

ACC

AC176C/TN4

10000/148/2262

RAIL
JAN.-D

10000/148/2262

RAIL TRAFFIC AUSTRIA
JUN. - DEC. 1945

TRANSPORTATION & SHIPPING SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
G.N.F.

PGH/10

176C/36

Tel: 843238
Ref: AG/129/Tn 4

14 December 45

SUBJECT : Sulphuric acid to Austria.

TO : Ministry of Transport
R o m e

1. Twelve steel tank cars are urgently required to move 200 tons of sulphuric acid from Malignano to Austria.
2. The Firms Montecatini have the tank cars for the movement of this product but negotiations to use their cars have failed.
3. Therefore, as a result ARHQ have given authority that the necessary cars be requisitioned at once and forwarded to the chemical works of Dr. Serrad at Malignano without delay, as this is a most urgent matter.
4. Will you act accordingly and advise us when accomplished as the Chemical Works will be prepared to load as soon as the tank cars arrive.

P. G. MATSON
For Director

Copy to: Movements Rail Tr Sub-Comm. (272/312/Tn 5)
Industry Dept.

6070

RPM/ic

176C./35

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

4 December 45

Tel: 843209
Ref: AC/74/Tn 4

SUBJECT : Box cars.
TO : Director
Tn Sub-Commission

1. It has been pointed out that Austria owes Italy over six hundred box cars on interchange basis. The food warehouses 676 and 696 of Allied Commission in Naples area have been receiving only about 25 percent of their requirements for the month of November account shortage of this class of equipment.
2. With the rainy season now at hand and with the large import program coming up in December and succeeding months it is important that every box car possible be made available for service.
3. It is strongly recommended that German or Austria equipment be provided for the movement of all traffic between Trieste and Br occupied Austria.
4. This matter is of such importance that it is recommended that the Supreme Allied Commander, together with Allied Commission Austria, be made aware of the situation with request that action be immediately taken to return box cars due Italy. Also that German or Austrian equipment be provided for the movement between Trieste and Br. occupied Austria.

R.P. MOSS,
Chief, Rail Division

6439

TO AUSTRIA via Tarvisio

		BOX	OPEN
Nov.	21	126	21
"	22	104	52
"	23	237	26
"	24	194	13
"	25	231	25
"	26	246	6
"	27	127	3
"	28	276	3
"	29	221	14
"	30	199	3
Dec.	1	105	8
"	2	245	4
"	3	292	6
		2663	184

FROM AUSTRIA via Tarvisio

BOX	OPEN
211	9
146	4
205	23
229	38
176	90
358	--
236	12
124	13
216	6
203	5
164	8
280	6
113	4
2661	218

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref: I-16

23 November 1945

SUBJECT: Passage through ITALY of Civil Supplies for AUSTRIA

TO : Headquarters, Allied Commission, APO 394
(Attn: Finance Sub-Commission)

Reference your 13079/V dated 8 November 1945, para 3.

1. The question as to whether the cost of transport of civil supplies for AUSTRIA over the ITALIAN state railways should be a charge against the AUSTRIAN Government on behalf of the ITALIAN Government has already been raised with USFA and the Allied Commission for AUSTRIA in this HQ letter (unreferenced) of 16 October, subject "Passage through ITALY of Civil Supplies for AUSTRIA". A copy of this letter was sent to ALCOM; another copy is attached herewith for easy reference. No reply has been received from either addressee and they have both been asked to expedite their replies. It is suggested that this question might suitably be raised at the forthcoming negotiations on trade which are expected to take place in VIENNA shortly. ACABRIT signal 6753 dated 14 November to ALCOM refers. The question will also be discussed with ACABRIT representatives who are expected here today.

2. The remainder of the questions raised in your letter will be answered separately.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

6067

H. P. Cron Johnson
A. L. HAMBLER
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

Incl:

Copy to: Allied Commission (Attn: Economic Section)
(Your letter ES/15.02 dated 5 November to Finance Sub-Commission refers)

Allied Commission (Attn: Transportation Sub-Commission)
(Your letter AC/176C/Tn.L dated 5 November to Economic Section refers)

Financial Advisor, G-5.

0363

176c/33

COPI

ALLIED FORCE HEADQUARTERS
G-5 Section
AFO 512

18 October 1945

SUBJECT: Passage through ITALY of Civil Supplies for AUSTRIA.

TO : USFA (for USACA)
Allied Commission for AUSTRIA (British Element)

1. The question has been raised as to how far supplies for civil distribution in AUSTRIA should be transported from port to AUSTRIA free of charge over the Italian State Railway system, or whether the cost of transport should be a charge against the eventual Austrian Government on behalf of the Italian Government.
2. Provision of civil supplies for both the UK and the US zones of AUSTRIA is still a military responsibility. Presumably therefore these supplies could be classed as "supplies of the UNITED NATIONS" which are allowed free transit in ITALY under the terms of the Armistice with ITALY.
3. It is considered, however, that ITALY has a justifiable claim against AUSTRIA in this respect for supplies transported to both the US/ French and UK zones over Italian railways.
4. It is suggested that this question should be considered by the US, British and French Zone Commanders, or by the Allied Council if it appears that USFA interests are affected. If the principle is agreed to, details of the machinery to be set up for recording shipments and charges could then be discussed with the Italian Government by representatives of USFA and ACADMIT on the occasion of the proposed conference to discuss Italo-Austrian trade. (Our I-16 dated 25 September paragraph 12 refers). The two questions are not of course interconnected, but this seems a suitable occasion for discussion of both of them.

5. May we please have your comments. Pending receipt of your reply, the question is not being discussed with the Italian Government.

For the Assistant Chief of Staff, G-5:

8036

/s/ R.F. Green-Johnson

R.F. GREEN-JOHNSON
Lt. Colonel
Chief, Economics & Supply Division

Copy to: GAO

G-4 (your LGS D.5909 dated 4 October refers)
G-4(H & Tn) (Your G-4(Nov 1/6) dated 17 September to G-4 refers)

1. The question has been raised as to how far supplies for civil distribution in AUSTRIA should be transported from port to AUSTRIA free of charge over the Italian State Railway system, or whether the cost of transport should be a charge against the eventual Austrian Government on behalf of the Italian Government.
2. Provision of civil supplies for both the UK and the US zone of AUSTRIA is still a military responsibility. Presumably therefore these supplies could be cleared as "supplies of the United Nations" which are allowed free transit in ITALY under the terms of the Armistice with ITALY.
3. It is considered, however, that ITALY has a justifiable claim against AUSTRIA in this respect for supplies transported to both the US/French and UK zones over Italian railways.
4. It is suggested that this question should be considered by the US, British and French Zone Commanders, or by the Allied Council if it appears that USUK interests are affected. If the principle is agreed to, details of the machinery to be set up for recording shipments and charges could then be discussed with the Italian Government by representatives of USUK and AUSTRIA on the occasion of the proposed conference to discuss Itale-Austrian trade. (Our I-16 dated 25 September paragraph 12 refers). The two questions are not of course interconnected, but this seems a suitable occasion for discussion of both of them.
5. May we please have your comments. Pending receipt of your reply, the question is not being discussed with the Italian Government.

For the Assistant Chief of Staff, G-5:

/s/ R.P. Green-Johnson

R.P. GREEN-JOHNSON
Lt. Colonel

Chief, Economics & Supply Division

Copy to: GAO

G-4 (your IIS D.5909 dated 4 October refers)
G-4(M & Tn) (Your G-4(Mov 1/6) dated 17 September to G-4 refers)

US POLAD

REACTIV

Allied Commission for ITALY

INFO ITALY

8006

File most

176 C/32

TRANSPORTATION & SHIPPING SUB-COMMISSION, S.C.
(RAIL DIVISION)
c/o Transportation (Dr) Main
C.M.F.

5 December 45

Tel: 943191/11
Ref: AG/Mat/2/32/Tn 4

SUBJECT : Timber for ISR from Austria.

TO : Commerce Division H. AG
Attn. Lt. Col. Tooby

1. Reference our AG/Mat/2/51/Tn 4 dated 29 November 1945 above subject and conversation with your office of 3 Dec 45 (Major Saul - Major Long).
2. The ISR are agreeable to accept lumber from Austria on a barter basis for the 200/300 tons of sulphuric acid which is being shipped to Austria.
3. They prefer that the shipment be composed of 70% spruce and 30% larch, as near as possible of the following : thicknesses in commercial widths and lengths;

Spruce 70%

Thickness	20 cm.	25 cm.	33 cm.	43 cm.	50 cm.	60 cm.
	10	19	35	30	5	5

Larch 30%

Length	Thickness	
2.65	x	0.045 25
2.80	x	0.053 50
3.00	x	0.063 25

6065

4. The price per cubic meter of the lumber is approx. 3000 lire. Sulphuric Acid is approx. 7500 lire per ton.
5. It is presumed that the barter will be on an equitable basis and the accounting will be approved by the Minister of Commerce.
6. The lumber should be consigned to ISR Magazzino Approvvigionamenti Vicenza.

