

ACC AC52/TN4 10009/AS/2059 SECURING CIVIL MOVEMENTS FOR AM
NOV-1943-NOV-1944

9 SECURING CIVIL MOVEMENTS FOR AMB/ACC THROUGH NOV. 9 TN.
NOV. 1943 - NOV. 1944

II. AC/52/TN4.

Securing civil movements for
Army/ace throughs Nov 9 En.

(Adv. Adm. Lchs. AIFHQ Adm.

Instruction N^o 14 dated 6 Dec. 43.

1149

Declassified E.O. 12356 Section 3.3/NND No. 735021

Army / acc through War. 9 En.
(Adv. Admin. Lchs. A. J. H. Q. Admin.
Instruction N. 214 dated 6 Dec. 43.

10000 / 448 / 2059

THIS FOLDER
CONTAINS PERS
FROM Nov. 1943
TO Nov. 1944
CATALOGUE

HEADQUARTERS ALLIED COMMISSION

765 0274

Transportation: Gat-to-Gemission.

Tels : 478791

AD III/19/29

23 November 1944

AC, TN, MEMORANDUM NO. 3 OF 27 PER. 44.

1. Above memorandum laid down bidding procedure for obtaining movement by rail of Agvenâ Italian Civilian freight. It is still operative and has been amended only as follows: page 2 para 4 a (VII) in which "TUESDAY" should be substituted for "FRIDAY".

- c. The memorandum was published prior to the formation of some AG Regions. Therefore copies as shown below are attached to this letter. Sufficient copies are sent to enable Regions to distribute to provincial Supply Officers who have or will become interested in freight movement by rail.

3. Forms for the submission of bids (TBO/S) and wagon labels for use when bids have been accepted are also sent under separate cover as per distribution list below. These, as well as copies of memorandum 3, should be distributed to Prov. Supply Officers.

J. D. Adams
D.S. ADAMS
Colonel, C.E.
Director Isth.S.C.

Distribution of IC/EX/19/29 of 23 Nov. 44.
 Co. S.C. Memorandum No. 3, Bid Form (TSC/3)
 and reason labels.

	60/TM/19/29	Memo No.	Id. Form (TSC/S)	Wagon Labels
Lazio Region	letter	10 ✓	500	5000
Abruzzi-				
Marche	10 ✓	10 ✓	500	3000
Torrens	10 ✓	12 ✓	500	5000
Basilie	10 ✓	12 ✓	500	5000
Liguria	10 ✓	12 ✓	500	5000
Piedmont	10 ✓	12 ✓	500	5000
Lombardia	10 ✓	12 ✓	500	5000
Venezia	10 ✓	12 ✓	500	5000

1. Above memorandum laid down bidding procedure for obtaining movement by rail of AC and Italian Civilian freight. It is still operative and has been amended only as follows: page 2 para 4 a (VII) in which "TUESDAY" should be substituted for "FRIDAY".
2. The memorandum was published prior to the formation of some AC Regions. Therefore copies as shown below are attached to this letter. Sufficient copies are sent to enable Regions to distribute to Provincial Supply Officers who have or will become interested in freight movement by rail.
3. Forms for the submission of bids (TSC/3) and wagon labels for use when bids have been accepted are also sent under separate cover to per distribution list below. These, as well as copies of memorandum 3, should be distributed to Prov. supply officers.

Handwritten signature
 D.S. Adams, R.C.E.
 Colonel, C.E.
 Director Tpm.S.C.

Distribution of AC/TW/19/29 of 23 Nov. 44.
 Tn. S.C. Memorandum No. 3, Bid Forms (TSC/3)
 and wagon labels.

	AC/TW/19/29 letter	Memo No. 3	Bid Forms (TSC/3)	Wagon labels
Lazio Region	10 ✓	10 ✓	500	5000
Abruzzi	10 ✓	10 ✓	500	5000
Marche	10 ✓	10 ✓	500	5000
Toscane	10 ✓	10 ✓	500	5000
Emilia	10 ✓	10 ✓	500	5000
Liguria	10 ✓	10 ✓	500	5000
Piedmont	10 ✓	10 ✓	500	5000
Lombardia	10 ✓	10 ✓	500	5000
Venezia	10 ✓	10 ✓	500	5000
Sicilia	2 ✓	2 ✓	-	-
Southern	2 ✓	2 ✓	-	-
Sardegna	2 ✓	2 ✓	-	-
Finance S.C. AC.Rg.	1 ✓	2 ✓	50	100
Industry "	1 ✓	2 ✓	50	100
Commerce "	1 ✓	2 ✓	50	100
Agricult. "	1 ✓	2 ✓	100	500

Note - Bid forms and wagon labels have been sent under separate cover. Further supplies of any of the above are obtainable on demand from Tn.S.C. AC. Mem. APO 394. Please acknowledge receipt of these documents, quoting wagon label number.

WE/gh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC TN/19/27
Date : 23 June '44.

TO : (See Distribution)

SUBJECT : TRANSPORTATION FOR ACC & CIVILIAN FREIGHT - ITALIAN MAINLAND ONLY -
ACC. TN. MEMORANDUM NO. 3 of 27 APRIL 1944.

1. ACC WAGON LABELS :

Reference para 6 of above Memorandum No. 3 a number of specimen used labels have been submitted by the Military to this Sub-Commission drawing attention to errors and omissions in the completion of the labels.

Among the common errors are :-

- I. Completion in lead pencil instead of in INK.
- II. Insertion of insufficient detail.
- III. Labels unsigned and unstamped.
- IV. Originator's bid number not shown.

All concerned are asked to comply carefully with para 6 (c) of Memo No. 3 when using or issuing labels. Use of ink ensures that details cannot be erased and that details can be shown in sufficiently large letters and figures to be read in any light (typewriting is too small).

Following is a specimen label correctly completed :-

A.C.C. TRAFFIC	
Permesso	Bid No. BR101 (see note 'a' below)
Da	BRINDISI
Al	PARIGI
Via	POTENZA
No. Vagone	1131703 (see note 'b' below)
Contenuto	CAFFEE (10 tons) (see note 'c' below)
Mittente	SPACHETTI GIUSEPPE
Ricevitore	CONSORZIO AGRARIO
Date	8 June 44
Autorezzato	(see note 'd' below)
	TIABRC (see note 'e' below)

3213

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- II. Insertion of insufficient detail.
- III. Labels unsigned and unstamped.
- IV. Originator's bid number not shown.

All concerned are asked to comply carefully with para 6 (c) of Memo No. 3 when using or issuing labels. Use of ink ensures that details cannot be erased and that details can be shown in sufficiently large letters and figures to be read in any light (typewriting is too small).

Following is a specimen label correctly completed :-

A.C.C. TRAFFIC	
Permesso	Bid No. 12101 (see note 'a' below)
Da	ERINDISI
Al	MARITS
Via	POTENZA
No. Vagone	1131703 (see note 'b' below)
Contenuto	CAPRETTA (10 tons) (see note 'c' below)
Mittente	CRACCHINI GIUSEPPE
Ricevitori	CONSORZIO JARARIO
Data	8 June 44
Autorizzaro	(see note 'd' below)
	TIERO (see note 'e' below)

3213

- NOTE:
- 'a' The originator's bid number must be advised to the station. Neither to enable him to check when loading and thereby ensure correct consignment.
 - 'b' The wagon number is to be inserted in INK by the station-master at the time of loading.
 - 'c' Contents must be shown and it helps considerably if tonnage can also be shown.
 - 'd' To be signed by Regional or Provincial Supply Officer or, in the case of Civilian Traffic, by Transportation Sub-Commission Representative.
 - 'e' Regional or Provincial Supply Officer or Transportation Sub-Commission Representative to endorse with official rubber stamp.

2. BIDS - para 4 (c) (r) :

(a) Bids are coming direct in some cases from Provincial Supply Officers to Transportation Sub-Commission and not collectively through Regional Commissioners. Also no copies of these bids are sent to Transportation Sub-Commission Representatives at Divisional points, i.e., East Italy (Bari) and Calabria (Reggio). If this practice is continued it is essential that copies of such bids be sent to Regional Commissioners and the Transportation Sub-Commission Representatives concerned. This will enable Regional Commissioners to identify bids quoted in signals sent them by Transportation Sub-Commission after Transportation Sub-Committee Weekly Meetings, and E.O.M. Military Meetings held to consider bids.

(b) Bids rejected at the Transportation Sub-Committee Meeting must be re-bid for if movement is still required. Once a bid has been rejected no further action is taken by this Sub-Commission other than to advise the bidder of the rejection.

(sgd.) L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

DISTRIBUTION :

H.Q., Region 1, Sicily	(15 for distribution to P.S.Os)
H.Q., Region 2, Matera	" " " " " "
H.Q., Region 3, Naples	" " " " " "
H.Q., Region 4, Rome Prov.	(15 for distribution to P.S.Os)
H.Q., Rome Region	" " " " " "
H.Q., Region 5, Campobasso	(15 " " " " ")
H.Q., Region 7, Ostia	(15 " " " " ")
ACC Transportation Officer, c/o Mov. Regai.	" " " " " "
" " " " " "	c/o Mov. Foggia Sub-Area
" " " " " "	via Calabria 23, Bari - I.S.R. Headquarters
" " " " " "	c/o Mov. Taranto
" " " " " "	c/o Region 3, Naples

CONFIDENTIAL

19/28 file

DIST 3 (ACTION) AAI. MOV AAI. (INFO)

ACC FROM ADAMS

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6 AUG 44

CONFIDENTIAL
PRIORITY

TRANSPORTATION SUB
COMM

YOUR 6 THREE EIGHT TWO NINE PLEASE CONSULT TRANSPORTATION SUB
COMMISSION REPRESENTATIVE HALL FOR COPY BY ACC TO NINE FIVE SLANT
ONE THREE OF THREE ZERO JULY PD PAREN TO DIST THREE FOR ACTION
TO AAI TO MOV AAI FOR INFO FROM ACC FROM ADAMS PAREN REF PSS SLANT
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OF YOUR PRINTING PERMIT CARD

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L.T. MONTANT JR
1st Lieut ACC

BEST COPY POSSIBLE

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CONFIDENTIAL

EXERCISES

THE SUBJECT

DOI: 10.1002/for

ACTION - Region IV
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HEADQUARTERS

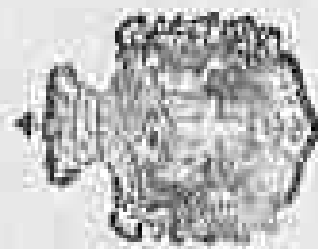
13 JUL 1944

A. C. C.

CONFIDENTIAL

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JUL 13/



MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

SOTTOSEGRETARIATO DI STATO

OGGETTO: Movimenti di merci
civili italiane.

Napoli 22 Maggio 1944

N.° M.24-A/20

Al N.° del

AL Ten. Col. L. E. VINING
DIRETTORE SOTTOCOMMISSIONE TRASPORTI
INTERNI
Piazza della Carità

N a p o l i

In riferimento alla Vostra lettera
n. A.C.C./Tn/19/25 del 20 and., trasmetto copia della
circolare pn. diremata a tutti i Capi Compartimenti
in merito alle nuove modalità da seguire per l'accet-
tazione delle merci civili italiane.

Allego pure copia del fonogramma emes-
so in data odierna per richiamare l'attenzione di tutti
i Capi Stazione affinché non accettino trasporti senza
le prescritte etichette.

d'ordine del
SOTTOSEGRETARIO DI STATO



L. Vining

AL Ten. Col. L. E. VINING
DIRETTORE SOCCOMMISSIONE TRASPORTI
INTERNI
Piazza della Carità

N a p o l i

In riferimento alla Vostra lettera
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Allego pure copia del fonogramma emes-
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i Capi Stazione affinché non accettino trasporti senza
le prescritte etichette.

d'ordine del
SOTTOSEGREARIO DI STATO



L. Vining

3210

C O P I A -

= FONOGRAMMA URGENTISSIMO = Napoli 22-Maggio 1944

Capi Compartimento Bari - Napoli e Reggio C. =

n.M.24-A/20 = Seguite circolare pn. del 12 corrente relativa modalità accettazione trasporti civili Alt

Finchè non saranno emanate da parte codesti Compartimenti disposizioni conforme circolare riferimento dovrà essere fatto assoluto divieto ai Capi Stazione accettare trasporti Alt

Trasporti stessi dovranno essere accettati solo quando perverranno le etichette che li autorizzano da parte degli Ufficiali dell'A.C.C. Alt

Nessun carro dovrà essere inoltrato senza le prescritte etichette Alt

Conferma.

d'ordine del
Sottosegretario di Stato
F.to Cristina

Ministero delle Comunicazioni
Ferrovie dello Stato
SOTTOSCRIZIONE DI STATO
Ufficio Centrale Movimento

Napoli, li 12 Maggio 1944

n. 24.2/20 di prot.

Oggetto: Modalità per l'accettazione dei trasporti.

AI CAPI COMPARTIMENTO DI
NAPOLI - BARI - REGGIO C.

e, per notizia:

ALLE SEZIONI MOVIMENTO DI
NAPOLI - BARI - REGGIO C.

ALLE SEZIONI COMMERCIALI
NAPOLI - BARI - REGGIO C.

ALL'UFFICIO GENERALE COMMERCIALE
S E D E

AL CAPO COMPARTIMENTO DI
P A L E R M O

ALLA DELEGAZIONE FERROVIARIA
C A G L I A R I

ALLA SEZIONE MOVIMENTO DI
P A L E R M O

I.- La Commissione Allesta di Controllo ritiene indispensabile un controllo più concreto sui trasporti ferroviari di merci per conto della popolazione civile.

Cib alle scopo di utilizzare i pochi carri disponibili, dopo aver soddisfatto per intero le esigenze militari, per la spedizione delle merci che sono essenziali per la vita della comunità nel territorio liberato.

Ufficiali della AGC verranno distaccati presso le sedi compartimentali con il compito di vegliare le richieste dei trasporti ed autorizzarne o negare la esecuzione.

II.- Alle scopo di cui sopra, la Commissione Allesta di Controllo - Settecommissione Trasporti Interni - ha emanato le norme, di cui si allega copia, e che sono entrate in vigore dalle ore 1 del 12 corr. Da esse norme, risulta quanto segue.

OGGETTO: Fedeltà per l'assistenza dei trasporti.

AI CAPI PARTAMENTO DI
NAPOLI - BARI - RAGGIO C.

e, per notizie

ALLA SEZIONE MOVIMENTO DI
NAPOLI - BARI - RAGGIO C.

ALLA SEZIONE COMMERCIALE
NAPOLI - BARI - RAGGIO C.

ALL'UFFICIO GENERALE COMMERCIALE
S. S. D. E.

AL CAPO PARTAMENTO DI
P. A. L. E. R. M. O.

ALLA DELEGAZIONE FERROVIARIA
C. A. G. L. I. A. R. I.

ALLA SEZIONE MOVIMENTO DI
P. A. L. E. R. M. O.

I.- La Commissione Alleata di Controllo ritiene indispensabile un controllo più concreto sui trasporti ferroviari di merci per conto della popolazione civile.

Ciò allo scopo di utilizzare i pochi carri disponibili, dopo aver soddisfatto per intero le esigenze militari, per la spedizione delle merci che sono essenziali per la vita della comunità nel territorio liberato.

Ufficiali della ACC verranno distaccati presso le sedi competenti con il compito di vegliare la richiesta dei trasporti ed autorizzarne o meno la esecuzione.

II.- Alle scopo di cui sopra, la Commissione Alleata di Controllo - Sezione Trasporti Interni - ha emanato le norme, di cui si allega copia, e che sono entrate in vigore dalle ore 1 del 12 corr.

Da esse norme, risulta quanto segue.

329

- 2 -

III.- Il traffico civile (cioè tutte quelle non militari) si dividono in due grandi categorie:

a) Traffico della Commissione Alleata di Controllo

Comprende i predetti che l'A.C.C. considera essenziali per l'approvvigionamento della popolazione civile, e sui quali l'A.C.C. esercita in massima parte il proprio controllo, come frumento, farina, zucchero, olio, ecc. - Questi trasporti continueranno ad essere effettuati, per quanto riguarda la documentazione, con le norme stabilite dalle circolari N. 24.5/1489 del 6/3 u.s. -

b) Traffico civile italiano ordinario

Comprende tutti i trasporti di merce richieste dai civili e che pertanto non rientrano in quelli previsti al punto a).

IV.- Modalità per ottenere trasporti di traffico civile italiano

a) - Tutte le richieste di trasporti a carico devono essere rivolte dal mittente al Capo Stazione della località di partenza con una domanda da in cui deve essere indicato:

- descrizione della merce e relative pesi in tonnellate;
- stazione di partenza e di arrivo;
- nome e cognome dello spedite e l'indirizzo;
- nome e cognome del destinatario ed indirizzo;
- data in cui s'intende effettuare il trasporto.

Il tonnellaggio di merce da trasportare non deve superare normalmente un quantitativo tale da poter essere caricato entro sette giorni.

b) - Il Capo Stazione inoltrerà col primo mezzo disponibile tutte le richieste al proprio Capo Compartimento.

Il Capo Compartimento le numererà progressivamente, e le raggrupperà per linee tenendo presente che questo numero ha solo un carattere di riferimento per quanto riguarda i rappresentanti dell'A.C.C. e non di precedenza, e lo trasmetterà all'ufficiale addetto ai trasporti A.C.C. di:

- Reggio Cal. - se i trasporti rientrano nella zona di giurisdizione del Compartimento di Reggio Calabria.
- Bari - se i trasporti rientrano nella zona di giurisdizione del Compartimento di Bari.
- Regione J - se i trasporti rientrano nella zona di giurisdizione del Compartimento di Napoli.

c) - Le richieste verranno vagliate e autorizzate dai rappresentanti delle stazioni che hanno luogo essi lunedì.

l'A.C.C. esercita in massima parte il proprio controllo, come
frumento, farina, zucchero, olio, ecc. - questi trasporti con-
tinueranno ad essere effettuati, per quanto riguarda la decon-
mentazione, con le norme stabilite dalla circolare n. 24.5/
/1489 del 6/3 u.n.-

b) - Traffico civile italiano ordinario

Comprende tutti i trasporti di merce richiesti dal civile e
che pertanto non rientrano in quelli previsti al punto a).

IV. - Modalità per ottenere trasporti di traffico civile italiano

a) - Tutte le richieste di trasporti aeree devono essere rivolte dal
mittente al Capo Stazione della località di partenza con una doman-
da in cui deve essere indicato:

- descrizione della merce e relativo peso in tonnellate;
- stazione di partenza e di arrivo;
- nome e cognome dello speditore e l'indirizzo;
- nome e cognome del destinatario ed indirizzo;
- data in cui s'intende effettuare il trasporto.

Il tunnelaggio di merce da trasportare non deve superare normal-
mente un quantitativo tale da poter essere caricato entro sette
giorni.

b) - Il Capo Stazione inoltrerà col primo mezzo disponibile tutte le
richieste al proprio Capo Compartimento.

Il Capo Compartimento le numererà progressivamente, e le rag-
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l'A.C.C. e non di precedenza, e lo trasmetterà all'ufficio addetto
ai trasporti A.C.C. di:

- Reggio Cal. - se i trasporti rientrano nella zona di giurisdiz-
zione del Compartimento di Reggio Calabria.
- Bari - se i trasporti rientrano nella zona di giurisdiz-
zione del Compartimento di Bari.
- Regione J - se i trasporti rientrano nella zona di giurisdiz-
zione del Compartimento di Napoli.

c) - Le richieste verranno vagliate e autorizzate dai rappresentanti
dell'A.C.C. nelle riunioni che hanno luogo ogni lunedì.

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- 3 -

- a)- Per ogni carro autorizzato, i rappresentanti dell'A.C.C. trasmetteranno al Capo Compartimento, nella cui zona di giurisdizione ha inizio il trasporto, due etichette, debitamente compilate, e timbrate, che costituiscono integralmente l'attuale modulo di autorizzazione.
- e)- Il Capo Compartimento, inoltrerà alle stazioni ove hanno origine i trasporti l'etichette ricevute dall'A.C.C.-
- f)- Il Capo Stazione, una volta in possesso dell'etichette, invierà il mittente a fare la richiesta nei modi regolamentari e ne autorizzerà il carico.
- Le predette etichette, nel numero di due per ogni carro, dovranno essere applicate al carro stesso.
- Nessun carro potrà essere utilizzato senza la prescritte due etichette dove in particolare risulterà indicato :
- qualità della merce trasportata;
 - numero progressivo della richiesta di cui al comma b) punto 3;
 - periodo durante il quale può cessare effettuato il trasporto;
 - stazione di partenza;
 - stazione di arrivo;
 - nome e cognome del mittente;
 - nome e cognome del destinatario.
- g)- In caso di un eventuale smarrimento o distruzione delle etichette dovrà subito avvisarsi, nel mese più rapido possibile, il rappresentante della Dettescomissione trasporti A.C.C., il quale, dopo una accurata inchiesta, potrà autorizzare il rilascio di altre etichette, in cui dovrà essere chiaramente indicata la parola "RIPULICATO".
- h)- Se per esigenze militari, il trasporto non dovesse aver luogo durante il periodo stabilito, dovranno essere presi provvedimenti a seconda degli accordi per una data successiva.
- V.- Anche i corri autorizzati per i trasporti per conto dell'A.C.C. di cui al comma b) punto 2°, dovranno essere muniti delle suddette etichette, ferme restando la documentazione disposta con la circolare n° M.24.2/1489 del 6 marzo 1951.
- VI.- In base a queste nuove disposizioni, il primo programma di carico, verrà predisposto e cominciare da lunedì 22 maggio p.v. Alla suddetta data, tutti i trasporti, sia per conto A.C.C. che civili incaricati a servizio, saranno annullati, e conseguentemente, dovrà provvedersi a fare altre richieste, in base alle susseguenti nuove procedure.

no i trasporti l'etichette ricevute dall'A.G.C.-

4)- Il Capo Stazione, una volta in possesso dell'etichette, inviterà il mittente a fare la richiesta nei modi regolamentari e ne autorizzerà il carico.

Le predette etichette, nel numero di due per ogni carro, dovranno essere applicate al carro stesso.

Nessun carro potrà essere matricolato senza le prescritte due etichette dove in particolare risulterà indicato :

- qualità della merce trasportata;
- numero progressivo della richiesta di cui al comma b) punto 3;
- periodo durante il quale può cessare effettuato il trasporto;
- stazione di partenza;
- stazione di arrivo;
- nome e cognome del mittente;
- nome e cognome del destinatario.

5)- In caso di un eventuale smarrimento o distruzione delle etichette dovrà subito avvisarsi, col mezzo più rapido possibile, il rappresentante della Sottocomandante Trasporti A.G.C., il quale, dopo una accurata inchiesta, potrà autorizzare il rilascio di altre etichette, in cui dovrà essere chiaramente indicato la parola "SUPPLEMENTO".

