

ACC AC 55/TN 4. 10000/148/2064 SECURING CIVIL MOVEMENTS FOR
DEC. 1943-APR. 1944

2064 SECURING CIVIL MOVEMENTS FOR AMG/AE FREIGHT NOV. 97N
DEC. 1943-APR-1944

0004

Dec 55/TN.4.

II

Securing civil movements for
Army/AC through War & En.

(AC En. Memorandum N^o 1 dated
10 Dec 48)

Army/AC. Trangle. W. D. G.

(AC Tr. Memorandum No. 1 dated

10 Dec. 43)

10000 148

2064

THIS DOCUMENT

CONTAINS NO REFS

FROM DEC. 1943

TO APR. 1944

CATALOGUE-

HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION
ATC 394

TRANSPORTATION FOR ACC & CIVILIAN FREIGHT - ITALIAN MAINLAND ONLY

Reference : ACC Tn/19/19.
Date : 27 April '44.

ACC Tn MEMORANDUM NO. 3.

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, AAI has issued Amendment No. 2 dated 25 April 44, to Adv. Adm. Echelon, ATRQ 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 (c) Cosenza
and (d) Rail line; Marina di Maratea to Acquafredda in Potenza Province
and (e) Rail line; Sapri to S. Niccolò Varco (near Eritippeglia) in Salerno Province
and (f) Rail line; Nave Siri to Basilic (near Metaponto) in Matera Province.
370%
- II. Bari Division - Capo Compartimento at Bari.
Includes all of following Provinces :-
(g) Taranto (h) Lecce (i) Brindisi (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.

Metaponto line, which

forces necessitate more positive control of movement by rail of civil freight traffic. For this reason HQ, AAI has issued Amendment No. 2 dated 25 April 44, to Adv. 44, Echelon, and 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
- and (d) Rail line; Marina di Maratea to Acquafredda in Potenza Province
- and (e) Rail line; Sapri to S. Nicola Vares (near Battipaglia) in Salerno Province
- and (f) Rail line; Nove Siri to Basilio (near Metaponto) in Matera Province.

(b) Catanzaro

(c) Cosenza

II. Bari Division - Capo Compartimento at Bari.

Includes all of following Provinces :-

- (g) Taranto
- 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 Troia & Bovino stations on Foggia - Benevento line, which are under Naples Division.
- and (n) Rail line from Tunnelli north, along east coast, to Tossacesia (normally part of Ancona Division).
- and (p) "Sud-Est System" - Privately owned line operating in Provinces as in para (g) to (j) inclusive, above.

(h) Lecce

(i) Brindisi

(j) Bari

III. Naples Division - Capo Compartimento at Naples.

Includes all of following Provinces :-

- (q) Naples
- except as noted in I. (e) above.
- (u) Stations Troia & Bovino in Foggia Province, see para II. (m) above.
- (r) Benevento
- (s) Avellino
- (t) Salerno

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 Poggia 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, APO 394 not later than 0900 hours each FRIDAY, copy being sent to ACC Transportation Sub-Commission Officer concerned, where traffic originates in Reggio or Bari 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, i.e., decision of Transportation Sub-Committee, HQ, AAI, 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 Officers (Transportation Sub-Commission), Reggio and Bari Areas.

(i) Between any two stations in Bari (ISR) Division, including Sub-Est system, except those NW of Barletta or N of Rotonda, 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 Officer and discuss bids and consignments to be included in loading programme.

(vi) Sub-Commissions requiring movement will arrange for bids to be submitted by the ACC Officers in the Division from which the traffic will originate as laid down in para 4 (a) (17).

(vii) Bids must reach Transportation Sub-Commission, ACC, APO 394 not later than 0900 hours each FRIDAY, copy being sent to ACC Transportation Sub-Commission Officer concerned, where traffic originates in Reggio or Bari 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, i.e., decision of Transportation Sub-Committee, HQ, ALI, 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 Officers (Transportation Sub-Commission), Reggio and Bari Areas.

(i) Between any two stations in Bari (ISR) Division, including Sub-Net system; except those NW of Barietta or N of Rocchetta, and stations on routes named in sub-para 4 (a) (1) 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 assess priorities. Programme will be framed within tonnage limits allocated by Movements (Military) for non-military traffic.

(v) Traffic over any lines not covered by (a) or (b) above will be for through HQ, Transportation Sub-Commission, APO.

(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 managements, 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 as in para 4(a), (b) and 5 will apply.

5. Procedure for obtaining Movement of Traffic in the Cape Freight Traffic. (vide para 2 (b))

- (a) Civilian consignors will apply to local LRA stationmaster 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 Cape 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 for Naples LSR Area by ACC Representative Region III, as referred under para 4 (c) (iv) above.
- (c) Each bid must be given a serial number by Cape 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-Commission will be notified to ACC Transportation Sub-Commission Officer concerned, who will advise Cape 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 Cape Compartimento of final decision.
- (g) ACC Transportation Sub-Commission Officer will issue official ACC wagon labels, (vide para 6 below), to Cape 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 Tn. 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. 3700
 - (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

- originating in Naples Area, where bids will be screened by ACC Representatives at Monday meetings, at Reggio and Bari for the Naples IER 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 consignors concerning arrangements.

GENERAL INSTRUCTIONS.

6. ACC Official Wagon Labels.

- (a) Present form of authorisation laid down in para 2 ACC Tn. 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. 773
- (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.

- 4 -

(E) 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 HQ, 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", HQ, ACC 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 HQ, 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 affected must be re-bid for in accordance with procedure outlined above.

By command of Lieutenant General MAISON MACFARLANE:

L. E. Vining

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

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

ACC (or ACC) 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 c.ft. for sea movement)

Only one consignee to be shown on each bid (Form TSC/3).

Consignee _____

Off-loading station _____

ACC (or ACC) officer to contact _____

Has it been ascertained that consignee can unload
at expected rate of arrival?

Reason transportation is required and order of priority: (state fully) :-

If sea movement is specified state reasons: _____

2702

LIMITATION: RAIL TRANSPORTATION MUST BE LIMITED TO ALLIED MILITARY TACTIC PLUS ONLY SUCH MINIMUM CIVIL TRAFFIC AS IS NECESSARY TO LIFE OF COMMUNITY AND ESSENTIAL W.A. INDUSTRY. BEFORE REQUESTING RAIL TRANSPORTATION ACC OFFICERS MUST CONCLUSIVELY DETERMINE THAT PROPOSED MOVEMENT IS NECESSARY, IN ACCORDANCE WITH FOREGOING.

REMARKS

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

4400 (or 440) officer to contact

... been arranged?

See transportation to loading station and loading.

Region loads
(or units of 40 c.ft.
for sec. movement)

Loclin station
(precise R.R. station
or Hert must be spec-
ified) (inc. Province)

Date
Loading
can
Comments

Continued

	Total	Tonnes
1990	100	100
1991	100	100
1992	100	100
1993	100	100
1994	100	100
1995	100	100
1996	100	100
1997	100	100
1998	100	100
1999	100	100
2000	100	100
2001	100	100
2002	100	100
2003	100	100
2004	100	100
2005	100	100
2006	100	100
2007	100	100
2008	100	100
2009	100	100
2010	100	100
2011	100	100
2012	100	100
2013	100	100
2014	100	100
2015	100	100
2016	100	100
2017	100	100
2018	100	100
2019	100	100
2020	100	100
2021	100	100
2022	100	100
2023	100	100
2024	100	100
2025	100	100
2026	100	100
2027	100	100
2028	100	100
2029	100	100
2030	100	100
2031	100	100
2032	100	100
2033	100	100
2034	100	100
2035	100	100
2036	100	100
2037	100	100
2038	100	100
2039	100	100
2040	100	100
2041	100	100
2042	100	100
2043	100	100
2044	100	100
2045	100	100
2046	100	100
2047	100	100
2048	100	100
2049	100	100
2050	100	100
2051	100	100
2052	100	100
2053	100	100
2054	100	100
2055	100	100
2056	100	100
2057	100	100
2058	100	100
2059	100	100
2060	100	100
2061	100	100
2062	100	100
2063	100	100
2064	100	100
2065	100	100
2066	100	100
2067	100	100
2068	100	100
2069	100	100
2070	100	100
2071	100	100
2072	100	100
2073	100	100
2074	100	100
2075	100	100
2076	100	100
2077	100	100
2078	100	100
2079	100	100
2080	100	100
2081	100	100
2082	100	100
2083	100	100
2084	100	100
2085	100	100
2086	100	100
2087	100	100
2088	100	100
2089	100	100
2090	100	100
2091	100	100
2092	100	100
2093	100	100
2094	100	100
2095	100	100
2096	100	100
2097	100	100
2098	100	100
2099	100	100
2100	100	100

Amount that
can be loaded
per day.

only one consignment to be shown on each bid (Form TSO/4).

Confidence

Off-loading station.

Provided

1007 (or ANG) officer to contact

2007 (or ATC) office to establish a permanent record of the company's activities.

its estimated rate of growth?

State is required and order of priority: (state fully) :-

If sea movement is specified state reasons:

LIMITATION:- RAIL TRANSPORTATION MUST BE LIMITED TO MILLED MILITARY TRAFFIC PLUS ONLY SUCH MINIMUM CIVIL TRAFFIC AS IS NECESSARY TO LIFE OF COMMUNITY AND ESSENTIAL TRANSPORTATION. CO OFFICERS MUST CONCLUSIVELY BEFORE REQUESTING RAIL TRANSPORTATION IN ACCORDANCE WITH FOREGOING.

