieduto dal Gen. Le Fellowes e della sottocommissione presieduta dal Col. Fitch. In queste occasioni avrei desiderato abbozzarmi con voi per risolvere e chiarire a voce alcune questioni.

2°)- Mi fo intento premura di darvi assicurazione che disposizioni tassative sono state date perché nessun capo stazione conceda carri a chiunque se non munito di regolare autorizzazione da parte dei rappresentanti dell'A.C.C. e dell'ANG.

La proposta ho chiesto al Capitano USMA Stone - Vice Presidente dell'ADC. - Sezione Commissioni - di pubblicare sui giornali e nelle stazioni la procedura da seguire per potere effettuare trasporto di merci. Ciò allo scopo di evitare continue domande e richieste che pervengono dai privati e dai veri enti, che hanno necessità di spedire merci.

Comunque, ripeto, gli ordini sono stati dati. Se risultassero abusi da parte di impiegati delle FF.SS., vi prego di segnalarmeli perché gravi provvedimenti saranno da me presi a carico dei responsabili.

3°)- Circa la rimanenza di carri, ho saputo che trattasi ancora di vecchie giacenze che non sono state smaltite a cause di mancanza di treni. Se, ad esempio, si potesse effettuare il treno merci giornaliero Bari-Napoli,

Al Col. lo Sr. CHARLES F. DOUGHERTY
Assistente General Manager - D.O.S.A.S.

c. p.c.:

Al Capo del Consolato Missioni Interni ACC

Nov. e Th. - ARMS ADV. ADM. SCH. CSF

ALL'ING. PERMANENTI - D.O.S.A.S.

ALL'ING. LOMARDI - CAPO CONSOLATO M.S.
ALL'ING. FALCHI - " " " "
ALL'ING. FARNO - " " " "

M A P O L I
(Piazza Nicols Amore, 2)

OFF. AUG

M A P O L I

(Nicola Amore, 2)

M A P O L I

M A P O L I

M A P O L I

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In proposito ho chiesto al Capitano USMA Stone - Vice Presidente dell'ACC. - Sezione Comunicazioni - di pubblicare sui giornali e nella stampa la procedura da seguire per potere effettuare trasporto di merci. Ciò allo scopo di evitare continue domande e richieste che pervengono dai privati e dai vari enti, che hanno necessità di spedire merci.

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compreso nel programma-bese, certamente questi inconvenienti si eliminerebbero subito.

Analogamente sarebbe opportuno che i carri carichi in seguito ad autorizzazione dei rappresentanti dell'ACC. o dell'AMD., venissero evviati a destinazione al più presto possibile. Ma tutto questo si andrà appianando poco alla volta.

4°)- Vi invio i soliti più cordiali nella speranza di presto rivederci.

Vostro
Gen. L. L. L.

3139

MINISTRY OF COMMUNICATIONS
UNDERSECRETARY OF STATE
for Railroads and Highways

refer. 372/0.1/3/scr.

A.P.O.151, 4 February 1944

SUBJECT: Traffic congestion at Metaponto.--

TO: Col. Tr. CHARLES F. DOUGHERTY
Assistant General Manager - D.S.M.A.S.

attention to:

Chief of Internal Transportation Committee
Mov. & Tr. - AFHQ - ACV. Adm. Ech. - C.M.F.

Ing. Pomerici - D.S.M.A.S.

Ing. Morandi = Compartment chief
Ing. Pranzi = Compartment chief
Ing. Manni = Compartment chief

Kind Colonel,

I received your letter, same subject, dated 27 January, on the 24th of February.

I am sorry to have been forced to be owing to an access of influenza, the disease, which lasts since the 16th of January, prevented me to go to Metaponto and to be present at the meeting of the Transportation Committee presided by Brig. Fellows and at the Sub Commission's meeting, presided by Col. Fitch. By these opportunities I wanted to have a conversation with you in order to resolve and clear by word of mouth some questions.

2. Meanwhile my care is to ensure you that strong disposals have been given as no station master will authorize the loading of wagons if not provided with the proper authorization issued by the representatives of AMU/ACC. In connection with this question I've asked Captain STONE - USNR - Deputy President ACC - Communications Section to issue the procedure to follow in order to can effect freight movement on the newspapers. And that in order to prevent the demands and requests which arrive from civilians and from the different societies which have to move freight.

I repeat, however, that the orders have been given. If some irregularities would result from part of Railroad employees, I beg you to inform me so that I'll take severe measures in charge of the responsibilities.

3. About the congestion of traffic, they told me that they are all old consignments which could not be sent till now owing to lack of trains. If, for example, it would be possible to operate the daily freight train Bari-Naples, enclosed in the basic-schedule, these inconveniences could be surely immediately eliminated.

N A P L E S
Piazza Nicola Amore, 2

N A P L E S
Piazza Nicola Amore, 2
N A P L E S
S A R I
R E G G I O

SUBJECT: Traffic congestion at Metaponto.

TO: Col. Fr. CHARLES P. DUCHENET

Assistant General Manager - D.C.M.R.S.

attention to:

Chief of Internal Transportation Committee

Nov. 1 Tr. - AFHQ - Adv. ADM. ECH. - C.M.F.

Ing. Fomariol - D.C.M.R.S.

Ing. Morandi - Compartment chief

Ing. Krumbi - Compartment chief

Ing. Ranno - Compartment chief

Kind Colonel,

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./...

NAFLES
Please Nicola Amore, 2

NAFLES
NAFLES
Please Nicola Amore, 2
NAFLES
BARI
KGGIO

- 2 -

In the same way it would be opportune to move the wagons, which have been loaded with the authorization of the representatives of ACC/AMC, as soon as possible. But all this will be perfected with the time.

4. I send you best regards and I hope to see you very soon.

Yours

Gen. G. di Reixondo

Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director General

A. P. O. 400
 4 February, 1944

Subject: Transportation of Civilian Freight

To: Internal Transportation Sub-Commission, ACC, c/o Mov & Tr.
 AFHQ, Adv Admin Ech - OMF

1. Referring to your file ACC Tr/51/13 dated 3 February 1944 in connection with procedure for obtaining civilian freight transportation, of which you kindly furnished us a copy.

2. We believe that General Di Raimondo has contributed to the solution of this problem when he suggested that local station masters should be designated as the agency through which requests for transportation should be filed, particularly at those points where no A.C.C. or A.M.G. representatives are stationed. We do not believe that those station masters should have any discretion as to whether they should or should not be granted, but the channel that General Di Raimondo sets up should facilitate those requests reaching the authorities set up to decide priorities of movements.

3. Please be referred to Paragraph 3 (c and f). This is not in line with our understanding of the operation of the Basic Train Schedule, it being our understanding that the Basic Schedule is to care for all civilian requirements; and that the local qualified A.C.C. or A.M.G. representatives can authorize movements only for that portion of the train capacity that is not assigned by the Internal Transportation Sub-Commission.

4. We are not going to be in position to operate extra trains in addition to the Basic Schedule with military requirements at their present level and constantly increasing.

For the Director General:

CHARLES F. DOUGHERTY
 Colonel, T. O.
 Assistant General Manager
 Transportation Department

3188

1067

18

18

51/16

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. F. S. 400
21 January, 1944

Subject: Movement Unauthorized Civilian Freight
To: Capo Di Compartimento, Naples, Ing. Morandi
Capo Di Compartimento, Bari, Ing. Franci
Capo Di Compartimento, Reggio, Ing. Lanno

1. There was on hand at Bari yard 12 January 75 carloads and 20 January 100 carloads of dried olive waste from various stations consigned to the Sarnardella soap factory.
2. There had been no authorization of this by Internal Transportation Committee, A.C.S., and therefore should have been no permits issued for loading of this commodity.
3. You will please see that all agents discontinue accepting for movement dried olive waste, as well as any other civilian materials not covered by proper permit in line with existing instructions.

For the Director General:

cc - Dy. Pomerio, Building
Internal Transport Committee, A.C.S. ✓
w/o Dev & Tr
Atty Adv Admin Sec - GEF
ADCA 3 (Mr), Building
Gen. Supt. Terminals

CHAS. J. F. DICKINSON
Colonel, U. S.
Assistant General Manager
Transportation Department

170 wagons loaded without authorization
Sancta! The whole idea of authorization
from us to prevent this kind of thing
occurring. Ell 2/24

3127

Internal Transportation Sub-Commission, ASC.,
C/o Gov. of Tn.,
APB, Advanced Administrative Echelon,
U.S.A.

Our reference: ASC Tn/51/15.

Date : 3 Feb 44.

TO : Mr. ASC (Brindisi Detachment)
For Communications Section.

Subject : Procedure for obtaining civilian freight transportation.

1. Reference your letter AD-511-In/22/1-41 dated 16 Jan 44.

2. It is a fact that the present position with regard to the above matter requires clarification and improvement. There is no immediate or easy solution to the problem as you will perceive from the particulars given in the enclosed letter which has been sent to Gen. di Salimbeno.

3. The problem so far as the form of authorization is concerned is not *only* one of "transportation". The appropriate ASC/ASC departments are required to exercise some control of Italian civil freight movements on a commercial basis, otherwise there is the possibility of black market activities being facilitated.

4. The whole matter will be cleared up as early as possible and any necessary instructions issued.

PCB Col. Maj.
Chief of Internal Transportation Sub-Commission, ASC.

3126

BEST COPY POSSIBLE

1070

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

Our reference : AGC En/51/14

Date : 3 Feb 44.

TO : Gen. G. Raymond,
Undersecretary of State for Italian Railways & Highways,
Rome, Italy.

SUBJECT : Procedure for obtaining civilian freight transportation.

1. Reference your letter No. 746/113/AGC dated 22 Jan 44, and Capt. Stone's reply to you dated 26 Jan 44.

2. In considering the whole question of the procedure for obtaining civilian freight transportation it is necessary to keep in mind that Art. 1 of Advanced Administrative Echelon AFHQ Administrative Instruction No. 1 dated 6 December 1943 which reads as follows :-

"Allied military requirements demand the clearest possible control of all transportation in the country to ensure that the least and most economical use is made of all forms of transport. In the case of railroads the availability of adequate rolling stock must be assured to the Allied forces and the use of fuel for power and traction, which will always be in short supply, must be limited to handling Allied military traffic plus such minimum of civilian traffic as is necessary to the life of the community as essential war industry."

3. The present position results from a series of improvised measures justified by the difficult circumstances obtaining at the time when they were introduced. These various measures were decided upon by the Transportation Committee and Sub-Committee, each of which comprise representatives of all the interested parties, including your own representation.

4. The form of authorization which the Addressee has to introduce at short notice was an essential measure to avoid the serious consequences of railway congestion caused through more civil freight traffic being loaded than could possibly be moved with existing facilities without serious prejudice to the interests of the Operational Forces.

5. As you are aware, the Director General of Military Railways is responsible to authorities a small number of trains for the government

2455

1. Procedure for obtaining civilian freight transportation.

1. Reference your letter (to A. 10/13/50) dated 10 Jan 44, and Capt. Stone's reply to you dated 26 Jan 44.

2. In considering the whole question of the procedure for obtaining civilian freight transportation it is necessary to keep in mind that part of our 1st Advanced Administrative Division (No. 1) Administrative Instruction No. 1 dated 1 Dec 43 which reads as follows:-

"Allied military requirements demand the closest possible control of all transportation in the country to ensure that the best and most economical use is made of all forms of transport. In the case of railroads the availability of locomotive rolling stock must be assured to the Allied Forces and the use of fuel for power and traction, which will always be in short supply, must be limited to hauling Allied military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry."

3. The present position results from a series of improvised measures justified by the difficult circumstances obtaining at the time when they were introduced. These various measures were decided upon by the Transportation Committee and Sub-Committee, each of which comprise representatives of all the interested parties, including your own representation.

4. The form of authorization which the Committee decided to introduce at short notice was an essential measure to avoid the serious consequences of railway congestion caused through more civil freight traffic being loaded than could possibly be moved with existing facilities without serious prejudice to the interests of the Operational Forces.

5. As you are aware, the Director General of Military Railways is only able to authorize a small number of trains for the movement of civil traffic. Such traffic can be put into the two following broad categories:-

- (a) Vital civil supplies authorized and controlled by AAG/ADC and
- (b) It is civil freight on a commercial basis.

After the requirements of the Operational Forces have been met, category (a) traffic must have first priority. With so shortage of locomotives, rolling stock, road, etc., the rule observed on the 20th Dec 43, which scheduled all traffic to be moved on the 20th Dec 43, was to be followed. There is little or no room on the trains

3155
3156

- 2 -

6. The present instructions have achieved their objective in large measure and although I agree that they badly need clarification and improvement from the point of view of the Italian civilian consignor or consignee, the fact remains that any revised system which is less restrictive in effect than the present one might prove to be impracticable.

7. You will appreciate it is essential that the various outstanding questions which are in hand between the Director General of Military Railways and your department concerning the arrangement and operation of the Basic Schedule of Trains be settled before we can make such progress towards improving the present system. You will, doubtless, expedite the settlement of those outstanding questions so that we are all in possession of full details and capacities of the trains concerned.

8. In view of the difficulties of dealing with a complicated question of this description on Committees with a large membership, when practically the whole of the proceedings are conducted in the English language, I am sure that if you and I can meet to discuss the whole matter, with particular reference to your helpful suggestions, we can devise the best means to adopt in all the circumstances.

9. If you let me know when you are next in Naples I shall be pleased to meet you and will ensure that we have a good interpreter.

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

*Letter delivered to Remonté's office (60 m.k.) 14:30 hrs May 3, 1941
Urgency increased. Dir. R's assistant charged to get letter
to the Gen. by most expeditious means possible.*

1000

Internal Transportation Sub-Commission, AEC.,
2700 Ave. B. N.,
Advanced Administration Section,
E.S.S.

Our reference : AEC 18/51/13

Date : 3 Feb 44.

To : Main B. AEC., (Economic Section) for Mr. Villa.

Main B. AEC., (Industry and Commerce Sub-Commission) -
for Col. Murphy.

Subject : procedure for obtaining civilian freight transportation.