6)- Se per esigenze militari, il trasporto non dovesse aver luogo durante il periodo stabilito, dovranno essere presi tempestivamente altri accordi per una data successiva.

V.- Anche i carri autorizzati per i trasporti per conto dell'A.G.C. di cui al comma b) punto 2°, dovranno essere uniti delle suddette etichette, fermo restando la documentazione disposta con la circolare n° M.24.E/1489 del 6 marzo 68.-

VI.- In base a queste nuove disposizioni, il primo programma di carico, verrà predisposto e cominciare da lunedì 22 maggio p.v.- Alla suddetta data, tutti i trasporti, sia per conto A.G.C. che civili ancora in sospeso, saranno annullati, e conseguentemente, dovrà provvedersi a fare altre richieste, in base alla risposta nuova proceduta.

VII.- Sono assolutamente vietate le rimpedizioni.

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- 4 -

VIII.- Si prega disporre in conformità e trasmettere copia delle disposizioni emanate, significando che eventuali altre norme, in contrasto con le presenti disposizioni, dovranno essere considerate annullate.

IL SOTTOSCRITTO DI STATO

Arti S. S. S. S.

11681

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

IL SOTTOSCRITTO DI STATO

Arti & Arte

3206

tr. C O P I A

COMANDO COMMISSIONE ALLEATA DI CONTROLLO

Trasporti per merci delle Commissioni Alleate di Controllo e civili sull'Italia continentale

=====

1. - (b) Le nuove misure di controllo entreranno in vigore a partire dalle ore 1 del 12 maggio 1944
2. - Limitazione
I TRASPORTI FERROVIARI DEBONO ESSERE LIMITATI AL TRAFFICO MILITARE ALLIATO PIU' QUEL MINIMO DI TRAFFICO CIVILE CHE SIA NECESSARIO ALLA VITA DELLA COLLETTIVITA' ED ALLE INDUSTRIE DI GUERRA ESSENZIALI. PRIMA DI RICHIEDERE IL TRASPORTO FERROVIARIO, GLI UFFICIALI DELL'ACC DEBONO AVER DETERMINATO IN FODO DEDIMINUTIVO LA NECESSITA' DEI TRASPORTI PROPOSTI.
3. - Tipi di traffico civile
Il traffico civile (cioè tutto quello non militare) cade sotto due grandicategorie
(a) Traffico della Commissione Alleata di Controllo. Comprende i prodotti che l'ACC considera essenziali per soddisfare le necessità vitali, e cui quali l'ACC esercita in larga misura il controllo, come frumento, farina, zucchero, olio d'oliva ed altri generi alimentari e provviste fondamentali. Il sale, il carburante, i concimi, i semi ed i prodotti essenziali dichiarati tali dal Governo Italiano sotto gli auspici della Commissione Alleata di Controllo, sono compresi in questa categoria.
(b) Traffico civile Italiano ordinario. Comprende tutti i trasporti di merci richieste da civili che non cadano sotto la lettera (a) di cui sopra. Tali trasporti debbono essere limitati alla portata disponibile dopo che tutte le richieste di cui alla lettera (a) stessa siano state completamente soddisfatte.
4. - Circoscrizioni ferroviarie compartimentali
(a) L'Esercizio ferroviario sull'Italia continentale è fondato sulle circoscrizioni delle Ferrovie dello Stato Italiano come erano state definite prima dello scoppio delle ostilità. I loro confini non corrispondono sempre a quelli provinciali o delle Regioni dell'ACC. In breve le circoscrizioni delle Ferrovie dello Stato Italiano comprendono le seguenti zone:

Linea a scartamento normale

I. - Compartimento di Reggio Calabria - Capo Compartimento a Reggio

Comprende tutte le seguenti provincie:

- (a) Reggio (c) Cosenza
(b) Catanzaro
(d) la linea ferroviaria da Marina di Maratea a Acquaforte nella

2. - Limitazione

I TRASPORTI FERROVIARI DEVONO ESSERE LIMITATI AL TRAFFICO MILITARE ALLATO PIU' QUEL MINIMO DI TRAFFICO CIVILE CHE SIA NECESSARIO ALLA VITA DELLA COLLETTIVITA' ED ALLA INDUSTRIA DI GUERRA ESSENZIALI. PRIMA DI RICHIEDERE IL TRASPORTO FERROVIARIO, GLI UFFICIALI DELL'A.C.C. DEVONO AVER DETERMINATO IN MODO DEFINITIVO LA NECESSITA' DEI TRASPORTI PROPOSTI.

3. - Tipi di traffico civile

Il traffico civile (cioè tutto quello non militare) cade sotto due grandi categorie

- (a) Traffico della Commissione Alleata di Controllo. Comprende i prodotti che l'A.C.C. considera essenziali per soddisfare le necessità vitali, e cui quasi l'A.C.C. esercita in larga misura il controllo, come frumento, farina, zucchero, olio d'oliva ed altri generi alimentari e provviste fondamentali. Il sale, il carburante, i concimi, i semi ed i prodotti essenziali dichiarati tali dal Governo Italiano sotto gli auspici della Commissione Alleata di Controllo, sono compresi in questa categoria.

- (b) Traffico civile Italiano ordinario. Comprende tutti i trasporti di merci richieste da civili che non cadano sotto la lettera (a) di cui sopra. Tali trasporti debbono essere limitati alla portata disponibile dopo che tutte le richieste di cui alla lettera (a) stessa siano state completamente soddisfatte.

4. -

- (a) Circosezioni ferroviarie compartimentali
L'esercizio ferroviario sull'Italia continentale è fondato sulle circoscrizioni delle ferrovie dello Stato Italiano come erano stabilite prima dello scoppio delle ostilità. I loro confini non corrispondono sempre a quelli provinciali o delle Regioni dell'A.C.C. In breve le circoscrizioni delle ferrovie dello Stato Italiano comprendono le seguenti zone:

Linea a scartamento normale

- I. - Compartimento di Reggio Calabria - Capo Compartimento a Reggio

Comprende tutte le seguenti provincie:

- (a) Reggio
(b) Catanzaro
(c) Cosenza
(d) la linea ferroviaria da Marina di Marston a Acquaforte nella provincia di Potenza
(e) linea ferroviaria da Antri a S. Niccolò Varco (vicino Battipaglia)

glia) in provincia di Salerno
e (2) linea ferroviaria da Nova Siri a Eusilio (vicino Metaponto) in
provincia di Matera.

II - Compartimento di Bari - Capo Compartimento a Bari

Comprende tutte le seguenti provincie:

- | | | | |
|-------------|-----------|--------------|----------|
| (g) Taranto | (h) Lecce | (i) Brindisi | (j) Bari |
|-------------|-----------|--------------|----------|
- e (k) Potenza, eccettuata la linea di cui al n. 1 lettera (b)
e (l) Matera, eccettuata la linea di cui al n. 1 lettera (2)
e (m) Foggia, eccettuata le stazioni di Troia e Bovino sulla linea
Foggia-Benevento, la quali rientrano nel Compartimento di Napoli
e (n) la linea ferroviaria da Termoli verso Nord, lungo la costa or-
rientale, a Fossacesia (ordinariamente facente parte del Comparti-
mento di Ancona).
- e (p) rete sud-est - linee concesse in esercizio nelle provincie su-
menzionate dalla lettera (g) alla lettera (j)

III - Compartimento di Napoli - Capo Compartimento a Napoli

Comprende tutte le seguenti provincie:

- | | | | |
|------------|---------------|--------------|------------------------|
| (q) Napoli | (r) Benevento | (s) Avellino | (t) Salerno eccettuata |
|------------|---------------|--------------|------------------------|
- quanto ricordato al 1 lettera (e)
(u) le stazioni di Troia e di Bovino in provincia di Foggia come
dal n. II lett. (m)

Il Generale di Malmondo darà informazioni se i limiti o le divisioni
di Compartimenti delle PP. RR. sono disegnati correttamente.

5. - Procedura per ottenere trasporti del traffico civile italiano vin. 3 (b)

(a) Gli espeditori civili si rivolgeranno al locale capo stazione del
punto di partenza, scrivendo quella che sarà la loro richiesta, e for-
niranno i seguenti dati:

- | | |
|-------|--|
| (i) | descrizione della merce e suo peso di tonnellaggio |
| (ii) | stazione di presa e di resa |
| (iii) | nomi e recapiti dello speditore e del destinatario |
| (iv) | data per la proposta spedizione |

(b) Le richieste verranno inoltrate dal capo stazione al suo Capo
Compartimento, il quale le ordinerà per le linee ferroviarie e le
trasmetterà all'ufficiale addetto ai trasporti ACC a Reggio o Bar-
ri, o all'Ufficiale ACC addetto ai trasporti della Regione 3^a per
il traffico che abbia origine nella zona di Napoli. Tali richie-
ste verranno vagliate da rappresentanti dell'ACC nelle riunioni
del lunedì (c), per Napoli dall'ufficiale addetto ai trasporti del-
la Regione 3^a) come si è accennato al n. 5 (b) (iv)

(c) Ad ogni richiesta va dato un numero progressivo a cura del Ca-

Foggia-Benevento, le quali rientrano nel Compartimento di Napoli e (n) la linea ferroviaria da Termoli verso Nord, lungo la costa orientale, a Poessechia (ordinariamente facente parte del Compartimento di Ancona).

e (p) rete sud-est - linee concesse in esercizio nelle provincie su menzionate dalla lettera (g) alla lettera (j)

III - Compartimento di Napoli - Capo Compartimento a Napoli

Comprende tutte le seguenti provincie:

- (q) Napoli (r) Benevento (s) Avellino (t) Salerno eccettuate quanto ricordato al I lettera (e)
- (u) le stazioni di Irois e di Bovino in provincia di Foggia come dal n. II lett. (m)

Il Generale di Raimondo darà informazioni se i limiti o la divisioni di Compartimenti delle FF.rr. sono disegnati correttamente.

5. - Procedura per ottenere trasporti del traffico civile italiano via. 3 (b)

(a) gli speditori civili si rivolgeranno al locale capo stazione del punto di partenza, scrivendo quella che sarà la loro richiesta, e formeranno i seguenti dati:

- (i) descrizione della merce e suo peso di tonnellaggio
- (ii) stazione di presa e di resa
- (iii) nomi e recapiti dello speditore e del destinatario
- (iv) data per la proposta spedizione

(b) Le richieste verranno inoltrate dal capo stazione al suo Capo Compartimento, il quale le ordinerà per le linee ferroviarie e le trasmetterà all'ufficiale addetto ai trasporti ACC a Reggio o Bari, o all'Ufficiale ACC addetto ai trasporti della Regione 3^a per il traffico che abbia origine nella zona di Napoli. Tali richieste verranno vagliate da rappresentanti dell'ACC nelle riunioni del lunedì (o, per Napoli dall'ufficiale addetto ai trasporti della Regione 3^a) come si è accennato al n. 5 (b) (iv)

(c) Ad ogni richiesta va dato un numero progressivo a cura del Capo Compartimento ed i quantitativi richiesti non debbono superare l'ammontare che può essere caricato entro un periodo di 7 giorni.

(d) Le richieste da sottoporre all'esame del sottocomitato trasporti verranno, dopo vaglio, inoltrate alla sottocommissione trasporti per i necessari provvedimenti.

2284

6 - Etichette per carri

- (a) L'attuale documento di autorizzazione prescritto dal paragrafo 2 del pro-memoria n. 4 ACC in data 29 dicembre 1943 non verrà più usato a partire dalle ore 1 del 22 maggio 1944.
- (b) dallo stesso momento verranno scote in uso etichette ufficiali per carri per tutto il traffico sia ACC sia civile, richieste ed accettate secondo le precedenti istruzioni. Due (2) etichette verranno date per ciascun carro autorizzato. L' responsabilità del richiedente riscontrare che esse siano applicate ai carri.
- (c) le etichette verranno fornite dal rappresentante dell'ACC in agli ufficiali regionali e provinciali per i rifornimenti i quali la riempiranno con le indicazioni della merce, il numero progressivo della richiesta, il periodo durante il quale il trasporto è autorizzato, le timbrature e firmeranno prima di consegnarle allo speditore. Il numero del vagone verrà inserito al momento del carico.
- (d) Per il traffico civile le etichette verranno compilate e firmate dal rappresentante ACC in prima di trammetterle al Capo Compartimento.
- (e) I carri non provvisti di etichette ufficiali non saranno mossi.
- (f) Tutti i casi di uso errato, smarrimento, furto o distruzione di etichette di carro verrà fatto presente al rappresentante delle sottocommissione Trasporti ACC col più rapido mezzo possibile. Solo dopo inchiesta il rappresentante della sottocommissione Trasporti ACC è autorizzato a tramettere marchette di sostituzione, sulle quali deve essere chiaramente segnata la parola "DUPLICATION".

7 - Trasporto e le stazioni ferroviarie

Il richiedente deve assicurare che adeguati mezzi di trasporto e mano d'opera locali siano disponibili per trasportare le merci di cui è autorizzata la spedizione, e da stazioni ferroviarie. Accordi preliminari debbono essere fatti mentre la richiesta è sotto esame. Io, per definizione di carri ed esigenze militari, il trasporto non può essere effettuato alla data desiderata, gli accordi debbono essere stipulati per la data successiva. Dove vi sono possibilità di deposito, le merci possono essere portate alla stazione dopo che le richieste siano state accettate, per essere prontamente a portata di mano per il carico non appena sono disponibili i carri.

8 - Proibizioni

Il volume delle richieste di trasporto in relazione alla portata disponibile potrà determinare tipi di traffico cui quali debbono essere imposte proibizioni. La cosa verrà decisa dalla sottocommissione Trasporti ACC.

9 - Conclusione

In base alle nuove disposizioni, il primo programma di carico, di cui ai paragrafi 5 e 6, verrà predisposto per il traffico di cui si richiede il trasporto durante la settimana che inizia lunedì 22 maggio 1944. Da questo data tutti i trasporti in sospeso, sia ACC sia civili, ad ogni

che esse siano applicata ai carri.

(c) Le etichette verranno fornite dal rappresentante dell'ACC in agli ufficiali regionali e provinciali per i rifornimenti i quali le riempiranno con le indicazioni della merce, il numero progressivo della richiesta, il periodo durante il quale il trasporto è autorizzato, le timbrature e firmeranno prima di consegnarle allo speditore. Il numero del vagone verrà inserito al momento del carico.

(d) Per il traffico civile le etichette verranno completate e firmate dal rappresentante ACC in prima di trasmetterle al Gasc Compartimento.

(e) I carri non provvisti di etichette ufficiali non saranno mossi.

(f) Tutti i casi di uso errato, smarrimento, furto o distruzione di etichette di carico verrà fatto presente al rappresentante della sottocommissione Trasporti ACC col più rapido mezzo possibile. Solo dopo inchiesta il rappresentante della sottocommissione Trasporti ACC è autorizzato a trasmettere marchette di sostituzione, sulle quali deve essere chiaramente segnata la parola "DUPLICATION".

7 - Trasporto a e da stazioni ferroviarie

Il richiedente deve assicurare che adeguati mezzi di trasporto e mano d'opera locali siano disponibili per trasportare le merci di cui è autorizzata la spedizione, a e da stazioni ferroviarie. Accordi preliminari debbono essere fatti mentre la richiesta è sotto esame. Io, per definizione di carri di esigenze militari, il trasporto non può essere effettuato alla data desiderata, gli accordi debbono essere stipulati per la data successiva. Dove vi sono possibilità di deposito, le merci possono essere portate alla stazione come che la richiesta viene stata accettata, per essere prontamente a portata di mano per il carico non appena sono disponibili i carri.

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Il volume delle richieste di trasporto in relazione alla portata disponibile potrà determinare tipi di traffico sui quali debbono essere imposte proibizioni. La cosa verrà decisa dalla sottocommissione Trasporti ACC.

9 - Conclusioni

In base alle nuove disposizioni, il primo programma di carico, di cui ai paragrafi 5 e 6, verrà predisposto per il traffico di cui si richiede il trasporto durante la settimana che inizia lunedì 22 maggio 1944. Da questa data tutti i trasporti in sospeso, sia ACC sia civili, ed ogni autorizzazione non eseguita saranno soppressi. Le richieste dovranno essere rinnovate in relazione alla procedura qui descritta.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/18/25

Date : 20 May 44

TO : General di Raimondo,
Undersecretary of State for Italian Railways & Highways

SUBJECT : Transportation of Italian Civilian Traffic.

Referring to my representative's interview with you on 19 May '44 will you please arrange for instructions to be issued without delay to your Station Masters through their respective Capo Compartimento on the following lines.

Commencing immediately and until further notice

- (i) Station Masters are not permitted to accept or load into wagons any traffic unless it has been properly bid for and accepted for movement through the official channels (as set out in ACC Memorandum No. 3 dated 27 April '44).
- (ii) ACC official wagon labels for all traffic accepted for movement must be supplied to the Station Master at the despatching station by the Capo Compartimento.
- (iii) No wagons will be despatched on any trains whatsoever unless they bear official ACC wagon labels properly completed (in ink) stamped and signed by the ACC Officer authorising the movement. (Station Master to insert the actual wagon number).

Please let me have for reference purposes a copy of the instruction when issued.

L.E. Vining

L.E. VINING,
Lieut-Colonel,
ACC.

Director, Transportation Sub-Commission,

EWD/gfh

322

ALLIED CITY SERVICE
220-394

1 Director, Economics & Supply Division
10 949 1247

2. Transmission of the virus

continued: **Union for Real Transportation**

8102 744/1034/0213

1967, April 9, 1967

1. Reported hereto are unredacted information on 10/20/13 dated 27 April 1944 relative to reasons for submarine's transit.

2. Many of the instructions refer to areas where one-plate National stability has been obtained, and in such cases do not apply in respect of land army traffic by military train to forward railheads.

3. In such circumstances it is not intended to make any immediate alterations in the successful methods so far applied for the movement of your supplies, whereby details of your transportation requirements are passed through the Transportation and Officer with Region 4.

4. There is, however, an important alteration in the duties by which such applications should be handled, and it will be seen at para. 4 (a) that this has for road traffic been transferred to the Transport Sub-Commission, viz. as by 1950 there was no error in applying for consent to commence the following

5. The date for introduction of this new system will be 1 May 1944. The date for introduction of this new system will be 1 May 1944. The date for introduction of this new system will be 1 May 1944.

२३३

ending

DATE : 6 May 1944

1. A posted hereto are enclosed instructions 00 244/18 dated 27 April 1944 relative to means for obtaining rail transit.

2. Many of the instructions refer to areas where complete Regional stability has been attained, and in such cases do not apply in respect of all Army traffic by military train to forward railheads.

3. In such circumstances it is not intended to make any immediate alterations in the successful methods so far applied for the movement of your supplies, whereby details of your transportation requirements are passed through the Transportation AGO officer with Region 4.

4. There is, however, an important alteration in the dates by which such applications should be made, and it will be seen at para. 4 (a) that this for rail traffic must reach Transportation Sub-Commission, AGO, AGO by 0500 hours on a Friday for movement to commence the following Monday week.

5. The date for introduction of this new system will be for traffic to be forwarded on and from Monday 22 May 1944, and all applications for movements commencing from that date should reach AGO by Thursday, 11 May, in order that arrangements may be made for appropriate submission to Transportation Sub-Commission by Friday, 12 May 1944.

DISTRIBUTION:

- 2 - Gen. & Supply Div, AGO 5th Army, Regio's Base (A.S. Hdg.)
- 2 - " " " " AGO 5th Army, Field
- 1 - Transportation Div, AGO 5th Army, o/o Tn. Region 4
- 1 - Transportation Div, Region 4
- 1 - Transportation Sub-Commission ✓
- 2 - Files HQ. AGO

aching
321
A. G. 2150
Capt.

Transportation
Sub-Commission, AGO

- 19/23
1. A.C.C. movements, which will comprise essential supplies and commodities only, to be bid for either to ECC Tn Officer, Bari or ACC Tn Officer, Reggio, each Monday for movement during the week commencing the following Monday.
 2. Italian ordinary civilian movement to be applied for by sender through local station master - the same details being given as shown on present form of authorisation
 3. Station master will forward such applications to the Capo Compartimento at Bari or Reggio.
 4. Capo Compartimento will collate applications, grouped by line sections, for consideration by A.C.C. representatives each Monday
 5. Each Monday morning at 0900 hours Movements will advise ACC Tn Representatives of the civil tonnage lift for the 7 days period commencing the following Monday.
 6. ACC Supply & other representatives as necessary will meet the ACC Tn representative the same morning, and will decide which consignments are to comprise the loading programme for the 7 day period commencing the following Monday. In preparing this programme they will give first priority to the bids which have been received under "1". Each consignment will be given a serial number.
 7. Copies of this loading programme will be circulated by ACC Tn representative to the appropriate Movements District Officers
 8. ACC Tn representative will instruct the Capo Compartimento to notify the Italian civil consignors, shown on the loading programme, to keep in touch with their local station master to await further advice as to if and when their traffic can be moved. Those applications not shown on the programme stand no chance of receiving authorisation for movement of their goods during that period.
 9. Movements will advise ACC Tn representative by 0900 hours on the Wednesday if the loading programme as submitted is accepted, or if not what alterations are necessary.
 10. ACC Tn representatives will then advise bidders, in the case of ACC traffic vide para 1, and the Capo Compartimento in the case of other Italian civilian consignors vide para 2, that the movements are authorised and the loading requirements.

4. Capo Compartimento will collate applications, grouped by line sections, for consideration by A.C.C. representatives each Monday.
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9. Movements will advise ACC Tn representative by 0900 hours on the Wednesday if the loading programme as submitted is accepted, or if not what alterations are necessary.
10. ACC Tn representatives will then advise bidders, in the case of ACC traffic vide para 1, and the Capo Compartimento in the case of other Italian civilian consignors vide para 2, that the movements are authorised and the loading requirements.
11. ACC Tn representative at the same time will supply the official labels to the bidders shown in the preceding paragraphs, each label being endorsed with the serial number from the weekly loading programme, stamped and signed and with the dates during which the movement is to be carried out. The wagon number will be inserted by the Stationmaster at the time of loading.
12. Bidders will ensure that mechanical or other transportation is available to transport the goods to and from the Railway station.
13. Experience of the volume of applications for movement in relation to the tonnage lift available for civil traffic will determine, the types of traffic, if anyone which embargoes should be placed. This will be a matter for ACC.

CCFY

H.Q., A.A.I. (ADM. ECH) ADMINISTRATIVE
INSTRUCTION NO 14.

Amendment No. 2

Nov 3/115.
Apr. 44.

Procedure.