INTRODUCTION

INFORMATION
Read all instructions for preparation of this form, on reverse hereof; check to insure all required information being properly shown, then complete following certification.

CURTIS H. CALICOT

I certify that I have read above Bid, checked all details shown; that Bid meets

(Ward)

(2100H)

(Official Position).

(Location)

(Mail Address)

(Signal and/or Telephone Address)

INSTRUCTIONS FOR PREPARATION OF BIL. - 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, in 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.

Bidding
4. ACC Official Wagon Labels. Attention is directed to the fact that wagons must bear official ACC WAGON LABELS, completed in ink. The labels will be provided, upon acceptance of bid, for each authorized wagon. Labels will be supplied by ACC in. Representative to Regional and Provincial Supply Officers, who will endorse them with details of commodity, serial number of bid, date during which movement is authorized, 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 HQ ACC Transportation Sub-Commission in advance, through usual channels, giving all known details.

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.F.F., 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.G.

4. Tonnage Capacity.

The available overall tonnage within which all civil traffic will be carried will be notified by D.G.M.C.(M) H.Q., A.A.I. to Transportation Sub-Committee A.C.G. 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 East (I.S.R.) Division, including Sub-East system, except those NW 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.

3700

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 Iav. Adm. Echelon, A.S.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.S.C.

4. Tonnage Capacity.

The available overall tonnage within which all civil traffic will be carried will be notified by D.C.C. (M) H.Q., A.S.I. to Transportation Sub-Commission A.S.C. and all Movement Areas and Sub-Areas, after consultation with D.C.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 NW 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.	3700
---	---	------

(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.S.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.S.C. Traffic required to move from one I.S.R. Division to another.	By bidding through the Transportation Sub-Committee - as for (a)
--	--

- 2 -

(g) Traffic of Italian civilian consignors 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 : These 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.

8. 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. In Representative Bard, or A.C.C. In 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 - same details being given as on present form of authorization.

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

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

(e) Mov. East Italy and Mov. Reggio will notify the A.C.C. In Representative of any variations to civil tonnage 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. In. Representatives 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. In. Representatives to appropriate Movements District Officers as early as possible each Tuesday.

(g) A.C.C. In. Rep will then advise details of movement authorised, and loading requirements to bidders 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. In. reps will set the same time arrange for the supply of official A.C.C. wagon labels.

(h) A.C.C. In. Representatives will instruct Capo 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 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 ordinary civilian movement will be applied for by the sender through the local station master - same 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 collate all applications, grouped by line sections, for consideration by the A.C.C. representative each Monday.
 - (e) Mov. East Italy and Mov. Reggio will notify the A.C.C. or Representative of any variations to civil tonnage 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 authorised, and loading requirements to bidders 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 resubmitted during a subsequent weekly period. No loading of such traffic will be permitted during the current period.
 - (j) 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.

- 3 -

8. Wagon Supply.

(a) Mov. Sub. Areas of A.A.I. through their R.T.Os, (or appropriate I.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 R.O., 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. Capo Comptinento by A.C.C. Th. Representative, duly completed and signed as in (a) above.

(d) Wagons will not be moved unless they bear labels as above.

3699

2. 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 embarkations 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 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. 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. Capo Compartimento 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.

RWT Fellowes

Major General,
Chief Administrative Officer.

3699

DISTRIBUTION:

A.F.H.C. (39)
 M.C.S. Adv (2)
 H.Q. A.C.C. Naples (2)
 D.C.M.R.S. (6)
 M.I.D.O. Italy
 5th Army (3)
 8th Army (3)
 5 Corps
 C.G. FBS
 HQ No 2 Dist (16)
 " " 3 Dist
 57 Area
 86 Area
 71 Sub-Area
 151 Sub-Area
 52 Area
 94 Sub-Area
 60 " "
 69 Garrison
 55 Area
 Nov 5 Corps.
 East Italy
 West Italy
 Rear 8th Army
 Taranto
 Brindisi
 Bari
 Barletta
 Foggia
 Reggio
 B.H. Sub-Area
 (East Vasto)
 Naples
 Salerno
 Torre Annunziata
 Castelluccio
 3 District
 12414
 M.L.F.
 AFSC/MTO
 XII AFSC
 15 AFSC
 In-Military Base Area (Muri)
 HQ 214 Group RAF
 NOIC Combined HQ Naples.
 CAG
 ADC
 Tpt Off. P.D.S.
 ACC M Sub Com (100)
 (for distribution with
 detailed instructions
 to ...C.O. Officers,
 including those
 attached to 5th and
 8th Armies)
 DMO
 DMC(M)
 D/COT
 DDM
 Nov 1 - 5
 Nov 2
 " (6)
 C(SD)
 C-4

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

Our reference : ACC Tn/20/19

Date : 22 Feb 44.

TO : Main HQ ACC.,
Economic Section.

SUBJECT: Bids for Transportation Procedure.

1. Reference your ES/49 dated 17 Feb 44, received 21 Feb 44.
2. The substitute memorandum attached to your letter is an excellent model. The subject, however, does not lend itself to quite such simple treatment. As you are aware the present system is based on instructions agreed with the Movements and Transportation organisation of the Operational Forces and has to be worked in conjunction with them. The existing AFHQ instructions contain some important provisions which cannot be abbreviated to the extent indicated in your substitute memorandum.
3. It now transpires that further alterations in the basic system may have to be made in the near future. In the circumstances it is recommended that no ACC instructions or memoranda be issued for the time being.
4. Meanwhile, officers from this Sub-Commission are doing everything possible to contact those who require or who may require transportation, and explain to them where necessary the present procedure. The number of bids received during the past week or two indicate that there is no serious lack of knowledge of the ways and means to try and get transportation.
5. Regarding your para 5. Arising out of negotiations which are taking place with the Undersecretary of State for Railways and others concerned, it may be necessary to revise the form of authorisation. Until the negotiations are completed it is considered that the present form should stand.

3893
S.A. FITCH,
Colonel,

Director, Internal Transportation Sub-Commission, ACC.

HEADQUARTERS
ARMED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ES/243/504

19 February 1944

ES/49

SUBJECT: Bids for Transportation Procedure
TO : Internal Transportation Sub-commission

1. Ref AOC/Tn/20/17, 18 February 1944, and attached memorandum.
2. It is considered that the need is for a simple guide to the officer who wishes to obtain transportation.
3. Please state whether you agree that the attached substitute memorandum will meet this need.
4. Appx. A referred to in the Request for Transportation attached to your memorandum.
5. Appx. B is the Authorization for Rail Movement given in AOC Tn/3/4, 29 December 1943. Should this be amended in any way?


D. S. ADAMS
Colonel, C.E.
Economic Section

7007

ES/GMS/304

MEMORANDUM:

19 February 1944

SUBJECT: Bids for Transport of Civilian Supplies - AGS/AGC Procedures.
for HS AGC, and Regions 2 and 3

1. Owing to the shortage of transport facilities and the priority demands of the Allied Forces, transport space, whether by sea, road, or rail, must be allocated in accordance with real need.

2. Road movement will be carried out under existing Regional arrangements until the proposed Provincial Civil Supply and Road Haulage Transport Control Officer operates when 'bids' will be submitted to him 24 hours in advance.

3. Rail movement of small consignments of less than one wagon load will be arranged direct with the person in charge of the sending station.

4. Rail movement of larger consignments will be initiated by submitting a 'bid' on the prescribed form shown in Appx. A. ~~The~~ ^{by rail (Hous Schedule) Lines on Mainland} ^{at least} requirements for any one week, commencing Monday, and must reach Internal Transportation Sub-commission, c/o Mov. in, AGS Adv Adm Section, C.M.F., ^{last Friday, then} the previous Tuesday.

Forecasts of bids for future weeks should be made when possible.
~~All "bids" must be submitted by the Regions in which the traffic originates.~~

5. An Emergency Bid may be submitted as in para 4 when it is impossible to bid a week in advance and where urgent movement is essential.
If this bid is for two wagons or less direct arrangements may be made with Internal Transportation representatives.

c/o Mov. Reggio,
Mov. Foggia,
Mov No. 2 Dist ~~Sanofi~~
Mov W. Italy Naples,
In HS Naples.

6. Bids are 'accepted' on the Thursday of each week. The decision of the meeting is forwarded to the officer who submits the bid. He will be responsible for making arrangements for road transport to and from stations, and for labour for loading and unloading. He will issue the form of authorization shown in Appx. B for all movements of one or more car loads. This form must be handed to the person in charge of the dispatching railway station.

7. Shipping bids will be as above except that all bids will be made to the ^{Internal} Sub-commission and not to the representatives referred to in para 5.

8. Please ensure that the form submitted gives all the information required.

3696

Internal Transportation Sub-Commission, AGC.,
C/o Gov & In.,
AFHQ Advanced Administrative Echelon,
D.S.A.

Our reference : AGC Tn70/17

Date : 18 Feb 44.

TO : Main Hq. AGC.,
Economic Section.

SUBJECT: Procedure for AGC/AGC to secure transportation to meet
civil needs on the mainland.