1. Reference conversation with Col. Murphy and Mr. Villa
3 Feb 44. The following enclosures are self-explanatory :
 - (a) Translation of letter dated 22 Jan 44 from Gen. di Salas to Capt. Stone.
 - (b) Copy of Form of Authorization referred to.
 - (c) Copy of this Sub-Commission letter dated 3 Feb 44 to Mr. AEC (Principal Attachment) for Communications Section.
 - (d) Copy of this Sub-Commission letter dated 3 Feb 44 to Gen. di Salas.

2. This Sub-Commission will advise you as soon as the transportation aspects of the matter are cleared up. Meanwhile, will you please give consideration to the question referred to in para 1 of attached letter (1)

PLH
Colonel,
Chief of Internal Transportation Sub-Commission, AEC.

PLH - with enclosures to E.S.S. (for Col P. F. Dougherty)

Whole of letters referred to above abandoned before shown to Col Dougherty before being sent. He expressed to Lt Col Vining his entire approval & had no alterations to suggest.

Copy of letter delivered to Col Dougherty 1430 hrs 24 Feb 44

PLH

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

Our reference : ACC Tn/51/12

Date : 31 Jan 44.

TO : H.Q., AMG. Region II,
MATERA.

SUBJECT : Freight tendered for despatch without issue of Authorisation form.

1. It has been reported that Major Simcock of AMG Lecce tendered a consignment of 400 tons of Wine from the Lecce area to West Italy and that no proper form of authorisation was issued, but merely the AMG stamp was impressed on a letter to act as authority instead. The consignment was correctly refused for transportation by rail.

2. Attention is drawn to ACC Tn. Memorandum No.1 para 2 dated 10 Dec 43 and ACC Tn. Memorandum No.2 para 2 dated 29 Dec 43 which distinctly lays down that an authorisation form must be issued for the movement of consignments and this was further amplified by issue of notification by signal No. 9/7116 dated 4 Jan 44, stating that these authorisation forms referred to only car or truck loads.

3. It is requested that the attention of all officers concerned with the movement of ACC traffic by rail be drawn to the above notifications and it be impressed on them that no consignment will be accepted for transportation by rail unless accompanied by an authorisation form and that it is highly irregular to tender consignments for transportation without such authorisation forms.

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

3123

WV

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

Our reference : ACC Tn/51/11

Date : 31 Jan 44.

TO : Brigadier H.W.L. Fellowes, DGB (Mov).,
AFHQ Adv. Adm. Ech.

SUBJECT : Freight tendered for despatch without issue of
Authorisation Form.

1. Reference your letter Mov. 3/95 of 26 Jan 44.

The irregularity reported in your letter had been brought to the notice of this Sub-Commission. In fact, Capt. Hall was instructed by this Sub-Commission not to accept the consignment.

2. Attention of all concerned is being directed to importance of Permit Systems being adhered to.

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

2162

Subject:- 400 tons Wine Lecce to West Italy

51/10

Transportation
Internal Sub Committee
A.C.C.

Movements,
AFHQ, Adv Adm Ech.
Mov 3/95

26 Jan 44.

1. The following report has been received from HQ Mov East Italy:-

" Capt. Hall, AGC Th representative at this HQ has reported that a consignment of 400 tons of wine from the LECCE area to West Italy has recently been authorized by AMG. This is believed to have been done by Major Simcock of AMG LECCE. No proper form of authorization was issued but the AMG Stamp was impressed on a letter to act as authority instead."

2. The traffic was not accepted and no harm was done, but the irregularity of the procedure, if verified, calls for investigation and corrective action.

3. Please state whether the case has come to your notice and what action will be taken to prevent a recurrence.

4. It would seem that a directive should be issued to all AMG HQ's emphasising the importance of the permit system.

Russell Jones

Brigadier
D. G. M. G. + (Movements)

CPH/dvm

HQ Mov East Italy
Ref 3/309

3131

5119

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
28 January, 1944

Subject: Movement of Civilian Traffic

To: Capo Di Compartimento, Ing. Moretti, Naples
Capo Di Compartimento, Ing. Franchi, Bari
Capo Di Compartimento, Ing. Manni, Reggio
Commanding Officer, 703rd Railway Const Divn., APO 702
ADN 3 (Br), Building

1. The amount of civilian traffic, the movement of which has been bid for and accepted by the Internal Transportation sub-Commission, A.P.O., AFHQ, is well within the capacity of the civilian freight trains authorized by the basic schedule of civilian trains.

2. It is the responsibility of the Italian railway authorities that civilian traffic accepted must not exceed the possibilities of the basic schedule of trains authorized for civilian requirements. Any failure to do control will have an adverse effect on the movement of the urgently required items which the Internal Transportation sub-Commission authorize, and we desire to point out to you that the civil welfare depends on the utilization of available rail transportation only for essential commodities.

For the Director General:

cc - General Di Reinsona, Under-Secretary
Italian State Railways & Highways
Chief Internal Transport sub-Commission, APO
c/o Mov & Tr, AFHQ Adv Admin Ech, GME
Ing. Pomerici, Building

Stougherty
CHARLES F. STOUGHERTY
Colonel, T. O.
Assistant General Manager
Transportation Department

2120

HEADQUARTERS ALLIED CONTROL COMMISSION EWS/mar

APO 394

26 January 1944

In reply refer to:
AG - 531
Tn/21/4-51

Subject : Procedure for Civilian Freight Transportation

To : Internal Transportation Sub-Commission,
c/o Mov & Tn, AFHQ Adv Adm Ech CMF
Naples ✓

1. Reference is made to attached copy of letter, with translation, N 736/1.0/Segr. dated 22 January 1944 from the Under Secretary of State for Railroads Italian Government relative above subject also copy of HQ ACC acknowledgement Tn/21/4-50 dtd 26 Jan.

2. It is felt that a clarification should be made with respect to instructions contained in ACC Tn Memo Nos. 1 and 2 and amendments that have been made, by way of consolidation not only for the benefit of Italian shippers but ACC-AMG representatives. It would also seem that specific rules should be made available either by postings in railway stations or through the newspapers or both. You, of course are in a better position to know just what steps should be taken.

3. It is requested that you give General di Raimondo's suggestions careful consideration and confirm direct with him, copies to the office, relative to the points he has submitted.

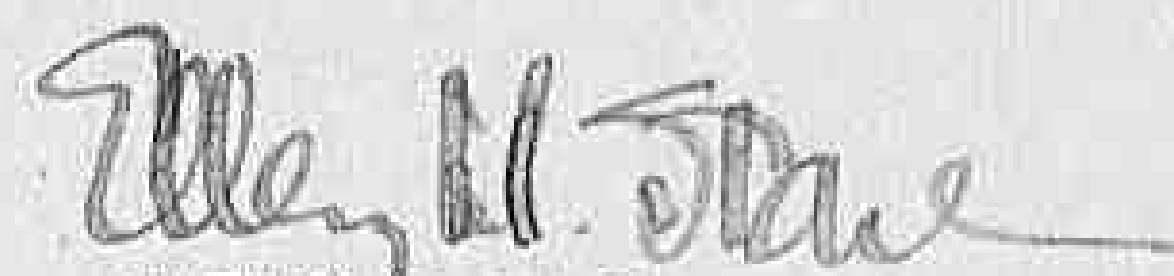
4. Reference is made to Minute 4 Transportation Sub-Committee meeting 23 Dec as amended by Minute 11 meeting 3 Jan. Is our interpretation correct that authorization on standard form is necessary for consignments of one or more wagon loads covering traffic on Basic Schedule of trains? If such authorization is required it is assumed that ACC-AMG Regional Representatives are responsible for completing the standard authorization form for the consignor. The question has arisen 'How does the ACC-AMG representatives know whether the proposed shipment can be authorized under the Basic Schedule and when is he required to submit bid through Internal Transportation Sub-Commission representative?'

5. There was no covering letter of instructions received here with the supply of blank authorization forms. It may be that instructions have been issued to ACC-AMG Regional representatives with respect to who is authorized to complete the forms and when authorization can be given or

Ltr to Int Trans Sub Comm dtd 26 Jan 44

-when bids must be sent in and approved prior to execution of authorization form. If such instructions have not been issued it would seem such a step is necessary.

6. It would appear that there may be considerable merit in the suggestions made in the last four paragraphs of Gen di Raimondo's letter. May this entire matter have your usual prompt and careful attention.

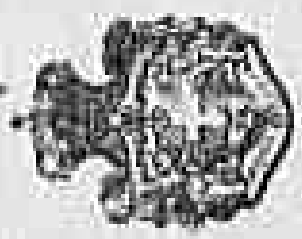

ELLERT W. STONE
Captain, USNR
Vice - President
Communications Section

Incl
as per para 1

cc Col. G. D. Murphey
Ind & Com Sub Comm

3128

MINISTERO DELLE COMUNICAZIONI



SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 735 / 1.0/1 Segr.

Allegati N.

D.M. 151, li 22 gennaio 1944

OGGETTO: Procedura per la effett-

tuazione di trasporti di merci civili.

Risposta al foglio N.

del

Pres./mo Gr. Uff. Ellery W. Stone
 Vice-Presidente della A.C.C. = Sezione Comunicazioni
BRINDISI

I)- La gran massa del pubblico non conosce ancora esattamente la procedura che si deve seguire per ottenere l'autorizzazione ad effettuare spedizioni di merci civili nel territorio sia delle quattro provincie delle Puglie, direttamente amministrato dal Governo Italiano, sia di tutte le rimanenti che sono tuttora sotto il controllo dell'A.M.G. -

II)- Allo scopo di evitare dubbi ed incertezze, penso sia necessario diramare al riguardo norme precise a mezzo della stampa quotidiana e di avvisi da affiggere in tutte le stazioni della rete ferroviaria.

III)- Del contesto dei programmi, istruzioni e disposizioni via via emanati dall'A.M.G. - Adv. Adm. Echelon, del "Comitato Trasporti Allenteo", della "Sottocommissione dei trasporti interni" e dalla "D.G.M.G.S.", questo Ministero ritiene di poter riassumere come appresso l'intera questione, salvo errori eventualmente dovuti a non giusta interpretazione o traduzione oppure equivoci o malintesi per mancato od incompleto arrivo di una parte del carteggio relativo.

a)- E' stato anzitutto stabilito un programma base iniziale di treni viaggiatori, merci e misti per esigenze delle popolazioni civili. Detto programma è soggetto a varianti. La relativa proposta, se ad iniziativa civile, dovranno essere sottoposte all'esame del Comitato Trasporti Allenteo esclusivamente tramite questo Sottosegretario;

b)- tutte le richieste di trasporti supplementari in aggiunta a quelli che è possibile effettuare con i treni del programma base debbono essere inoltrate alla Sottocommissione dei trasporti interni, che le sottoporrà all'esame ed alle decisioni del Comitato dei trasporti.

La predetta Sottocommissione si riunisce di solito tre volte al mese (3 - 13 - 21). Mentre il Comitato si riunisce di massima una sola

OGGETTO: Procedura per la effet-

tuazione di trasporti di merci civili.

Risposta al foglio N.

del

Freg/mo Gr. Off. Military W. Stone

Vice-Presidente della A.G.C. = Sezione Comunicazioni

BRINDISI

....

I)- La gran massa del pubblico non conosce ancora esattamente la procedura che si deve seguire per ottenere l'autorizzazione ad effettuare spedizioni di merci civili nel territorio sia delle quattro provincie della Puglia, direttamente amministrato dal Governo Italiano, sia di tutte le rimanenti che sono tuttora sotto il controllo dell'A.M.G. -

II)- Allo scopo di evitare dubbi ed incertezze, penso sia necessario dimenticare il riguardo norme precise a mezzo della stampa quotidiana e di avvisi da affiggere in tutte le stazioni della rete ferroviaria.

III)- Dal contesto dei pro-memoria, istruzioni ed disposizioni via via emanati dall'A.M.G. - Adv. Adm. Echelon, dal "Comitato Trasporti Alleato", della "Sottocommissione dei trasporti interni" e della "D.G.M.R.S.", questo Ministero ritiene di poter riassumere come appresso l'intero questione, salvo errori eventualmente dovuti a non giusta interpretazione o traduzione oppure equivoci o malintesi per mancato od incompleto arrivo di una parte del carteggio relativo.

a)- E' stato anzitutto stabilito un programma base iniziale di treni viaggiatori, merci e misti per esigenze della popolazione civile.

Detto programma è soggetto a varianti. Le relative proposte, se ad iniziativa civile, dovranno essere sottoposte all'esame del Comitato Trasporti Alleato esclusivamente tramite questo sottosegretario.

b)- tutte le richieste di trasporti supplementari in aggiunta a quelli che è possibile effettuare con i treni del programma base debbono essere inoltrate alla Sottocommissione dei trasporti interni, che le sottoporrà all'esame ed alle decisioni del Comitato dei trasporti.

La predetta Sottocommissione si riunisce di solito tre volte al mese (3 - 13 - 23), mentre il Comitato si riunisce di massima una sola volta al mese;

c)- la sottocommissione citata ha pure prescritto che a partire dal 10 gennaio c.a. tutti i trasporti civili, in qualsiasi territorio, compresi anche quelli che si potrebbero normalmente effettuare con i treni del programma base debbono essere autorizzati dalle Commissioni Alleate di controllo o dell'A.M.G., a seconda del territorio di rispettiva giurisdizione.