1. As from 1 May the procedure laid down for the Movement of essential civil traffic will be re-organised as follows.

2. The D.C.M.R. has reviewed the civil traffic lift offered by the I.S.R. at the present time and issued a tonnage statement covering the main railway routes and branch sections.

Until it is possible to run regular civil trains over all sections the method of movement of civil traffic as set out in paras (5) of Adv

Adm Ech A.F.H.Q. Administrative Instruction No 14 will be suspended.

Tonnage Capacity.

3. The tonnage lift given in Appendix (A) to this instruction will be the figure within which ALL civil traffic will be carried.

4. NO civil traffic will be accepted by the I.S.R. by direct arrangement between the sender and the railways.

This means that the procedure whereby civil traffic within the capacity of the basic civil train¹² has been cancelled and all civil traffic will be controlled through A.C.C. and A.M.G. channels.

Lateral and Addition Traffic.

5. Bids for the movement of civil traffic to and from the East and West via Potenza and Foggia, and for exceptional civil traffic of high urgency or importance which cannot be carried within the agreed regular tonnage lift, and for sections not yet included in the tonnage allotment, will continue to be made as laid down in Amendment No. 1 to Adv Adm Ech A.F.H.Q. Adm Instr No. 14

dated 5 Feb 44.

2199

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dated 5 Feb 44.

Method.

6. The permit system now in force will continue but the applicant will be informed by the C.S.O. when he can load his traffic. The applicant will retain the permit in his possession until he has been advised that he can load his goods. When his traffic has been accepted the permit will be handed to the stationmaster who will cancel it.

P.T.O.

Seven Day Loading Programme.

7. The C.S.O. will be advised of the civil tonnage lift offered and he will issue permits with a serial number within the capacity of the lift only.

This allotment will be made on a weekly basis one week in advance.

Simultaneously the C.S.O. will issue a loading programme as per Appendix "B" attached, to the A.C.C. Th rep in his area with sufficient copies to the Movements Sub Area concerned to cover the necessities of each area.

The programme must be handed to Mov Sub Areas seven days in advance of each seven day loading period.

If there is no A.C.C. Th rep the C.S.O. will issue the loading programme direct to the Mov Sub Area concerned.

Wagon Supply.

8. Mov Sub Areas through their R.T.Os and through the appropriate Railway channel in respect of stations where R.T.Os are not stationed, will instruct the stationmasters to supply the agreed number of wagons when the supply of wagons is adequate.

If there are insufficient wagons to cover military and civil demands the R.T.O. will decide whether any wagons can be allocated to civil traffic.

He will inform his headquarters of the position and the latter will inform the A.C.C. Th rep or the C.S.O.

Responsibilities.

9. Merchants will in no circumstances make direct approach to R.T.Os or Movements Headquarters for the supply of wagons. All applications will be made through the appropriate C.S.O. and the latter will regularise these as in the foregoing.

Wagon Labels.

10. All civil traffic will bear wagon labels issued to the loader when he receives the permit. The wagon labels will be endorsed with the serial number

3193

seven day loading period.

If there is no A.C.C. To rep the C.S.O. will issue the loading programme direct to the Mov Sub Area concerned.

Wagon Supply.

9. Mov Sub Areas through their R.T.Os and through the appropriate Railway channel in respect of stations where R.T.Os are not stationed, will instruct the stationmasters to supply the agreed number of wagons when the supply of wagons is adequate.

If there are insufficient wagons to cover military and civil demands the R.T.O. will decide whether any wagons can be allocated to civil traffic. He will inform his headquarters of the position and the latter will inform the A.C.C. To rep or the C.S.O.

Responsibilities.

9. Merchants will in no circumstances make direct approach to R.T.Os or Movements Headquarters for the supply of wagons. All applications will be made through the appropriate C.S.O. and the latter will regularise these as in the foregoing.

Wagon Labels.

10. All civil traffic will bear wagon labels issued to the loader when he receives the permit. The wagon labels will be endorsed with the serial number from the weekly loading programme.

11. Civil traffic bearing proper labels and loaded in accordance with the foregoing procedure will be dealt with as military traffic with priority commensurate with its importance and will be moved on military trains in accordance with normal procedure.

P.T.O.

3198

12. Unlabelled traffic will not be moved and R.T.Os will report the existence of such traffic immediately through their headquarters.

Major General.
Chief Administrative Officers

Appendix 2A2

Same as tonnages given by D.G.M.R.

1 4 8 5

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

Appendix "B"

Ref _____

Date of 1

Issued by C.S.O. at

Loading Programme for period 1 to

Serial No	Name of Merchant	Type of Traffic	Tonnage	Loading Station	Destination
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3196

Appendix "B"

Date of issue _____

Loading Programme for period 1 to 7 May.

Type of Traffic	Tonnage	Loading Station	Destination	Date of Loading	Priority
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3196

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/19/22.

Date : 8 May 44.

TO : Gen. di Raimondo,
Undersecretary of State for Italian
Railways & Highways.

SUBJECT : Transportation for ACC & Civilian Freight.

1. Reference your letter of 29 April 1944, N.M.-24-A-2, which was in reply to this Sub-Commission's letter of 26 April 1944, ACC Tn/19/17.

2. Careful consideration has been given the points of your letter, and comments are as follows:-

Your para 2 (a). If the Italian Government deems a certain commodity essential to meet vital needs, then the Government must submit their requirements to ACC Regional authorities for confirmation - and, if necessary, proof - whether commodity may be despatched without effecting economy of area within which presently located. This in order that there may be no unnecessary movement of materials from one Region to another and that there may be full co-ordination with supply plans heretofore arranged for by ACC officers.

For the present, ACC Transportation Sub-Commission cannot agree with your suggestion that bids for transportation be submitted in method other than that detailed in ACC Transportation Memorandum No. 3, dated 27 April 1944. That is, we are not yet agreeable to your suggestion that Italian government agencies submit bids through your Undersecretaryship. It is the intention of this Sub-Commission that the provisions of Memorandum No. 3 take effect on assigned date. Only after whole-hearted, co-operative experience, and in light of possible changes in military situation, can any changes be considered. It is desirable that Italian governmental agencies plan well ahead on their requirements, and, when these have been accurately determined, they proceed in accordance with Memorandum.

Your para 2 (b). Your agreement with outlined procedure for ordinary Italian civil transport is noted.

Your para 2 (c). Your suggestions for "allocation of a minimum number of freight cars to transport goods from the production centres to markets" is impractical at present. Ebb and flow of Allied military traffic does not permit exclusive allocation of cars.

Your para 2 (d). It is correct that no mention of "less than carload" or "smalls" freight is made in Memorandum No. 3. It is desired that there first be complete operation of system outlined.

- 2 -

As the question of less than carload freight requires consideration, not only by Transportation Sub-Commission ACC, but by the Transportation Committee of A.A.I. (the military), and D.G.M.R.S., it could not be discussed, even in preliminary stages, at meeting of foregoing group 24 April 1944, as neither you nor a representative were present. May we, incidentally, stress the importance of you, or a competent representative, being present at meetings of Transportation Committee.

Your paras 3, 4 and 5. Your concurrence and affirmative action takes on certain requests is noted, and your prompt action is appreciated.

Your para 6. With this letter now before you, it is requested that you promptly instruct all railway staff concerned, in full detail, of the method applicable as laid down in Transportation Memorandum No. 3 dated 27 April 1944. Your co-operation can not be too highly stressed to insure satisfactory working of the system.

Your para 7. Points of this paragraph do not meet complete agreement of this Sub-Commission. Any specific cases known where "private industries have not started operating for the many inconveniences encountered in the transportation of freight" should be brought to attention of this Sub-Commission, by you, each in separate letter giving factual details. It will generally be desirable that each industry first communicate with appropriate ACC Sub-Commissions, for substantiation of claim of both desirability and necessity for re-starting industry; all this prior to submission of matter to you, as above mentioned.

3. This Sub-Commission can agree that idea expressed in concluding sentence of para 7 of your letter is a desirable goal. However, this is at present impossible. Military needs come first, as they must until Italy is freed from the German invader. It is to be regretted that this seems to be lost sight of by some Italian citizens, in the areas freed from German domination, who put their personal gains above Italy's needs.



L.E. VINING,
Lieut-Colonel.

Director, Transportation Sub-Commission, ACC.

3192

19/20

TRANSLATION

NAPLES, 29 April 1944
Ref. N. M. 24-1-2

SUBJECT: Transportation for civilians & ACC Freight Traffic.

TO : Transportation Sub-Commission, ACC.

1. This is to confirm receipt of your letter, ACC/Tn/19-17 of 26 April, regarding new transportation procedure concerning civilian population. The new regulations, as you specify, tend to exercise a more strict control on the quantity and kind of freight to be transported, bearing in mind that:

- a) Military needs will have absolute priority,
- b) Only the remaining cars, after all military priorities have been fulfilled, will be available, for civilian freight needs.

2. Confirming previous conversations of the 26 & 27 with officers of your Hqs., I must call your attention to our view on the subject.

a) According to your disposition, merchandise declared by the Italian Government to be essential to the life of the country, would also be classified as being in "ACC Category".

According to your procedure, the Italian Government, to transport said freight, would have to contact the ACC officer in the province from where said freight would be forthcoming.

Bearing in mind the difficulties in telecommunications, the not to efficient postal service, due to lack of trains, this system would faster delay in the submitting of bids and in the transportation proper.

It would be much easier, without reducing the strict control desired, if the central Italian agencies were allowed to submit, all bids through this Undersecretary to your subcommission, eliminating much correspondence between Central Italian agencies and their dependents and also between transportation officers and your sub-commission.

This Undersecretary would collect all requests from the various Italian Ministers, compiling this with a weekly report as to lines and destinations, to be presented to Tn. Sub-Commission, with all necessary data.

All bids from the various Italian organisations will be in accord with the competent ACC Sub-Commissions.

b) Nothing to suggest about ordinary Italian civil transport procedure.

c) It is desired to speed up the transportation procedure, particularly of products, much needed today, regardless of these products are classified as ordinary civilian products or ACC Category.

This office considers necessary for the present atleast, the periodical allocation of a minimum number of freight cars to transport goods from the production centers to markets.

d) No mention is made in your instructions of (LCL) (small) freight. This method is of exceptional importance as it constituted a high percentage freight movements in Italy.

At present it is not always possible to have enough freight of the same kind to completely fill a freight car. This is especially for medicine, leather, textiles, electrical equipment, paper, non-rationed freight, household furnishings being transferred for state employees, building material for Rys. and other Agencies.

-2-

This office, due to present conditions, would desire to get together with the D.G.M.R.S., to start a freight service as follows:

LCL (small)

1. Limitations in accepting freight as from where to where (in ex: only provincial seats)
2. Limitations on weight not to exceed a determined weight.
3. Acceptance only of certain types of packing, so as to utilize all possible space and to speed loading and unloading.

3. Compectimental boundaries are exactly as stated in your instructions.

4. Instructions will be given to Capi Compartimento and station masters for the correct use of shipping earliest as directed by you.

5. The Capi Compartimento at Bari and Reggio Calabria have been instructed to find quarters in their Hqs. This may be difficult, however, as nearly all available quarters there have been requisitioned by Allied Authorities.

6. Before your instructions will be made known to the dependent Rlwy Agencies, I would appreciate if any of the above suggestions were adopted and if you contemplate any changes or modifications.

7. The undersigned is in full accord with the Sub-Commission on the work to be done. It is my duty however, to confirm the need for a greater allotment of transports to satisfy civilian requirements, and to help the local industries, thereby reducing imports from America and England.

Many private industries have not started operating for the many inconveniences encountered in the transportation of freight.

The amount of transportation is not harmful to a people, if limited by military needs, however it can bring disorder and inconveniences if allowed to continue for several months, as at present.

It would be desirable if civilian shipments were assured of a continuous and adequate number of trains and cars, independent from fluctuating military needs.

THE UNDERSECRETARY OF STATE

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
SOTTOSEGRETARIATO DI STATO

Ufficio Centrale Movimento

Ne 11 29-Aprile 1944
n. M. 24-A-2

ALLA COMMISSIONE ALLEATA DI
CONTROLLO-
Sottocommissione Trasporti

OGGETTO: Trasporti per merci
ACC. e civili.

N a p o l i

I)- Accuso ricevuta della vostra lettera ACC./Tu/19-17 del 26 corr. concernente la nuova procedura per l'effettuazione dei trasporti che interessano la popolazione civile.

Le nuove norme tendono, come Voi affermate, ad esercitare un più rigoroso controllo sulla quantità e qualità delle merci da trasportare, fermo restando che:

- a)- i trasporti militari hanno la precedenza assoluta;
- b)- al trasporto di merci civili verranno destinati solo i pochi carri rimasti disponibili dopo aver effettuato per intero i trasporti militari.

II)- A conferma e a complemento di quanto è stato rappresentato, vi bre-
ve, da me e dai miei funzionari nelle conversazioni che hanno avuto luogo nel 26 ed il 27 corr., con i vostri ufficiali, ritengo opportuno far presente il nostro punto di vista su alcune delle prescrizioni contenute nel foglio a rinvio:

- a)- Giuste le vostre disposizioni, anche le merci dichiarate dal Go-
verno Italiano di esenziale necessità per la vita del paese ver-
ranno comprese, ai fini dei trasporti, fra quelle della " Cate-
goria ACC."

Sempre secondo la procedura da voi stabilita, il Governo italia-
no dovrebbe rivolgersi, per la richiesta del trasporto di dette
merci, all'ufficiale A.C.C., addetto ai rifornimenti, residente nel-
la provincia nel cui territorio ha origine il trasporto.
Tenuto conto delle difficoltà di comunicazioni telefoniche e
dell'anormale funzionamento del servizio postale in consequen-
za del limitatissimo numero di treni viaggiatori concessi, que-
sta procedura implica dannosi ritardi nell'inoltro delle richieste,
e, perciò, nella effettuazione del trasporto.

Semprebbe più semplice, senza peraltro pregiudicare l'esercizio
del controllo nelle forme la più rigorose possibile, consentire
che gli organi Centrali del Governo italiano presentassero, per
il tramite di questo Sottosegretario, le richieste dei trasporti
stessi direttamente a codesta Sottocommissione per il più sollecito
esame, e si eviterebbe ovviamente uno scambio multiplo di corri-
spondenza fra gli organi centrali del Governo italiano ed i di-
pendenti enti periferici, perchè fra questi ultimi ed i predetti

I)- Accuso ricevuta della vostra lettera ACC./Tu/19-17 del 26 corr. concernente la nuova procedura per l'effettuazione dei trasporti che interessano la popolazione civile.

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II)- A conferma e a complimento di quanto è stato rappresentato, via breve, da me e dai miei funzionari nelle conversazioni che hanno avuto luogo nel 26 ed il 27 corr., con i vostri ufficiali, ritengo opportuno far presente il nostro punto di vista su alcune delle prescrizioni contenute nel foglio a rilerimento:

- a)- Giuste le vostre disposizioni, anche le merci dichiarate del Governo Italiano di esenziale necessità per la vite del paese verranno comprese, ai fini dei trasporti, fra quelle della " Categoria ACC. "

Sempre secondo la procedura da voi stabilita, il Governo italiano dovrebbe rivolgersi, per la richiesta del trasporto di dette merci, all'ufficiale A.C.C., addetto ai rifornimenti, residente nella provincia nel cui territorio ha origine il trasporto. Tenuto conto delle difficoltà di comunicazioni telefoniche e dell'enormale funzionamento del servizio postale in conseguenza del limitatissimo numero di treni viaggiatori concessi, questa procedura implica dannosi ritardi nell'incoltro delle richieste, e, perciò, nella effettuazione del trasporto.

Semprebbe più semplice, senza peraltro pregiudicare l'esercizio del controllo nella forma la più rigorosa possibile, consentire che gli organi Centrali del Governo italiano presentassero, per il tramite di questo Sottosegretario, le richieste dei trasporti stessi direttamente a codesta Sottocommissione per il più sollecito esame, e si eviterebbe ovviamente uno scambio multiplo di corrispondenza fra gli organi centrali del Governo italiano ed i dipendenti enti periferici, perchè fra questi ultimi ed i predetti ufficiali, addetti ai rifornimenti, ed assai probabilmente fra detti ufficiali medesimi e codesta Sottocommissione.

Questo Sottosegretario, per contro, potrebbe raccogliere tutte le richieste dei trasporti provenienti dai vari Ministeri del Governo italiano, riassumerle, raggrupparle per linee e per destinazione, e presentare all'esame di codesta Sottocommissione un programma settimanale con tutti i dati che si ritenessero necessari.

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Superfluo soggiungo che le richieste da parte dei vari organi governativi centrali verrebbero, se del caso, concordate preventivamente con le Sezioni e Sottocommissioni competenti dell'ACC.

b)- Nulla da suggerire circa la procedura studiata per la effettuazione dei trasporti civili italiani ordinari.

c)- Sia che si vogliano considerare come facenti parte della " Categoria merci ACC., oppure di merci ordinarie civili, si ritiene opportuno prospettare la necessità di accelerare in ogni caso la procedura del trasporto dei prodotti ortofrutticoli, particolarmente deperibili, i quali rappresentano oggi, nel nostro paese, gli alimenti di più diffuso e largo consumo.

Questo Sottosegretariato riterrebbe necessario al riguardo assicurare, per il tempo strettamente necessario e con continuità, l'assegnazione periodica dei carri strettamente occorrenti per l'afflusso di detti prodotti dalle località di produzione a quelle di consumo.

d)- Nelle disposizioni da voi emanate non si fa alcun accenno ai trasporti a collettame.

Taccio presente la eccezionale importanza di questo genere di trasporti, che in Italia ha sempre rappresentato una forte aliquota del traffico globale.

Nella situazione contingente non sempre riesce possibile avere, per determinate merci, in peso ed in volume, una disponibilità tale da completare il carico di un carro. Ciò succede, ad esempio, per i medicinali, cuoio, vestiario, materiale elettrico, carta, piccole partite di derrate non soggette a razionamento, colli di masserizie per trasferimento di servizio nelle varie amministrazioni statali, spedizioni di piccole partite di attrezzi e materiali da costruzione e di consumo per conto dei vari servizi dell'Amministrazione ferroviaria e delle altre pubbliche amministrazioni, ecc.

Questo Sottosegretariato riterrebbe necessario che, con le particolari prescrizioni suggerite dalla presente situazione, da concordare con la D.G.M.R.S., istituire un servizio di trasporto a collettame sulla base dei seguenti criteri di massima:

- 1°)- limitazione dell'accettazione da e per determinate destinazioni (ad esempio solo i capiluogo di provincia);
- 2°)- limitazione ad alcune merci, di peso e volume non superiore a determinati limiti;
- 3°)- accettazione soltanto dei determinati tipi di imballaggio in modo da sfruttare la intera capacità dei carri ed accelerare, nelle stazioni, le operazioni di carico e scarico.

III)- Vi confermo che i limiti delle circoscrizioni dei Compartimenti di Napoli- Bari e Reggio C. corrispondono esattamente a quelli da voi indicati nelle istruzioni.

IV) - Verranno impartite disposizioni per l'osservanza da parte dei

per il tempo strettamente necessario e con continuità, l'assegnazione periodica dei carri strettamente occorrenti per l'afflusso di detti prodotti dalle località di produzione a quelle di consumo.

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III)- Vi confermo che i limiti delle circoscrizioni dei Compartimenti di Napoli- Bari e Reggio C. corrispondono esattamente a quelli da voi indicati nelle istruzioni.

IV) - Verranno impartite disposizioni per l'osservanza da parte dei Compartimenti e dei Capi Stazione delle prescrizioni relative all'uso delle etichette.

./.

- 3 -

V) Verranno interessati i Capi Compartimento di Bari e Reggio C. per l'assegnazione di due locali nelle rispettive Sedi. Si fa riserva di comunicare se detta assegnazione risulterà possibile risultando molti dei locali di dette sedi già occupati da altri uffici militari alleati.

VI-) Prima di emanare le disposizioni del caso ai dipendenti organi ferroviari, Vi prego farmi sapere se, in accoglimento dei suggerimenti sopra esposti, Voi riterrete di apportare eventuali varianti ed aggiunte alle istruzioni predisposte.

VII-) Lo scrivente condivide pienamente le finalità della codesta Sottocommissione si propone di raggiungere con la procedura di prossima istituzione.

E' mio dovere tuttavia di confermarvi la necessità di una più larga concessione di trasporti per le esigenze della popolazione civile in modo da aiutare le iniziative private tese a collaborare per il comune scopo ed a far rinascere le industrie locali, così da diminuire il volume dei rifornimenti dall'estero.

Non è raro infatti il caso di privati cittadini i quali rinunziano a sviluppare le industrie locali per le gravi difficoltà che oggi si incontrano nei trasporti sia ferroviari che per via ordinaria.

Il contingimento dei treni e dei carri per gli usi civili può non recare pregiudizio alla vita di un popolo quando esso è limitato, per regioni militari, nel tempo e su determinate linee; esso però può arrecare perturbamenti ed inconvenienti vari quando si prolunga per mesi, come nella situazione in atto.

Sarebbe in sostanza desiderabile che al traffico delle merci civili fosse assicurato, una continuità, un adeguato numero di treni e di carri, indipendentemente dalle fluttuazioni delle esigenze militari.

IL SOTTOSEGRETARIO DI STATO.



Ugo Tassinari

missione si propone di raggiungere con la procedura di prossima istituzione.

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IL SOTTOSEGRETARIO DI STATO.



Adriano Rimondo

3480

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/9/19
Date : 6 May '44

TO : (See Distribution below).

SUBJECT : Transportation for Civilian Freight.

Attached copy/copies of Amendment No. 2 to H.Q., AAI Administrative Instruction No. 14 is/are forwarded in conjunction with ACC Tn. Memorandum No. 3 dated 27 April '44.

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

DISTRIBUTION :

H.Q., Region 1 Sicily	(1)	To include 5th & 8th Armies
" " 2 Bari	(10)	To include 5 Corps
" " 3 Naples	(10)	
" " 4 Naples	(10)	
" " 5 Campobasso	(10)	
" " 6 Sardinia	(2)	
" " 7 Calabria	(10)	
Lt.Col. Lindberg	(1)	
ACC Transportation Officer - Reggio	(4)	
" " - Foggia	(4)	
" " - Bari	(4)	
" " - Italy	(4)	
" " - Brindisi	(4)	
" " - Region 4	(1)	(Capt. Ping)
" " - Region 3	(1)	(Major Baister)
" " - Region 6	(1)	(Major Spann)
H.Q., 5th Army	(1)	
" " 8th Army	(1)	

DISTRIBUTION :

H.Q., Region 1 Sicily

" " 2 Bari

" " 3 Naples

" " 4 Naples

" " 5 Campobasso

" " 6 Sardinia

" " 7 Calabria

Lt.Col. Lindberg

ACC Transportation Officer - Reggio

" " - Foggia

" " - West

" " Italy

" " Brindisi

" " Region 4

" " Region 3

" " Region 6

H.Q., 5th Army

" 8th Army

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(4)

To include 5th & 8th Armies

To include 5 Corps

(Capt. Ping)

(Major Baister)

(Major Spann)

Lt. Col. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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H.Q. A.A.I., ADMINISTRATIVE INSTRUCTION
No. 14.