1. You are aware of the desirability for the issue of an instruction containing a summary of the procedure in connection with the above.
2. The attached two copies of such an instruction, which includes the latest modifications which have become necessary in the existing procedure, are submitted for approval.
3. Please arrange early issue to AGC 5th and 8th Armies, all Sub-Commissions concerned and all Regions except 1 and 6. In addition 50 copies will be required for the use of this Sub-Commission.
4. It is suggested that Transportation Instructions be given a serial number to facilitate subsequent reference to them.

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

*Reaches 1872. Handled to & discussed with Mr. Vella
who will see Col Adams. Col Adams was out when
I called*


3695

HEADQUARTERS ALLIED CONTROL BOARD - IGH

Internal Transportation sub-Committee, 400.

C/O Gov & IN.

Allied Advanced Administrative Echelon,

A.C.A.

Telegraphic Address: "Gov Place" for RICHIE

Date : 15 Feb 44.

Procedure for A.C.A. to secure transportation to meet civil needs on the mainland.

1. The above procedure is contained in the following documents:

- (a) Adv. Adm. Echelon 400 - Administrative Instruction No. 11 dated 6 Dec 43.
- (b) ACC IN Memorandum No. 1 dated 10 Dec 43.
- (c) ACC IN Memorandum No. 2 dated 22 Dec 43.
- (d) Adv. Adm. Echelon 400 - Administrative Instruction No. 14, Amendment No. 1 dated 5 Feb 44.

The most important requirements of the above documents are summarised in paras 4 to 6 below.

2. Roll movements by Basic Schedule of Trains and by "Bidding" system.

It was the intention under the organization described in the documents referred to in para 1 (a) and (b) above that basic schedule train movements required by ACC/ACC and civilians on the mainland should be arranged direct through the person in charge at the sending station, and that the "bidding" system should apply only to roll movements over and above the capacity of the Basic Schedule of Trains. Being to the magnitude of the priority requirements of the Allied Operational Forces, coupled with the serious shortage of transportation facilities, it has proved impossible to operate the Basic Schedule of Trains regularly and it has also become necessary to effect the majority of "bidding" system movements on the few available Basic Schedule trains instead of by running additional trains. This situation led to the introduction at short notice of the "form of authorisation" system, described in the document referred to in para 1 (c) above, in order to curtail drastically the amount of Italian civilian freight traffic moving on a commercial basis without restriction, which was causing serious railway congestion and prejudicing the movement of Allied Forces, ACC and ACC traffic.

3. Present position.

(a) Transportation facilities are in short supply. This is not only due to railway damage, shortage of locomotives,

1. The above procedure is contained in the following documents:
 - (a) Adv. Mem. Schedule No. 1 - Administrative Instruction No. 1, dated 6 Dec 43.
 - (b) Adv. Mem. Schedule No. 1, dated 10 Dec 43.
 - (c) Adv. Mem. Schedule No. 2, dated 19 Dec 43.
 - (d) Adv. Mem. Schedule No. 1 - Administrative Instruction No. 1, dated 5 Feb 44.

The most important requirements of the above documents are summarized in 2 and 3 to 8 below.

2. Basic Requirements by Basic Schedule of Trains and by "Hiding" System.

It was the intention under the organization described in the documents referred to in para 1(a) and (b) above that basic schedule train movements required by 100/103 and civilians on the mainland should be arranged direct through the person in charge at the existing station, and that the "hiding" system should apply only to rail movements over and above the capacity of the basic schedule of trains. Owing to the magnitude of the priority requirements of the Allied Operational Forces, coupled with the serious shortage of transportation facilities, it has proved impossible to operate the basic schedule of trains regularly and it has also become necessary to effect the majority of "hiding" system movements on the few available basic schedule trains instead of by running additional trains. This situation led to the introduction at short notice of the "form of authorization" system, described in the document referred to in para 1 (c) above, in order to curtail drastically the amount of Italian civilian freight traffic moving on commercial basis without restriction, which was causing serious railway congestion and prejudicing the movement of Allied Forces, AG and ACC traffic.

3. Present Position.

(a) Transportation facilities are in short supply. This is not only due to railway damage, shortage of locomotives, rolling stock, shipping (including schooners), and road trucks, but also to the shortage of fuel for power and traction, including electricity.

(b) The transportation requirements of the Allied Forces must have first priority. Therefore, transportation facilities for AG and civilian purposes are very limited indeed. These conditions are likely to continue for some considerable time. The use of rail, shipping and road transport must, therefore, be strictly limited to the movement of Allied military and war industry traffic, plus the minimum of AG and civilian traffic essential to the life of the community.

4. Summary of procedure, concerning forthwith, for H/S/AD3 to report transportation to meet essential civil needs.
In view of the foregoing, complete brief summary of this procedure is given in the following paragraph:-

5. Railway movements.

(a) The movement of small consignments of less than one car or wagon load by basic schedule trains will be arranged direct with the person in charge of the sending station.

(b) All rail movement of one or more car or wagon loads will be dealt with by the "Bidding" system, except as shown in (A) and (V) below.

(c) "Bids" will be submitted in the approved form as per copy of T&B/3 attached.

(d) "Bids" will be forwarded to the Internal Transport Sub-Commission at address shown in top right hand corner of this instruction and later than every Tuesday. They will cover the requirements for the seven days period commencing the following Monday.

(e) Where it is possible to forecast movement for a longer period than seven days, this will be done and will include as much helpful information as possible.

(f) Small urgent movements (not requiring more than two cars to complete the whole movement) which cannot be included in the weekly "Bids", may be arranged through the Internal Transport Sub-Commission representatives shown below:-

- Gov. Leggio
- Gov. Regia
- Gov. Co. 2 District, Bari
- Gov. Italy, Naples
- Int. L.S.S., Naples
- Capt. L.S. Belmont
- Major V.S. Cowart
- Capt. S.L. Hall
- Major J.F. Under.

(g) Urgent movements requiring more than two cars to complete the whole movement, which cannot be included in the weekly "Bids", may be submitted as "emergency bids" as soon as the need arises to Internal Transport Sub-Commission at address shown in top right hand corner of this instruction.

NOTE: It is essential that (f) and (g) above be confined to emergency requirements only because if the volume of traffic to be moved under these emergency arrangements assumes appreciable proportions the arrangements will have to be cancelled and all requirements diverted to the "bid" system.

(h) The Internal Transport Sub-Commission will arrange for the "Bids" to be screened by Main HQ AGO (Lt. Col. (Major) Collette the "Bids" to be screened by Main HQ AGO (Lt. Col.

copy of TAC/3 attached.
(a) "bids" will be forwarded to Region Internal Transport-
tion Sub-Committee in advance of the top right in the corner of
this instruction and later than every Tuesday. They will cover
the requirements for the seven days prior to submitting the follow-
ing Monday.

(a) Where it is possible to forecast movement for a
longer period than seven days, this will be done and will include
as much helpful information as possible.

(f) All output movements (not requiring more than two
cars to complete the whole movement) which cannot be included in
the weekly "bids", may be arranged through the Internal Transport-
ation Sub-Committee representatives shown below:-

- Gov. Radio - Capt. L.B. McIntire
- Gov. 2nd Air - Major L.B. Bowers
- Gov. No. 2 District, Ward - Capt. L.B. Bell
- Gov. 2nd Air, Naples - Major L.B. Yoder.
- Gov. 2nd Air, Naples - Major L.B. Yoder.

(g) Urgent movements requiring more than two cars to
complete the whole movement, which cannot be included in the
weekly "bids", may be submitted as "emergency bids" as soon as
the need arises to Internal Transport Sub-Committee at
address shown in top right hand corner of this instruction.

NOTE: It is essential that (f) and (g) above be confined
to emergency requirements only because if the volume
of traffic to be moved under these emergency arrange-
ments assumes appreciable proportions the arrangements
will have to be cancelled and all requirements diverted
to the "bid" system.

(h) The Internal Transportation Sub-Committee will
arrange for the "bids" to be screened by Area HQ 100 (Lt. Col.
Heister), collate the "bids" and submit them to A (Gov) - 3-4 in
by 0900 hours each Wednesday.

(i) The Transportation Sub-Committee will meet 0800
hours each Wednesday in the office of the Area (A), Area 100, located
Administrative Section to consider and decide which bids can be
handled during the period concerned on the basis schedule of trains
and any other transportation facilities which may be available for
civil purposes. It will also decide which "bids", if any, should
be submitted to the Operational Forces Priority of Movements
Meeting to be held at 0830 hours the same day for consideration
for an allocation of part of the military lift.

railway
or shipping

5. Railway movements. (Cont'd).

(1) The Transportation sub-committee meeting at 0900 hours each Thursday will be attended by the agreed representatives of the Operational Forces, command in transportation organization and also by representatives of internal transportation sub-committee, Air, M. A. S. (Lt. Col. Reiter), shipping sub-committee, and the Liaison Committee of States for Italian Railways and Highways.

(2) The Operational Forces' priority of movements meeting at 0930 hours each Thursday will be attended by representatives of internal transportation sub-committee and also by Lt. Col. Reiter.

(3) The result of the meeting so far as each "bid" is concerned will be communicated to the JAG/ACC oficer from whom the "bid" emanated.

(4) The arrangement of local railway transportation to and from railway stations, also labour for loading and unloading will be the responsibility of the JAG/ACC officers from whom the request for rail movements emanate.