Copy to: Chief Rail Div. Bldg
Chief of Stores Service ISR

for *C. Long May CE*
Director

AFHQ CITE MHCZG PENBASE CITE BPGDS (ACTION)
 ALCOM PIO GENOA WSA NAPLES (INFO)
 8378 14 NOV 45

PRIORITY

UNCLASSIFIED PD

PARA ONE PD REFERENCE J A BROWN CARRYING EIGHT ZERO SEVEN FOUR
 TONS FLOUR AGAINST REQUISITION TOG Z SIX THREE PD

PAREN TO AFHQ CITE MHCZG TO PENBASE CITE BPGDS FOR ACTION TO
ALCOM PIO GENOA TO WSA NAPLES FOR INFO FROM HQ ALCOM CITE ACTPT
PAREN

PARA TWO PD IF THIS VESSEL DISCHARGES IN GENOA CAN RAILWAY WAGONS
 BE GUARANTEED FOR CLEARANCE TO AUSTRIA PD

PARA THREE PD ALSO REQUEST PENBASE GIVES INFORMATION MENTIONED
 PX FIVE ZERO NINE ZERO ZERO PARA SIX OF TWO NINE OCT PD

COPY TO : PORTS & WAREHOUSE DIVISION
 NOV DIVISION (RAIL DIVISION) ✓
 RAIL DIVISION

6064

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

ACF/10

Tel: 243238

Ref: AG/176 C/Tn 4

1st November 45

SUBJECT : Payment to Italian Railways.TO : Vice President
Economic Section

1. It is desired to draw your attention to correspondence which has taken place with AFHQ #5 in respect of the payment of charges to the Italian State Railways for certain services performed which cannot be considered as a responsibility of Italy under the terms of the Armistice.
2. In the first place, traffic is entering Italy through Venice and passing to Austria for the British occupied area, and traffic is also sporadically coming through Genoa for the French and American zones of Austria. The traffic is warranted on military warrants, and record kept by Military Railway Service (Finance). Warrants used are the British type.
3. It is our opinion that, whatever costs of occupation are to be levelled against the Italians, the cost of transport of troops and civilian goods for AC Austria or UNRRA should not be included, for such charges should be rightly raised against Austria.
4. By virtue of the fact that Italy offers itself as a convenient gateway to the Continent, it is being used for all such purposes, and instead of Italian economy being put on its feet by this form of international trade, it is apparently expected to provide free transport for all comers who use Italian ports but whose duties are carried on outside the Italian borders.
5. In similar fashion, the heel ports offer convenient means whereby British troops of the Mediterranean theatre, not concerned with the occupation of Italy, or of any duties connected with Italy, travel by rail to Milan, en route for leave in the United Kingdom. It is difficult to conceive how such traffic can be rightly a charge against the Italian Government, and some form of payment should be made for the operation of the special trains now being used. Similarly, leave trains which carry military personnel from Austria via Villach, linking up with the leave trains to the channel ports are of no Italian interest, and it is our contention these trains should be paid for on a strictly cash basis.
6. For your information, the limited correspondence with G5 on the matter is attached hereto, and it is contended that there has been a delaying action, rather than an attempt to face up to the important facts.

6003

1. It is desired to draw your attention to correspondence which has taken place with AFHQ #5 in respect of the payment of charges to the Italian State Railways for certain services performed which cannot be considered as a responsibility of Italy under the terms of the Armistice.
2. In the first place, traffic is entering Italy through Venice and passing to Austria for the British occupied area, and traffic is also sporadically coming through Genoa for the French and American zones of Austria. The traffic is warranted on military warrants, and record kept by Military Railway Service (Finance). Warrants used are the British type.
3. It is our opinion that, whatever costs of occupation are to be levelled against the Italians, the cost of transport of troops and civilian goods for AC Austria or UNRRA should not be included, for such charges should be rightly raised against Austria.
4. By virtue of the fact that Italy offers itself as a convenient gateway to the Continent, it is being used for all such purposes, and instead of Italian economy being put on its feet by this form of international trade, it is apparently expected to provide free transport for all comers who use Italian ports but whose duties are carried on outside the Italian borders.
5. In similar fashion, the heel ports offer convenient means whereby British troops of the Mediterranean theatre, not concerned with the occupation of Italy, or of any duties connected with Italy, travel by rail to Milan, en route for Leave in the United Kingdom. It is difficult to conceive how such traffic can be rightly a charge against the Italian Government, and some form of payment should be made for the operation of the special trains now being used. Similarly, leave trains which carry military personnel from Austria via Villach, linking up with the leave trains to the channel ports are of no Italian interest, and it is our contention these trains should be paid for on a strictly cash basis.
6. For your information, the limited correspondence with G5 on the matter is attached hereto, and it is contended that there has been a delaying action, rather than an attempt to face up to the important facts.

6003

Acting Director

Enclosures

ALLIED FORCE HEADQUARTERS
C-5 Section
AFO 512

13 October 1945

Subject : Passage through ITALY of Civil Supplies for Austria.

TO : USRA (for USACA) -
Allied Commission for AUSTRIA (British Element)

1. The question has been raised as to how far supplies for civil distribution in AUSTRIA should be transported from port to AUSTRIA free of charge over the Italian State railway system, or whether the cost of transport should be a charge against the eventual Austrian Government on behalf of the Italian Government.

2. Provision of civil supplies for both the UK and the US zone of AUSTRIA is still a military responsibility. Presumably therefore these supplies could be classed as "supplies of the UNITED NATIONS" which are allowed free transit in ITALY under the terms of the Armistice with ITALY.

3. It is considered, however, that ITALY has a justifiable claim against AUSTRIA in this respect for supplies transported to both the US/French and UK zones over Italian railways.

4. It is suggested that this question should be considered by the US, British and French Zone Commanders, or by the Allied Council if it appears that US/R interests are affected. If the principle is agreed to, details of the machinery to be set up for recording shipments and charges could then be discussed with the Italian Government by representatives of USRA and ACB/EIT on the occasion of the proposed conference to discuss Italo-Austrian trade. (Our 1-16 dated 25 September paragraph 12 refers). The two questions are not of course interconnected, but this seems a suitable occasion for discussion of both of them.

5. May we please have your comments. Pending receipt of your reply, the question is not being discussed with the Italian Government.

For the Assistant Chief of Staff, G-5:

6002

To : MEM (for USA) -
Allied Commission for AUSTRIA (British Element)

1. The question has been raised as to how far supplies for civil distribution in AUSTRIA should be transported from port to AUSTRIA free of charge over the Italian State railway system, or whether the cost of transport should be a charge against the eventual Austrian Government on behalf of the Italian Government.

2. Provision of civil supplies for both the UK and the US zone of AUSTRIA is still a military responsibility. Presumably therefore these supplies could be classed as "supplies of the UNITED NATIONS" which are allowed free transit in ITALY under the terms of the Armistice with ITALY.

3. It is considered, however, that ITALY has a justifiable claim against AUSTRIA in this respect for supplies transported to both the US/French and UK zones over Italian railways.

4. It is suggested that this question should be considered by the US, British and French Zone Commanders, or by the Allied Council if it appears that USG interests are affected. If the principle is agreed to, details of the machinery to be set up for recording shipments and charges could then be discussed with the Italian Government by representatives of USA and ACBRI on the occasion of the proposed conference to discuss Italo-Austrian trade. (Our 1-16 dated 25 September paragraph 12 refers). The two questions are not of course interconnected, but this seems a suitable occasion for discussion of both of them.

5. May we please have your comments. Pending receipt of your reply, the question is not being discussed with the Italian Government.

For the Assistant Chief of Staff, G-5: **6062**

(H.P. CROCI-JOHNSON)

Lt. Colonel,
Chief, Economics & Supply Division.

Copy to : C-40 (your IRS D.5909 dated 4 October refers)

G-4 (M & Tn) (your G-4 (Nov 1/6/56 dated 17 Sep 43 to C-4 refers)

US FOLAD

REBIN

Allied Commission for ITALY

DEAS ITALY

HEADQUARTERS ALLIED COMMISSION
170 394
FINANCE SUB-COMMISSION

13617/F/A.

4 August 1945.

SUBJECT: Wheat for Austria.

TO : Transportation Sub-Commission
(Rail Division; Attn. Major Ping).

1. Reference your AC/175/Tn.4 of 2 August addressed to M.R.S. (Finance), this matter has already been discussed with G-5. There is no way in which I.S.R. can obtain payment on British Port officers warrants for supplies for Austria carried by them. These charges will form an eventual claim by the Italian Government against the Austrian Government.

Chief Accountant,
Finance Sub-Commission.

8001

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

2 August 1945

Tel.: 843238

Ref.: AC/176/m.4

SUBJECT: Wheat for Austria.

TO : M.R.S. (Finance)

1. It is understood that 25,000 tons of wheat are expected to arrive at Genoa for Austria in the near future, and that arrangements in respect of freight cars have already been made by M.R.S.

2. This wheat import is apparently sponsored by AMHQ but we are concerned with the question of payment of rail charges to I.S.R.

3. As we see it, wheat will be warranted by British Staff Officers for American zone Austria, and it is felt that the warrants so issued cannot legitimately be brought to account as a charge against the Italian Government for cost of occupation. I.S.R. are entitled to appropriate rail charges for this traffic and we should be grateful for information as to what method is intended to ensure this payment is made.

For the Chief Commissioner:

A.C.PING, Major.

Copy to:- Admin. Div (Major Wyatt)
Finance Sub-Comm. (Col. Crawshaw)
Mov. (Rail Tr. Sub-Comm).
Allied Commission Austria.

800

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

Ref.: 843238

9 July 45.

Ref.: AC/176/Tn.4

SUBJECT: Warrenting of Rail Traffic into Austria.

TO : M.R.S. (Finance)
(Building)

1. Attached hereto are copies of correspondence between Finance Sub-Commission and G-5 AFHQ on the subject.

2. This does not appear to resolve your immediate problem, the responsibility of dealing with international traffic, but it at least indicates that UNRRA traffic which may be cleared through ports on military warrants should be subject to the raising of the appropriate charges.

3. In regard to the point raised by Finance Sub-Commission as to supplies moving through Italy to areas not in occupation, we had in mind the possibility of traffic being shipped in through Venice or Trieste for a Russian occupied area, or for Yugoslav territory, and have so informed Finance Sub-Commission. The possibility cannot be absolutely dismissed, and should be provided for in any regulations drawn up covering international warranting of traffic.

For the Chief Commissioners:

A.C.FMG, Major.

6009

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Dr) Main,
C.M.E.

Tele.: 843230

5 July 1945.

Our ref.: AC/176/Pn.4

TO : Finance Sub-Commission,
HQ AC.