W. Stone 1-1

d)- Per ogni trasporto autorizzato viene rilasciato allo spediente apposito modulo (allegato 1), stampato e distribuito al cuore del Comando Militare Alleato. Nessun organo, né militare né civile, delle stazioni può concedere carri senza la presentazione del sopraccitato modulo.

e)- Per i trasporti che possono essere effettuati con i treni del programma base, l'autorizzazione può essere rilasciata direttamente dai rappresentanti locali dell'A.C.C. o dell'A.M.G. appositamente designati.

f)- Per i trasporti invece che non possono essere effettuati con i detti treni base, ma che richiedono treni supplementari, la autorizzazione viene concessa dal Comitato trasporti, tramite la Sottocommissione dei trasporti interni.

g)- I rappresentanti dell'A.C.C. e dell'A.M.G. che sono competenti a trattare la questione dei trasporti civili, sono, per quanto risulta a questo Ministero, alla data di oggi, esclusivamente i sottoindicati:

-	Gov. Reggio Calabria	=	Cap. A.M. De Maret	-	inglese
-	" Foggia	=	Magg. V.M. Bowers	-	"
-	Bari - Sett. Adriatico	=	Cap. S. Hall	-	americano
-	" Napoli - Sett. Tirreno	=	Ten. J. Lynch	-	inglese
-	" In P.D.C.	=	Magg. V.M. Ioder	-	americano
-	2 ^a Regione Matera	=	Magg. D.H. Holladay	-	americano
-	3 ^a " Napoli	=	" S.J. Baister	-	inglese
-	ACC. HQ Brindisi	=	Cap. Ah Street	-	inglese

h)- Nella propria domanda, il richiedente deve precisare i seguenti dati:

- cognome, nome, paternità e residenza
- stazione di carico
- " " coarico
- natura, peso e volume della merce
- motivo del trasporto
- numero e specie dei carri occorrenti
- specie dell'imballaggio (sacchi - alla rinfusa ecc.)
- data in cui la merce è pronta per il carico nella stazione richiesta
- altre notizie che lo spediente ritenga utile aggiungere per facilitare il trasporto.

IV)- Io vi sarei molto grato, gentile capitano, di volermi precisare:

a)- se la procedura sopra indicata è quella giusta e se la risposta data come stata fedelmente interpretata;

b)- in caso contrario, indicarmi quella che ritenete il pubblico dove seguire;

c)- se realmente gli enti, cui in tutto il territorio le domande

f) - Per i trasporti invece che non possono essere effettuati con i detti treni base, ma che richiedono treni supplementari, la autorizzazione viene concessa dal Comitato trasporti, tramite la sottocommissione dei trasporti interni.

g) - I rappresentanti dell'A.C.O. e dell'A.M.C. che sono competenti a trattare la questione dei trasporti civili, sono, per quanto riguarda il quarto Ministero, alla data di oggi, esclusivamente i sottoindicati:

- Mov. Reggio Calabria	= Cap. A.M. De Maset	- inglese
- " " " " " "	= Mares. V.R. Bowers	- "
- " " " " " "	= Cap. S. Hall	- americano
- " " " " " "	= Gen. J. Lynch	- inglese
- " " " " " "	= Mares. W.M. Koder	- americano
- 2 ^a Regione Marem	= Mares. J.D. Holladay	- americano
- 3 ^a " " " "	= " " " "	- inglese
- ACC. M4 Brindisi	= Cap. M. Street	- inglese

h) - Nella propria domanda, il richiedente deve precisare i seguenti dati:

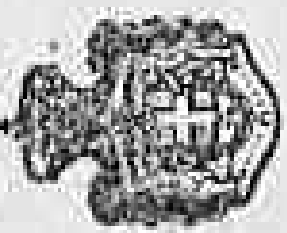
- cognome, nome, paternità e residenza
- stazione di carico
- " " scarico
- natura, peso e volume delle merci
- motivo del trasporto
- numero e specie dei carri occorrenti
- specie dell'imballaggio (esclusi - alla rinfusa ecc.)
- data in cui la merce è pronta per il carico nella stazione richiesta
- altre notizie che lo speditore ritenesse utile aggiungere per facilitare il trasporto.

iv) - Io vi enei molto grato, gentile capitano, di volermi precisare:

a) - se la procedura sopra indicata è quella giusta e se la disposizione data sono state fedelmente interpretate;

b) - in caso contrario, indicarmi quella che realmente il pubblico deve seguire;

c) - se realmente gli enti, cui in tutto il territorio le domande debbono essere rivolte, sono soltanto quelli specificati nel precedente paragrafo III), lettera g) e nel caso fosse incompleto, di volerlo completare in maniera da portarlo a conoscenza del pubblico.



MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N.

Allegati N.

OGGETTO:

Risposta al foglio N.

del

(seguito foglio 736/1.0/1 Segn. del 22-1-44)

v)-

Debo infine onestamente attirare la vostra benevola attenzione sul fatto che la procedura prescritta, estesa a tutte le spedizioni, da uno a più carri, anche se giustificata da superiori necessità operative e al controllo del materiale rotabile e al consumo di combustibili, crea nuove difficoltà che si aggiungono a quelle, non meno gravi, che oggi esistono nel campo dei trasporti e quindi nella condizione di vita della popolazione civile.

Prima soprattutto far rilevare che gli espedienti: tabulati e pri-vati che siano, residenti in località lontane dalle sedi dell'ACC o dell'A.M.G., non hanno il più delle volte la possibilità di far pervenire le richieste dei trasporti per mancanza di treni e di comunicazioni postali, telegrafiche o telefoniche.

I ritardi quindi sarebbero assai elevati con grave danno per la conservazione di merci, specie se deperibili, e soprattutto per lo approvvisionamento dei centri abitati.

Tanto ho ritenuto necessario premettervi per il caso non si ritenga opportuno utilizzare una organizzazione di traffico esistente, quella cioè che è prerogativa essenziale dell'amministrazione delle ferrovie Stato.

Tutte le richieste infatti potrebbero essere presentate dagli espedienti direttamente ai capi della stazione e da questi inviate periodicamente alla sede del compartimento (Bari - Napoli - Reggio Calabria), ove esiste una "sezione dei traffici".

Il Capo Compartimento sottoporrebbe le richieste all'esame del rappresentante dell'ACC o dell'AMG, il quale potrebbe autorizzare la spedizione delle merci che possono essere trasportate con i treni del programma base e demandare all'ACC e decisioni della sottocommissione e del Comitato le domande di spedizioni che eccedono la portata dei treni base stessi.

Questa procedura, che nulla comprometterebbe nei riguardi del principio del controllo militare silenzioso, potrebbe portare un sollievo e togliere motivi di malcontento.

OGGETTO :

Risposta al foglio N.

del

(seguito foglio 736/1.0/1 Ser. del 22-1-44)

V)-

Debbo infine questomente attirare la vostra benevola attenzione sul fatto che la procedura prescritta, estesa a tutte le spedizioni, da uno o più carri, anche se giustificata da superiori necessità operative e di controllo del materiale rotabile e di consumo di combustibili, crea nuove difficoltà che si aggiungono a quelle, non meno gravi, che oggi esistono nel campo dei trasporti e quindi nelle condizioni di vita della popolazione civile.

Viene soprattutto far rilevare che gli espedienti, pubblici o privati che siano, residenti in località lontane dalle sedi dell'ACC o dell'A.M.G., non hanno il più delle volte le possibilità di far pervenire le richieste dei trasporti per mancanza di treni e di comunicazioni postali, telegrafiche o telefoniche.

I ritardi quindi sarebbero assai elevati con grave danno per la conservazione dei merci, specie se deperibili, e soprattutto per lo approvvigionamento dei centri abitati.

Tanto ho ritenuto necessario prospettarvi per il caso non si ritenga opportuno utilizzare una organizzazione di traffico esistente, quella cioè che è prerogativa essenziale dell'amministrazione delle ferrovie Stato.

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Questa procedura, che nulla comprometterebbe nei riguardi del principio del controllo militare alleato, potrebbe portare un sollievo e togliere motivi di malcontento.

IL SOTTOSEGRETARIO DI STATO

T/to Gen. G. di Raimondo

5 mag 1-2

po/copia

allegato "1" al foglio 7 / L.O./L.segr. del 22/1/44

Reparto ed indirizzo della Commissione Alleata di Controllo: Amministrazione Militare Alleata, autorità che rilascia il documento.

AUTORIZZAZIONE PER IL CARICO DA EFFETTUARSI PER FERROVIA

Per la persona incaricata a _____ (stazione) _____ (provincia) _____ (serie n° _____)

La sottoindicata spedizione è autorizzata per il trasporto per ferrovia in relazione ai dettagli dati ed indicati qui sotto:

Nome dello speditore ed indirizzo _____

Membro della Comm.All.Cont. o del Gov.Mil.All. che ha trattato la pratica. _____

Nome _____ Indirizzo _____ numero telefonico _____

Nome del ricevente e indirizzo _____

Membro della Comm.All.Cont. o del Gov.Mil.All. che tratta il ricevimento. _____

Nome _____ Indirizzo _____ numero telefonico _____

Numero d'ordine del trasporto _____

Data del movimento	M E R C E	Peso tonn.	STAZIONE PARTENZA	STAZIONE DESTINAZIONE
1				
1				
1				
1				

9125

Firma dell'ufficiale che ha rilasciato l'autorizzazione

Grado _____

Data _____



Per la persona incaricata a _____ (stazione) _____ (provincia)
La sottoindicata spedizione è autorizzata per il trasporto per ferrovia
in relazione ai dettagli dati ed indicati qui sotto:
Nome dello speduttore ed indirizzo _____

Membro della Comm.All.Cont. o del Gov.Mil.All. che ha trattato la pratica.

Nome _____ Indirizzo _____
numero telefonico _____

Nome del ricevente o indirizzo _____

Membro della Comm.All.Cont. o del Gov.Mil.All. che tratta il ricevimento.

Nome _____ Indirizzo _____
numero telefonico _____

Numero d'ordine del trasporto _____

Data del movimento	M E R C E		P e s o		S T A Z I O N E	
			tonn.		P A R T E N Z A	
1						STAZIONE
1						DESTINAZIONE
1						
1						
1						

3125

Firma dell'ufficiale che ha rilasciato l'autorizzazione

Grado _____

Data _____



End 1-3

Translation

COPY

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

Prot N. 736/1:0/1/segr

Brindisi 22 Jan 44

Subject : Procedure for civilian freight transportation.

To : Grand'Ufficiale ELLERY W. STONE
 Captain USNR
 Vice-President ACC Communications Section

I. A great part of the public doesn't know till now the exact procedure to be followed in order to obtain the authorization for civilian freight movement through the country, either in the four provinces directly administrated by the Italian Government, or in all other provinces actually under allied control.

II. In order to avoid doubts and uncertainties, I think necessary to issue, in regard, specific rules through the daily newspapers and bills in each station on the lines.

III. From the contents of the memorandums, instructions and arrangements issued by the "AFHQ-Adv Adm Echelon" by the "Transportation Committee" by the "Internal Transportation Sub-Commission" and by the "D.G.R.M.S." this Ministry thinks to be able to summarize the whole question, as follows, except the eventual misunderstandings due to a bad interpretation or translation or the mistakes due to incomplete arrivals of mail.

a) A basic schedule for passengers, freight and mixed trains to meet civil requirements has been agreed. This schedule can be amended. The proposals for movement, if coming from civilians, must be submitted to the Allied Transportation Committee only through this undersecretarship.

b) All bids for additional transportation to the basic schedule trains must be submitted to the Internal Transportation Sub-Commission which will submit them, for approval to the Transportation Committee. The above mentioned Sub-Commission will usually meet three times a month (3rd, 13th, 23rd) while the Committee will meet once every month.

c) The above mentioned Sub-Commission arranged also that starting from the 10th of January 1944, all movements for civilians, everywhere, even those which could be effected normally with the basic schedule trains, must be authorized by the ACC or by the AMG, according to the jurisdiction territory.

d) For each authorized movement the consignor will get a form (appendix 1), printed and issued by the Allied Military Headquarters. Nobody neither military nor civilian, can put any wagons under load without exhibiting the above mentioned authorization form.

e) For the movements which can be effected with the basic schedule trains, the authorization can be given directly by the local qualified ACC or AMG representatives.

f) On the contrary, for the movements which cannot be effected within the basic schedule trains, but which need the operation of extraordinary trains, the authorization will be issued by the Transportation Committee through the Internal Transportation Sub-Commission.

g) The ACC or AMG representatives who are qualified to handle the question of transportation for civilians, for what this Ministry knows, are only the following:

Mov. Reggio Calabria	Cap. A.N. de Maret (br)
Mov. Foggia	Major V. R. Bowers (Br)
Mov. Bari - East Italy	Cap. S. Hall (Am)
	Lt. J. Lynch (Br)
Mov. Naples - West Italy and PES	Major W. N. Yoder (Am)
Region 2 - Matera	Major C. H. Holladay (Am)
Region 3 - Naples	Major S. L. Baister (Br)
HQ ACC - Brindisi	Cap A. H. Street (Br)

h) In his request, the consignor has to specify the following details:

Christian Name, Family (or Surname)
 X name, name of the father and name of the mother
 station from
 station to
 kind, weight and volume of the freight
 reasons of the movement
 quantity and sort of necessary wagons
 how the freight is packed (sacks, loose, etc.)
 when the freight will be ready to be loaded at start
 any other information which the consignor may think necessary to be added in order to facilitate the movement.

IV. I would be very grateful to you, dear Captain, if you could specify:

- a) if the above mentioned procedure is the right one and if arrangements are been exactly understood.
- b) if not so, communicate the procedure to be followed by people.
- c) if the offices, to which the bids in all the territory must be submitted, are only those specified in para 3, underpara g), and if that information is incomplete, to complete it in order to let it know by people.

V. I must finally honestly bring your kind attention upon the fact that the agreed procedure, extended to all consignments, for one or more wagons, even if justified by the urgent military requirements and by the necessity to control the running equipment and the fuel consumed, causes new difficulties which increase those, not less grave, which exist to-day in the transportation branch and consequently in the life conditions of the civilians.

It matters especially to remark that the senders, either public or private, who live in localities far from the ACC and AMG seats, have not, in most of cases, possibility to let their transportation requests reach the qualified authorities, because of lacking of trains and mail, telegraph and phone communications.

The delays, therefore, would grow very high with consequent ^{big} damage for the conservation of the wares, especially if decaying ones, and for inhabited places supply.

I have thought necessary to report what above for the eventuality that you would judge advisable to exploit another existing traffic organization, as which is an essential prerogative of the State Railway administration.

All the requests may so be handed by the senders directly to the station masters and by the latter periodically forwarded to the departments' seats (Bari-Naples-Reggio-Calabria) where it exists a "Traffic Section".

