

ACC

AC TN/20/3

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INTERNAL TR
NOV. 1943-FEB. 1944 ME
MEM

0000/148/3368

INTERNAL TRANSPORTATION COMMITTEE
NOV. 1943-FEB. 1944 MEETINGS - INSTRUCTION AND
MEMOS

16381

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

TN/20/3.

SECRET.

INTERNAL TPTN COMMITTEE MEETINGS.
INSTRUCTIONS & MEMOS.

SECRET.

1639

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

INTERNAL TPTN COMMITTEE MEETINGS.
INSTRUCTIONS & MEMOS.

10000 / 148 / 3368

THIS FOLDER

CONTAINS PAPERS

FROM Nov 43

TO FEB. 44

CATALOGUE-

TN/20/3.

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HEADQUARTERS
ALLIED CONTROL COMMISSION

450 394

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 PART II hereof concerning documentation of movements of traffic (freight or passenger) free of tariff charges, for AIG/ACC has any application to such civilian traffic. It is expected that most traffic, arranged by AIG/ACC will move under tariff charges.

PART II

AIG/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 AIG 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 AIG 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 10th. of each month the issuing office will forward the No. 1 copies (originals) of all warrants issued during the preceding semi-monthly period

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 of movements of traffic (freight or passenger) free of tariff charges, for AIG/AOC has any application to such civilian traffic. It is expected that most traffic, arranged by AIG/AOC will move under tariff charges.

PART II

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

FRIGHT:

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 AIG or AOC 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 AIG or AOC 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, AOC c/o Mv. & Tr., ATRQ Adv. Adm. Ech. CMF, 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 ~~337~~ 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 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 Nov. 4 Th., 4514 Div. 13a. Ech. CMT, 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) Number of persons and total tons shown on that warrant.
- (vi) Date delivered.

PERSONNEL:

8. "General Railway Warrants", standard army form AB 494a, 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 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 C.O. 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 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Nov. 4 Th., 4514 Div. 13a. Ech. CMT, 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 supercedes para 10 of ACC Th. 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 Nov. 4 Th., 4514 Div. 13a. Ech. - CMT,
c/o Nov. Re. 10.
c/o Nov. Forde.

PERSONNEL:

8. "General Railway Warrants", standard gray form AH 494e, will be used for the movement of any AGC 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 AGC or ACC purposes.

9. The AGC 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 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Mov. & Tr., 4314 Ave. 24th, S.W., 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 supercedes para 10 of ACC Tn. 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. & Tr., 4314 Ave. 24th, S.W. - CTF,
c/o Mov. Region.
c/o Mov. Region.

c/o Mov. District No. 2, Seri.
c/o HQ, Region 1 - Palermo.
c/o HQ, Region 2 - Matera.
c/o HQ, Region 3 - Naples.

Transportation Officer - Region 4.
Transportation Officer - Region 6.

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

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

D. J. HARRIS.

APPENDIX "A".Explanatory notes concerning information required on Warrants (Forms 43 497 and 494).

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 43 497.

Lines 1 and 2, styled "Transporter's" executor per 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 dispatched, by title or description of train and date on which dispatch is expected.

Line 3 - "From" - show actual station name, as "Naples - Central Station". "To" show actual station name, as Bari - 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 6 are self explanatory.

Column 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 stationmaster.

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

Distribution of copies of warrants will be as shown in Memorandum 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 43 494 (for personnel).

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

The signature of stationmaster is not required.

Lines 1 and 2, styled "Transport of" 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 dispatched, 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 - XIJ station".

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

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

Column 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 stationmaster.

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

Distribution of copies of warrants will be as shown in Memorandum 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 491-1 (for personnel).

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

The signature of stationmaster is not required.

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Career Adv. Ech.

Page No. 3 District.

It. Col. C. H. Lindberg, (Int. Tr. S. C. Representative at A. C. Palermo).
Hä., No. 3 District.

21 FEB 1944

Minutes of sixth meeting of the
Transportation Sub-Committee
held at AFHQ Adv. Adm. Ech.
at 0900 hours 17 Feb 44.

Reference : ACC/ISC/6

Date : 15 Feb 44.

Present :

Brig. R.E.L. Fellowes (EGAS (M) in the chair).

AFHQ Adv. Adm. Ech. (A. Kovl).
Major C.B. Thomson (A. Q. G. (I)).
Major I.H. Rees.
S/Capt. S. Flews (Rail).

Internal Transportation Sub-Commission, ACC.

Col. S.A. Fitch.
Major F.R.A. Glanville.

Major ACC.
Lt.Col. F.B. Reiter.

D/COT.

Major Max Fischer.

L.G.M.R.S.

Lt.Col. C.C. Scheuble.
Lt. W.D. Lucas.

AGS (Adv).

Lt.Col. A.I. Henderson.

Undersecretary of State for Italian Railways

and Highways.
Not represented.

2. MINUTES OF PREVIOUS MEETING.

Confirmed.

3. CONSIDERATION OF BIDS.

The bids accepted for rail transportation are shown in Appendix "I".

Bids Nos. 148/149 - Food - Reggio to Pizzo, and Crotone to Trebisacce.
To be conveyed by Schooner.

Bids Nos. 150 to 159 inclusive. - Salt.

To be conveyed by Schooner from Barletta to nearest Ports, thence, where
necessary, by civilian train.

Bid No. 160. - Flour, Milk and Sugar - Reggio to Catanzaro.

To be conveyed by Schooner.

34. SUBMITTING OF BIDS.

Brig. Fellowes requested that Region 2 be advised that bids must be
received punctually. Several supplementary bids had been received since the
last meeting of Region 2 and

Date : 15 Feb 44.

Present:

Brig. H.H.L. Fellows (LAWG (M) in the chair).

Adm. Div. Adm. Gen. (C. Rowl).
Major G.D. Thomas. (LAWG (M)).
Major F.M. Rae.
S/Capt. G. Evans (Rail).

Internal Transportation Sub-Commission. 133.
Col. S.L. Pitch.
Major F.R.M. Glenville.

D/COM.
Major Max Fischer.

M.L. 100.
Lt. Col. F.H. Reiter.

P.G.M.R.S.
Lt. Col. E.C. Scheuble.
Lt. F.D. Lucas.

M.C. P.B.S.
Major H.L. Thomas.

Undersecretary of State for Italian Railways
and Highways.
Not represented.

133 (Adv).
Lt. Col. A.I. Henderson.

22. MINUTES OF PREVIOUS MEETING.
Confirmed.

23. CONSIDERATION OF BIDS.

The bids accepted for rail transportation are shown in Appendix "J".

Bids Nos. 145/219 - Food - Reggio to Fizzo, and Crotone to Trapanese.
To be conveyed by Schooner.

Bids Nos. 150 to 159 inclusive. - Salt.
To be conveyed by Schooner from Barletta to nearest Ports, thence, where necessary, by civilian train.

Bid No. 164. - Flour, Milk and Sugar - Reggio to Catanzaro.
To be conveyed by Schooner.

24. SUBMITTING OF BIDS.

Brig. Fellows requested that Region 2 be advised that bids must be received punctually. Several supplementary bids had been received since the issuing of the Agence. Lt. Col. Reiter undertook to instruct Region 2, and advise them that owing to delays in postal communications their bids must be dispatched by such means as will ensure that they reach the Internal Transportation Sub-Commission by Tuesday morning.

25. WAGONS FOR PORT CLEARANCE - CROTONE.

It was agreed that the allocation of wagons for Port clearance (2 ships) be increased to 20 wagons per day.

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DISTRIBUTION:AFHQ., BWAF

MGS Adv. Naples (3)

Main HQ. ACC., Naples (4)

Rear HQ. ACC., Salerno

HQ., No. 2 District (2)

Commanding General, PBS (2)

Economic Section, Main HQ. ACC., Naples.

HQ., Region 2 Matera

HQ., Region 3 Naples

HQ., Region 4 Naples

HQ., Region 6 Sardinia

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

Mov E Italy

Mov W Italy

Mov Taranto

Mov Bari

Mov Barletta

Mov Brindisi

Mov Reggio

Mov Foggia

Mov Railroad Sub-Area (Termoli)

Mov Rear 8 Army

Mov Main 8 Army

Mov Crotone

Mov Torre Annunziata

Mov Castellammare

Mov Naples

Mov Salerno

Mov A.C.M.M.

Transportation Officer P.B.S., Naples

Coal Section, AFHQ Adv. Adm. Ech., Naples

Petroleum Section, AFHQ Adv. Adm. Ech., Naples

L.G.M.R.S., Naples (4)

Internal Transportation Sub-Commission, ACC.

Shipping Sub-Commission, ACC.

Food Sub-Commission, ACC.

MEMRO

ACC Transportation Officer, C/o Mov Railroad Sub-Area (Termoli)

Mov East Italy

Mov West Italy

Mov Reggio (Calabria)

Mov Foggia Sub-Area

No. 2 District (2)

Region 2 - Matera

Region 3 - Naples

HQ., Region 2 Matera
 HQ., Region 3 Naples
 HQ., Region 4 Naples
 HQ., Region 6 Sardinia
Movements, AFHQ Adv. Adm. Ech., for distribution as under: (25)
 Mov E Italy
 Mov W Italy
 Mov Taranto
 Mov Bari
 Mov Barietta
 Mov Brindisi
 Mov Reggio
 Mov Foggia
 Mov Railroad Sub-Area (Marmoli)
 Mov R.R. 8 Army
 Mov Main 3 Army
 Mov Crotone
 Mov Torre Annunziata
 Mov Castellammare
 Mov Naples
 Mov Salerno
 Mov A.C.M.F.
 Transportation Officer P.R.S., Naples
 Coal Section, AFHQ Adv. Adm. Ech., Naples
 Petroleum Section, AFHQ Adv. Adm. Ech., Naples
 L.G.M.R.S., Naples (4)
 Internal Transportation Sub-Commission, ACC.
 Shipping Sub-Commission, ACC.
 Food Sub-Commission, ACC.
 MEDBO
ACC Transportation Officer, C/o Mov Railroad Sub-Area (Marmoli)
 Mov East Italy
 Mov West Italy
 Mov Reggio (Calabria)
 Mov Foggia Sub-Area
 No. 2 District (2)
 Region 2 - Matera
 Region 3 - Naples
 Region 4 - Naples
 Undersecretary of State for Italian Railways & Highways, Naples.

COPIES TO:
AFHQ Adv. Adm. Ech. D.C.A.O. (4)
 D.D.C.A.O. D/COT (7)
 Q (C) D.D. Tn. (2)
 G. 4
 HQ., A.C.M.F. (3) (for favour of issue to AMG Armies)
 HQ., 8th Army
 Commanding General, 5th Army
 Region I (Sicily) (2)
 Lt. Col. Lindberg (Int. Tn. S.C. representative at ACC Palermo) (3)
 HQ. No 3 District.

Transportation Sub-Committee Meeting 17 Feb 44.
 bids submitted for period commencing 21 Feb 44.

Ref No.	Bids made by	FROM	TO	Commodity	How packed	Tons	Dates within Movement Reg. Comm. Finish.	Que Mov
105	Region 3	CAMPI FLEGRI	TERMOLO	Fertilizer	50 kg sacks	200	21Feb 28Feb	
106	do.	do.	ISTONIO	do.	do.	200	21Feb 28Feb	
110	do.	TREBUZZI	NAPLES	Wine	1 to Tank Cars	80	21Feb	
111	do.	SPINZANO	NAPLES	Wine	1 to Tank Cars	70	21Feb	
112	do.	TIRANTO	NAPLES	Wine	Casks	400	21Feb	
114	do.	MARTINA FRANCA	NAPLES	Wine	1 to Tank Cars	100	21Feb	
119	do.	BRINDISI	CAMPI FLEGRI	Wine	Bulk & Cask	100	21Feb	
120	Region 2	PONTE CARNANO	POTENZA	Fruit & Veg		100	21Feb	
121	ACC Bari	BARI	NAPLES	Olive Oil	Tank Wagons & Trucks	2700		
133	ACC Food Sub-Comm Bari	BARI	NAPLES	Cotton oil seed	42 gal drums	150	21Feb	
134	do.	NAPLES	VISTO	Dried Peas	Bags	40	21Feb	
135	do.	NAPLES	CATANZARO	Dried Peas	Bags	60	21Feb	
136	do.	NAPLES	COSENZA	Dried Peas	Bags	60	21Feb	
137	do.	NAPLES	SALERNO	Soaps	Cans or Cartons	300	21Feb	
138	do.	NAPLES	SALERNO	Dried Peas	Bags	80	21Feb	
139	do.	NAPLES	TIRANTO	Dried Peas	Bags	60	21Feb	

Transportation Sub-Committee Meeting 17 Feb 44.
 Bids submitted for period commencing 21 Feb 44.

APPENDIX "A"

TO	Commodity	How packed	Tons	Dates within Movement Reg. Comm. Finish.	Quantities for Movement daily Tons	Decision
TERMOLE	Fertiliser	50 kg sacks	200	21Feb 28Feb	20	2 wagons per day
ISTANIO	do.	do.	200	21Feb 28Feb	20	2 wagons per day
NAPLES	Wine	Pte Tank Cars	80	21Feb	20	Accepted for civilian Train
NAPLES	Wine	Pte Tank Cars	70	21Feb	10	do.
NAPLES	Wine	Casks	400	21Feb	40	do.
NAPLES	Wine	Pte Tank Cars	100	21Feb	20	do.
CAMPI FLEGRI	Wine	Bulk & Cask	100	21Feb	20	do.
POTENZA	Fruit & Veg		100	21Feb	10	do.
NAPLES	Olive Oil	Tank Wagons & Trucks	2700		70	do.
NAPLES	Cotton oil seed	42 gal drums	150	21Feb	30	do.
VASTO	Dried Peas	Bags	40	21Feb	10	Accepted by Military Train
CATANZARO	Dried Peas	Bags	60	21Feb	10	Accepted for Civilian Train
COSINZA	Dried Peas	Bags	60	21Feb	10	do.
SALERNO	Soups	Cans or Cartons	300	21Feb	40	Accepted by Civilian Train
SALERNO	Dried Peas	Bags	80	21Feb	10	
TERAMO	Dried Peas	Bags	60	21Feb	10	

Ref No.	Digs made by	FROM	TO	Commodity	How packed	Tons	Dates within Movement Req. Comm. Finish,	Quantities for Movement daily	
140	LCC Food Sub-Comm.	NAPLES	BRINDISI	Dried Peas	Bags	60	21Feb	10	
141	do.	NAPLES	BARI	Dried Peas	Bags	100	21Feb	10	
142	do.	NAPLES	TERAMO	Dried Peas	Bags	40	21Feb	10	
143	do.	NAPLES	CROTONE	Dried Peas	Bags	60	21Feb	10	
146	Region 2	CROTONE	SPEZZANO	Food			Daily	10	
	do.	do.	ROSSANO	do.			Daily	11	
	do.	do.	COSENZA	do.			Daily	31	
	do.	do.	CATANZARO MARINA	do.			Daily	35	
147	Region 2	REGGIO	SOVERATO	Food			Daily	10	
	do.	do.	NICASTRO	do.			Daily	20	
	do.	do.	PALMI	do.			Daily	20	
	do.	do.	LOCRI	do.			Daily	20	
150	Region 3	NAPLES	AVELLINO	Flour		360	21Feb	60	By ove
151	*Region 3	NAPLES	BENEVENTO	Flour		240	21Feb	40	LCC Mil
152	LCC	CAVA DI TIRRONI	BARI	Tobacco Leaf		15	21Feb	15	LCC Civ

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FROM	TO	Commodity	How packed	Tons	Dates within Movement Req. Comm. Finish,	Quantities for Movement daily	Decision
LES	BRINDISI	Dried Peas	Bags	60	21Feb	10	Accepted by Military Train
LES	BARI	Dried Peas	Bags	100	21Feb	10	as there is a space
LES	FERROLI	Dried Peas	Bags	40	21Feb	10	capacity available.
LES	CROTONE	Dried Peas	Bags	60	21Feb	10	
STONE	SPEZZANO	Feed			Daily	10	
o.	ROSSANO	do.			Daily	11	Accepted for conveyance
o.	COSENZA	do.			Daily	31	by Civilian freight Train
o.	CATANZARO MARINA	do.			Daily	35	
o.	SOVERATO	Feed			Daily	10	
o.	NIGISIRO	do.			Daily	20	Accepted for conveyance
o.	PALMI	do.			Daily	20	by Civilian Freight Train.
o.	LOCRI	do.			Daily	20	
LES	AVELLINO	Flour		300	21Feb	60	By Civilian Freight Train spread over two weeks.
LES	BENEVENTO	Flour		240	21Feb	40	Accepted for conveyance by Military Train.
A DI RONI	BARI	Tobacco Leaf		15	21Feb	15	Accepted for conveyance by Civilian Freight Train.

Ref No.	Bids made By	FROM	TO	Commodity	How packed	Tons	Dates within Movement Req. Comm. Finish.	Quantities for Movement daily Tons
153	Region 4	NAPLES	CAPUA	Dried Peas	Sacks	40	21Feb	40
154	do.	NAPLES	CAPUA	Soup	Tins in cases	150	21Feb	20
155	Region 2	S. MARGHERITA	POTENZA	Salt	Sacks	300	1Mar	1 wagon every other day
160	do.	SPEZZANO	BARI	Charcoal		580	21Feb	20
161	do.	do.	LECCE	do.		580	21Feb	20
162	do.	do.	BRINDISI	do.		580	21Feb	20
163	do.	do.	POTENZA	do.		240	21Feb	10
165	do.	CROTONE	COSENZA	Flour, Sugar, Milk	Sacks & Crates	9000	21Feb	300
166	do.	SPEZZANO	NAPLES	Lignite		1160	21Feb	40

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

TO	Commodity	How packed	Tons	Dates within	Quantities for	Decision
				Movement Req. Comm. Finish.	Movement daily Tons	
CAPUA	Dried Peas	Sacks	40	21Feb	40	) By Military Train at rate of 2 wagons of Peas and 1 wagon Soup. Wagons must be cleared on day of arrival.
CAPUA	Soup	Tins in cases	150	21Feb	20	
POTENZA	Salt	Sacks	300	1Mar	1 wagon every other day	) Accepted by Military Train via Spinozzola.
BARI	Charcoal		580	21Feb	20	
LECCE	do.		580	21Feb	20	do.
BRINDISI	do.		580	21Feb	20	do.
POTENZA	do.		240	21Feb	10	Accepted by Civil Freight Train
COSENZA	Flour, Sugar, Milk	Sacks & Crates	9000	21Feb	300	Accepted - See Minute 35
NAPLES	Lignite		1160	21Feb	40	Accepted by Civilian Trains

Mr. Deinel

His note &
return

WV

will go on Trans. Committee

Com

are

on

Trans

Committee

Capt Stone
 Internal Transportation Sub-Commission, ACC.
 C & M & T.,
 AFHQ Advanced Administrative Echelon,
 C.M.F.

For reference : ACC TSC/3/3

Date : 24 Dec 43.

Subject : Transportation for civilian Passengers and Freight.

1. Enclosed are 6 copies of the Minutes of the first Meeting of the Transportation Sub-Committee, held at 1430 hours on 23 Dec 43, at AFHQ Advanced Administrative Echelon.
2. The Minutes will be confirmed at the next meeting of the Sub-Committee to be held at 1430 hours on 3 Jan 44 at AFHQ Advanced Administrative Echelon.

Seen

Capt. Stone
Col. D.

[Signature]
[Signature]

[Signature]
 Major, R.E.
 Secretary,
 Transportation Sub-Committee.

Received 29 Dec 43.

29 DEC 1943

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

Reference : TSO 3/2

Date : 24 Dec 43.

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

Present:

Col. D.H. Rycroft (Col. Q(M)) in the chair

AFHQ Adv. Adm. Bch.

Maj G.E. Thompson (D4QMG(M))

S/Capt. R.H. Black (Shipping)

D/COT & PRS

Maj Max Fischer

D.G.M.R.S.

Col C.F. Dougherty

Lt. Col B.H. Decker

ATG 15 Army Group

Capt K.J. Curran

Internal Transportation Sub-Commission, ACC.

Col. S.M. Fitch

Lt. Col. L.E. Vining

Shipping Sub-Commission, ACC.

Maj J.W. Clarke

M.G.S. (Adv)

Lt. E.M. Shanley

Undersecretary of State for ItalianRailroads and Highways.

Not represented

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

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

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

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

Present:

Col. D.H. Ryecraft (Col. a(NC)) in the chair

AFHQ, Div. Adm. Sch.

Maj G.B. Thompson (DAGM (M))

S/Capt. R.H. Bleck (Shipping)

D/OT & FBS

Maj Max Fischer

D.G.M.R.S.

Col C.F. Dougherty

Lt. Col E.H. Decker

AMS 15 Army Group

Capt K.J. Curran

Internal Transportation Sub-Commission, ACC.

Col. S.A. Fitch

Lt. Col. L.E. Vinias

Shipping Sub-Commission, ACC.

Maj J.W. Clarke - - - ?

M.G.S. (Adv)

Lt. E.M. Shanley

Undersecretary of State for ItalianReidroids and Highways.

Not represented

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

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

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

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

2. MOVEMENT OF CIVILIAN TRAFFIC BY MILITARY TRAINS.

The Basic Schedule of Trains was discussed and the question arose as to whether all civilian traffic could be carried on this schedule. Col. Dougherty (DGMFS) stated that should it be found that the Basic Trains were loaded to capacity, it might be possible for additional civilian traffic to be carried on military trains providing that AM/ACC representative in conjunction with Military Movements were agreed at the despatching point. AGREED 3392

3. CONSIDERATION OF BIDS.

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

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

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

- 2 -

been effected as an emergency measure.

(b) Reference Nos. 3 and 4 of Appendix "A".