(5) JAG/ACC officers from whom the request for rail movements emanate will also be responsible for issuing the "form of authorization" in respect of all specific railway movements of one or more car loads arranged in accordance with the foregoing procedure. Persons in charge of either military or civil at railway stations have been instructed not to accept consignments for conveyance unless the consignor hands in a properly completed form of authorization as referred to in the document mentioned in para 1(e) above.

6. Shipping movement including assistance subcommittee, except for imports from U.S., U.K. and North Africa.

Procedures will be same as shown for railway movements in para 5 above, except that sub-para (a), (b), (c) and (e) will not apply.

To ensure the best use being made of shipping facilities, "bids" will be made as far in advance as possible.

7. Movement by

Existing Regional arrangements will continue until the Regional and Provincial organization which is being set up under the instructions issued from this headquarters dated 10 Feb 44 and headed "Instructions for organization and operation of road haulage transport" become operative.

8. Procedures for Italian civilians to secure rail transportation, on a commercial basis for freight. This is not specifically required to move by JAG/ACC.

The present procedure for such movements requires the Italian civilian consignor to secure

2892

concerned will be communicated to the Army/AF of Italy from whom the "bid" is wanted.

(m) The arrangement of local railway transportation to and from railway stations, also 1 hour for loading and unloading will be the responsibility of the Army/AF officers from whom the request for rail movements emanate.

(n) Army/AF officers may also the request for rail movements emanate will also be responsible for issuing the "form of authorization" in respect of all specific railway movements of one or more car loads arranged in accordance with the foregoing procedure. Persons in charge (either military or civil) at railway stations have been instructed not to accept consignments for conveyance unless the consignee has in a properly completed form of authorization as referred to in the document mentioned in para 1(c) above.

6. Shipping movement including consignment documents, except for imports from U.S., B.E. and North Africa.

Procedure will be same as shown for railway movements in para 5 above, except that sub-para (a), (b), (c) and (n) will not apply.

To ensure the best use being made of shipping facilities, "bids" will be made as far in advance as possible.

7. Movement by rail.

Existing regional arrangements will continue until the regional and provincial organization which is being set up under the instructions issued from this headquarters dated 10 Feb 44 and headed "Instructions for organization and operation of road haulage transport" become operative.

3892

8. Procedure for Italian civilians to secure rail transportation, on a commercial basis for freight which is not specifically required to move by rail/AF.

The present procedure for such movements requires the Italian civilian consignee to secure from Army/AF a properly completed "form of authorization". This is very difficult for the Italian civilian consignee in many cases impossible but for the reasons given in para 2 and 3 of this instruction the existing system must be continued for the time being. Negotiations are taking place with the Undersecretary of State for Railways and others concerned in order to devise a more satisfactory system and further instructions will be issued as soon as possible.

00331

REQUEST FOR TRANSPORTATION

From: _____ Date: _____
This request is for inclusion among bids for the ^{seven} day period (indicate the period or stipulate "Emergency Request") MONDAY TO SUNDAY

Description of commodity: and how packed: _____

Consignor: _____

AGO or AGO officer to contact: _____

Has transportation to loading station and loading station been arranged? _____

Loading station	Rate	Amount that can be loaded	Total tonnage	Wagon loads (or units of 10 c.ft. for sea movement)
(Specify R.R. station or Port must be specified)	can be loaded	per <u>DAY</u>		

Consignee: _____

Cfr-loading station: Provinc

AGO or AGO officer to contact: _____

Has it been ascertained that conditions can include at expected rate of arrival? _____

Reason transportation is required and order of priority: _____
(state fully)

If sea movement is specified at to movement: _____

has transportation to loading station and loading station been arranged?

Loading station (precise R.P. station or Port must be spec- ified)	When loading can commence	Amount that can be loaded per day	Total tonnage	Wagon loads (or units of 1000 ft. for sea movement)

Consignee

Off-loading station

Province

AG or AOC officer to contact

Has it been ascertained that consignee can unload
at expected rate of arrival?

Person transportation required and order of priority:
(state fully)

If sea movement is specified state measures:

3891

Dis originator's
request No.

Signed

TSO/9

RANK

STATUS

Intr. Tn. Sub-Comm. A.C.C.
Representative
c/o Movements E. Italy

TO:- Intr. Tn. Sup. Comm. A.C.C.
c/o Movements A.F.H.Q.

Ref Mov/4/10

SUBJECT:- Maximum Load.

Your Ref. A.C.C. Tn./20/14

We wanted your views on the Maximum Load (not the Minimum $\frac{1}{2}$ for Despatch from Starting Point. However we are taking the matter up with Railway operations.

Date 31/Jan/44

Signed *Irvine-Lynch R.R.E*
Intr. Tn. Sub-Comm. A.C.C.
Representative

3690

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

Our reference : ACC Tr/20/13

Date : 24 Jan 44.

TO : Chief of Finance Sub-Commission, ACC.

SUBJECT : Procedure for documentation and record of AMG/ACC movements by Railway.

1. Further reference your 130/9/F and our ACC Tr/20/8 dated 4 Jan 44.
2. There is attached draft of ACC Tr. Memorandum No. 3, this date, superseding para 10 of ACC Tr. Memorandum No. 1 dated 10 Dec 43, and setting up procedure for documentation and recording movement of AMG/ACC traffic by railway.
3. Your review and an expression on the plan and procedure thus set up is requested. A reply at the earliest practicable date will be appreciated, to the end that the Memorandum may be published for an early effective date, the first of February if possible. Please return draft with your reply.

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

3689

Internal Transportation Sub-Commission, A.C.C.
C/O Mov & Tr.,
AFM, Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tr/20/15

Date : 24 Jan 44.

ACC Tr Memorandum No. 1

Procedure for Documentation and Recording Movements of Railway Traffic
(Subsidiary para 10 of ACC Tr Memorandum No 1 dated Dec. 10, 1943.)

PART I

CIVILIAN TRAFFIC MOVING UNDER TARIFF CHARGES

Movements of civilian traffic (freight and passenger) under tariff charges are subject to the normal documentation and accounting procedures of the Italian Railway administration and none of the provisions of Part II hereof concerning documentation and recording of movements of traffic (freight or passenger) free of tariff charges, for AMG/ACC has any application to such civilian traffic.

PART II

AMG/ACC Traffic Moving, ON SAME TERMS AS ALL MOVEMENTS FOR ALLIED FORCES, FREE OF TARIFF CHARGES.

FREIGHT:

1. All movements will be documented by use of standard army warrants (Form AB 437a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.
2. The AMG or ACC office acting as the shipper (consignor) for such movement will be responsible for documentation and making record of such movement, which process will be accomplished as follows:
3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one wagon may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.
4. No 1 copy (original) will be retained by the issuing office. No 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No 3 copy will be sent by quickest means to the AMG or ACC office acting as consignee. No 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

5. On the 1st and 16th of each month the issuing office will forward the No 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, c/o Mov. & Tr., AFM, Adv. Adm. Ech. ONY, accompanied by an abstract of such warrants showing:

(1) Warrant number and date

CIVILIAN TRAFFIC MOVING UNDER TARIFF CHARGES

Movements of civilian traffic (freight and passenger) under tariff charges are subject to the normal documentation and accounting procedures of the Italian Railway Administration and none of the provisions of Part II hereof concerning documentation and recording of movements of traffic (freight or passenger) free of tariff charges, for AMG/ACC has any application to such civilian traffic.

PART II

AMG/ACC Traffic Moving, ON SAME TERMS AS ALL MOVEMENTS IN ALLIED FORCES, FREE OF TARIFF CHARGES.

FREIGHT:

1. All movements will be documented by use of standard army warrants (form AB 497a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.
2. The AMG or ACC office acting as the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:
 3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one wagon may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.
 4. No 1 copy (original) will be retained by the issuing office. No 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No 3 copy will be sent by quickest means to the AMG or ACC office acting as consignee. No 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

5. On the 1st and 16th of each month the issuing office will forward the No 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the offices of Internal Transportation Sub-Commission, c/o Mov. & Tr., AFHQ Adv. Adm. Ech. COM, accompanied by an abstract of such warrants showing:

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

3688

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

7. On the 1st and 15th of each month No. 3 copies of all warrants covering shipments delivered during the preceding semi-monthly period will be forwarded by the office acting as consignee to the Office of Internal Transportation Sub-Commission, ACC, c/o Nov. & Th., AFHQ Adv. Adm. Ech. GMR, such copies to be accompanied by an abstract showing:-

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

General:

5. 8 General Railway Warrants, standard army form AB 494e, will be used for the movement of any AMG or ACC personnel authorized to travel by railway, free of charge. Such warrants will be also used for any civilians who are required to travel by train, free of charge, for ACC or ACC purposes.

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

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

11. Copy No. 1 will be handed to the railway stationmaster.
Copy No. 2 will be handed to the traveller or O.D. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.
Copy No. 3. will be retained by the issuing office.

12. On the 1st and 15th of each month the issuing office will send the No. 3 copy of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, c/o Nov. & Th., AFHQ Adv. Adm. Ech. GMR, which copies will be accompanied by an abstract thereof, showing:

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

13. Provisions of this memorandum will be effective on and from 1 November 1943, and supersede para 10 of ACC in Memorandum No. 1 dated 10 November 1943.