The Department chief would submit the requests to the approval of ACC or AMG representative, who might authorize the freight shipping with basic schedule trains and submit the Sub-Commission's and Committee's decision the expedition requests for additional transportation.

This procedure, which would not at all prejudice the principle of Allied military control, might eliminate reasons of disease.

THE UNDERSECRETARY OF STATE

sig. Gen. G. di Raimondo

3122

~~78~~
LHD/and

In reply refer to:
R/21/4-50
AG/531

26 January 1944

His Excellency the Under-Secretary of State for Railroads

Your Excellency:

This is to acknowledge receipt of and thank you for your letter R.736/1.6/1/Segr., dated 22 January 1944, with respect to procedure for civilian freight transportation.

I agree that to avoid any uncertainty, a clarification of the requirements is necessary. You have made a number of most helpful suggestions which are being forwarded to Colonel Fitch, Chief Internal Transportation Sub-Commission, AGC, for required action.

Colonel Fitch has worked out a considerable portion of the instructions relative to civilian freight transportation and we are asking him to work direct with you with respect to clarifications and consideration of suggestions made by you.

For the Deputy President, Allied Control Commission:

ELERY W. STONE
Captain, USNR
Vice-President
Communications Section

cc - Internal Transp
Sub Com ✓

Incl 3

3121

Procedure.

Reimburse to St
Transl.

she. In filling out an application, the consignor must submit the following data;

Surname, Christian name, Fathers name and residence.

Station of origin.

Station of delivery.

Nature, weight and volume of freight.

Reason for transporting.

Number and type of wagons required.

Type of packing. (e.g. Sacks, loose etc.)

Date on which freight is ready for loading at station of origin.

Any other information which the consignor may consider necessary in expediting the movement.

4. I would be grateful, my dear Captain, if you would inform me specifically, on the following points;
-a-. Whether the procedure defined above is the correct one, and the stipulations thereof correctly interpreted.
-b-. In the event of this not being the case, would you communicate the procedure to be followed by the public.
-c-. If all the officers in territories where this must be made, are the ones listed in Para. 3g above. If this list is incomplete would you let us have the complete one, so that we may bring it to the attention of the public.

5. Finally, I honestly bring to your attention the fact that the prescribed procedure, covering all movements of one or more wagons, even though dictated by urgent operative reasons, control of rolling stock, and the consumption of fuel, is creating new difficulties, in addition to those no less serious ones, already extant in the field of transportation and in the living conditions of the civilian population.
It must be pointed out, especially, that shippers, both private and public, residing in localities distant from the seat of ACC/AMG offices, more often than not, do not have the possibility of seeing their requests for transportation, due to the lack of trains, and postal, telegraphic and telephonic communications. Delays, therefore, are considerable, causing damage to the freight especially if perishable, and above all to the provisioning of inhabited localities.

I have considered it necessary to bring these matters to your attention, in the eventuality that you might consider making use of a traffic organisation, which is an essential part of the administration of the administration of the State Railways.
All requests could in fact, be handed by the consignor directly to

1093

Type of packing. (e.g. Sacks, loose etc.)

Date on which freight is ready for loading at station of origin.

Any other information which the consignor may consider necessary in expediting the movement.

4. I would be grateful, my dear Captain, if you would inform me specifically, on the following points;

a- Whether the procedure defined above is the correct one, and the stipulations thereof correctly interpreted.

b- In the event of this not being the case, would you communicate the procedure to be followed by the public.

c- If all the officers in territories where bids must be made, are the ones listed in para. 3g above. If this list is incomplete would you let us have the complete one, so that we may bring it to the attention of the public.

5. Finally, I honestly bring to your attention the fact that the prescribed procedure, covering all movements of one or more wagons, even though dictated by urgent operative reasons, control of rolling stock, and the consumption of fuel, is creating new difficulties, in addition to those no less serious ones, already extant in the field of transportation and in the living conditions of the civilian population. It must be pointed out, especially, that shippers, both private and public, residing in localities distant from the seat of ACC/ALG offices, more often than not, do not have the possibility of submitting their requests for transportation, due to the lack of trains, and postal, telegraphic and telephonic communications. Delays, therefore, are considerable, causing damage to the freight especially if perishable, and above all to the provisioning of inhabited localities.

I have considered it necessary to bring these matters to your attention, in the eventuality that you might consider making use of a traffic organization, which is an essential part of the administration of the administration of the State Railways. All requests could in fact, be handed by the consignor directly to the station masters. The latter would periodically send the requests to the Division (Compartimento) headquarters (at Bari, Naples, Reggio di Calabria,) where a "Traffic section" exists. The Chief of the Division would then submit the requests for approval to the ACC/ALG representative, who would authorize the shipment of freight to be transported by the Basic Trains. Requests for shipments exceeding the capacity of the Basic Trains would be forwarded, for approval, to the Sub-commission and Committee.

This procedure would in no way conflict with the principles of Allied Military control. It would be a measure of relief, and would remove causes of ill-feeling.

Undersecretary of State
Signed Gen di Raimondo.

51/6

ALLIED FORCES
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
18 January, 1944

subject: Authorization of Civilian Freight Movements

To: Capo Di Compartimento, Ing. Morandi
Capo Di Compartimento, Ing. Franci, Bari
Capo Di Compartimento, Ing. Manno, Reggio
ADTh 3 (Br), Building
CG, 783rd Railway Grand Division, A.P.O. 782, U.S. Army

1. My letters of 30 December 1943 and 4 January 1944; paragraph 3 of both should read:

"Instruct all personnel of all railroads under your control that effective Monday, 10 January 1944 persons in charge (either military or civil) at railway stations will NOT accept carload consignments of civilian freight for movement unless the consignor presents a properly completed form of authorization for the shipment."

2. This has the effect of eliminating the provision that the authorization would be forwarded with the shipment to facilitate delivery and release of cars. The wagon label should show point of origin, destination, name of consignee, and location (siding, private siding, or industry, etc.) at which delivery will be accepted.

For the Director General:

cc - Int. Transport Sub-Commission, AGO ✓
c/o Mov & Tr
AFHQ Adv Admin Ech - CMF
General Di Raimondo, Under-Secretary
Italian State Railways & Highways
Ing. Pomerici, Building

CHARLES F. DOUGHERTY
Colonel, T. C.
Assistant General Manager
Transportation Department

3119

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

Our reference : ACC Tn/51/5

Date : 17 Jan 44.

TO : D.G.M.R.S.

SUBJECT : Authorisation of Civilian Freight Movements.

1. Referring to your letters to Gen di Raimondo dated 30 Dec 43 and 6 Jan 44, para 3 in each letter which reads "Authorisation which will be forwarded with the shipment to facilitate delivery and release of cars."
2. I do not appear to have received a copy of your letter amending these instructions as agreed during our conversation on this subject that the authorisation remains in the hands of the station master for record purposes.
3. The wagon label should show Origination Point, Destination and name of Consignee.

JPR
Colonel,
Internal Transportation Sub-Commission, ACC.

3118

TO: Col. Fitch
C/o Mov.+T.N.
A.F.H.Q. Adv. Adm. Echelon

1730
15/1
Int. T.N. Sub-Comm. Representative
% Mov. HQ No 2 District

Bari
Ref. M/H/7
Date, 12 Jan 44

Subject: Civilian freight traffic.

We called on General di Raimondo this morning at his request to try and clear up some points regarding civilian freight traffic.

General di Raimondo brought up the fact that civilian Shippers in out lying districts away from A.M.G. or A.C.C. Representatives had no way of getting the necessary authorisation for their Shipping needs this account of no telephone or telegraph facilities available or any means of personal transportation.

The General also pointed out that he thought a notice should be inserted in the press of a list of officials and their location for the civilian to get the necessary authorisation papers.

To this we agreed, with the General to take it up first with Int. T.N. Sub-Commission at Naples and for you to give your opinion and necessary instructions.

Ken Hall
Capt S.C. Hall

3117

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

Our reference : ACC Tn/51/4.
Date : 7 Jan 44.

TO : Internal Transportation Sub-Commission Representative,
c/o Movements, REGGIO.

SUBJECT : Authorisation Forms.

Reference ACC Tn Memorandum No. 2 dated 2 DEC 43 para 2 and
this Sub-Commission Signal 9/7116 dated 4 Jan 44.

Enclosed are 500 forms of authorisation for use and
distribution in your area.

L.H. Allen

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

3116

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

Our reference : ACC Tn/51/3
Date : 7 Jan 44.

TO : Internal Transportation Sub-Commission Representative,
c/o Movements, E. Italy, BARI.

SUBJECT : Authorisation Forms.

Reference ACC Tn Memorandum No. 2 dated 29 Dec 43 para 2 and
this Sub-Commission Signal 9/7116 dated 4 Jan 44.

Enclosed is 3000 authorisation forms.

Please retain 1000 for the use in the Bari and Sub area and
despatch 1000 each to ACC HQ Brindisi for Capt. Street and 1000 to
Natera for Major Holladay, Internal Transportation Sub-Commission
representative for distribution Region II.

BV per

Chief Internal Transportation Sub-Commission, ACC.

Colonel.

3115

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

Our reference : ACC Tr/51/2
Date ; 7 Jan 44.

TO : Major V.R. Bowers, Int. Tr. Sub-Commission representative,
c/o Movements, FOGGIA.

SUBJECT : Authorisation Forms.

Reference ACC Tr Memorandum No. 2 dated 29 Dec 43, para 2,
and this Sub-Commission Signal 9/7116 dated 4 Jan 44.
Enclosed is 700 authorisation forms.
Please retain 500 for distribution in your area and despatch
200 to 8th. Army AMG HQ for their use.

W. H. Hester

Colonel,
Chief Internal Transportation Sub-Commission, ACC.

3114

COPY.

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General.

A.F.O. 400
6 January 1944.

Subject: Authorisation of Civilian Freight Movements.

To: General di Raimondo, Undersecretary of State for Italy (3)
ADTh., (2r). Building
CO, 703rd. Railway Grand Division, A.F.O. 782, U.S. Army.

1. Referring to my letter of 30 December 1943 in connection with the above subject.
2. At the meeting of the Internal Transportation Sub-Commission, ACC., 3 January 1944 it was ruled that the permit necessary for the movement of civilian freight would apply only to shipments consisting of one or more carloads, and such permit would not be necessary for less-than-carload shipments.
3. Kindly change Paragraph 3 of the above mentioned letter of 30 December 1943 to read as follows:

"Instruct all personnel of all railroads under your control that effective Monday, 10 January 1944, persons in charge (either Military or Civil) at railway stations will NOT accept carload consignments of civilian freight for movement unless the consignor presents a properly completed form of authorisation which will be forwarded with the shipment to facilitate delivery and release of cars".

For the Director General

CHARLES F. DOUGHERTY
Colonel, T.C.
Assistant General Manager
Transportation Department.

cc. - Int. Transp. Sub-Commission, ACC.
c/o Mov & Tr.,
AFHQ Adv. Admin. Ech.-CMF.

MINUTES OF SECOND MEETING OF THE
TRANSPORTATION SUBCOMMITTEE HELD
AT APT'S HEADQUARTERS, AT 7:00 HOURS
ON 5 JAN 44.

REFERENCE : 603/195/3/2

1997

Subject: to consider "title" for 3-4 months, 1966
10 Jan 44 to 17 Feb 44.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Smith, S. W. L. Follows $\nabla \Phi(\mathbf{x})$ in the plane.

Major G.D. Thompson DASH (20)

Inventory Transportation Sub-Committee 100.
331. 800. Patch
Lt. Col. L.E. Vining.

D/OCT and Mrs.
Major Max. M. M. M.

Shimizu Sub-Commission,
Major T.O. Hockingville.

D.O.E.E.
Col. C.E. Duganthy
Lt.Col. S.M. Becker

$$\frac{\log_2 \text{Cult}_{\text{max}}}{\log_2 \text{Cult}_{\text{min}}} = \log_2$$

450. In Army Group.
Capt. R. J. Brown

Undersecretary of State for Italian
Relations with Hindustan.
Sgt. V. Spreziosi
Sgt. Marius Morandi

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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$$\frac{240 \times 45}{100} = 108$$

7. MINUTES OF PREVIOUS MEETING.

Section 104 of the Policing Act 2001

9. ASSessment of FMS

See generally, *supra*, cited in *Footnote 1*.

The following table shows country:

(a) 100 tons @ 65¢ of sulphuric acid bagged to available
Total tonnage 666, loading to commence 10 Jan 44.

(d) 200 tons (+/-) of superphosphate fertilizer to be donated
Total tonnage: 600.

On 15 July 1944, the above consignments to Germany loading 8 Jan 44, was to be loaded in Chemical Warfare, private sidings.

Present :

Brig. S.W.L. Follows (M.R.) in the chair.

Mr. W.V. Smith, Esq. & (M).
Major C.E. Thomson (M)

Internal Transportation Sub-Committee
Col. W. Fitch
Lt. Col. L.I. Vining.

P/OCT and PMS.
Major Max Fletcher

Shipping Sub-Committee.
Major W.A. Hickingbottom.

P.C.M.R.S.
Col. O.F. Daugherty
Lt. Col. E.E. Decker

M.S. (M.R.)
Major J. J. Ford

Min. of Army Group.
Capt. R.C. Curran

Ministry of State for Italian
Railways and Highways.
Sig. V. Farnaziel
Sig. Armando Morandi

Also present: Mr. J.C.
Col. D.N. Murphy.

7. MINUTES OF PREVIOUS MEETING.

Confirmed subject to amendment shown in Minutes in hereof.

8. CONSIDERATION OF BIDS.

See appendix A attached hereto :-
The following bids were accepted :

- (a) 100 tons a day of sulphuric acid - Sarnoli to Gillingham
Total tonnage 600, loading to commence 10 Jan 44.
- (b) 200 tons a day of superphosphate fertilizer to Rotterdam
Total tonnage 600.
The 10 Army Group to advise consignee to commence loading 8 Jan 44.
Wagons to be loaded in Chemical Factory, private sidings.
- (c) Despatch to be by civil freight train service whenever possible.