Amendment No. 2.

Nov. 3/115.
25 Apr. 44.

Transportation for Civilian Freight.

1. Procedure.

As from 0001 hours 12 May 44, procedure laid down for the movement of essential civil traffic will be re-organised.

2. Basic Schedule.

The Basic Schedule of civil passenger, freight, and mixed trains will continue to run when and where possible, but until practicable to operate regular services over all sections, the method of movement of civil freight traffic set out in para 5 (b) of Adv. Adm. Echelon, A.P.H., Administrative Instruction No. 14 will be suspended.

3. Control of Civil Traffic.

This means that the procedure whereby certain civil traffic within the capacity of the basic schedule of civil trains was arranged through Italian State Railways, (I.S.R.) has been cancelled and all civil traffic will be controlled by A.C.O.

4. Tonnage Capacity.

The available overall tonnage within which all civil traffic will be carried will be notified by D.O.M.G. (M) H.Q., advising to Transportation Sub-Committee A.C.O. and all movement areas and Sub-areas, after consultation with D.G.M.R.S. (It may be necessary to vary this figure from week to week.)

5. Summary of method of arranging civil movement.

Method.

(a) All traffic on the East to) By bidding through Transport-
West routes via Bologna & via) ation Sub-Committee as laid
Foggia or vice versa.) down in Amendment No. 1 to
Administrative Instruction No. 14 dated 5 Feb. 44.

(b) Between any 2 stations on } By local bidding as laid down
the Bari (I.S.R.) Division, } in para 7 (a or b) of this
including Sud Est system, } instruction.
except those NW of Barletta or }
N of Rocchetta, and stations }
on routes named in sub-para }
(a) above }

(c) Between any 2 stations on the) By local bidding as laid down

2. Basic Schedule.

The Basic Schedule of civil passenger, freight, and mixed trains will continue to run when and where possible, but until practicable to operate regular services over all sections, the method of movement of civil freight traffic set out in para 5 (b) of Adv. Am. Echelon, A.F.R., Administrative Instruction No. 14 will be suspended.

3. Control of Civil Traffic.

This means that the procedure whereby certain civil traffic within the capacity of the basic schedule of civil trains was arranged through Italian State Railways, (I.S.R.) has been cancelled and all civil traffic will be controlled by A.C.C.

4. Tonnage Capacity.

The available overall tonnage within which all civil traffic will be carried will be notified by D.G.M.G. (M) H.Q., A.A.A.I. to Transportation Sub-Committee A.C.C. and all Movement Areas and Sub-Areas, after consultation with D.G.M.R.S. (It may be necessary to vary this figure from week to week.)

5. Summary of method of arranging civil movement.

Method.

- (a) All traffic on the East to West routes via Potenza & vice versa. } By bidding through Transportation Sub-Committee as laid down in Amendment No. 1 to Administrative Instruction No. 14 dated 5 Feb. 44.
- (b) Between any 2 stations on the Bari (I.S.R.) Division, including Sud Est system, except those of Barletta or N of Rocchetta, and stations on routes named in sub-para (a) above } By local bidding as laid down in para 7 (a or b) of this instruction.
- (c) Between any 2 stations on the Reggio (I.S.R.) Division, except stations on routes named in sub-para (a) above } By local bidding as laid down in para 7 (a or b) of this instruction.
- (d) A.C.C. traffic between any 2 stations on the Naples (I.S.R.) Division } By bidding through the Transportation Sub-Committee - as for (a)
- (e) Traffic of Italian civilian consignors between any 2 stations on the Naples (ISR) Division. } By local bidding as laid down in para 7 (b) of this instruction.
- (f) A.C.C. Traffic required to move from one I.S.R. Division to another. } By bidding through the Transportation Sub-Committee - as for (a)

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(g) Traffic of Italian civilian consignments required to move from one I.S.R. Division to another. } By bidding through the Transportation Sub-Committee as for (a). SEE NOTE

(h) Traffic over any lines not covered by above. } By bidding through the Transportation Sub-Committee as for (a).

(j) Emergency traffic of extreme urgency which, on account of time factor, cannot be included in the normal bidding period. } By emergency bid through the appropriate channels as above.

NOTE: Trade applications will be made through the Station Master as laid down in para 7 (b) (c) & (d) and will be screened before submission to the Transportation Sub-Committee.

6. Narrow Gauge Lines. Present system of movements solely confined to narrow gauge lines will continue. Any movements from narrow gauge lines to standard gauge lines, or vice versa, will be dealt with under appropriate section of para 5.

7. Detailed method for traffic - under para 5 (b), (c) and (d)

(a) These bids will be submitted to either A.C.C. or Representative Bari, or A.C.C. or Representative Reggio for consideration on each Monday, for movement beginning the following Monday.

(b) Italian or enemy civilian movement will be applied for by the sender through the local station master. Some details being given as on present form of authorization.

(c) Station master will forward such application to the Cape Compartimento (I.S.R.) at Bari, Reggio or Naples, according to the Railway Division concerned.

(d) Cape Compartimento will collate all applications, grouped by line sections, for circulation by the A.C.C. representative each Monday.

(e) Mov. from Italy to A.C.C. Reggio will notify the A.C.C. or Representative of any variations to the carriage lift available, for the whole or each of the two days concerned, by stations, not later than 0900 hours each Monday, for each 7 day period commencing the following Monday.

(f) A.C.C. or Representative will then arrange for loading programmes to be prepared showing which consignments are to be moved during the 7 day period beginning the following Monday. Copies of programmes will be circulated by the A.C.C. or Representative to appropriate Movements District Officers as early as possible each Tuesday.

(g) A.C.C. or Representative will then advise details of movement authorized, and loading requirements to be filled in the case of A.C.C. Traffic (vide para 7 (a)) and to the Cape Compartimento in the case of other Italian civilian consignments (vide para 7 (b)). A.C.C. or Representative will at the same time arrange for the supply of official A.C.C. or Representative wagon labels.

(h) A.C.C. or Representative will instruct Cape Compartimento to tell

6. Narrow Gauge Lines. Present system of movements solely confined to narrow gauge lines will continue. Any movements from narrow gauge lines to standard gauge lines, or vice versa, will be dealt with under appropriate section of para 5.

7. Detailed notes for traffic - under para 5 (b), (c) and (e)

(a) These notes will be submitted to either A.C.C. or Representative Bari, or A.C.C. or Representative Reggio for consideration on each Monday, for movement beginning the following Monday.

(b) Italian ordinary civilian movement will be applied for by the sender through the local station master. Some details being given as on present form of authorization.

(c) Station master will forward such application to the Capo Compartimento (I.S.R.) at Bari, Reggio or Naples, according to the Railway Division concerned.

(d) Capo Compartimento will circulate all applications, grouped by line sections, for consideration by the A.C.C. representative each Monday.

(e) More than one ordinary civilian will notify the A.C.C. or Representative of any variations in the programme lift available, for the whole of each of the two areas concerned, by sections, not later than 0900 hours each Monday, for each 7 day period commencing the following Monday.

(f) A.C.C. or Representative will then arrange for loading programmes to be prepared showing which consignments are to be moved during the 7 day period beginning the following Monday. Copies of programmes will be circulated by the A.C.C. or Representative to appropriate Movements District Officers as early as possible each Tuesday.

(g) A.C.C. or Representative will then advise details of movement authorized, and loading requirements to consignors in the case of A.C.C. Traffic (vide para 7 (a)) and to the Capo Compartimento in the case of other Italian civilian consignors (vide para 7 (b)). A.C.C. or Representative will at the same time arrange for the supply of official A.C.C. wagon labels.

(h) A.C.C. or Representative will instruct Capo Compartimento to tell Italian Civil consignors, listed on the loading programme, to keep in touch with the local station masters and to await further advice as to if, and when, their traffic can be moved. Civil applicants whose traffic is not shown on the loading programme will be informed by the Capo Compartimento that their bids have been rejected and must be re-submitted during a subsequent weekly period. No loading of such traffic will be permitted during the current period.

(i) Any civilian traffic which cannot be moved during the week bid for MUST BE REBID for following week, if the Consignor still wishes to send it.

Wagon Supply.

(a) Mov. Sub. Areas of A.M.I. through their R.T.Os, (or appropriate L.S.R. channels for stations where no R.T.Os are located), will instruct station masters to supply the agreed number of wagons, if they are available.

(b) If there are insufficient wagons to cover military, A.C.C. and civil requirements, Mov. Sub. Areas will decide the allocation of wagons to non-military traffic and will notify the A.C.C. Th. Representative. In such cases A.C.C. traffic will have first priority for available wagons.

(c) Italian civilian consignments will under NO circumstances approach R.T.Os or Mov. Sub. Area H.Q., for supply of wagons. Any such improper requests shall be refused.

9. Embargoes. Experience of the volume of applications for movements in relation to the tonnage lift available for civil traffic will determine what other types of traffic, if any, on which embargoes should be placed. This will be determined by the A.C.C. Transportation Sub-Commission.

10. Port Clearance. Arrangements outlined in paras 7 and 8 above, will not change the existing system, under which Port Clearance of A.C.C. traffic is effected by either British Movements or U.S. Transportation, as part of the military lift. All such wagons will bear official A.C.C. wagon labels (see para 12).

11. Form of Authorization. Present form of authorization, as laid down in para 2, A.C.C. Th. Memorandum No. 2 dated 29 Dec. 43 will be discontinued effective 0001 hours 22 May 44.

12. Wagon Labels.

(a) From this date official A.C.C. wagon labels will be used for all traffic, either A.C.C. or civilian, which has been bid for and accepted under arrangements set out above. Two (2) labels will be provided for each authorized wagon, one for each side.

(b) Wagon labels will be supplied to Regional or Provincial Supply Officers, through A.C.C. Th. Representatives, for any traffic arranged by them. Regional or Provincial Supply Officers will endorse labels with details of the commodity, the serial number of the authorization and date during which movement is authorized. Labels will be stamped and signed before delivery to the loader. Wagon numbers will be inserted by the station master when wagons are allocated for loading.

(c) For Italian civilian traffic, labels will be supplied to I.S.R. Cape Compartimento by A.C.C. Th. Representative, duly completed and signed as in (b) above.

(d) Wagons will not be moved unless they bear labels as above, and R.T.Os will report any unlabelled wagons, with all known facts, to their headquarters.

9. Embarkations. Experience of the volume of applications for movements in relation to the tonnage lift available for civil traffic will determine what other types of traffic, if any, on which embargoes should be placed. This will be determined by the A.C.C. Transportation Sub-Commission.

10. Port Clearance. Arrangements outlined in paras 7 and 8 above, will not change the existing system, under which port clearance of A.C.C. traffic is effected by either British Movements or U.S. Transportation, as part of the military lift. All such wagons will bear official A.C.C. wagon labels (see para 12).

11. Form of Authorization. Present form of authorization, as laid down in para 2, A.C.C. Tn. Memorandum No. 2 dated 29 Dec. 43 will be discontinued effective 0001 hours 22 May 44.

12. Wagon Labels.

(a) From this date official A.C.C. wagon labels will be used for all traffic, either A.C.C. or civilian, which has been bill for and accepted under arrangements set out above. Two (2) labels will be provided for each authorized wagon, one for each side.

(b) Wagon labels will be supplied to Regional or Provincial Supply Officers, through A.C.C. Tn. Representatives, for any traffic arranged by them. Regional or Provincial Supply Officers will endorse labels with details of the commodity, the serial number of the authorization and date during which movement is authorized. Labels will be stamped and signed before delivery to the loader. Wagon numbers will be inserted by the station master when wagons are allocated for loading.

(c) For Italian civilian traffic, labels will be supplied to I.S.R. Cape Compartments by A.C.C. Tn. Representative, duly completed and signed as in (b) above.

(d) Wagons will not be moved unless they bear labels as above, and R.T.Os will report any unlabelled wagons, with all known facts, to their headquarters.

13. Under this revised arrangement the first loading programme as in para 7 (f) will be prepared for traffic required to move during week commencing Monday, 22 May, 1944.

W. L. Fellows

Major General,
Chief Administrative Officer.

DISTRIBUTION:

A.F.H.Q. (30)	DRLO
M.C.S. Adv (2)	DAG(M)
H.Q. A.C.C. Naples (2)	D/COT
D.G.M.R.S. (6)	DDTA
MEDEO Italy	Nov 1-5
5th Army (3)	Nov "
8th Army (3)	"Q" (6)
5 Corps	C(SD)
C.G. FES	C-4
HQ No 2 Dist	Tpt Off. P.D.S.
" " 3 Dist	ASC Th Sub Com (100)
57 Area	(for distribution with
86 Area	detailed instructions
71 Sub-Area	to A.C.C. Officers,
151 Sub-Area	including those
52 Area	attached to 5th and
94 Sub-Area	8th Armies).
60 "	
89 Garrison	
55 Area	

Nov 5 Corps.	
Mov East Italy	
" West Italy	
" Rear 8th Army	
" Taranto	
" Brindisi	
" Bari	
" Barietta	
" Foggia	
" Reggio	
" R.H.Sub-area	
" (East Vasto)	
" Naples	
" Salerno	
" Torre Annunziata	
" Castelluore	
" 3 District	
" MILA	
" MAF	
" AFSC/MTO	
" XII AFSC	
" 15 AFSC	
" Th. Adriatic Base Area (Nari)	
" HQ 214 Group RIF	
" NOIC Combined in Naples.	
" OAO	
" .DC	

HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION
AFO 394

TRANSPORTATION FOR ACC & CIVILIAN FREIGHT - ITALIAN MAINLAND ONLY

Reference : ACC TM/19/18.
Date : 27 April '44.

ACC TM MEMORANDUM NO. 2.

1. Purpose of this Instruction & Effective Date.

(a) Shortage of rail transportation facilities and priority requirements of Allied Forces necessitate more positive control of movement by rail of civil freight traffic. For this reason HQ, AFI has issued Amendment No. 2 dated 25 April 44, to Adv. Adm. Echelon, AFHQ Administrative Instruction No. 14 dated 6 Dec 43.

(b) Revised control arrangements will be effective from 0001 hours 12 May 44. They are covered by following instructions for obtaining rail transportation of civil freight traffic on mainland of Italy, so that reference to previous instructions is unnecessary.

2. Types of Civilian Freight Traffic.

Civilian (i.e. all non-military) traffic falls into two broad categories;

(a) ACC Traffic. Comprises commodities which ACC considers essential to meet vital needs, and over which ACC exercises large measure of control, such as wheat, flour, sugar, olive oil and other basic foodstuffs or supplies. Salt, fuel, fertilizer, seeds and essential products sponsored by Italian Government under ACC auspices, are included in this category.

(b) Ordinary Italian Civilian Freight Traffic. Comprises all freight movements required by civilians, not coming under sub-para (a) above. Such movements must be limited to capacity available after requirements of sub-para (a) above have been fully met.

3. Railway Divisional Boundaries.

(a) Railway operation on Italian mainland is based on Italian railway divisional systems as were in effect prior to outbreak of hostilities. These do not always correspond with Provincial or ACC Regional boundaries. Briefly, these divisions cover areas as under :-

Standard Gauge Lines.

I. Reggio - Calabria Division - Capo Compartimento at Reggio.

Includes all of following Provinces :-

- (a) Reggio
- (b) Catanzaro
- and (d) Bari line; Marina di Maratea to Locufredda in Potenza Province
- and (e) Rail line; Sapri to S. Niccolò Vares (near Battipaglia) in Salerno Province
- and (f) Rail line; Nova Siri to Fasile (near Metaponto) in Matera Province.

II. Bari Division - Capo Compartimento at Bari.

Includes all of following Provinces :-

- (g) Taranto
- (h) Lecce
- and (k) Potenza, except line noted as in para I. (d) above.
- and (l) Matera, except line noted as in para I. (f) above.
- and (m) Foggia, except Foggia & Bovino stations on Foggia - Benevento line, which

(b) Revised control arrangements will be effective from 0001 hours 12 May 44. They are covered by following instructions for obtaining rail transportation of civil freight traffic on mainland of Italy, so that reference to previous instructions is unnecessary.

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Civilian (i.e. all non-military) traffic falls into two broad categories; (a) ACC Traffic. Comprises commodities which ACC considers essential to meet vital needs, and over which ACC exercises large measure of control, such as wheat, flour, sugar, olive oil and other basic foodstuffs or supplies. Salt, fuel, fertiliser, seeds and essential products sponsored by Italian Government under ACC auspices, are included in this category.

(b) Ordinary Italian Civilian Freight Traffic. Comprises all freight movements required by civilians, not coming under sub-para (a) above. Such movements must be limited to capacity available after requirements of sub-para (a) above have been fully met.

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(a) Railway operation on Italian mainland is based on Italian railway divisional systems as were in effect prior to outbreak of hostilities. These do not always correspond with Provincial or ACC Regional boundaries. Briefly, these divisions cover areas as under :-

Standard Gauge Lines.

I. Reggio - Calabria Division - Capo Compartimento at Reggio.

Includes all of following Provinces :-

- (a) Reggio
- and (b) Catanzaro
- and (c) Cosenza
- and (d) Marina di Maratea to Acquafredda in Potenza Province
- and (e) Rail line; Sapri to S. Niccolò Varco (near Battipaglia) in Salerno Province
- and (f) Rail line; Nova Siri to Fasile (near Metaponto) in Matera Province.

II. Bari Division - Capo Compartimento at Bari.

Includes all of following Provinces :-

- (g) Taranto
- and (h) Lecce
- and (i) Brindisi
- and (j) Bari
- and (k) Potenza, except line noted as in para I. (d) above.
- and (l) Matera, except line noted as in para I. (f) above.
- and (m) Foggia, except Tronci & Bovino stations on Foggia - Benevento line, which are under Naples Division.
- and (n) Rail line from Termoli north, along east coast, to Fossacesia (normally part of Ancona Division).
- and (p) "Sud-Est System" - Irregularly owned line operating in Provinces as in paras (g) to (j) inclusive, above.

III. Naples Division - Capo Compartimento at Naples.

Includes all of following Provinces :-

- (q) Naples
- and (r) Benevento
- and (s) Avellino
- and (t) Salerno
- and (u) Stations Tronci & Bovino in Foggia Province, see para II. (m) above.

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4. Procedure for obtaining Movement of ACC Traffic (vide para 2 (a)). Procedure is based on a 'bidding system'. The agency through which a bid is submitted is determined by railway sections over which goods must pass and geographical boundaries of the Italian railway divisions.

(a) Bid through ACC Transportation Sub-Commission, ACC.
(i) All traffic on the east to west routes via Potenza and via Reggio or vice versa.

(ii) All traffic between any two stations on the Naples (ISR) Division.

(iii) All traffic required to move from one ISR Division to another.

(iv) Bids will be submitted on form TSC/3 (copy attached), and will be made from despatching end, NOT receiving end. Where confirmation of requirement of commodity and ability to accept is necessary from receiving Region or ACC HQ, this must be obtained before bid is submitted.

(v) Bids from Regions will be passed through Regional Commissioner, or his delegated representative.

(vi) Sub-Commissions requiring movement will arrange for bids to be submitted by the ACC Officers in the Province from which the traffic will originate or laid down in para 4 (a) (iv).

(vii) Bids must reach Transportation Sub-Commission, ACC, 204 not later than 0900 hours each Friday, copy being sent to ACC Transportation Sub-Commission Officer concerned, where traffic originates in Reggio or Luni divisional areas.

(viii) Quantities of each bid, to be despatched commencing the following MONDAY week, must NOT exceed the amount which can be loaded within that seven-day period.

(ix) To avoid back logs, all accepted traffic should be despatched within the seven-day period for which it has been accepted. Any traffic not despatched, or, if only part of bid is accepted, fresh bid must be made for balance, if movement is required.

(x) Acceptance or rejection of bids, ACC, Division of Transportation Sub-Committee, HQ, ACC, will be advised to each bidder as soon as possible. Originator's serial number of bid, as shown by him on form TSC/3 will be used as reference.

(b) Bid through ACC Transportation Sub-Commission, ACC (Transportation Sub-Commission, Reggio and Bari Areas).

(i) Between any two stations in Bari (ISR) Division, including sub-station system, except those NW of Barietta or N of Rocchetta, and stations on routes named in sub-para 4 (a) (i) above.

(ii) Between any two stations in Reggio (ISR) Division.

(iii) Bids will be submitted to ACC Transportation Sub-Commission Officer (Reggio or Bari, according to ISR Division), to reach him by 0900 hours each MONDAY, for consignments to be despatched during seven-day period commencing following Monday. Provisions of sub-para 4 (a) (iv & v) will apply.

(iv) Bids will be collected by ACC Transportation Sub-Commission Officers. ACC Supply and other officers concerned will meet ACC Transportation Sub-Commission Officers on Monday and decide which bids are to be included in loading programme, and ensure that they are framed within tonnage limits allocated.

(v) Bids from Regions will be passed through Regional Commissioners, or his delegated representative.

(vi) Sub-commissions requiring movement will arrange for bids to be submitted by the ACC Officers in the Provinces from which the traffic will originate as laid down in para 4 (a) (iv).

(vii) Bids must reach Transportation Sub-Commission, ACC, 280 394 not later than 0900 hours each Friday, any being sent to ACC Transportation Sub-Commission Officer concerned, where traffic originates in Regio or Bari Divisional areas.

(viii) Quantities of such bids to be despatched commencing the following MONDAY week, must not exceed the amount which can be loaded within that seven-day period.

(ix) To avoid back logs, all accepted traffic should be despatched within the seven-day period for which it has been accepted. Any traffic not despatched, or if only part of bid is accepted, fresh bid must be made for balance, if movement is required.

(x) Acceptance or rejection of bids, is the decision of Transportation Sub-Committee, HQ, ACC, will be advised to each bidder as soon as possible. Originator's serial number of bid, as shown by him on Form 150/2 will be used as reference.

(b) Bid through ACC Transportation Officer (Transportation Sub-Commission), Regio and Bari Areas.

(i) Between any two stations in Bari (Regio) Division, including Sub-Set system, except those in N of Bari, and stations on routes named in sub-para 4 (a) (i) above.

(ii) Between any two stations in Regio (ISR) Division.

(iii) Bids will be submitted to ACC Transportation Sub-Commission Officer (Regio or Bari, according to ISR Division), to reach him by 0900 hours each MONDAY, for consignments to be despatched during seven-day period commencing following Monday. Provisions of sub-para 4 (a) (iv & v) will apply.