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

c/o Nov. Regio	Capt. A.M. Delavet (S)
" Foglia	Maj. V.E. Towers (B)
" E. Itely & Bari	Capt. J. Hall (A)
" "	" "
" "	Lt. Irvine Lynch (B)

c/o Reg 2 - Waters	Maj. C. E. Holliday (A)
c/o ACC HQ - Bristol	Capt. A.H. Street (B)

5. 3 General Railway Warrants, standard Army form 10-10, for the movement of any AGO or ACC personnel authorized to travel by railway, free of charge. Such warrants will be also used for any civilians who are required to travel by train, free of charge, for AGO or ACC purposes.

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

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

11. Copy No. 1 will be handed to the railway stationmaster.
Copy No. 2 will be handed to the traveller on O.S. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.

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

12. On the 1st and 15th of each month the issuing office will send the No. 3 copy of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, c/o AGO, 6 In. Ave. Adm. Bldg. 305, which copies will be accompanied by an abstract thereof, showing:

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

13. Provisions of this memorandum will be effective on and from 10 December 1943, and supercedes para 10 of ACC En Memorandum No. 1 dated 10 December 1943.

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

c/o AGO, Reggio	Cap. A.M. DeMaret (B)
" " Foggia	Maj. V.P. Powers (B)
" " S. Italy & Bari	Cap. S. Hall (A)
" " " " "	" " " " "
" " " " "	Lt. Irvine Lynch (B)
c/o Reg 2 - Matera	Maj. C. H. Holliday (A)
c/o AGO Hq - Brindisi	Cap. A.H. Street (B)
c/o Reg 3 - Naples	Maj. S. L. Reister (E)

Requests for additional copies should be made through the regional office of 3887 listed above.

APPENDIX "A".

Explanatory notes concerning information required on Warrants (Forms AB 497A and 494A).

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

A. FREIGHT WARRANT - FORM AB 497 A.

Lines 1 and 2, styled "Transport a' executer per train" and "For movement by _____": Either of both lines are to be used to show identification of train, on which it is intended, movement shall be despatched by title or description of train and date on which despatch is expected.

Line 3 - "From" - show actual station name, as "Naples - Central Station".
"To" - show actual station name, as Bari - AY3 station.

Line 4 - "Loading point" and "Delivery point". This will generally be the same as line 3. Where, however, the loading or unloading point has a distinct location identification 1 should be shown.

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

Columns 3 and 7 are not required.

Column 5 "Actual Gross Weight" means weight of consignment.

The line "Signed - HTO" is for signature and title of issuing officer, and the corresponding date line is for the date the warrant is handed in to the station master.

The line marked "chef de Gare" is for signature of station master and the corresponding date lines is for actual date signed.

Distribution of copies of warrants will be as shown in Th. Memorandum No. 3 and NOT as shown in printed instructions on the form.

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

B. GENERAL RAILWAY WARRANT - FORM AB 494 A. (for personnel).

Lines 1 and 2 and the line "Signed - HTO" to be used the same as shown for corresponding lines under "A" above.

The signature of station master is not required.

of train, on which it is intended, movement shall be despatched by title or description of train and date on which despatch is expected.

Line 3 - "From" - show actual station name, as "Naples - Central Station".
"To" - show actual station name, as "Beri - NY3 station".

Line 4 - "Loading point" and "Delivery point". This will generally be the same as line 3. Where, however, the loading or unloading point has a distinct location identification 1 should be shown.

Columns 1, 2, 4 and 8 are self explanatory.

Columns 5 and 7 are not required.

Column 5 "Actual gross weight" means weight of consignment.

The line "Signed - RHC" is for signature and title of issuing officer, and the corresponding date line is for the date the warrant is handed in to the station master.

The line marked "chef de gare" is for signature of station master and the corresponding date lines is for actual date signed.

Distribution of copies of warrants will be as shown in Mn. Memorandum No. 3 and NOT as shown in printed instructions on the form.

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

B. GENERAL RAILWAY WARRANT - Form 15 194 A. (for personnel).

Lines 1 and 2 and the line "Signed - RHC" to be used the same as shown for corresponding lines under "A" above.

The signature of station master is not required.

3686

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

Our reference : ACC Tr/20/14

Date : 14 Jan 44.

To : Lt. Irvine Lynch,
Int. Tr. Sub Commission Representative,
c/o R.C., Movements, E. Italy.

SUBJECT: Authorized loads for despatch.

1. It is not quite clear from your query as to what you require to know.
2. The minimum consignment requiring an authorization is a car or truck load.
3. With regard to despatch above the minimum by rail, the procedure for this is laid down in AFHQ Adv. Adm. Ech. Administrative Instruction No. 14 dated 6 Dec 43, paras 4, 5 and 6, and in ACC Tr. Memorandum No. 1 dated 10 Dec 43. I trust this answers your question.

5. Kindly address your letter to the Chief of Int. Tr. Sub Com. and to me by name, as if I am absent from office, letter to me by name might be held up or otherwise be delayed.

L. W. V. C.

Colonel,
Chief of Internal Transportation Sub Commission, ACC.

3685

Rec'd 0830
15 Jan 44

Lt. Col. Vinning.
Internal TN ACC.
FLAMBO.

Internal TN Sub Comm Repres.
c/o H.Q. Movements.
Eastern Italy. 20/13

8 Jan 44.

Ref. / Mov. / H / 9

Kindly inform this office the maximum load we may
authorise for despatch, under this ACC TN Memorandum No. 2 Para
2, Sect A & B, to come into operation 10 Jan 44.

.....*Irvine-Lynch*..... Lt. RE.
Internal TN Sub Commission.

3684

OK
Sett

20/12

PATINA FOR STREET

FLAMBO FROM FITCH

15/8228 9 1801 4

YOUR	CONFIDENTIAL	SIGNED	JOYCE	(.)	IN
MEMORANDUM	NUMBER	TWO	PARA	TWO	NUMBER
THREE	REFERS	TO	WAGCH	ON	TRUCK
LOADS	AS	STATED	IN	MY	SIGNAL.
9/7116	FOUR	JAN	(.)	YOUR	A
YES	(.)	YOUR	B	YES	(.)
PERMITS	MUST	BE	SIGNED	BY	AUTHORISING
OFFICER	BEFORE	CONSIGNMENTS	ARE	TENDERED	AT
ALL	STATIONS	VIDE	PARA	TWO	PARAN
C	PARAN	OF	SAME	MEMORANDUM	(.)
YOUR	SIGNALS	1801	4	1886	8
RECEIVED	ONLY	TODAY			

W. M. H. H. H.

IMMEDIATE

Col.

3683

0048

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

690233
LRHY V LRCT NR933 IMPORTANT

TO FLAMBO FOR MOV FOR FITCH P

FROM FATIMA FROM STREET

ONE EIGHT EIGHT SIX

PLEASE REPLY MY MESSAGE PAREN 'TO FLAMBO FOR

MOV FOR FITCH FROM FATIMA FROM STREET SIGNED JOYCE'

PAREN NUMBER ONE EIGHT ZERO ONE OF FOUR JANUARY

VEPTN 933 P4P FITCH

SENT ASR

0666 20/11 0845
9/11
IMPORTANT

Action. INT. Tr. Sub. Conf.

7
TOL 0225-~~am~~ 3682

CIPHER

20/10

MCY FLAMBO FOR FITCH

FROM FATIMA FROM STREET SIGNED JOYCE 1801 4

CONFIDENTIAL STOP TN MEMORANDUM No 2 PARA 2 No 3 DOES THIS
REFER TO SINGLE WAGONS FOR DESPATCH ON BASIC TRAINS BY CIVILIANS
(A). WITHIN ACC TERRITORY (B) FROM ACC TO AMG TERRITORY STOP
AT WAYSIDE STATIONS WHO WILL ISSUE PERMITS

important

Signed for by S. K. K. K.

5/1

3681

00501

20/9

4 JAN

MESSAGE FORM

19/7/16

TO: ITALIA FOR HQ ACC
JUGO FOR HQ ACC
ITALIA FOR STRAN
HQ MIG SALERNO
HQ ACC SALERNO
HQ ACC 15 ARMY GROUP PARI
HQ REGION 2 ITALIA REPORTED FOR HOLIDAY
HQ REGION 6 SARDINIA
MOV POGGI FOR SOHARS
MOV REGGIO FOR DE TART
MOVIT FOR HALL REPORTED FOR IRVINE LYNCH
ACS ADV
HQ MIG NAPLES
HQ SUPPLY & ECONOMICS SECTION 15 ARMY GROUP NAPLES
HQ REGION 3
HQ REGION 4
SHIPPING SUB COMMISSION ACC
FINANCIAL SUB COMMISSION ACC
FOREIGN TRADE SUB COMMISSION ACC
INDUSTRY AND COMMERCE SUB COMMISSION ACC
PUBLIC WORKS & UTILITIES SUB COMMISSION ACC
FULL SUB COMMISSION ACC
AGRICULTURE FORESTS & FISHERIES SUB COMMISSION ACC
LABOUR SUB COMMISSION ACC
INTERIOR SUB COMMISSION ACC
PUBLIC SAFETY SUB COMMISSION ACC
POSTAL SERVICES SUB COMMISSION ACC
MAJOR YODER, MOV W ITALY & TH PBS
MAJOR BAISTER REGION 3

FROM FLAMBO FROM FITCH

REFERENCE ACC THE MEMORANDUM NUMBER 2 DATED 29 DEC
PARA 2 (.) AUTHORIZATION WILL BE REQUIRED ONLY
FOR WAGON AND CAR LOAD CONSIGNMENTS (.) FORMS SHOWN
AT APPENDIX A BEING PRINTED (.) WILL BE SUPPLIED AS
QUICKLY AS POSSIBLE

This message may be sent
as written by any means

Originator's
Instructions: Degree
of Priority:

IMMEDIATE

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

Our reference : ACC Tn/20/8
Date : 1 Jan 44

TO : Chief Financial Officer, ACC,
Finance Sub-Commission.