On 12 Dec 43, the lack of firm tonnage for each destination these bids could not be dealt with completely. The Secretary pointed out that Signal had been despatched but so far no replies had been received. Col. Rycroft expressed regret that these bids lacked essential information, and stated immediately it was received, the bids would be treated as emergency ones.

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

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

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

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

(c) Reference No. 7 of Appendix "A".
AGREED that on accepted and traffic dealt with as follows:

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

FROM SALERNO PROVINCE: 1 wagon from SICIGLIANO - 9 tons
 1 wagon from CONTURSI - 9 tons
 1 wagon from POLIGNANO - 9 tons
 1 wagon from MONTEBANO - 9 tons
 to load 6 days a week for 30 days - destination NAPLES.

Service for above to commence 31 Dec 43

DENTS ton arrange wagon supply and movement with Italian State Railways.

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

emergency cases.

Concerning Reference No. 4, the Shipping Sub-Commission were asked whether they could carry by coastwise shipping the fertilizer concerned from BATHONI and POKHIOI to SALERNO, RAVENNA, and FERRARO.

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

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

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

(e) Reference No. 7 of Appendix "A".
AGREED to be discussed and traffic dealt with as follows:

FROM POTENZA PROVINCE:

1 wagon from L. GONERPO	- 9 tons
2 wagons from MONTESANO	- 18 tons
2 wagons from J. J. J.	- 18 tons

to load 6 days a week for 30 days - destination NAPLES.

FROM SALERNO PROVINCE:

1 wagon from SICILIANO	- 9 tons
1 wagon from CONTEGGI	- 9 tons
1 wagon from P. J. J. J.	- 9 tons
1 wagon from MONTESANO	- 9 tons

to load 6 days a week for 30 days - destination NAPLES.

Service for above to commence 31 Dec 43

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

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

4. FORM OF AUTHORIZATION FOR MOVEMENT.

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

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

29 DEC 1943

- 3 -

4. FORM OF AUTHORIZATION FOR MOVEMENT (Contd.)

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

5. LOADING AND UNLOADING OF RAILWAY WAGONS.

Maj. Fischer (J/COT) again emphasized that it must be clearly pointed out to civilian consignors and consignees that railway trucks must be loaded and unloaded with the utmost speed, and not used as warehouses.

6.

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

DISTRIBUTION:

AFHQ (4)
 NTS Adv
 HQ. ACC (Brindisi) (6)
 HQ. AMG (6)
 HQ. JG 15 Army Group (3)
 JG 15 Army Group (Supplies) Naples (6)
 HQ No 2 District (2)
 Commanding General, F.E.S. (2)
 Mv East Italy (2)
 Mv West Italy
 Mv Reggio
 Mv Railroad Sub-area
 Mv 15 Army Group
 Transportation Officer, F.E.S.
 MEDDO (2)
 D.G.M.F.S (2)
 Internal Transportation Sub-Commission, ACC
 Shipping Sub-Commission, ACC (2)
 ACC Transportation Officer, C/7 Mv Railroad Sub-area
 Mv East Italy
 Mv West Italy
 Mv Reggio (Calabria)
 Undersecretary of State, Italian Railroads and Highways

CORRECTIONS TO:

TRANSPORTATION SUB-COMMITTEE MEETING 23 DEC 45.

Bids submitted for period commencing 31 Dec 45.

Ref. No.	By	FROM	TO	Commodity	How packed	Tons	Dates within Movement from Movement to		Quantities
							Comm.	Finish	and
1	15 Army Gr.	BARCELONA	NAPLES	Olive Oil	Tanks or drums	332	30Dec.		
3	do	BARCELONA	MINORCA, LUCERNA, CERRIGUOLA, SAN SILVERO, ORTIGUERA	Chemical Fertilisers	Bagged	900	30Dec.	31Jan	200 tons
3	do	BARCELONA	CERRIGUOLA, PORTOFINO, SAN SILVERO	Tractor and Transport Fuel	Barrelled or loose if tankers available	450	30Dec.		as much as
4	do	BARCELONA	SALERNO, PORTOFINO, BRINDISI, TARANTO, COSENZA	Chemical Fertilisers (Superphosphates)	Paper Bagged	6700	30Dec.	Early Feb	
4	do	PORTOFINO	SALERNO, POTENZA, BRINDISI, TARANTO, COSENZA	do	do	do			
6	do	SAN VITO, TARANTO	NAPLES, NAPLES	Oil	2 Tankers, 6 Tankers	27, 70	Loaded now	do	
7	do	LACONEGRO, MONTELEONE, -SCULO, LATEA, SICIGLIANO, COMITUSI, MONTECASSINO	NAPLES, do, do, do, do, do, do	Charcoal	Bagged	270, 670, 940, 130, 130, 130	30Dec	31Jan	1 wagon, 3 do, 2 do, 1 do, 1 do, 1 do

AIRELLA "A"

~~inclusion of~~
~~SUB-Committee~~

29 Dec 1843

5

Col. Demaree Room to 43

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

Our reference : ACC Tn/10/16

Date : 9 Feb 44.

TO : DISTRIBUTION (see below).

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

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

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

DISTRIBUTION.

AFHQ PMAF
 MGS Adv., Naples
 Main HQ., ACC., Naples
 HQ., ACC., (Brindisi detachment).
 HQ., ACC., (Salerno detachment).
 HQ., ACC., (Pear detachment).
 Commanding General P.B.S., Naples
 Economic Section, Main HQ., ACC., Naples
 HQ., Region 2 Latere
 HQ., Region 3 Naples
 HQ., Region 4 Naples
 Transportation Officer, I.B.S., Naples
 ACC Transportation Officer, c/o HQ., Region 3 (2)
 Attached D.G.M.R.S. Naples
 c/o Mov Foggia (2)
 c/o HQ., Region 2
 c/o Mov Reggio
 c/o Mov E. Italy, Bari (2)
 c/o HQ., ACC (Brindisi detachment)

SUBJECT : Amendment to A/V. ACC. Echelon, AFHQ Administrative Instruction
No. 14 dated 6 Dec 43.

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

DISTRIBUTION.

AFHQ HQAF
MGS Adv., Naples
Main HQ., ACC., Naples
HQ., ACC., (Brindisi detachment).
HQ., ACC., (Salerno detachment).
HQ., ACC., (Rear detachment).
Commanding General P.B.S., Naples
Economic Section, Main HQ., ACC., Naples
HQ., Region 2 Matera
HQ., Region 3 Naples
HQ., Region 4 Naples
Transportation Officer, P.B.S., Naples
ACC Transportation Office, c/o HQ., Region 3 (2)
Attached D.G.M.R.S., Naples
c/o Mov Reggio (2)
c/o HQ., Region 2
c/o Mov Reggio
c/o Mov E. Italy, Bari (2)
c/o HQ., ACC (Brindisi detachment)

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

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Nov. 1911.
 " Feast Italy.
 " Feast Italy.
 " Room 5th Army.
 " Toronto.
 " Exhibition.
 " Bed.
 " Corlette.
 " Regio.
 " R.H. Gibson.
 " Taylor.
 " Squire.

Major-General.
Deputy Chief Administrative Officer.

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Tn. Adriatic Base Area (Part)
 HQ 241 Group RAF
 NCIC Combined HQ, Mexico.
 ACA HQ, INWLT
 DCAG
 ADC

Minutes of FOURTH Meeting
of the
Transportation Sub-Committee
held at AFHQ Adv. Adm. Ecn. at
1430 hours on 24 Jan 44.

Reference : ACC TSC/3/16

Date : 26 Jan 44.

Present:

Brig. R.W.L. Fellowes (DQMG (M) in the chair).

AFHQ Adv. Adm. Ecn. (G. Mor).
S/Capt. G. Flaws (Rail)
S/Capt. R.E. Black (Shipping)

D/COT
Major Max Fischer
Major E.P. Gaskell

D.G.M.R.S.
Lt. Col. C.G. Scheuble

WGS(Adv).
Lt. B.M. Shanley

Internal Transportation Sub-Commission, ACC.

Col. S.A. Fitch
Lt. Col. C.G. Brown
Lt. Col. L.E. Vining

Economic Section, H.Q., ACC.
Mr. A.L. Villa

AMG 15 Army Group.
Capt. K.J. Curran

Undersecretary of State for
Italian Railways and Highways.
(Absent through illness)

20. MINUTES OF PREVIOUS MEETING.
Confirmed.

21. REPORT ON SALT POSITION (MINUTE 16(b)).

This report was received and dealt with at the Transportation Committee Meeting 24 Jan 44 (Minute 20).

22. CONSIDERATION OF BIDS.

(a) Details of bids accepted are shown on Appendix "4"

(b) Bid - Fertiliser, Cancellio - Benevento 400 tons.

Brig. Fellowes pointed out that there was a heavy back-log of operational traffic on this line. Urgency of getting fertiliser moved was appreciated.

AGREED: that Brig. Fellowes would refer the matter to the DQMG. If rail transport was impossible, then road transport would have to be considered.

23. INCREASE IN CIVILIAN TRAFFIC.

Lt. Col. Scheuble expressed concern at the increase in civilian traffic and recommended more rigid control of traffic on the Basic Schedule of Trains.

Brig. Fellowes pointed out that absolute control of loading, at present, was impossible owing to lack of communications. Should civil traffic exceed the capacity available, then the priority bids traffic as passed by this Committee must be given preference. "Stop" would have to be imposed as necessary if loadings exceeded capacity to move.

When asked the capacity of such trains, Lt. Col. Scheuble replied approximately 250 nett tons. Colonel Fitch suggested that authorised traffic should not at present

AFHQ Adv. Adm. Ech. (G. Mex).
S/Capt. G. Pléws (Rail)
S/Capt. R.H. Black (Shipping)

Internal Transportation Sub-Commission, ACC.
Col. S.A. Fitch
Lt. Col. C.C. Brown
Lt. Col. L.E. Vining

D/COF
Major Max Fischer
Major E.P. Gaskell

Economic Section, H.Q., ACC.
Mr. A.L. Villa
AMC 15 Army Group.
Capt. K.J. Curran

WOS(Adv).
Lt. E.M. Shanley

Undersecretary of State for
Italian Railways and Highways.
(Absent through illness)

20. MINUTES OF PREVIOUS MEETING.
Confirmed.

21. REPORT ON SALT POSITION (MINUTE 16(b)).
This report was received and dealt with at the Transportation Committee Meeting 24 Jan 44 (Minute 20).

22. CONSIDERATION OF BIDS.

- (a) Details of bids accepted are shown on Appendix "A"
- (b) Bid - Fertiliser, Cancellio - Benevento 1400 tons.
Brig. Fellowes pointed out that there was a heavy back-log of operational traffic on this line. Urgency of getting fertiliser moved was appreciated.

AGREED: that Brig. Fellowes would refer the matter to the DCAO. If rail transport was impossible, then road transport would have to be considered.

23. INCREASE IN CIVILIAN TRAFFIC.

Lt. Col. Scheuble expressed concern at the increase in civilian traffic and recommended more rigid control of traffic on the Basic Schedule of Trains.
Brig. Fellowes pointed out that absolute control of loading, at present, was impossible owing to lack of communications. Should civil traffic exceed the capacity available, then the priority bids traffic as passed by this Committee must be given preference. "Stop" would have to be imposed as necessary if loadings exceeded capacity to move.
When asked the capacity of such trains, Lt. Col. Scheuble replied approximately 250 nett tons. Colonel Fitch suggested that authorised traffic should not at present exceed that figure.
It was noted that the Italian Railway Authorities must be responsible for the regulation of loading of low priority authorised civil traffic and for ensuring that such traffic was not loaded until it could be despatched without delay.
AGREED: D.G.M.R.S. express this upon Gen. di Raimondo and urge him to make every effort to improve railway communications.

24. UNDERSECRETARY OF STATE FOR ITALIAN RAILWAYS AND HIGHWAYS.

The Chairman expressed regret that this representative was ~~338~~³³⁸⁷ through illness.

25. NEXT MEETING OF TRANSPORTATION SUB-COMMITTEE.

AGREED: be held at AFHQ Adv. Adm. Ech. on 3 Feb 44 at 1430 hours.

DISTRIBUTION:

AFHQ, BNAF
 MOS Adv., Naples (3)
 HQ., ACC (Brindisi) (3)
 HQ., AMU Naples (4)
 HQ., No. 2 District (2)
 Commanding General, PBS (2)
 Economic Section, ACC.
 Region 2
 Region 3
 Region 4
 Region 6

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

Mov E Italy
 Mov W Italy
 Mov Taranto
 Mov Bari
 Mov Barletta
 Mov Brindisi
 Mov Reggio
 Mov Foggia
 Mov Railhead Sub-Area (Termoli)
 Mov Rear 3 Army
 Mov Main 3 Army
 Mov Grotone
 Mov Torre Annunziata
 Mov Castellammare
 Mov Naples
 Mov Salerno
 Mov A.C.M.F.

Transportation Officer, P.E.S. Naples
 Coal Section, AFHQ Adv. Adm. Ech., Naples
 Petroleum Section, AFHQ Adv. Adm. Ech., Naples
 MEDBO, Naples

D.G.M.R.S., Naples (4)
 Internal Transportation Sub-Commission, ACC.
 Shipping Sub-Commission, ACC, Naples (2)
 ACC Transportation Officer, C/o Mov. Railhead Sub-Area (Termoli)
 Mov. East Italy
 Mov. West Italy
 Mov. Reggio (Calabria)
 Region 2 (Matera)
 Region 3 (Naples)
 Undersecretary of State for Italian Railways and Highways, Naples.

COPIES TO:

AFHQ Adv. Adm. Ech. D.C.A.O. D.Q.M.G.(M) (4)
 D.D.C.A.O. D/COT (2)
 Q. (6) D.D.Tm.

Economic Section, ACC.

Region 2
Region 3
Region 4
Region 6

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

Mov E Italy
Mov W Italy
Mov Taranto
Mov Bari
Mov Barletta
Mov Brindisi
Mov Reggio
Mov Foggia
Mov Railhead Sub-Area (Termoli)
Mov Rear 8 Army
Mov Main 8 Army
Mov Grotone
Mov Torre Annunziata
Mov Castellammare
Mov Naples
Mov Salerno
Mov A.C.M.F.

Transportation Officer, P.E.S. Naples
Coal Section, AFHQ Adv. Adm. Ech., Naples
Petroleum Section, AFHQ Adv. Adm. Ech., Naples
MEDBC, Naples

D.C.M.R.S., Naples (4)
Internal Transportation Sub-Commission, ACC.
Shipping Sub-Commission, ACC, Naples (2)
ACC Transportation Officer, C/o Mov. Railhead Sub-Area (Termoli)
Mov. East Italy
Mov. West Italy
Mov. Reggio (Calabria)
Region 2 (Matera)
Region 3 (Naples)

Undersecretary of State for Italian Railways and Highways, Naples.

COPIES TO:

<u>AFHQ Adv. Adm. Ech.</u>	D.C.A.O.	D.Q.M.G.(M)	(4)
	D.D.C.A.O.	E/COT	(2)
	Q.	D.D.Tn.	
	G4		

HQ., A.C.M.F.
HQ., 6th Army
Commanding General, 5th Army
ACC Transportation Sub-Commission Liaison Officer, HQ., ACC BRINDISI (3)
Region I (Sicily) (2)
Lt. Col. Lindberg (Int. Tr. S.C. representative at AMG Palermo) (2)
AMG., HQ 6th Army
AMG., HQ 5th Army

TRANSPORTATION SUB-COMMITTEE MEETING 24 JAN 44.
 Bids accepted for period commencing 30 Jan 44.
 All movements will be made by civil freight trains.

Ref No.	Bids made by	FROM	TO	Commodity	How packed	Tons	Date of Move Comm. Finish.	Quantity for Movement daily	
8	AMG 15 Army Gp.	CANCELLO	BENEVENTO	Fertilizer	Bagged	400			See
55	H.Q., ACC.	BARI	NAPLES	Olive Oil	Tank Cars	422	30 Jan 9 Feb	2 Tank Cars	Ext Bas pre
60	AMG 15 Army Gp.	ORIA	NAPLES	Dried Figs	Bagged	40	5 Feb 5 Feb	4 Cars	To ili
63	H.Q., ACC.	NAPLES	SALERNO	Clothing	Baled	30	30 Jan 30 Jan	4 Cars	Des
64	do.	NAPLES	POTENZA	do.	do.	14	31 Jan 31 Jan	2 Cars	
65	do.	NAPLES	COSENZA	do.	do.	19	31 Jan 31 Jan	2 Cars	
66	do.	NAPLES	MATERA	do.	do.	7	1 Feb 1 Feb	1 Car	
67	do.	NAPLES	CATANZARO	do.	do.	20	1 Feb 1 Feb	2 Cars	
68	H.Q., ACC.	FORENZA	BARI	Charcoal	?	1500			Col Int is wag un
69	do.	POTENZA	BARI	do.		1000			

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TRANSPORTATION SUB-COMMITTEE MEETING 24 JAN 44.
 Bids accepted for period commencing 30 Jan 44.
 All movements will be made by civil freight trains.

APPENDIX "A"
 Minute 22.

	TO	Commodity	How packed	Tons	Date of Move Comm. Finish.	Quantity for Movement daily	Remarks
							See Minute 22 (b)
LIO	BENEVENTO	Fertilizer	Bagged	400			
	NAPLES	Olive Oil	Tank Cars	422	30 Jan 9 Feb	2 Tank Cars	Extra Cars may be despatched on Basic Schedule of Trains if practicable
	NAPLES	Dried Figs	Bagged	40	5 Feb 5 Feb	4 Cars	To connect with Bari Naples Civ- ilian freight at Taranto.
S	SALERNO	Clothing	Baled	30	30 Jan 30 Jan	4 Cars	Despatch on Naples Bari Civilian Freight.
S	POTENZA	do.	do.	14	31 Jan 31 Jan	2 Cars	
S	COSENZA	do.	do.	19	31 Jan 31 Jan	2 Cars	
S	MATERA	do.	do.	7	1 Feb 1 Feb	1 Car	
S	CATANZARO	do.	do.	20	1 Feb 1 Feb	2 Cars	
ZA	BARI	Charcoal	?	1500			Col. Murphey H.Q., ACC to advise Internal Transportation Sub-Comm- ission exact loading Stations, wagon daily requirements & unloading capacity at Bari
ZA	BARI	do.		1000			

Minutes of the THIRD Meeting of the Transportation
Committee held at AFHQ Adv. Adm. Ech.
at 1100 hours on 24 Jan 44.

Reference : ACC/TC/2/4.
Date : 26 Jan 44.

PRESENT:

Erig. R.W.L. Fellowes D.Q.M.G. (M) in the chair.

AFHQ Adv. Adm. Ech. 2 (M).
Major C.E. Thomson (Rail)
S/Capt R.H. Black (Shipping)

L/COT.

Major Max Fischer
Major L.D. Smart

AFHQ S. (Adv.)
Lt.Col. A.L. Henderson

AFHQ L.
Col G.D. Murphy

AFHQ L. 15 Army Group.
Capt K.J. Curran

Internal Transportation Sub-Commission, ACC.

Col S.A. Fitch
Lt.Col G.C. Brown
Lt.Col L.E. Vining

Shipping Sub-Commission & MEDBO

Mr L.C. Hogarth

DMERS.

Col C.F. Dougherty
Lt.Col C.C. Scheuble

Coal Section, AFHQ Adv. Adm. Ech.
Lt.Col H.M. Walker

Undersecretary of State for Italian
Railways and Highways.
Absent through illness.

Also present : Lt.Col L.R. Hulls, Refugee Branch, AMG.

18. MINUTES OF PREVIOUS MEETING.
Confirmed.

19. MINUTES OF TRANSPORTATION SUB-COMMITTEE HELD ON 3rd AND 13 JAN 44.
Approved.

20. SALT FROM BARI.

(a) Minute 16 of Minutes of Transportation Sub-Committee.
Reference was made to the Salt question. Capt. Black (Mov. Shipping) stated
that the "Campadoglio" should be in Barletta today and space for loading
2000 tons of Salt would be available. Col Murphy expressed appreciation
at the way the shipping and rail arrangements had been made and said he had
to confer with Col Evans to determine whether labour and transport was available
at Reggio before definitely stating that the "Campadoglio" would discharge 800
tons of Salt at that port, before bringing remaining 2200 tons to Naples.

PRESENT:

Brig. F.W.L. Followes D.Q.M.G. (M) in the chair.

AFHQ. Adv. Sec. Rep. R. (M).
Major G.L. Thomson (Rail)
S/Capt R.H. Black (Shipping)

L/COR.
Major Max Fischer
Major L.D. Smart

Lt. Col. A.L. Henderson.

EC... 1001.
Col G.D. Murphy

NO. 1001 15 Army Group.
Capt R.J. Wilson

Internal Transportation Sub-Commission, ACC.
Col S.A. Fitch
Lt. Col C.C. Brown
Lt. Col L.E. Vining

Shipping Sub-Commission & MEDCO
Mr A.O. Hogarth

DMRS.
Col C.F. Dougherty
Lt. Col C.C. Scheuble

Coal Section, AFHQ. Adv. Sec. Ech.
Lt. Col R.M. Walker

Undersecretary of State for Italian
Highways and Highways.
Absent through illness.

Also present : Lt. Col L.R. Halls, Refugee Branch, AMG.

18. MINUTES OF PREVIOUS MEETING.
Confirmed.

19. MINUTES OF MEETINGS OF TRANSPORTATION SUB-COMMITTEE HELD ON 3rd AND 13 JAN 44.
Approved.

20. SALT FROM BARLETTA.

(a) Minute 16 of Minutes of Transportation Sub-Committee. Reference was made to the Salt question. Capt. Black (Mov. Shipping) stated that the "Campadoglio" should be in Barletta today and space for loading 3000 tons of salt would be available. Col Murphy expressed appreciation at the way the shipping and rail arrangements had been made and said he had to confer with Col Evans to determine whether labour and transport was available at Reggio before definitely stating that the "Campadoglio" would discharge 800 tons of salt at that port, before bringing remaining 2200 tons to Naples.