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

1. Reference is your letter 13079/F of 28 June 45.
2. It has been visualised that traffic might be imported through Italian ports for Russian areas of occupation, or Yugoslav territory.
3. Port clearance could lead to issue of British warrants for such traffic, although it is not known that such traffic is actually passing, but the point is worthy of consideration.

Director.

843230

ALLIED FORCE HEADQUARTERS

G-5 section

APO 512

FILE : G-5/130

3 July 1945

SUBJECT: Use of British Military Passenger and Freight Warrants for International Traffic.

TO : Headquarters, Allied Commission,
APO 394.
(Attn. Finance sub-Commission).

1. Your 13079/F of 28 June has been briefly discussed with Commander Southard. Broadly he agrees with the views which you express, but suggests that so long as actual payment for such services is not made and so long as appropriate records are kept indicating the category traffic to which the use of British Military Warrants are put, the question of ultimate settlement can be a matter of negotiation between the Governments concerned.

2. Admittedly the Italian Government might be at a disadvantage in these particular negotiations by reason of having already given value, but these transactions are at best only part of an account between the Italian Government and the other Governments concerned.

For the Asst. Chief of Staff, G-5

FRANK A. SOUTHARD JR 8007
COMMANDER, USMP.
FINANCIAL ADVISER.

HEADQUARTERS ALLIED COMMISSION

AFU 394

FINANCE SUB-COMMISSION,

13079/P

26 June 1945.

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

TO : Transportation Sub-Commission,
(Rail Division - Att. Major Ping).

1. Reference your AC/176/Pn.4 of 26 June 1945.
2. We have at present no information indicating what arrangements are to be made for international settlement of rail charges. The problem is therefore being referred to G-5, AFHQ for advice.
3. Regarding your para 3, can you give an example of traffic moving on military warrants issued in Italy to areas in central Europe not under British or American military control (excluding, of course, UNRRA traffic)? It is not clear to us what comprises this type of traffic.

Joint Director,
Finance Sub-Commission.

8076

HEAD-UNITED STATES ALLIED COMMISSION

ATTN 324

FINANCE SUB-COMMISSION

13079/F

28 June 1945.

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

TO : G-5 (Financial Advisor)
AFHQ.

1. Enclosed is copy of a memorandum from the Transportation Sub-Commission and copy of our interim reply hereto.

2. We should be grateful for any advice you can provide. It would appear that the types of military warrant traffic under discussion are the following:

- a) supplies moving through Italy to British or American areas of occupation in Germany or Austria.
- b) supplies moving through Italy to areas not in occupation (a category created by Transportation S/C but which has been queried by us-see interim reply).

c) U.M.R.R.A. supplies.

3. We assume that charges arising under category (a) would constitute a claim by Italy against Germany or Austria, as the case may be. (b) is awaiting clarification; as for (c), the UNRRA agreement provides funds out of which that organization can pay any lire costs connected with movement of supplies to other countries.

For the Chief Commissioners:

Joint Director,
Finance Sub-Commission.

6335

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

Ref.: 843238

Ref.: AC/176/Pn.4

26 June 1945.

TO : Finance Sub-Commission.

SUBJECT : Use of British Military Passenger and
Freight Warrants for International Traffic.

1. Military Railway Service reports the commencement of issue of British Military warrants for through military freight traffic from Mestre and Mogliano to points in Austria for 8th Army, via Udine and Genoa.
2. The use of such warrants constitutes the commencement of an international settlement problem which is likely to develop considerably as civilian food traffic begins to pass through the port of Venice for points in Germany, Austria and other countries, which may or may not be under the sphere of British control.
3. British Military warrants issued in Italy are presumably to be used for establishing the cost of occupation in Italy, but when such warrants are issued for traffic passing into and intended for the 8th Army in Austria, such would appear to come under the cost of occupation of that country. What the position is to be when such traffic passes through to any area where British troops are not in occupation is a point which also required settlement.
4. It appears reasonable to suppose that the Italian ports will be used as a means of getting traffic into Southern Germany for occupation troops, and it is difficult to suggest that the correct documentation of such warrants is the responsibility of Military Railway Service Italy, especially when it might be reasonably supposed that M.R.S. might be withdrawn from Italy before the occupational troops in central Europe are disbanded.

5. In the meantime, there is also the likelihood of some civilian food and UNRRA traffic being cleared through ports on military warrants for destinations outside Italy. We have done our

8054

TO : Finance Sub-Commission.

SUBJECT : Use of British Military Passenger and Freight Warrants for International Traffic.

1. Military Railway Service reports the commencement of issue of British Military warrants for through military freight traffic from Mestre and Mogliano to points in Austria for 8th Army, via Udine and Gemona.
2. The use of such warrants constitutes the commencement of an international settlement problem which is likely to develop considerably as civilian food traffic begins to pass through the port of Venice for points in Germany, Austria and other countries, which may or may not be under the sphere of British control.
3. British Military warrants issued in Italy are presumably to be used for establishing the cost of occupation in Italy, but when such warrants are issued for traffic passing into and intended for the 8th Army in Austria, such would appear to come under the cost of occupation of that country. What the position is to be when such traffic passes through to any area where British troops are not in occupation is a point which also required settlement.
4. It appears reasonable to suppose that the Italian ports will be used as a means of getting traffic into Southern Germany for occupation troops, and it is difficult to suggest that the correct documentation of such warrants is the responsibility of Military Railway Service Italy, especially when it might be reasonably supposed that M.R.S. might be withdrawn from Italy before the occupational troops in central Europe are disbanded.
5. In the meantime, there is also the likelihood of some civilian food and UNRRA traffic being cleared through ports on military warrants for destinations outside Italy. We have done our best to ensure that the proper tariff rates applicate to civilian

./././.

8004

- 2 -

traffic are raised in such cases, but even when charges are raised, there will be a proportionate amount payable to the various railway organizations concerned, and presumably some steps should be taken to safeguard the revenue due to the Italian State Railways.

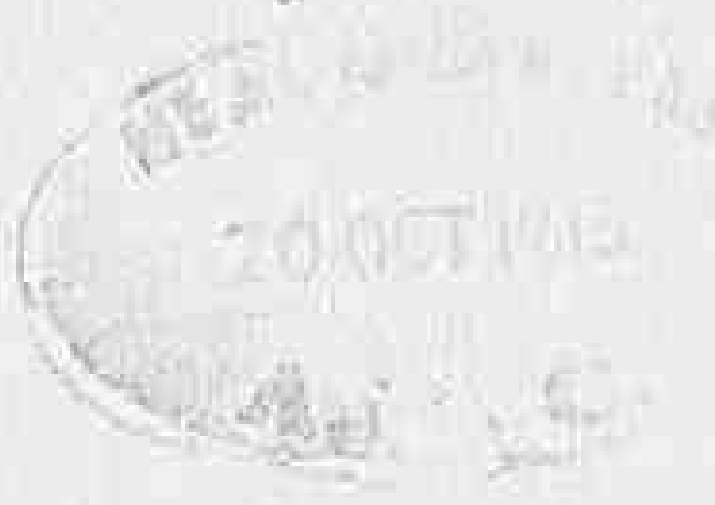
6. It is understood that a Government White paper was issued setting out an agreement signed on 8th May by certain Governments of Northern Europe setting up a central office of Inland European Transport. Is any information available please indicating what financial arrangements have been made for international settlement of freight charges?

DIRECTOR.

Copy to : M.R.S. (Lt.Col.Pannell)
Movements (Rail)
Capt.Wyatt (Admin.Div.).

8033

G 22712
OCT 1944



6/1494
OCT 1944
OF PRIORITY

A HQ

PLEASE COME INFO AHEAD IT VIKING - MIL GOV LAND STEINMARK, MIL GOV
LAND KANTON. (LAW OF OR FOREIGN INFO: MIL GOV LAND STEINMARK
FOR INFO IT AND MIL GOV LAND KANTON (FOR INFO))

UNCLASSIFIED

From Civil Affairs HQ, HQ.

Sulphuric acid for use in subject.

1. Conversation October 19 at BERGHOFF - Capt JEFFERY refers.
2. Request you notify this HQ by signal repeated AHEAD IT
VIKING, names and locations of factories to which rail cars can be
dispatched to collect sulphuric acid.
3. At present only 2 suitable rail cars available from AUSTRIA
with possibility additional 4 at early date. Meanwhile we are re-
questing info as fast as possible. Still unsure result later.
4. Immediate needs are 100 tons to be consigned
 - A. 30 tons to MIL GOV LAND STEINMARK C/O TO BRUCK MUR
 - B. 30 tons to MIL GOV LAND KANTON C/O TO ELANDFURT.
5. Suggested procedure for payment. ICE to purchase and export
to AHEAD IT, who will be instructed(?) to record or lend value in schil-
lings to credit of ICE. Confirmed above procedure acceptable.
6. Request this HQ be forwarded copies of all action taken by
you on this subject.
7. For AHEAD IT: Your 7750 October 18 refers.

6000

Dist

Action - Industry SC 2
Info - Chief Commissioner
ICOM Sec 2
To SC 2
File 2 Fleet

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

TM/lrv

Ref.

26 October 1945

SUBJECT: Coal for Austria

TO : Acting Vice President, Economic Section

1. Colonel Walker assures me that no Italian civil coal is being shipped to Austria.
2. He does know of:
 - a. Approximately 4,500 tons of military coal was sent from Italy to Austria during August and/or September. This was done by ATHQ.
 - b. 3,000 tons of coal was sent to Austria in October from British Military Stocks. Settlement will no doubt have to be a financial arrangement as it is doubtful if Austria will be able to make repayment in kind.

(Signed)

CHARLES W. WALTON
CHARLES W. WALTON
Colonel, Supply Division
Chief, Supply Division

CC: Colonel Walker, Coal Division.
Mr. Moss, Transportation Sub-Commission.