SUBJECT : Procedure for ACC and AMS to secure
transportation to meet essential civilian
requirements.

1. Reference your 13079/F dated 2 Jan 44.
2. ACC Tn Memorandum No.1 dated 10 Dec 43 was sent
to Finance Sub-Commission 10 Dec 43.
An additional copy is sent herewith, together
with a copy of Adv. Adm. Echelon AFHQ Administrative
Instruction No.14 dated 6 Dec 43 referred to therein.


Colonel
Chief of Internal Transportation Sub-Commission, ACC

3679

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
FINANCE SUB-COMMISSION

Rec'd 835
20/1 4 Jan 44

13679/F

2 January 1944

Subject: Procedure for AOC and AMG to secure transportation
to meet essential civilian requirements.

To : Internal Transportation Sub-Commission, A.C.C.,
o/c Mov & Tr., A.P.H.Q., Advanced Administration Battalion,
C. M. F.

Reference A.C.C. Tr Memorandum No. 2 (A.C.C. Tr/3/4 dated
29 December 1943) which has been received.

May a copy of A.C.C. Tr Memorandum No. 1 dated 16 December 1943
please be forwarded in order that Memorandum No. 2 may be fully
understood.

R. A. Hamlyn

R. A. HAMLYN,
Brigadier,
Chief Financial Officer.

RBH/rad

My [unclear] [unclear]

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

Our reference : ACC Tn/3/5.

Date : 30 Dec 43.

TO D.G.M.R.S.,
Piazza Amore Building 3,
NAPLES.

SUBJECT : ACC Tn Memorandum No 2.

1. In sending herewith ACC Tn Memorandum No 2 dated 29 Dec 43, attention is drawn to para 2 (c) with regard to persons in charge (either Military or Civil) at Railway Stations being instructed NOT to accept consignments for conveyance unless the consignor hands in a properly completed form of authorisation.
2. Will you please issue necessary instructions to all concerned, including Gen. di Raimondo, sending me a copy of your instructions for my office record.
3. It is requested that the instructions be issued early as the new arrangement is scheduled to take effect from Monday 10 Jan 43.

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

3677

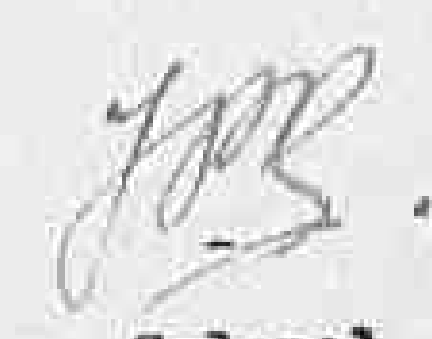
Internal Transportation Sub-Commission, ACC. 20/6
c/o Mov & Tr.,
AFHQ Advanced Administrative Echelon.
C.M.F.

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 TC/6/4 of 26 Dec 43.
2. The correct procedure for obtaining transportation for conveyance of AMG 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) (e) of Instruction No.14 clearly covers the examples put forward by Capt. Imrie, 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 :- "FLAMBO FOR FITCH" providing a copy of your signal and confirmation letter was sent to H.Q. ACC or AMC 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 consignor, 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.

2676

Internal Transportation Sub-Commission, ACC
C/O Gov & In.,
Advanced Administrative Echelon,
C.M.F.

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

ACC Tn Memorandum No 2,

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

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

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

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

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

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

Internal Transportation Sub-Commission representatives

Mr. Rawlin

Capt. N. De Maret (H)

1. Object. Amplifications and amendment to ACC Tn Memorandum No 1 dated 10 Dec 43.

2. Form of Authorisation for freight movements.

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

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

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

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

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

Internal Transportation Sub-Commission representatives

Mov Reggio		Capt A N De Vares (B)
Mov Poggie		Major V S Powers (B)
Mov R Italy	Bari	Capt S Hall (A)
		Lieut Irvine Lynch (B)
Mov W Italy)		Major W N Yeater (A)
and)	Naples	
Tn P E S)		Major C E Holladay (A)
Region 2	Matera	Major S L Teister (B)
Region 3	Naples	Capt A H Street (B)
ACC HQ	Brindisi	

Chief of Internal Transportation Sub-Commission

DISTRIBUTION - see over

DISSEMINATION FOR INFORMATION.

MAC(M)
L/501
L/502
Mov E Italy
Mov W Italy
Mov, Taranto
Mov, Brindisi
Mov, Bari
Mov, Barletta
Mov, Reggio
Mov, Faidherbi Sub-area
Mov, Naples
Mov, Salerno
Mov, Torre Annunziata
Mov, Castellana
Lt. Col. Wynne Davies
Gen. di Reimondo

MAC(M)
L/501
L/502
Mov E Italy
Mov W Italy
Mov, Taranto
Mov, Brindisi
Mov, Bari
Mov, Barletta
Mov, Reggio
Mov, Faidherbi Sub-area
Mov, Naples
Mov, Salerno
Mov, Torre Annunziata
Mov, Castellana
Lt. Col. Wynne Davies
Gen. di Reimondo

MAC Sub-Commissions

Shipping (12)

Finance

Foreign Trade

Industry & Commerce

Public Works and Utilities

Post

Agriculture, Forestry & Fisheries

Labour

Interior

Public Safety

Postal Services

Internal Transportation Sub-Commission representatives

Major W H Yoder

Major C H Holladay, C/o Region 2 Matera

Major S I Balster, C/o Region 3 Naples.

Capt. N De Haret, C/o Mov Reggio

Capt. S Hall, C/o Mov E Italy, Bari

Capt. H Street, HQ, 400 Brindisi

Lieut. Irvine Lynch, C/o Mov E Italy, Bari.

(Title and Address of AUC/ADP Authority Issuing this Document)

$$\left(\begin{array}{c} 1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 8 \\ 9 \\ 10 \end{array} \right)$$

(Spro-incs)

is authorized to be appropriated for each

.....

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
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
84

[illegible]

Name of Consignor and Address;

ACC or ANG Officer to contact :-

Name-----Address-----

Phone Number-----

Name of Consignee	Address	City	State	Country	Telephone	Fax	E-mail
Name of Consignee	Address	City	State	Country	Telephone	Fax	E-mail

ACC or LMG Officer to contact :-

Name-----	Address-----
Phone Number-----	

Reference number of Movement

[illegible]

Signature of authorizing official _____
Designation _____
Date _____

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

Our Reference : ACC Tr/3/4
Date : Dec 43.

ACC Tr. Memorandum No. 2.

SUBJECT: Procedure for Authorisation of Movement and obtaining Transportation for civilian passengers and freight.

This MEMORANDUM is an

1. *A clarification of* para 5 of Administrative Instruction No. 14 dated 6 Dec 43 and para 2 of ACC Tr. Memorandum No. 1 dated 10 Dec 43, wherein the procedure for obtaining rail transport for civil passengers and freight is laid down.

2. At the first Meeting of the Transportation Sub-Committee held at AFHQ Adv. Adm. Ech. on 23 Dec 43, it was agreed that in order to ensure that the correct consignor loads the wagons placed at his disposal, and to facilitate the regulation of traffic on the Basic Schedule of Trains, that a standard form of authorisation for movements of goods be adopted. It was also agreed this authorisation would be necessary for both large and small consignments, whether despatched by AMS/ACC or a civilian consignor.

3. The authorisation will be issued by the Regions concerned or by the 15 Army Group, after their bid has been accepted. The issue of the authorisation will enable the Railway authority, who having been previously advised of the impending move, to check and thus ensure that the proper consignor is despatching the correct consignment to the required destination. It is essential therefore that the authorisation form shown at Appendix "A" is correctly filled in, as consignments will not be accepted for despatch unless the information contained in the authorisation form tallies with the instructions the Railway authorities have received in advance.

This form supersedes form shown in Administrative Instruction No. 14 para 6, ~~dated 10 Dec 43~~

It is important that he make the proper representative and sufficient detail the given i.e. the quantity of consignment required to be loaded to each destination (with block numbers), and the date on which the consignment will be ready for loading. Steps should also be taken to see that road transport and labour are available for loading on the agreed date and that similar organisation is available at destination.

4. It is required that an authorisation form is issued in each case a move by rail is required, as no request for despatch of a consignment can be accepted unless accompanied by an authorisation form.

5. These authorisations only apply to moves by railway lines operated by the Military and these are specified in Appendix "B".

6. In presenting authorisation forms to the appropriate Railway authorities the assistance and co-operation of the Internal Transportation Sub-Committee representative or the R.T.O. should be availed of whenever possible. An amendment to the disposition of Internal Transportation Sub-Commission representatives as shown in ACC Tr. Memorandum No. 1 dated 10 Dec 43 para 4 is as shown below :-

1. A simplification of para 5 of Administrative Instruction No. 14 dated 6 Dec 43 and para 2 of ACC Th. Memorandum No. 1 dated 10 Dec 43, wherein the procedure for obtaining rail transport for civil passengers and freight is laid down.