(b) Brig. Followes pointed out that flour was being discharged at Reggio and enquiries should be made whether flour and salt could be accepted in the port at the same time.

(c) Capt. Cronin (1st 15 Army Group) reported that the Italian Ministry of Supply agreed the salt ration now at 500 grammes might be cut to 300 grammes per person per month. This meant that 1400 tons per month would be sufficient for Naples. Present stocks amounted to 700 tons; 3,300 tons loaded in schooners for Naples, 1700 tons, and "Campadoglio" salt, (less Reggio 800 tons,) 2200 tons, making a total of 4000 tons. This amount of salt would be sufficient until the first week of April.

Brig. Followes suggested that the salt reserve be maintained by monthly shipments.

20. SALT FROM SARDINIA (Cont'd).

(d) Capt Curran said pre-war salt was obtainable from Sardinia in large quantities. The present objection to salt from Sardinia was that it had to be purchased by the Italian Government while the salt mines at St Margherita were State owned.

COMMENTS:-

(i) to recommend to AB/ACC that salt be obtained from Sardinia instead of St Margherita, thereby economising appreciably in shipping and rail transport. AB/ACC to be requested to investigate and report in time for next Meeting.

(ii) meanwhile, arrangements to be made for 1500 tons of salt per month to be moved from St. Margherita to Naples area.

21. CIVILIAN MAILS ON MILITARY TRAINS.

Reference Minute 13(b) of the Meeting of the Transportation Sub-Committee.

Col Fitch expressed the disappointment of AB/ACC that "Movements" could not accept Civilian Mail on Military Trains. He emphasised advantages of an improved parcel service and pointed out that a separate van was not requested, but that permission was sought to use any convenient vacant space, the Postal authorities being made responsible for providing guards throughout as necessary.

Brig Bellows stated that it was not practicable to carry odd consignments of civil mail on military trains owing to risk of pilferage. Should, however, the military train be cancelled by the Military at any time, a special van for parcels would be attached to the Military train. This must be staffed by civilian postal employees and guarded by Italian police.

AGREED that the possibility of attaching a civil mail van to the bi-weekly military train via Benevento be received at the next meeting.

22. BASIC SCHEDULE OF TRAINS.

Brig Bellows read and suggested additions and cancellations. Agreed amendments are incorporated in revised schedule at appendix "A".

23. INTERNEES AND DISPLACED PERSONS.

Reference Minute 13 of previous meeting.

Lt.Col. Halls, Refugee Branch AB explained the functions of his branch which included the movement and feeding of refugees from Battle, I of C and Naples areas to the South of King's Italy and was responsible for the refugees until handed over to the Internees and Displaced Persons Sub-Commission, ACC.

He stated there were camps at Aversa and Naples with 650 refugees in each, for whom transportation to Britain and Lagonero was required. He suggested that the bi-weekly civilian train from Naples should be used more extensively for transportation of civilians.

Brig Bellows suggested that special train arrangements would be

21. CIVILIAN MALES ON MILITARY TRAINS.

Reference Minute 10(b) of the Meeting of the Transportation Sub-

Committee.

Col Fitch expressed the disappointment of JMB/ACC that "Movements" could not accept civilian males on Military Trains. He emphasized advantages of an improved postal service and pointed out that a separate van was not requested, but that permission was sought to use any convenient vacant space, the Postal authorities being made responsible for providing guards throughout as necessary.

Brig Bellows stated that it was not practicable to carry odd consignments of civilian males on military trains owing to risk of pilferage. Should, however, the civilian train be cancelled by the Military at any time, a special van for males would be attached to the Military train. This must be staffed by civilian postal employees and guarded by Italian police.

ACC stated that the possibility of attaching a civil mail van to the bi-weekly military train was to be received at the next meeting.

22. BASIC SCHEDULE OF TRAINS.

Brig Bellows read out suggested additions and cancellations. Agreed amendments are incorporated in revised schedule at Appendix "A".

23. INTERMITTENT AND DISPLACED PERSONS.

Reference Minute 15 of previous meeting.

Lt. Col. Halls, Refugee Branch ACC explained the functions of his branch which included the movement and feeding of refugees from Battia, I of C and Naples areas to the South or King's Italy and was responsible for the refugees until handed over to the Internment and Displaced Persons Sub-Commission, ACC.

He stated there were camps at Aversa and Naples with 650 refugees in each, for whom transportation to Potenza and Legnogra was required. He suggested that the bi-weekly civilian train from Naples should be used more extensively for transportation of civilians.

Brig Bellows suggested that special train arrangements would be necessary and that entrainment be made at Aversa. Col Scheuble explained the difficulty of trenching at Naples and Lt Col Halls explained that he had no difficulty in securing transport by returning empties to convey them into Naples. Baggage amounted to 30 to 40 kilos each.

Brig Bellows, after consultation with Col Dougherty stated that as this was a military problem, "Intermittent" (Int) and TN (A) should deal with the transport question direct with the Refugee Branch.

ACC (1) then moved and would make necessary arrangements for present and future refugee traffic direct with the Refugee Branch.
(ii) that bi-weekly civilian train was not intended for this type of refugee traffic.

- 3 -

24. SHIPPING SUB-COMMISSION.

Reference Minute 13 of previous meeting.

Brig Fall was welcomed Mr Hogarth (AMDEO).

Mr. Hogarth said that the Shipping Sub-Commission had been taken over by AMDEO and that Mr. Campbell and Mr. Niccoli had been appointed representatives in Italy.

He explained that the organisation was not yet complete. A number of officers will be posted to AMDEO; they will be stationed at Bari, Naples etc., to see that schooners carry out the programme laid down.

AGREED to continue present procedure whereby bids for shipping are dealt with through the Internal Transportation Sub-Commission.

25. BASIC SCHEDULE OF EAST COAST COASTWISE SHIPPING.

Reference Minute 14 of previous meeting.

Col Murphy HQ ACC stated that proposals were not yet ready.

26. UNDERSECRETARY OF STATE FOR ITALIAN RAILWAYS AND HIGHWAYS.

Brig Fellows expressed regret at the absence of Gen di Raimondo and hoped he would attend future meetings of this Committee.

27. NEXT MEETING OF TRANSPORTATION COMMITTEE.

Brig Fellows suggested that, as the Transportation Sub-Committee meetings were held every 10 days to consider civilian bids, it would be sufficient for the Transportation Committee to meet on the last Monday of every month.

AGREED that the Transportation Committee meet on the last Monday of every month.

Next Meeting to be held at FHQ 137. 14th. Feb. at 1030 hours on Monday 28 Feb 44.

Brig Fellows welcomed Mr. Hegerth (AMDEO).

Mr. Hegerth said that the Shipping Sub-Commission had been taken over by MEDPO and that Mr. Campbell and Mr. Nicoll had been appointed representatives in Italy.

He explained that the organization was not yet complete. A number of officers will be posted to MEDPO; they will be stationed at Bari, Naples etc., to see that seagoers carry out the programme laid down.

AGREED to continue present procedure whereby bids for shipping are dealt with through the Internal Transportation Sub-Committee.

25. BASIC SCHEDULE OF EAST COAST COASTWISE SHIPPING.
Reference Minute 14 of previous meeting.

Col Murphy HQ AGC stated that proposals were not yet ready.

26. UNDERSECRETARY OF STATE FOR ITALIAN RAILWAYS AND HIGHWAYS.

Brig Fellows expressed regret at the absence of Gen di Raimondo and hoped he would attend future meetings of this Committee.

27. NEXT MEETING OF TRANSPORTATION COMMITTEE.

Brig Fellows suggested that, as the Transportation Sub-Committee meetings were held every 10 days to consider civilian bids, it would be sufficient for the Transportation Committee to meet on the last Monday of every month.

AGREED that the Transportation Committee meet on the last Monday of every month.

Next Meeting to be held at JFHQ, Adv. Adm. Ech. at 1030 hours on Monday 28 Feb 44.

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DISTRIBUTION:

AFHQ, ENAF
 MGS Adv., Naples (3)
 HQ, ACC (Brindisi) (3)
 HQ, AM Naples (4)
 HQ, No. 2 District (2)
 Commanding General, PBS (2)
 Economic Section, ACC.
 Region 2
 Region 3
 Region 4
 Region 6

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

Mov E Italy
 Mov W Italy
 Mov Taranto
 Mov Bari
 Mov Barletta
 Mov Brindisi
 Mov Reggio
 Mov Foggia
 Mov Railroad Sub-Area (Termoli)
 Mov Rear 8 Army
 Mov Main 8 Army
 Mov Grotone
 Mov Torre Annunziata
 Mov Castellammare
 Mov Naples
 Mov Salerno
 Mov A.C.M.F.

Transportation Officer, P.B.S. Naples
 Coal Section, AFHQ Adv. Adm. Ech., Naples
 Petroleum Section, AFHQ Adv. Adm. Ech., Naples
 MEDBO, Naples
 D.C.M.R.S., Naples (4)
 Internal Transportation Sub-Commission, ACC.
 Shipping Sub-Commission, ACC, Naples (2)
 ACC Transportation Officer, C/o Mov. Railroad Sub-Area (Termoli)

Mov. East Italy
 Mov. West Italy
 Mov. Reggio (Calabria)
 Region 2 (Matera)
 Region 3 (Naples)

Undersecretary of State for Italian Railways and Highways, Naples.

COPIES TO:

AFHQ Adv. Adm. Ech. D.C.A.O. D.C.M.G. (M) (4)
 D.D.C.A.O. D/COT (2)
 Q. (6) D.D.Tr.

Region 2
Region 3
Region 4
Region 6

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

Mov E Italy
Mov W Italy
Mov Taranto
Mov Bari
Mov Barletta
Mov Brindisi
Mov Reggio
Mov Foggia
Mov Railroad Sub-Area (Termoli)
Mov Rear 3 Army
Mov Main 5 Army
Mov Grotone
Mov Torre Annunziata
Mov Castellomare
Mov Naples
Mov Salerno
Mov A.C.M.F.

Transportation Officer, P.E.S. Naples
Coal Section, AFHQ Adv. Adm. Ech., Naples
Petroleum Section, AFHQ Adv. Adm. Ech., Naples
MEDCO, Naples

D.G.M.R.S., Naples (4)

Internal Transportation Sub-Commission, ACC.

Shipping Sub-Commission, ACC, Naples (2)

ACC Transportation Officer, C/o Mov. Railroad Sub-Area (Termoli)

Mov. East Italy
Mov. West Italy
Mov. Reggio (Calabria)
Region 2 (Matera)
Region 3 (Naples)

Undersecretary of State for Italian Railways and Highways, Naples.

COPIES TO:

AFHQ Adv. Adm. Ech.

D.O.A.O.
D.D.C.A.O.
Q. (6)
G4

D.Q.M.G. (H) (4)
D/COT (2)
D.D.Tm.

HQ., A.C.M.F.

HQ., 5th Army

Commanding General, 5th Army

ACC Transportation Sub-Commission Liaison Officer, HQ., ACC BRINDISI (3)
Region I (Sicily) (2)

Lt. Col. Lindberg (Int. Tm.S.C. representative at AMG Palermo) (2)

AMG., HQ 5th Army

AMG., HQ 5th Army

APPENDIX "A"

REVISED BASIC SCHEDULE OF TRAINS FOR CIVILIAN REQUIREMENTS.

Section of Railroad	PASSENGER (each way)	FREIGHT (each way)	MIXED (each way)
NAPLES-POTENZA-TARANTO - BRINDISI-BARI	Bi-weekly	One daily	one daily
BARI-BARLETTA			
BARI-GIOIA	One daily		
BARI-TARANTO via GIOIA			One daily
BARI-BRINDISI			One daily
BRINDISI-LECCE			one daily
MELFI-POTENZA			Tri-weekly
SICIGIANO-LAGONEGRO			Tri-weekly
AVELLINO-NOCIERA			* Bi-weekly
CASTELLAMARE-STABIANO -) TORRE ANNUNZIATA))	1 3rd. class coach Three Round Trips daily		
CATANZARO MARINA-CATANZARO-SALA 2 Round Trips daily			
CATANZARO MARINA-SAN EUFEMIA			x Tri-weekly
SAN EUFEMIA-BATTIPAGLIA			Tri-weekly
REGGIO-CATANZARO-METAPONTO- TARANTO		One daily	Tri-weekly
REGGIO-PALMI			One daily
SIBARI-PAOLA			x Tri-weekly
SUD EST STANDARD GAUGE SYSTEM	Two daily	One daily	
SECONDARY LINES METRE GAUGE BARI-MATERA	One daily	Three daily	
BARI-TORITTO	One daily		
ALTAMURA-GRAVINA			Two daily
POTENZA-AVIGLIANO			Two daily
POTENZA-CAVELLO			Tri-weekly

BARI-TARANTO via GIOIA	One daily
BARI-BRINDISI	One daily
BRINDISI-LECCE	One daily
NELFI-POTENZA	Tri-weekly
SIGNANO-LAGONEGRO	Tri-weekly
AVELLINO-NOCIERA	* Bi-weekly
CASTELLAMARE-STABIA	1 3rd. class coach Three Round Trips daily
TORRE ANNUNZIATA	
CATANZARO MARINA-CATANZARO-SALA 2 Round Trips daily	x Tri-weekly
CATANZARO MARINA-SAN EUFEMIA	Tri-weekly
SAN EUFEMIA-BATTIPAGLIA	
REGGIO-CATANZARO-METAPONTO-TARANTO	One daily
REGGIO-PAIMI	One daily
SIBARI-PAOLA	x Tri-weekly
SUD EST STANDARD GAUGE SYSTEM	One daily
SECONDARY LINES METRE GAUGE	
BARI-MATERA	Three daily
BARI-TORITO	One daily
ALTAMURA-GRAVINA	Two daily
POTENZA-AVIGLIANO	Two daily
POTENZA-CAVELLO	Tri-weekly
ATENA-MARSICO-NUOVO	Tri-weekly
LAGONEGRO-SPEZZANO	One daily

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NOTES:

* Service to connect with the NAPLES-TARANTO-BRINDISI-BARI bi-weekly train both ways.

x Services to connect with both East and West coast Tri-weekly trains, i.e. SAN EUFEMIA and REGGIO TARANTO.

27 Jan 1944

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Cue Document
File 24 Jan 1944

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

Our reference : ACC/TC/2/3

Date : 22 Jan 44.

THIRD MEETING
of the
Transportation Committee
to be held in the Conference Room at
AFHQ Adv. Adm. Ech. at 1100 hours
24 Jan 44.

Seen:- Capt. Stone ✓
Col. D. [Signature]
Capt. S. [Signature]

A G E N D A

1. Confirm Minutes of the previous Meeting.
2. Approve Minutes of the Transportation Sub-Committee meeting held 13 Jan 44.
3. Consider additions or cancellations of trains in Basic Schedule shown in Appendix "A" of Transportation Committee Meeting Minutes of Meeting held on 23 Dec 43, and amendments per Minute 10 of Minutes of Second Meeting.
4. Reconsider Italian State Railway proposals Minute 10 (b) and (c) of previous meeting.
5. Reconsider Minute 14 of previous meeting.
6. Any other business.
7. Fix date of next meeting.

Received 23 Jan 44

H. J. Richmond Major,
Secretary,
Transportation Committee.

Transportation Sub-Commission
Deuscher
 17 JAN 1944
 2207

3rd Meeting

Minutes of THIRD Meeting of the
 Transportation Sub-Committee
 held at AFHQ Adv. Adm. Ech. at
 1430 hours on 13 Jan 44.

Reference : AOC/TSC/3/9

Date : 14 Jan 44.

Subject: To consider "Bids" for civil traffic, period
 20 Jan 44 to 27 Jan 44.

Present:

Col. S.A. Fitch, Internal Transportation Sub-Commission, AOC
 in the chair.

AFHQ Adv. Adm. Ech. Q(M).
 S/Capt G. Plews (Rail)
 S/Capt R.H. Black (Shipping)

D/COT and PBS.
 Major Max Fischer
 Major E.P. Gaskell

D.G.M.R.S.
 Col. C.F. Dougherty
 Lt.Col. C.C. Scheuble

M.G.S. (Adv).
 Lt.Col. A.I. Henderson

Internal Transportation Sub-Commission, AOC.
 Lt.Col. L.E. Vining
 Lt.Col. C.C. Brown

Shipping Sub-Commission.
 (Not represented)

AMG 15 Army Group.
 Capt. K.J. Curran

Undersecretary of State for Italian
 Railways and Highways.
 Sig. Ing. V. Pomarici

13. ABSENCE OF CHAIRMAN.

In absence of Brig Fellowes, Capt Plews representing Movements, AFHQ
 Advanced Administrative Echelon, requested the Sub-Committee to appoint Col.
 S.A. Fitch as Chairman.

AGREED.

14. MINUTES OF PREVIOUS MEETING.

Confirmed, subject to amendment shown in Minute 15 hereof.

15. AMENDMENT TO MINUTE 9 (a) line 6 (Salt from Barletta)

(a) The sentence "Major Fischer said U.S. Transportation would supply

1692
Date 14 Jan 44.
Subject: To consider "Bids" for civil traffic, period
20 Jan 44 to 27 Jan 44.

Present:

Col. S.A. Fitch, Internal Transportation Sub-Commission, ACC
in the chair.

AFHQ Adv. Adm. Ech. 3(M).
S/Capt G. Flews (Rail)
S/Capt R.H. Black (Shipping)

D/COT and PES.

Major Max Fischer
Major E.P. Gaskell

D.G.M.R.S.

Col. C.F. Dougherty
Lt.Col. C.C. Scheuble

M.G.S. (Adv).

Lt.Col. A.I. Henderson

13. ABSENCE OF CHAIRMAN.

In absence of Brig Fellows, Capt Flews representing Movements, AFHQ
Advanced Administrative Echelon, requested the Sub-Committee to appoint Col.
S.A. Fitch as Chairman.

AGREET.

14. MINUTES OF PREVIOUS MEETING.

Confirmed, subject to amendment shown in Minute 15 hereof.

15. AMENDMENT TO MINUTE 9 (a) line 6 (Salt from Barletta)

(a) The sentence "Major Fischer said U.S. Transportation would supply
transport from Docks to warehouse at each port" should read "Major Fischer said
U.S. Transportation would not supply transport from Docks to warehouse at each
port, and it is the liability of ACC or AMG to provide or arrange for transport
and agree discharge with Port Commandant at each Port."

(b) Secretary to ensure that Col. Murphy's attention be called to
this amendment.

16. REPORT ON SALT CONSUMPTION AND EXISTING STOCKS.

Reference Minute 9 para (b). Capt. Curran presented further statistics.
It was not possible, however, to reach any definite conclusions on actual
requirements.

It appeared that for January, 1900 tons would suffice and for February
and March, 1800 tons each.

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16. REPORT ON SALT CONSUMPTION AND EXISTING STOCKS (Contd).

Existing stock was approximately 700 tons, and there were 200 tons awaiting unloading in the harbour, and 1500 tons en route, shipped by schooner in Nov. and Dec. It was uncertain when schooners would arrive.

Capt. Curran understood that a ship of 4000 tons would be arriving ex Brindisi at Bari and that authorization had ~~been~~ given for the loading of the salt. Capt Curran explained that the salt was located at Margherita de Savoie. Therefore, a 10 mile rail haulage of 40 wagons daily from St. Marguerita - Barletta would be required. Col. Dougherty said he could haul it providing it did not interfere with military movements. Capt. Plows considered it a difficult proposition at the moment.

AGREED

(a) That 'Movements' would investigate the position at Barletta both for Shipping and Rail.

(b) That Central Economic Committee should further investigate the position to establish actual requirements to meet essential needs.

(c) In the meantime the Bid of 2700 tons which was accepted at last meeting be cancelled.

(d) That an emergency bid would be accepted if the necessity arose before the enquiries referred to in (a) and (b) had been completed.

17. COLLATION OF BIDS.

The Chairman read out a draft minute to be included in the Transportation Sub-Committee Minutes of this meeting.

AGREED Minute be included as follows :

In view of the necessity for obtaining the prior approval of the appropriate representatives of the Central Economic Committee to all "bids" from other sources for movement of civil supplies, it was noted that Internal Transportation Sub-Committee will arrange for all such "bids" to be screened by the Central Economic Committee representatives before they are presented for consideration to the Transportation Sub-Committee.

This arrangement does not alter the existing procedure under which all "bids" are submitted through Internal Transportation Sub-Committee. It is essential, however, that "bids" reach Internal Transportation Sub-Committee by the date already agreed and earlier if possible.

18. CONSIDERATION OF BIDS.

(a) Details of Bids accepted are shown in Appendix "A".

(b) Appendix "B" shows details of Bid for transportation of civilian mails on military trains. Civilian mails are now carried on bi-weekly civilian trains between Naples and Bari serving important intermediate stations.

The Postal Service would be improved greatly if civilian mails could also be conveyed on the bi-weekly military trains on this route.

Savoie. Therefore, a 10 mile rail haulage of 40 wagons daily from St. Marguerite - Barletta would be required. Col. Dougherty said he could haul it providing it did not interfere with military movements. Capt. Plows considered it a difficult proposition at the moment.

AGREED

- (a) That 'Movements' would investigate the position at Barletta both for Shipping and Rail.
- (b) That Central Economic Committee should further investigate the position to establish actual requirements to meet essential needs.
- (c) In the meantime the bill of 2700 tons which was accepted at last meeting be cancelled.
- (d) That an emergency bid would be accepted if the necessity arose before the enquiry referred to in (c) and (b) had been completed.

17. COLLECTION OF BIDS.

The Chairman read out a draft minute to be included in the Transportation Sub-Committee Minutes of this meeting.