(iv) Bids will be collated by ACC Transportation Sub-Commission Officers, ACC Supply and other officers concerned will meet ACC Transportation Sub-Commission Officers on Monday and decide which bids are to be included in loading programme, and assess priorities. Programme will be framed within tonnage limits allocated by 'Movements' (Military) for non-military traffic.

(e) Traffic over any line not covered by (a) or (b) above will be bid for through HQ, Transportation Sub-Commission, ACC.

(d) Emergency traffic of extreme urgency, which on account of time factor cannot be included in the normal bidding period will be bid for as 'emergency' through appropriate channels as above.

(e) Narrow Gauge Lines. These have separate management, but maintain liaison with ISR. For shipments originating and terminating on the same narrow gauge line arrangements may be effected with local management directly. Where freight is to be interchanged with standard gauge lines, bid system, para 4(a) & (b) and 5 will apply.

5. Procedure for obtaining Movement of Italian Civilian Freight Traffic. (vide para 2 (b))

- (a) Civilian consignors will apply to local ACC Sub-Committees at despatching point, in writing which shall be their bid and shall give:-
 - (i) Description of commodity, how packed, and weight in tons.
 - (ii) Despatching and receiving stations.
 - (iii) Names and addresses of consignor and consignee.
 - (iv) Date of proposed shipment.
 - (v) Definite statement that transportation to loading station and loading labour has been arranged and statement that wagons will be unloaded promptly upon arrival at destination.

(b) Bids will be forwarded by station master to his Capo Compartimento, who will collate them in railway line sections and pass them to ACC Transportation Sub-Commission Officer at Reggio or Bari, or to ACC Transportation Officer, Region III for traffic originating in Naples Area. These bids will be screened by ACC Representatives at Monday meetings at Reggio and Bari (or for Naples TSP Area by ACC Representative Region III), as referred under para 4 (b) (iv) above.

(c) Each bid must be given a serial number by Capo Compartimento and quantities bid for must not exceed amount which can be loaded within seven-day bidding period.

(d) Bids for consideration by Transportation Sub-Committee, will, after screening, be forwarded to HQ Transportation Sub-Commission for necessary action.

(e) Decision of Transportation Sub-Committee will be notified to ACC Transportation Sub-Commission Officer concerned. Who will advise Capo Compartimento of action taken. (Acceptance or rejection).

(f) Bids accepted for movement under local arrangements will be included in the seven-day loading programme, only after ACC requirements have been met. ACC Transportation Sub-Commission Officer will advise Capo Compartimento of final decision.

(g) ACC Transportation Sub-Commission Officer will issue official ACC wagon labels, (vide para 6 below), to Capo Compartimento who will instruct consignor concerning arrangements.

GENERAL INSTRUCTIONS.

6. ACC Official Wagon Labels.

(a) Present form of authorisation laid down in para 2 ACC Th. Memorandum No. 2 dated 29 Dec 43 will be discontinued effective 0001 hours 22 May 44.

(b) Effective same time, ACC official wagon labels will be brought into use for all freight traffic either ACC or civilian, bid for and accepted under arrangements laid down above. Two (2) labels will be provided for each authorised wagon. It is the responsibility of consignor to see that they are affixed to each wagon.

(c) ACC official wagon labels will be supplied by ACC Transportation Sub-Commission Representative to Regional and Provincial Supply Officers, who will insert in ink, in block letters, details of commodity, serial number of bid, date during which movement is authorised, strap and sign them before issuing to consignor. The number of the wagon to be inserted (in ink) on labels by stationmaster at time of loading.

originating in Naples Area. Those bids will be screened by ACC Representatives at Monday meetings, at Reggio and Bari (or for Naples for area by ACC Representative Region III), as referred under para 4 (b) (iv) above.

- (c) Each bid must be given a serial number by Capo Compartimento and quantities bid for must not exceed amount which can be loaded within seven-day bidding period.
- (d) Bids for consideration by Transportation Sub-Committee, will, after screening, be forwarded to HQ Transportation Sub-Commission for necessary action.
- (e) Decision of Transportation Sub-Committee will be notified to ACC Transportation Sub-Commission Officer concerned, who will advise Capo Compartimento of action taken. (Acceptance or rejection).
- (f) Bids accepted for movement under local arrangements will be included in the seven-day loading programme, only after ACC requirements have been met. ACC Transportation Sub-Commission Officer will advise Capo Compartimento of final decision.
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GENERAL INSTRUCTIONS.

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- (a) Present form of authorisation laid down in para 2 ACC Th. Memorandum No. 2 dated 29 Dec 43 will be discontinued effective 0001 hours 22 May 44.
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- (c) ACC official wagon labels will be supplied by ACC Transportation Sub-Commission Representative to Regional and Provincial Supply Officers, who will insert in ink, in block letters, details of commodity, serial number of bid, date during which movement is authorised, stamp and sign them before issuing to consignor. The number of the wagon to be inserted (in ink) on labels by stationmaster at time of loading.
- (d) For civilian freight traffic, ACC official wagon labels will be completed and signed by ACC Transportation Sub-Commission Representative before issue to Capo Compartimento.
- (e) Wagons not bearing ACC official wagon labels will NOT be moved.
- (f) Any cases of misused, lost, stolen or defaced wagon labels, will be brought to attention of authorising ACC Transportation Sub-Commission Officer, by immediate communication. Only after thorough investigation is ACC Transportation Sub-Commission Officer authorised to issue replacement labels, which shall be clearly marked 'DUPLICATE'. Any cases of dishonesty or criminal mis-handling of ACC official wagon labels will be promptly reported to HQ Transportation Sub-Commission ACC, with all supporting details.

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(g) On any cancellation of movement, ACC official wagon labels must be returned to issuing authority.

(h) IT IS ESSENTIAL THAT ALL ACC OFFICIAL WAGON LABELS BE DESTROYED IMMEDIATELY UNLOADING IS COMPLETE.

7. Transport to and from Railway Station.

Bidder must ensure that adequate local labour and transport are available to move goods, authorised for despatch TO and FROM railway station. Preliminary arrangements should be made while bid is being considered. If, owing to wagon shortage or military necessity, consignment cannot move on allotted date, arrangements must be re-effected for subsequent date.

8. Embargoes.

Embargoes which must be placed will be determined by H.Q. Transportation Sub-Commission, ACC., from volume of applications for movement in relation to tonnage lift available.

9. Port Clearance.

Arrangements outlined in para 5 above will not change existing system, under which Port Clearance of ACC freight traffic is effected by "Movements", H.Q. AA as part of military lift but all such wagons shall bear ACC official wagon labels (vide para 6).

10. Weekly Returns.

ACC Representatives in Provinces or Regions shall make weekly returns of traffic DESPATCHED in respect of each accepted bid from their area, to the ACC Transportation Sub-Commission Officer, (for Region III direct to H.Q. Transportation Sub-Commission).

11. Conclusion.

Under revised arrangements, first loading programme, as per paras 4 & 5, will be prepared for traffic required to move during week commencing MONDAY 22 MAY 44. As from that date, all outstanding freight traffic bids, whether ACC or civilian, and any unexecuted forms of authorisation become NULL and VOID. Therefore, all such traffic effected must be re-bid for in accordance with procedure outlined above.

By command of Lieutenant General MASON MACOFFLANE;

L. E. Vining

L. E. VINING,
Lieut-Colonel, R.E.,
Director, Transportation Sub-Commission, A.C.C.

ALLIED CONTROL COMMISSION - TRANSPORTATION SUB-COMMISSION
FORM TSC/3
(See reverse for instructions) A.C.O. 394

BID - REQUEST FOR TRANSPORTATION - BID

Originated by :-		DATE	
Originators Serial No. of Bid		Type of Traffic (see para 2 on rev).	
This request is for inclusion among bids for seven day period (indicate period or stipulate "Emergency Request") - Monday _____ To Sunday _____ (date)			
Description of commodity: and how packed:			
Consignor			
JCC (or JAG) officer to contact			
Has transportation to loading station and loading labour been arranged?			
Loading station (precise R.R. station or Port must be specified) (inc. Province)	Date Loading can commence	Amount that can be loaded per day.	Total tonnage (or units of 40 o.ft. for sea movement)
Only one consignment to be shown on each bid (Form TSC/3).			
Consignee		Province	
Off-loading station			
JCC (or JAG) officer to contact			
Has it been ascertained that consignees can unload at expected rate of arrival?			
Reason transportation is required and order of priority: (state fully) :-			
If sea movement is specified state reasons :			

LIBERATION:- RAIL TRANSPORTATION MUST BE LIMITED TO ALLIED MILITARY TRAFFIC PLUS ONLY SUCH MINIMUM CIVIL TRAFFIC AS IS NECESSARY TO LIFE OF COMMUNITY AND ESSENTIAL WAR INDUSTRY. BEFORE REQUESTING RAIL TRANSPORTATION JCC OFFICERS MUST CONSIDER DETERMINE THAT PROPOSED MOVEMENT IS NECESSARY, IN ACCORDANCE WITH FOREGOING.

IMPORTANT

Read all instructions for preparation of this form, on reverse hereof; check to

Consignor				
ACC (or AG) officer to contact				
Has transportation to loading station and loading labour been arranged?				
Loading station (precise R.R. station or Port must be specified) (inc. Province)	Date Loading can commence	Amount that can be loaded per day.	Total tonnage	Wagon loads (or units of 40 cu. ft. for sea movement)
Only one consignee to be shown on each bid (Form TSC/3).				
Consignee				
Off-loading station		Province		
ACC (or AG) officer to contact				
Has it been ascertained that consignees can unload at expected rate of arrival?				
Reason transportation is required and order of priority: (state fully) :-				
If sea movement is specified state reasons :				
6463 <u>LIMITATION:-</u> RAIL TRANSPORTATION MUST BE LIMITED TO JINED MILITARY TACTIC PLUS ONLY SUCH MINIMUM CIVIL TRAFFIC AS IS NECESSARY TO LIFE OF COMMUNITY AND ESSENTIAL W.R. INDUSTRY. BEFORE REQUESTING RAIL TRANSPORTATION ACC OFFICERS MUST CONCLUSIVELY DETERMINE THAT PROPOSED MOVEMENT IS NECESSARY, IN ACCORDANCE WITH FOREGOING. <u>INFORMANT</u> Read all instructions for preparation of this form, on reverse hereof; check to insure all required information being properly shown, then complete following certification. <u>CERTIFICATION</u> I certify that I have read above Bid, checked all details shown; that Bid meets provision of "LIMITATION", above, and I hereby approve same.				
(Name)	(Rank)	(Official Position).		
(Location)	(Mail Address)	(Signal and/or Telephone Address)		

INSTRUCTIONS FOR PREPARATION OF BUL. - FORM TSC/3.

1. Bidding system is designed to provide positive control of transportation by rail of civil freight traffic (both ACC and Ordinary Italian). Careful reading of these instructions and preparation of Form TSC/3, also compliance with all requirements and instructions will materially assist all concerned to obtain best possible transportation.
2. Types of Civilian Freight Traffic. Civilian (i.e. all non military) traffic falls into two broad categories, viz:-
 - (a) ACC Traffic. Comprises commodities which ACC considers essential to meet vital needs, and over which ACC exercises a large measure of control, such as wheat, flour, sugar, olive oil and other basic foodstuffs or supplies. Salt, fuel, fertilizer, seeds and essential products sponsored by Italian Government under ACC auspices are included in this category.
 - (b) Ordinary Italian Civilian Freight Traffic. Comprises all freight movements required by civilians, not coming under sub-para (a) above. Such movements must be limited to capacity available after requirements of sub-para (a) above, have been fully met.
3. Emergency Traffic of Extreme Urgency. Regular working of system is essential. However, it is appreciated that there may arise emergencies requiring special movement arrangements. In such cases, Form TSC/3 will be prepared, clearly marked "Emergency Request", and details of emergency clearly specified. Officers preparing form TSC/3 are responsible for determining that there is actual urgency.
4. ACC Official Wagon Labels. Attention is directed to the fact that wagons must bear official ACC WAGON LABELS, completed in ink. Two labels will be provided, upon acceptance of bid, for each authorised wagon. Labels will be supplied by ACC. The Representative to Regional and Provincial Supply Officers, who will endorse them with details of commodity, serial number of bid, date during which movement is authorised, stamp and sign them before issuing to consignor. The number of the railway wagon will be inserted in ink, by stationmaster, at time of loading. On any cancellation of movement, ACC official wagon labels must be returned to issuing authority.
5. WARNING. Italian railways have been seriously affected by ravages of war, there are critical shortages of coal, supplies and wagons, and military necessities must always receive preference. Bids beyond reason or necessity must not be made and quantities shall be limited to actual requirements, and must not exceed the quantity that can be loaded within any one seven-day period. Bids for large quantities, to move at problematical date, or for which all details have not been fully determined, will NOT be submitted on form TSC/3. Letter giving details of such proposed or problematical shipments should be submitted to ACC. Trans-Portation Sub-Commission in advance, through usual channels, giving all known details.

* * * * *

improvements. $\pi_0, \text{ b.b.i.},$ for distribution is under :- (25)

CO
CO
CO

HEADQUARTERS
ALLIED CONTROL COMMISSION
(Transportation Sub-Commission)

Reference : ACC Tn/19/17
Date : 26 April 44.

TO : Gen di Reimondo, Undersecretary of State for
Italian Railways & Highways.
Piazza Principe di Napoli 2.

SUBJECT : Transportation for ACC & Civilian Freight.

1. Experience shows necessity for more positive control of movement, by railroad, of civil freight traffic. It appears desirable to set up measures whereby the comparatively small number of wagons available, after military requirements have been met, be used only for transport of commodities essential to vital needs of liberated Italy.
2. To effect more positive control, Transportation Sub-Commission ACC has prepared instructions, which will become effective at 0001 hours, 12 May 44. ACC traffic will continue to have first priority, (after military requirements), following this, any tonnage capacity remaining may be used for ordinary Italian civilian traffic, which will have been reviewed by officers of Transportation Sub-Commission, ACC.
3. Brief summary of instructions as they affect Italian State Railways is appended. Your suggestions, and approval of provisions is desired.
4. There have been prepared, and will go into effect under instructions referred to, new design of wagon labels. It will be noted, in appended summary, that certain action is required by Italian State Railways, Capo Compartimenti and stationmasters. Assurance that this will be provided is desired.
5. For efficient working it appears desirable that officers of Transportation Sub-Commission, ACC be provided with suitable offices in headquarters buildings of Italian State Railways at Reggio and Bari and that they be given such assistance as they may request in distribution of wagon labels or exercise of control. Your advice that these will be provided is desired.
6. Should there be any points of question, officers of Transportation Sub-Commission, ACC are available for conference with you or your assistants.
7. Since time remaining before instructions go into effect is short it will be appreciated if you will give this Sub-Commission your affirmative advice at earliest possible date.

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

to vital needs of liberated Italy.

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6. Should there be any points of question, officers of Transportation Sub-Commission, ACC are available for conference with you or your assistants.

7. Since time remaining before instructions go into effect is short it will be appreciated if you will give this Sub-Commission your affirmative advice at earliest possible date.


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

3181

27/6/1

Date: 19 Feb 44.

Figure 1 is a line graph showing the relationship between the number of fish per 100 m³ of water (Y-axis) and the number of fish per 100 m³ of water (X-axis). The Y-axis ranges from 0 to 100, and the X-axis ranges from 0 to 100. The graph shows a positive correlation, with data points clustered around a diagonal line. The data points are labeled with numbers 1 through 10.

¹ Colonel, Chief of Internal Transportation Sub-Commission, ACC.

Q. 12

ARTHUR BRYANT

c/o HQ, Region 7 (2)

e/o Det. Foglia (4)

c/o H.C., Region 2

c/o Mary Rogers

c/o 207 N. Tully, Brea (2)

 $\sigma/\sigma_0 = 0.1, 100$ (Experiment, not admitted)

1221

SUBJECT : Amendment to Adv. Am. Echelon, ARHQ Administrative Instruction
No. 14 dated 6 Dec 43.

Attached is an amendment to Advanced Administrative Echelon ARHQ Administrative Instruction No. 14 from which it will be observed that the period of bidding has been changed from a period of 10 to 7 days, and that the next bids must be submitted to reach the Internal Transportation Sub-Commission by 15 Feb 44.

DISSEMINATION.

ARHQ EMUP
MCS Adv., Naples
Main HQ., ACC., Naples
HQ., ACC., (Brindisi detachment).
HQ., ACC., (Salerno detachment).
HQ., ACC., (Bari detachment).
Commanding General P.B.S., Naples
Economic Section, Main HQ., ACC., Naples
HQ., Region 2, Matera
HQ., Region 3, Naples
HQ., Region 4, Naples

Transportation Officer P.B.S., Naples

ACC Transportation Officer, c/o HQ., Region 2 (2)

Attached P.C.M.H.S., Naples

c/o Mor Foglia (2)

c/o HQ., Region 2

c/o Mor Reggio

c/o Mor E. Italy, Bari (2)

s/o HQ., ACC (Brindisi detachment)

121, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Chief of Internal Transportation Sub-Commission, ACC.

Read
1045
28/12

CIVIL SUPPLY COMMITTEE

SUBJECT: Bid for Transportation of Charcoal.

19/15

036/230

TO: ASG Region III,
Economics and Supply Div.

Please refer to your bid for transportation of charcoal dated 20 Dec. and to our two letters dated 21 Dec. notifying you that the bids had been filed with the Transportation Sub-Commission.

At its meeting yesterday, the Transportation Committee approved the bids and authorized movement to commence 31 December. To repeat the substance of the bids, the following movements were authorized:

Charcoal originating in the Province of Potenza

<u>Loading Station</u>	<u>Cars per Day</u>
Iaconegro	1
Montesano Scala	2
Stena	2

Above movements to continue for 30 days.

Charcoal originating in the Province of Salerno

<u>Loading Station</u>	<u>Cars per Day</u>
Sicignano Alta	1
Contursi	1
Pontecagnano	1
Montesano Scala	1

Above movements to continue for 15 days.

Please note that the consignments of Potenza charcoal have been authorized to continue at the indicated rate of 5 cars a day for 30 days and the Salerno charcoal at the rate of 4 cars a day for 15 days.

The following steps remain to be done by your office:

1. Notify the consignors and consignees at once so that they will be prepared to load and unload. It is important that this be done at once because Sig. Berti of the Consorzio Agrario Napoli told me that the consignors would require five days

CIVIL SUPPLY COMMITTEE

notice. Major Balster undoubtedly can do a great deal to see that proper arrangements are made here so that no delay in unloading at this end will occur.

2. The consignors should be cautioned that every wagon must be marked with the name of the consignee.

3. It might also be well to notify AMG Reg. II of the authorization although you undoubtedly know whether this is necessary. I believe you have an understanding whereby they will permit you to import the charcoal from their territory.

K. J.

K. J. CURRAN, Capt.
Civil Supply Committee,
Naples.

24 December 1943.

Copy to: Det. Trans. Sub-Comm. ACC
attd to Gov. and TR; AFHQ
Adv Adm Ech

3177

ALLIED FORCES
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
27 December 1943

Subject: Civilian Traffic Aid

To: General Di Salimbeni, Under-Secretary of Italian State
Railways and Highways

90, 703rd Railway Grand Divn., A.P.O. 732, U.S. Army

1. Referring to my letter of 24 December in connection with the above subject.

2. In addition to the number of cars of charcoal per day shown originating at various stations in paragraph 2 of this letter add:

Originating Point	No. Cars Per Day
Montemagno Sculo	1

For fifteen days. In other words, there will be three cars of charcoal daily for the first fifteen days moved out of this station; thereafter two for the last fifteen days of the movement.

For the Director General,

cc - Internal Transport Sub-Commission, AGO
c/o Gen & Tr, AFHQ Adv Admin Sec
G.M.F.

Hq. A.M.S., AFHQ Adv Admin Sec

Hq. A.M.S., 15th Army Group

(ATTENTION: Capt. E.J. Curren)

D.C.M.S. (MOT), AFHQ Adv Admin Sec

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

Received 1715 hrs 26/12
[Signature]

1
 Allied Forces
 MILITARY RAILWAY SERVICE
 Office of Director General

A. P. O. 400
 24 December 1943

Subject: Civilian Traffic Bid

To: General Di Salvo, Under-Secretary of Italian State Railroad
 and Highways

50, 703rd Railway Grand Divn., A.P.O. 702, U. S. Army

1. At meeting of Transportation Sub-Committee, A.C.G. held 23 December 1943 the following civilian traffic was bid and accepted.

2. Commencing 31 December 1943 charcoal for civilian use will be moved into Naples from originating points and in quantities as shown below, the movement to continue for thirty days from the first three stations and for fifteen days from the last three stations.

Originating Point	No. Cars Per Day	
Lagonegro	1	} 30 days
Montesano Siculo	2	
Atena	2	
Stigliano	1	} 15 days
Contursi	1	
Pustecagnano	1	
MONTESANO	1	

3. Since the civilian basic schedule is not yet in effect, this tonnage will be handled in the most convenient manner; either as fills on trains already operating (in no case reducing through tonnage as ordered by Movements on these trains) or by operating extra trains to move it and when loads accumulate in sufficient quantity to justify.

4. The movement is at request of A.M.G., Fifteenth Army Group. Captain R. J. Curran is making arrangements with civilian contractors for terminal handling, and the ordering and releasing of equipment. Ordering of equipment will be handled through local civilian railroad agents, coordinating with A.P.O.'s or Military Railway Service representatives, where such are stationed. The necessary permits for the movement will be furnished by Captain Curran to stations involved.

3175

5. General Di Salimando notify civilian railroads of this movement, seeing that it is given preference over any other civilian movement; and Commanding Officer 703rd Railway Grand Division arrange handling between Sicignano and Naples.

For the Director General:

cc - Internal Transpa Sub-Committee, ACC
o/o Gov & En, AFHQ Adv Admin Ech
C.M.F.
Hq, A.M.G., AFHQ Adv Admin Ech
Hq, A.M.G., 15th Army Group
(ATTENTION: Capt. E.J. Curran)
D.Q.M.G. (Gov), AFHQ Adv Admin Ech

CHARLES P. DOUGHERTY
Colonel, P. C.
Assistant General Manager
Transportation Department

3174

Internal Transportation Sub-Commission, ACC.,
c/o Box 6 In.,
Advanced Administrative Echelon,
C.M.F.

Our references: ACC TR/19/14

Date: 6 Jan 44

TO : C.M.F.

FROM : Civilian Traffic Mgt.

1. Referring to your letters 24 and 27 December 43 to General at Balondo, and to my letter, reference 780/1/3 to AGO 15 Army Group, Naples copy to you.

2. In addition to the service already in operation for loading of charcoal at various stations in the Pabasa and Salama districts to Naples Co. Division, the following request are required. Will you please arrange.