2. At the first Meeting of the Transportation Sub-Committee held at AFHQ Adv. Adm. Ech. on 23 Dec 43, it was agreed that in order to ensure that the correct consignor loads the wagons placed at his disposal, and to facilitate the regulation of traffic on the Basic Schedule of Trains, that a standard form of authorisation for movements of goods be adopted. It was also agreed this authorisation would be necessary for both large and small consignments, whether despatched by AMG/ACC or a civilian consignor.

3. The authorisation will be issued by the Regions concerned or by the 15 Army Group, after their bid has been accepted. The issue of the authorisation will enable the Railway authority, who having been previously advised of the impending move, to check and thus ensure that the proper consignor is despatching the correct consignment to the required destination. It is essential therefore that the authorisation form shown at Appendix "A" is correctly filled in, as consignments will not be accepted for despatch unless the information contained in the authorisation form tallies with the instructions the Railway authorities have received in advance. This form supersedes form shown in Administrative Instruction No. 14, para 6, ~~which~~

It is important that bids be made to the proper representative and sufficient detail be given i.e. the quantity of consignment required to be loaded to each destination (with block loadings) and the date on which the consignment will be ready for loading. Steps should also be taken to see that road transport and labour are available for loading on the agreed date and that similar organisation is available for despatch.

4. It is required that an authorisation form is issued in each case a move by rail is required, as no request for despatch of a consignment can be accepted unless accompanied by an authorisation form.

5. These authorisations only apply to moves by railway lines operated by the Military and these are specified in Appendix "B".

6. In presenting authorisation forms to the appropriate Railway authorities the assistance and co-operation of the Internal Transportation Sub-Committee representative or the R.T.O. should be availed of whenever possible. An amendment to the disposition of Internal Transportation Sub-Committee representatives as shown in ACC Th. Memorandum No. 1 dated 10 Dec 43 para 4 is as shown below :-

Internal Transportation Sub-Committee representatives.

Mov Reggio
Mov Foggia
Mov E Italy Bari

Capt. A.N. De Maret. (B)
Major V.R. Bowers (B)
Capt. S. Hall (A)
Lt. Irvine Lynch (B)

Mov W Italy)
and) Naples
Th. F.B.S.)
Region 2 Matera
" 3 Naples
ACC H.Q. *Amend.*

Major W.N. Yoder (A)

Major C.H. Holleday (A)
Major Baister (B)
Capt. A.H. Street (B)

3873

Internal Transportation Sub-Commission #496.
(Title & Address of AEC/AMS Authority issuing this document)

AUTHORISATION FOR RAIL MOVEMENT.

To : The Station Master at (Station) (Province)

In Charge.

The undermentioned consignment (s) is authorised to be transported by rail in accordance with the details given below :-

[illegible]

Name.....Address.....

Name of Consignee and Address.....

Name.....
Address.....

Reference No. of Movement.....

[illegible]

Internal Transportation Sub-Commission, ACC.

Attached for & Th.

ACC Advanced Administrative Echelon.

ACC Th/1/4

10 December 43.

ACC Th. Memorandum No. 1.

Procedure for ACC and AMT to secure transportation to meet essential civilian requirements.

1. OBJECT. The amplification of certain paragraphs of Adv. Am. Declasson Administrative Instruction No. 14 dated 6 December 43, to assist all concerned in ACC and AMT in securing transportation to meet essential civilian requirements.

2. BASIC SCHEDULE OF TRAVEL. Movements required by ACC and AMT by Part 5b of Instruction No. 14. Movements required by ACC and AMT by such trains will be pre-arranged through the person in charge at the sending station. As many days notice as possible should be given to enable the person in charge at the sending station to make the necessary arrangements through his normal channels, and thus ensure that railway wagons will be available at time and date required for loading and that room is left on the trains concerned to clear the traffic.

Where it is anticipated that traffic, if uncontrolled, will be greater than the capacity of the basic schedule of trains, ACC or AMT according to area concerned, should arrange the introduction of a system which requires intending travellers or civilian consignors of freight to secure by production of justifiable evidence, a permit for each movement. In such circumstances the local railway officials at the stations concerned should be instructed that rail movements without permits is strictly forbidden. Permit systems already in operation should be continued and should be made more restrictive if possible in those cases where acute overcrowding of trains and congestion of traffic is occurring.

The local Carabinieri should be made responsible if necessary for control of crowds at railway stations.

3. ADDITIONAL MOVEMENTS OVER AND ABOVE BASIC RAIL SCHEDULE. Paras 6(a) and (e) of Instruction No. 14. The inclusive periods of ten days for forecasts (or "bidding") will be :-

21 to 30 December 43.
31 Dec to 9 Jan 44.
10 Jan to 19 Jan 44.

and so on.

Paras 6(b) and (d) of Instruction No. 14. An example of how this procedure will work is as follows :- Under para 6(e) a bid may be made of civilian requirements for Station A to Station B. If this bid is

PHQ Administrative Instruction No. 14 dated 6 December 43, to assist all concerned in JCO and JMG in securing transportation to meet essential civilian requirements.

2. BASIC SCHEDULE OF TRAINS.

Paragraph 5 of Instruction No. 14. Movements required by JCO and JMG by such trains will be pre-arranged through the person in charge at the sending station. As many days notice as possible should be given to enable the person in charge at the sending station to make the necessary arrangements through his normal channels, and thus ensure that railway wagons will be available at time and date required for loading and that room is left on the trains concerned to clear the traffic.

Where it is anticipated that traffic, if uncontrolled, will be greater than the capacity of the basic schedule of trains, JCO or JMG according to area concerned, should arrange the introduction of a system which requires intending travellers or civilian consignors of freight to secure by production of justifiable evidence, a permit for each movement. In such circumstances the local railway officials at the stations concerned should be instructed that rail movements without permits is strictly forbidden. Permit systems already in operation should be continued and should be made more restrictive if possible in those cases where acute overcrowding of trains and congestion of traffic is occurring.

The local Carabinieri should be made responsible if necessary for control of crowds at railway stations.

3. ADDITIONAL MOVEMENTS OVER AND ABOVE BASIC RAIL SCHEDULE.

Paragraphs 6(a) and (c) of Instruction No. 14. The inclusive periods of ten days for forecasts (or "bidding") will be :-

21 to 30 December 43.
31 Dec to 9 Jan 44.
10 Jan to 19 Jan 44.

and so on.

Paragraphs 6(b) and (c) of Instruction No. 14. An example of how this procedure will work is as follows :- Under para 6(c) a bid may be made for 1,000 tons of Olive Oil from Station A to Station B. If this bid is accepted by the Transportation Committee at JMG Adv. Ech., the allocation of the additional rail tonnage involved will be advised to the JCO or JMG office from which the bid originated and to the appropriate Military Movements and Transportation Office.

The specific movements within the tonnage allocated will then be arranged direct between JCO or JMG officer responsible for making the bid and the appropriate Military Movements and Transportation Office. (See App. B of Instruction No. 14).

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

2671

3 (Contd).

- 2 -

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

4. DISPOSITION AND FUNCTIONS OF ACC AND JMG TRANSPORTATION OFFICERS.
Paras 8(a), and 10 and JMG, B of Instruction No. 14. The Transportation Officers who will be attached as soon as possible to the more important British and U.S. Military Movement and Transportation offices are shown below:-

Mov. REGGIO	: Capt. R.A. RYAN (A)
Mov. FOGGIA	: Major V.R. BOWERS (B)
Mov. E. Italy Bari	: (Major G.F. BUCKLEY (B)
	(Capt. S. HALL (A)

Mov. W. Italy)	} NAPLES	: Major W.N. YODER (A)
and)		
Tn. P.E.S.		

On arrival at their posts they will :-

- (i) notify all concerned of their address, telephone number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) and (d) of Instruction No. 14 are to be made in each ACC and JMG Region or Area concerned.
- (ii) make all necessary contacts with ACC and JMG Region HQs.
- (iii) carry out the requirements of Instruction No. 14.

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

HQ. ACC	: Capt. A.H. STREET (B)
HQ. Region 2	: Major C.H. HOLLADAY (A)
	Capt. A.N. DE MAFET (A)
HQ. Region 3	: Duties to be covered by Major W.N. Yoder (See above).

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

5. INTERNAL TRANSPORTATION SUB-COMMISSION, ACC.

Address :-
 "Attached Mov & Tr
 JMG Adv. Adm. Echelon."

Phone numbers :-
 Colonel S... FITCH (personal) FILMED Extension 115

Officers who will be attached as such as possible to the more important British and U.S. Military Movement and Transportation offices are shown below:-

MOV. REGGIO
MOV. TOGGI
MOV. E. Italy Bari

: Capt. W.A. EVAN (4)
: Major V.E. BOWERS (2)
: (Major G.T. BUCKLEY (3)
: (Capt. S. HALL (4)

Nov. 11, 1921 (S.H.S.,
and
In. S.H.S.,

: Major i. N. YODER (A)

On arrival at their posts they will :-

notify all concerned of their address, telephons number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) and (d) of Instruction No. 14 are to be made in each MCC and AMG Region or Area concerned.

- (ii) make all necessary contacts with JCO and JMC Region HQs.
- (iii) carry out the requirements of Instruction No. 14.