AGREED Minutes be included as follows :

In view of the necessity for obtaining the prior approval of the appropriate representatives of the Central Economic Committee to all "bids" from other sources for revenue, of civil supplies, it was noted that Internal Transportation Sub-Committee will arrange for all such "bids" to be screened by the Central Economic Committee representatives before they are presented for consideration to the Transportation Sub-Committee.

This arrangement does not alter the existing procedure under which all "bids" are submitted through Internal Transportation Sub-Committee. It is essential, however, that "bids" reach Internal Transportation Sub-Committee by the date already agreed and earlier if possible.

18. CONSIDERATION OF BIDS.

(a) Details of Bids accepted are shown in Appendix "A".

(b) Appendix "B" shows details of Bid for transportation of civilian mails on military trains. Civilian mails are now carried on bi-weekly civilian trains between Naples and Bari serving important intermediate stations.

The Postal Service would be improved greatly if civilian mails could also be conveyed on the bi-weekly military trains on this route.

It was fully recognized that no special van for civilian mails could be provided on the military trains and that it would be a case of using any suitable spare accommodation which might exist. Guards would have to be provided by the Civil Postal authorities.

The point was also made that an improved Postal Service would tend to reduce the number of civilians now demanding rail travel.

AGREED that proposal be considered further by "Movements" (British and U.S.) in time for next meeting.

19. NEXT MEETING OF TRANSPORTATION SUB-COMMITTEE.

AGREED be held at 2.15 p.m. on 24 January, 1944 at 1430 hours.

BEST COPY POSSIBLE

TRANSPORTATION SUB-COMMITTEE MEETING 13 JAN 44.
Bids accepted for period commencing 20 Jan 44.

APPENDIX
 (Minutes)

All movements will be made by Civil Freight Train except where otherwise stated.

Ref No.	Bids made by	FROM	TO	Commodity	How packed	TONS	Date of move Comm. Finish.	Quantities for Movement daily
15	Region II	FERANDINA	CATANZARO	Oats	Sacked	200	20Jan 25Jan	4 wagons
16	do	FISPICCI	COSENZA	Oats	do	500	20Jan 2Feb	4 wagons
17	do	MATERA	REGGIO	Oats	do	300	20Jan 30Jan	3 wagons
27	HQ., ACC.	BARLETTA	TARANTO	Salt	Bulk	85	20Jan 21Jan	4 wagons
28	AMG 15 Army Group	PORTICI	SCAFATI	Fertiliser	50 kilo sacks	200	21Jan 22Jan	10 wagons
29	do	PORTICI	NOCERA	Fertiliser	do	200	23Jan 24Jan	10 wagons
30	do	PORTICI	CAVA DEL TERRANI	Fertiliser	do	200	25Jan 26Jan	10 wagons
31	do do	CROTONE do	NAPLES do	(Sulphate of Ammonia)	Sacked do	1300 400	Approx 16Jan	
32	HQ., ACC do do do do do do do	TRIGGLIANO GRUMO BITONTO CANOSA DISCEGLIE BARI TRANI ANDRIA +	NAPLES NAPLES NAPLES NAPLES NAPLES NAPLES NAPLES	Olive Oil do do do do do do	Tank Cars do do do do do do do	47 15 105 30 45 103 30 60	As Tank Cars become available	2 Tank Cars

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TRANSPORTATION SUB-COMMITTEE MEETING 13 JAN 44.
Bids accepted for period commencing 20 Jan 44.

APPENDIX 'A'
(Minute 18(a))

All movements will be made by Civil Freight Train except where otherwise stated.

FROM	TO	Commodity	How packed	TONS	Date of move Comm. Finish.	Quantities for Movement daily	REMARKS.
FERANDINA	CATANZARO	Oats	Sacked	200	20Jan 25Jan	4 wagons	
PISFICCI	COSENZA	Oats	do	500	20Jan 2Feb	4 wagons	
MATERA	REGGIO	Oats	do	300	20Jan 30Jan	3 wagons	Transshipment at Bari from Narrow to Standard Gauge.
BARLETTA	TARANTO	Salt	Bulk	85	20Jan 21Jan	4 wagons	
PORTICI	SCAFATI	Fertiliser	50 kilo sacks	200	21Jan 22Jan	10 wagons	
PORTICI	NOCERA	Fertiliser	do	200	23Jan 24Jan	10 wagons	
PORTICI	CAVA DEI TIRIBANI	Fertiliser	do	200	25Jan 26Jan	10 wagons	
CROTONE do	NAPLES do	(Sulphate of Ammonia)	Sacked do	1300 400	approx 16Jan		As shipping available Loading as agreed with M5 Shipping & Int. Tr. S.C.
TRIGGLIANO	NAPLES	Olive Oil	Tank Cars	47			
GRUMO	NAPLES	do	do	15			
BITONTO	NAPLES	do	do	105	As Tank Cars		
CANOSA	NAPLES	do	do	30	become		
BISCEGLIE	NAPLES	do	do	45	available	2 Tank Cars	Bids to cover period 20 Jan to 29 Jan 44.
BARI	NAPLES	do	do	103			
TRANI	NAPLES	do	do	30			
ANDRI +	NAPLES	do	do	60			+ ANDRI. traffic to be loaded at Standard Gauge Station when advised.

APPENDIX 'A'

TRANSPORTATION OF CIVILIAN AND ITALIAN ARMY PETROLEUM.

Bid made by	FROM	TO	No. of Deliveries by Rail Tank Cars Period		No. of Deliveries by Rail Truck Package Stocks Period		
			20 Jan to 19 Feb	20 Feb to 19 Mar	20 Jan to 19 Feb	20 Feb to 19 Mar	
Petroleum Section AFHQ Adv. Adm. Ech.	NAPLES	AVELLINO	8	8	1	1	Tran fre Tr AC Ech Tar Tr wh Au ca
	NAPLES	BENEVENTO	8	9	1	1	
	NAPLES	POTENZA	7	8	1	1	
	NAPLES	COSENZA	12	12	2	2	
	NAPLES	SALERNO	-	12	-	2	
	NAPLES	CAMPORASSO	-	10	-	1	
	TARANTO	CATANZARO MARINA	10	10	2	2	
	BARI	MATERA	6	6	1	-	
	BARI	LECCE	6	6	1	-	
	BARI	BRINDISI	6	6	1	1	
	BARI	FOGGIA	-	12	-	2	

APPENDIX 'A' (Contd).TRANSPORTATION OF CIVILIAN AND ITALIAN ARMY PETROLEUM.

TO	No. of Deliveries by Rail Tank Cars Period		No. of Deliveries by Rail Truck Package Stocks Period		REMARKS
	20 Jan to 19 Feb	20 Feb to 19 Mar	20 Jan to 19 Feb	20 Feb to 19 Mar	
AVELLINO	8	8	1	1	Traffic to move by Civilian freight train under Internal Transportation Sub-Commission, ACC arrangements. Ref. from Section 1.1.1. Adv. Adm. Ech., to arrange supply of Tank Cars and advise Internal Transportation Sub-Commission, when ready to move. Authorisation to be issued for each move.
BENEVENTO	8	9	1	1	
POTENZA	7	8	1	1	
COSENZA	12	12	2	2	
SALERNO	-	12	-	2	
CAMPORASSO	-	10	-	1	
CATANZARO MARINA	10	10	2	2	
MATERA	6	6	1	-	
LECCE	6	6	1	-	
BRINDISI	6	6	1	1	
FOGGIA	-	12	-	2	

BID FOR TRANSPORTATION OF CIVILIAN MAIL ON BIWEEKLY TRAIN FROM BARI TO SALERNO

APPENDIX 1
(March 18)

F R O M	NUMBER OF SACS TO BE CARRIED					To SALERNO
	To BRINDISI	To TARANTO	To POTENZA	To SICIGNANO	To BATTIPAGLIA	
BARI	1	1	1	-	-	1
BRIN	-	1	1	-	-	1
BRINDISI	-	-	1	-	-	1
TARANTO	-	-	-	20 about (1)	- (2)	1
POTENZA	-	-	-	-	-	15 about (1)
SICIGNANO	-	-	-	-	-	1
BATTIPAGLIA	-	-	-	-	-	-
SALERNO	-	-	-	-	-	-

F R O M	NUMBER OF SACS TO BE CARRIED					
	To SALERNO	To BATTIPAGLIA	To SICIGNANO	To POTENZA	To TARANTO	To BRINDISI
NAPLES	1	-	-	1	1	1
SALERNO	-	1	15 about (1)	1	1	1
BATTIPAGLIA	-	-	-	1 (2)	-	-
SICIGNANO	-	-	-	20 about (1)	-	-
POTENZA	-	-	-	-	1	1
TARANTO	-	-	-	-	-	1
BRINDISI	-	-	-	-	-	-

Notes: (1) - If the Postal service will be started on the trains of the SICIGNANO - LAGONEGRO line.
(2) - If the Postal service will be started on the trains of the BATTIPAGLIA - SAPRI line.

FOR TRANSPORTATION OF CIVILIAN MAIL ON BIWEEKLY TRAIN FROM BARI TO SALERNO

APPENDIX
(Article 18(b))

NUMBER OF SACKS TO BE CARRIED						
To BRINDISI	To TARANTO	To POTENZA	To SICIGNANO	To BATTIPAGLIA	To SALERNO	To NAPLES
1	1	1	-	-	1	1
-	1	1	-	-	1	1
-	-	1	-	-	1	1
-	-	-	20 about (1)	- (2)	1	1
-	-	-	-	-	15 about (1)	-
-	-	-	-	-	1	-
-	-	-	-	-	-	1
To SALERNO	To BATTIPAGLIA	To SICIGNANO	To POTENZA	To TARANTO	To BRINDISI	To BARI
1	-	-	1	1	1	1
-	1	15 about(1)	1	1	1	1
-	-	-	1 (2)	-	-	-
-	-	-	20 about (1)	-	-	-
-	-	-	-	1	1	1
-	-	-	-	-	1	1
-	-	-	-	-	-	1

- If the Postal service will be started on the trains of the SICIGNANO - LAGONEGRO line.
 - If the Postal service will be started on the trains of the BATTIPAGLIA - SAPRI line.

DISTRIBUTION:

AFHQ, EAF
 MGS Adv., Naples (3)
 HQ., ACC (Brindisi) (3)
 HQ., AMG Naples (4)
 HQ., AMG 15 Army Group, Naples (3)
 HQ., No. 2 District (2)
 Commanding General, P.B.S. (2)
 Movements, AFHQ Adv., Ech., for distribution as under: (25)
 Mov. E. Italy
 Mov. W. Italy
 Mov. Taranto
 Mov. Bari
 Mov. Barletta
 Mov. Brindisi
 Mov. Reggio
 Mov. Foggia
 Mov. Railhead Sub-Area (Termoli)
 Mov. Rear 8 Army
 Mov. Main 8 Army
 Mov. Crotone
 Mov. Torre Annunziata
 Mov. Castellammare
 Mov. Naples
 Mov. Salerno
 Mov. 15 Army Group
 Transportation Officer, P.B.S. Naples
 Coal Section, AFHQ Adv., Ech., Naples
 Petroleum Section, AFHQ Adv., Ech., Naples
 MEDCO, Naples
 D.G.M.R.S., Naples. (4)
 Internal Transportation Sub-Commission, ACC.
 Shipping Sub-Commission, ACC, Naples (2)
 ACC Transportation Officer, C/o Mov. Railhead Sub-Area (Termoli)
 Mov. East Italy
 Mov. West Italy
 Mov. Reggio (Calabria)
 Region 2 (Matera)
 Region 3 (Naples)
 Undersecretary of State for Italian Railways and Highways, Naples.

COPIES TO:

AFHQ Adv., Ech.
 D.C.M.G. (12) (4)
 D.D.C.A.O. (2)
 D.D. In.

HQ., 15 Army Group, Naples
 HQ., 8th Army
 Commanding General, 5th Army
 ACC Transportation Sub-Commission Liaison Officer, HQ., ACC Brindisi (3)
 Region 1 (Matera) (2)

HQ., No. 2 District (2)
 Commanding General, P.R.S. (2)
 Movements, AFHQ Adv. Adm. Ech., for distribution as under: (25)

Gov. E. Italy
 Gov. W. Italy
 Gov. Turin
 Gov. Bari
 Gov. Barietta
 Gov. Brindisi
 Gov. Reggio
 Gov. Foggia
 Gov. Railroad Sub-Area (Termoli)
 Gov. Rear 8 Army
 Gov. Main 6 Army
 Gov. Crotone
 Gov. Torre Annunziata
 Gov. Castellammare
 Gov. Naples
 Gov. Salerno

Mov. 15 Army Group
 Transportation Officer, P.R.S. Naples
 Civil Section, AFHQ Adv. Adm. Ech., Naples
 Petroleum Section, AFHQ Adv. Adm. Ech., Naples
 MEDCO, Naples

D.G.M.R.S., Naples. (4)
 Internal Transportation Sub-Commission, ACC.
 Shipping Sub-Commission, ACC, Naples (2)
 ACC Transportation Officer, C/o Mov. Railroad Sub-Area (Termoli)

Mov. East Italy
 Mov. West Italy
 Mov. Reggio (Calabria)
 Region 2 (Matera)
 Region 3 (Naples)

Undersecretary of State for Italian Railways and Highways, Naples.

COPIES TO:

AFHQ Adv. Adm. Ech. D.C.M.G. (4)
 D.D.C.M.O. D/COI (2)
 G. (6)
 G4 D.D.In.

HQ., 15 Army Group, Naples
 HQ., 8th Army
 Commanding General, 5th Army
 ACC Transportation Sub-Commission Liaison Officer, HQ., ACC Brindisi (3)
 Region I (Sicily) (2)
 Lt. Col. Lindberg (Int. In. S.C. representative at AMG Palermo) (2)
 AMG., HQ 8th Army
 AMG., HQ 5th Army

Minutes of 3600th Meeting of the
Transportation Subcommittee held
at AFHQ, Army Air Force, at 1400 hours
on 5 Jan 44.

Reference : AGO/TSO/2/2

Date : 5 Jan 44

Subject : To consider "Slide" for civil traffic, period
10 Jan 44 to 13 Jan 44.

Present :

Brig. F.W.L. Fellowes (AGF(10) in the chair.

AFHQ Adv. Com. Ech. 3 (M).
Major C.L. Thomson DQAW(M)

P/OCT and PMS.
Major Max Eisner

D.G.M.S.S.
Col. C.E. Daugherty
Lt. Col. E.H. Decker

AFHQ 15 Army Group.
Capt. R.J. Curran

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

Shipping Sub-Commission.
Major T.C. Hickingbottom

AGS (Adv).
Major J.M. Todd

Undersecretary of State for Italian
Railways and Highways.
Sig. V. Pennacchi
Sig. Morendo Morendi

Also present :

Brig. AG.
Col. G.D. Murphy.

7. MINUTES OF PREVIOUS MEETING.

Confirmed subject to amendment shown in Minute 11 hereof.

8. CONSIDERATION OF BUS.

See attached "M" attached hereto :-
The following table was accepted :

(a) 150 tons a day of superphosphate Bagmati to Avellino
Total tonnage 600, loading to commence 10 Jan 44.

(b) 200 tons a day of superphosphate Fortici to Potenza
Total tonnage 600.

AGS 15 Army Group to advise consignee to commence loading 8 Jan 44.
Wagons to be loaded in Chemical Factory, private sidings.

(c) Despatch to be made by AGS.

Date : 5 Jan 44

Subject: To consider "Bids" for civil traffic, period
10 Jan 44 to 19 Jan 44.

Present :

Brig. F.V.L. Holloway (MB(M) in the chair.

MB(M) Adv. Com. Sub. 3 (II).
Major S.P. Thomson D.O.M.D(M)

Internal Transportation Sub-Commission, DC.
Col. G.A. Fitch
Lt. Col. L.E. Vining.

D/OOT and BPS.
Major Max Fischer

Shipping Sub-Commission.
Major J.C. Hickingbottom

D.G.M.P.S.
Col. C.F. Dougherty
Lt. Col. E.H. Decker

MB(M) Adv.
Major J.A. Todd

MB(M) in Army Group.
Capt. R.J. Curran

Undersecretary of State for Italian
Railways and Highways.
Sig. V. Pensatol
Sig. Armando Morendi

also present:

MB(M) DCO.
Col. C.D. Murphy.

7. MINUTES OF PREVIOUS MEETING.

Confirmed subject to amendment shown in Minute 21 hereof.

8. CONSIDERATION OF BIDS.

See Appendix "A" attached hereto :-

The following bids were accepted :

(a) 100 tons a day of superphosphate Bagnoli to Avellino
Total tonnage 600, loading to commence 10 Jan 44.

(b) 200 tons a day of superphosphate Fortici to Potenza
Total tonnage 600.

MB 15 Army Group to advise consignee to commence loading 8 Jan 44.
Wagons to be loaded in Chemical Factory, private sidings.

(c) Despatch to be by civil freight train service whenever possible.

9. CONSIDERATION OF BIDS NOT SHOWN ON GENL.

Col. Murphy (MB(M) DCO), submitted the following bids for consideration :

For period 10 Jan 44 to 19 Jan 44 **3379**

1200 tons Salt Barletta to Salerno
1500 tons Salt Barletta to Naples

For period 10 Jan 44 to 19 Jan 44.

1200 tons Salt Barletta to Salerno
1500 tons Salt Barletta to Naples
50 tons Tobacco Cava del Terrani to Bari
600 tons Charcoal atene and Laguarda to Naples

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

Capt. Curran stated that a figure of 200 grammes per person per month had been used by AMG Region 3.

On this basis 750 tons per month were required for Naples and 250 tons for Salerno, but this did not include the Avellino Battipaglia areas.

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

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

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

AGREED that,

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

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

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

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

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

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

10. RECORDS.

A statement showing bids accepted and in transit during period 25 Dec 49 to 9 Jan 44 is attached at Appendix "E".

11. FORM OF AUTHORIZATION FOR MOVEMENT.

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

AGREED that the form of authorization be used only for wagon loads.

On this basis 700 tons per month were required for Naples and 200 tons for Salerno, but this did not include the Avellino Battipaglia areas.

Erig. Followes asked whether the Economic Committee was not concerned.

Major Todd (HQS 147) said the matter had not been raised but no doubt salt was required.

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

AGREED that,

- (a) 1200 tons Salt Barlette to Salerno
- 1500 tons Salt Barlette to Naples

be moved by coast-wise shipping first opportunity.

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

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

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

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

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

10. RECORDS.

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

11. FORM OF AUTHORIZATION FOR MOVEMENT.

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

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

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

AGREED That Capt. Curran (JMC 15 Army Group) should have printed 10,000 copies of this authorization for distribution between Regiments II, III, IV, JMC 15 Army Group, and the four JMC provinces of Puglia.

12. MEETING OF THE TRANSPORTATION SUB-COMMITTEE.

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

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

Upper

Ref No.	Bids made by	FROM	TO	Commodity	How packed	TONS	Dates within Movement Req. Comm. Finish	Qua Nov
8	15 Army Gp.	BAGNOLI	AVELLINO	Superphosphate	Sacked	600	10Jan 15Jan (incl)	1
9	do.	PORTICI	POTENZA	do	do	600	10Jan 12Jan (incl)	2
10	do.	NAPLES	REGGIO	Flour	do	1000	Earliest	

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Appendix "A"TRANSPORTATION SUB-COMMITTEE MEETING 3 JAN 44.File submitted for period commencing 10 Jan 44.

FROM	TO	Commodity	How packed	TONS	Dates within Movement Req. Comm. Finish	Quantities for Movement daily	Priority
BAGNOLI	AVELLINO	Superphosphate	Sacked	600	10Jan 15Jan (incl)	100 tons	
PONTESI	POTENZA	do	do	600	10Jan 12Jan (incl)	200 tons	
NAPLES	REGGIO	Flour	do	1000	earliest		Immediate

Appendix "B"

STATEMENT OF BIDS.

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

Appendix "B"STATEMENT OF BIDS.

FROM	TO	DESPATCH DAILY	DESPATCH TO COMMENCE	REMARKS
Foggia	Various destinations	-	12 Dec 43	In progress
Carletta	8 destinations Foggia Province	2 wagons daily each destination	27 Dec 43	In progress
Monopoli	3 destinations Foggia Province	50 tons weekly each destination	30 Dec 43	In progress
San Vito	Naples	2 tankers	30 Dec 43	In progress
Aranto	Naples	6 tankers	30 Dec 43	In progress
Salerno Dist. stations	Naples	1 or 2 for 30 days from each place	30 Dec 43	In progress
Fotenza Dist. stations	Naples	1 from each place for 15 days	30 Dec 43	In progress
Naples	Reggio	By steamer	2 Jan 44	In progress
Portici	Fotenza	200 tons daily	8 Jan 44	
Magnoli	Avellino	100 tons daily	10 Jan 44	
Carletta	Salerno	By steamer		Bid accepted
Carletta	Naples	By steamer		Bid accepted

DISTRIBUTION.

ATTN:

AGS ABV.
 HQ, ACC (Brindisi) (6)
 HQ, ACC (Naples) (6)
 HQ, ACC (6)
 HQ, ACC 15 ARMY GROUP (13)
 HQ, No. 2 District (2)
 Commanding General, F.I.S. (2)
 Nov. East Italy (2)
 Nov. West Italy
 Nov. Reggio
 Nov. Railroad Sub-Area
 Nov. 15 Army Group
 Transportation Officer, F.B.S.
 Coal Section, PHQ, Adv. Admin. Ech.

