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FINANCE AND DOCUMENTATION
OCT. 1943-DEC. 1944 OF AIR TRAFFIC (POLICY)

ACP/ig

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub Commission

Tel: 478701Our Reference : AC/176/Tn

1 December 1944

TO : Economic Section
HQ. AC.SUBJECT : Finance and the Documentation of Rail Traffic.

1. Careful consideration has been given to the comments submitted by the Finance Sub Commission on this matter, but there is nothing contained therein which offsets the arguments submitted by this Sub Commission that all freight traffic should be paid for.

2. Major Timmons suggestion that the Consorzi Agrari might pay tariff rates for food transported is ipso facto the case for any other commodity so conveyed.

3. We are not concerned with the inner workings of the Italian Treasury, nor at this stage in inviting the State Railway to request financial assistance, but we are very much concerned in ensuring that the State Railway know clearly and definitely what traffic is to travel free of charges, and what traffic is to be paid for.

4. This Sub Commission brought into being Road pools which convey no traffic without charges, and the result was that farmers and others who found they would have to pay charges, miraculously discovered they had ox carts and other means of conveyance that free transit had prompted them to keep hidden.

5. For the satisfactory guidance of I.S.R., this Sub Commission therefore intends to proceed at once with plans for the introduction of tariff charges for all traffic passing by rail on AC account, or labels. There will be two exceptions, as set out hereunder:

1. Traffic passing to and from Armies for free distribution

SUBJECT : Finance and the Documentation of Rail Traffic.

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5. For the satisfactory guidance of I.S.R., this Sub Commission therefore intends to proceed at once with plans for the introduction of tariff charges for all traffic passing by rail on AC account, or labels. There will be two exceptions, as set out hereunder:

- a) traffic passing to AMG Armies for free distribution in the forward areas,
- b) AC traffic proper, i.e. domestic items peculiar to AC, such as would justify the use of a free military warrant.

6. The I.S.R. will from an agreed date be instructed to raise transit charges on all traffic bearing an AC label. If military labels cannot be used for a) and b) in paragraph 5 above, then AC will produce a type of label for the purpose.

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- 2 -

7. All labels in such circumstances will be issued when movement is agreed upon, as at present by AC Tn Offices.
8. In the case of traffic sponsored by Sub Commissions, bid forms will only be accepted when indication is given thereon as to who will pay charges, a provision for which is made on the form, but which is usually ignored.
9. Director of Italian State Railways is fully in agreement with the proposal, and has efficient accounting staff to deal with the railway aspect of collection of charges.

D.S. ADAMS
Colonel, C.E.,
Director Tn Sub Commission

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D.S. ADAMS
Colonel, C.E.,
Director In Sub Commission

5913

INDUSTRY ALLIED COMMISSION
CIV
FINANCE SUB-COMMISSION

176A/2A

Ref : 13079/F

30 October 1944

SUBJECT: Finance and the Documentation of Rail Traffic.

TO : Consular Section.

1. Reference attached copy of memorandum AOC.Fn./176/61 of 25 Oct. 1944.
2. The Finance Sub-Commission is in general agreement with the objective of the Transportation Sub-Commission, as set out in the latter's memorandum AOC.Fn./176 of 18 September, 1944, to you, namely, that commodities not entitled to free railway movement be made to pay tariff charges.
3. It will be helpful to set out the various classes of traffic and examine carefully the desirable form of financial arrangement:

(a) Materials moved for the Allied forces (exclusive of AOC/AMC) - this traffic is at present moving under free freight warrants. It should continue to be moved without payment, as is provided for in the existing Terms. It is undesirable for a number of reasons that the Allied forces should make any AF line payments in respect of such traffic.

(b) Purely "domestic" AOC/AMC traffic - office supplies, equipment, etc. - the same principles as set out in (a) above should apply.

(c) Supplies moved from one AOC/AMC warehouse or dump to another - in the plan that has been developed for the transfer to the Italian Government of responsibility for imported foodstuffs, it is provided that no payments are to be made for such movements, either to the Italian State Railways or to Cogema. The majority of imported foodstuffs are sold at a subsidized price, i.e., lower than the live equivalent of the dollar/sterling landed cost. The Transportation Sub-Comm. rightly points out that many prices in Italy today are not "true" or "economic" prices. This is correct but it is a condition resulting not from accident but from design - an attempt to maintain a low cost of living. Since subsidized foodstuffs are sold at below cost (and assuming that AOC desires to maintain the principle of uniform prices) it makes no difference to the Government or the economy whether transportation costs (part of the total subsidy) are absorbed by the Government's making up the deficit of the railways, or whether transport costs are paid to the railways and the extra subsidy granted at a later point, say, to the Consorzii. For those commodities not sold below cost, it is not considered feasible to attempt to add transportation costs from intra-AOC/AMC movement. Transportation charges after goods have left AOC/AMC warehouses will be paid by Consorzii.

- 2 -

(3) Supplies moved from one Italian agency to another on AOC/AG instruction or suggestion - this should be considered a normal commercial movement and the tariff charge paid.

(e) Other traffic - there may be special cases not covered by (a), (b), (c), or (d) above; these should be dealt with separately as they arise. All other traffic should not be given a "free ride" and practice of indiscriminate issuance of free freight warrants should cease.

4. For your information there is attached a copy of the plan referred to in paragraph 3 (c) above.

5. The foregoing embodies our comments on the purely financial side. However, we would suggest that a committee of those Sub-Commissions that are concerned with movement by rail be established in order to prepare a draft instruction designed to eliminate the present abuses. Undoubtedly the appropriate authorities in AFHQ and AAI will also have to be consulted.

6. The Finance Sub-Commission would be at the disposal of such a committee for further advice on financial details.

(Signed) AL GRAFFEO SMITH

Joint Director,
Finance Sub-Commission.

Copy to: Transportation S/C.

BEHE/jbh

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ACP/hl

File 176A/19

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

25 October 1944

Tel. 478701
Our Ref: ACC.Tn/176/61

TO : Finance Sub-Commission

SUBJECT: Finance and the Documentation of Rail Traffic

1. The attached is a copy of a document submitted to Economic Section on 18 September.
2. It is hoped that a satisfactory plan can be evolved at an early date in order to re-establish correct economic procedure in regard to rail freight conveyance.
3. Until this item is satisfactorily settled, the findings of the Price Group of Economic Section will not be facing full facts in giving consideration to application for increased prices.
4. This Sub-Commission is asked by Economic Section to consult with Finance Sub-Commission in order to tie the matter up and arrange an introduction of a scheme whereby freight conveyed by rail is satisfactorily based on cost of movement.

For *Carl Perry Capt*
D.S. ADAMS *AD*
Colonel, C.E.
Director, Tn.Sub.Comm.

Copy to: Economic Section

Enclosure: (Copy of Document to
Vice President, Econ. Sec.)

5910

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/be

Tele : 473701

18 September 1944

ACC Wn/176

SUBJECT : Finance, and the Documentation
of Rail Traffic.

TO : VICE PRESIDENT ECONOMIC SECTION

1. When the Allied Armies landed in Italy, the Armistice terms required that the Italian Authorities would make available for Allied use all naval, military and air installations, all power stations, oil refineries, public utility service, all ports and harbours, all transport and intercommunication facilities and equipment and all such other installations facilities or stocks as might be required by the United Nations.

2. So far as rail transport was concerned, it was arranged that Allied traffic should be freight warranted on form AB 497e, and instructions were issued by Movements, Adv Adm Ech AFHQ, by Working Instruction 14 dated 15 Nov 43 to cover the issue of such warrants.

3. Paragraph 4 of that instruction said: "Traffic for British Army, RAF, and RN may appear on the same warrants. Separate warrants will be made out for US Traffic or AMG traffic and headed accordingly."

4. Thus the forwarding of AMG traffic was covered by RTO's issuing freight warrants, but in those days only bare essential traffic passed to ensure feeding of the people, and no real adjustment of finance in respect of the cost of commodities was in existence.

5. Early in January, Transportation Sub Commission became interested in the necessity for providing a means of forwarding purely AMG/ACC traffic - i.e. the possessions of AMG/ACC, such as desks, tables, files, etc, which might be moved from one point to another by rail. It was visualised that Military RTO's would be withdrawn, and that no facilities would be available for free forwarding of such traffic as required by the terms of the armistice.