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

HQ. HQ
HQ. Region 2

: Capt. A.N. STRAUT (B)
: Major C.H. HOLLAND (A)
: Capt. A.N. DE NABET (A)

HQ, Region 3

: Duties to be covered by Major W.N. Yeager (See above).

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

5. INVERTEBRATE TRANSPORTATION SUB-COMMISSION, ACC.

SECRET :-

"Attached May & Tr

THE ADV. AM. SCHOOL, n

Phone numbers :-

Colonel S... FITCH (personal)	FL450 Extension 115
Officers	 FL450 Extensions 251, 250
Clerks	 FL450 Extension 127

Teletype Address :- MSV FLIMBO FOR FITOP.

6. POINTS TO REMEMBER IN ARRANGING ALL RAIL MOVEMENTS.

(2) Railway rolling stock is in short supply. Railway wagons are not warehouses. Plan movements, therefore, so that prompt loading and unloading in relation to despatch and arrival are achieved. As a general principal no railway wagon should be kept under load prior to despatch or after arrival at destination for more than 12 hours.

6 (Contd.).

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

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

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

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

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

10. DOCUMENTATION AND RECORDING OF RAIL TRAFFIC. A separate Memorandum on this matter will be issued. Meanwhile, the procedure should be:-

(a) For movement when the consignor or sender is ACC or AMG and in respect of which no tariff charges to be paid:-

(i) Where Military warrants (Forms AE 497a or 454a) suitably endorsed "ACC" or "AMG" are now being used, this practice should be continued, but without prejudice to the normal Italian Railway documentation procedure where the sections of railway concerned are being operated by Italian railway organizations.

(ii) Where warrants are not being used the normal documentation procedure employed by the Italian Railway organization, with appropriate endorsements to show the agency for whom the traffic is being moved (ACC or AMG) and that it is moving without payment of tariff charges, should

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

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

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

10. DOCUMENTATION AND RECORDING OF RAIL TRAFFIC. -- separate Memorandum on this matter will be issued. Meanwhile, the procedure should be:--
(a) For movement when the consignee or sender is ACC or AMG and in respect of which no tariff charges to be paid:--
(i) Where Military Warrants (Forms AB 497a or 194a) suitably endorsed "ACC" or "AMG" are now being used, this practice should be continued, but without prejudice to the normal Italian Railway documentation procedure where the sections of railway concerned are being operated by Italian railway organizations.
(ii) Where warrants are not being used the normal documentation procedure employed by the Italian Railway organization, with appropriate endorsements to show the agency for whom the traffic is being moved (ACC or AMG) and that it is moving without payment of tariff charges, should be used.

- (b) All rail movements referred to in (a) above should be carefully recorded by the ACC or AMG officers responsible for the arrangements for the movement.
- (c) The requirements of (a) and (b) above have no application in respect of civil traffic moving on a commercial basis, under tariff charges. Such movements will be subject to the normal documentation and recording procedure of Italian Railway Administration.

11.

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

Chief of Internal Transportation Sub-Commission, A.C.C. Calcutta.

DISTRIBUTION :

WGS Adv. (2)
HQ., ACC. (Brindisi) (4)
HQ., AMB. (Palermo) (4)
HQ., AMB (Naples) (4)
HQ., AMB (Salerno) (4)
HQ., AMB 15 Army Group, Bari. (4)
AMB Supply & Economics Section,
15 Army Group, Naples (4)
HQ., Region 2 (10)
HQ., Region 3 (6)
HQ., Region 4 (6)
HQ., Region 5 (2)
HQ., Region 6 (2)

ACC Sub-Commissions.

Shipping (10)
Finance - for para 10
Foreign Trade
Industry & Commerce
Public Works and Utilities
Fuel
Agriculture, Forestry & Fisheries
Labour
Interior
Public Safety
Postal Services

DISTRIBUTION FOR INFORMATION :

DQM (M)
D/COT
DMS
Mov East Italy
Mov West Italy
Mov Taranto
Mov Brindisi
Mov Bari
Mov Barletta
Mov Foggia
Mov Railroad Sub Area
Mov Naples
Mov Salerno
Mov Torre Annunziata
Mov Castellammare
Lt. Col. Wynne Davies
General Di Feinardi.

* For information together with copy of Adv. Am. Ect. AMB administrative instruction No. 14.

INTERNAL TRANSPORTATION SUB COMMISSION ACC

INSTRUCTION No 1.

Reference AFHQ Administrative Memorandum No. 76 dated 9 Nov. 1943 and Adv. Adm. Echelon AFHQ Administrative Instruction No. 14 dated 6 December, 1943.

This Instruction is issued with the object of explaining in greater detail certain paragraphs of Adm. Instruction No. 14 dated 6 December, 1943, as a guidance to Internal Transportation Sub Commission (Int.Tn.S.Com) officers in carrying out their proper functions in their dealings with ACC and AMG on transportation matters.

Ref. para 5(b) BASIC SCHEDULE OF TRAINS.

"In the normal manner with the Italian Railway Authorities" means that any requirements for transportation by any of the basic trains should be made through the local Station Master or such other Italian official who may be appointed to be in local charge.

It is imperative that intending despatchers of consignments should notify the local Railway authority of their requirements for transportation as many days in advance as is possible, and at the same time should fix a definite date and time at which consignments should be brought to the station for loading.

It will then be the duty of the local Railway authority to pass such information to the appropriate higher official so that arrangements can be made to leave room on the train to clear the consignments offering.

Para 8.

Disposition and functions of ACC or AMG Tn Officers. 3665

At Appendix B of Adm. Instruction No 14 is a chart showing the

Commission (Int.Tn.S.Com) officers in carrying out their proper functions in their dealings with ACC and AMG on transportation matters.

Ref. para 5(b) BASIC SCHEDULE OF TRAINS.

"In the normal manner with the Italian Railway Authorities" means that any requirements for transportation by any of the basic trains should be made through the local Station Master or such other Italian official who may be appointed to be in local charge.

It is imperative that intending despatchers of consignments should notify the local Railway authority of their requirements for transportation as many days in advance as is possible, and at the same time should fix a definite date and time at which consignments should be brought to the station for loading.

It will then be the duty of the local Railway authority to pass such information to the appropriate higher official so that arrangements can be made to leave room on the train to clear the consignments offering.

Para 8.

Disposition and functions of AGC or AMG Tn Officers. 3663

At Appendix B of Adm. Instruction No 14 is a chart showing the allocation of Int. Tn. S.Com officers.

There will however be other locations where there will be not either a Mov & Tn nor Int. Tn S.Com representative.

It will therefore be necessary for the AMG or ACC Transportation officer to act in accordance with the instructions contained in Adm. Instruction No. 14 of 6 December 1943, and it will be his responsibility for ascertaining the local Transportation requirements in the

2

Region and passing the information on to the nearest or most convenient Mov & Tn organisation.

As an example, there being no representative of Int. Tn.S.Com. at Bari Sub Area, or at Brindisi, Barletta and Taranto, the Regional Transportation officer will contact the appropriate Mov and Tn office, and furnish details of Transportation requirements and will maintain close contact between the consignors in his locality requiring rail transport and Mov & Tn.

In this connection the instructions contained in para 6 of Adm. Instruction No. 14 should be followed.

It is essential that all Transportation Officers acquaint themselves of the addresses and telephone numbers of the officers they make contact with and also see that their own address and telephone number is possessed by other officers with whom they are concerned.

3668

0075

MEMORANDUM

SUBJECT : Essential points to bear in mind in fixing all movements.

It is of the greatest importance that the following points are borne in mind in dealing with transportation of consignments.

(a) Consignments should be brought to the station at a fixed date and time, thus ensuring that wagons placed ready for loading are not unnecessarily delayed.

(b) Consignors should invariably send a message to the consignee giving them particulars of despatch, i.e. class and weight of consignments, and date of despatch.

(c) Consignees should on receipt of these messages obtain through the appropriate authorities, Mov & Tn., Int. In. Sub. Com. representatives or the local Italian railway authority as the case may be, the date and time the consignment is expected to arrive. On receipt of this information consignees should make such arrangements as will ensure the prompt unloading of the consignments on arrival and release of the wagons and the removal of consignments from Railway premises.

(d) Back Loads.

Consignees should give a forecast to the appropriate authority as mentioned in para (c) above so that in coming loaded wagons can be utilized to transport freight required to be despatched in the return or any other direction.

(e) Under no circumstances must wagons be used as warehouses.

(f) Prompt loading and unloading of wagons is imperative to attain best possible wagon usage.

and time, thus ensuring that wagons placed ready for loading are not unnecessarily delayed.

(b) Consignors should invariably send a message to the consignee giving them particulars of despatch, i.e. class and weight of consignments, and date of despatch.

(c) Consignees should on receipt of these messages obtain through the appropriate authorities, Mov & Tn., Int. Tn. Sub. Com. representatives or the local Italian Railway authority as the case may be, the date and time the consignment is expected to arrive. On receipt of this information consignees should make such arrangements as will ensure the prompt unloading of the consignments on arrival and release of the wagons and the removal of consignments from Railway premises.

(d) Back Loads.

Consignees should give a forecast to the appropriate authority as mentioned in para (c) above so that in coming loaded wagons can be utilized to transport freight required to be despatched in the return or any other direction.

(e) Under no circumstances must wagons be used as warehouses.

(f) Prompt loading and unloading of wagons is imperative to attain best possible wagon usage.

0077