MEMO

D.G.M.R.S. (4)
 Internal Transportation Sub-Commission, ACC.
 Shipping Sub-Commission, ACC (2)
 ACC Transportation Officer, C/ACC Mov. Railroad Sub-Area
 Nov. East Italy
 Nov. West Italy
 Nov. Region (Calabria)
 Region 2
 Region 3

Undersecretary of State, Italian Railroads and Highways

COPIES TO:

<u>PHQ Adv. Admin. Ech.</u>	D.C.A.A.O.	D.G.M.R.S. (M)	(4)
	D.D.C.A.A.O.	E/CCF	(2)
	Q (6)	D.D. Th.	
	G 1		

HQ, 15 Army Group
 HQ, 8th Army
 Commanding General, 5th Army
 ACC Transportation Sub-Commission Liaison Officer, HQ, ACC (3)
 Region I (2)
 Lt. Col. Lindberg (Int. Th. S.C. representative at ACC Palermo) (2)

HQ, No. 2 District (2)
 Commanding General, F.S.S. (2)
 Mov. East Italy (2)
 Mov. West Italy
 Mov. Reggio
 Mov. Railroad Sub-area
 Mov. 15 Army Group
 Transportation Officer, F.B.S.
 Local Section, RMV adv. adm. Ech.

MEMO

D.G.M.F.S. (4)

Internal Transportation Sub-Commission, ACC.

Shipping Sub-Commission, ACC (2)

ACC Transportation Officer, C/ACC Mov. Railroad Sub-area

Mov. East Italy

Mov. West Italy

Mov. Reggio (Calabria)

Region 2

Region 3

Undersecretary of State, Italian Railroads and Highways

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D.C.A.O.

D.P.C.A.O.

3 (6)

G 4

H., 15 Army Group

H., 8th Army

Commanding General, 5th Army

ACC Transportation Sub-Commission Liaison Officer, H., ACC (3)

Region I (2)

Lt. Col. Lindberg (Int. Th. S.C. representative at ACC Palermo) (2)

D.I.M.G. (M) (4)

D/COI (2)

D.D. Th.

3377

Minutes of SECOND meeting of the Transportation
Committee held at AFHQ, Adv. Adm. Ech.
at 1130 hours on 3 Jan 44

Reference : ACC/TC 2/2
Date : 5 Jan 44

Subject: Procedure for obtaining transportation for civilian
passengers and freight.

Present:

Brig R.W.L. Fellowes D.M.G.(M) in the chair.

AFHQ Adv. Adm. Ech.
Col. D.H. Rycroft Col. Q(M)
Major C.E. Thomson D2QB(N)

Internal Transportation Sub-Committee, ACC.
Col. L.A. Fitch
Lt. Col. L.E. Vining

D/COT.
Col. T Fuller
Major Max Fischer

Shippings Sub-Committee.
Major J.O. Hickingbottom
Major D.M. Marvin

MSG Adv.
Lt. Col. A.I. Henderson
Major J.A. Todd

MEMO
(Not represented)

HQ, ACC.
Col. G. Murphy

D.S. A.F.S.
Col. G.F. Dougherty
Lt. Col. B.H. Decker

HQ, JMB.
(Not represented)

Cost Section, AFHQ Adv. Adm. Ech.
Lt. Col. R.M. Walker

HQ, MG 15 Army Group.
Capt. K.J. Curran

Undersecretary of State for Italian
Railways and Highways.
Sig. Ing. Morando Morandi
Sig. V. Paurazici

8. MINUTES OF PREVIOUS MEETING.
Confirmed.

9. MINUTES OF MEETING OF TRANSPORTATION SUB-COMMITTEE.
The Minutes of Transportation Sub Committee 23 Dec 43 were approved.

10. BASIC SCHEDULE OF TRAINS.
Certain cancellations, additions, and alterations to the Basic Schedule of
trains, as tabulated in Appendix "A" to Minutes of last meeting were discussed.

Subject: Procedure for obtaining transportation for civilian
passengers and freight.

Present:

Brig R.W.L. Fellowes I.C.M.G. (M) in the chair.

Mr. Asst. Adm. Ech.
Col. P.H. Hycroft Col. 2(M)
Major G.B. Thomson D.A.Q.B.(M)

Italian Transportation Sub-Commission, I.C.C.
Col. J. C. Fitch
Lt. Col. L.E. Vinine

D/COY.
Col. T. Fuller
Major Max Fischer

Shipping Sub-Commission.
Major J.C. Hickingbottom
Major D.W. Marvin

Mr. Asst.
Lt. Col. M.I. Henderson
Major J.A. Todd

Members
(Not represented)

Mr. Asst. CC.
Col. G. Murphy

Det. Asst.
Col. J.A. Dougherty
Lt. Col. B.H. Decker

Mr. Asst. JP.
(Not represented)

Coal Section, I.C.C. Div. Adm. Ech.
Lt. Col. H.M. Walker

Mr. Asst. Asst. 15 Army Group.
Capt. K.J. Curran

Undersecretary of State for Italian
Railways and Highways.
Sig. Ing. Morando Morandi
Sig. V. Fontezio

8. MINUTES OF PREVIOUS MEETING.
Confirmed.

9. MINUTES OF MEETING OF TRANSPORTATION SUB-COMMITTEE.
The Minutes of Transportation Sub Committee 23 Dec 43 were approved.

10. BASIC SCHEDULE OF TRAINS.
Certain cancellations, additions, and alterations to the Basic Schedule of
trains, as tabulated in appendix "A" to Minutes of last meeting were discussed.

CHIEF:-

(a) (i) to delete Taranto-Martinafranca-Lecce 2 passenger and 1 freight train
each way as this was duplicated with the 3rd East Standard Gauge System, being one
and the same.

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(ii) add Brindisi-Lecce - 1 mixed train daily each way
Foggia-Potenza - 1 mixed train daily each way
San Dufemi-Acquafredda - 1 mixed train daily each way.

(iii) against Bari-Taranto insert "via Gioia".

(b) The representative of the Italian State Railways asked for the civilian
Basic Train Services Naples-Potenza-Taranto-Brindisi-Bari and the Nocera-Avellino
now being run bi-weekly to operate tri-weekly both ways. Brig Fellowes asked

10. BASIC SCHEDULE OF TRAINS.

(b) (Continued)

Col. Dougherty if this was a working proposition, and he replied that it would be possible as and when the West Coast line was operating, which would be approximately 20 Jan 44, but only then providing military traffic permitted it. AGREED matter to be reconsidered at next meeting.

(c) Request was also made that a passenger train be run each way between Naples and Salerno four days per week, i.e. on days that the Naples to Bari did not operate. Col. Dougherty stated that it was not possible at present owing to lack of power.

AGREED proposition be put up again at the next meeting.

(d) Confirmed that Basic Schedule of Trains on Sud Est System will also carry normal Italian military personnel and freight.

(e) In answer to a question as to whether the Basic Schedule of Trains could now be considered as in operation, Col. Dougherty replied that the arrangements were not yet complete. Some of the trains were running, some had not yet commenced, and in some areas where more trains were running than was intended in the Basic Schedule, the necessary reductions had not yet been effected.

11. ITALIAN MILITARY REPRESENTATIVE.

Brig. Fellones expressed regret that no Italian Military representative was in attendance. The representative of Italian State Railways said that he would arrange for an Italian Military representative to be present at all future meetings.

12. LOADED WAGONS OF CIVILIAN TRAFFIC.

The question was raised whether loaded civilian traffic was being held up at certain stations. DGHG said where this was the case, it was only unauthorized traffic.

Col. Fitch stated that action had been taken to ascertain the nature of the traffic. He pointed out that the authorization system would not operate until 16 Jan 44, and suggested steps be taken to clear the 35 wagons at Taranto and 15 at Metaponto, particularly bearing in mind that the Basic Schedule of Trains provided for one freight train daily each way for civilian traffic.

Col. Dougherty replied that this traffic was being cleared commencing today.

13. SHIPPING SUB-COMMISSION.

(a) Major Hockingbotham stated that at the moment there were no craft under control of the Shipping Sub-Commission. All schooners and small craft are already being operated by Naval and Military units, or MEDPO, and until these craft are "pooled" and made available to the Shipping Sub-Commission, the Shipping Sub-Commission could not deal with shipping movements. He knew that small craft were lying in small harbours around the coast but owing to lack of staff it was impossible to collect data. The only means of gathering this information would be through the Italian Government, and this method would take

(c) Request was also made that a passenger train be run each way between Naples and Salerno four days per week, i.e., on days that the Naples to Bari did not operate. Col. Dougherty stated that it was not possible at present owing to lack of power.

CRIME proposition to put up again at the next meeting.

(d) Confirmed that Basic Schedule of Trains on Sud Est System will also carry normal Italian military personnel and freight.

(e) In answer to a question as to whether the Basic Schedule of Trains could now be considered as in operation, Col. Dougherty replied that the arrangements were not yet complete. Some of the trains were running, some had not yet commenced, and in some areas where more trains were running than was intended in the Basic Schedule, the necessary reductions had not yet been effected.

11. ITALIAN MILITARY REPRESENTATIVE.

Brig. Fellows expressed regret that no Italian Military representative was in attendance. The representative of Italian State Railways said that he would arrange for an Italian Military representative to be present at all future meetings.

12. LOADED WAGONS OF CIVILIAN TRAFFIC.

The question was raised whether loaded civilian traffic was being held up at certain stations. DARE said there this was the case, it was only unauthorised traffic.

Col. Fitch stated that action had been taken to ascertain the nature of the traffic. He pointed out that the authorisation system would not operate until 16 Jan 44, and suggested steps be taken to clear the 35 wagons at Taranto and 15 at Metaponto, particularly bearing in mind that the Basic Schedule of Trains provided for one freight train daily each way for civilian traffic.

Col. Dougherty replied that this traffic was being cleared commencing today.

13. SHIPPING SUB-COMMISSION.

(a) Major Hickingbotham stated that at the moment there were no craft under control of the Shipping Sub-Commission. All schooners and small craft are already being operated by Naval and Military units, or MEDBO, and until these craft are "pooled" and made available to the Shipping Sub-Commission, the Shipping Sub-Commission could not deal with shipping movements. He knew that small craft were lying in small harbours around the coast but owing to lack of staff it was impossible to collect data. The only means of gathering this information would be through the Italian Government, and this method would take some considerable time.

(b) Col. Henderson (MCS Adv) suggested that at a later date all bids be collated by the Central Economic Committee. For in his position it was essential to know the type of traffic moving, but as an emergency measure all bids for shipping should be handled in the same way as for rail.

Col. Fitch stated that until the Shipping Sub-Commission was in a position to arrange current movements, the work could be undertaken by the Internal Transportation Sub-Commission.

13. SHIPPING SUB-COMMISSION.

(b) (Continued)

Major Hickingbotham stated that he would have to discuss the matter with Capt. Stone before being in complete agreement.

ORDERED that as a temporary measure all bids for shipping should be forwarded to Internal Transportation Sub-Commission for collection.

14. BASIC SCHEDULE OF EAST COAST COASTWISE SHIPPING.
Col. Murphy (M.B., JCC) strongly recommended that a Basic Schedule of schedules be put into operation, plying between the East Coast ports.

Col. Fitch pointed out that he agreed in principle, but the fact remained that there were no ships available at present. The first step was to provide evidence that traffic was on offer.

ORDERED that this proposition be brought up at the next meeting.

15. REPRESENTATIVE OF COAL SECTION. MR. J.V. JDM. FOR.

Brig. Fellowes extended a welcome to Lt. Col. Walker who was representing the Coal Section.

Brig. Fellowes asked Col. Dougherty if an estimate had been made of the coal consumption necessary to operate the Basic Schedule of Trains.

Col. Dougherty stated that he had not made an estimate, but that the overall coal allowance would not be overstepped. He undertook to produce one.

16. INTERNEES AND DISPLACED PERSONS.

Brig. Fellowes read a letter from the Internees and Displaced Persons Sub-Commission dated 28 Dec 43. This stated that evacuees to be moved South from Naples would be approximately 200 every 46 hours.

ORDERED that the Secretary of the Transportation Committee should write to this Sub-Commission, pointing out

(a) that demands in writing must be submitted to "Movements" four days in advance, and in every case definite numbers and destinations must be given.

(b) that endeavour would be made to accommodate them on the bi-weekly military trains, but no space could be guaranteed.

(c) that the Internees and Displaced Persons Sub-Commission must accept responsibility for feeding, and housing these refugees whilst awaiting transportation, and in transit.

17. NEXT MEETING OF TRANSPORTATION COMMITTEE.

The next meeting of the Transportation Committee will be held at J.H. Jav. Adv. Sch. at 1100 hours on 24 Jan 44.

forwarded to Internal Transportation Sub-Commission for collation.

14. BASIC SCHEDULE OF EAST COAST COASTAL SHIPPING.

Col. Murphy (Hq., SSC) strongly recommended that a Basic Schedule of sailings be put into operation, slyling between the East Coast ports.

Col. Fitch pointed out that he agreed in principle, but the fact remained that there were no ships available at present. The first step was to provide evidence that traffic was on offer.

SPEED that this proposition be brought up at the next meeting.

15. REPRESENTATIVE OF COAL SECTION, JFM. 14. PM. DCR.

Brig. Fellowes extended a welcome to Lt. Col. Walker who was representing the Coal Section.

Brig. Fellowes asked Col. Dougherty if an estimate had been made of the coal consumption necessary to operate the Basic Schedule of Trains.

Col. Dougherty stated that he had not made an estimate, but that the overall coal allowances would not be overstressed. He undertook to produce one.

16. INTERNEES AND DISPLACED PERSONS.

Brig. Fellowes read a letter from the Internees and Displaced Persons Sub-Commission dated 28 Dec 43. This stated that evacuees to be moved South from Naples would be approximately 200 every 48 hours.

GRAND that the Secretary of the Transportation Committee should write to this Sub-Commission, pointing out

(a) that demands in writing must be submitted to "Movements" four days in advance, and in every case definite numbers and destinations must be given.

(b) that endeavour would be made to accommodate them on the bi-weekly military trains, but no space could be guaranteed.

(c) that the Internees and Displaced Persons Sub-Commission must accept responsibility for feeding, and housing these refugees whilst awaiting transportation, and in transit.

17. NEXT MEETING OF TRANSPORTATION COMMITTEE.

The next meeting of the Transportation Committee will be held at JFM. Adv. 4pm. Ech. at 1100 hours on 24 Jan 44.

3375

DISTRIBUTION.

AFHQ

MSS Adv.

Hq., ACC (Erindisi) (6)

Hq., ACC (Naples) (6)

Hq., ACC (6)

Hq., ACC 15 ARMY GROUP, (13)

Hq., No. 2 District (2)

Commanding General, F.E.S. (2)

Mev. East Italy (2)

Mev. West Italy

Mev. Reggio

Mev. Railroad Sub-Area

Mev. 15 Army Group

Transportation Officer, F.E.S.

Steel Section, AFHQ, Adv. Sec.

MDEO

D.G.M.R.S. (4)

Internal Transportation Sub-Commission, ACC.

Shipping Sub-Commission, ACC (2)

ACC Transportation Officer, C/o Mov Railroad Sub Area

Mov East Italy

Mov West Italy

Mov Reggio (Calabria)

Region 2

Region 3

Undersecretary of State, Italian Railroads and Highways

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D.O.M.G. (M) (4)

I/COF

D.D. Ta.

Hq., 15 Army Group

Hq. 6th Army

Commanding General, 5th Army

ACC Transportation Sub-Commission Liaison Officer, Hq., ACC (3)

Region I (2)

Lt. Col. Lindberg (Int. Th. S.C. representative at 333 Palermo) (2)

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

Reference : TSC 3/2

Date : 24 Dec 43.

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

Present:

Col. D.H. Rycroft (Col. & (M)) in the chair

AFHQ Adv. Adm. Ech.

Internal Transportation Sub-Commission, ACC.

Maj G.B. Thompson (DAQMG(M))
S/Capt. R.H. Black (Shipping)

Col. S.A. Fitch

Lt. Col. L.E. Vining

D/COI & PES

Shipping Sub-Commission, ACC.

Maj Max Fischer

Maj J.W. Clarke

D.G.M.R.S.

M.G.S. (Adv)

Col C.F. Dougherty

Lt. B.M. Shanley

Lt. Col B.H. Decker

AMG 15 Army Group

Capt K.J. Curran

Undersecretary of State for Italian

Railroads and Highways.

Not represented

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

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

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

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

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

Present:

Col. D.H. Rycroft (Col. & (M)) in the chair

AFHQ Adv. Adm. Ech.

Maj G.B. Thompson (DAGM (M))
S/Capt. R.E. Black (Shipping)

Internal Transportation Sub-Commission, ACC.

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

D/COT & FBS

Maj Max Fischer

Shipping Sub-Commission, ACC.

Maj J.W. Clarke

D.G.M.E.R.S.

Col O.F. Dougherty -
Lt. Col B.H. Decker

M.G.S. (Adv)

Lt. B.W. Shanley

AMG 15 Army Group

Capt K.J. Curran

Undersecretary of State for Italian

Railroads and Highways.

Not represented

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

2. MOVEMENT OF CIVILIAN TRAFFIC BY MILITARY TRAINS.

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

3. CONSIDERATION OF HDS.

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

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

This bid was deleted from the Agenda as out of an acceptance of 1,000 tons of Olive Oil only 668 tons had been purchased. Movement had already

3374

- 2 -

been effected as an emergency measure.

(b) Reference Nos. 3 and 4 of Appendix "A".

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

Concerning Reference No. 4, the Shipping Sub-Commission were asked whether they could carry by coastwise shipping the fertiliser concerned from Bagnoli and Portici to Salerno, Brindisi, and Taranto.

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

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

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

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

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

FROM POTENZA PROVINCE:

1 wagon from L. GONZALE	- 9 tons
2 wagons from MONTESANO	- 18 tons
2 wagons from ATIL	- 18 tons

to load 6 days a week for 30 days - destination NAPLES.

FROM SALERNO PROVINCE:

1 wagon from SICILIANO	- 9 tons
1 wagon from CONTURCI	- 9 tons
1 wagon from P. TROIANO	- 9 tons
1 wagon from MONTESANO	- 9 tons

to load 6 days a week for 15 days - destination NAPLES.

Service for above to commence 31 Dec 43

DOLITS ton arrange wagon supply and movement with Italian State Railways.

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

immediately it was received, the bids would be treated as emergency ones.

Concerning Reference No. 4, the Shipping Sub-Commission were asked whether they could carry by coastwise shipping the fertilizer concerned from BIGNOLI and PORTICI to SALERNO, RANDISI, and REGGIO.

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

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

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

(c) Reference No. 7 of Appendix "A".
AGREED bid to be accepted and traffic dealt with as follows:

FROM POLLENZA PROVINCE: 1 wagon from LIGONERO - 9 tons
2 wagons from MONTESANO - 16 tons
2 wagons from ARRE - 18 tons
to load 6 days a week for 30 days - destination NAPLES.

FROM SALERNO PROVINCE: 1 wagon from SICCIONE - 9 tons
1 wagon from COMPTESI - 9 tons
1 wagon from PORTICIANO - 9 tons
1 wagon from MONTESANO - 9 tons
to load 6 days a week for 15 days - destination NAPLES.

Service for above to commence 31 Dec 43

DUMS ton arrange wagon supply and movement with Italian State Railways.

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

4. FORM OF AUTHORIZATION FOR MOVEMENT.

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

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

"Consignments of one or more wagon loads"

Agreed see M 11 met 3 Jan 44

- 3 -

4. FORM OF AUTHORIZATION FOR MOVEMENT (Contd)

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

5. LOADING AND UNLOADING OF RAILWAY WAGONS.

Mr. J. Fischer (D/SCOT) again emphasized that it must be clearly pointed out to civilian consignors and consignees that railway trucks must be loaded and unloaded with the utmost speed, and not used as warehouses.

6.

Col. Bycroft expressed regret that no representative of the Department of State for Italian Railroads and Highways was present and requested DCMES to take appropriate action.

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HQ No 2 District (2)
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Mov Reggio
Mov Railroad Sub-area
Mov 15 Army Group
Transportation Officer, F.E.S.
JSC (2)
D.G.M.R.S. (2)
Internal Transportation Sub-Commission, JSC
Shipping Sub-Commission, JSC (2)
JSC Transportation Officer, C/o Mov Railroad Sub-area
Mov East Italy
Mov West Italy

4. FORM OF AUTHORIZATION FOR MOVEMENT (Contd)
It was left to the Internal Transportation Sub-Commission, JCC to circulate a draft of the type of authorization to be used.

5. LOADING AND UNLOADING OF RAILWAY WAGONS.

M.J. Fischer (D/COT) again emphasized that it must be clearly pointed out to civilian consignors and consignees that railway trucks must be loaded and unloaded with the utmost speed, and not used as warehouses.

6. Col. Everett expressed regret that no representative of the Department of State for Italian Railroads and Highways was present and requested COMPS to take appropriate action.

DISTRIBUTION:

AFHQ (4)
JCS Adv
HQ JCC (Brindisi) (6)
HQ MG (6)
HQ MG 15 Army Group (3)
JCC 15 Army Group (Supplies) Naples (6)
HQ No 2 District (2)
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Mev East Italy (2)
Mev West Italy
Mev Reggio
Mev Railhead Sub-area
Mev 15 Army Group
Transportation Officer, P.B.S.
MEDSO (2)
D.G.M.R.S. (2)
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JCC Transportation Officer, C/O Mev Railhead Sub-area
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Mev Reggio (Calabria)
Undersecretary of State, Italian Railroads and Highways

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C 4
D.A.M.G. (M)
D/C.O.T.
D.D. Th.

Hq. 15 Army Group
Hq. 8th Army
Commanding General, 5th Army
JCC Transportation Sub-Commission Liaison Officer, HQ JCC (3373)
Region I (2)
Lt. Col. Lindberg (Int. Th. S.C. representative at JCC Palermo) (2)

TRANSPORTATION SUB-COMMITTEE MEETING 23 DEC 45.

Bids submitted for period commencing 31 Dec 45.