6. Therefore, a scheme was evolved whereby Regional Officers should receive books of freight warrants, to be held against the time that such type of traffic should be required to pass. The most important phrase in those instructions was that set out in

attach

176A/48

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6. Therefore, a scheme was evolved whereby Regional Officers should receive books of freight warrants, to be held against the time that such type of traffic should be required to pass. The most important phrase in those instructions was that set out in Part 1, of the instructions which read as under:-
7. "Movements of civilian traffic (freight and passenger) under tariff charges are subject to the normal documentation procedures of the Italian Railway Administration, and none of the provisions of part II hereof concerning documentation of movements of traffic (freight and passenger) free of tariff charges, for AMG/ACC has any application to such civilian traffic. IT IS EXPECTED THAT MOST TRAFFIC ARRANGED BY AMG/ACC WILL MOVE UNDER TARIFF CHARGES."

-2-

8. Unfortunately, it appears that no attempt was made to obtain any definition as to what traffic was in fact to be conveyed under tariff charges. Whilst the hope was expressed that all traffic except the purely domestic movements of ACC-owned goods would travel under tariff charges, there was no real basis on which to advance such a premise. As soon as the books of warrants were issued, Supply Officers proceeded to use them for supplies moved. Everything which passed out of the Food Sub Commission warehouses, wherever it was destined, went on these warrants. What happened, in effect, was that instead of Military RTO's issuing the warrants, the ACC/AMG officers performed the task, and in real truth it was not done so effectively, because the system of documentation was not enforced, and some traffic went on the ACC warrants, some on military warrants, and some on US Army waybills, according to the convenience of the despatcher.

9. In point of fact, the proposals were abused. Military RTOs are at most stations, and by leaving them to issue the warrants, a satisfactory system of documentation and recording was in existence. With the hybrid substitution of a scheme which was never intended as a substitute, numerous difficulties obviously arose. The freight warrant requires freight car numbers to be inserted, and it must be quite obvious that a book of freight warrants could not be sent to all stations to be kept in case ACC/AMG traffic was to be moved, and an ACC/AMG officer sent to the station to complete the warrant. Moreover, for some reason, the RTO system of despatching the warrants was altered, in that whereas the military retained the 4th copy, AMG officers retained the first copy.

10. Thus, we now have throughout Italy a vast quantity of traffic passing on free freight warrants, some of it civilian, some of it ACC sponsored, some of it purely ACC, but none of it fulfilling the original intention of moving free because it was a domestic article belonging to ACC.

11. There is a vast territory of Italy now liberated, and an entirely false picture of the economy is built up. The railways, in the main, part of the State, are subsidised for the conveyance of free traffic, when they should be collecting charges to offset their traffic deficit. They are called upon to subsidise the movement of traffic, and whilst the contention can be put forward that it is all the Government purse, a false picture is painted of the state of industry and agriculture and food distribution whilst the railways continue to subsidise such movement.

12. Road transport has been put on a satisfactory basis, whereby everything passes on tariff charges, even ACC traffic. There is thus an obvious tendency to send traffic by rail, because it is

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12. Road transport has been put on a satisfactory basis, whereby everything passes on tariff charges, even ACC traffic. There is thus an obvious tendency to send traffic by rail, because it is free and the question of payment for movement can be avoided.

13. It is therefore suggested that immediate steps be taken to cancel the existing free freight warrant system, and that for all traffic being moved, the appropriate railway consignment note should be made out, and the traffic charged. Where any item is purely domestic to ACC, such as tables and desks already mentioned, the intention to move it will be sufficiently known in advance for provision to be made for its movement free by the issue of freight warrants or by use of a system used by all railways for free conveyance.

14. For traffic to AMO Armies on purely military trains, the system of use of RFO freight warrants or US waybills should be re-introduced, and the military authorities requested to send details of their tonnage so conveyed each month to AOC.

Sd *D Adams*

D.S. ADAMS
Colonel, C.E.
Director, Tupt. S/C.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
FINANCE SUB-COMMISSION
APO 394

176A/17

13079/F

Tel. 553, 417

2 August 1944.

SUBJECT: Conveyance of Rail Traffic on Free Freight Warrants.

TO : Director, Transportation Sub-Commission. ✓

1. Reference your ACC Tn/176/53 of 22 July, 1944.
2. The meaning of this letter seems to be that ACC/AMG should pay the state railways for civilian supplies transported for ACC/AMG.
3. When the state railways transport supplies which have passed out of the possession of ACC/AMG and become the property of the Italian distributor, province, commune, etc. the freight is paid by such distributor, province or commune.
4. If the distributor, province, or commune has to meet freight charges on supplies for their transport from the port up to the point of sale to them they must either increase the consumer price, which is contrary to policy, or obtain a subsidy from the government which, in view of the fact that the railways are state-owned, would merely mean that a complicated procedure had been evolved for the purpose of transferring money from one governmental pocket to another.
5. If ACC/AMG were to pay such a freight the result would be much the same as any freight paid would eventually form a lire charge against the Italian government.
6. It is hoped that shortly an Italian Ministry of Supply will be formed which will take over all imported supplies at the port after which point all freight charges would be a matter for the Italian authorities to settle. It is recommended that in view of the above no change in the present system be made at the moment as the whole problem will appear in a new light on the formation of the proposed Ministry of Supply.

A.P. Graber Smith

Colonel,
Joint Director,
Finance Sub-Commission.

Transportation (British)

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

Internal Transportation

176A/15

TN.A.1/11/2

Subject :- Railway Traffic - Procedure
for Documentation.

24 July 44

To :- Internal Transportation Sub-Committee,
H.Q., A.C.O.
A.P.O. 394.

May this H.Q., please be supplied with 1 copy of a letter ES/44 dated 20 February 44 on the above subject emanating from the Economic Section of the Internal Transportation Sub-Committee and circulated over a wide distribution.

This Service was included on the Distribution List, but no trace whatever can be found of the letter.

last in file
(B.A. Speight)
for Brig.
Director of Transportation.

5905

Telephone : 473471

ACP/dt

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/176/53

Date : 22 July 44

TO : Finance Sub-CommissionSUBJECT : Conveyance of Rail Traffic on free Freight warrants.

1. When Economic Section (Internal Transportation Sub-Commission) circular ES 44 of 20 February 44 was issued, it was visualized that all traffic passing, except purely ACC/AMG traffic would pass under tariff charges.

By ACC/AMG traffic is meant essential commodities conveyed by military trains to the forward areas, plus ACC possessions.

2. In point of fact, our records show that much traffic passes on free freight warrants and even in the Southern areas the system seems to be for supply officers' traffic to pass under such warrants, and that ordinary civil traffic is permissible after that is conveyed at tariff charges.

3. This practice seems ready for a careful overhaul, in order to re-establish the economy of the railways as quickly as possible.

4. It is suggested that the matter be made the subject of discussion because already by Royal Decree Road Haulage has been so ordered that all traffic passes under charges in areas now part of the territory handed back to the Italians, and quite obviously free conveyance by rail against charged conveyance by road is unsatisfactory.

D.S. Adams
D.S. ADAMS
Colonel, C.E.
Transportation Sub-Comm.

5904

Copy to : Economic Section.

176A/11

For issue as Executive Memorandum.

SUBJECT: Railway Traffic - Procedure for documentation.

This memorandum cancels and amends Economic Section memorandum ES/44 dated 20 February 1944.

TO ALL CONCERNED.

PART I

CIVILIAN TRAFFIC MOVING UNDER TARIFF CHARGES.

Movements of civilian traffic (freight and passenger) under tariff charges are subject to the normal documentation and accounting procedure of the Italian State Railways, and none of the provisions of PART II hereof concerning documentation of movements of traffic (freight and passenger) free of tariff charges for ACC/AMG has any application to such civilian traffic.

PART II

ACC/AMG TRAFFIC MOVING ON SAME TERMS AS ALL MOVEMENTS FOR ALLIED FORCES FREE OF TARIFF CHARGES;

(A) FREIGHT TRAFFIC

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; 59,3 and as explained in Appendix A hereto.
2. The AMG or ACC office acting as the consignor (shipper) 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 ~~will~~ may be included on one warrant, but a separate warrant will be made out for each destination point. ~~At the origin station the consignee will sign the warrant and the stationmaster will sign the warrant.~~
4. No 1 copy (original) will be retained by the issuing office. No 2 copy will accompany the consignment (shipment) for delivery to the stationmaster at destination. This for railway use. No 3 copy will be sent by quickest means to ACC/AMG office acting as consignee. No 4 copy to be handed to stationmaster at point of origin for railway use.

COMITATO CITTADINO DI SOLIDARIETA' UMANA

- 5 At the close of the month, and not later than the 5th day of the succeeding month, the issuing office will forward ~~the~~ an abstract of all warrants for traffic forwarded during the month to the Transportation Sub Commission, H.Q. ACC, shewing

- (i) Warrant No and Date
- (ii) Station from which shipment was despatched
- (iii) Destination station of shipment
- (iv) Commodity (general)
- (v) Number of wagons and total tons shewn on that warrant.