6051

PENBASE CITE BPGDS (ACTION) AFHQ ATTN G-5 (INFO)

7691

26 OCTOBER 1945

PRIORITY

CONFIDENTIAL PD

9/1934 8/2000

PARA ONE PD REFERENCE GEORGE SLANT ONE NINE THREE FOUR DATED TWO FIVE OCTOBER PD

PAREN TO PENBASE CITE BAKER PETER GEORGE DOG SUGAR FBB ACTION TO AFHQ ATTENTION GEORGE DASH FIVE FOR INFO FROM HQ ALCOM CITE ACTPT PAREN

FOLLOWING RECOMMENDATIONS MADE PD

PARA TWO PD ESSENTIAL SAILING ADVICES INDICATE ORDER OF DISCHARGE WHEN CARGOES BLOCK STOWED FOR TWO PORT DISCHARGE PD

PARA THREE PD ALCOM ROME¹⁰ RECEIVE PRIOR ADVICE OF CIVIL SUPPLIES LOADED ON ARMY VESSELS TO FACILITATE CLEARANCE PD

PARA FOUR PD LOADING OF AEG AUSTRIA PAREN TISH PAREN CARGOES FOR GENOA NOT ~~REPEAT~~ NOT RECOMMENDED IN ORDER TO AVOID DELAYS DUE NON DASH ARRIVAL RAILWAY¹⁰ WAGONS AT GENOA PD REQUEST TRIESTE BE USED WHENEVER PORT CAPACITY PERMITS PS

PARA FIVE PD USE OF CODE WORDS BE DISCONTINUED AS SECRECY NO LONGER NECESSARY AND WITH HANDING BACK TO ITALIAN AUTHORITIES THEIR CONTINUED USE CERTAIN TO CAUSE MISUNDERSTANDINGS PD

Copy to EC. Sec. - Mov Div. (Rail Br.) - Rail Div. WSA Rome -
MWT(R) Rome - Port & Whse Div.
TRANSPORTATION SC

534

G.J. LEONE
CWO U.S.A.
Asst. Adjutant

HEADQUARTERS ALLIED COMMISSION
APO 384
FINANCE SUB COMMISSION

13079/F

25 October 1945

SUBJECT : Freight Charges.

TO : Transportation Sub Commission. ✓

459/16

1. Reference attached letter from Transportation Division, Venezia Region.
2. The statement made in para 2 of letter A/A/5027/F of 5 October from M.G. Branch, Austria, is correct. I enclose for your information copies of certain correspondence between Transportation Sub Commission (Rail Branch), Finance Sub Commission, and G-5 AFHQ.
3. I suggest that the Italian Government be appropriately informed.

Bohannon
Deputy Director, *mjr*
Finance Sub Commission

60 9

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

FAS/EMT/jrs

File: G-5/130.

3 July 1945

SUBJECT : Use of British Military Passenger
and Freight Warrants for International Traffic.

TO : HQ. AC. Allied Commission
APO 394 (Attn. Finance Sub Commission).

1. Your 13079/T of 28 June has been briefly discussed with Commander Southard. Broadly he agrees with the views which you express, but suggests that so long as actual payment for such services is not made and so long as appropriate records are kept indicating the category of traffic to which the use of British Military Warrants is put, the question of ultimate settlement can be a matter of negotiation between the Governments concerned.

2. Admittedly the Italian Government might be at a disadvantage in these particular negotiations by reason of having already given value, but these transactions are at best only part of an account between the Italian Government and the other Governments concerned.

For the Asst. Chief of Staff, G-5:

8048

FRANK A. SOUTHARD, JR.
Commander, USNR,
Financial Adviser.

176C/22

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13079/P

23 June 1945

SUBJECT: Use of British Military Passenger and
Freight Varrants for International Traffic.TO : G-5 (Financial Adviser)
AFHQ.

1. Enclosed is copy of a memorandum from the Transportation Sub-Commission and copy of our interim reply thereto.
2. We should be grateful for any advice you can provide. It would appear that the types of military warrant traffic under discussion are the following:
 - (a) supplies moving through Italy to British or American areas of occupation in Germany or Austria,
 - (b) supplies moving through Italy to areas not in occupation (a category created by Transportation S/C but which has been queried by us - see our interim reply),
 - (c) U.S.R.S.A. supplies.
3. We assume that charges arising under category (a) would constitute a claim by Italy against Germany or Austria, as the case may be. (b) is awaiting clarification; as for (c), the UNRRA agreement provides funds out of which that organization can pay any lire costs connected with movement of supplies to other countries.

For the Chief Commissioner:

Signed: B. L. THANNON
Major GenJoint Director,
Finance Sub-Commission.

BRLT/cl

COPY

ACP/ab

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)

C/o Transportation (Br) Main

C.M.F.

Tele : 843238

26 June 1945

Our Ref : AC/176/Tn.4.

TO : Finance Sub-Commission.

SUBJECT : Use of British Military Passenger and
Freight Warrants for International Traffic.

1. Military Railway Service reports the commencement of issue of British Military warrants for through military freight traffic from Mestre and Mogliano to points in Austria for 8th Army, Via Udine and Genoa.

2. The use of such warrants constitutes the commencement of an international settlement problem which is likely to develop considerably as civilian food traffic begins to pass through the port of Venice for points in Germany, Austria and other countries, which may of may not be under the sphere of British control.

3. British Military warrants issued in Italy are presumably to be used for establishing the cost of occupation in Italy, but when such warrants are issued for traffic passing into and intended for the 8th Army in Austria, such would appear to come under the cost of occupation of that country. What the position is to be when such traffic passes through to any area where British troops are not in occupation is a point which also requires settlement.

4. It appears reasonable to suppose that the Italian ports will be used as a means of getting traffic into Southern Germany for occupation troops, and it is difficult to suggest that the correct documentation of such warrants is the responsibility of Military Railway Service Italy, especially when it might be reasonably supposed that MRS might be withdrawn from Italy before the occupational troops in central Europe are disbanded.

5. In the meantime, there is also the likelihood of some civilian food and UNRRA traffic being cleared through ports on military warrants for destinations outside Italy. We have done our best to ensure that the proper tariff rates applicable to civilian traffic are raised in such cases, but even when charges are raised, there will be a proportionate amount payable to the various railway organisations concerned, and presumably some steps should be taken to safeguard the revenue due to the Italian State Railways.

6. It is understood that a Government White Paper was issued setting out an agreement signed on 8th May by certain Governments of Northern Europe setting up a central office of Inland European Transport. Is any information available please indicating what financial arrangements have been made for

SUBJECT : Use of British Military Passenger and Freight Warrants for International Traffic.

1. Military Railway Service reports the commencement of issue of British Military warrants for through military freight traffic from Vostre and Mogliano to points in Austria for 8th Army, Via Udine and Gemona.

2. The use of such warrants constitutes the commencement of an international settlement problem which is likely to develop considerably as civilian food traffic begins to pass through the port of Venice for points in Germany, Austria and other countries, which may or may not be under the sphere of British control.

3. British Military warrants issued in Italy are presumably to be used for establishing the cost of occupation in Italy, but when such warrants are issued for traffic passing into and intended for the 8th Army in Austria, such would appear to come under the cost of occupation of that country. What the position is to be when such traffic passes through to any area where British troops are not in occupation is a point which also requires settlement.

4. It appears reasonable to suppose that the Italian ports will be used as a means of getting traffic into Southern Germany for occupation troops, and it is difficult to suggest that the correct documentation of such warrants is the responsibility of Military Railway Service Italy, especially when it might be reasonably supposed that MRS might be withdrawn from Italy before the occupational troops in central Europe are disbanded.

5. In the meantime, there is also the likelihood of some civilian food and UMRA traffic being cleared through ports on military warrants for destinations outside Italy. We have done our best to ensure that the proper tariff rates applicable to civilian traffic are raised in such cases, but even when charges are raised, there will be a proportionate amount payable to the various railway organisations concerned, and presumably some steps should be taken to safeguard the revenue due to the Italian State Railways.

6. It is understood that a Government White Paper was issued setting out an agreement signed on 8th May by certain Governments of Northern Europe setting up a central office of Inland European Transport. Is any information available please indicating what financial arrangements have been made for international settlement of freight charges?

C 6

(Signed): AL Ping Major

For: DIRECTOR.

COPY to:

MRS (Lt. Col. Pannell)

Movements (Rail)

Capt. Wyatt (Admin. Div.).

COPY

TRANSPORTATION SUB COMMISSION
(RAIL DIVISION)c/c Transportation (Br) Main
C.M.F.

Ref. AC/176 B/Tn 4

23 June 1945

SUBJECT : Conveyance of Allied and Italian Civilians
employed by AC, UHARRA and other organisations.TO : G-4 NOV & Tn
ATHQ.

1. Reference is to your letters Nov 3/312/3 of 12 and 20 June 1945.
2. Rail warrants issued for movement of AC personnel by civil passenger trains are specially abstracted by the issuing offices, to the Accounts Department of Transportation Sub Commission; which works in close liaison with IRS Finance Section.
3. Consultation is in hand with ISR to produce a form of warrant suitable to them for use by any Allied organisation desirous of moving civilians by rail, to be exchanged at Railway Stations for ordinary rail tickets. This will require consultation between ISR and the Treasury, but no long delay is expected.

4. As to freight, AC does not issue freight warrants, and instructions are quite definite that the normal form of railway documentation should be followed. Where military warrants are issued, as in certain ports, where ISR has no access, they should be endorsed "charges to be assessed", when IRS Tn Finance passes them to AC for appropriate action.

5. AC is anxious that ordinary railway documentation should be maintained at highest level, and when unnecessary use of military warrants is noted, due attention is drawn to the position.

For the Chief Commissioner,

A.C. KING, Maj.

Copy to : IRS (Finance)

1. Reference is to your letters Moy 3/312/3 of 12 and 20 June 1945.

2. Rail warrants issued for movement of AC personnel by civil passenger trains are specially obstructed by the issuing offices, to the Accounts Department of Transportation Sub Commission; which works in close liaison with MRS Finance Section.