Ref Bids made No. by	FROM	TO	Commodity	How packed	Tons	Dates within Movement Req. Movement daily Comm. Finish	Quantities for Movement daily
1	15 Army Co. Bari	NAPLES	Olive Oil	Tanks or drummed	332	30Dec.	
3	do	BRINDISI. MURFIDON. LUCER. CERRIGNOLI. SAN SEVERO ORFANO	Chemical Fertilizers	Bagged	900	30Dec. 31Jan	200 tons
3	do	BARI	CERRIGNOLI. FOGGIA SAN SEVERO	Tractor and Transport Fuel	Barrelled or loose if tank- ers available	450 30Dec.	as much as pos daily
4	do	B. GNOLI	SALERNO POTENZA. MATERA. BRINDISI TIRANIO COSENZA.	Chemical Fertilizers (Superphosphates)	Paper Bagged	6700 30Dec. Early Feb	
4	do	PORTICI	SALERNO POTENZA. MATERA. BRINDISI TIRANIO COSENZA.	do	do	do	
6	do	SAN VITO TIRANIO	NAPLES NAPLES	Oil do	2 Tankers 6 Tankers	27 70	Loaded now do
7	do	LACONIGRO MONTESANO -SCHIO -TIN. STICCIANO CONTURSI PONTICAGRO	NAPLES do do do do do do	Charcoal do do do do do do	Bagged do do do do do do	270 670 540 130 130 130	30Dec 31Jan do do do do do do do do do do
							1 wagon 5 do 2 do 1 do 1 do 1 do

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TRANSPORTATION SUB-COMMITTEE MEETING 23 DEC 45.

ATTACHMENT "A"

Bids submitted for period commencing 31 Dec 45.

FROM	TO	Commodity	How packed	Tons	Dates within Movement Req. Comm. Finish	Quantities for Movement daily	Priority	Decision Sub-Committee
	NAPLES	Olive Oil	Tanks or drums	332	30Dec.			
ENTR.	BRINDISI LUCERA CERIGNOLA S. SIVERO CERIGNOLA	Chemical Fertilisers	Bagged	900	30Dec. 31Jan	200 tons		
	CERIGNOLA FOGLIA S. SIVERO	Tractor and Transport Fuel	Barrelled or loose if tank- ers available	450	30Dec.	as much as possible daily	URGENT	
OLI	SALERNO POTENZA MATERA BRINDISI LUCERA CERIGNOLA	Chemical Fertilisers (Superphosphates)	Ropes Bagged	6700	30Dec. Early Feb		URGENT	
ICI	SALERNO POTENZA MATERA BRINDISI LUCERA CERIGNOLA	do	do	do				
VITO	NAPLES	Oil	2 Tankers	27	Loaded now		URGENT	
VITO	NAPLES	do	6 Tankers	70	do		URGENT	
NUERO ES. NO EURO	NAPLES	Charcoal	Bagged	270	30Dec 31Jan	1 wagon	No. 1	
	do	do	do	670	do do	3 do	do	
	do	do	do	540	do do	2 do	do	
	do	do	do	130	do do	1 do	do	
	do	do	do	130	do do	1 do	do	
	do	do	do	130	do do	1 do	do	

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

Reference : TSC 3/2

Date : 24 Dec 43.

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

Present:

Col. D.H. Ryeroff (Col. 2(M)) in the chair

AFHQ Adv. Adm. Ech.

Internal Transportation Sub-Commission, ACC.

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

Col. S.A. Fitch

Lt Col. L.E. Vining

D/COOT & PBS

Shipping Sub-Commission, ACC.

Maj Max Fischer

Maj J.W. Clarke

D.G.M.R.S.

M.O.S. (Adv)

Col C.F. Dougherty

Lt. E.M. Shanley

Lt. Col B.H. Decker

AMG 15 Army Group

Capt K.J. Curran

Undersecretary of State for Italian

Railroads and Highways.

Not represented

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

- (a) The bids must be made to the proper representative and sufficient detail given i.e. quantity of stores for loading to each destination (not block tonnages) and data on which it will be ready for moving.
- (b) That road transport and labour are available to load on the agreed date and that similar organisation is available at destination.

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

2. MOVEMENT OF CIVILIAN TRAFFIC BY MILITARY TRAINS.

The Basic Schedule of Trains was discussed and the question arose as to whether all civilian traffic could be carried on this schedule. Col Dougherty (MORRS) stated that should it be found that the Basic Trains were loaded to

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AFHQ Adm. Ech.

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

D/COOT & PBS

Maj Max Fischer

D.G.M.R.S.

Col C.F. Dougherty
Lt. Col B.H. Decker

AWC 15 Army Group

Capt K.J. Curran

Internal Transportation Sub-Commission, AOC.

Col. S.A. Fitch
Lt Col. I.E. Vinins

Shipping Sub-Commission, AOC.

Maj J.W. Clarke

M.G.S. (MAY)

Lt. E.M. Shanley

Undersecretary of State for Italian

Railroads and Highways.
Not represented

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3. CONSIDERATION OF BIDS.

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

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

This bid was deleted from the Agenda as on **33711** acceptance of Movement had already been purchased. 1,000 tons of Olive Oil only 668 tons had been purchased.

been effected as an emergency measure.

(b) Reference Nos. 3 and 4 of Appendix "A".

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

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

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

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

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

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

AGREED bid be accepted and traffic dealt with as follows:

FROM POTENZA PROVINCE:

1 wagon from LACQUERO	- 9 tons
2 wagons from MONTESANO	- 18 tons
2 wagons from ATENA	- 18 tons

to load 6 days a week for 30 days - destination N.P.L.S.

FROM SALERNO PROVINCE:

1 wagon from SICIGLIANO	- 9 tons
1 wagon from CONTURSI	- 9 tons
1 wagon from FORTICIANO	- 9 tons
1 wagon from MONTESANO	- 9 tons

to load 6 days a week for 15 days - destination N.P.L.S.

Service for above to commence 31 Dec 43

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

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

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

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

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

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

(c) Reference No. 7 of Appendix "A".
AGREED that it be accepted and traffic dealt with as follows:

FROM POTENZA PROVINCE:

1 wagon from LACONDRO	- 9 tons
2 wagons from MONTUSANO	- 18 tons
2 wagons from ARMA	- 18 tons

to load 6 days a week for 30 days - destination NAPLES.

FROM SALERNO PROVINCE:

1 wagon from SLICIGNANO	- 9 tons
1 wagon from CONTURSI	- 9 tons
1 wagon from PONTICELLIANO	- 9 tons
1 wagon from MONTUSANO	- 9 tons

to load 6 days a week for 15 days - destination NAPLES.

Service for above to commence 31 Dec 43

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

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

4. FORM OF AUTHORIZATION FOR MOVEMENT.

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

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

- 3 -

4. FORM OF AUTHORIZATION FOR MOVEMENT (Contd)

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

5. LOADING AND UNLOADING OF RAILWAY WAGONS.

Maj. Fischer (D/COT) again emphasized that it must be clearly pointed out to civilian consignors and consignees that railway trucks must be loaded and unloaded with the utmost speed, and not used as warehouses.

6.

Col. Eyeraft expressed regret that a representative of the Department of State for Italian Railroads and Highways was present and requested DGAFS to take appropriate action.

DISTRIBUTION:

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HQ. ANG (6)

HQ. 15 Army Group (3)

15 Army Group (Supplies) Naples (6)

HQ No 2 District (2)

Commanding General, P.E.S. (2)

Mov East Italy (2)

Mov West Italy

Mov Reggio

Mov Railroad Sub-Area

Mov 15 Army Group

Transportation Officer, P.E.S.

MIDSO (2)

D.G.M.P.S. (2)

Internal Transportation Sub-Commission, ACC

Shipping Sub-Commission, ACC (2)

ACC Transportation Officer, C/o Mov Railroad Sub-Area

Mov East Italy

Mov West Italy

Mov Reggio (Calabria)

Undersecretary of State, Italian Railroads and Highways

COPIES TO:

5. LOADING AND UNLOADING OF RAILROAD CARS.
 Maj. Fischer (G/501) again emphasized that it must be clearly pointed out to civilian consignors and consignees that railway trucks must be loaded and unloaded with the utmost speed, and not used as warehouses.
6. Col. Eyraud expressed regret that no representative of the Department of State for Italian Railroads in Highways was present and requested DGMS to take appropriate action.

DISTRIBUTION:

AFM (1)
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 HQ MG 15 Army Group (3)
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 Commanding General, F.E.S. (2)
 Mov East Italy (2)
 Mov West Italy
 Mov Reggio
 Mov Railroad Sub-area
 Mov 15 Army Group
 Transportation Officer, F.E.S.
 MEDO (2)
 D.G.M.F.S (2)
 Internal Transportation Sub-Commission, ACC
 Shipping Sub-Commission, ACC (2)
 ACC Transportation Officer, C/o Mov Railroad Sub-area
 Mov East Italy
 Mov West Italy
 Mov Reggio (Calabria)
 Undersecretary of State, Italian Railroads and Highways

COPIES TO:

AFM Adv. Adv. 20th, D.C....O.
 D.D.C....O.
 2 (6)
 3 4
 D.G.M.G. (4)
 D.C.O.T.
 D.D. Tn.
 HQ 15 Army Group
 HQ 8th Army
 Commanding General, 5th Army
 ACC Transportation Sub-Commission Liaison Officer, HQ ACC (2)
 Region I (2)
 Lt.Col. Lindborg (1st. Tn. S.C. representative at AMG Palermo) (2)

3370

TRANSPORTATION SUB-COMMITTEE MEETING 23 DEC 43.Data submitted for period commencing 31 Dec 43.

No. of bills made	FROM	TO	Commodity	How packed	Tons	Dates within	Quantities
No. by						Movement Req. Movement	daily
						Comm. Finish	
1	15 Army Co.	GENA	NAPLES	Olive Oil	Tanks or drummed	332	30Dec.
3	do	BRUNETT.	MANTILDONA LUCERA CERRIGNOLA S. SIVERO COSTA BOVO	Chemical Fertilizers	Bagged	900	30Dec. 31Jan 200 tons
3	do	PORTI	CERRIGNOLA POCCIA SAN SEVERO	Tractor and Transport Fuel	Barrelled or loose if tank- ers available	450	30Dec. as much as possible daily
4	do	BRIGNOLI	SALERNO POTENZA MATERA BRINDISI TARANTO COSTANZA	Chemical Fertilizers (Superphosphates)	Paper Bagged	6700	30Dec. Early Feb
4	do	PORTICI	SALERNO POTENZA MATERA BRINDISI TARANTO COSTANZA	do	do	do	
6	do	S. VITO TARANTO	NAPLES NAPLES	Oil do	2 Tankers 6 Tankers	27 70	Loaded now do
7	do	LAGOZZERO MONTESANO -SCUTO MATERA SICIGLIANO CORFUSI FONTECASSO	NAPLES do do do do do do	Charcoal do do do do do do	Bagged do do do do do do	270 670 500 130 130 130	30Dec-31Jan 1 wagon do do 3 do do do 2 do do do 1 do do do 1 do do do 1 do

TRANSPORTATION SUBCOMMITTEE MEETING 23 DEC 43.

ATTACHMENT "A"

Bids submitted for period commencing 31 Dec 43.

FROM	TO	Commodity	How packed	Tons	Dates within Movement Req. Comm. Finish	Quantities for Movement daily	Priority	Location of Sub-Committee
BARB	NAPLES	Olive Oil	Tanks or drums	332	30Dec.			
BARBETT.	MARSAUDOM. LUCER GERACIOLI. SAN SILVERO OZZA LOVO	Chemical Fertilizers	Bagged	900	30Dec. 31Jan	200 tons		
BARB	GERACIOLI. FOGGIA SAN SILVERO	Tractor and Transport Fuel	Barrelled or loose if tank- ers available	450	30Dec.	as much as possible daily	URGENT	
B. ANOMI	SALERNO PORTO L. TIR. BRINDISI T. P. NTO COSTA	Chemical Fertilizers (Superphosphates)	Super Bagged	6700	30Dec. Early Feb		URGENT	
PORTO	SALERNO PORTO L. TIR. BRINDISI T. P. NTO COSTA	do	do	do				
SAN VITO T. P. NTO	NAPLES NAPLES	Oil do	2 Tankers 6 Tankers	27 70	Loaded now do		URGENT URGENT	
L. CONEIRO MONTESANO -SOLA L. TIR. SICIGLIANO CONTERGI MONTESANO	NAPLES do do do do do do	Charcoal do do do do do do	Bagged do do do do do do	270 670 500 130 130 130	30Dec 31Jan do do do do do do do do do do	1 wagon 3 do 2 do 1 do 1 do 1 do	Re.1 do do do do do do	

Internal Transportation Sub-Commission, ACC

C/o Mov & Tr.

AFHQ, Advanced Administrative Echelon,

S.M.F.

Our reference : ACC Tr/3/4

Date : 29 Dec 43.

ACC Tr Memorandum No 2.

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

1. Object. Amplifications and amendments to ACC Tr Memorandum No 1 dated 10 Dec 43.

2. Form of Authorisation for freight movements.

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

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

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

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

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

Internal Transportation Sub-Commission representatives

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

1. Object. Amplifications and amendment to ACC In Memorandum No 1 dated 10 Dec 43.
2. Form of Authorization for freight movements.
(a) Reference is made to para 2 of ACC In Memorandum No 1 dated 10 Dec 43. From experience of "bills" received and movements already arranged, it is expected that it will be possible to carry out the majority of freight movements required by ACC/AMG by the Basic Schedule of Trains. In order to ensure (i) that the correct consignor loads the railway wagons provided, (ii) that authorized traffic (such as black market) does not pass, and (iii) to facilitate the regulation of traffic, it has been decided by the Transportation Sub-Committee at AMG Adv Adm Echelon that a standard form of authorization be adopted for the movement of all consignments despatched by ACC or AMG or civilian consignors authorized by ACC or AMG. This form of authorization will take the place of the "permit" referred to in para 2 of ACC In Memorandum No 1. The new arrangement to commence on Monday 10 Jan 44.
(b) A model form of authorization is shown at appendix "A". It will be prepared by ACC or AMG departments responsible for originating the movements concerned, and will be issued by them for specific movements only.
(c) Persons in charge (either Military or Civil) at railway stations are being instructed NOT to accept consignments for conveyance unless the consignor hands in a properly completed form of authorization.
3. "Bidding" Reference is made to para 6(e) of Adv Adm Echelon AMG Admin-istrative Instruction No 14 dated 10 Dec 43. As stated therein, the dates within which the movements are required and the quantities available for movement per day must be given. Bids have been received lacking this essential information. The consignments have caused unnecessary delay.
4. Disposition and functions of ACC/AMG Transportation Officers. Reference is made to para 4 of ACC In Memorandum No 1 dated 10 Dec 43. The Transportation Officers (Internal Transportation Sub-Commission representatives) are now in their assigned positions. As there have been alterations in personnel the complete list to date, is given below:-

Internal Transportation Sub-Commission representatives

Mov Reggio		Capt J N De Maret (E)
Mov Foggia		Major V E Towers (E)
Mov E Italy	Bari	Capt S Hall (A)
		Lieut Irvine Lynch (E)
Mov W Italy)		Major W N Yoder (A)
and	Naples	
Tn F E 5		Major C H Holladay 3368
Region 2	Matera	Major J L Belster (E)
Region 3	Naples	Capt J H Street (E)
ACC HQ	Brindisi	

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

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

ACC Sub-Commissions

Shipping (10)
 Finance
 Foreign Trade
 Industry & Commerce
 Public Works and Utilities
 Fuel
 Agriculture, Forestry & Fisheries
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 Mov, Railroad Sub-area
 Mov, Naples
 Mov, Salerno
 Mov, Torre Annunziata
 Mov, Castelmare
 Lt. Col. Wynne Davies
 Gen. di Raimondo

Internal Transportation Sub-Commission representatives

Major V R. Bowerat, C/o Mov Foggia
 Major W N Yoder
 Major C H Holladay, C/o Region 2 Matera
 Major S L Baister, C/o Region 3 Naples.
 Capt. J. N De Maret, C/o Mov Reggio
 Capt. S Hall, C/o Mov E Italy, Bari
 Capt. J. H Street, HQ., ACC Brindisi
 Lieut. Irvin Lynch, C/o Mov E Italy, Bari.

APPENDIX A

(Title and address of ACO/NG Authority issuing this document)

AUTHORIZATION FOR RAIL MOVEMENT.

(Serial No.....)

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

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

Name of Consignor and Address:

ACC or AMG Officer to contact :-

Name	Address	Telephone
Mr. J. H. Smith	100 Main St.	123-4567
Mrs. A. B. Jones	200 Oak St.	987-6543
Dr. C. D. Brown	300 Elm St.	543-2109
Mr. E. F. Green	400 Pine St.	210-9876
Mrs. G. H. White	500 Maple St.	876-5432
Mr. I. J. Black	600 Birch St.	321-0987
Mrs. K. L. Gray	700 Cedar St.	654-3210
Mr. M. N. Blue	800 Spruce St.	109-8765
Mrs. O. P. Red	900 Willow St.	432-1098
Mr. Q. R. Yellow	1000 Ash St.	765-4321
Mrs. S. T. Purple	1100 Hickory St.	098-7654
Mr. U. V. Pink	1200 Poplar St.	321-0987
Mrs. W. X. Orange	1300 Walnut St.	654-3210
Mr. Y. Z. Silver	1400 Cherry St.	987-6543
Mrs. A. B. Gold	1500 Peach St.	210-9876
Mr. C. D. Iron	1600 Plum St.	543-2109
Mrs. E. F. Steel	1700 Apple St.	876-5432
Mr. G. H. Copper	1800 Pear St.	109-8765
Mrs. I. J. Lead	1900 Grape St.	432-1098
Mr. K. L. Zinc	2000 Olive St.	765-4321
Mrs. M. N. Tin	2100 Coffee St.	098-7654
Mr. O. P. Nickel	2200 Tea St.	321-0987
Mrs. Q. R. Aluminum	2300 Sugar St.	654-3210
Mr. S. T. Brass	2400 Honey St.	987-6543
Mrs. U. V. Silver	2500 Butter St.	210-9876
Mr. W. X. Gold	2600 Eggs St.	543-2109
Mrs. Y. Z. Platinum	2700 Milk St.	876-5432
Mr. A. B. Palladium	2800 Cream St.	109-8765
Mrs. C. D. Rhodium	2900 Yogurt St.	432-1098
Mr. E. F. Iridium	3000 Ice Cream St.	765-4321
Mrs. G. H. Osmium	3100 Candy St.	098-7654
Mr. I. J. Platinum	3200 Soda St.	321-0987
Mrs. K. L. Gold	3300 Juice St.	654-3210
Mr. M. N. Silver	3400 Smoothie St.	987-6543
Mrs. O. P. Copper	3500 Pancake St.	210-9876
Mr. Q. R. Nickel	3600 Breakfast St.	543-2109
Mrs. S. T. Zinc	3700 Lunch St.	876-5432
Mr. U. V. Tin	3800 Dinner St.	109-8765
Mrs. W. X. Lead	3900 Supper St.	432-1098
Mr. Y. Z. Aluminum	4000 Bedtime St.	765-4321
Mrs. A. B. Brass	4100 Sleep St.	098-7654
Mr. C. D. Iron	4200 Dream St.	321-0987
Mrs. E. F. Steel	4300 Wake Up St.	654-3210
Mr. G. H. Copper	4400 Morning St.	987-6543
Mrs. I. J. Lead	4500 Day St.	210-9876
Mr. K. L. Zinc	4600 Afternoon St.	543-2109
Mrs. M. N. Tin	4700 Evening St.	876-5432
Mr. O. P. Nickel	4800 Night St.	109-8765
Mrs. Q. R. Aluminum	4900 Midnight St.	432-1098
Mr. S. T. Brass	5000 Dawn St.	765-4321
Mrs. U. V. Silver	5100 Sunrise St.	098-7654
Mr. W. X. Gold	5200 Daybreak St.	321-0987
Mrs. Y. Z. Platinum	5300 Morning Star St.	654-3210
Mr. A. B. Palladium	5400 Noon St.	987-6543
Mrs. C. D. Rhodium	5500 High Noon St.	210-9876
Mr. E. F. Iridium	5600 Afternoon Sun St.	543-2109
Mrs. G. H. Osmium	5700 Sunset St.	876-5432
Mr. I. J. Platinum	5800 Twilight St.	109-8765
Mrs. K. L. Gold	5900 Dusk St.	432-1098
Mr. M. N. Silver	6000 Nightfall St.	765-4321
Mrs. O. P. Copper	6100 Moonrise St.	098-7654
Mr. Q. R. Nickel	6200 Stars and Stripes St.	321-0987
Mrs. S. T. Zinc	6300 American Flag St.	654-3210
Mr. U. V. Tin	6400 Independence St.	987-6543
Mrs. W. X. Lead	6500 Freedom St.	210-9876
Mr. Y. Z. Aluminum	6600 Liberty St.	543-2109
Mrs. A. B. Brass	6700 Justice St.	876-5432
Mr. C. D. Iron	6800 Equality St.	109-8765
Mrs. E. F. Steel	6900 Fraternity St.	432-1098
Mr. G. H. Copper	7000 Brotherhood St.	765-4321
Mrs. I. J. Lead	7100 Unity St.	098-7654
Mr. K. L. Zinc	7200 Harmony St.	321-0987
Mrs. M. N. Tin	7300 Peace St.	654-3210
Mr. O. P. Nickel	7400 Love St.	987-6543
Mrs. Q. R. Aluminum	7500 Friendship St.	210-9876
Mr. S. T. Brass	7600 Goodwill St.	543-2109
Mrs. U. V. Silver	7700 Cooperation St.	876-5432
Mr. W. X. Gold	7800 Solidarity St.	109-8765
Mrs. Y. Z. Platinum	7900 Fellowship St.	432-1098
Mr. A. B. Palladium	8000 Sisterhood St.	765-4321
Mrs. C. D. Rhodium	8100 Brotherhood St.	098-7654
Mr. E. F. Iridium	8200 Kinship St.	321-0987
Mrs. G. H. Osmium	8300 Companionship St.	654-3210
Mr. I. J. Platinum	8400 Association St.	987-6543
Mrs. K. L. Gold	8500 Fellowship St.	210-9876
Mr. M. N. Silver	8600 Partnership St.	543-2109
Mrs. O. P. Copper	8700 Amity St.	876-5432
Mr. Q. R. Nickel	8800 Concord St.	109-8765
Mrs. S. T. Zinc	8900 Union St.	432-1098
Mr. U. V. Tin	9000 Agreement St.	765-4321
Mrs. W. X. Lead	9100 Compact St.	098-7654
Mr. Y. Z. Aluminum	9200 Alliance St.	321-0987
Mrs. A. B. Brass	9300 Pact St.	654-3210
Mr. C. D. Iron	9400 Accord St.	987-6543
Mrs. E. F. Steel	9500 Understanding St.	210-9876
Mr. G. H. Copper	9600 Sympathy St.	