9. CONSIDERATION OF BIDS FOR SHIPMENT OF GOODS.

Col. Murphy (M.R. J.C.), submitted the following bids for consideration :

- For period 10 Jan 44 to 19 Jan 44.
1200 tons Salt Beretta to Salerno
1500 tons Salt Beretta to Naples
50 tons Tobacco Cava and Terrani to Bari
600 tons Charcoal Aben and Loguercio to Naples

3142

2

Brig. Fellows asked on what rate of consumption the bids of 5400 tons of Salt in 20 days was based. Col. Murphy said he accepted the figures of the Italian Ministry of Supply.

Capt. Curran stated that a figure of 330 grammes per person per month had been used by MG Region 3.

On this basis 730 tons per month were required for Naples and 230 tons for Salerno, but this did not include the Molline Battipaglia cross.

Brig. Fellows asked whether the Economic Committee was not concerned.

Major Todd (MG 3 Adv) said the matter had not been raised but no doubt salt was required.

600 tons of Charcoal items to Naples. This bid had been accepted at the previous meeting of the Transportation Sub-Committee and movement was in progress.

Added that,

(e) 1200 tons Salt Barlette to Salerno
1500 tons Salt Barlette to Naples
be moved by coast-wise shipping first opportunity.

Col. Murphy guaranteed that arrangements for warehousing in Salerno and Naples would be made.

Major Fischer said the Transportation would supply transport from docks to warehouses at each port.

(2) The consumption figures and existing stocks be further investigated by MG and submitted at the next meeting.

(c) 50 tons Tobacco Cava dei Termini to Bari. Col. Murphy notifying the name and address of the consignor and loading point, 10 tons be loaded as soon as possible.

Col. Murphy undertook to notify the rate of movement required for the remainder.

10. RECORDS.

A statement showing bids accepted and in transit during period 20 Dec 49 to 9 Jan 44 is attached as appendix "E".

11. FORM OF AUTHORIZATION FOR MOVEMENT.

Reference was made to Minute 4 of previous meeting and the opinion was expressed that it was unnecessary to apply the form of authorization system to small consignments.

It was stated that the form of authorization be used only for waste loads, and that Minute 4 be amended as follows:

Line 6 - delete "Both large and small consignments" and substitute

15. Following taken under the Economic Committee was not concerned.

Major Todd (103 447) said the matter had not been raised but no doubt self was required.

600 tons of Charcoal items to Naples. This bid had been accepted at the previous meeting of the Transportation Sub-Committee and movement was in progress.

AGREED THAT,

(a) 1200 tons Salt Barilla to Salerno
1500 tons Salt Barilla to Naples
to moved by coast-wise shipping first opportunity.

Col. Murphy guaranteed that arrangements for warehousing in Salerno and Naples would be made.

Major Fischer said US Transportation would supply transport from docks to warehouse at each port.

(b) The consumption figures and existing stocks to be further investigated by JEF and submitted at the next meeting.

(c) 50 tons Tobacco Cava dei Turchi to Bari. Col. Murphy notifying the name and address of the consignee and loading point, 10 tons to be loaded as soon as possible.

Col. Murphy undertook to notify the rate of movement required for the remainder.

10. RECORDS.

"Statement showing bids accepted and in transit during period 20 Dec 43 to 9 Jan 44 is attached at Appendix 'B'.

11. FORM OF AUTHORIZATION FOR MOVEMENT.

Reference was made to Minute 4 of previous meeting and the opinion was expressed that it was unnecessary to apply the form of authorization system to small consignments.

AGREED that the form of authorization be used only for wagon loads, and that Minute 4 be amended as follows:

Line 6 - delete "both large and small consignments" and substitute "consignments of one or more wagon loads."

AGREED that Capt. Curran (103 15 Army Group) should have printed 10,000 copies of this authorization for distribution between Regions II, III, IV,

103 15 Army Group, and the four 103 provinces of Puglia.

12. MEETING OF THE TRANSPORTATION SUB-COMMITTEE.

The next meeting to be held at AFHQ, advanced Administrative Section on 13 Jan 44 at 1430 hours.

Appendix

TRANSPORTATION SUB-COMMITTEE MEETING 3 JAN 44.
Bids submitted for period commencing 10 Jan 44.

Ref No.	Bids made by	FROM	TO	Commodity	How packed	TONS	Dates within Movement Req. Comm. Finish	Quantity Movement
8	15 Army Gp.	BAGNOLI	AVELLINO	Superphosphate	Sacked	600	10 Jan 15 Jan (incl)	100 to
9	do.	PORTICI	POTENZA	do	do	600	10 Jan 12 Jan (incl)	200 to
10	do.	NAPLES	RIOGIO	Flour	do	1000	Earliest	

3113

Appendix "A"

TRANSPORTATION SUB-COMMITTEE MEETING 3 JAN 44.

Bids submitted for period commencing 10 Jan 44.

FROM	TO	Commodity	How packed	TONS	Dates within Movement Req.		Quantities for Movement daily	Priority
					Comm.	Finish		
ENOLI	AVELLINO	Superphosphate	Sacked	600	10 Jan	15 Jan (incl)	100 tons	
PTISI	POTENZA	do	do	600	10 Jan	12 Jan (incl)	200 tons	
PLIS	RAGGIO	Flour	do	1000	Earliest			Immediate

gill

Appendix "B"

STATEMENT OF BIDS.

COMMODITY	TONS	FROM	TO	DESPATCH DAILY	DESPATCH TO COMMENCE	REMARKS
					12 Dec 43	In progress
Wheat	2500	Foggia	Various destinations	-		
Fertiliser	980	Barletta	8 destinations Foggia Province	2 wagons daily each destination	27 Dec 43	In progress
Motor Fuel	450	Monopoli	3 destinations Foggia Province	50 tons weekly each destination	30 Dec 43	In progress
Olive Oil	27	San Vito	Naples	2 tankers	30 Dec 43	In progress
Olive Oil	62	Taranto	Naples	6 tankers	30 Dec 43	In progress
Charcoal	150	Salerno Dist. 3 stations	Naples	1 or 2 for 30 days from each place	30 Dec 43	In progress
Charcoal	70	Potenza Dist. 4 stations	Naples	1 from each place for 15 days	30 Dec 43	In progress
Flour	1500	Naples	Reggio	By steamer	2 Jan 44	In progress
Fertiliser	600	Portici	Potenza	200 tons daily	8 Jan 44	
Fertiliser	600	Bagnoli	Avellino	100 tons daily	10 Jan 44	
Salt	1200	Barletta	Salerno	By steamer		Bid accepted
Salt	1500	Barletta	Naples	By steamer		Bid accepted

Appendix "B"STATEMENT OF BIDS.

TO	DESPATCH DAILY	DESPATCH TO COMMENCE	REMARKS
Various destinations	-	12 Dec 43	In progress
8 destinations Foggia Province	2 wagons daily each destination	27 Dec 43	In progress
3 destinations Foggia Province	50 tons weekly each destination	30 Dec 43	In progress
Naples	2 tankers	30 Dec 43	In progress
Naples	6 tankers	30 Dec 43	In progress
Naples	1 or 2 for 30 days from each place	30 Dec 43	In progress
Naples	1 from each place for 15 days	30 Dec 43	In progress
Riggio	By steamer	2 Jan 44	In progress
Potenza	200 tons daily	8 Jan 44	
Avellino	100 tons daily	10 Jan 44	
Salerno	By steamer		Bid accepted
Naples	By steamer		Bid accepted

DISPATCHES

ADM.
ADM. ADV.
H.Q., ACC (Arindiel) (6)
H.Q., ACC (Naples) (6)
H.Q., ADM (6)
H.Q., ADM 15 ARMY GROUP (13)
H.Q., No. 2 District (2)
Commanding General, F.A.S. (2)
Gov. East Italy (3)
Gov. West Italy
Gov. Reggio
Gov. Railroad Sub-area
Gov. 15 Army Group
Transportation Officer, F.A.S.
Coal Section, ADM. Adv. Admin. Ech.

MEMO

D.C. M.H.S. (4)
Internal Transportation Sub-Commission, ACC.
Shipping Sub-Commission, ACC (2)
ACC Transportation Officer, S/C Nov Railroad Sub-area
Nov East Italy
Nov West Italy
Nov Reggio (Calabria)
Region 2
Region 3
Undersecretary of State, Italian Railroads and Highways

COPIES TO:

ADM. Adv. Admin. Ech. D.C. M.H.S. (4)
D.P.O. (2)
G (6)
G L

H.Q., 15 Army Group
H.Q. 8th Army
Commanding General, 15th Army
ACC Transportation Sub-Commission Liaison Officer, H.Q., ACC (9)
Region I (2)
Lt. Col. Limberg (Int. Th. S.C. representative at ACC Palermo) (2)

3110

Internal Transportation Sub-Commission, ACC.,
c/o May & Tn.,
AFM Advanced Administrative School,
G.H.S.

Our reference : ACC Tn/51/1
Date : 4 Jan 44

TO

: S.A.D. P. S.E., A.P.H. :
Adv. Adm. Sch.

SUBJECT

: Printing of Forms.

1. Reference letter from Central Economic Committee dated 3 Jan 44 re "Printing of Forms", which asks for 5000 forms to be printed;
will you please print an additional 7000 forms allocating the cost of the additional 7000 forms to the Internal Transportation Sub-Commission and will accept this debit.

BW *her*

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

3159

MESSAGE FORM

4Jan

9/7116

TO : FATIMA FOR HQ ACC
 JJGG FOR HQ AMG
 FATIMA FOR STREET
 HQ AMG SALERNO
 HQ ACC SALERNO
 HQ AMG 15 ARMY GROUP BARI
 HQ REGION 2 MATERA REPEATED FOR HOLLADAY
 HQ REGION 6 SARDINIA
 MOV FOGGIA FOR BOMERS
 MOV REGGIO FOR DE MARET
 MOVIT FOR HALL REPEATED FOR IRVINE LYNCH
 MCS ADV
 HQ AMG NAPLES
 AMG SUPPLY & ECONOMICS SECTION 15 ARMY GROUP NAPLES
 HQ REGION 3
 HQ REGION 4
 SHIPPING SUB COMMISSION ACC
 FINANCE SUB COMMISSION ACC
 FOREIGN TRADE SUB COMMISSION
 INDUSTRY AND COMMERCE SUB COMMISSION ACC
 PUBLIC WORKS & UTILITIES SUB COMMISSION ACC
 FUEL SUB COMMISSION ACC
 AGRICULTURE FORESTS & FISHERIES SUB COMMISSION ACC
 LABOUR SUB COMMISSION ACC
 INTERIOR SUB COMMISSION ACC
 PUBLIC SAFETY SUB COMMISSION ACC
 POSTAL SERVICES SUB COMMISSION ACC
 MAJOR YODER MOV W ITALY & TN PBS
 MAJOR BAISTER REGION 3

FROM FLAMBO FROM FITCH

REFERENCE ACC TN MEMORANDUM NUMBER 2 DATED 29 DEC

PARA 2 (.) AUTHORIZATION WILL BE REQUIRED ONLY
 FOR WAGON AND CAR LOAD CONSIGNMENTS (.) FORMS SHOWN
 AT APPENDIX A BEING PRINTED (.) WILL BE SUPPLIED AS
 QUICKLY AS POSSIBLE

This Message may be sent
 AS WRITTEN by any means

Originators
 Instructions ; Degree
 of Priority:

Signed: L.E.Vining, Lt Col.

IMMEDIATE

Internal Transportation Sub-Commission, ACC

C/o Mr & Mrs.

ATMA Advanced Administrative Echelon,

J.M.P.

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

ACC Tn Memorandum No 2.

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

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

OF ONE OR
MORE WAGON
LOADS

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

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

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

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

Internal Transportation Sub-Commission representatives

Cent. M. De Maret (B)

2. Form of Authorization for freight movements.

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

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

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

3. "Bidding" Reference is made to para 6(a) of my adv. adn. London. The Administrative Instruction No 14 dated 10 Dec 43. As stated therein, the dates within which the movements are regularized and the quantities available for movement per day must be given. This have been received lacking this essential information. The missions have caused unnecessary delay.

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

Internal Transportation Sub-Commission representatives

Mov Regain	Capt. N. D. Mares (B)
Mov Faggis	Major V. J. Howers (B)
Mov E Italy	Capt. S. Hall (A)
Mov W Italy	Lieut. Irwin. Lynch (B)
and	Major W. W. Voder (A)
Tn P B S	
Region 2	Major C. H. Holliday (A)
Region 3	Major J. L. Baister (B)
ACC HQ	Capt. A. H. Street (B)

DISTRIBUTION - see over

Chief of Internal Transportation Sub-Commission, ACC.

Colonel

THE UNIVERSITY OF CHICAGO

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

2.0 Sub-Soundations

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

relative transportation. Sub-Commission representatives

Major W N Zoller
 Major C H Holladay, C/o Region 2 Matera
 Major S i Baistron, C/o Region 3 Naples.
 Capt. N De Maret, C/o Mov Reggio
 Capt. S Hall C/o Mov E Italy, Bari
 Capt. i Street, Hq. 400 Brindisi
 Lieut. Irvinga Lynch, C/o Mov E Italy, Bari.

(Title and address of ADO/MS Authority issuing this document)

AUTHORIZATION FOR RATE AGREEMENT (Series No. _____)

To :	The person in charge, at _____ (Station)	_____ (Province)
------	--	------------------

The under-mentioned consignments/s is/are authorized to be transported by rail in accordance with the details given below :-

Name of Consignor and Address:

0000 or 4444 Officer to contact :-

Name.....
Address.....
City.....
State.....
Zip.....

Phone Number-----

Name of Consignee and Manager: _____

ACC or AIG Officer to contact if:

Name _____ Address _____

Phone Number.....

Reference number of Movement _____

[illegible]

COPY.

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director General.

A.P.O. 400
30 December 1943.

Subject: Authorisation of Civilian Freight Movements.

To: General di Raimondo, Undersecretary of State for Italy (3)
A.D. Th. (Br.)
CO, 703rd Railway Grand Division, APO 732, U.S. Army.