3. Consultation is in hand with ISR to produce a form of warrant suitable to them for use by any Allied organisation desirous of moving civilians by rail, to be exchanged at Railway Stations for ordinary rail tickets. This will require consultation between ISR and the Treasury, but no long delay is expected.

4. As to freight, AC does not issue freight warrants, and instructions are quite definite that the normal form of railway documentation should be followed. Where military warrants are issued, as in certain ports, where ISR has no access, they should be endorsed "charges to be assessed", when MRS Finance passes them to AC for appropriate action.

5. AC is anxious that ordinary railway documentation should be maintained at highest level, and when unnecessary use of military warrants is noted, due attention is drawn to the position.

For the Chief Commissioner,

A.C. TING, Maj.

Copy to : MRS (Finance)
 Finance S/C HQ AC
 Labour S/C " "
 Capt. Wyatt, Admin Div Tn S/C (Accounts Section)
 Maj. Richardson, Planning Staff
 Movements Tn S/C (Rail)

1760/21

9 October 45 VOL. 5

Enclosed correspondence is forwarded
for your attention please.

E.B. CORBY
Major R.C.A.
REGIONAL TRANSP. OFFICER

STATE
 A. P. 235
 1. 100
 2. 100
 3. 100
 4. 100
 5. 100
 6. 100
 7. 100
 8. 100
 9. 100
 10. 100

[illegible]

6044

M.G. Branch,
H.Q., B.T.A.

A/A/5027/F.

5th Oct 45.

Subject:- Freight charges.

To:- HQ Venezia Region,
Allied Military Govt.,
A.P.O. 394.
(Attn. Transportation Div).

1. Your RXII/TN/11.6. of 28 Sep 45 enclosing correspondence relating to unpaid freight charges on thirteen wagons of lard shipped by F.I.C.A. Ancona to M.G. Staff (Austria) in Venice is acknowledged.
2. The correspondence mentioned above is herewith returned as there is no means by which this HQ can settle Lira debts to Italian organisations, even if these charges were properly payable by this HQ.
3. As the supplies in question are "on loan" from Allied Commission Italy to Mil.Govt.(Austria), it is suggested that the enclosed correspondence be forwarded to the HQ A.C. Italy, Attn. Transportation Division, in order that settlement of freight charges may be made at the same time as the settlement for supplies.

TRANSPORTATION	
Date	9 October
Time	0210 D
File	11.6
HQ X REGION	

E. Hayes Major Gen.
Major-General.
Chief of Staff,
H.Q., B.T.A.

JEH/fo

HQ. VENEZIA REGION	
Doc. No	11.6 d
Date Rec'd	8 OCT 1945

JTN/ad

93B

**HEADQUARTERS
ALLIED MILITARY GOVERNMENT
UDINE PROVINCE**

TO : Regional Accounting Office
HQ Venezia region AMG

FILE:UDI/F/L/1

SUBJECT : Ministero delle Comunicazioni
Transportation account. 25 September '45

Enclosed is letter, with translation, regarding a transportation account referred to this office for settlement.

As it is believed that the case should be handled on a Regional basis, it is forwarded for action by your office.

HQ. VENEZIE REGION
305d
Date Rec'd 27 SEP 1945

J. T. Murphy
J. T. MURPHY, CE
Provincial Finance Officer
1st Lt.

60-2

TO : Regional Accounting Office
HQ Venetie Region AMG

SUBJECT : Ministero delle Comunicazioni 25 September '45
Transportation account.

Enclosed is letter, with translation, regarding
a transportation account referred to this office for
settlement.

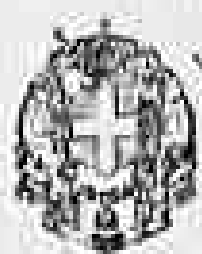
As it is believed that the case should be handled
on a Regional basis, it is forwarded for action by your
office.

HQ. VENEZIA REGION
305d
Date Rec'd 27 SEP 1945

J. T. Murphy 1st Lt.
J. T. MURPHY, CE
Provincial Finance Officer

8002

HQ. VENEZIA REGION
Doc. No. 1076d
Date Rec'd 8 OCT 1945



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE



OGGETTO

Udine, li 18 settembre 1945 - A

N. 567/1945.I

All'A. M. G.

Allied Military Government

U D I N E

Il giorno 13 luglio u.s. giungevano a Venezia Marittima n° 13 carri lardo mittente Federazione Italiana dei Consorzi Agrari di Ancona, destinatario Military Government Staff Austria Venezia.

Detti trasporti, scortati da regolari documenti di trasporto a piccola velocità, vennero assunti a debito con tasse a carico per complessive lire 84001.=; senonchè lo stesso giorno 13, con lettera di vettura del Comando Alleato, i carri di cui trattasi venivano rispediti a Mestre senza la preventiva operazione di svincolo ed alla insaputa della Gestione di Venezia S.B.

Malgrado l'interessamento presso i Comandi Alleati colà di stanza non fu possibile ottenere il pagamento della somma di cui sopra; mentre alla detta Gestione di Venezia S.B. venne indicato di rivolgersi al Quartier Generale del predetto Comando che si troverebbe qui ad Udine.=

Si trasmette perciò un elenco dei carri in contesto con preghiera di voler disporre per il pagamento della somma in oggetto, dandone un cortese cenno di notizia per norma.=

OFFICIAL
Allied Military Government

Date received 20 SEP 1945

IL CAPO REPARTO
COMMERCIALE E DEL TRAFFICO

[Signature]

BEST COPY POSSIBLE

0397

9306

Carro	41413	spe	1249	del	8/7/45	Ancona =	Billaro Kg.	12470	arr.	529	
"	112345	spea.	1250	del	8/7/45	Ancona =	Billardo Kg.	11180	arr.	530	
"	122370	"	1248	"	"	"	"	11180	"	531	5720. =
"	223447	"	1255	"	"	"	"	9539	"	532	" 6516. =
"	17801	"	1247	"	"	"	"	11395	"	533	" 6516. =
"	133254	"	1252	"	"	"	"	11393	"	534	" 6391. =
"	1024402	"	1253	"	"	"	"	11173	"	535	" 6391. =
"	200497	"	1254	"	"	"	"	11180	"	536	" 6391. =
"	140865	"	1255	"	"	"	"	11178	"	537	" 6391. =
"	81239	"	1256	"	"	"	"	12039	"	538	" 6379. =
"	1127184	"	1257	"	"	"	"	11180	"	539	" 6391. =
"	1029731	"	1258	"	"	"	"	11180	"	540	" 16/7 6391. =
"	1028369	"	1259	"	"	"	"	11385	"	541	" 6510. =
											84001. =



FILE	No.	DATE
UBIENE	248	20 Sep 45

REG. VENEZIA REGION
Doc. No. 10709
Date Rec'd 28 OCT 1945

6070

93

Ministero delle Comunicazioni

in 1000 3. M. G. bolina

VENEZIA REGION	
Doc. No	1076 d
Data Rec'd	18 00 1940

On July 13th thirteen wagons loaded with bacon, coming from FEDERAZIONE ITALIANA CONSORZI AGRARI, Governor, addressed to A.M.G. Staff Antonio in Venice, arrived at Venice Harbour Station.

These transportations, accompanied by regular document for ordinary delivered goods, were charged on our account for the total amount of 84004 lire inclusive of taxes. On the same day, however, 13 July, the wagons concerned, on order of the A.M.G., were redelivered to Mestre without allowing for the unloading of the goods involved and without information to the Venice Administration S.B.

In spite of applications to the Attached Commands there it was not possible to obtain the responsibility of the above mentioned amount; the Venice Administration S.B. was told to apply Headquarters A.M.G. here in Venice.

We therefore enclose a list of the wagons concerned begging you to see that the responsibility of the said

0399
Question, addressed to A.M.G. Staff Quarters in Venice, arrived at Venice Harbour Station.

These transportations, accompanied by regular documents for ordinary delivered goods, were charged on our account for the total amount of 84001 lire inclusive of taxes. On the same day, however, 13 July, the wagons concerned, on order of the A.M.G., were reshipped to Trieste without allowing for the unloading of the goods involved and without information to the Venice Administration.

In spite of applications to the Allied Commands there it was not possible to obtain the reimbursement of the above mentioned amount; the Venice Administration S.B. was told to apply Headquarters A.M.G. here in Venice.

We therefore enclose a list of the wagons concerned, begging you to see that the reimbursement of the said amount be made. Please let us know your decision on this subject.

PAGAMENTI RIATTIVATI

1) Pagamenti vaglia risparmi c/c e Bioni
P.I. Date _____

2) Soccorsi alle famiglie dei militari
richiamati o trattenuti alle armi
(dal 1.5 in poi eccettuati i ratei
scaduti fino al 30 Aprile) Date _____

3) Pensioni militari alle famiglie delle
precedenti guerre, ordinarie e delle
pubbliche Amministrazioni. Date _____

4) Stipendi ed altri emolumenti agli inco-
gnati elementari ed altri pubblici im-
piegati, mandati e ordinativi vari delle
Pubbliche Amministrazioni, riferentisi a
periodi successivi al 1 Maggio. Date _____

5) Pensioni di invalidità e vecchiaia, assegni
famigliari e pagamenti vari per conto dell'I-
stituto naz. di Previdenza Sociale, senza li-
mitazione di periodi di riferimento e di im-
porto. Date _____

AFHQ (ACTION) ALCOM PLO GENOA WSA NAPLES (INFO)

7418

20 OCT 45

PRIORITY

UNCLASSIFIED PD

PARA ONE PD REQUEST CONFIRMATION THAT RAILWAY CLEARANCE PROVIDED
FOR CORGOES EE MIRABEAU BAKER LAMAR AND MORMAC MOON WHICH WE
UNDERSTAND ARE DESTINED FOR ANG AUSTRIA PD

PAREN TO AFHQ FOR MOV AND EN FOR ACTION TO ALCOM PLO GENOA TO
WSA NAPLES FOR INFO FROM HQ ALCOM CITE ACTPT PAREN

REQUEST FORWARD ADVICE OF SIMILAR SHIPMENTS IN FUTURE AS NECESSARY
ADVISE ITALIAN AUTHORITIES OF ARRIVAL IN CIVILIAN CONTROLLED PORTS
OF SHIPS CARRYING CARCOES FOR WHICH MILITARY ARE RESPONSIBLE FOR
CLEARANCE PD

Copy to : Ports & Whse
Rail Div. ✓
Movl Div. (Rail Branch)
Food S/C
Ministry of Marine
Finance S/C
WSA Rome
Admin. Div. (Account Branch.)