All returns will be rendered

The warrants will be retained in the office of origin for reference and record purposes.

- 6 On arrival of consignment (shipment) at destination, No 3 copy of warrant will be checked against the shipment received, warrant receipted, and any over, short, or damage in the shipment noted, and signature of railway station master requested covering any such overs, shortages, or damage. Report will be sent to sender, and advice sent to Public Safety ~~Div~~ Division in respect of shortages. Where damage is due to faulty freight car, report of such giving full information as to freight car no, point and date of despatch will be sent at once to Transportation Sub Commission HQ ACC.
- 7 Procedure in ~~51~~ above constitutes the only means of assessing conveyance of ACC/AMG traffic free of tariff charges, and strict observance of instructions must be made. RTO's will not provide freight warrants for such traffic.

8 ^(B) Conveyance of Personnel.

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- 8 General Railway Warrants, standard Army form AB 494E will be used for the movement of any AMG/ACC personnel authorised to travel by railway, free of charge. Such warrants will also be used for any civilians who are required to travel by train, free of charge, for AMG or ACC purposes.
- 9 The AMG or ACC Office authorising 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 or his representative. Copy No 2 will be handed to the traveller or OC party, in lieu of a ticket, and will be given up to the

COMITATO CITTADINO DI SOLIDARIETA' UMANA

railway stationmaster or his representative at destination.
Copy No 3 will be retained by issuing office.

- 12 At the close of the month, and not later than the 5th day of the succeeding month, the issuing office will forward an abstract of all warrants ~~for~~ issued to the Transportation Sub Commission, HQ, ACC, shewing:

- (i) Warrant Numbers and Dates of Issue
- (ii) From (iii) To
- (iv) Number of passengers transported.

Nil returns will be rendered.

- 13 *The warrants will be retained in this office for reference and purposes*
Military and civilian personnel must not travel without having paid the appropriate fare or without army warrants authorising free travel. Free warrants will not be issued for pleasure journeys, and such conditions apply to the lines of the Italian State Railways and the privately operated lines. Railway Officials will report irregularities to the proper quarters, and suitable notice will be taken.

- 14 General. Procedure in paragraphs 5 and 12 constitutes the only means of assessing conveyance of ACC/AMG traffic free of tariff charges, and strict observance of instructions will be made. Military RTOs will not provide nor issue warrants for traffic authorised by ACC/AMG. Books of warrants can be obtained on application to the Transportation Sub Commission, HQ, ACC, and consideration should be given when ordering to the volume of such traffic expected to pass.

Copy

HEADQUARTERS ALLIED CONTROL COMMISSION
Industry and Commerce Sub Commission
JSET/jfl/ec

MEMORANDUM FOR ACCOUNTANCY PROCEDURE FOR INTER-REGIONAL TRADE.

1. Three categories of regional territory/

- A. COMBAT ZONE i.e. 5th & 8th Army zones
- B. AMG Territory i.e. Regions III IV V
- C ACC Territory i.e. Regions I, II, VI

2. ~~COMBAT ZONE~~ COMBAT ZONE

Exports, as far as can be estimated, probably nil.

3; AMG TERRITORY PROCEDURE

Exports to combat zone, another AMG Region, or ACC Territory. Economics & Supply Division should buy the goods from the merchant. They will receive an advance from AMFA of Life with which to pay the merchant for the goods purchased.

They must send with the goods an invoice giving total cost of the goods consigned. Copy of the invoice should also be sent direct to the Economics and Supply Division of the receiving Region with advice of the despatch of the goods.

THE AMG or ACC consignee, on receipt of the goods and invoice, sells the goods at the prevailing price in the district where the sale is made, and will see that the purchaser pays the proceeds into AMFA's bank account for the credit of the Economic & Supply Division of their own Region (NB. Not to the credit of the Region who supplied the goods).

NOTE: There appears to be a possibility in the combat zone area that the consignee will be unable to dispose of these goods for cash and in this exceptional case he should forward to the Chief Accountant HQ ACC a report giving particulars of the amount by quantity of the goods received, the cash proceeds, if any, of their sale; and the quantity disposed of gratis.

4. ACC TERRITORY PROCEDURE

A; Exports to combat zone or AMG Territory.

Procedure to be adopted identical to that enumerated in para 3 above.

B. Exports to another Region in ACC Territory.

These will be effected only after the approval of the Economics and Supply Divisions of both Regions concerned. As the entire

2. ~~SECRET~~ COMBAT ZONE

Exports, as far as can be estimated, probably nil.

3. AMG TERRITORY PROCEDURE

Exports to combat zone, another AMG Region, or ACC Territory. Economics & Supply Division should buy the goods from the merchant. They will receive an advance from AMFA of LIRA with which to pay the merchant for the goods purchased.

They must send with the goods an invoice giving total cost of the goods consigned. Copy of the invoice should also be sent direct to the Economics and Supply Division of the receiving Region with advice of the despatch of the goods.

THE AMG or ACC consignee, on receipt of the goods and invoice, sells the goods at the prevailing price in the district where the sale is made, and will see that the purchaser pays the proceeds into AMFA's bank account for the credit of the Economic & Supply Division of their own Region (NB. Not to the credit of the Region who supplied the goods).

NOTE: There appears to be a possibility in the combat zone area that the consignee will be unable to dispose of these goods for cash and in this exceptional case he should forward to the Chief Accountant HQ ACC a report giving particulars of the amount by quantity of the goods received, the cash proceeds, if any, of their sale; and the quantity disposed of gratis.

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4. ACC TERRITORY PROCEDURE

A; Exports to combat zone or AMG Territory.

Procedure to be adopted identical to that enumerated in para 3 above.

B. Exports to another Region in ACC Territory.

These will be effected only after the approval of the Economics and Supply Divisions of both Regions concerned. As the entire transaction will be in ACC Territory, ACC will be concerned with the financial aspects thereof, and payment will be made direct by the buyer to the seller without intervention of ACC. Payment will be made through normal bank channels or by purchase of a vaglia which will have to be sent to the vendor; and ACC channels of communication should be put at the disposal of both parties for delivery of the invoice and/or vaglia.

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

176 A/13

Our reference : ACC Tn/13/42

Date : 16 March 44.

TO : Col. T. Fuller,
D.C.O.F.

SUBJECT : Documentation Rail Traffic.

1. Reference signal 63906, signed CINC cite MTFN, dated 13 March 44.
2. This Sub-Commission has no responsibility in respect of (i) "standardisation between procedure adopted for billing and recording United States and British Military traffic in Italy"; or, (ii) "assessment by ACC of transportation services performed and future financial adjustment", in respect of (i) above.
3. In respect of AMG/ACC rail traffic this Sub-Commission has issued instructions, reference 13/44, dated 20 Feb 44, copy attached, providing uniform documentation (billing) of all such traffic. It so happens, primarily because forms were available in stock, that British Army forms were prescribed, and the procedure is along the same lines as that prescribed by "Movements", Adv. Adm. Ech. AFHQ Working Instruction No. 14, dated 15 Nov 43.

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

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COPY

CIPHER MESSAGE IN

476A/12

SIGS NO 6539
ROUTINE
US SECRET

TO ACTION PLANNED FOR FULLER

FROM SIGNED CINC CITE PRTPM

63906

13

REPORTED THAT LACK OF STANDARDISATION BETWEEN PROCEDURE ADOPTED FOR BILLING AND RECORDING UNITED STATES AND BRITISH MILITARY RAIL TRAFFIC IN ITALY IS LIKELY TO CAUSE DIFFICULTY IN ASSESSMENT BY AGC OF TRANSPORTATION SERVICES PERFORMED AND FUTURE FINANCIAL ADJUSTMENT. REQUEST YOU INVESTIGATE IN CONJUNCTION WITH DEGRS, DMC(M) DTH (BRITISH) AND CHIEF INTERNAL TRANSPORTATION SUB COMMISSION AND ADVISE ARRANGEMENTS MADE.

SNC DISTRIBUTION

ACTION

TN(A)

WJD

SNC TOR 132035

SNC NOTE. IF DISTRIBUTION TO OTHER BRANCHES CONCERNED IS REQUIRED PLEASE NOTIFY SNC

COPYMaj Fisher. TN(A).

TN(A) would like letter setting out our comments. ~~also~~ (see conversation Maj Fisher).

1600 15/3/44

5898

U. S. RESTRICTED
 Equals British RESTRICTED

7-176A/11

PBS for American controlled areas, at British Transportation (P) for British controlled areas, and at Internal Transportation Sub-Committee, ACC, for AMG/ACC traffic.