1. The transportation of civilian freight is controlled by Internal Transportation Sub-Commission, ACC thru their representatives and AMG representatives.
2. In order to exercise this control, a standard form of authorisation copy attached) will be used by representatives of AMG and ACC to identify the shipments to the ISR agents or RTO officers at all stations in occupied territory of Italy.
3. Instruct all personnel of all railroads under your control that effective Monday, 10 January 1944, persons in charge (either Military or Civil) at railway stations will NOT accept consignments of civilian freight for movement unless the consignor presents a properly completed form of authorisation which will be forwarded with the shipment to facilitate delivery and release of cars.
4. Internal Transportation Sub-Commission representatives who may be contacted for further information or actual authorisation are located as follows:

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

For the Director General:

CHARLES F. DOUGHERTY
Colonel, T.C.

A.D. Tm. (Br.)

CO, 703rd Railway Grand Division, APO 782, U.S. Army.

1. The transportation of civilian freight is controlled by Internal Transportation Sub-Commission, ACC thru their representatives and AMG representatives.
2. In order to exercise this control, a standard form of authorization copy attached) will be used by representatives of AMG and ACC to identify the shipments to the ISR agents or RTO officers at all stations in occupied territory of Italy.
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Mov Foggia	Major V.R. Bowers (B)
Mov E Italy	(Capt. S. Hall (A)
	(Lieut Irvine Lynch (B)
Mov W Italy and) Naples	
Tn. I.E.S.)	Major W.N. Yoder (A)
Region 2	Major C.H. Holladay (A)
Region 3	Major S.L. Baister (B)
ACC HQ	Brindisi Capt. A.H. Street (B)

For the Director General:

CHARLES F. DOUGHERTY
Colonel, T.C.
Assistant General Manager
Transportation Department

Incl -
Authorization for Rail Movement.
cc.- Int. Transportation Sub-Commission, ACC

Minutes of FIRST meeting of the Transportation
Sub-Committee held at AFHQ Adv. Adm. Ech. at
1430 hours on 23 Dec. 43

Reference : ISO 3/2

Date : 24 Dec 43.

SUBJECT : To consider "Bids" for Civil Traffic - Period 31 Dec 43
to 9 Jan 44.

Present:

Col. D.E. Rycroft (Col. 2(M)) in the chair

AFHQ Adv. Adm. Ech.

Maj G.E. Thompson (DAGAD(M))
S/Capt. R.H. Black (Shipping)

Internal Transportation Sub-Commission, AOC.
Col. S.A. Fitch
Lt. Col. L.E. Vining

D/COT & PBS
Maj Max Fischer

Shipping Sub-Commission, AOC.
Maj J.W. Clarke

D.G.M.R.S.
Col G.F. Dougherty
Lt. Col E.H. Lecker

M.C.S. (AGV)
Lt. B.M. Shanley

AMS 15 Army Group
Capt K.J. Curran

Undersecretary of State for Italian
Railroads and Highways.
Not represented

1. Col. Rycroft, in opening the Meeting, outlined the purpose of the Sub-Committee and said that not unnaturally the machinery was not running properly yet as its purpose was not fully understood, and that there were two outstanding points to get clear before proceeding.

(a) The bids must be made to the proper representative and sufficient detail given i.e. quantity of stores for loading to each destination (not block tonnages) and date on which it will be ready for moving.

(b) That road transport and labour are available to load on the agreed date and that similar organisation is available at destination.

Col. Rycroft pointed out that the Basic Schedule of Trains was not yet in operation but when functioning, careful review will have to be made by this Sub-Committee and that top priority bids must be on the Schedule. It may be possible that traffic becomes so regular as to warrant ECMTS being asked to run additional Basic Trains to the Schedule. Equally, experience may show that certain Basic Trains are no longer necessary.

2. MOVEMENT OF CIVILIAN TRAFFIC BY MILITARY TRAINS.

The Basic Schedule of Trains was discussed and the question arose as to whether all civilian traffic could be carried on this schedule. Col Dougherty

Int. and Transportation Sub-Commission, AGC.

Col. S.A. Fitch
Lt. Col. L.E. Vining

Shipping Sub-Commission, AGC.

Maj J.W. Clarke

M.G.S. (AGC)

Lt. E.M. Stanley

Undersecretary of State for Italian

Railroads and Highways.

Not represented

1. Col. Rycroft, in opening the Meeting, outlined the purpose of the Sub-Committee and said that not unreasonably the machinery was not running properly yet as its purpose was not fully understood, and that there were two outstanding points to get clear before proceeding.

(a) The bids must be made to the proper representative and sufficient detail given i.e. quantity of stores for loading to each destination (not block tonnages) and date on which it will be ready for moving.

(b) That road transport and labour are available to load on the agreed date and that similar organisation is available at destination.

Col. Rycroft pointed out that the Basic Schedule of Trains was not yet in operation but when functioning, careful review will have to be made by this Sub-Committee and that top priority bids must be on the schedule. It may be possible that traffic becomes so regular as to warrant DGMRS being asked to run additional Basic Trains to the Schedule. Equally, experience may show that certain Basic Trains are no longer necessary.

2. MOVEMENT OF CIVILIAN TRAFFIC BY MILITARY TRAINS.

The Basic Schedule of Trains was discussed and the question arose as to whether all civilian traffic could be carried on this schedule. Col Dougherty (DGMRS) stated that should it be found that the Basic Trains were loaded to capacity, it might be possible for additional civilian traffic to be carried on military trains providing that AGS/ASC representative in conjunction with Military Movements were agreed at the despatching point. AGREED.

3. CONSIDERATION OF BIDS.

Col. Rycroft said that Agendas (see Appendix "A" attached hereto) had been circulated to all concerned by the Secretary.

(a) Reference No. 1 of Appendix "A"

This bid was deleted from the agenda as out of an acceptance of 1,000 tons of Olive Oil only 666 tons had been purchased. Movement had already

- 2 -

been effected as an emergency measure.

(b) Reference Nos. 9 and 10 of Appendix "A".

Owing to the lack of firm tonnages for each destination these bids could not be dealt with completely. The Secretary pointed out that Signale had been despatched but so far no reply had been received. Col. Ryecraft expressed regret that these bids lacked essential information, and stated immediately it was received, the bids would be treated as emergency ones.

Concerning Reference No. 4, the Shipping Sub-Commission were asked whether they could carry by coastwise shipping the fertiliser concerned from BIGNOLI and FORLICI to S. LERNO, BRANDISI, and TRAPANI.

Maj. Clarke (Shipping Sub-Commission) stated that they were in the process of collecting small craft to cover this type of traffic, but difficulty was being experienced in obtaining the numbers required.

Col. Ryecraft pointed out that it was essential that this type of traffic should be carried coastwise thereby relieving the pressure on the railways.

AGREED that this traffic should be left to the Shipping Sub-Commission.

(c) Reference No. 7 of Appendix "A".

AGREED bid be accepted and traffic dealt with as follows :

FROM POTENZA PROVINCE: 1 wagon from LACONIGRO - 9 tons
2 wagons from MONTESANO - 18 tons
2 wagons from ALEN. - 18 tons
to load 6 days a week for 30 days - destination NAPLES.

FROM S. LERNO PROVINCE: 1 wagon from SICIGLIANO - 9 tons
1 wagon from GOMUSI - 9 tons
1 wagon from PONTICCIANO - 9 tons
1 wagon from MONTESANO - 9 tons
to load 6 days a week for 15 days - destination NAPLES.

Service for above to commence 31 Dec 43

DONES to arrange wagon supply and movement with Italian State Railways.

15 Army Group to arrange local road transport, and labour for loading and unloading.

Concerning Reference No. 4, the Shipping Sub-Commission were asked whether they could carry by coastwise shipping the fertiliser concerned from BIGNOLI and FORNIOI to SALERNO, BRINDISI, and TARANTO.

Maj. Clarke (Shipping Sub-Commission) stated that they were in the process of collecting small craft to cover this type of traffic, but difficulty was being experienced in obtaining the numbers required.

Col. Ryeroff pointed out that it was essential that this type of traffic should be carried coastwise thereby relieving the pressure on the railways.

AGREED that this traffic should be left to the Shipping Sub-Commission.

(c) Reference No. 7 of Appendix "A".

AGREED that to be accepted and traffic dealt with as follows:

FROM POTENZA PROVINCE: 1 wagon from LACOMERHO - 9 tons
2 wagons from MONTESANO - 18 tons
2 wagons from ARMA - 18 tons
to load 6 days a week for 30 days - destination NAPLES.

FROM SALERNO PROVINCE: 1 wagon from SICIGLIANO - 9 tons
1 wagon from CONTURSI - 9 tons
1 wagon from PONTICCHIANO - 9 tons
1 wagon from MONTESANO - 9 tons
to load 6 days a week for 15 days - destination NAPLES.

Service for above to commence 31 Dec 43

DOARS to arrange wagon supply and movement with Italian State Railways.

15 Army Group to arrange local road transport, and labour for loading and unloading.

4. FORM OF AUTHORIZATION FOR MOVEMENT.

In order to ensure that the correct consignor loads the wagons placed at his disposal, and to facilitate the regulation of traffic on Basic Schedules of trains as soon as possible, it was agreed that a standard form of authorization for movements of goods be adopted.

It was also agreed that this authorization would be necessary for both large and small consignments, whether despatched by J.B./A.C. or a civilian consignor. This authorization to be issued by the Regions concerned or by 15 Army Group, after the bid has been accepted. These authorisations would only apply on lines operated by the military which will be specified.

4. FORM OF AUTHORIZATION FOR GOVERNMENT (contd)

It was left to the Internal Transportation Sub-Commission, 400 to circulate a draft of the type of authorization to be used.

5. LOSING AND UNLOADING OF FILLING SUBS.

Mr. FISCAR (D/COT) again emphasised that it must be clearly pointed out to civilian consignors and assignees that railway trucks must be loaded and unloaded with the utmost speed, and not used as warehouses.

501. Everett expressed regret that a representative of the Department of State for Italian Railroads and Highways was present and requested DMRB to take appropriate action.

DISTRIBUTION:

67

Abstract

Eq. 10C (Enriched) (6)

III. 411

Fig. 4. 15 days Group (3)

-AG 15 Army Group (Supplies) Naples (6)

No. 2 District (2)

Grounding General, 2.5.5. (2)

Low Rest Italy (2)

Now Visit It only.

New England

NOT READING COPY

A-V 15 STORY GROUP

Thompson, J. W. 1990. *Field guide to the birds of North America*. 3rd ed. 450 pp. New York: H. R. Lippincott Co.

10050 (2)

⑤ ⑥

University of Toronto

Student Sub-Committee (S)

[illegible]

NEW YORK: 1941. 112 pp. \$1.00.