6438

TRANSPORTATION S/C

534

G.J. LEONE
CWO USA
Asst. Adjutant

~~259/9~~
176e/19

AFHQ FOR & RAINY AND NOV AND TR (ACTION) DISTWO TR MAIL
RGER (INFO)

4282

24 AUG 45

ROUTINE

UNCLASSIFIED PD
PARA ONE PD REF YOUR CHARGE ONE ONE THREE TWO SIX OF ONE ONE AND PD
PARA TWO ALSO FOR RUBEN KRINT AND NOV AND TR FOR ACTION TO HISTO TO
TR MAIL KRINT KRINT FOR INFO FROM NO ALON SITE AGTY PARO
IT IS CONFIRMED ALON ASSUMED RESPONSIBILITY FOR DOCS CLEARANCE OF CIVIL
SUPR FROM PORT OF GREGA FROM ONE FIVE AUGUST WHEN PORT CLASSIFIED
CATEGORY BAKER PD NOTS ALON ARE NOT REPEAT NOT RESPONSIBLE FOR
CLEARANCE MAIL ON ROAD OF CIVIL SUPR FOR AUSTRIA WHICH REMAIN MILITARY
RESPONSIBILITY PD FOR TAMPIN CARGOES DISCHARGED FROM CHAPL HILL
VICTORY ONE ROCK WILL VICTORY ONE JOHN KERRICH AND PADE CARGO MELVILLE
JACONY PD SIMILAR CONDITIONS WILL APPLY TO CARGOES FOR AUSTRIA
REVEALED IS YOUR FOR IRAY THREE SIX SIX THREE EIGHT OF ONE NINE AUGUST PD
REQUEST YOU CONTINUE POLICY OF SUNDING AUSTRIAN WAGONS FOR CLEARANCE
FROM GREGA OF CARGOES COMBINED TO ZONES IN AUSTRIA PD

COPY TO ROAD AND MAIL NOV DIV
-ONE AND VINE DIV
MAIL DIV (TH4) ✓

6337

TRANSPORTATION SC

534

NICHOLAS PICKETT
CAP. U.S.A.
ASST. ADJUTANT

GEN/365/408
AUG 191200B

F/4474
AUG 191515B

IMPORTANT

MOV GENOA

(1) USFA (2) WESTMOVES (3) MOV MILAN (4) 701 HY GRAND DIV VERONA INFO (5)
USFT MAIN (6) OCOT GERMANY (7) AFHQ (MOV3) (8) ALLIED COMMISSION ROSE (9)
DGMRS ROME (10) DISTWO (11) 774 HY GRAND DIV ROSE (12) 702 HY GRAND DIV
NUREMBERG (13) HQ 11 US CORPS (14) DMRS REPRESENTATIVE CASERTA

CONFIDENTIAL.

USFA signal TPN 13 of 02 refers.

Movement of Austrian wheat GENOA to US/French zones AUSTRIA. 18th Despatch 16
cars numbers 62236 136602 8536 72793 3899 38558 138658 36287 262203 3813365
225195 593031 186892 6605 294614 387400 (120617 escort) consigned to USFA/USACA
MILITARY GOVT DET LINZ by train 7740/0300/19. For addresses (1) (2) and (7) Only
number of Austrian empties received in the preceeding 24 hrs ending 0700 hrs 19
August nil.

DIST

INFO-ACTION: Tn SO 2
INFO: Chief Commissioner
F& on Sec
Food SO
File 2
Float

CONFIDENTIAL

6036

C O P Y

MOV 6 7. UNCLA
AUG 191515B

MOV REAR BTA
MIL GOV STAFF AUSTRIA
INFO : MOV 5 CORPS, ALCOM ROME, TN VILLACH

UNCLASSIFIED

Ref your TN3 of August and A 6899 TN of 27 July. Regret no trace of wagons 147267 and 82857 contents raw silk despite exhaustive search VILLACH area. Complete list of all wagons in AUSTRIA not yet to hand. Will advise further in due course.

Dist

Info-Action - TN SC 2
Info - Chief Commissioner
Econ Sec
Commerce SC
File 2
Float

6035

C O P Y

TN 3

AUG 11400B

F/4266

AUG 181000B

ROUTINE

MIL GOVT STAFF (AUSTRIA)

Q (MOV) BTA INFO ALCOM KROME

RESTRICTED.

Reference this HQ A6899 TN of 27 July. ALCOM urgently require infm on these wagons. Please state result of your search.

DIST

INFO-ACTION: TN SC 2

INFO: Chief Commissioner

Est Sec

File 2

Float

6034

Mail Division (Type)
~~25975~~
CONFIDENTIAL

GEN/965/379

AUG 1211003

T/3712

AUG 1310003

IMPORTANT

MOV GENOA

(1) USFA (2) WESTMOVES (3) MOV MILAN (4) 701 RY GRAND DIV VERONA INFO (5)
USFER MAIN (6) OOOT GERMANY (7) AFHQ (MOV3) (8) HQ CALLED COMMISSION ROME
(9) DERS REPRESENTATIVE CASERTA (13) 774 RY GRAND DIV ROME (14) DERS
REPRESENTATIVE CASERTA

CONFIDENTIAL.

USFA signal TFM 13 of 02 refers.

Movement of Austrian wheat GENOA to US/French zones AUSTRIA. 12th Despatch.

20 wagons numbers 28568 149146 65085 28204 8539 56095 22861 38308 54387 61784

39337 27095 96067 537 25527 222654 12850 31714 28052 97386 consigned to USFA/USACA
military government Det LINZ by train 7802 at 20.32 hrs on 11/8. 13th Despatch

18 wagons numbers 69163 82758 42811 36197 3049 34994 8407 135458 21114 16653

14022 24294 51517 26161 7700667 27402 2375 14609 consigned to USFA/USACA Military

Government Det LINZ by train 7802 19.40 on 11/8.

DIST

INFO-ACTION: Tn SC 2

INFO: Chief Commissioner

Secn Sec

Food SC 2

File



INFO - ACTION

6000

CONFIDENTIAL

0407
USAF MAIN (6) COOT GERMANY (7) AFHQ (MOV3) (8) HQ ALLIED COMMISSION ROME
(9) DMS REPRESENTATIVE CASERTA (13) 774 KY GRAND DIV ROME (14) DMS
REPRESENTATIVE CASERTA

CONFIDENTIAL.

USFA signal TPN 13 of 02 refers.

Movement of Austrian wheat GENOA to US/French zones AUSTRIA. 12th Despatch.

20 wagons numbers 28568 119146 65085 28204 8539 56095 22861 38308 54387 61784

39337 27095 96067 557 25527 222654 12850 31714 28052 97386 consigned to USFA/USACA

military government Det LINZ by train 7802 at 20.32 hrs on 11/8. 13th Despatch

18 wagons numbers 69163 82758 42811 36197 3049 34994 8407 135458 21114 16653

14022 24294 51517 26161 7700667 27402 2375 14609 consigned to USFA/USACA Military

Government Det LINZ by train 7802 19.40 on 11/8.

DEST

INFO-ACTION: Tn SC 2

INFO: Chief Commissioner

Econ Sec

Food SC 2

File



INFO - ACTION

6000

CONFIDENTIAL

C O P Y

To Paul Davis (TNH)

/elc

GEN/365/374
AUG 101730B

F/3485
AUG 111405B
IMPORTANT

MOV GENOA

USFA WESTMOVES MOV MILAN 701 RY GRAND DIV VERONA INFO USFET MAIN
OCOT GERMANY AFHQ (MOV3) HQ ALCOM ROME DGMRS ROME DISTWO 774 RY GRAND
DIV ROME 703 RY GRAND DIV NURMEBURG HQ 11 US CORPS DMRS REPRESENTATIVE
CASERTA.

CONFIDENTIAL.

USFA signal TPM 12 of O2 refers.

Movement of Austrian wheat GENOA to US/FRENCH/Zones AUSTRIA.
8th despatch. 20 car numbers 47541 4325 23300 56948 92270
180465 223561 172556 25772 90291 34449 92620 352363 2379
10024 1123377 91354 4000 15943 8875 consigned to USFA/USACA
Military Govt Det LINZ by train.

DIST

ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON
FOOD 2
REQ DIV
ACAB
FILE

6022

C O P YGEN/365/362
AUGUST 8/0911B176c/3/elc
359/1
F/3185
AUGUST 9/1345B
IMPORTANT

MOV GENOA

ACTION: USFA, WESTMOVES, MOV MILAN, 701 RY GRAND DIV VERONA, INFO: USFAT MAIN, OCOT GERMANY, AFHQ (MOV 3) HQ ALLIED COMMISSION ROME, DMRS ROME, DISTWO, 774 RY GRAND DIV ROME, 703 RY GRAND DIV NUREMBURG, HQ 11 US CORPS, DMRS REPRESENTATIVE CASERTA

CONFIDENTIAL.