THOMAS MILLER,
 Colonel, T.C.,
 Deputy Chief of Transportation.

- 3 Incls.
 Incl 1. (Tab "A") - Copy of: Movements, Adv Adm Ech, AMN, Working Instruction No. 14 (Documentation - Rail Traffic) File: MOV.1/53/17 (15 Nov 43), and Movements, Adv Adm Ech, AFIS, Working Instruction No. 14 Amendment No. 1 File: MOV.1/53 (25 Nov 43).
 Incl 2. (Tab "B") - United States Army Freight waybills (white, green and pink)
 Incl 3. (Tab "C") - Railway Traffic - Procedure for Documentation (HR, ACC - 20 Feb 44).

Copies to:-

Director General, Headquarters, Military Railway Service, APO 100
 Commanding General, Peninsular Base Section, APO 782
 Headquarters, Allied Control Commission, Internal Transportation Sub-Commission, APO 39h

3 Incls.
 (Same as above)

5897

U. S. RESTRICTED
 Equals British RESTRICTED

U. S. RESTRICTED
 Equals British RESTRICTED
 HEADQUARTERS
 AAI, ADMINISTRATIVE SCHEDULE
 Office of the Chief of Transportation
 A.P.O. 100

17 March 1944

SUBJECT: Billing of Military Railway Traffic in Italy

TO : Chief of Transportation (US), AFHQ, APO 512, U.S. Army

1. This is in reference to Freedom cable 63906, cite RTFM, dated 13 March, in regard to billing and recording military railway traffic in Italy.

2. The procedure for billing and recording military railway traffic in Italy is as follows:

a. British traffic is billed on A.S. 197a under Movements, Advance Administrative Schedule, AFHQ, Working Instruction No. 11. (Tab "A") Note that British Transportation (F) receives one copy of all British warrants.

b. American traffic is billed on USA Freight waybill form. (Tab "B") This is made out in triplicate for each car. One copy travels with the car, one copy goes to Transportation, AFHQ, and one copy to the consignor.

c. AAG/ACC rail traffic is billed on A.S. 197a under instruction reference 15/44 dated 20 February 1944, Headquarters, ACC. (Tab "C") Note that Internal Transportation Sub-Committee, ACC, receives one copy of all AAG/ACC warrants.

3. Internal Transportation Sub-Committee, ACC, state that they have: "no responsibility in respect of (i) standardization between procedure adopted for billing and recording US or British Military traffic in Italy or (ii) assessment by ACC of transportation services performed and future financial adjustment in respect of (i) above."

4. It is the understanding of this office, and also the DEBS, that no payments should be made by the Allied Governments in respect of military traffic of any kind carried on either State owned or privately owned railways in Italy.

5. Since no payments are to be made by the Allied Governments in respect of military traffic and Internal Transportation Sub-Committee has no interest in future financial adjustment, no action beyond that already taken or change in present system is deemed necessary. 5898

6. If, in the future, financial adjustment based on tonnage moved becomes necessary, the records of all military movements are available at

U. S. RESTRICTED
 Equals British RESTRICTED

COPY

MOVEMENTS ADV. ADM. ECH. AFHQ WORKING INSTRUCTION NO. 14.

(DOCUMENTATION - RAIL TRAFFIC.)

File: MOV.1/53/17.

15 Nov. 43.

Working Instruction No. 1 is hereby cancelled.

This instruction amends in some respects the procedure as there laid down.

FREIGHT WARRANTS. (A.B. 497a)

1. All Allied traffic will be freight warranted on A.B. 497 a.
2. A separate warrant will be made out for each destination station.
3. Wagons will be warranted as marshalled on trains leaving main stations, their point of origin being shown on the warrant. Warrants will not therefore be made out at depots, but at marshalling yard or main station where the train is made up, except in cases where through trains are made up at Depots.

e.g. A warrant from Bari may show

5	wagons	loaded	at	500	A.C.D.
5	"	"	"	46	B.S.D.
5	"	"	"	20	P.D.

all on the same train for Foggia.

4. Traffic for British Army, R.A.F. or R.N. may appear on the same warrants. Separate warrants will be made out for US traffic or A.M.G. Traffic and headed accordingly.

5. Copy No. 1 will be handed to the Italian Stationmaster for retention by I.S.R.

Copy No. 2 will be handed to the Italian Stationmaster for the Train guard.

Copy No. 3 will be sent to the R.T.O. at destination by hand of the Train guard or by quickest means.

Copy No. 4 will be retained by the R.T.O.

R.T.O's will despatch copies No. 4 direct to Tn(F) once a week, each weekly bundle containing all warrants issued up to midnight Friday/Saturday, bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing:

- | | |
|-----|-----------------------------------|
| (a) | Warrant No. |
| (b) | From. |
| (c) | To. |
| (d) | Total tons shown on that warrant. |

5893

6. R.T.O's at destination will check off Wagons listed on copy No. 3, receipt the warrant and forward to Tn (F) for retention, endorsing any wagons not received or reconsigned clearly on the back.

COPY

7. On receipt of this instruction Mov. Sub-areas will ensure that any warrants referring to traffic already carried are duly receipted by R.T.O's and forwarded to Tn (F).
8. All warrants will be numbered consecutively by the issuing R.T.O.

PERSONNEL WARRANTS (A.B. 494 a)

9. These will be filled in for all Allied military personnel travelling by train.
10. Copy No. 1 will be handed to the Italian Station-master
Copy No. 2 will be handed to the Traveller or O.C. Party in lieu of ticket and will be given up to the R.T.O. at destination and then forwarded to Tn (F).
Copy No. 3 will be retained by R.T.O.
R.T.O's will despatch copies No. 3 weekly to Tn (F), each weekly bundle containing all warrants issued up to midnight Friday/Saturday, bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing:-

- | | |
|-----|---|
| (a) | Warrant No. |
| (b) | From. |
| (c) | To. |
| (d) | No of personnel (Offrs and O.R's) travelling. |

11. Warrants will be headed "British" BE Army" or "A.N.G." as the case may be.

12. Train warrants (A.B. 495a) will NOT be used.

13. R.T.O's in Calabria and in Sub-areas controlled by Mov. Eastern Italy will send warrants referred to in paras 5 and 10 to :-
Tn (F) No. 2 District

R.T.O's in Sub-areas controlled by Mov. Western Italy will send them to:-
Tn (F) Adv. Adm. Echelon. A.F.H.Q.

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

5894

DISTRIBUTION

Mov East Italy	(3)	Mov Naples	(15)
" West "	(3)	" Railhead Sub Area Foggia	(20)
" Rear S Army	(1)	" Salerno	(5)
" Taranto	(15)	" T. Annunziata	(5)
" Brindisi	(15)	" Castellammare	(5)
" Bari	(15)	Copy to: Mov. 15 Army Group	(1)
" Barietta	(5)	Internal Distribution	
" Reggio	(5)	Tn (F) (6)	Spare copies 33.

13. On and after 1 Mar. 44, R.T.O's will send warrants referred to in paras 5, 6 and 10 to

Tn (F)
A.F.H.Q. Adv Adm Ech.

COPY

COPYMOVEMENTS ADV. ADM. ECH. A.F.H.C. WORKING INSTRUCTION No. 1A.(DOCUMENTATION - RAIL TRAFFIC)MOV. 1/B3.
25 Nov. 43.AMENDMENT No. 1.

Delete para 3.

Substitute :-

3. Freight Warrants will be made out at point of loading.
A separate warrant will be issued for each destination.

Different categories of stores for the same destination may be entered on the same warrant.

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

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

Distribution.

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

Copy to :- Mov 15 Army Group (1)

Internal Distribution.

In (P) (6)

Spare Copies (33)

COPY

5893

HEADQUARTERS
ALLIED CONTROL COMMISSION

A E O 394

Economic Section

Internal Transportation Sub-Commission.

ES/44

20 February, 1944.

SUBJECT: Railway Traffic - Procedure for Documentation.

TO : All Concerned.

PART I

CIVILIAN TRAFFIC MOVING UNDER TARIFF CHARGES.

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

PART II

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

REMARKS:

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 ABE 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 ABE or ACC office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

5892

5. On the 1st. and 15th. of each month the issuing office will forward the No. 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, ACC c/o Nov. & Th., AFHQ Adv. Adm. Ech. CTR, accompanied by a summary of the movements.

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 L. 2711 hereof concerning documentation of movements of traffic (freight or passenger) free of tariff charges, for A.M./A.C.C. has any application to such civilian traffic. It is expected that most traffic, arranged by A.M./A.C.C. will move under tariff charges.