Figure 6

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(ab)	(ac)	(ad)	(ae)	(af)	(ag)	(ah)	(ai)	(aj)	(ak)	(al)	(am)	(an)	(ao)	(ap)	(aq)	(ar)	(as)	(at)	(au)	(av)	(aw)	(ax)	(ay)	(az)	(ba)	(bb)	(bc)	(bd)	(be)	(bf)	(bg)	(bh)	(bi)	(bj)	(bk)	(bl)	(bm)	(bn)	(bo)	(bp)	(bq)	(br)	(bs)	(bt)	(bu)	(bv)	(bw)	(bx)	(by)	(bz)	(ca)	(cb)	(cc)	(cd)	(ce)	(cf)	(cg)	(ch)	(ci)	(cj)	(ck)	(cl)	(cm)	(cn)	(co)	(cp)	(cq)	(cr)	(cs)	(ct)	(cu)	(cv)	(cw)	(cx)	(cy)	(cz)	(da)	(db)	(dc)	(dd)	(de)	(df)	(dg)	(dh)	(di)	(dj)	(dk)	(dl)	(dm)	(dn)	(do)	(dp)	(dq)	(dr)	(ds)	(dt)	(du)	(dv)	(dw)	(dx)	(dy)	(dz)	(ea)	(eb)	(ec)	(ed)	(ee)	(ef)	(eg)	(eh)	(ei)	(ej)	(ek)	(el)	(em)	(en)	(eo)	(ep)	(eq)	(er)	(es)	(et)	(eu)	(ev)	(ew)	(ex)	(ey)	(ez)	(fa)	(fb)	(fc)	(fd)	(fe)	(ff)	(fg)	(fh)	(fi)	(fj)	(fk)	(fl)	(fm)	(fn)	(fo)	(fp)	(fq)	(fr)	(fs)	(ft)	(fu)	(fv)	(fw)	(fx)	(fy)	(fz)	(ga)	(gb)	(gc)	(gd)	(ge)	(gf)	(gg)	(gh)	(gi)	(gj)	(gk)	(gl)	(gm)	(gn)	(go)	(gp)	(gq)	(gr)	(gs)	(gt)	(gu)	(gv)	(gw)	(gx)	(gy)	(gz)	(ha)	(hb)	(hc)	(hd)	(he)	(hf)	(hg)	(hh)	(hi)	(hj)	(hk)	(hl)	(hm)	(hn)	(ho)	(hp)	(hq)	(hr)	(hs)	(ht)	(hu)	(hv)	(hw)	(hx)	(hy)	(hz)	(ia)	(ib)	(ic)	(id)	(ie)	(if)	(ig)	(ih)	(ii)	(ij)	(ik)	(il)	(im)	(in)	(io)	(ip)	(iq)	(ir)	(is)	(it)	(iu)	(iv)	(iw)	(ix)	(iy)	(iz)	(ja)	(jb)	(jc)	(jd)	(je)	(jf)	(jg)	(jh)	(ji)	(jj)	(jk)	(jl)	(jm)	(jn)	(jo)	(jp)	(jq)	(jr)	(js)	(jt)	(ju)	(jv)	(jw)	(jx)	(jy)	(jz)	(ka)	(kb)	(kc)	(kd)	(ke)	(kf)	(kg)	(kh)	(ki)	(kj)	(kk)	(kl)	(km)	(kn)	(ko)	(kp)	(kq)	(kr)	(ks)	(kt)	(ku)	(kv)	(kw)	(kx)	(ky)	(kz)	(la)	(lb)	(lc)	(ld)	(le)	(lf)	(lg)	(lh)	(li)	(lj)	(lk)	(ll)	(lm)	(ln)	(lo)	(lp)	(lq)	(lr)	(ls)	(lt)	(lu)	(lv)	(lw)	(lx)	(ly)	(lz)	(ma)	(mb)	(mc)	(md)	(me)	(mf)	(mg)	(mh)	(mi)	(mj)	(mk)	(ml)	(mm)	(mn)	(mo)	(mp)	(mq)	(mr)	(ms)	(mt)	(mu)	(mv)	(mw)	(mx)	(my)	(mz)	(na)	(nb)	(nc)	(nd)	(ne)	(nf)	(ng)	(nh)	(ni)	(nj)	(nk)	(nl)	(nm)	(nn)	(no)	(np)	(nq)	(nr)	(ns)	(nt)	(nu)	(nv)	(nw)	(nx)	(ny)	(nz)	(oa)	(ob)	(oc)	(od)	(oe)	(of)	(og)	(oh)	(oi)	(oj)	(ok)	(ol)	(om)	(on)	(oo)	(op)	(oq)	(or)	(os)	(ot)	(ou)	(ov)	(ow)	(ox)	(oy)	(oz)	(pa)	(pb)	(pc)	(pd)	(pe)	(pf)	(pg)	(ph)	(pi)	(pj)	(pk)	(pl)	(pm)	(pn)	(po)	(pp)	(pq)	(pr)	(ps)	(pt)	(pu)	(pv)	(pw)	(px)	(py)	(pz)	(qa)	(qb)	(qc)	(qd)	(qe)	(qf)	(qg)	(qh)	(qi)	(qj)	(qk)	(ql)	(qm)	(qn)	(qo)	(qp)	(qq)	(qr)	(qs)	(qt)	(qu)	(qv)	(qw)	(qx)	(qy)	(qz)	(ra)	(rb)	(rc)	(rd)	(re)	(rf)	(rg)	(rh)	(ri)	(rj)	(rk)	(rl)	(rm)	(rn)	(ro)	(rp)	(rq)	(rr)	(rs)	(rt)	(ru)	(rv)	(rw)	(rx)	(ry)	(rz)	(sa)	(sb)	(sc)	(sd)	(se)	(sf)	(sg)	(sh)	(si)	(sj)	(sk)	(sl)	(sm)	(sn)	(so)	(sp)	(sq)	(sr)	(ss)	(st)	(su)	(sv)	(sw)	(sx)	(sy)	(sz)	(ta)	(tb)	(tc)	(td)	(te)	(tf)	(tg)	(th)	(ti)	(tj)	(tk)	(tl)	(tm)	(tn)	(to)	(tp)	(tq)	(tr)	(ts)	(tt)	(tu)	(tv)	(tw)	(tx)	(ty)	(tz)	(ua)	(ub)	(uc)	(ud)	(ue)	(uf)	(ug)	(uh)	(ui)	(uj)	(uk)	(ul)	(um)	(un)	(uo)	(up)	(uq)	(ur)	(us)	(ut)	(uu)	(uv)	(uw)	(ux)	(uy)	(uz)	(va)	(vb)	(vc)	(vd)	(ve)	(vf)	(vg)	(vh)	(vi)	(vj)	(vk)	(vl)	(vm)	(vn)	(vo)	(vp)	(vq)	(vr)	(vs)	(vt)	(vu)	(vv)	(vw)	(vx)	(vy)	(vz)	(wa)	(wb)	(wc)	(wd)	(we)	(wf)	(wg)	(wh)	(wi)	(wj)	(wk)	(wl)	(wm)	(wn)	(wo)	(wp)	(wq)	(wr)	(ws)	(wt)	(wu)	(wv)	(ww)	(wx)	(wy)	(wz)	(xa)	(xb)	(xc)	(xd)	(xe)	(xf)	(xg)	(xh)	(xi)	(xj)	(xk)	(xl)	(xm)	(xn)	(xo)	(xp)	(xq)	(xr)	(xs)	(xt)	(xu)	(xv)	(xw)	(xx)	(xy)	(xz)	(ya)	(yb)	(yc)	(yd)	(ye)	(yf)	(yg)	(yh)	(yi)	(yj)	(yk)	(yl)	(ym)	(yn)	(yo)	(yp)	(yq)	(yr)	(ys)	(yt)	(yu)	(yv)	(yw)
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SOPING TO:

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NOTE

6. pointed out to civilian consignees and consignees that railway trucks must be loaded and unloaded with the utmost speed, and not used as warehouses. Col. Ryecraft expressed regret that no representative of the Department of State for Italian Railroads and Highways was present and requested DGARS to take appropriate action.

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TRANSPORTATION SUB-COMMITTEE INTERIM 23 DEC 43.

Reqs submitted for period commencing 31 Dec 43.

Ref Reqs made No. by	FROM	TO	Commodity	How packed	Tons	Dates within Movement Req. Comm. Finish	Quantities for Movement daily
1 15 Army Gr.	BARLE	NAPLES	Olive Oil	Tanks or drums	332	30Dec.	
3 do	BARLETTA	ARRETRICOLI LUCER CERRENOLE SAN SEVERO ORCI ROVO	Chemical Fertilizers	Bagged	900	30Dec. 31Jan	200 ton.
3 do	BARLE	CERRENOLE FOGGIA SAN SEVERO	Tractor and Transport Fuel	Barrelled or loose if tank- ers available	450	30Dec.	as much as pos daily
4 do	BARNOLE	SALERNO POMPEI MATERA BENEDISI T.R.ATO COSCENTA	Chemical Fertilizers (Diphosphates)	Paper Bagged	6700	30Dec. Early 1944	
4 do	POMPEI	SALERNO POMPEI MATERA BENEDISI T.R.ATO COSCENTA	do	do	do		
6 do	SAN VITO T.R.ATO	NAPLES NAPLES	Oil do	2 Tankers 6 Tankers	27 70	Loaded next do	
7 do	L. GONDRINO POMPEI -SCLIO MATERA SICIGLIANO CONTARESI POMPEI	NAPLES do do do do do do	Charcoal do do do do do do	Bagged do do do do do do	270 670 500 130 136 130	30Dec 31Jan do do do do do do do do do do	1 wagon 3 do 2 do 1 do 1 do 1 do

14. *Journal of the American Statistical Association*, 1990, 85, 1001-1010.

22

1. OBJECT. The amplification of certain paragraphs of the 3d, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 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726th, 727th, 728th, 729th, 730th, 731st, 732nd, 733rd, 734th, 735th, 736th, 737th, 738th, 739th, 740th, 741st, 742nd, 743rd, 744th, 745th, 746th, 747th, 748th, 749th, 750th, 751st, 752nd, 753rd, 754th, 755th, 756th, 757th, 758th, 759th, 760th, 761st, 762nd, 763rd, 764th, 765th, 766th, 767th, 768th, 769th, 770th, 771st, 772nd, 773rd, 774th, 775th, 776th, 777th, 778th, 779th, 780th, 781st, 782nd, 783rd, 784th, 785th, 786th, 787th, 788th, 789th, 790th, 791st, 792nd, 793rd, 794th, 795th, 796th, 797th, 798th, 799th, 800th, 801st, 802nd, 803rd, 804th, 805th, 806th, 807th, 808th, 809th, 810th, 811st, 812nd, 813th, 814th, 815th, 816th, 817th, 818th, 819th, 820th, 821st, 822nd, 823rd, 824th, 825th, 826th, 827th, 828th, 829th, 830th, 831st, 832nd, 833rd, 834th, 835th, 836th, 837th, 838th, 839th, 840th, 841st, 842nd, 843rd, 844th, 845th, 846th, 847th, 848th, 849th, 850th, 851st, 852nd, 853rd, 854th, 855th, 856th, 857th, 858th, 859th, 860th, 861st, 862nd, 863rd, 864th, 865th, 866th, 867th, 868th, 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2. BASIC SCHEME OF TR.I.S.
 Para 1b of Instruction No. 14. Movement required by 400 and 401 to such trains will be pre-arranged between the person in charge at the sending station. As many days as possible should be given to enable the person in charge at the sending station to make the necessary arrangements through his normal channels to ensure that railway wagons will be available at time and place required. It is the responsibility of the person in charge at the receiving station to ensure that the room is left on the trains concerned in good order.

Where it is anticipated that traffic will be greater than the capacity of the station, the person in charge at the sending station should arrange the introduction of a system which requires the introduction of civilian contributors of freight to secure by production of just tickets or permits a permit for each movement. In such circumstances the person in charge at the receiving station should be instructed to accept only movements at the stations concerned shall be instructed to accept only movements without permits is strictly forbidden. The person in charge at the operation should be advised and should be instructed to refuse any movement if possible in those cases where some overcrowding of trains and congestion of traffic is causing.

The 1st and 2nd Carabiniers should be kept in readiness if necessary for control of crowds at railway stations.

3. ADDITIONAL MOVEMENTS OVER THE NEW RAILWAY SYSTEM.
 Para 6(e) and (e) of Instruction No. 14. The following periods of tonnage for forecasts (in millions) will be:

- 21 to 30 Dec 1943
- 31 Dec to 3 Jan 44
- 10 Jan to 19 Jan 44
- and so on.

Para 6(b) and (d) of Instruction No. 14. An example of how this procedure will work is as follows: Under para 6 (e) a bid may be made for 1,000 tons of Olive Oil from 1st Jan to 31st Jan. If this bid is accepted by the Transportation Committee, the person in charge at the allocation of the additional tonnage should be advised to the 400 or 401 office from which the bid was made and to the appropriate Military Movements and Transportation Office.

The specific movements within the tonnage allocated will then be arranged direct between 400 or 401 and the person in charge at the bid and the appropriate Military Movements and Transportation Office. (See App. B of Instruction No. 14).

In para 4 of this Memorandum details of the 400 and 401 Transportation Officers who will be attached as soon as possible to the Military Movements and Transportation Offices are shown.

3 (Contd.).

The arrangement of the specific movements will comprise the definite fixing of the tonnage to be moved each day, times for loading at sending stations and times of trains on which to be despatched. It will be essential to adhere strictly to the detailed plan so arranged for each consignment.

4. DISPOSITION AND FUNCTIONS OF JCO AND JMS TRANSPORTATION OFFICERS.
 Paras 5(a), and 10 and Ann. B of Instruction No. 14. The Transportation Officers who will be attached as such as possible to the more important British and U.S. Military Movement and Transportation offices are shown below:-

MOV. REGGIO	: Capt. R.A. Ryan (A)
MOV. FOGGIA	: Major W.B. BOWERS (B)
MOV. D. Italy East	: (Major G.F. EUCKLEY (B)
	: (Capt. S. Hall (A)
MOV. W. Italy	: Major W.N. TONER (A)

In F.E.S.

On arrival at their posts they will:-

(i) notify all concerned of their address, telephone number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) are (a) of instruction No. 14 are to be made in such JCO and JMS Region or area concerned.

(ii) make all necessary contacts with JCO and JMS Region HQs.

(iii) carry out the requirements of instruction No. 14.

In addition, Transportation Officers will be located for the time as shown below:-

HQ. JCO	: Capt. W.B. STEWART (B)
HQ. Region 2	: Major G.H. HOLLAND (A)
HQ. Region 3	: Capt. W.N. TONER (A)
	: Duties to be covered by Major W.N. TONER (See above).

These officers, in addition to their ordinary duties will assist in co-ordinating the Transportation requirements of the various stations of their headquarters, insure that the requests are made through the proper channels and that the requirements of instruction No. 14 are complied with.

5. INTERNAL TRANSPORTATION SUB-COMMISSION JCO.

Address :-
 "Attached New & Th
 JFH, Inv. Adm. Division."

Nov. 19910
Nov. 19918
Nov. D. Italy 3411

5347474

(i) notify all concerned of their address, telephone number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) and (a) of Instruction No. 14 are to be made in each AEC and AED Region or area concerned.

71. Of no account in summer for egg and larvae (51)

as shown below:-

• 400 •

: Major C. H. HOLLIDAY (M) 6

Capt. M. DE HARPO (4)
: Entries to be covered by Major W.H.
Yoder. (See above).

INTERNATIONAL TRANSPORTATION SUE-COMMISSION, INC.

1051

"Intentional Misconduct"

Phone numbers

Colonel E. E. FITCH (personal)

Category	Value
Overall	1.00
Male	1.00
Female	1.00
White	1.00
Black	1.00
Hispanic	1.00
Other	1.00
Married	1.00
Single	1.00
Divorced	1.00
Widowed	1.00
Never married	1.00
Married 1-5 years	1.00
Married 6-10 years	1.00
Married 11-15 years	1.00
Married 16-20 years	1.00
Married 21+ years	1.00
Single 1-5 years	1.00
Single 6-10 years	1.00
Single 11-15 years	1.00
Single 16-20 years	1.00
Single 21+ years	1.00
Divorced 1-5 years	1.00
Divorced 6-10 years	1.00
Divorced 11-15 years	1.00
Divorced 16-20 years	1.00
Divorced 21+ years	1.00
Widowed 1-5 years	1.00
Widowed 6-10 years	1.00
Widowed 11-15 years	1.00
Widowed 16-20 years	1.00
Widowed 21+ years	1.00
Never married 1-5 years	1.00
Never married 6-10 years	1.00
Never married 11-15 years	1.00
Never married 16-20 years	1.00
Never married 21+ years	1.00

Claudio
... ..
MARIO Extension 129

Telephone Address :- 309 FL 330 P.O. BOX.

POINTS TO REMEMBER IN ANSWERING Q. 5.11. (MAY 2015)

arrival at destination for not less than 12 hours.

-3-

6 (Contd.).

(b) In planning the movement of large consignments so everything possible to arrange back loads to avoid empty haulage of railway wagons.

7. TRAIN GUARDS TO PREVENT PILFERAGE. It has been found necessary to provide Military personnel as guard to prevent pilferage on trains conveying Military traffic. Certain AGC or AMG consignments, particularly of foodstuffs, should also be guarded throughout, and it will be the responsibility of the AGC or AMG consignors to arrange guards or other security measures when considered to be necessary.