UEFA signal ton 13 of 02 refers 9 movement of Austrian wheat GENOA to US/FRENCH Zones AUSTRIA. Fifth dispatch. Nineteen cars numbers 60968 3849 271701 110375 3251 1264 152337 224876 251348 1015405 1113521 114437 140894 39870 11342 16288 11269 372175 60951 consisted USFA?USACA Military Government Det SALISBURGO by train 7780 13507/8 Sixth despatch 9 twenty cars numbers 171658 20949 203365 11844 432327004 97112 1085 273155 35075 4215 1002626 74389 204715 1009058 54347 43256 36950 87214 47758 consigned to USDA/USACA. Military Govt Det LINZ by train 7802 0400 8/8. Seventh despatch. Seventee cars 82359 57412 98292 91470 127156 203070 280475 59098 00454 001167 7110903 272018 30736 12004 16940 100011 264675 consigned to USFA/USACA Military Govt DET SALSBURG by train 7734 0400 hours 8/8.

DIST

INFO-ACTION : TN SC (2)

INFO : CHIEF COMMISSIONER
ECON SEC
FOOD SC (2)
FILE (2)
FLOAT

601

C O P Y

176c/H /elc
359/2

GEN/365/353
AUGUST 6/1130B

F/2859
AUGUST 6/2000B
ROUTINE

MOV GENOA

ACTION: USFA, WESTMOVES, MOV MILAN, 701 RY GRAND DIV VERONA INFO: USFET
MAIN, OCOT GERMANY, AFHQ (MOV3), ALLIED COMMISSION HQ, DGMRS ROME, DISTWO,
774 RY GRAND DIV ROME, 703 RY GRAND DIV NWEMBURG, HQ11 US CORPS, DMRS
REPRESENTATIVE CASERTA

CONFIDENTIAL.

USFA signal Tpn 13 of 02 refers. Movement of Austrian wheat GENOA
to US/French zones AUSTRIA. First despatch. Eighteen cars, numbers
222460, 35181, 3504 66141 38355 227193 116 281615 2209367 27869 223727
23104 78155 19964 2200731 220545 54951 70270 consigned USFA/USACA Military
Govt Det SALZBURG by train 7734 at 0135 hrs 06 August.

DIST

INFO-ACTION : TN SC (2)

INFO : CHIEF COMMISSIONER
ECO SEC
FOOD SC (2)
REQUISITION DIV
ACA BRIT
FILE

6020

6020

CONFIDENTIAL

GEN/365/375

AUG 111315B

E/3572

AUG 112030B

IMPORTANT

NOV GENOA

USFA, WESTMOVES, NOV MILAN, 701 RY GRAND DIV VERONA. INFO: USFET
 MAIN, OCOT GERMANY, AFHQ MOVES, HQ ALCON ROME, DGMRS ROME, DISTWO
 HQ 11 US CORPS, DMRS REPRESENTATIVE CASERTA, 774 RY GRAND DIV ROME,
 DMRS REPRESENTATIVE CASERTA

CONFIDENTIAL

USFA signal TPN 13 of 02 refers. Movement of Austrian wheat
 GENOA to US/French zones AUSTRIA. 9th despatch.

Thirty one wagons numbers 25065 2778 81399 45473 182099
 73167 59159 32379 18675 10744 34950 37215 9099 34119 21094
 56124 40995 2601433 54884 96786 3186 70292 11327 11337 11271
 43513 24224 21250 74254 17112 5704 consigned to USFA/USACA
 Military Govt Det SALZBURG by train 7780 1430 hrs 10/8. Tenth despatch
 thirty two wagons numbers 701811 6336 110184 16323 39937 37115
 5636 6884 25733 4106 5927 19933 32847 31654 24536 11341 26725
 5212 4900 69142 8951 50258 71226 9497 2202243 223877 4064
 8756 9875 140476 170599 31708 consigned to USFA/USACA Military
 Govt Det LINZ by train 7802 1930 hrs 10/8 eleventh despatch. Twenty
 wagons numbers 17757 91034 2205875 95651 8246 6585 2205876
 6435 6945 83238 18712 53282 43773 256137 220077 2206431 43580
 79163 297863 8383 consigned to USFA/USACA Military Govt Det SALZBURG
 by train 7740 0155 11/8.

Dist

6829

Info-Action - Tn SC 2

Info - Chief Commissioner

Econ Sec

Food SC 2

Reg Div

ACABRIT

File

CONFIDENTIAL

C o p y /mb

TPN-13
AUG 021430B

F/2614
AUG 041325B

ROUTINE

USFA

USFET MAIN, OCOT GERMANY AFHQ, INFO: HQ ALCOM ROME, DCMRS ROME, WESTMOVES, ITALY, PORT COMMANDANT GENOA, DISTWO ITALY, 774 HY GRAND DIV ROME, 701 HY GRAND DIV VERONA, 703 HY GRAND DIV NURENBERG, HQ II U.S. CORPS, DMS REPRESENTATIVE CASERTA.

CONFIDENTIAL.

Subject is movement of Austrian wheat, GENOA to US/French zones AUSTRIA. Cite USFET cables S-14671, S-14755. AFHQ cables FX-30702, C-8407. Confirming telephonic arrangements for rail movement of wheat, GENOA to UASTRIA, following points arranged and agreed by all interested Hq:

- A. 700 cars from Austrian stocks will be utilized in return until move is completed.
- B. Empties to move southbound at rate of 100 per day, in two fifty car trains, cars to be carded "AUSTRIA stocks" to port of GENOA for wheat shipment.
- C. Northbound move in three trains, trains limited to 300 net tons.
- D. Route SALZBURG-INNSBRUCK-BRENNER-BOLZANO-VERONA-MILAN-GENOA.
- E. Guards to be furnished by II U.S. CORPS from SALZBURG.
- F. Labor at GENOA to be furnished by port commander, GENOA. (per Col.BALLFOUR) to load out 100 cars daily.
- G. Labor at unloading points, as designated, responsibility of USACA (per Col. PAUL).
- H. Secks for future bulk shipment to be provided by USACA.
- I. USACA to furnish advice as to destination of all wheat tonnage to TN USFA.
- J. TN USFA to advice port commander, GENOA, proper destination by tonnage.

6028

Subject is movement of Austrian wheat, GENOA to US/French zones AUSTRIA. Cite USFET cables S-14671, S-14755. AFHQ cables FX-30702, C-8407. Confirming telephonic arrangements for rail movement of wheat, GENOA to UASTRIA, following points arranged and agreed by all interested Hq:

- A. 700 cars from Austrian stocks will be utilized in return until move is completed.
- B. Empties to move southbound at rate of 100 per day, in two fifty car trains, cars to be carded "AUSTRIA stocks" to port of GENOA for wheat shipment.
- C. Northbound move in three trains, trains limited to 300 net tons.
- D. Route SALZBURG-INNSBRUCK-BRENNER-BOLZANO-VERONA-MILAN-GENOA.
- E. Guards to be furnished by II U.S. CORPS from SALZBURG.
- F. Labor at GENOA to be furnished by port commander, GENOA. (per Col. BALLFOUR) to load out 100 cars daily.
- G. Labor at unloading points, as designated, responsibility of USACA (per Col. PAUL).
- H. Sacks for future bulk shipment to be provided by USACA.
- I. USACA to furnish advice as to destination of all wheat tonnage to TN USFA.
- J. TN USFA to advise port commander, GENOA, proper destination by tonnage.
- K. Port commander, GENOA, to card all cars in accordance with destinations furnished, dispatching cars and signalling full forwarding information in interested parties.
- L. Representative 703 RAILWAY GRAND DIV to signal forwarding information to all interested parties on southbound moves.
- M. 701 and 703 RAILWAY GRAND DIVISION to handle direct in regulating movement.
- N. First movement of 100 cars to commence 2 August, to protect initial unloading ROCK HILL VICTORY.
- O. Eta ROCKHILL VICTORY, GENOA, AM, 4 August.

176c/8

AGE/ic

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

6 August 45

Tel. 843238
Ref. AC/176 B/Tn 4

SUBJECT : Provision of special rail warrants for use by AC and UNRRA civilian personnel.

TO : ISR General Direction,
Commercial and Traffic Service

1. Reference is your letter C.213/7401/53 of 27 July 45.
2. It is agreed that the form of warrant submitted with your letter of 14 July should be generally adopted for the conveyance of Allied and Italian civilians employed by AC, UNRRA, and any subsequent organisation which is specifically named.
3. Will you please therefore arrange for printing of proof of warrants at an early date for checking before final printing is made.

for Director

6027

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13617/F/A.

4 August 1945

SUBJECT: Wheat for Austria.

TO : Transportation Sub-Commission
(Rail Division: Attn: Maj. Ping). ✓

1. Reference your AC/176/Tn.4 of 2 August addressed to MRS (Finance), this matter has already been discussed with G-5. There is no way in which ISR can obtain payment on British Port officers warrants for supplies for Austria carried by them. These charges will form an eventual claim by the Italian Government against the Austrian Government.

H. Henshaw
Chief Accountant,
Finance Sub-Commission.

6026

176c/6

12. *Respect for the individual*

200 1 100 (1000000)

1. It is indicated that 25,000 tons of wheat are expected to arrive at Rome for Austria in the next future, and that arrangements in respect of freight have now already been made by IRI.
2. This wheat import is apparently sponsored by IRI, but we are concerned with the question of payment of rail charges to I.R.
3. As we see it, wheat will be warehoused by British Port Officers for export use in Austria, and it is felt that the warehouse so located cannot legitimately be brought to account as a charge against the Italian Government for cost of occupation. IRI are entitled to sponsor the rail charges for this traffic and we should be grateful for information as to what method is intended to ensure this payment is made.

For the Chief Development:

acting man

Copy to: Adm. Div (Major Wyatt)
Finance Div (Col. Greenbaum)
Gov (Hall in sub-Comm.)
Chief Commission Austria

6025

176C/5

ACP/1c

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

Tel. 843238
Ref. AC/176/Tn 4

9 July 45

SUBJECT : Warranting of Rail Traffic into Austria.