PART II

A.M./A.C.C. TRAFFIC, MOVING ON SAME TERMS AS ALL MOVEMENTS FOR ARMED 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 A.M. or A.C.C. 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 A.M. or A.C.C. office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

5892

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, A.C.C. c/o Nov. & Tr., AFHQ Adv. Adm. Ech. CTF, 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.

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.

(1)

7. On the 1st. Jan 1943. of each month No. 3 copies of all warrants covering shipments delivered during the preceding semi-monthly period will be forwarded by the office issuing to the office of Internal Transportation Sub-Commission, ACC, c/o Nov. 1. The ACC, c/o Nov. 1. Jan. 1943, 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 (enclosed).
- (v) Number of weights and total tons shown on that warrant.
- (vi) Date delivered.

PERSONNEL:

8. "General Railway Warrants", standard army form AB 454a, will be used for the movement of any ACC 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 ACC or ACC officer authorizing the movement will be responsible for the issuance and recording of the warrant, which will be accomplished as follows:

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

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

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

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

12. On the 1st. Jan 1943. of each month the issuing office will send the No. 3 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Nov. 1. The ACC, c/o Nov. 1. Jan. 1943, which copies will be accompanied by an abstract thereof, showing:

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

GENERAL:

13. Provisions of this memorandum will be effective on and from 1st. March, 44, and supersede para 10 of ACC In. 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 place:

c/o Mr. & Mrs. A.H. Rev. Adm. Rev. - CMT,
c/o Mr. Rev. Adm.
c/o Mr. Rev. Adm.

c/o Mr. Dist.

17

APPENDIX "A".Explanatory notes concerning information
required on Warrant (Forms 43 4971 and 4972).

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 WAREHOUSE - FORM 43 4971.

Lines 1 and 2, styled "Transport" and "Destination for train" and "For movement by _____": Either or 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 "Dori - XI/3 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 it should be shown.

Columns 1, 2, 4 and 6 are self-explanatory.

Columns 3 and 7 are not required.

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

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

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

Distribution of copies of warrants will be as shown in Memorandum and WOT as shown in printed instructions on the form.

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

(b) GENERAL RAILWAY WARRANT - FORM 43 4972 (For personnel).

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

The signature of stationmaster is not required.

DISTRIBUTION.

NCS Adv. Naples
Main HQ, ACC., Naples.
Reg. HQ, ACC., Salerno.
HQ, No. 1 District.
Commanding General PPS.
To Rome Section, Main HQ, ACC., Naples.
HQ, Region I (Sicily).
" " II Matera.
" " III Naples.
" " IV Naples.
" " V Campobasso.
" " VI San Vito.

Movements, AFHQ Adv. Adm. Ech., for distribution as under :- (25)

Mov. V Italy.
Mov. VI Italy.
Mov. Taranto.
Mov. Bari.
Mov. Foggia.
Mov. Brindisi.
Mov. Reggio.
Mov. Foggia.
Mov. Railroad Sub-area (Vasta).
Mov. Super 5 Army.
Mov. Main 8 Army.
Mov. Crotone.
Mov. Torre Annunziata.
Mov. Castellomare.
Mov. Naples.
Mov. San. rup.
Mov. ACC.

Transportation Officer, PPS Naples.
IGMS Naples.

Internal Transportation Sub-commission, ACC.
Shipping Sub-commission, ACC.
Food Sub-commission, ACC.
Industry & Commerce Sub-commission, ACC.
Public Works & Mines Sub-commission, ACC.
Agriculture Sub-commission, ACC.
Civilian Clothing Commission.
Displaced Persons Sub-commission, ACC.
Education Sub-commission, ACC.
Electric Power Mission.
Finance Sub-commission, ACC.
Industrial Planning Staff.
Labour Sub-commission, ACC.
Legal Sub-commission, ACC.
Monuments & Fine Arts Sub-commission, ACC.
Operations & Security Intelligence.
Public Health Sub-commission, ACC.
Telecommunications & Postal Sub-commission, ACC.
MEDSO

ACC Transportation Sub-commission Reg c/o

Mov East Italy c/o HQ, Reg II.
Mov West Italy c/o HQ, Reg III.
Mov Reggio (Calabria) - Tpn. Officer Reg 4
Mov Reggio Sub-area. " " " 6
Mov No. 2 District (Bari)

Undersecretary of State for Italian Railways & Highways, Naples.
D.C.C.C. AFHQ Adv. Ech.
D.D.C.C. " " " "
" " French " " " "

• • • • •

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

Ref/45/33/CA.

EXECUTIVE MEMORANDUM)

NUMBER

42)

19 March 1944.

FINANCING OF OPERATIONS OR PROJECTS IN
WHICH SUB-COMMISSIONS HAVE AN INTEREST

1. This memorandum will outline the procedure to be observed by all Sub-Commissions in the financing of operations or projects in which they have an interest.
2. In territory now under the control of the Italian Government (Regions I, II, VI and Salerno Province in Region III), the Finance Sub-Commission does not consider requests for funds for individual purposes. The Finance Sub-Commission exercises control over Italian Government expenditures through an examination of the Italian Government's consolidated budget covering all Government activities. Accordingly, the provision of finance for particular purposes should be discussed by the interested Sub-Commission with its opposite number in the Italian Government. When the Sub-Commission and Ministry concerned are in agreement, the Ministry will then arrange with the Minister of Finance for consideration of the item with a view to its being included in the Italian Government's consolidated budget.
3. In territory under Allied Military Government (Regions III, IV, V and the two Army areas) a Sub-Commission interested in a particular project involving expenditure of funds should, in conjunction with the appropriate Regional officials, consult with the Italian official or Government agency having jurisdiction over such work or activity in the Region. When it has been agreed that the proposed expenditure should be undertaken, it will be the responsibility of the appropriate Italian official to include such expenditure in the proper budget (State, provincial or communal). Control over the total volume of expenditure is obtained through examination of such budgets by Regional Finance Officers.
4. Nothing in this instruction shall be deemed to alter the procedure in effect in forward areas under control of AMG Fifth and Eight Armies, in those circumstances where direct AMG finance has to be provided.

M. S. LUSH
Brigadier,
Executive Commissioner.

DISTRIBUTION 'C'

Less 38 - 46
Plus 1 copy to ea. Region 1 & Group 2

NOTE: The last Executive Memorandum generally issued was No. 33. dated 27 February 1944.

0 1 7 3

1. This memorandum will outline the procedure to be observed by all Sub-Commissions in the financing of operations or projects in which they have an interest.

2. In territory now under the control of the Italian Government (Regions I, II, VI and Salerno Province in Region III), the Finance Sub-Commission does not consider requests for funds for individual purposes. The Finance Sub-Commission exercises control over Italian Government expenditures through an examination of the Italian Government's consolidated budget covering all Government activities. Accordingly, the provision of finance for particular purposes should be discussed by the interested Sub-Commission with its opposite number in the Italian Government. When the Sub-Commission and Ministry concerned are in agreement, the Ministry will then arrange with the Minister of Finance for consideration of the item with a view to its being included in the Italian Government's consolidated budget.

3. In territory under Allied Military Government (Regions III, IV, V and the two Army areas) a Sub-Commission interested in a particular project involving expenditure of funds should, in conjunction with the appropriate Regional officials, consult with the Italian official or Government agency having jurisdiction over such work or activity in the Region. When it has been agreed that the proposed expenditure should be undertaken, it will be the responsibility of the appropriate Italian official to include such expenditure in the proper budget (State, provincial or communal). Control over the total volume of expenditure is obtained through examination of such budgets by Regional Finance Officers.

4. Nothing in this instruction shall be deemed to alter the procedure in effect in forward areas under control of AMG Fifth and Eight Armies, in those circumstances where direct AMG finance has to be provided.

5890

M. S. LUSH
Brigadier,
Executive Commissioner.

DISTRIBUTION 'C'

Less 38 - 46
Plus 1 copy to ea. Region 1 & Group 2

NOTE: The last Executive Memorandum generally issued was No. 33. dated 27 February 1944.

All Executive Memoranda will shortly be published in a book which is now in the press and which will include all missing numbers.

NOTE:- Capt. Timmons - Finance Sub-Comm. H.Q. drafted this Memorandum. He states that the financing of railway operations was NOT intended to be covered here - and that it does NOT purport to change the present or set up any new system in respect of Rly operations. (Witness - Major Paul Bonning - AMFA)

W.S.W. 24/3/44.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ES/MH/son

176A/9

18 February 1944.

SUBJECT: Documentation of ACC/ARG rail traffic.

TO : Internal Transportation Sub-commission.

1. Refco your ACC Tr/13/18 of 12 Feb 44, the draft has been approved and is returned herewith for issue.
2. It is pointed out that this is a technical matter and is a revision of para 10 ACC Tr Memo No. 1 of 10 Dec 43 which was issued by you.
3. Any covering letter required will be provided by this Section but if the draft is issued as an amendment to Tr. Memo No. 1, none is necessary.