Originating Point	Destination	Number of Cars	Per day	Period
(a) LAGUARDIA (Pabasa Prov.)	NAPLES	2	12 Jan 44	31 Jan 44
(b) NEW CAGUAY (Cagayan Prov.)	NAPLES	2	15 Jan 44	31 Jan 44
(c) BROCK (Cagayan Prov.)	NAPLES	2	12 Jan 44	31 Jan 44

3. The Movement is at request of AGO 15 Army Group and will be issued the necessary authorization.

[Signature]

Colonel,
Internal Transportation Sub-Commission, ACC.

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

AHS/nd

In reply refer to:
TC/6/4

26 December 1943

Subject: Procedure for obtaining transportation.

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

I have been approached by Captain Imrie, Regional Supply Officer, ACC, who wished to know the correct procedure for obtaining transportation for complete cargoes of relief food arriving by sea on the east coast of Italy.

He pointed out that it is impossible to adhere to the instructions laid down in Article 6, Advance Administrative Echelon AFHQ Circular No. 14, of 6 December 1943, for the following reasons:

- a. Notice of the arrival of the cargo is very often only received a day or two before the steamer's arrival
- b. Day of arrival very uncertain
- c. Port of arrival may be changed at last minute
- d. Rate of discharge from steamer subject to variation without notice.

The procedure adopted up till now has been for direct contact by the Regional Supply Officer to the Movement Office concerned; this system has worked well in the past.

In the case of a shipment due at the end of the present month, a signal has been received by the Supply Officer from Major J. A. Todd, MGS (Adv), to the effect that FLAMBO will assume complete responsibility for movement of this cargo by rail.

Will you please let me know if this latter is the method to be adopted in the future, or if not, the correct method of obtaining transportation for these cargoes.

A. H. STREET
Captain

3172

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

Our Reference : ACC Tr/19/12
Date : 31 Dec 43.

TO : Capt. A.H. Street,
Internal Transportation Sub-Commission Representative at
H.Q. ACC. A.P.O. 394

SUBJECT : Procedure for obtaining Transportation for Civilian Traffic.

1. Your TU/6/1 of 26 Dec 43.
2. The correct procedure for obtaining transportation for conveyance of AMB and ACC traffic is laid down in AFHQ Advanced Administrative Echelon Administrative Instruction No.14 dated 6 Dec 43 and ACC Tr. Memorandum No.1 dated 10 Dec 43.
3. Para 6 (b) (c) (d) of Instruction No.14 clearly covers the examples put forward by Capt. Lurie, Regional Supply Officer, ACC.
4. Should a case arise as mentioned in your letter under (a) where insufficient time is available to make the request through the appropriate channels then it would be permissible to telegraph this Sub-Commission direct :- "PLACES FOR FLIGHT" providing a copy of your signal and confirmation letter was sent to H.Q. ACC or ACC concerned.
5. It would then be dealt with as an "Emergency" bid and all concerned would be advised of the arrangements to be made. Direct contact between consignee, Internal Transportation Sub-Commission representative and Movements must be maintained locally so that action may be taken promptly upon receipt of advice referred to in previous sentence.



Colonel,
Internal Transportation Sub-Commission, ACC.

3171

Internal Transportation Sub-Commission, ACC.,

c/o Mr. & Mrs.

AFHQ Advanced Administrative Echelon,

C.M.F.

Our Reference : A.C.C. 72/19/10.9
Date : 25 Dec 43.

TO : Lt.Col. Lord Middleton,
AMG Liaison Officer,
H.Q. No.2 District.

SUBJECT : Transportation of Civilian Traffic.

Brig. Fellows DQMG (M) informs me that you have not received AFHQ Administrative Instruction No.14 or subsequent reference thereto.

1. I enclose with this instruction, copies of the Minutes of the First Meeting of the Transportation Committee held 11 Dec 43, ACC Th. Memorandum No.1 dated 10 Dec 43 and copy of the Minutes of the First Meeting of the Transportation Sub-Commission dated 24 Dec 43 for your information.

2. It was realised at the time that ACC Th. Memorandum No.1 was produced that the first Meeting of the Transportation Sub-Commission would not meet until 23 Dec 43 and therefore, not sufficient time was permissible for "Bids" to arrive and be collated for consideration at that Meeting. Para 11 (eleven) of that Memorandum was inserted and as anticipated many took advantage of advising their requirements and these were presented as "Emergency" bids. In this way Internal Transportation was able to secure authority of movement of urgent and priority traffic before the actual "Bidding" system was put into practice.

3. On Dec 11 Lt.Col. Rack, Region II approached us and we were able to despatch 320 Tons of flour from Naples to Cosenza and Controne within 48 hours.

Similarly authority was granted Internal Transportation for the movement of,

2500 tons of Wheat from Foggia to Naples.
2500 tons of Wheat from Foggia to Controne.

4. To give you some idea of the despatches of civil traffic a period of 5 days from the Foggia District along the following tonnage of Wheat have been moved by rail.
Period 18 Dec to 22 Dec.

From	To	
Foggia District.	Cosenza	480 tons.
	Controne	410 tons.
	to Rossano, Spezzano, Catanzara, Soverato.	260 tons.

This movement has been made possible in spite of the Military Embargo which is imposed and when lifted the Internal Transportation anticipate even greater success and even more when the Basic Schedule of trains are put into operation.

5. The greatest difficulty however, is to secure the detailed necessary information see (Administrative Instruction No.14, paras 4, 5, 6,) for it is essential that information of such details as,

(a) Amount of tonnage, and from which station it can be loaded and despatched and the destination station.

(b) That the consignor and consignee have road transport and labour available to load and unload the Railway wagons on the dates specified after the bids have been accepted by the Transportation Committee. Any assistance you can afford

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2500 tons of Wheat from Foggia to Controne.	
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Period 18 Dec to 22 Dec.

<u>From</u>	<u>To</u>	
Foggia District.	Cosenza	480 tons.
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	to Rossano, Spezzano, Catanzara, Soverato.	260 tons.
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 - (a) Amount of tonnage, and from which station it can be loaded and despatched and the destination station.
 - (b) That the consignor and consignee have road transport and labour available to load and unload the Railway wagons on the dates specified after the bids have been accepted by the Transportation Committee. Any assistance you can afford in this respect will facilitate in quicker results being attained.
6. It would appear that no requests have been received ^{from you} for movement of civilian traffic for the 10 day period or emergency bids but assurance is given that if you can submit your movements promptly, they will be included on the Agenda which is submitted for consideration by the Transportation Sub-Committee at its next meeting 3 January 44. If however, such bids do not arrive in time and are of a high priority Internal Transportation will present them as an emergency bid.

- 2 -

7. If any difficulty is experienced in following the procedure indicated in the Memorandum mentioned in para 1, will you kindly communicate your difficulties to me.



Colonel.
Internal Transportation Sub-Commission, ACC.

3169

1236

Del. Vining
1944
12/12

Approved 12/12/44

CIVIL SUPPLY COMMITTEE

19/9

SUBJECT: Transportation.

21/12 CAC/23

TO: Chief of Staff, AMG Region III.
Chief of Staff, AMG Region IV.

A definite procedure for obtaining transportation for civilian passengers and freight was set up by Adv. Com. Echelon VIII Administrative Instruction No. 14. According to this procedure, the movement of large tonnages is to be arranged by a process of bidding, AMG Region III and IV submitting their bids for 10-day periods to AMG 15 Army Group, Supply and Economic Sec., Naples which reviews them and in turn submits them to the Internal Transportation Sub-Commission. The same channels are followed to arrange emergency shipments involving large tonnages which can not be delayed until the following 10-day bidding period.

Some confusion has resulted because in all cases it has not been clear to this office that section of AMG Region III and AMG Region IV is responsible for collecting the information necessary to prepare a bid or an emergency request for transportation. That is, in the case of a request for the transportation of charcoal for example, it is not clear to this office whether we should communicate with the Transportation and Public Utilities Section or the Economics and Supplies Section or possibly some other section.

It will greatly assist the functioning of the new procedure set up by AMI if the regional section or sections responsible for submitting the bids be definitely fixed. It is suggested that a single coordinating agency within a region with the responsibility of securing the information necessary to place requests for transportation would have many advantages. It should be pointed out, however, that the collection of this information involves considerable work and that if this responsibility is placed upon a single agency, additional officer personnel or Italian civilian personnel may be required.

Please inform us what section or sections within your organization we should communicate with on matters concerning the 10-day bids and emergency requests for transportation.

21 December 1944.

K.J. C. Hall, Capt.
Civil Supply Committee
Naples.

3168

copy to: Int Trans. Sub. Com.,
Econ. & Fin. Sec., AMI,
AMG Reg. III) Apply Sec.
) Agric. Sec.
AMG Reg. IV) Trans. & Pub. Utilit.

NOV. 3/6
6th Dec '43.

ADV. ADM. BOMBING A.T.H.Q. - ADMINISTRATIVE INSTRUCTION NO. 11.

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. DEFINITION 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 FN. of Allied Military Forces.

The respective responsibilities and functions of the Movement and Transportation organisations of the Allied Military Forces and of the Transportation organisation of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.M.C. 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.&Trn. organisation:-

"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 available.

2. Rev. and the 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.G. Administrative Memorandum No. 76 dated 9th November, 1945, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.C.G. 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 Rev.A.M.G. organization:-

"c. 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 these 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) Examining the essential civil requirements for transportation.
- (ii) Recommending the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocating the requirements between the various means of transportation available.

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

Chairman. D.O.M.G.(M). A.M.G. Rev. Adv. Echelon.

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

Members. A Representative of:-

M.G.S. Adv.
H.Q., A.C.G.
H.Q., A.M.G.
H.Q., A.M.G. 15 Army Group

} Supply Representative.

...2/

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- 2 -

3. Transportation Committee (Contd).

Internal Transportation Sub-Commission A.C.C.
Shipping Sub-Commission A.C.C.
Military Railway Service.
"Q" Branch A.F.H.Q. Adv. Adv. Echelon.
C-4. " " " "
MEDEO
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.F.H.Q. 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.F.H.Q. 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 Control 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, 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.F.H.Q., Adv. Adm. Echelon.

5. Basic Schedule of Trains.

(a) Recommendations accepted will be passed to D.C.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.

...3/

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 Officers 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 specific movements referred to in para. 6(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:-

Railroad Station from..... (Previous).....
Consignee (Name and Address).....
M.O. or M.C.O. Officer to contact (Name, address & phone No.).....

Railroad Station to..... (Previous).....
Consignee (Name & Address).....
M.O. or M.C.O. 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. 6(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. 6(f) 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. Coastwise and Sea-going Shipping Requirements.

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

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

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

(a) The Internal Transportation Sub-Commission will arrange for M.C.C. or M.M.C. Transportation Officers to be attached to the M.C.C. Shipping Sub-Commission 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. 6(b) and 6(d), in addition

be made and will comprise the following particulars:

1. Railroad Station from.....(Province).....
2. Consignor (Name and Address).....
3. Name of A.C.C. Officer to contact (Name, address & phone No.).....
4. Railroad Station to.....(Province).....
5. Consignee (Name & Address).....
6. Name of A.C.C. Officer to contact (Name, address and phone number).....
7. Description of cargo (e.g. "Wheat in 50 lb. sacks").....
8. Items 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. (c) 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 of the particulars required under para 6(b) as possible. In any case, the dates within which the movements are required and the quantities available per movement per day must be given.

7. Coastwise and Non-going Shipping Requirements.

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

Requirements for non-going shipments will be handled separately by the A.C.C. Shipping Sub-Commission.

8. Disposition and Functions of A.C.C. or A.M.C. Transportation Officers.

(a) The Internal Transportation Sub-Commission will arrange for A.C.C. or A.M.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. They will collect and collate demands for civil rail transport referred to in para 6(b) and 6(d), in addition to their other duties.

(b) It may be convenient for the Transportation Committee to employ A.C.C. or A.M.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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-- 4 --

9. Location of Military Mov. and Tr. 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.Tr.S.Com) in relation to the various British and U.S. Military Movements and Tr. Offices. Notes are appended to show for Allied Control Commission and A.L.C. the normal channels for arranging transportation and the channels for bidding or arranging movements which cannot be agreed locally.

Major-General

Major-General,
Deputy Chief Administrative Officer.

DISTRIBUTION:-

A.L.C. (30)
M.C.S. Adv. (2)
H.Q. A.L.C. (4)
H.Q. A.L.C. (Palermo) (6)
H.Q. A.L.C. 15th Army Group (4)
A.L.C. Region 2 (10)
" " (6)
" " (6)

A.L.C. Internal Transportation Sub-Com. (30)
A.L.C. Shipping Sub-Commission (10)
D.C.M. P.S. (6)
M.C.D.B.C. Italy
15 Army Group (2)
Adm. Rep. 15 Army Group
5th Army (3)
8th Army (3)
Commanding General P.D.S.
H.Q. No. 2 District (16)

57 Area
66 Area
71 Sub-area
151 Sub-area
6 Base Sub-area
R.A. Sub-area
94 Sub-area
103 Sub-area
Mov. 15 Army Group
" East Italy
" West Italy

Mov. Torre Annunziata
" Castellammare
FOWIT
FOEL
M.A.F.
M.A.S.C.
XII A.F.S.C.
III A.S.A.C.
III A.S.A.C.
The Adriatic Base Area (part)
H.Q. 214 Group Rep.T.
M.O.C. Combined H.Q. Naples
A.C. H.Q. N.W. S.I.T.
D.C. H.Q.
A.D.C.
D/D.C. H.Q.
D.M.C. (H)
D/C.O.T.
D.D. Tr.
Mov. 1 to 6
Mov. 6
" (6)
G (SD)
G-4

Drift

Major-General,
Deputy Chief Administrative Officer.

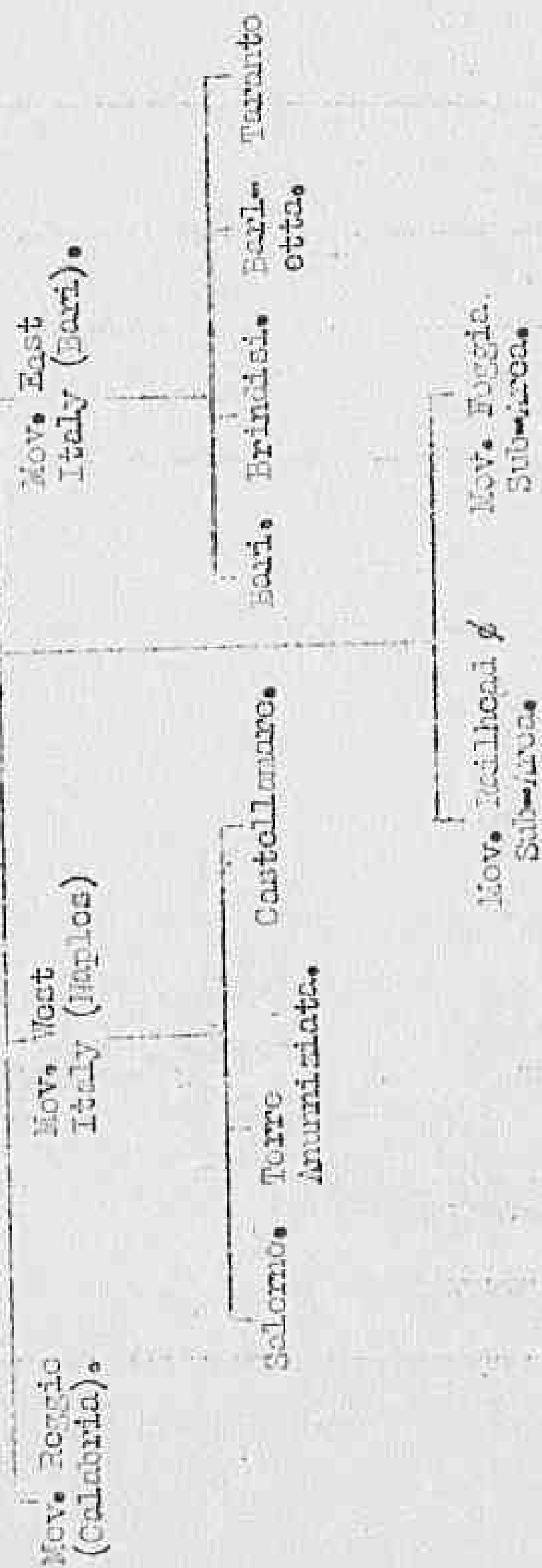
DISTRIBUTION:-

A.C.C. (30)
 M.C.S. Adv. (2)
 H.Q. A.C.C. (Brindisi) (4)
 H.Q. A.C.C. (Palermo) (6)
 H.Q. A.C.C. 15th Army Group (4)
 A.C.C. Region 2 (10)
 " " 3 (6)
 " " 4 (6)
 A.C.C. Internal Transportation Sub-Com (30)
 A.C.C. Shipping Sub-Commission (10)
 D.C.M.R.S. (5)
 M.E.D.E.C. Italy
 15 Army Group (2)
 Adv. Reg. 15 Army Group
 5th Army (3)
 8th Army (5)
 Commanding General P.D.S.
 H.Q. No. 2 District (16)
 57 Area
 66 Area
 71 Sub-area
 151 Sub-area
 6 Base Sub-area
 P.M. Sub-area
 94 Sub-area
 105 Sub-area
 Adv. 15 Army Group
 " East Italy
 " West Italy
 " Rear Eighth Army
 Taranto
 Brindisi
 Bari
 Barietta
 Reggio
 Railroad Sub-area
 Naples
 Salerno

Adv. Ferro Annunziata
 " Castellano
 FOMIT
 FOMI
 MAF
 MAFSC
 XII A.F.S.C.
 II A.S.A.C.
 XIII A.S.A.C.
 The Adriatic Base Area (Part)
 H.Q. 214 Group R.A.F.
 NOIC Combined H.Q. Naples
 A.C.C. H.Q. N.W.A.A.F.
 D.C.A.C.
 A.D.C.
 D/D.C.A.C.
 EXMG(H)
 D/C.O.T.
 D.D.Th.
 Adv. 1 to 6
 Adv.
 " (6)
 GSD
 G-4

REGISTRATION OF MILITARY MOV. & TR. OFFICES.

• **Вопросы** • **Кратко** • **Тех. лит.** • **Справ.**



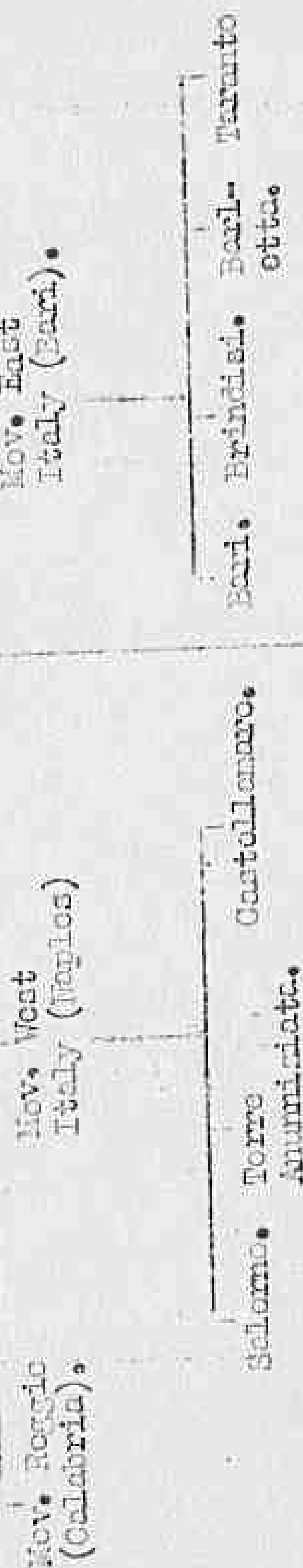
U.S. Transportation:-

- Transportation .Dve. Add. London A.T.H.Q.
- Transportation Peninsula Base Section (Naples).
- Transportation Adriatic Base Area (Bari).

the last named places its demands on Nov. East Italy,

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

Mov. Adv. Adv. Ech. Adv.



Mov. Railroad ϕ Mov. Foggia.
Sub-Marine. Sub-Marine.

U.S. Transportation:-

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

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

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

3105

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. C. Tn. AFHQ. Adv. Adm. Ech.).

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

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).

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
the a

(a) A.M.G. 15 Army Group.	Int. Tn. S. Com at AFHQ Adv. Adm. Echelon.	Mov. E. Mov. W. Tn. P.
(b) Regions 3 and 4.	A.M.G. 15 Army Group who will co-ordinate with (a) above.	
(c) A.C.C. (Puglia).	Int. Tn. S. Com at AFHQ Adv. Adm. Ech.	Mov. subor show
(d) Region 2.	-ditto-	Mov. Bari, of 16

APPENDIX "B"PART SHOWING ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS
FOR ARRANGING TRANSPORTATIONHqs. A.C.C. & A.M.C.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. Barletta.
Mov. Taranto.

ing 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 allocationsInt. Tn. S. Com at AFHQ
Adv. Adm. Echelon.Mov. East Italy Bari, or
Mov. West Italy, or
Tn. P.E.S., Naples.A.M.C. 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.

Minutes of Meeting held at ... F.H.C. ... Nov 30th

Subject: Procedure for Movement of Civilian Passengers and Freight by railway transportation.

Present:-

Brig. Fellowes D. B. C. (14) - in the chair.

P. H. C. Adv. Adm. Com.
Col. Fuller. (D. C. O. L.)
Col. Rycraft. (Q. Nov)
Lt. Col. Wynne Davies (Q. Nov)
Major Thomson (Q. Nov)
Major Fischer (Trans)

P. C. M. B. S.
Lt. Col. Decker.

P. B. S.
Col. Lantoy (Trans)
Nov East Italy.
Col. McCarthy (Q. Nov)

In attendance.
Gen. (1) Railway. Undersecretary;
of state for Railroads and
Highways.

M. B. S. 224.
Major J. ... Ford.
Lt. ... S. ...
M. B. S. 15th Army Group.
Lt. Col. C. A. Kennell.
Capt. K. J. Curran.

1. Brig. Fellowes outlined the purpose of the meeting, which had originally been called by letter, reference Nov 5/6 dated 25th November from the ... D. C. O. L. Adv. Adm. Com., and with which had been circulated a draft administrative instruction for discussion at the meeting. He then read through and dealt one by one with the various points arising from the draft instruction.
2. Functions of the Transportation Committee.

Brig. Fellowes suggested that although the Transportation Committee was

1000

Sally Cummings, Editor, *U.S. On*

Procedure for dissolving the electrode

required to cover time of release by both men, and therefore,

Asplenium platyneuron

1. The first step is to identify the problem or question that needs to be addressed. This involves understanding the context and the specific requirements of the task.

www.sport.ch.ch

more than 7000 people.