Phone Number.....

Names of Consignee and Address:

ACC or AMG Officer to contact :-

NOTES

Phone Number-----

Reference number of Movement.....

[illegible]

(Province)

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

100

.....

100

.....

100

100

100

[illegible]

9-2657

SECRET
EQUALE U.S. SECRET.

F. H. Q. ADV ADM ECHOLON.

ADMINISTRATIVE INSTRUCTION NO. 15.

AFHQ ADV ADM Echelon,
CMT.

THE USE OF PORT AND RAILWAY PREMISES AND

MATERIALS

19/9.

11 Dec 43

Copy No. ...91.....

1. Since it is of the utmost importance that the railways of Southern Italy are rehabilitated with the minimum delay, the following orders on the use of railway premises and materials and the materials of contractors engaged on work for the railway or ports, will be taken into effect forthwith.

2. All railway premises including transit sheds, sidings, Station buildings and yards and all that portion of the port which is specifically set aside for Tn purposes by agreement of Naval and Military Authorities are set up within Reserved Transportation Areas and no stores or material will be stored in them except those which are required for port or railway operation.

This does not apply to special installations such as Bulk Petrol or Cold Storage Plants.

3. No equipment or materials of an essentially railway nature or specially designed for railway or port working may be acquired except after application to British Movements or U.S. Transportation Staff Branches of the H.Q. concerned or the local Movement Control Area in British Districts and Sub Areas.

The Mov and Tn., branch of the staff will then make all necessary arrangements with D.G.M.R., or in the case of Ports with the Port Transportation authorities.

This applies to all materials of this category wherever they are situated whether on Port or Railway premises or in private sidings or yards.

4. No general engineering stores or equipment which belongs to the Italian State Railways or to Port Authorities may be acquired without previous reference as in para 3.

5. As a general rule, port and railway buildings must not be occupied as billets except by personnel of Transportation Units engaged in repair or operating the port or railway or by Movements Staff. In these cases the offices and living accommodation of the civilian staff who are actually employed on the premises will be encroached upon as little as possible. The approval of Mov and Tn., who will work in consultation with D.G.M.R., (or D.TN., in the case of British operated ports) will be obtained prior to occupation by any other units.

When such premises are occupied by Military units or when adjoining sites are occupied, civilian railway employees will not be prevented from working on the premises, nor will they be denied access to dumps or sub-stores or materials required for their work. All railway employees carry an Identity Card, on the outside of which appear the words :-

1. Since it is of the utmost importance that the following orders on the Italy are rehabilitated with the minimum delay, the following orders on the use of railway premises and materials and the materials of contractors engaged on work for the railway or ports, will be taken into effect forthwith.

2. All railway premises including transit sheds, sidings, Station buildings and yards and all that portion of the Port which is specifically set aside for Tn purposes by agreement of Naval and Military Authorities are set up within Reserved Transportation Areas and no stores or material will be stored in them except those which are required for port or railway operation.

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This applies to all materials of this category wherever they are situated whether on Port or Railway premises or in private sidings or yards.

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When such premises are occupied by Military units or when adjoining sites are occupied, civilian railway employees will not be prevented from working on the premises, nor will they be denied access to dumps or sub-stores or materials required for their work. All railway employees carry an Identity Card, on the outside of which appear the words :-

"FERROVIE DELLO STATO"

6. The private homes of railway employees will not be requisitioned, except in extreme emergency, in which case notification will be first made to this HQ.

.....2366

- 2 -

7. The above orders mainly apply to areas where railways and ports are operating normally behind the actual combat zones. It must however be emphasized that any interference with railway and port installations, or the removal or diversion to other use of railway and port equipment, actually in the fighting area may have serious consequences on the reopening of forward railway communications and of ports.

Where special port or railway equipment or tools are used by units in forward areas they must either be returned when finished with, or their whereabouts reported to Mov Eighth Army or to Transportation Fifth Army.

/s/

?

Major General,
Deputy Chief Administrative Officer.

COPY NOS.

DISTRIBUTION:-

Allied Control Commission

91

Minutes of FIRST meeting of the Transportation Committee
held at AFHQ Adv. Adm. Ech. at 1430 hours
on 11 Dec 45.

Reference : TC 2/1

Date : 12 Dec 45.

Subject : Procedure for obtaining Transportation for civilian
Passengers and Freight.

Present:

Brig. Fellows D.A.M.S.(M) in the chair.

AFHQ Adv. Adm. Ech.
Col. Ryeroff (Q Mov)
Lt.Col. Donaldson (Q Mov)
Lt.Col. Wynne Davies (Q Mov)
Major Thomson (Q Mov)
Major Fischer (D/OOT and PBS)

M.G.S. Adv.
Major J.A. Todd

Hq. A.C.C.
Not represented.

H.Q. A.M.G.
Col. F. Todd

Hq. AMB 15 Army Group.
Capt. K.J. Curran

In attendance:

Col. D.A. Greenhill (Q Mov), AFHQ
Major G.B. Sowers (Deputy Director Transportation, Region 4).

Internal Transportation Sub-Commission,
Col. Fitch
Lt.Col. Vining
Major Glenville

Shipping Sub-Commission, AGO.
Major J.C. Hickingbotham
Major J.W. Clarke

MEMBO.
L.D. Campbell Esq.

Gen. di Raimondo, Undersecretary
of State for Railroads and Highways

D.O.M.R.S.
Col. Dougherty
Lt.Col. B.H. Decker

1. Brig. Fellows opened the Meeting, and referred to adv. adm. Ech. Administrative Instruction No. 14 dated 6 December 43 which had been circulated to all concerned. He suggested that the Transportation Committee should not meet every ten days, but that the Sub-Com.

Subject : Procedure for obtaining Transportation for civilian Passengers and Freight.

Present:

Brig. Fellows D.C.M.G.(M) in the chair.

A.F.H.Q. Adv. Adm. Ech.
Col. Bycroft (Q Mov)
Lt.Col. Donaldson (Q Mov)
Lt.Col. Wynne Davies (Q Mov)
Major Thomson (Q Mov)
Major Fischer (D/COT and PBS)

M.G.S. Adv.
Major J.A. Todd

Rev. A.C.C.
 Not represented.

R.A. A.M.G.
Col. P. Todd

H.Q. AG 15 Army Group.
Capt. K.J. Curran

Internal Transportation Sub-Commission, ACC.
Col. Fitch
Lt.Col. Vining
Major Glenville

Shipping Sub-Commission, ACC.
Major J.D. Hickingbotham
Major J.W. Clarke

MEMO.
L.D. Campbell Esq.

Gen. di Reimondo, Undersecretary
of State for Railroads and Highways

D.G.M.R.S.
Col. Dougherty
Lt.Col. B.H. Decker

In attendance:

Col. D.A. Greenhill (Q Mov), A.F.H.Q.
Major G.B. Sowers (Deputy Director Transportation, Region 4).

1. Brig. Fellows opened the Meeting, and referred to Adv. Adm. Ech. Administrative Instruction No. 14 dated 6 December 43 which had been circulated to all concerned. He suggested that the Transportation Committee should not meet every ten days, but that a Sub-Committee be formed to meet approximately every ten days. The Sub-Committee to consist of a representative from :-

A.F.H.Q. Adv. Adm. Ech.
D.G.M.R.S.
Internal Transportation Sub-Commission, ACC
Shipping Sub-Commission, ACC
D/COT and PBS
AG 15 Adv.
AG 15 Army Group
Undersecretary of State of Italian Railroads
and Highways.

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1. (Contd)

- 2 -

The Meeting of the Sub-Committee would be held approximately on the 2nd, 10th, and 20th, of each month at 1430 hours in Brig. Fellowes' room at AFHQ Adv. Admin. Ech., and all bids to be brought forward before this Committee must reach the Internal Transportation Sub-Committee, ACC, attached HQ & Hq., AFHQ Advanced Administrative Echelon, C.M.F., by first post on the 1st, 10th, and 20th, of each month from all representatives within the Naples Area. All outside bids should be posted five days in advance so as to reach the above address on the dates notified.

Brig. Fellowes pointed out that providing all bids could be collated in time, it should be possible for agendas to be sent out as all members of the Sub-Committee are likely to be located in the Naples Area.

AGREED: (a) The Sub-Committee to be appointed and meet as proposed above.

(b) The first Meeting to be held on 23 Dec 43, bids to reach Internal Transportation Sub-Committee, ACC by 20th Dec.

2. APPOINTMENT OF SECRETARY.

Brig. Fellowes proposed that Major F.F. Richardson, R.L., (Internal Transportation Sub-Committee, ACC) be appointed as Secretary to the Transportation Committee, and the Sub-Committee. AGREED.

3. BASIC SCHEDULE OF TRAINS.

Proposals for the Basic Schedule of Trains for civilian traffic were discussed.

Col. Dougherty emphasised that tentative estimates of civilian requirements of trains as shown in Appendix I of the Minutes of the Meeting held at AFHQ Adv. Admin. Ech., at 1500 hours 30 Nov 43 must be curtailed owing to the shortage of fuel and power.

Brig Fellowes then proceeded to take each Section of railroad in turn, and the trains as shown in Appendix II attached to these Minutes were accepted, and agreed upon by both D.C.M.R.S., and Italian State Railways. AGREED.

Gen. di Raimondo confirmed that locos and stock of the SUDIST system, although a private company, could be employed anywhere on the standard gauge system if D.C.M.R.S. considered it necessary.

Gen. di Raimondo stated that further proposals would be submitted later to cover the secondary lines on the CALANZARO and NAPLES Districts.

During the discussion, the following points were raised:

MG 15 Army Group stated that it was considered that transport

attached May & Th., AFHQ Advanced Administrative Echelon, C.M.F., by first post on the 1st, 10th, and 20th, of each month from all representatives within the Naples Area. All outside bids should be posted five days in advance so as to reach the above address on the dates notified.

Brig. Fellows pointed out that providing all bids could be collated in time, it should be possible for agendas to be sent out as all members of the Sub-Committee are likely to be located in the Naples Area.

AGREED: (a) The Sub-Committee to be appointed and meet as proposed above.

(b) The first meeting to be held on 23 Dec 43, bids to reach Internal Transportation Sub-Commission, 100 by 20th Dec.

2. APPOINTMENT OF SECRETARY.

Brig. Fellows proposed that Major F.F. Richardson, B.E., (Internal Transportation Sub-Commission, 100) be appointed as Secretary to the Transportation Committee, and the Sub-Committee. AGREED.

3. BASIC SCHEDULE OF TRAINS.

Proposals for the Basic Schedule of Trains for civilian traffic were discussed.

Col. Dougherty emphasized that tentative estimate of civilian requirements of trains as shown in Appendix A of the Minutes of the Meeting held at AFHQ Adv. Adm. Ech., at 1500 hours 30 Nov 43 must be curtailed owing to the shortage of fuel and power.

Brig Fellows then proceeded to take each Section of railroad in turn, and the trains as shown in Appendix A attached to these Minutes were accepted, and agreed upon by both D.G.M.R.S., and Italian State Railways. AGREED.

Gen. di Reimondo confirmed that locom and stock of the SUDEST system, although a private company, could be employed anywhere on the standard gauge system if D.G.M.R.S. considered it necessary.

Gen. di Reimondo stated that further proposals would be submitted later to cover the secondary lines on the CALABRZO and NAPLES Districts.

During the discussion, the following points were raised :

ANG 15 Army Group stated that it was considered that insufficient passenger and freight services between SALERNO and NAPLES were being run for one million population. Col. Dougherty stated that it should be realized that the bottle-neck at SALERNO which has heavy military traffic was the cause, but he hoped for improvement later.

Col. Fitch asked when the Basic Trains could be expected to operate. Col. Dougherty stated that it would take some time for the necessary arrangements to be made through D.G.M.R.S., and Gen. di Reimondo. Gen. di Reimondo was asked to inform the Italian State Railways that the Basic Schedule of trains as detailed in Appendix A hereto has his authority, and is binding on all Italian railways. Gen. di Reimondo agreed to do so.

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4. BIDS FOR TRANSPORTATION.

Brig. Fellowes pointed out that no bids had been received by the Transportation Committee for discussion and asked representatives whether they had anything specific to present.

1. Major Todd (MB3) asked for transportation for 500 tons of Flour from NAPLES to REGGIO, to be regarded as urgent emergency requirement.

2. Brig. Fellowes drew attention to the fact that supplies for REGGIO should not be based on NAFLER, particularly in view of the ample port facilities available in Sicily. They should be shipped to Sicily and distributed by schooner from there, if direct shipment to REGGIO could not be arranged.

3. Col. Fitch stated that he had already arranged to see Lt. Col. Warren and Col. Ruck of AMG Region 2, immediately after this meeting on this subject. NOTED that the specific movement requested might be suitably dealt with by coastwise shipping.

Gen. di Raimondo presented bids which he had received from the Minister of Food Supplies (Signor Corbino). They were as follows :-

Monthly bids of :-

3,000 tons of Salt from BARLETTA to SALERNO
4,000 tons of Salt from BARLETTA to NAPLES
600 tons of Wheat from POTENZA to NAPLES
600 tons of Charcoal from ATENA to NAPLES.

Major Todd (MB3 Adv) asked if these bids had been co-ordinated through Regions 2 and 3. Upon being informed to the contrary, he asked the Chairman not to accept them, pointing out that unless such bids are passed through the proper channels of HQ AMB/ACC for investigation and control over the distribution of foodstuffs etc., can be maintained. Bids from BARLETTA to SALERNO and NAPLES should have been submitted by HQ ACC. Bids for Wheat from POTENZA and Charcoal from ATENA, by Region 2. In all cases bids must in future be submitted by the Regional or equivalent authority which controls the district in which the traffic originates, through their ACC or AMB headquarters. Major Todd was asked to make this procedure clear to all concerned.

This was explained to Gen. di Raimondo who said that he had presented these bids at the request of the Ministry of Supply, owing to their urgency and added that his Department was regarded by the Ministry of Supply as responsible for arranging transportation required.

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Major Todd (MBS adv) asked if these bids had been co-ordinated through Regions 2 and 3. Upon being informed to the contrary, he asked the Chairman not to accept them, pointing out that unless such bids are passed through the proper channels of HQ AMG/ACC for investigation and control over the distribution of foodstuffs etc., can be maintained. Bids from BARIETTA to SALERNO and NAPLES should have been submitted by HQ ACC. Bids for Wheat from POTENZA and Charcoal from ATENA, by Region 2. In all cases bids must in future be submitted by the Regional or equivalent authority which controls the district in which the traffic originates, through their ACC or AMG headquarters. Major Todd was asked to make this procedure clear to all concerned.

This was explained to Gen. di Raimondo who said that he had presented these bids at the request of the Ministry of Supply, owing to their urgency and added that his Department was regarded by the Ministry of Supply as responsible for arranging transportation required by his Government.

Documents setting out these bids have been passed to Major Todd (MBS adv) for individual investigation and action.

The absence of a representative from HQ ACC, and the resulting difficulties in conducting this particular business was emphasised by Brig. Fellowes.

AGREED: (a) No action to be taken for Salt and Wheat.
 (b) MBS investigate immediately the bid for Charcoal, and if accepted, to pass to Internal Transportation-Sub-Commission, ACC.

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5. TRANSPORT BY SEA.

On the question of transport by sea, Major Hickingbotham stated that the functions of the Shipping Sub-Commission, ACC were the subject of detailed discussion with MEDO. Difficulties were being experienced in ascertaining particulars of vessels which were now being operated by various branches of the Services and by Italian organizations. At the moment he was unable to obtain control of any vessels. However, in close collaboration with MEDO he fully expected that it would soon be possible to arrange a satisfactory organization. Major Hickingbotham further stated that he had now established an office in Naples and would be working in close co-operation with MEDO and the Internal Transportation Sub-Commission, ACC.

Irish. Fellows informed Major Hickingbotham that Capt. Langham, R.N. (DSTO) would be able to give particulars of the small craft now being operated or controlled by the Services, and whether or not there was any spare capacity which could be used by Civil Affairs.

6. PERMITS FOR CIVILIANS TRAVELLING BY RAIL.

Lt. Col. Wynne Davies stated that HQ ACC had instructed the Italian Government to submit their proposals for introduction of a system for limiting and controlling the number of passengers who could travel by rail. Gen. di Raimondo still had the matter in hand.

Lt. Col. Donaldson pointed out the seriousness of civilians travelling uncontrolled and stated that the entire shunting at Salerno was recently stopped for several hours owing to the masses on the line trying to jump trains to further destinations.

Col. Daugherty emphasised that the Naples - Bari bi-weekly trains have only 600 seats each. He will inform Col. Fitch of the maximum number of passengers per train to be permitted to travel from each station concerned in order that Regions may be requested to arrange for the number of passengers to be restricted accordingly.

Col. Fitch stated that AD Region 3 had already been requested to introduce a local permit system for the Naples area, commencing with the Naples - Bari civilian train scheduled to run on Wednesday 15 Dec 43.

Added: The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by ACC and ADG in conjunction with the appropriate Italian Government representatives. Col. Fitch will take the initiative immediately Gen. di Raimondo's proposals are received. The D.G.M.S. representative will inform the Internal Transportation Sub-Commission as soon as possible of the detailed passenger carrying capacity of the railways.

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Brig. Fallowes informed Major Hockingbottom that Capt. Langham, R.N. (DSTO) would be able to give particulars of the small craft now being operated or controlled by the Services, and whether or not there was any spare capacity which could be used by Civil Affairs.

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Lt. Col. Donaldson pointed out the seriousness of civilians travelling uncontrolled and stated that the entire shunting at Salerno was recently stopped for several hours owing to the masses on the line trying to jump trains to further destinations.

Col. Dougherty emphasized that the Naples - Bari bi-weekly trains have only 600 seats each. He will inform Col. Fitch of the maximum number of passengers per train to be permitted to travel from each station concerned in order that Regions may be requested to arrange for the number of passengers to be restricted accordingly.

Col. Fitch stated that MG Region 3 had already been requested to introduce a local permit system for the Naples area, commencing with the Naples - Bari civilian train scheduled to run on Wednesday 15 Dec 43.

NOTED: The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by ACC and ASD in conjunction with the appropriate Italian Government representatives. Col. Fitch will take the initiative immediately Gen. di Raimondo's proposals are received. The D.G.M.H.Q. representative will inform the Internal Transportation Sub-Committee as soon as possible of the detailed passenger carrying capacity and picking-up and setting-down places of the trains it is proposed to run in the Basic System.

7. SECOND MEETING OF THE TRANSPORTATION COMMITTEE.

ASPER: The second meeting of the Transportation Committee be held at 1130 hours 3 Jun 44, at JFH. Adv. Adm. Ech. The room to be notified in the agenda.

APPENDIX "A"

BASIC SCHEDULE OF TRAINS FOR CIVILIAN REQUIREMENTS.

Section of Railroad	PASSENGER (each way)	FREIGHT (each way)	MIXED (each way)
<u>ITALIAN STATE. STANDARD GAUGE.</u>			
NAPLES-POTENZA-TARANTO- BRINDISI-BARI			
TARANTO-MARTINA-FRANCO-LECCE	Bi-weekly	One daily	
BARI-BARILETTA			
<i>Cancelled See Minutes 2nd Meeting Committee.</i>			
BRINDISI-LECCE			One daily
BARI-BRINDISI			One daily
BARI-TARANTO (Via GIOIA) 2 nd Committee Meeting.			One daily
BARI-GIONTA	One daily		
NELFI-POTENZA			
SIGNANO-LACONIGRO			
AVELLINO-NOCELA			
FUTINO-BATTIPAGLIA			
REGGIO-PALMI			
REGGIO-CATONZARO			
METAPONTO-TARANTO			
<i>S. Eufemia - Acquafredda.</i>			
SILVERI-POLLA			
PAOLA-SCALERA			
<u>SOUTHERN STANDARD GAUGE SYSTEM</u>			
SECONDA-FY LINES METRE GAUGE			
BARI-MATERA	Two daily	One daily	
BARI-TORRITO	One daily	Three daily	
ALTAMURA-GRAVINA	One daily		
POTENZA-VIGLIANO			Two daily
POTENZA-CANDELLO			Two daily

Section of Italian State Standard Gauge (each way) (each way) (each way)

ITALIAN STATE STANDARD GAUGE.

NAPLES-POTENZA-TARANTO-
BRINDISI-BARIBi-weekly
One daily
One daily*Cancelled See Minutes 2nd Meeting Committee.*

TARANTO-MARINARAPOZZANO-LECCE

One daily

BARI-BARLETTA.

One daily.
One daily

BRINDISI-LECCE

BARI-BRINDISI

One daily

(Via GIOIA) 2nd Committee Meeting.

BARI-TARANTO

BARI-GIORDA

One daily

NAPOLI-POTENZA.

Tri-weekly

SICIGLIANO-LAGONEGGIO

Tri-weekly

AVELLINO-NOCIERA

* Bi-weekly

RUTINO-BENTIVAGLIA.

* Bi-weekly

*REGGIO-PALMI**one daily*

REGGIO-CATANZARO-

Tri-weekly

METAPONTO-TARANTO

*one daily.**S. Eufemia - Acquafredda.*

x Tri-weekly

SALERNO-PAOLA

x Tri-weekly

PAOLA-SCALE.