TO : MRS (Finance)
(Building)

1. Attached hereto are copies of correspondence between Finance Sub-Commission and G-5 AFHQ on the subject.
2. This does not appear to resolve your immediate problem, - the responsibility of dealing with international traffic, but it at least indicates that UNRRA traffic which may be cleared through ports on military warrants should be subject to the raising of the appropriate charges.
3. In regard to the point raised by Finance Sub-Commission as to supplies moving through Italy to areas not in occupation, we had in mind the possibility of traffic being shipped in through Venice or Trieste for a Russian occupied area, or for Yugoslav territory, and have so informed Finance Sub-Commission. The possibility cannot be absolutely dismissed, and should be provided for in any regulations drawn up covering international warranting of traffic.

For the Chief Commissioner:

A. C. Ping
A.C. PING, Major

6024

176c/4

HEADQUARTERS ALLIED COMMISSION
AFO 394
FINANCE SUB-COMMISSION

13079/F

6 July 1945

SUBJECT: Use of British Military Passenger and
freight warrants for international traffic.

TO : Transportation S/G
(Rail Division) (Attn. Major Ping).

1. Reference your AC/176/Tn.4 of 26 June.
2. Attached are copies of our 13079/F of 28 June to G-5, AFHQ,
and G-5's reply G-5/130 of 3 July.
3. You should be guided by the views expressed by AFHQ.

Joint Director,
Finance Sub-Commission.

6823

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

FAS/PMF/jrs

FILE: G-5/130.

3 July 1945

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

TO : Headquarters, Allied Commission,
APO 324.
(Attn. Finance Sub-Commission.)

1. Your 13079/P of 28 June has been briefly discussed with Commander Southard. Broadly he agrees with the views which you express, but suggests that so long as actual payment for such services is not made and so long as appropriate records are kept indicating the category traffic to which the use of British Military Warrants are put, the question of ultimate settlement can be a matter of negotiation between the Governments concerned.

2. Admittedly the Italian Government might be at a disadvantage in these particular negotiations by reason of having already given value, but these transactions are at best only part of an account between the Italian Government and the other Governments concerned.

For the Asst. Chief of Staff, G-5

FRANK A. SOUTHARD, JR.
COMMANDER, USNR.
FINANCIAL ADVISER.

6024

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13079/T

28 June 1945

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

TO : G-5 (Financial Adviser)
AFHQ.

1. Enclosed is copy of a memorandum from the Transportation Sub-Commission and copy of our interim reply hereto.

2. We should be grateful for any advice you can provide. It would appear that the types of military warrant traffic under discussion are the following:

- a) supplies moving through Italy to British or American areas of occupation in Germany or Austria.
- b) supplies moving through Italy to areas not in occupation (a category created by Transportation S/C but which has been queried by us-see interim reply).
- c) U.N.R.R.A. supplies.

3. We assume that charges arising under category (a) would constitute a claim by Italy against Germany or Austria, as the case may be. (b) is awaiting clarification; as for (c), the UNRRA agreement provides funds out of which that organization can pay any lire costs connected with movement of supplies to other countries.

For the Chief Commissioners

Joint Director,
Finance Sub-Commission.

6321

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13079/F

6 July 1945

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

TO : Transportation S/C
(Rail Division) (Attn. Major Ping). ✓

1. Reference your AC/176/Tn.4 of 26 June.
2. Attached are copies of our 13079/F of 28 June to G-5, AFHQ,
and G-5's reply G-5/130 of 3 July.
3. You should be guided by the views expressed by AFHQ.

A.P. Grasseby
Brig

Joint Director,
Finance Sub-Commission.

6020

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

FAS/PMF/jrs

FILE: G-5/130.

3 July 1945

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

TO : Headquarters, Allied Commission,
APO 394.
(Attn. Finance Sub Commission).

1. Your 13079/F of 28 June has been briefly discussed with Commander Southard. Broadly he agrees with the views which you express, but suggests that so long as actual payment for such services is not made and so long as appropriate records are kept indicating the category traffic to which the use of British Military Warrants are put, the question of ultimate settlement can be a matter of negotiation between the Governments concerned.

2. Admittedly the Italian Government might be at a disadvantage in these particular negotiations by reason of having already given value, but these transactions are at best only part of an account between the Italian Government and the other Governments concerned.

For the Asst. Chief of Staff, G-5:

FRANK A. SOUTHARD, JR
COMMANDER, USNR.
FINANCIAL ADVISER.

6013

HEADQUARTERS ALLIED COMMISSION
APO 304
FINANCE SUB-COMMISSION

Spaul

13079/F

23 June 1945

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

TO : G-5 (Financial Adviser)
AFHQ.

1. Enclosed is copy of a memorandum from the Transportation Sub-Commission and copy of our interim reply thereto.

2. We should be grateful for any advice you can provide. It would appear that the types of military warrant traffic under discussion are the following:

(a) supplies moving through Italy to British or American areas of occupation in Germany or Austria,

(b) supplies moving through Italy to areas not in occupation (a category created by Transportation S/C but which has been queried by us - see our interim reply),

(c) U.N.R.R.A. supplies.

3. We assume that charges arising under category (a) would constitute a claim by Italy against Germany or Austria, as the case may be. (b) is awaiting clarification; as for (c), the U.N.R.R.A. agreement provides funds out of which that organization can pay any line costs connected with movement of supplies to other countries.

For the Chief Commissioner:

*Forwarded to G-5 AFHQ 15
1000000*

Joint Director,
Finance Sub-Commission.

BMLT/cl

6318

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

Tele : 843238
Our ref: AC/176/Tn. 4.

5 July 1945

TO : Finance Sub-Commission,
M.C.

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

1. Reference is your letter 130/9/F of 28 June 45.
2. It has been visualised that traffic might be imported through Italian ports for Russian areas of occupation, or Yugoslav territory.
3. Port clearance could lead to issue of British warrants for such traffic, although it is not known that such traffic is actually passing, but the point is worthy of consideration.

Arthur May
Director.

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

28 June 1945

13079/F

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

TO : Transportation Sub-Commission,
(Rail Division - Att. Major Ping). ✓

1. Reference your AC/176/Tn.4. of 26 June 1945.
2. We have at present no information indicating what arrangements are to be made for international settlement of rail charges. The problem is therefore being referred to G-5, AFHQ, for advice.
3. Regarding your para 3, can you give an example of traffic moving on military warrants issued in Italy to areas in central Europe not under British or American military control (excluding, of course, UNRRA traffic)? It is not clear to us what comprises this type of traffic.

A.P. Grassie Smith
Bng

Joint Director,
Finance Sub-Commission.

6016

ACF/AB

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

Tele : 843238

Our ref: AC/176/Tp.4.

26 June 1945

TO : Finance Sub-Commission.

SUBJECT: Use of British Military Passenger and
Freight Warrants for International Traffic.

1. Military Railway Service reports the commencement of issue of British Military warrants for through military freight traffic from Mestre and Mogliano to points in Austria for 8th Army, via Udine and Gemona.
2. The use of such warrants constitutes the commencement of an international settlement problem which is likely to develop considerably as civilian food traffic begins to pass through the port of Venice for points in Germany, Austria and other countries, which may of may not be under the sphere of British control.
3. British Military warrants issued in Italy are presumably to be used for establishing the cost of occupation in Italy, but when such warrants are issued for traffic passing into and intended for the 8th Army in Austria, such would appear to come under the cost of occupation of that country. What the position is to be when such traffic passes through to any area where British troops are not in occupation is a point which also required settlement.
4. It appears reasonable to suppose that the Italian ports will be used as a means of getting traffic into Southern Germany for occupation troops, and it is difficult to suggest that the correct documentation of such warrants is the responsibility of Military Railway Service Italy, especially when it might be reasonably supposed that MRS might be withdrawn from Italy before the occupational troops in central Europe are disbanded.
5. In the meantime, there is also the likelihood of some civilian food and UNRRA traffic being cleared through ports on

6010

SUBJECT: Use of British Military Passenger and Freight Warrants for International Traffic.

1. Military Railway Service reports the commencement of issue of British Military warrants for through military freight traffic from Mestre and Mogliano to points in Austria for 8th Army, via Udine and Gemona.
2. The use of such warrants constitutes the commencement of an international settlement problem which is likely to develop considerably as civilian food traffic begins to pass through the port of Venice for points in Germany, Austria and other countries, which may or may not be under the sphere of British control.
3. British Military warrants issued in Italy are presumably to be used for establishing the cost of occupation in Italy, but when such warrants are issued for traffic passing into and intended for the 8th Army in Austria, such would appear to come under the cost of occupation of that country. What the position is to be when such traffic passes through to any area where British troops are not in occupation is a point which also requires settlement.
4. It appears reasonable to suppose that the Italian ports will be used as a means of getting traffic into Southern Germany for occupation troops, and it is difficult to suggest that the correct documentation of such warrants is the responsibility of Military Railway Service Italy, especially when it might be reasonably supposed that MRS might be withdrawn from Italy before the occupational troops in central Europe are disbanded. 6010
5. In the meantime, there is also the likelihood of some civilian food and UNRRA traffic being cleared through ports on military warrants for destinations outside Italy. We have done our best to ensure that the proper tariff rates applicable to civilian traffic are raised in such cases, but even when charges are raised, there will be a proportionate amount payable to the various railway organisations concerned, and presumably some steps should be taken to safeguard the revenue due to the Italian State Railways.
6. It is understood that a Government White Paper was issued setting out an agreement signed on 8th May by certain

./.

- 2 -

Governments of Northern Europe setting up a central office of inland European Transport. Is any information available please indicating what financial arrangements have been made for international settlement of freight charges?

DIRECTOR.

Copy to: MRS (Lt. Col. Fannell)
Movements (Rail)
Capt. Wyatt (Admin. Div.)

6018

0 4 2 9