Sampling was collected at 13 L.S. 1. Sampling sites are indicated

Programas de apoio ao empreendedorismo em Portugal: o caso da Associação Portuguesa de Apoio à Micro e Pequena Empresa

6. *Staphylococcus aureus* (ATCC 29222) was grown in tryptic soy broth (TSB) (Difco) supplemented with 0.5% yeast extract (Difco) and 0.5% glucose (Difco) at 37°C. Cells were harvested by centrifugation at 10,000g for 10 min and washed with distilled water. Cells were then resuspended in distilled water and adjusted to a concentration of 10^8 cells/ml.

Expenditure on Governmental Activities on the 1990 Millage Rate

9. Tentative proposals for basic schedule of trains.

The Italian Undersecretary of State for Railways submitted his tentative suggestions for the number of trains to be run on certain lines of railroad. He estimated that these would involve a daily consumption of some 185 tons of coal. His proposals only covered the standard gauge railroads, but on request he undertook to prepare a similar proposal for all secondary narrow gauge railroads which are privately owned.

Copy of these suggestions is attached at Appendix "A".

10. First meeting of the Transportation Committee.

It was agreed to hold the first meeting of the Committee at ... F.M.O. ... at 1430 hours on 11th December. Bills for movement requirements should therefore reach the Internal Transportation Sub-Committee of ... C.C., located at ... F.M.O., ... by the 9th December.

Proved
Brigadier
D.O.M.G. (Movements)

Appendix "A"

Tentative Estimate of Civilian requirements for Passengers and Freight on Standard Gauge Railroads

Section of Railroad	Distance Km.	No of trains daily, each way	Estimated consumption in 100 Kilos	
			Coal	Oil
Napoli - Salerno	54	1	15	1
Salerno - Potenza	101	1	45	3
Potenza - Taranto	150	1	35	1.5
Taranto - Lecce	108	1	20	2
Bari - Foggia	123	1	5	1
Bari - Brindisi	111	1	5	1
Bari -aranto	115	1	4	1
Bari - Gioia del G.	54	1	3	1
Brindisi - Potenza	52	1	5	1
Sicignano-Lecore	78	1	4	1
Salerno-S. Severino	18	1	6	1
Avellino-Nocera Inf.	44	1	4	1
Avellino-Battipaglia	42	1	6	1
Avellino-Potenza	252	1	15	2
Avellino-C. - Catanzaro	181	1	2	1
Sibari-Castiglione	62	1	2	1
Castiglione-Catanzaro	7	1	2	1
Catanzaro M. - Catanzaro S.	8	1	2	1
Total		4	184	22.5

Brigadier

22 units

Tentative Estimate of Civilian requirements for
 Passengers and Freight on Standard Gauge Railways

Section of Railroad	Distance Km.	No of trains daily each way	Paper Freight mixed	Estimated consumption in 100 kilos	Coal Oil
Napoli - Salerno	54	2	1	15	1
Salerno-Potenza	101	2	1	45	3
Potenza-Taranto	150	2	1	35	1.5
Taranto-Lecce	106	2	1	20	2
Bari-Foggia	127		1	5	1
Bari-Brindisi	111		1	5	1
Bari-Potenza	115		1	5	1
Bari-Giulia del G.	54		1	4	1
Melfi-Potenza	52		1	5	1
Sicignano-Lecce	78		1	5	1
Salerno-S. Severino	18		1	4	1
Avellino-Nocera Inf.	44		1	6	1
Avellino-Benevento	42		1	4	1
Metaponto-Catanzaro	252		1	6	1
Reggio C. - Catanzaro	181		1	16	2
Siracusa-Catanzaro	62		1	2	1
Catanzaro-Ossola	7		1	2	1
Catanzaro M. - Catanzaro S.	8		1	2	1
Total		14	4	181	22.5

Brigadier
 D. C. M. G. (Napoli)

M. G. S. Adv.
 H. Q. A. C. C. (Trinities)
 H. Q. A. M. S. (Pellegrino)
 H. Q. A. M. G. 15th Army Group
 H. Q. A. M. G. Region 2
 H. Q. A. M. G. Region 3
 H. Q. A. M. G. Region 4
 A. C. C. Internal Transportation Sub Comm.
 A. C. C. Shipping Sub Commission (at
 H. Q. A. M. G. Palermo)
 D. C. M. R. S.
 (2)
 (4)
 (6)
 (2)
 (2)
 (2)
 (2)
 (2)
 (2)
 (2)

Distribution,

H. Q. 15 Army Group.
 H. Q. Eighth Army.
 Commanding General 5th Army.
 H. Q. No 2 District.
 Commanding General P. S. S.
 Nov East Italy.
 Nov West Italy.
 Nov Reggio
 D. C. O. F.
 Transportation Officer P. S. S.
 A. P. H. Q. Adv Adm. Pch. Q. C. 4

DRAFT.

ADV. ADM. DOHELOM A.F.H.Q. ADMINISTRATIVE INSTRUCTION NO. .

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. OBJECT.

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 handling Allied Military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry. *as in necessary to the life of the community and essential war industry. - The following*

2. HOW AND WHEN 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.F.H.Q. Administrative Memorandum No. 76 dated 9th November, 1943.

3. TRANSPORTATION COMMITTEE.

(a) In order to achieve the object mentioned in para. 1 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 available.

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

<u>Chairman.</u>	D.C.M.G. (H).	A.F.H.Q. ADV. ADM. Echelon.
<u>Deputy.</u>	D/C.C.F.	" " "
<u>Members.</u>	A Representative of:-	
	M.G.S. ADV.	} Supply Representatives.
	H.Q. A.C.C.	
	H.Q. A.M.G.	
	H.Q. A.H.Q. 15 Army Group	
	Internal Transportation Sub-Commission A.C.C.	
	Shipping Sub-Commission A.C.C.	
	Military Railway Service.	
	"B" Branch A.F.H.Q. ADV. ADM. Echelon.	
	"C-4" " " " "	

2. 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 and essential war industry. - The following is a list of the organizations and individuals who are to be consulted in connection with this matter.

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.P.H.Q. Administrative Memorandum No. 76 dated 9th November, 1943.

3. Transportation Committee.

(a) In order to achieve the object mentioned in para. 1 a Transportation Committee will be set up to:-

- (i) Examining the essential civil requirements for transportation.
- (ii) Ascertain 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:-

<u>Chairman.</u>	D.Q.M.C. (ii).	A.P.H.Q. Adv. Adm. London.	
<u>Deputy.</u>	D/C.C.T.	" " "	
<u>Members.</u>	1. Representative of:-		
	M.C.S. Adv.		} Supply Representatives.
	H.Q. A.C.C.		
	H.Q. A.H.Q.		
	H.Q. A.H.Q. 15 Army Group		
	Internal Transportation Sub-Commission A.C.C.		
	Shipping Sub-Commission A.C.C.		
	Military Railway Service.		
	" French A.P.H.Q. Adv. Adm. London.		
	C-4 " " "		
	* MEDCO		
	P.B.S.		
	No. 2 District.		
	Under Secretary of State for Italian Railways 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 Control Commission and Allied Military Government to obtain transportation by rail for civilian passengers or freight.

- 2 -

4. (Contd.)

- (a) The appropriate A.C.C., and I.I.C. Headquarters will submit as soon as possible to A.F.H.Q. Adv. Com. Echelon through Internal Transportation Sub-Committee 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 estimate 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 war people engaged by military installations or war industries.
- (b) These details will be collated by the Internal Transportation Sub-Committee and submitted for consideration by the Transportation Committee.
- (c) The Transportation Committee will submit their recommendations to D.C.M.S. A.F.H.Q., Adv. Com. Echelon.

5. Basic Schedule of Trains.

- (a) Recommendations accepted will be passed to D.C.M.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 I.I.C. Headquarters and of the Movement and Transportation Offices of the Allied Military Forces.

- (b) Requirements of A.C.C., which of civilians for movement by the trains included in the basic schedule will be arranged in the normal manner with the Italian Railway authorities. ~~It is emphasized that the movement of civilians~~ ~~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 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 "Planning") will be submitted for each period of ten days, ten days in advance to A.F.H.Q., Adv. Com. Echelon by A.C.C. and I.I.C. Headquarters through the Internal Transportation Sub-Committee. 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.

- (b) The allocations 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

(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.M.C. and A.C.C. and A.C.C. Benolou.

5. Radio Schedule of Trains.

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

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

Rail

6. Additional Movements over and above Basic/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 "Planning") will be submitted for each period of ten days, ten days in advance to A.C.C., A.C.C. and A.C.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.

(b) The allocations 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 specific movements referred to in para. 6(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:-

6. (Contd.),

Railroad Station from..... (Province)
 On board (Name & Address).....
 Name, or A.C.C. Officer to contact (Name, Address & Phone No.).....
 Railroad Station to..... (Province)
 Conference (Name & Address).....
 A.C.C. or A.C.C. Officer to contact (Name, Address and Phone Number).....
 Description of Traffic (e.g. "where in 5000, trucks").....
 Time to be moved.....
 Full reasons why movement is required.....
 Reference number of movement..... (each movement to be given a consecutive reference number);

(c) All forecasts referred to in para. 6(a) will clearly indicate the origin of movement in which the movements are required to be made, and will give as many of the particulars required under para. 6(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. Question and Answering and other Requirements.

Inquiries for countries shipping will be dealt with in the same manner as rail boundary body being submitted to the A.C.C. Shipping Sub-Commission for collation and submission to the Transportation Committee.

Requirements for sea going shipments will be handled separately by the A.C.C. Shipping Sub-Commission.

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

(a) The Internal Transportation Sub-Commission will arrange for A.C.C. or A.C.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 A.C.C. so that civil transportation requirements can be administered with those of the Allied Forces. They will collect and collate demands for civil rail transport at referred to in para. 6(b) and 6(d), in addition to such other duties.

(b) It may be convenient for the Transportation Committee to empower those A.C.C. or A.C.C. Transportation Officers to whom a group of the appropriate Movements or Transportation Office of Allied Forces, and local transportation of persons and freight can be provided within the general allocation made, and limited allocation, if said movement more this can be provided while out movement to Allied Military Movement or under coordination of such.

9. Location of Military Movements and the Position

British Movements and U.S. Transportation Offices at present exist on

(c) All documents referred to in para. 6(a) will clearly indicate the origin of movement in which the movements are required to be made and will give as many of the particulars required under para. 6(b) 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. Cooperation and Securing Necessary Requirements.

Requirements for cooperation and this will be dealt with in the same manner as will demands, both being submitted to the I.C.C. Shipping, Sub-Commission for collection and submission to the Transportation Committee.

Requirements for non-going movements will be handled separately by the I.C.C. Shipping Sub-Commission.

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

(a) The Internal Transportation Sub-Commission will arrange for I.C.C. or Allied 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. This will collect and collate information for civil rail transport referred to in para. 6(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 Allied Transportation Officers to arrange through the appropriate Movements or Transportation Office of Allied Forces, such local transportation of personnel and supplies as may be provided within the general allocation and, and limited additional special movement where this can be provided with out detriment to Allied Military movement or public consumption of fuel.

9. Location of Military Movements and the Section.

British Movements and U.S. Transportation Officers at present exist on the Italian and Italy, as shown in Annex "A".

10. Organisation and Location of Internal Transportation Sub-Commission.
The Committee must be aware that it illustrates the organization for the time being of Internal Transportation Sub-Commission (Int. T.S. Com) in relation to the various Division and U.S. Military Movements and the Officers. Notes are appended to show the Allied Control Commission and I.C.C. The normal channels for arranging transportation and the channels for obtaining approval for movements which cannot be agreed locally.

DISTRIBUTION AND COPY.

Major-General,
Deputy Chief Administration Officer.

8-11-70

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15th April 1960

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SHIPPING CONTAINERS

MetLife
MetLife Insurance Company

8th Army

Fig. 2. 24.54.101.

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Dr. J. G. Dufrenoy

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David, Elizabeth, Daniel, Timothy

Nov, 1902

St. Louis, MO 63103

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LOCATION OF MILITARY HQ. & THE OUTPOSTS.

Nov. 24th, Mon, Dec. 1st, 1890.

Nov. 2004
Sub. 2004

Transportation Adv. Adm. Behelon L. F. H. Q.
Transportation Peninsula Base Section (Kajiles).
Transportation Adriatic Base Area (Dart).

who last named places its demand on Nov. 23rd Italy.

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

P.O.S. A.C.C. & A.M.C.

Int. Tr. S. Com.
(At Mov. S. Tr. A.M.C. Adv. Adm. Ech.)

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

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

Int. Tr. S. Com
Representative
(Mov. East Italy
Paris).

Int. Tr. S. Com
Representative
(Mov. East Italy
and Tr. P.P.S.
Naples).

Contact with
Mov. Paris.
Mov. Brindisi.
Mov. Barietta.
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 the
(a) A.M.C. 15 Army Group.	Int. Tr. S. Com at A.M.C. Adv. Adm. Echelon.	For the Tr.
(b) Regions 3 and 4	A.M.C. 15 Army Group who will co-ordinate with (a) above.	
(c) A.C.C. (Reglia)	Int. Tr. S. Com at A.M.C. Adv. Adm. Ech.	For the Tr.
(d) Region 2	-ditto-	For the Tr.

APPENDIX 'B'

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

H.Qs. A.C.S. & A.M.G.

Int. Tr. S. Com.
(At Mov. & Tr. Adm. Ech. Adm. Ech.)

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

Int. Tr. S. Com
Representative
(Mov. East Italy
Rail).

Int. Tr. S. Com
Representative
(Mov. West Italy
and Tr. P.R.S.
Naples).

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

Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barietta.
Mov. Taranto.

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

Add to para. 4:-

(e) Passenger or freight movements required to be carried out by the railways in the basic schedule of trains by A.C.C., A.C.G. or civilians will be arranged in the normal manner with the Italian transportation organizations. Movements required by A.C.C. and A.M.G. will be given priority and those required by civilians will be subject to any permit or other control system which may be introduced.

Para. 5 Revised:-

5. Additional Special 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 (except on days on which the railways are closed) to the A.C.C., Adv. Adm. Section by A.C.C. and A.M.G. headquarters through the Italian Transportation Sub-Commission. Such forecasts will contain as much information as possible of anticipated special rail movements required, so that a programme of special rail capacities 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.

(b) The allocations of special rail movements will be advised to all concerned and the specific movements will be approved will then be arranged direct with the appropriate movements and transportation divisions of the Allied Forces.

(c) When local movement 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 request will be referred through the appropriate head down in para. 4(c).

New para. 6.

6. (a) 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:-

Railroad Station from (Previous)
 Consignor (Name & address)
 A.M.G. or A.C.C. Officer to contact (Name, address & phone no.)
 Railroad Station to (Previous)
 Consignee (Name & address)
 A.M.G. or A.C.C. Officer to contact (Name, address & phone number)
 Description of freight (e.g. "Wheat in 50 lb. sacks")
 Tons to be moved
 Full reasons why movement is required
 Reference number of movement (See movement to be given a consecutive reference number).

Approved by in para. 5(a) will clearly indicate error

(a) A forecast (known as "rolling") will be submitted for each period of ten days ~~consequently~~ ten days in advance ~~(consequently)~~ to A.F.M.C., Adv. Air, Toluca by A.C.C. and A.C.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 capacities may be prepared. Additionally, where it is possible to forecast movements required for a longer period than ten days, this should be done and similar include as much helpful information as possible.

(b) The allocations of special rail ~~capacities~~ ^{additional trains} will be advised to all concerned and the specific movements within the ~~forecast~~ ^{forecast} will then be carried direct with the appropriate movements and Transportation Offices of the Allied Forces.

(c) When local movement 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 request will be referred through the channels laid down in para. 4(c).

Now para. 6.

(c) All ~~requests~~ ^{special movements} for special rail transportation referred to in para. 5(b) and (c) will clearly indicate the order of priority in which the movements are required to be met, and will contain the following particulars:-

Railroad Station from..... Province.....
 Consignor (Name & Address).....
 A.M.C. or A.C.C. Officer to contact (Name, address & phone no.).....
 Railroad Station to..... (Province.....)
 Consignee (Name & Address).....
 A.C.C. or A.C.C. Officer to contact (Name, address and phone number).....
 Description of traffic (e.g. "Wheat in 50 lb. sacks").....
 Tons to be moved.....
 Full persons why movement is required.....
 Reference number of movement..... (also movement to be given a consecutive reference number). *In any case*

(b) All forecasts referred to in para. 5(c) will clearly indicate the order of priority in which the movements are required to be made and will give a list of the particulars required under para. 6(c) as possible, including the dates within which the movements are required and the quantities available for movement per day.

Para. 6 to become 7 and first section to be provided:-

7. (a) The Internal Transportation Sub-Commission will arrange for A.C.C. or A.M.C. Transportation Officers to be attached to the most 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. They will collect and collate the records for civil rail transport referred to in para. 5(b) and 6(a), in addition to their other A.C.C. or A.M.C. duties.

Over/

Para 6, last sentence - to be deleted (see revision para 6(a))

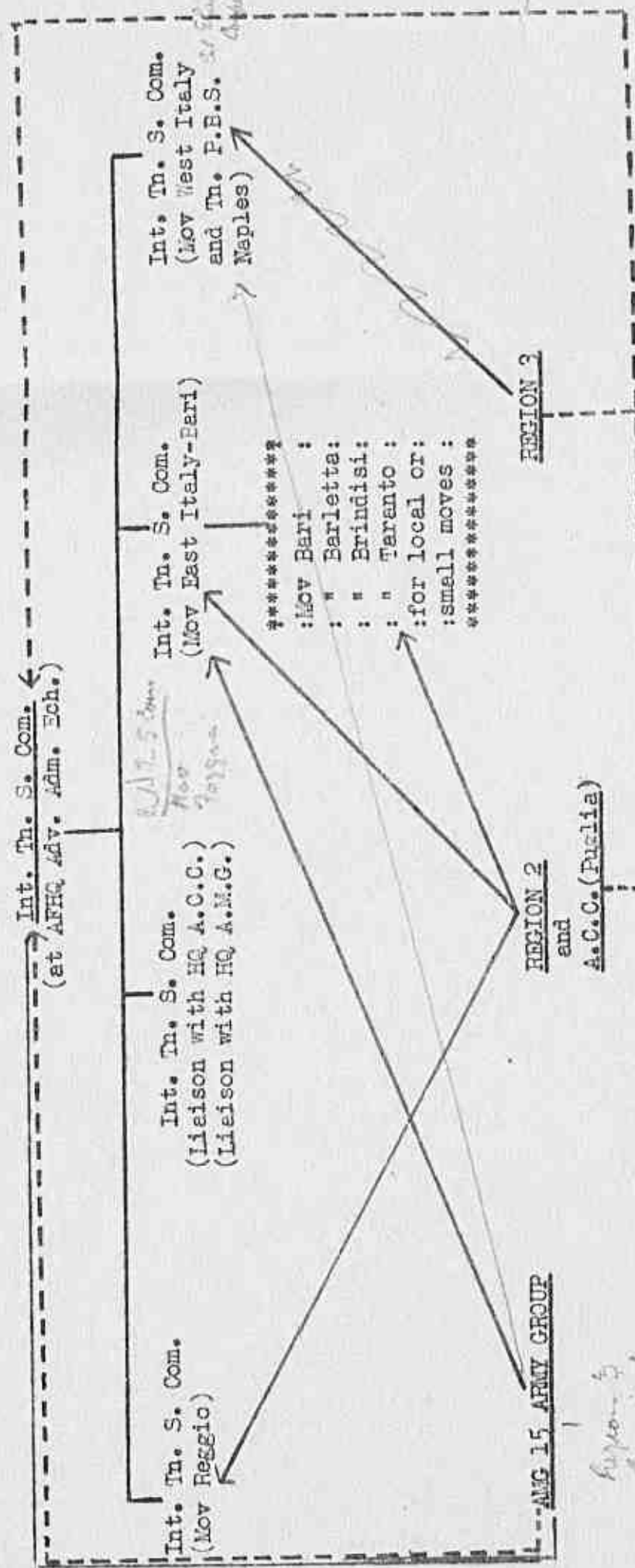
Para 7 to become para 6.

New para. 9 to read:

9. A diagrammatic lay-out at Appendix "A" illustrates the organization for the time being of Internal Transportation Service Commission (Int. Tr. S. Com) in relation to the various British and U.S. Military Movements and Transportation Offices. It also shows, for Allied Control Office for and L.L.G., (a) the main channels for arranging rail transportation and (b) the channels for arranging air movements which cannot be covered locally.

Appendix "A"

Diagrammatic layout of Internal Transportation Sub-Commission (Int. Tn. S. Com) showing relationship with the various British Mov. and U.S. Tn H.Q's.



Plain arrows indicate normal channels for arranging rail transportation.
Dotted arrows indicate channels for bidding or arranging moves which cannot be agreed locally.

Subject :- Procedure for obtaining transportation for Civilian Passengers and Freight by rail.

W.C.C.	Brindisi.	Movements East Italy.
"	Palermo.	" West Italy.
M.C.	15 Army Group	" Region.
"	Region 2.	D. S. H. S. 3.
"	" 3.	

Commanling General, Feniusla Base Section

A.T.H. 2. Administration Memorandum No 76 dated 5 Nov sets out the respective functions and responsibilities of the A.C.C. Transportation sub-commission. It is now necessary to agree and decide a procedure whereby the transportation requirements of the civil population can be collated and submitted for consideration - also, having been considered in relation to military requirements and the transportation capacity available, to arrange to meet such demand, as may be accepted.

2. It is therefore proposed to hold a meeting at 1500 hours on 30 Nov 43 in the Conference Room at Adv. Air Echelon, A.I. 100, to frame a read recommendations to the D.J.A.C. as to the procedure to be followed by all concerned, and you are requested to send a representative. The organisation will take the shape of a Transparence Committee. The attached draft Administrative Instruction has been prepared as a basis for discussion at the meeting.

3. It is evident that there is at the present time a considerable volume of unnecessary movement of civilians by rail and consideration will be given at the meeting to the best method of reducing this movement: possibly by the introduction of a permit system which will make it impossible for a regular or casual traveler to purchase a ticket without having provisionally obtained a permit from some accredited authority.

Reference par. 7 of draft instruction, a map showing the boundaries of the areas controlled by the principal Mov. and U.S. Inv. Offices and the boundaries of the U.S.C. and A.I.G. Regions is being prepared and will be available at the meeting.

Copies to :-

•
•
•
•
•

1900-1901
Lieut-Colonel James E. Hall.

11. D. C. Transportation Sub-Commission.

Transportation Office, 31 Insula Lane Boston, Mass.

Major-General.
Deputy Chief Administration Officer.

1. A.T.H.Q. Administration Memorandum No 76 dated 9 Nov sets out the respective functions and responsibilities of the A.C.C. Transportation Sub-commission. It is now necessary to agree and decide a procedure whereby the transportation requirements of the civil population can be related and submitted for consideration - also, having been considered in relation to military requirements and the transportation capacity available, to arrange to meet such demands as may be accepted.