D. S. ADAMS
Colonel G.E.
Economic Section

Col Adams agrees that these instructions should not be issued as a revision of para 10 of Tr Memo 1, agreed: Tr. Sub Comm will prepare the details. Col Adams will sign instructions for Economic Section, and Capt Hay will arrange to have duplicating work done at SAC HCB

*LSW - 19/1/44**Done as agreed - 21/1/44 - LSW*

5889

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

Our reference : ACC Tn/13/18

Date : 12 Feb 44.

TO : MAIN HQ, ACC
Economics Section.

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

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

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

5888

ALLIED- CONTROL COMMISSION

APR 3 1944

Internal Transportation Sub-Commission, ~~AMG~~

C/O Mov & Tr.

AFHQ Advanced Administrative Echelon,

C.M.F.

Our reference: ACC TH/20/15

Date

: 24 Jan 44.

20 Feb 44

ACC TH Memorandum No 3

Subject: Railway Traffic - *Procedure for Documentation*

Procedure for documentation and accounting of Movements of Railway Traffic

(Supersedes para 10 of ACC TH 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.

IT IS EXPECTED THAT MOVEMENTS OF CIVILIAN TRAFFIC WILL BE MADE UNDER TARIFF CHARGES.

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 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 office. 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., AFHQ Adv.

These warrants will be accompanied by an abstract of such warrants showing:

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.

IT IS EXPECTED THAT MOST OF THE TARIFF CHARGES WILL BE COVERED BY THE MOVEMENTS UNDER TARIFF CHARGES

PART IIAMG/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 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 office of Internal Transportation Sub-Commission, c/o Mov. & Tr., AFHQ Adv. Adm. Ech. CMT, 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.
6. On arrival of shipment at destination No. 3 copy of warrant will be checked against the shipment received, warrant receipted and any over (S), short (S), or damage (D) in the shipment noted and signature of railway stationmaster requested covering any such O, S, and D.

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

c/o Mov. Reggio ✓
 " Foggia ✓
 " (E. Italy) & Bari ✓
 " (Dis. 2) ✓
 " Lt. Irvine-Lynch (B)
 Capt. ~~Atti~~ Belkret (B)
 Maj. V. R. Dowers (B)
 Capt. S. Hall (A)
 Lt. Irvine-Lynch (B)

PERSONNEL:

2. General Railway Warrants", standard army form AB 494a, 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 AMG 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. AA 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.C. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.

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

12. On the 1st and 16th of each month the issuing office will send the No. 3 copy of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, c/o Mov. & Tr., AFHQ Adv. Adm. Ech. CMF, which copies will be accompanied by an abstract thereof, showing:

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

GENERAL

13. Provisions of this memorandum will be effective on and from 1st March 1944, and supercedes para 10 of ACC Tr 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: 586

4. Mov. Tr., AFHQ, Adv. Adm. Ech. CMF, Naples
 c/o Mov. Reggio ~~Cap. A. A. DeMaret~~ (B)
 " Foggia ~~Maj. V. R. Powers~~ (B)
 " (E. Italy) ~~& Bari~~ ~~Cap. S. Hall~~ (A)
 " (Dis. 2) " ~~Lt. Irvine-Lynch~~ (B)

4.5
 c/o Reg 2 - Matera ~~Maj. C. H. Holliday~~ (A)
 c/o ~~190th~~ ~~Regt.~~ ~~A. H. Street~~ (B)
 c/o Reg 3 - Naples ~~Maj. S. H. Baister~~ (B)
Transportation Officer - Reggio, 4.5

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

AG. Reg #1 - Palermo

15. Attention is called to the last sentence of Part I, namely: "It is expected that most traffic arranged by AMG/ACC will move under tariff charges"

(2)

*D. S. ADAMS
 COLONEL, CP*

0 1 8 0

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 par train" and "For movement by _____": Either or 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 - XY3 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 it should be shown.

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

Columns 3 and 7 are not required.

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

The line "signed" - RTO" 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 Tn. 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" - RTO" to be used the same as shown for corresponding lines under "A" above.

The signature of station master is not required.

5883

MOVEMENTS, ADV. ADM. ECH. A.F.H.Q. WORKING INSTRUCTION NO. 1.

(DOCUMENTATION - RAIL TRAFFIC.)

File: NOV. 2/53/17.

15 Nov. 43.

Working Instruction No. 1 is hereby cancelled.

This instruction amends in some respects the procedure as there laid down.

FREIGHT WARRANTS. (A.B. 497a.)

1. All Allied traffic will be freight warranted on A.B. 497 a.
2. A separate warrant will be made out for each destination station.
3. Wagons will be warranted as marshalled on trains leaving main stations, their point of origin being shown on the warrant. Warrants will not therefore be made out at depots, but at marshalling yard or main station where the train is made up, except in cases where through trains are made up at Depots.

e.g. A warrant from Bari may show

5 wagons loaded at 500 A.O.D.
5 " " " 46 B.S.D.
5 " " " 20 P.D.

all on the same train for Foegia.

4. Traffic for British Army, R.A.F. or R.N. may appear on the same warrants. Separate warrants will be made out for US Traffic or A.L.G. Traffic and headed accordingly.

5. Copy No. 1 will be handed to the Italian Stationmaster for retention by L.S.R.

Copy No. 2 will be handed to the Italian Stationmaster for the Train guard.
Copy No. 3 will be sent to the R.T.O. at destination by hand of the Train guard or by quickest means.

Copy No. 4 will be retained by the R.T.O.

R.T.O.'s will despatch copies No. 4 direct to Tn(F) once a week, each weekly bundle containing all warrants issued up to midnight Friday/Saturday, bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing :-

(a)	Warrant No.
(b)	From.
(c)	To.
(d)	Total tons shown on that warrant.

5884

6. R.T.O.'s at destination will check off wagons listed on copy No. 3, receipt the warrant, and forward to Tn (F) for retention, endorsing any wagons not received or re-allocated clearly on the back.

FREIGHT WARRANTS. (A.B. 497a).

1. All Allied traffic will be freight warranted on A.B. 497 a.
2. A separate warrant will be made out for each destination station.
3. Wagons will be warranted as marshalled on trains leaving main stations, their point of origin being shown on the warrant. Warrants will not therefore be made out at depots, but at marshalling yard or main station where the train is made up, except in cases where through trains are made up at Depots.

c.e. A warrant from Bari may show

5 wagons loaded at 500 A.O.D.
 5 " " " 46 B.S.D.
 5 " " " 20 P.D.

all on the same train for Foggia.

4. Traffic for British Army, R.A.F. or R.M. may appear on the same warrants. Separate warrants will be made out for US Traffic or A.M.C. Traffic and headed accordingly.

5. Copy No. 1 will be handed to the Italian Stationmaster for retention by L.S.R.
 Copy No. 2 will be handed to the Italian Stationmaster for the Train guard.
 Copy No. 3 will be sent to the R.T.O. at destination by hand of the Train guard or by quickest means.

Copy No. 4 will be retained by the R.T.O.

R.T.O's will despatch copies No. 4 direct to Tn(F) once a week, each weekly bundle containing all warrants issued up to midnight Friday/Saturday, bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing :-

(a)	Warrant No.
(b)	From.
(c)	To.
(d)	Total tons shown on that warrant.

5884

6. R.T.O's at destination will check off wagons listed on copy No. 3, receipt the warrant, and forward to Tn (F) for retention, endorsing any wagons not received or reconsigned clearly on the back.
7. On receipt of this instruction Mov. Sub-areas will ensure that any warrants referring to traffic already carried are duly receipted by R.T.O's and forwarded to Tn (F).
8. All warrants will be numbered consecutively by the issuing R.T.O.

PERSONNEL WARRANTS (A.B. 494 a)

9. These will be filled in for all Allied military personnel travelling by train.

R.T.O.

PERSONNEL WARRANTS (A.B.494 c) (Contd)

10. Copy No. 1 will be handed to the Italian Station-master.
Copy No. 2 will be handed to the Traveller or O.C. Party in Lieu of ticket and will be given up to R.T.O. at destination and then forwarded to Tn (F).

Copy No. 3 will be retained by R.T.O.

R.T.O's will despatch copies No. 3 weekly to Tn (F), each weekly bundle containing all warrants issued up to midnight Friday/Saturday, bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing :-

(a)	Warrant No.
(b)	From.....
(c)	To.....
(d)	No of personnel (Offrs and O.R's) travelling.