It will probably be found practicable to arrange for the local Carabinieri to provide the guards. As a further safeguard, arrangements should be made for railway wagons containing consignments considered to be particularly liable to pilferage, to be sealed before being handed over to the guard, and for the guard to be held responsible that the seals remain intact until the wagons are handed over at destination to the person authorized to receive them.

8. ARRANGEMENT OF LOCAL HIGHWAY TRANSPORTATION TO AND FROM RAILWAY STATIONS.

This will be the responsibility of the AGC and AMG officers from whom the requests for rail movements emanate. Therefore, all rail movements should be based on the railway stations (capable of dealing with the traffic) which are nearest to the originating and destination points. It should be possible for AGC and AMG officers concerned to arrange for the local civil authority to organize the use of local mechanical, horse and other animal or manual transport to move traffic to and from railway stations in those cases where consignors or consignees have insufficient transport of their own. The problem might also be eased by the establishment of warehouses or dumps in close proximity to railway stations.

9. HIGHWAY TRANSPORT OTHER THAN LOCAL. A separate Memorandum on this matter will be issued. Owing to shortage of road transport, it is unlikely that much will be available for some considerable time. Meanwhile, details of any Italian Highway Transport organizations, including the number of vehicles (runners and non-runners) in their possession and what action is required to enable them to operate, should be sent as soon as possible to the Internal Transportation Sub-Commission, AGC.

10. DOCUMENTATION AND ACCOUNTING OF RAIL TRAFFIC. A separate Memorandum on this matter will be issued. Meanwhile, the procedure should be :-
(a) For movement when the consignor or sender is AGC or AMG and in respect of which no tariff charges to be paid:-
(i) Where Military Warrants (Forms AB 497a or 494a) suitably endorsed "AGC" 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 (AGC

ments should be made for railway wagons, to be sealed before considered to be particularly light, to village, to be sealed before being handed over to the guard, and for the guard to be held responsible that the seals remain intact until the wagons are handed over at destination to the person authorized to receive them.

8. ARRANGEMENT OF LOCAL HIGHWAY TRANSPORTATION TO AND FROM RAILWAY STATIONS.
This will be the responsibility of the ACC and AMG officers from whom the requests for rail movements emanate. Therefore, all rail movements should be based on the railway stations (capable of dealing with the traffic) which are nearest to the originating and destination points. It should be possible for ACC and AMG officers concerned to arrange for the local civil authority to organize the use of local mechanical, horse and other animal or manual transport to move traffic to and from railway stations in those cases where consignments or consignees have insufficient transport of their own. The problem might also be eased by the establishment of warehouses or dumps in close proximity to railway stations.

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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 consignment or sender is ACC or AMG and in respect of which no tariff charges are to be paid:-

(i) Where Military Warrants (Forms MB 497a or 497b) are 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 whom 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 officers 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.

-4-

11. PERIOD FROM NOW UNTIL THE ORGANIZATION FOR OBTAINING RAIL MOVEMENT IS WORKING PROPERLY. Circumstances are such that delay may occur in getting the Officers detailed in para 4 hereof to their assigned positions and in their establishing necessary contacts and communications. Meanwhile, ACC or AM requests for specific movements which cannot be arranged otherwise, should be made direct to Internal Transportation Sub-Commission. (see para 5).

Chief of Internal Transportation Sub-Commission, A.C.S.,
Calabria

DISTRIBUTION:

MAS Adv. (2)
HQ, ACC. (Brindisi) (4)
HQ, ACC. (Pescerno) (4)
HQ, AM (Naples) (4)
HQ, AM (Salerno) (4)
HQ, AMB 15 Army Group, Bari. (4)
AMG Supply & Economics Section,
15 Army Group, Naples (4)
HQ, Region 2 (10)
HQ, Region 3 (6)
HQ, Region 4 (6)
* HQ, Region 5 (2)
* HQ, Region 6 (2)

ACC Sub-Commissions:

Shipping (10)
Finance - for para 10
Foreign Trade
Industry & Commerce
Public Works and Utilities
Fuel
Agriculture, Forestry & Fisheries
Labour
Interior
Public Safety
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Mov Railhead Sub-area
Mov Naples
Mov Salerno
Mov Torre Annunziata
Mov Castellanza
Lt. Col. Myrre Davies
General Di Raimondi.

* For information together with copy of Adv. Com. Sec. 13HQ Administrative Instruction No. 14.

MOV. 3/6
6th Dec '45

ADV. AIR. DIVISION A.F.M.Q. - ADMINISTRATIVE INSTRUCTION NO. 11.

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. INTENTION OF THIS INSTRUCTION.

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

2. Mov. and Tr. of Allied Military Forces.

The respective responsibilities and functions of the Movement and Transportation organizations of the Allied Military Forces and of the Transportation organization of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.M.H.G. Administrative Memorandum No. 76 dated 9th November, 1943, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.C.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their Mov. and Tr. organization:-

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

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

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

3. Transportation Committee.

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

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

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3. Transportation Committee.

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

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

Chairman. D.O.M.C. (A). A.E.C., Adv. Adm. Echelon.

Deputy. D/O.C.T. " " "

Members. A Representative of:-

M.G.S. Adv.

H.Q. A.C.C.

H.Q. A.E.C.

H.Q. 15 Army Group

} Supply Representative.

...2/

3. Transportation Committee (Contd).

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

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

4. Procedure for obtaining Rail Transportation.

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

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

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

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

5. Basic Schedule of Trains.

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

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

6. Additional Movements over and above Basic Rail Schedule.

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

4. Procedure for obtaining Rail Transportation.

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

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

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

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

5. Basic Schedule of Trains.

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

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

6. Additional Movements over and above Basic Rail Schedule.

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

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

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

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

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

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

(d) All requests for special rail movements referred to in para 5(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:-

Railhead Station from.....(Province).....
Consignee (name and address).....
M.O. or M.O.C. Officer to contact (name, address & phone No.).....

Railhead Station to.....(Province).....
Consignee (name & address).....
M.O. or M.O.C. Officer to contact (name, address and phone number).....

Description of traffic (e.g. "about 50 lb. sacks").....

Tons to be moved.....

Full reasons why movement is required.....

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

(e) All forecasts referred to in para 5(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para 5(d) as possible. In any case, the dates within which the movements are required and the quantities available for movement per day must be given.

7. Consent and See-coming Shipping Requirements

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, often being submitted to the M.O.C. Shipping Sub-Committee for collation and submission to the Transportation Committee.

Requirements for sea-going shipments will be handled separately by the M.O.C. Shipping Sub-Committee.

8. Disposition and functions of M.O.C. or M.O.C. Transportation Officers

(a) The Internal Transportation Sub-Committee will arrange for M.O.C. or M.O.C. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that civil transportation requirements can be co-ordinated with those of the Allied Forces.

be made and will comprise the following particulars:

1. Railroad Station from.....(Province).....
2. Committer (Name and Address).....(Province).....
3. Ref. No. or I.C.C. Officer to contact (Name, address and phone No.).....
4. Railroad Station to.....(Province).....
5. Committer (Name & Address).....(Province).....
6. Ref. No. or I.C.C. Officer to contact (Name, address and phone number).....
7. Description of material (e.g., material in 50 lb. sacks).....
8. Tons to be moved.....
9. Full reasons why movement is required.....
10. Reference number of movement..... (each movement to be given a consecutive reference number)
11. (e) All forecasts referred to in para 6(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many dates within which the movements are required as possible. In any case, the per day must be given.

7. Coastwise and Sea-going Shipping Requirements

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, plans being submitted to the I.C.C. Shipping Sub-Commission for collation and submission to the Transportation Committee.

I.C.C. Shipping Sub-Commission.

8. Disposition and Functions of I.C.C. or I.C.C. Transportation Officers

(a) The Internal Transportation Sub-Commission will arrange for I.C.C. or I.C.C. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Officers and for them to maintain close contact with the remainder, so that civil transportation requirements can be co-ordinated with those of the Allied Forces. They will collect and collate demands for civil rail transport referred to in para 5(b) and 6(d), in addition to their other duties.

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

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2. Location of Military Mov. and Th. Offices.

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

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

shown

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

Difficulties

Major-General,
Deputy Chief Administrative Officer.

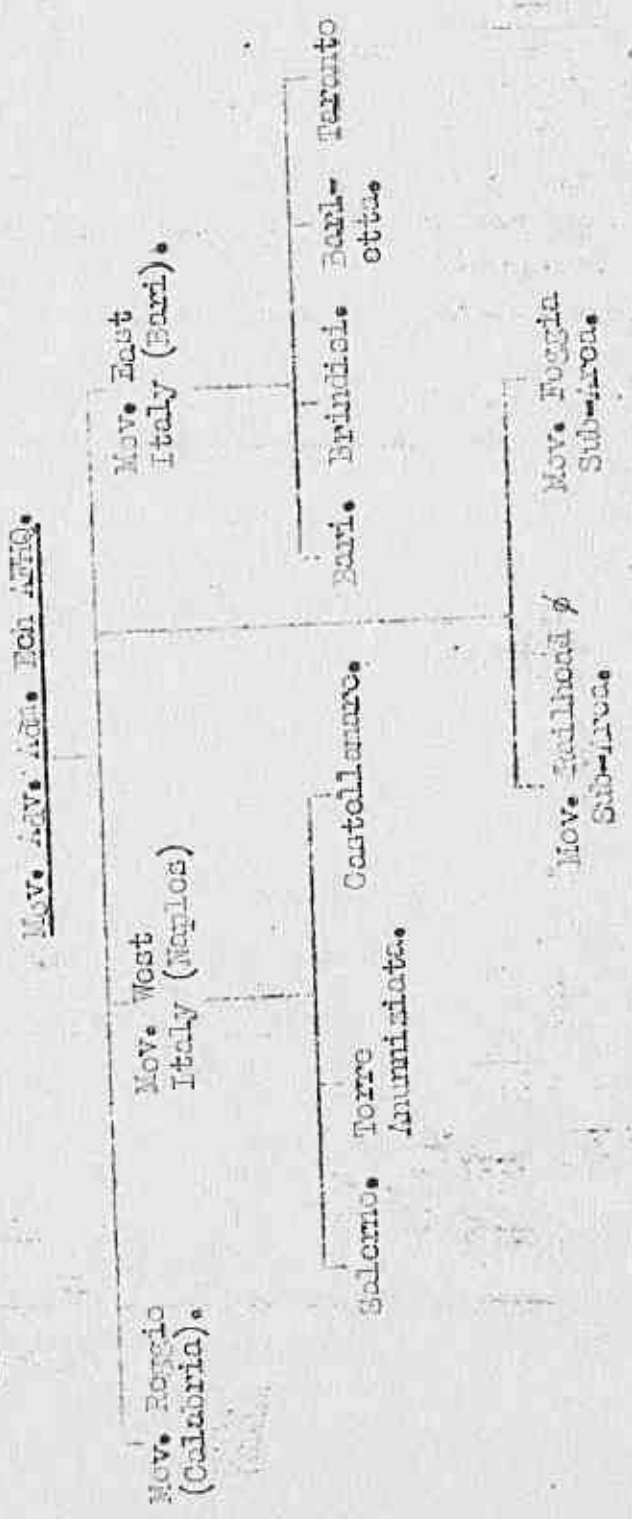
DISTRIBUTION:-

<u>As.Fo.H.Q. (30)</u> <u>M.C.S. Adv. (2)</u> <u>H.Q. A.C.C. (Brindisi) (4)</u> <u>H.Q. A.M.C. (Palermo) (6)</u> <u>H.Q. A.M.C. 15th Army Group (4)</u> <u>As.H.Q. Region 2 (10)</u> <u>" " 3 (6)</u> <u>" " 4 (6)</u> <u>As.C.C. Internal Transportation Sub-Com (30)</u> <u>As.C.C. Shipping Sub-Commission (10)</u> <u>D.S.M.A.S. (6)</u> <u>As.D.S.B.C. Italy</u> <u>15 Army Group (2)</u> <u>Adm. Rep. 15 Army Group</u> <u>5th Army (3)</u> <u>8th Army (3)</u> <u>Commanding General P.D.S.</u> <u>H.Q. No.2 District (16)</u> <u>57 Area</u> <u>86 Area</u> <u>71 Sub-area</u> <u>151 Sub-area</u> <u>6 Base Sub-area</u> <u>As.H. Sub-area</u> <u>94 Sub-area</u> <u>103 Sub-area</u> <u>Nov. 15 Army Group</u> <u>" East Italy</u> <u>" West Italy</u> <u>" Rear Eighth Army</u>	<u>Mov. Torre Annunziata</u> <u>" Castellana</u> <u>ICNIT</u> <u>FOH</u> <u>NAIF</u> <u>NAIFC</u> <u>XII A.F.S.C.</u> <u>III A.S.A.C.</u> <u>III A.S.A.C.</u> <u>Th. Adriatic Base Area (Bari)</u> <u>H.Q. 214 Group R.A.M.</u> <u>NOIC Combined H.Q. Naples</u> <u>As.C.C. H.Q. N.W. Italy</u> <u>D.C.A.C.</u> <u>As.D.C.</u> <u>D/S.C.A.C.</u> <u>ICAG(U)</u> <u>D/C.O.F.</u> <u>D.D.Th.</u> <u>Mov. 1 to 6</u> <u>Mov. 6</u> <u>" (6)</u> <u>G(SD)</u> <u>C-4</u>
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APPENDIX "A"

LOCATION OF MILITARY MOV. & IN OFFICES.

British Movements:-



U.S. Transportation:-

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

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

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

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

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

Int. Tn. S. Com.

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

Int. Tn. S. Com
Representative
(Liaison with HQ A.C.C.)
(Liaison with HQ A.M.C.)

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

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

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

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

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

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

For specific
the agreed

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

APPENDIX "B"

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

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

Int. Tn. S. Com.

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

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

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

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

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

Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barlotta.
Mov. Taranto.

Handling rail transportation over and above the capacity of the basic schedules:-

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

For specific movements within
the agreed tonnage allocations

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

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