2. It is therefore proposed to hold a meeting at 1000 hours on 30 Nov 43 in the Conference Room at H.Q. to frame a draft recommendations to the D.C.A.C. as to the procedure to be followed by all concerned, and you are requested to send a representative. The organisation will take the same of a Transportation Committee. The attached draft Administrative Instruction has been prepared as a basis for discussion at the meeting.

3. It is evident that there is at the present time a considerable volume of unnecessary movement of civilians by rail and consideration will be given at the meeting to the best method of restricting this movement: possibly by the introduction of a permit system which will make it impossible for a regular or casual traveler to purchase a ticket without having previously obtained a permit from some accredited authority.

4. Reference par. 7 of draft instruction, a map showing the boundaries of the areas controlled by the principal Mov. and U.S. In. Offices and the boundaries of the A.C.C., and A.M.C. Regions is being prepared and will be available at the meeting.

Copies to :-

D.C.C.E.
Lieut-Colonel Wynn Davies.
A.C.C. Transportation Sub-Commission.
Transportation Officer, 3rd Insulin Base Station.

Lt. Col. Wynn Davies
Major-General.
Deputy Chief Administration Officer.

3137

ATTENTION: A.T.E., ADMINISTRATIVE L. SECTION No.

Procedure for obtaining transportation for Civilian Passengers and Freight by Rail.

1. Allied Military requirements demand the closest possible control of all rail transportation in the country to ensure, not only that adequate rolling stock is available for use by the Allied Forces, but also that fuel for power and traction, which always will be in short supply, is used only for hauling Allied Military traffic plus such minimum of civilian traffic as is necessary to support the life of the community and essential war industry.

2. The respective responsibilities and functions of the Movement and Transportation organisations of the Allied Military Forces and of the Transportation organisation of the Allied Control Commission and Allied Military Government, 15th Army Group, are dealt with in A.T.H.Q. Administrative Memorandum No 76 dated *including* 9th November 1945.

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

- (i) examining the essential civil requirements of ~~the~~^{the} transportation,
(ii) recommend the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) *ascertain the requirements of the various branches of transportation and make*
- the Committee will be composed as follows :-

Doc. 8 C (a)

Deputy: D/C.O.T.

Memorandum.
A representative of :-

HS - O.C. Supply Department
 HS - O.C. Transport. Sub-commission
 HS - O.C. Military Railway Service
 HS - O.C. Adv. Liaison

No. 2 District.

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

- (a) The appropriate A.C.C., ^{and} ~~for~~ A.H.G. Headquarters will submit as soon as possible to A.T.H.Q. Adv. Adm. Belgium through the A.C.C., Transportation sub-Committee 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 ~~and~~^{and} C. Transportation Sub-Commission and submitted for consideration by the Transportation Committee.

Research Assistant, Department of Psychology, University of Illinois at Chicago, Chicago, IL 60607-7141. E-mail: shirley@uic.edu

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

- (i) examine the essential civil requirements of ~~the~~ ^{for} transportation.
- (ii) recommend the extent to which civil requirements can be met within the limits imposed by military necessities.

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

Chairman. D.C.C.C. (H). A.T.H.G. Adv. Adm. Echelon.

Deputy. " " " " " "

Members. A representative of :-

HCS P.F.H.B. (H.M. 100)
(Civilian Supply)

H.S. A.C.C.

H.S. A.H.G. } Supply representatives

H.S. Transportation Sub-Commission A.C.C.

Military Railway Service. Shipping Sub-Com. P.C.C.

"Q" Branch A.H.G. Adv. Adm. Echelon.

G-4 " " "

P.B.D.

No 2 District.

~~Division of State Transport~~ ^{Division of State Transport} ~~will submit as soon as possible~~ ^{will submit as soon as possible}

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

- (a) The appropriate A.C.C., ^{and} A.H.G. headquarters will submit as soon as possible to A.F.H.G. Adv. Adm. Echelon through the A.C.C., 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 ~~A.C.C.~~ ^{P.F.H.B.} Transportation Sub-Commission and submitted for consideration by the Transportation Committee.

- (c) The Transportation Committee will submit their recommendations to D.C.C.C. A.F.H.G., Adv. Adm. Echelon. 3156

- (d) Recommendations accepted will be passed to D.C.C.C. A.H.G., 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.H.G. headquarters and of the Movement and Transportation Offices of the Allied Military Forces.

5. Requirements for any special rail transportation over and above the basic schedule will be submitted to A.F.H.G. Adv. Adm. Echelon by A.C.C. and A.H.G. headquarters through the A.C.C. Transportation Sub-Commission giving full reasons. Each case of this kind will be considered on its merits. It is however essential that a forecast be given at least fortnightly, ten days in advance so that a programme can be prepared.

P.T.O.

Adv. Ech Working
Instruction No. (Cont'd)
New para. 6

- 2 -

7. (a) Regional Transportation Officers of the A.C.C. Transportation Sub-Commission will be attached to certain of the British or U.S. Military Movements and Transportation Offices. Where this is impracticable, they will maintain close contact with them so that civil transportation requirements can be co-ordinated with those of Allied Forces. They will collect and collate local demands for civil rail transport.

(b) It may be convenient for the Transportation Committee to empower these Regional 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.

When local agreement cannot be reached, the demands will be referred through the channels laid down in para 4.

7. British Movements and U.S. Transportation Offices at present exist at the following points on the mainland of Italy :-

(a) BRITISH MOVEMENTS :-

Mov. Adv. Ech. Ech. Adv.

Mov. Reggio (Calabria)	Mov. West Italy (Naples)	Mov. East Italy (Bari)
Railhead Salerno	Castellammare Bari	Brindisi
Sub-area (Foggia)	Annunziata	Barletta
		Taranto

(b) U.S. TRANSPORTATION :-

Transportation Adv. Ech. Ech. Ech. Adv. Ech. Ech. Adv.
Transportation Peninsula Base Section (Naples)
Transportation Adriatic Base Area (Bari)

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

9 New para

Distribution

All A.C.C. and A.C.C. E.C.C.
All Military Districts and areas.
All Movement and Transportation Offices.

Major-General.
Deputy Chief Administration Officer.

Movements, 19/2
A.F.H.S.
Adv. adm. Ech.
C.M.F.
MOV. 3/3.
9 Nov. 43.

SUBJECT: - Estimated Railway Requirements in South Italy.

TO :- D.G.M.R.S. (Italy).

1. The situation has developed since the issue to D.G.M.R.S., A.F.H.S. of 15 Army Group 15AG/DMTN/MOV.30 of 3rd October, but the estimates of tonnages and priorities have proved substantially correct. Revised estimates for the future are set forth in the following paragraphs -

2. PRIORITY OF RAILWAY ROUTES.

- (a) Priority I.
 - (i) The re-opening of the East Coast line Northwards behind 5th Army.
 - (ii) The re-opening of the line NAPLES - CASERTA northwards to ROME behind 5th Army.
 - (iii) The re-opening of the FOGGIA - BENEVENTE - NAPLES line.
 - (iv) The re-opening of the section CANDELLA - RAPOLLA to give communication between NAPLES and FOGGIA via SALERNO - POTENZA - ROCHETTAS ANTONIO until (iii) is open.
- (b) Priority II.
 - (i) East Italy.
Repair of yards, improvement of facilities at certain stations and provision of rail service for depots, detailed priorities for which are given in MOV.3/3 dated 24th Oct as amended by MOV.3/3 dated 26th October and MOV.3/3 dated 1st November.
 - (ii) West Italy.
Similar work. As the Depots have only just been finally sited, demands have got to be collated and awarded priorities.

3. TONNAGES TO BE HANDLED DAILY.

It is estimated that the following tonnages will be required:-

(a) EAST ITALY Military.

- (i) Port clearance within a radius of 20 miles of the ports of TARANTO, BRINDISI, BARI and BARLETTA totalling 6,000 tons.
- (ii) TARANTO - BRINDISI - 1,000 tons.
- (iii) BRINDISI - BARI - 3,000 tons.
- (iv) BARI - FOGGIA - 6,000 tons.
- (v) FOGGIA - Army Railheads - 3,000 tons rising to 4,000 tons.
- (vi) TARANTO - METAPONTO - POTENZA - NAPLES - 500 tons.

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2. PRIORITY OF RAILWAY ROUTES.

- (a) Priority I.
- (i) The re-opening of the East Coast line Northwards behind 5th Army.
 - (ii) The re-opening of the line NAPLES - CASERTA northwards to ROME behind 5th Army.
 - (iii) The re-opening of the FOGGIA - BENEVENTE - NAPLES line.
 - (iv) The re-opening of the section CANDELLA - RAPOLLA to Givo communication between NAPLES and FOGGIA via SALERNO - POTENZA - ROCHETTAS ANTONIO until (iii) is open.

- (b) Priority II.
- (i) East Italy.
Repair of yards, improvement of facilities at certain stations and provision of rail service for depots, detailed priorities for which are given in MOV. 3/3 dated 24th Oct as amended by MOV. 3/3 dated 26th October and MOV. 3/3 dated 1st November.

- (ii) West Italy.
Similar work. As the Depots have only just been finally sited, demands have got to be collated and awarded priorities.

3. TONNAGES TO BE HANDLED DAILY.

It is estimated that the following tonnages will be required:-

(a) EAST ITALY Military.

- (i) Port clearance within a radius of 20 miles of the ports of TARANTO, BRINDISI, DARI and BARLETTA totalling 6,000 tons.

- (ii) TARANTO - BRINDISI - 1,000 tons.

- (iii) BRINDISI - DARI - 3,000 tons.

- (iv) DARI - FOGGIA - 6,000 tons.

- (v) FOGGIA - Army Railheads - 3,000 tons rising to 4,000 tons.

- (vi) TARANTO - METAPONTO - POTENZA - NAPLES - 500 tons.

(b) WEST ITALY Military.

- (i) Port Clearance within a radius of 20 miles of NAPLES and its Satellite Ports

- (ii) NAPLES to 5 Army Railheads when established - 3,000 tons rising to 4,000 tons.

- (iii) NAPLES - FOGGIA - 500 rising to 2,500 tons.

(c) SOUTH ITALY.

REGGIO - CROTONE - TARANTO - 300 - 500 tons a day till dumps are cleared.

(d) TROOP MOVEMENTS.

- (i) Two troop or passenger trains daily on each main north and south route.
- (ii) One hospital train per day on each north and south route.
- (iii) At a later date a total of 4 Hospital and Passenger trains between FOGGIA and NAPLES, instead of from TARANTO as in (i).

- 2 -

(o) Civil Traffic

It has up to now proved impossible to obtain any indication of civilian or Italian military essential traffic.

Local workmen's train service should be allowed to continue and a service of one mixed train a day in either direction should be maintained on the following main lines to provide a restricted passenger, goods and postal service

(i) REGGIO - TARANTO

(ii) METAPONTO - POTENZA - NAPLES.

(iii) TARANTO - BRINDISI - DARI - MARLETTA - FOGGIA (if military traffic permits). ^{extending to}

4. You are requested to say whether you can undertake these tonnages and to give an estimate of the dates in each case, stating the limiting factor.

P.W. Hellewell

Brigadier,
D.O.M.G. (Nov).

Copies to:- 15 Army Group (2)

5 Army (3)
3 Army (3)

C.G., Peninsula Base Section - Transportation Officer, P.D.S.

No.2 District.

Mov. East Italy.

Mov. West Italy.

DGARS., A.F.H.Q.

D.Tn (Dr) A.F.H.Q.

D.D.C.A.S.G.

D/C.O.T.

D.D.Th.

"Q"

(ii) METAPONTO - POTENZA - NAPLES.

(iii) TARANTO - BRINDISI - DARI - BARLETTA - FOGGIA (if military traffic permits).

4. You are requested to say whether you can undertake these tonnages and to give an estimate of the rates in each case, stating the limiting factor.

P.W. Hellewell

Brigadier,
D.O.M.G. (Mov).

Copies to:- 15 Army Group (2)

5 Army (3)
3 Army (3)

C.G., Peninsula Base Section - Transportation Officer, P.D.S.

No. 2 District.

Mov. East Italy.

Mov. West Italy.

DCMRS., A.F.H.Q.

D.Tn (Br) A.F.H.Q.

D.D.C.A.G.

D/C.C.T.

D.D.Tn.

"3"

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MOV. 1/53/17.

NOV. '43.

NOV 1943

ADV. ADM. ECHOLON A.F.H.Q.

MOVEMENTS FORMING INSTRUCTION NO. 6.

Organisation and Functions of Movement Control.

MOST SECRET.

1. The British Movements Organisation in Italy and its relation with the U.S. (G-4 Transportation) Organisation is shown in Appendix "A". It will be noted that a British Q. (Mov) Section will be attached to the G-4 (Th) Branch of the Peninsula Base Section in order to assist with the handling of British Movement and the control of British Depots in the area under the command of C.G., Peninsula Base Section. Similarly Movements Staff in American controlled ports will work in the closest co-operation with the U.S. Port Commandant. The responsibilities of the principal British Mov. H.Q. are given in the following paragraphs.

2. MOVEMENTS 15 ARMY GROUP.

Movements 15 Army Group are responsible for:-

- (a) Advising the General Staff 15 Army Group regarding the Movements aspect of present and future operations and keeping them informed regarding the Movements situation.
- (b) Keeping D.A.M.G. (M) informed regarding probable developments with particular reference to the Movements aspect.

3. MOVEMENTS 8TH ARMY.

Movements 8th Army are responsible for:-

- (a) Advising 8th Army on the Movements aspect of present and future operations.
- (b) Keeping 8th Army informed of the Movements situation.
- (c) Keeping D.A.M.G. (M), Mov. East Italy and Rail Head Sub-Area informed of the situation and likely requirements in so far as each of them are affected.
- (d) Reconnaissance of railheads and advising 8th Army on their selection after consultation with Railhead Sub-Area.
- (e) Railheads will normally be selected in the first instance by Army H.Q., after consultation with the Mov. S. Th. Staff attached to them. The Railheads chosen are then communicated to ELABO for agreement. ELABO will then issue the necessary instructions to all concerned.
- (f) Only in the most exceptional circumstances will P.O.L. and Ann. be handled at the same station.
- (g) In emergency, when time or communications do not allow reference to ELABO, the locations will be decided by Army H.Q. Instructions will then be communicated by Army H.Q. direct to Mov. Railhead Sub-Area, who will act upon them.
- (h) Placing demands for rail and sea movement.
- (i) Running any port or ports opened by 8th Army until taken over by ELABO
- (j) Control of road movement within the Army Area in accordance with the requirements of 8th Army.
- (k) Keeping A.D.Th. 8th Army fully informed regarding immediate and future requirements as they affect the railways.

4. MOVEMENTS EAST ITALY.

Movements East Italy will be responsible for:-

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2. MOVEMENTS 15 ARMY GROUP.

Movements 15 Army Group are responsible for:-

- (a) Advising the General Staff 15 Army Group regarding the Movements aspect of present and future operations and keeping them informed regarding the Movements situation.
- (b) Keeping D.A.M.G. (M) informed regarding probable developments with particular reference to the Movements aspect.

3. MOVEMENTS 8TH ARMY.

Movements 8th Army are responsible for:-

- (a) Advising 8th Army on the Movements aspect of present and future operations.
 - (b) Keeping 8th Army informed of the Movements situation.
 - (c) Keeping D.A.M.G. (M), Mov. East Italy and Rail Head Sub-Area informed of the situation and likely requirements in so far as each of them are affected.
 - (d) Reconnaissance of railheads and advising 8th Army on their selection after consultation with Railhead Sub-Area.
- Railheads will normally be selected in the first instance by Army H.Q., after consultation with the Mov. S. It. Staff attached to them. The Railheads chosen are then communicated to FLAMBO for agreement. FLAMBO will then issue the necessary instructions to all concerned.

Only in the most exceptional circumstances will P.O.L. and Ann. be handled at the same station.

In emergency, when time or communications do not allow reference to FLAMBO, the locations will be decided by Army H.Q. Instructions will then be communicated by Army H.Q. direct to Mov. Railhead Sub-Area, who will act upon them.

(e) Placing demands for rail and sea movement.

(f) Running any port or ports opened by 8th Army until taken over by FLAMBO

(g) Control of road movement within the Army Area in accordance with the requirements of 8th Army.

(h) Keeping A.D. It. 8th Army fully informed regarding immediate and future requirements as they affect the railways.

4. MOVEMENTS EAST ITALY.

Movements East Italy will be responsible for:-

- (a) Running the East Italian Ports.
 - (b) Control of road and rail movement in the Province of Apulia in rear of 8th Army boundary.
 - (c) Last minute adjustments in allocation of ships to East Italian Ports where this is necessary owing to unforeseen changes in the port situation when there is not time to refer to FLAMBO.
 - (d) (i) The booking of air passages for Army, Navy and Allied Officials from BARI airfield.
(ii) Booking demands for freight received from formations and services in East Italy.
- Detailed instructions are being issued separately.

Contd/2...

MOVEMENTS EAST ITALY (Cont'd).

- (e) Advising G.O.C., No. 2 District on Movements matters.
- (f) Advising G.O.C., No. 2 District on Movements matters.
- (g) Advising G.O.C., No. 2 District on Movements matters.
- (h) Advising G.O.C., No. 2 District on Movements matters.
- (i) Advising G.O.C., No. 2 District on Movements matters.
- (j) Advising G.O.C., No. 2 District on Movements matters.
- (k) Advising G.O.C., No. 2 District on Movements matters.
- (l) Advising G.O.C., No. 2 District on Movements matters.
- (m) Advising G.O.C., No. 2 District on Movements matters.
- (n) Advising G.O.C., No. 2 District on Movements matters.
- (o) Advising G.O.C., No. 2 District on Movements matters.
- (p) Advising G.O.C., No. 2 District on Movements matters.
- (q) Advising G.O.C., No. 2 District on Movements matters.
- (r) Advising G.O.C., No. 2 District on Movements matters.
- (s) Advising G.O.C., No. 2 District on Movements matters.
- (t) Advising G.O.C., No. 2 District on Movements matters.
- (u) Advising G.O.C., No. 2 District on Movements matters.
- (v) Advising G.O.C., No. 2 District on Movements matters.
- (w) Advising G.O.C., No. 2 District on Movements matters.
- (x) Advising G.O.C., No. 2 District on Movements matters.
- (y) Advising G.O.C., No. 2 District on Movements matters.
- (z) Advising G.O.C., No. 2 District on Movements matters.

5. MOVEMENTS WEST ITALY.

Movements West Italy will be responsible for:-

- (a) The Naples Satellite Ports until these are taken over by U.S. personnel.
- (b) The control of road and rail movement in that part of Campania and Lucania outside Army boundaries which is not within the area controlled by the Peninsula Base Section.
- (c) Collating British demands for movement and making the necessary arrangements with Transportation, Peninsula Base Section. Mov. Sub-Areas will perform a similar function for local movement within their boundaries.
- (d) Supervising the loading and clearance of wagons at British Depots.
- (e) The administration of Movements personnel within the area in accordance with instructions issued separately.

6. MOVEMENTS NAPLES.

Movements Naples will be responsible for:-

- (a) The movement of all British personnel, stores and M.T. through the Port of NAPLES and Satellite Ports working in conjunction with U.S. Port Commandant NAPLES.
- (b) Advising U.S. Port Commandant NAPLES on all British movements matters in these ports.
- (c) Liaison between U.S. Port Commandant NAPLES and his Staff and P.M., Sea Transport Service, Minister of War Transport in these ports.
- (d) Keeping Mov. FLAMBO and Mov. West Italy informed of the situation in these ports and providing such statistics regarding British traffic as may be required.

7. MOVEMENTS RAILROAD SUB-AREA.

Movements Railroad Sub-Area will be responsible for:-

- (a) The opening and control of Railheads in 8th Army Area as may be directed from time to time.
- (b) The regulation of traffic entering Railroad Sub-Area so that it is delivered to rail-heads at the time and in the sequence demanded by 8th Army.
- (c) Keeping in close touch with formations served by the Railheads and advising expected traffic so that formations and consignees concerned can make the necessary arrangements for labour and transport to effect immediate discharge and clearance.
- (d) Advising Mov. Rear 8th Army as much in advance as possible of any change in programme or failure due to local causes.
- (e) Advising Mov. Rear 8th Army of any difficulties that may be encountered in off-loading wagons or clearance of traffic from railheads.

8. MOVEMENTS REGGIO (CALABRIA).

Movements Reggio (Calabria) will be responsible for:-

outside Army boundaries which is not within the area controlled by the Peninsula Base Section.

(c) Collating British demands for movement and making the necessary arrangements with Transportation, Peninsula Base Section. Mov. Sub-areas will perform a similar function for local movement within their boundaries.

(d) Supervising the loading and clearance of wagons at British Depots.

(e) The administration of Movements personnel within the area in accordance with instructions issued separately.

6. MOVEMENTS NAPLES.

Movements Naples will be responsible for:-

- (a) The movement of all British personnel, stores and M.E. through the Port of NAPLES and Satellite Ports working in conjunction with U.S. Port Commandant NAPLES.
- (b) Advising U.S. Port Commandant NAPLES on all British movements matters in these ports.
- (c) Liaison between U.S. Port Commandant NAPLES and his Staff and R.N., Sea Transport Service, Minister of War Transport in these ports.
- (d) Keeping Mov. FLIDDO and Mov. West Italy informed of the situation in these ports and providing such statistics regarding British traffic as may be required.

7. MOVEMENTS RAILROAD SUB-AREA.

Movements Railroad Sub-Area will be responsible for:-

- (a) The opening and control of Railheads in 8th Army Area as may be directed from time to time.
- (b) The regulation of traffic entering Railroad Sub-Area so that it is delivered to rail-heads at the time and in the sequence demanded by 8th Army.
- (c) Keeping in close touch with formations served by the Railheads and advising expected traffic so that formations and consignees concerned can make the necessary arrangements for labour and transport to effect immediate discharge and clearance.
- (d) Advising Mov. Rear 8th Army as much in advance as possible of any change in programme or failure due to local causes.
- (e) Advising Mov. Rear 8th Army of any difficulties that may be encountered in off-loading wagons or clearance of traffic from railheads.

8. MOVEMENTS REGGIO (CALABRIA).

Movements Reggio (Calabria) will be responsible for:-

- (a) Control of road and rail movement in Calabria.
- (b) The working of the Italian terminal of the Messina Ferry and of the Ports of Reggio and Crotone when used.
- (c) The routing of convoys forward from the Messina Ferry in accordance with the general instructions issued from this H.Q. from time to time.
- (d) Administration of Movements personnel in Calabria in accordance with instructions issued separately.

(For Distribution see over).

W. J. Helmore

Brigadier,
D.O.L.G. (Mov) &

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