11. Warrants will be headed "British" "US Army" or "A.M.G." as the case may be.
12. Train warrants (A.B.495a) will NOT be used.
13. R.T.O's in Calabria and in Sub-areas controlled by Mov. Eastern Italy will send warrants referred to in paras 5 and 10 to :-

Tn (F) No. 2 District.

R.T.O's in Sub-areas controlled by Mov. Western Italy will send them to :-

Tn (F) Adv. Adm. Echelon. A.F.H.Q.

Brigadier
D.O.M.G. (14)

Distribution

Mov East Italy	(3)
" West "	(3)
" Rear 8 Army	(1)
" Baranto	(15)
" Brindisi	(15)
" Bari	(15)
" Barletta	(5)
" Reggio	(5)
" Railroad Sub Area Foggia	(20)
" Naples	(15)
" Salerno	(5)
" Torre Annunziata	(5)
" Castellammare	(5)

Copy to

Mov. 15 Army Group (1)

Internal Distribution

Tn (F) (4)

Spare copies 33.

HEADQUARTERS
ALLIED CONTROL COMMISSION
FINANCE SUB-COMMISSION
(Office of the Chief Accountant)
APO 394

Copy

Ref: HQ/CA/17

2 February 1944.

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

To : Internal Transportation Sub-Commission.

1. I return herewith a draft of ACC Tn. Memorandum No. 3.
2. I understand from Major Walker of your Sub-Commission that a different series of warrants will be utilised by the Army for purely Military traffic and that your records therefore will show only AMG/ACC traffic. If this is so I think that the necessity of being able to distinguish in the records between military traffic and AMG/ACC traffic will be met.
3. We are therefore in agreement with the proposed draft.

(signed)

Chief Accountant,
FOR: BRIGADIER R. A. HAMLYN,
Chief Finance Officer.

Enclosure:

5885

176A/8

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

Our reference : ACC Tn/20/15

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 13079/F and our ACC Tn/20/8 dated 4 Jan 44.
2. There is attached draft of ACC Tn. Memorandum No. 9, this date, superseding para 10 of ACC Tn. 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.

5832
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

*Relieved by May Walker to Lt. Col. Miller (acting chf)
discussed briefly with Col. Miller - who "off hand" did not
see that General Levese concerned, but wanted to
study it - and will call if any questions so far. Prompt
action will be made.
L. B. Walker 24/1/44*

ARMISTICE CONTROL COMMISSION

Internal Transportation Sub-Commission, 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.

C/O Mov & Tr.

Africa Advanced Administrative Echelon.

C.M.F.

Our reference : ACC Tr/20/15

Date

: 24 Dec 44.

ACC Tr/20/15 No. 3

Procedure for documentation and accounting of Railway Traffic
(Carried out by 10 of ACC in 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.

IT IS EXPECTED THAT MOST TRAFFIC ARRANGED BY AMG/ACC WILL MOVE UNDER TARIFF CHARGES

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 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 office of Internal Transportation Sub-Commission, c/o Mov. & Tr., AFM Adv.

Procedure for documentation and accounting of movements of civilian traffic (freight and passenger) under tariff charges (Appendices para 10 of ACC in 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 accounting of movements of traffic (freight or passenger) free of tariff charges, for AMG/ACC has any application to such civilian traffic.

IT IS EXPECTED THAT MOST TRAFFIC ACCOMPANIED BY AMG/ACC WILL MOVE UNDER

TARIFF CHARGES

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

PARAGRAPHS:

1. All movements will be documented by use of standard army warrants (form AS 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 2 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, c/o Mov. & In., AFIA, Adv. Adm. Zoh. CHF, accompanied by an abstract of such warrants showing:
 - (1) 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.
 6. On arrival of shipment at destination No. 3 copy of warrant will be checked against the shipment received. Warrant receipted and any over (b), short (c), or damage (d) in the shipment noted and signature of railway stationmaster requested covering any such O.S. and D.

5881

7. On the 1st and 16th of each month No. 3 copies of all warrants covering shipments delivered during the preceding semi-monthly period will be forwarded by the office acting as consignee to the office of Internal Transportation Sub-Commission, ACC, c/o Mov. & Tr., AFHQ Adv. Adm. Ech. CMF, 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.

PERSONNEL:

8. "General Railway Warrants", standard army form AD 494a, 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 AMG 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.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 16th 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 Mov. & Tr., AFHQ Adv. Adm. Ech. CMF, which copies will be accompanied by an abstract thereof, showing:

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

GENERAL

13. Provisions of this memorandum will be effective on and from 1st March 1944, and supersede para 10 of ACC 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:

General To, AFHQ, Adv. Adm. Ech. CMF - Naples

c/o Mov. Reggio	Capto. A.M. Demarest (B)
" Foggia	Mej. V. P. Towers (B)
" E. Italy & Bari	Capto. S. Hall (A)
" Dis # 42	Lt. Irvin Lynch (B)
c/o Reg. 1 HQ. Palermo	Capto. G. J. Jones (A)

MEMORANDUM:

8. General Railway Warrants, standard army form AB 494a, 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 AMG 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.C. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.
Copy No. 3 will be retained by the issuing office.

12. On the 1st and 16th of each month the issuing office will send the No. 3 copy of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, c/o Mov. & Tr., AFHQ, Adv. Adm. Lch. CMF, which copies will be accompanied by an abstract thereof, showing:

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

GENERAL

13. Provisions of this memorandum will be effective on and from 1st March 1944, 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 Mov. Reggio	Cap. G. M. Demaret (B)
" Foggia	Maj. J. H. Towers (B)
" B. Italy & Bari	Capt. S. Hall (A)
" Dis # 42	Lt. Irving Lynch (B)
" c/o 1 MA, Palermo	Capt. G. H. Young (A)
" c/o Reg 2 Matera	Maj. C. H. Holliday (A)
" c/o ACC HQ - Brindisi	Capt. J. H. Street (B)
" c/o Reg 3 - Naples	Maj. J. L. Foster (B)
" Transportation Officer -	Col. J. G.

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

15. Attention is called to the last sentence of Part I, namely:
"It is expected that most traffic arranged by AMG/ACC will move under tariff charges"

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 par 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 "Paris - XYZ Station".

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

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

Columns 3 and 7 are not required.

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

The line "Signed - HCU" 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 Tn. 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 - HCU" ^{are} to be used the same as shown for corresponding lines under "A" above.

The signature of station master is not required.

5890

ALLIED FORCES PASSENGER AND FREIGHT STATISTICS

FORWARDED IN

AREA

NOVEMBER 1943

Passenger

Traffic	No. of Warrants	No. of Personnel Entrained	Passenger Kilometres	Baggage, Stores, Guns, etc.			
				Wagons	Tons	Wagon Kilometres	Tons
British							
U.S.A.							
A.M.G.O.T.							
E.F.I.							
Total							

Freight

Traffic	No. of Warrants	Wagons	Tons	Wagon Kilometres	Ton Kilometres
British		57 8 7 3			
U.S.A.					
A.M.G.O.T.					
E.F.I.					
Total					

ALLIED FORCES PASSENGER AND FREIGHT STATISTICS

FORWARDED IN

AREA

NOVEMBER 1943

No. of Trains	No. of Personnel Entrained	Passenger Kilometres	Baggage, Stores, Guns, etc.			
			wagons	Tons	Wagon Kilometres	Ton Kilometres

No. of Trains	Wagons	Tons	Wagon Kilometres	Ton Kilometres
	52873			

0193

176077

COPY

MOVEMENTS, ADV. ADM. ECH. A.F.H.Q. WORKING INSTRUCTION
NO. 14.

(DOCUMENTATION - RAIL TRAFFIC)

File: NOV 1/53/17.

15th. Nov 43

Working Instruction No. 1 is hereby cancelled.

This instruction amends in some respects the procedure as there laid down.

FREIGHT WARRANTS (A.B. 497a)

1. All Allied traffic will be freight warranted on A.B. 497a.
2. A separate warrant will be made out for each destination station.
3. Wagons will be warranted as marshalled on trains leaving main stations, their point of origin being shown on the warrant. Warrants will not therefore be made out at depots, but at marshalling yard or main station where the train is made up, except in cases where through trains are made up at Depots.

e.g. A warrant from Bari may show

5 wagons loaded at 500 A.O.D.
5 " " " 46 B.S.D.
5 " " " 20 P.D.

all on the same train for Foggia.

4. Traffic for British Army, R.A.F. or R.N. may appear on the same warrants. Separate warrants will be made out for U.S. Traffic or A.M.G. Traffic and headed accordingly.
5. Copy No. 1 will be handed to the Italian Stationmaster for retention by I.S.R.
Copy No. 2 will be handed to the Italian Stationmaster for the Train Guard.
Copy No. 3 will be sent to the R.T.O. at destination by hand of the Train Guard or by quickest means.
Copy No. 4 will be retained by the R.T.O.
All detach copies No. 4 direct to (R) once

0194

This instruction amends in some respects the procedure as there laid down.

FREIGHT WARRANTS (A.B. 497a)

1. All Allied traffic will be freight warranted on A.B. 497a.
2. A separate warrant will be made out for each destination station.
3. Wagons will be warranted as marshalled on trains leaving main wtations, their point of origin being shown on the warrant. Warrants will not therefore be made out at depots, but at marshalling yard or main station where the train is made up, except in cases where through trains are made up at Depots.

e.g. A warrant from Bari may show

5 wagons loaded at 590 A.O.D.
5 " " 46 B.S.D.
5 " " 20 P.D.

all on the same train for Foggia.

4. Traffic for British Army, R.A.F. or R.N. may appear on the same warrants. Seperate warrants will be made out for U.S. Traffic or A.M.G. Traffic and headed accordingly.
5. Copy No. 1 will be handed to the Italian Stationmaster for retention by I.S.R.
Copy No. 2 will be handed to the Italian Stationmaster for the Train Guard.
Copy No. 3 will be sent to the R.T.O. at destination by hand of the Train Guard or by quickest means.
Copy No. 4 will be retained by the R.T.O.
R.T.O's will despatch copies No. 4 direct to 'In(F) once a week, each weekly bundle containing all warrants issued up to midnight Friday/Saturday, bundles to be despatched on Saturdays.
Each weekly bundle will be accompanied by an abstract showing:-

(a)	Warrant No.
(b)	From.
(c)	To.
(d)	Total tons shown on that warrant.
6. R.T.O's at destination will check off wagons listed on copy No. 3, receipt the warrant, and forward to 'In (F) for retention, endorsing any wagons not received or reconsigned clearly on the back.

7. On receipt of this instruction Mov. Sub-Areas will ensure that any warrants referring to traffic already carried are duly receipted by R.T.O's and forwarded to Tn (F).

8. All warrants will be numbered consecutively by the issuing R.T.O.

PERSONNEL WARRANTS (A.B. 494 a)

9. These will be filled in for all Allied military personnel travelling by train.

10. Copy No. 1 will be handed to the Italian Stationmaster.
Copy No. 2 will be handed to the traveller or O.C. Party in lieu of ticket and will be given up to R.T.O. at destination and then forwarded to Tn (F).
Copy No. 3 will be retained by R.T.O.

R.T.O's will despatch copies No. 3 weekly to Tn (F), each weekly bundle containing all warrants issued up to midnight Friday/Saturday, bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing:-

(a)	Warrant No.
(b)	From.
(c)	To.
(d)	No. of Personnel (Offrs and O.R's) travelling.

11. Warrants will be headed "British" "US Army" or "A.M.G." as the case may be.

12. Train Warrants (A.B. 495 a) will NOT be used.

13. R.T.O's in Calabria and in Sub-Areas controlled by Mov. Eastern Italy will send warrants referred to in paras 5 and 10 to:-

Tn (F) No. 2 District. R897

R.T.O's in Sub-Areas controlled by Mov. Western Italy will send them to:-

Tn (F) Adv. Adm. Echelon. A.F.H.Q.

(Signed) - JON ARDSON
11/1/47

10.

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R.T.O.

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Tn (F) Adv. Adm. Echelon. A.F.H.Q.

(Signed) - JONAS-BSON
 LT COL

?????????
 Brigadier,
 D.Q.M.G. (M).

Attached by & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference: ACC Tn/9/15/11

TO : H.Q., Allied Control Commission,
(for Vice President, Communications Section)

FROM : Chief of Internal Transportation Sub Commission, ACC.

SUBJECT: Claims against Italian Railways for loss, damage, etc.,

DATE : 6 December, 1943.

1. The legal question arises as to whether the liability, as defined under Italian law, of a common carrier by railway may be asserted against Italian Railways in respect of incidents of carriage normally a proper basis for claim, such as loss, damage or injuries to a subject of carriage transported on behalf of the Allied Forces by such railways when under Italian operation.
2. It is requested that a ruling on the legal question here presented be obtained and furnished this office as soon as possible for guidance and necessary action of all concerned.
3. In considering this question attention is directed to (a) the terms and policy of use by the Allies of Italian transportation facilities as defined in Message (MO8860, 10 Nov. 43), copy attached, wherein the provision is contained, that no payments will be made, except where operationally essential, in respect of them by the Allied Forces, and (b) the fact that certain funds operationally essential have already been advanced to Italian Railroads, and that further advances doubtless will be required. Portions of such advances might have to be used by Italian Railway Administration to meet any legitimate claims referred to in para 1 above, if it is decided that such claims are to be made.

(12d) *W. H. H. H.* Colonel,
Internal Transportation Sub Commission, ACC.

5870

DATE : 6 December, 1943.

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(194) *W. K. H.* Colonel,
Internal Transportation Sub Commission, AGC

5370

COPY.

SECRET EQUALS BRITISH MOST SECRET

AFHQ MESSAGE CENTRE

OUTGOING MESSAGE

PRIORITY.

TO: (FOR ACTION) FLAMBO.

NO 8860

1. Under terms of Armistice with Italian Government the Italian authorities will make available for Allied Use all naval, military and air installations, power stations, oil refineries, public utility services, all ports and harbours all transport and intercommunication installation facilities and equipment and all such other installations facilities or stocks as may be required by the United Nations: Italian Government will also make available such other local resources or services as the United Nations may require.

2. No contracts will therefore be entered into in respect of any of the items referred in 1 nor will any payments be made (except where operationally essential) in respect of them by the Allied Forces.

3. Exceptions to this general rule are wages for direct ly employed labour may be paid and payments made for day to day purchases of supplies or minor utilisation of equipment and facilities where impossible to operate normal procedure of provision through medium of Italian Government.

Further instructions in course of preparation:

ORIGINATOR : CAO AUTHENTICATION: R.M. GALE, LT. GEN.

INFORMATION: SGS	PET SEC	SUMMARY
G4 A	LOS	
G4B	TH (B)	
Q (MAINT)	DME	
Q (AB)	FIN ADV	
DST	AG RECORDS	
M & TH	HGS	

MC OUT 2930 10 NOV 43 1054A NO 8860

et/Va 5875

COPY.

SECRET BRITISH FOREIGN OFFICE

AFRIC MESSAGE CENTER

OUTGOING MESSAGE

PRIORITY.

176A/3

TO: (FOR ACTION) PLAMBO.

NO 3860

1. Under terms of Armistice with Italian Government the Italian authorities will make available for Allied Use all naval, military and air installations, power stations, oil refineries, public utility services, all ports and harbours, all transport and intercommunication installations, facilities and equipment and all such other installations facilities or stocks as may be required by the United Nations. Italian Government will also make available such other local resources or services as the United Nations may require.

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Further instructions in course of preparation:

ORIGINATOR : CAC

AUTHENTICATION: H.M. GALE, LT. GEN

INFORMATION: JCS

PRT SEC

BUREAU

CJ A

JCS

CJ B

TH (D)

C (MAINT)

DME

C (AM)

FIN ADV

DET

AC RECORDS

C & TH

PDS

REF: OUR 2930 10 NOV 43 10544 NO 3860

ot/Van

587*

TRANSPORTATION (BRITISH) SECTIONALLIED FORCES HEADQUARTERS ADV. ADM. ECH.

Subject:- Claims for Loss and Damage in Transit to be
Preferred by Allied Forces Against the
Italian State Railway.

176A/2
Th.A/F/1
5 Dec 43.

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

Confirming conversations (MAJORS WALKER - GOODING)
of 3rd. and 4th., DEC. 43 respecting the above, it is considered that,
as an interpretation of Allied policy respecting the use of the
Italian Railway system is involved, the matter is one for submission
by the Transportation Sub-Committee to the appropriate authority.


Col.
D.D.Th. *MAJOR*

5870

Copy of Informal Routing Slip

ALLIED FORCE HEADQUARTERS

SUBJECT : FINANCIAL POLICY - ITALIAN RAILWAYS

DATE : 22 Oct 43

Number : 3From : G-4 MOV & TNTo : G - 4Date : 02 Nov

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

On this basis the following arrangements are recommended :-

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

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

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

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

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

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

4/12 Sawhill told Patton
who told me this question
has not yet been settled
Sawhill top AFHQ has
other views. JMK

5872

0203

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2/12. Saw 11-11-41. After
who told me this question
has not yet been settled
See D. 11-11-41
after review. 11/11

2876

0 2 0 4