One daily

SUD-EAST STANDARD GAUGE SYSTEM

Two daily

SECONDARY LINES METRE GAUGE

BARI-MATERA

Three daily

BARI-TORINIO

One daily

ALTAMURA-OPAVINA

Two daily

POTENZA-AVIGLIANO

Two daily

POTENZA-CANVELLO

Tri-weekly

ATENA-MARSIANO-NUOVO

3383 weekly

LAGONEGGIO-SPEZZANO

One daily

NOTES:

* Service to connect with the NAPLES-TARANTO-BRINDISI-BARI Bi-weekly train both ways.

x Service to connect with the REGGIO-CATANZARO-METAPONTO-TARANTO Tri-weekly train both ways.

"DAILY" Services work only on WEEK-DAYS, except workmen's trains.

Internal Transportation Sub-Commission, A.C.U.

Attached hereto is the

44-38861-3 Administrative File

4/5/11 at

10 December 47.

CCO TH. SIMONSON NO. 1.

Procedure for ACC and JAG to seek transportation to meet
essential civilian contractors:

1. OBJECT. The amplification of certain paragraphs of Adv. Com. Section JFH. Administrative Instruction No. 14 dated 6 December 43., to assist all concerned in JCG and JWG in securing transportation to meet essential civilian requirements.
2. BASIC SCHEDULE OF TRAINS.
Para 5b of Instruction No. 14. Movement required by JCG and JWG by such trains will be pre-arranged through the person in charge at the sending station. As many days notice as possible should be given to enable the person in charge at the sending station to make the necessary arrangements through his normal channels and thus ensure that railway wagons will be available at time and date required for loading and that room is left on the trains concerned to clear the traffic.

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

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

3. ADDITIONAL MOVEMENTS OVER AND ABOVE BASIC RAIN SCHEMATIC.
 Paras 6(a) and (e) of Instruction No. 11. The inclusive periods of ten days for forecasts (or "bidding") will be:-
 21 to 30 December 43.
 31 Dec to 9 Jan 44.
 10 Jan to 19 Jan 44.
 and so on

Amended
see
P2 FCC TN
Memo # 2
29 Dec 43

Procedure for ACC and AMB to send a transportation to meet essential civilian requirements.

1. OBJECT. The amplification of certain paragraphs of Adv. Gen. Regulation AFH Administrative Instruction No. 14 dated 6 December 43., to assist all concerned in ACC and AMB in arranging transportation to meet essential civilian requirements.

2. BASIC SCHEDULE OF TR. INS.

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

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

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

3. ADDITIONAL MOVEMENTS OVER AND ABOVE BASIC RAIL SCHEDULE.

Para 6(a) and (c) of Instruction No. 14. For inclusive period of ten days for forecasts (or "bidding") will be:-

21 to 30 December 43.
31 Dec to 3 Jan 44.
10 Jan to 19 Jan 44.
and so on

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

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

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

Amended
see
P2 HCE TN
Memo # 2
29 Dec 43

3 (Contd).

- 2 -

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

4.

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

Mov. REGGIO
 Mov. FOGGIA
 Mov. E. Italy BARI

: Capt. H.A. RYAN (A)
 : Major V.A. BOWERS (B)
 : (Major G.F. JUCKLEY (B)
 (Capt. S. HALL (A)

Mov. W. Italy)
 and)

Th. P.E.S.)
) NAPIES)

: Major W.N. YODER (A)

On arrival at their posts they will :-
 (i) notify all concerned of their address, telephone number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) and (d) of Instruction No. 14 are to be made in each ACC and AMG Region or Area concerned.

(ii)

(iii)

make all necessary contacts with ACC and AMG Region HQs.
 carry out the requirements of Instruction No. 14.

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

HQ. ACC

HQ. Region 2

HQ. Region 3

: Capt. A.H. STREET (B)

: Major G.H. HOLLIDAY (A)

: Capt. W.N. DE MARET (A)

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

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

5.

INTERNAL TRANSPORTATION SUB-COMMISSION, ACC.
 address :-

"Attached Mov & Th
 -PHQ Adv. Adm. Echelon."

4. DISPOSITION AND FUNCTIONS OF ACC AND JMG TRANSPORTATION OFFICERS.
Paras 8(a), 9 and 10 and APP. B of Instruction No. 14. The Transportation Officers who will be attached as soon as possible to the more important British and U.S. Military Movement and Transportation offices are shown below:-

- Mov. REGGIO : Capt. R.A. RYAN (A.)
- Mov. FORGIS : Major V.A. POWERS (B)
- Mov. E. Italy East : (Major G.F. BUCKLEY (B)
- (Capt. S. HALL (A.)

- Mov. W. Italy)
- and) NARLES : Major W.N. YODER (A.)
- Tn. F.E.S.)

On arrival at their posts they will :-

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

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

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

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

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

5. INTERNAL TRANSPORTATION SUB-COMMISSION, ACC.

Address :-

"Attached Mov & Tn
JHQ Adv. Ldn. Echelon."

Phone numbers :-

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

Telegraph address :- MOV FLMBD FOR FITCH.

6. POINTS TO REMEMBER IN ARRANGING J.L. RAIL MOVEMENTS.

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

6 (Contd.).

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

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

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

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

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

10. DOCUMENTATION AND RECORDING OF RAIL TRAFFIC. A separate Memorandum on this matter will be issued. Meanwhile, the procedure should be :-
(a) For movement when the consignee or sender is ACC or AMG and in respect of which no tariff charges to be paid:-
(i) Where Military Warrants (Forms MB 497a or 494a) suitably endorsed "ACC" or "AMG" are now being used, this practice should be continued, but without prejudice to the normal Italian Railway documentation procedure where the sections of railway concerned are being operated by Italian railway organizations.
(ii) Where warrants are not being used the normal documentation procedure employed by the Italian Railway organization, with appropriate

particularly of foodstuffs, should also be considered for the local guards or other security measures when considered to be necessary.

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

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

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

9. HIGHWAY TRANSPORT OTHER THAN LOCAL.

A separate Memorandum on this matter will be issued. Owing to shortage of road transport, it is unlikely that much will be available for some considerable time.

Meanwhile, details of any Italian Highway Transport organizations, including the number of vehicles (runners and non-runners) in their possession and what action is required to enable them to operate, should be sent as soon as possible to the Internal Transportation Sub-Commission, ACC.

10.

DOCUMENTATION AND RECORDING OF RAIL TRAFFIC.

A separate Memorandum on this matter will be issued. Meanwhile, the procedure should be :-

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

(b) All rail movements referred to in (a) above should be ^{fully} recorded by the ACC or AMG offices responsible for the arrangement for the movement.

(c) The requirements of (a) and (b) above have no application in respect of civil traffic moving on a commercial basis, under tariff charges. Such movements will be subject to the normal documentation and recording procedure of Italian Railway Administration.

-4-

11.

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

Chief of Internal Transportation Sub-Commission, A-500.
Colonel;

DISTRIBUTION :

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

ACC Sub-Commissions.

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

DISTRIBUTION FOR INFORMATION :

DWG (M)
D/COT
DGARS
Mov East Italy
Mov West Italy
Mov Taranto
Mov Brindisi
Mov Bari
Mov Barletta
Mov Reggio
Mov Railhead Sub-Area
Mov Naples
Mov Salerno
Mov Terre Annunziata
Mov Castellomers
Lt. Col. Wynne Davies
General Di Raimondi.

* For information together with copy of Adv. Sub-Com. AMT Administrative Instruction No. 14.

ADV. ADM. ECHelon A.F.H.Q. - ADMINISTRATIVE INSTRUCTION NO. 14.

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. INTENTION OF THIS INSTRUCTION.

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

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

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

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

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

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

3. Transportation Committee.

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

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

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

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

The respective responsibilities and functions of the Movement and Transportation organizations of the Allied Military Forces and of the Transportation organization of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.M.G. Administrative Memorandum No. 76 dated 9th November, 1945, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.C.G. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their Mov.&Trn. organization:-

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

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

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

3. Transportation Committee.

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

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

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

<u>Chairman.</u>	D.C.M.G. (H). A.P.H.Q. Adv. Adm. Echelon.	
<u>Deputy.</u>	D/C.O.F.	" " " "
<u>Members.</u>	A Representative of:-	
	M.G.S. Adv.	} Supply Representative.
	H.Q., A.C.C.	
	H.Q., A.M.G.	
	H.Q., A.H.G. 15 Army Group	

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3. Transportation Committee (Contd).

Internal Transportation Sub-Commission A.C.C.

Shipping Sub-Commission A.C.C.

Military Railway Service.

"Q" Branch A.F.H.Q., Adv. Adm. Echelon.

G-4 " " "

MEMBO

P.B.S.

No. 2 District.

Under Secretary of State for Italian Railroads and Highways.

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

4. Procedure for obtaining Rail Transportation.

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

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

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

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

5. Basic Schedule of Trains.

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

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

6. Additional Movements over and above Basic Rail Schedule.

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

4. Procedure for obtaining Rail Transportation.

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

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

5. Basic Schedule of Trains.

- (a) Recommendations accepted will be passed to D.C.H.R.S., who will arrange a Basic Schedule of trains to provide the service required throughout the country. Details of this basic schedule will be circulated for information of A.C.C. and A.M.C. Headquarters and of the Movement and Transportation Offices of the Allied Military Forces.
- (b) Requirements of A.C.C., A.M.C., or Civilians for movement by the trains included in the basic schedule will be arranged in the normal manner with the Italian Railway authorities. Movements required by A.C.C. and A.M.C. will be given priority and those required by civilians will be subject to any permit or other control system which may be introduced.

6. Additional Movements over and above Basic Rail Schedule.

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

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

...3/

- 3 -

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

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

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

(d) All requests for specific movements referred to in para. 6(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:-

Railroad Station from..... (Province).....
Consignor (Name and Address).....
 A.M.C. or M.C.C. Officer to contact (Name, address & Phone No.).....

Railroad Station to..... (Province).....
Consignee (Name & Address).....
 A.M.C. or M.C.C. Officer to contact (Name, address and Phone Number).....

Description of Traffic (e.g. "Wheat in 50 lb. sacks).....

Tons to be moved.....

Full reasons why movement is required.....

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

(e) All forecasts referred to in para. 6(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many dates within which the movements are required and the quantities available for movement per day must be given.

7. Coastwise and Sea-going Shipping Requirements

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

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

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

(a) The Internal Transportation Sub-Commission will arrange for M.C.C. or A.M.C. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that they can maintain

(4) All requests for specific movements referred to in para. 6(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:-

Railroad Station from..... (Province.....)
 Consigner (Name and Address).....
 A.M.C. or I.M.C. Officer to contact (Name, address & Phone No.....)
 Railroad Station to..... (Province.....)
 Consignee (Name & Address).....
 A.M.C. or I.M.C. Officer to contact (Name, address and Phone Number).....
 Description of Traffic (e.g. "wheat in 50 lb. sacks").....
 Tons to be moved, ...
 Full reasons why movement is required.....
 Reference number of movement..... (each movement to be given a consecutive reference number).

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

7. Coastwise and Sea-going Shipping Requirements.

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

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

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

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

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

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9. Location of Military Mov. and Tn. Offices.

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

10. Organisation and Location of Internal Transportation Sub-Commission.
shown

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

Major-General

Major-General,
Deputy Chief Administrative Officer.

DISTRIBUTION:-

- A.C.C. (30)
- M.C.S. Adv. (2)
- H.Q. A.C.C. (Brindisi) (4)
- H.Q. A.M.C. (Palermo) (6)
- H.Q. A.M.C. 15th Army Group (4)
- A.M.C. Region 2 (10)
- " " 3 (6)
- " " 4 (6)
- A.C.C. Internal Transportation Sub-Com (30)
- A.C.C. Shipping Sub-Commission (10)
- D.G.H.R.S. (6)
- M.E.D.B.C. Italy
- 15 Army Group (2)
- Adm. Rep. 15 Army Group.
- 5th Army (3)
- 8th Army (3)
- Commanding General P.B.S.
- H.Q. No.2 District (16)
- 57 Area.
- 86 Area.
- 71 Sub-area.
- 151 Sub-area.
- 6 Base Sub-area.
- P.M. Sub-area.
- 94 Sub-area.
- 103 Sub-area.
- Mov. 15 Army Group.
- " Post Italy.

- Mov. Torre Annunziata.
- " Castellammare.
- FOVIT.
- FOIA.
- N.M.F.
- N.M.S.C.
- XII A.F.S.C.
- II A.S.A.C.
- III A.S.A.C.
- Tn. Adriatic Base Area (Bari).
- H.Q. 214 Group R.M.F.
- NOIC Combined H.Q. Naples.
- A.O.A. H.Q. N.W.M.M.F.
- D.C.A.A.O.
- A.D.C.
- D/D.C.A.O.
- DGIC(M)
- D/C.O.T.
- D.D.Tn.
- Mov. 1 to 6.
- Mov.
- "Q" (6)
- G(SD)
- G-4.

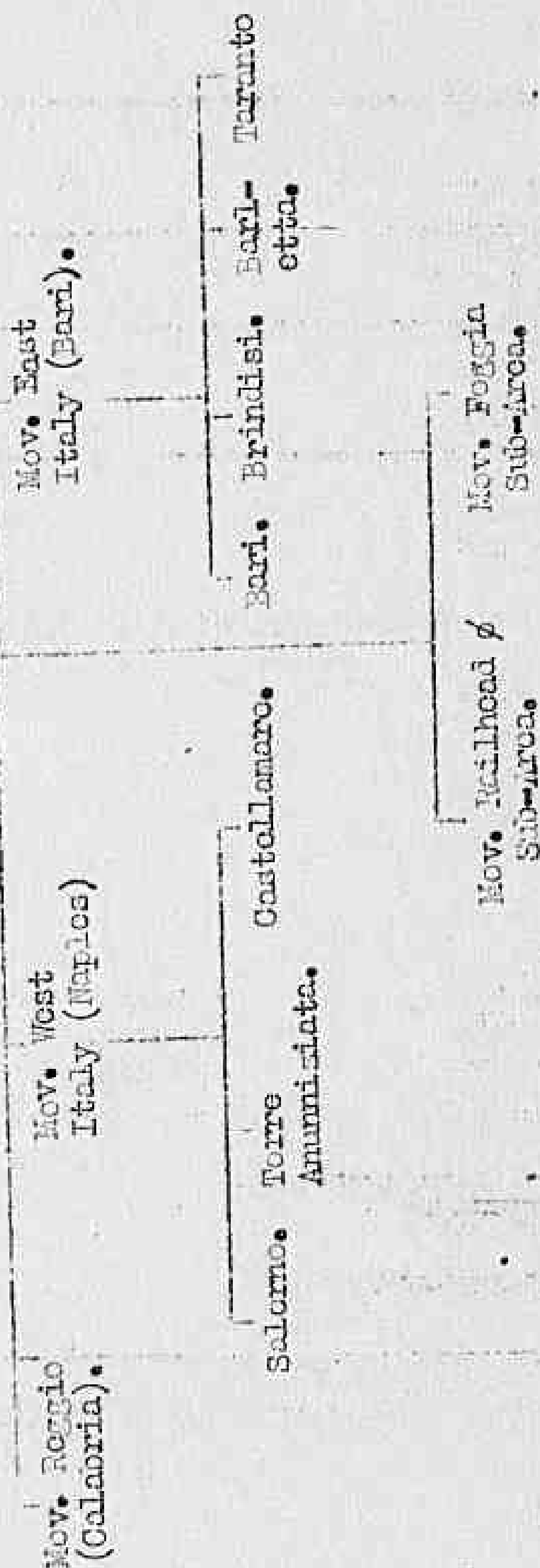
50000

Wm Jackson

For more information, contact:

Nov. Torre Amunziata.
" " Castellare.

Ae.F., H.Q. (30)
 Ae.G.S., Adv. (2)
 Ae.Q., Ae.C.C. { Brindisi (4)
 H.Q., Ae.M.G. { Palermo (6)
 H.Q., Ae.F.G. 15th Army Group (4)
 Ae.M.G., Region 2 { 10
 " " 3 { 6
 " " 4 { 6
 Ae.C.C., Internal Transportation
 Ae.C.C., Shipping Sub-Commission
 D.G.M., P.S. (6)
 M.E.D.B.C., Italy
 15 Army Group (2)
 Adm. Rep. 15 Army Group.
 5th Army (3)
 8th Army (3)
 Commanding General P.B.S.
 H.Q. No. 2 District (16)
 57 Area.
 86 Area.
 71 Sub-Area.
 151 Sub-Area.
 6 Base Sub-Area.
 P.M. Sub-Area.
 94 Sub-Area.
 103 Sub-Area.
 Mov. 15 Army Group.
 " East Italy.
 " West Italy.
 " Rear Eighth Army.
 " Taranto.
 " Brindisi.
 " Bari.
 " Barletta.
 " Poggio.
 " Railroad Sub-Area.
 " Naples.
 " Salerno.

APPENDIX "A"LOCATION OF MILITARY MOV. & EN OFFICES.British Movements:-Mov. Adv. Adm. Ech. H.Q.U.S. Transportation:-

Transportation Adv. Adm. Echelon A.F.H.Q.
 Transportation Peninsula Base Section Naples).
 Transportation Adriatic Base Area Bari).

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

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

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

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

Int. Tn. S. Com.

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

Int. Tn. S. Com
Representative

(Liaison with HQ A.C.C.)
(Liaison with HQ A.M.G.)

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

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

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

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

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

	For "bidding" and moves which cannot be agreed locally.	For special moves the agreed capacity.
(a) A.M.G. 15 Army Group.	Int. Tn. S. Com at AFHQ Adv. Adm. Echelon.	Mov. East Italy Mov. West Italy Tn. P.B.S.
(b) Regions 3 and 4.	A.M.G. 15 Army Group who will co-ordinate with (a) above.	-
(c) A.C.C. (Puglia).	Int. Tn. S. Com at AFHQ Adv. Adm. Ech.	Mov. East Italy subordinate shown on
(d) Region 2.	-ditto-	Mov. Reggio Bari, etc. of Mov.

APPENDIX "B"

CHART SHOWING ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS
FOR ARRANGING TRANSPORTATIONHqs. A.C.C. & A.M.G.Int. Tn. S. Com.

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

Int. Tn. S. Com
Representative
(Mov. Reggio).Int. Tn. S. Com
Representative
(Mov. East Italy
Bari).Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.Int. Tn. S. Com
Representative
(Mov. West Italy
and Tn. P.E.S.
Naples).Int. Tn. S. Com.
Representative
(Mov. Foggia).

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

For "bidding" and
moves which cannot
be agreed locally.For specific movements within
the agreed tonnage allocations

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

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SECRET
SECRET

NO 8
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NOTE: Following is an interpretation of a statement prepared in English by Ing. Dott. Emilio, Chief Administrative, Chiefly Government, Italian State Railways. The original statement was prepared as a request to show the location of Italian rail officials to our occupation.

GROUP B, ITALY
Capt. J. J. J.
Capt. J. J. J.
Capt. J. J. J.

I.

In considering the state railways it is first necessary to be acquainted with their organization.

There is a Central Administrative Direction at Rome which controls such matters as: the study of major projects - locomotives and rolling stock - industrial regulations - tariffs - lines of communication - supply of materials - personnel regulations - budgets - general accounting, etc. The Central Administration establishes general and special instructions to control subsidiary administrative branches.

The subsidiary administrative divisions are known as the departments. There are 12 of these located at Turin, Milan, Venice, Trieste, Genoa, Bologna, Florence, Rome, Ancona, Naples, Bari, Palermo, and Cagliari. Each department is responsible for the movement of trains within its territory, management of personnel, discipline of employees, maintenance of motive power and rolling stock, supervision of track and building maintenance, etc.

All governmental offices are located in the place where the chief of each department has his headquarters. They are in the cities listed above. These offices have exclusive jurisdiction to deal with matters connected with governmental operations. There are other offices located at various places throughout the country but they are for the sole purpose of carrying out governmental details. They are under the supervision of the governmental offices in which are vested exclusive managerial

In considering the above, it is first necessary to be acquainted with their organization.

There is a Central Administrative Division at Rome which controls such matters as the study of major projects -- food control and rolling stock -- business regulations -- tariffs -- lines of communications -- supply of materials -- personnel regulations -- budgets -- general accounting, etc. The Central Administrative Division exercises general and special functions to control subsidiary administrative branches.

The subsidiary administrative divisions are those of Departments. These are 11 of them located at Milan, Bologna, Venice, Trieste, Genoa, Palermo, Florence, etc. These, Naples, Bari, Ancona, and Cagliari. Each of them is responsible for the maintenance of traffic within its territory, maintenance of personnel, discipline of employees, maintenance of rolling stock, and rolling stock, supervision of road and building maintenance, etc.

All departmental offices are located in the place where the chief of each one of them has his headquarters. They are in the cities listed above. These offices have exclusive jurisdiction to deal with matters connected with commercial operations. There are other offices located at various places throughout the country but they are for the sole purpose of acting for service details. They are under the supervision of the departmental offices in which are vested exclusive managerial power.

The economic branch of the organization is divided into three main sections, each of which has a central office. The central office of the economic branch is located at Rome and exercises functions necessary for the various activities of the commercial organizations, examines and approves proposed commercial organizations, examines and approves proposed commercial organizations, examines and approves proposed commercial organizations to expend budget allowances, examines accounts and controls general accounting.

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Governmental records of loss examine and check accounts relating to expenses in their compartments. They issue pay vouchers which can be cashed by station masters or the Governmental Cashier who receives all money from the various stations. These officials are allowed to issue necessary documents with regard to payment of expenses in their compartments. All documents for the payment of money within a compartment must be approved by the compartmental cashier's office before payment can be made.

Expenses are made by compartment out of the office revenue. Where there are excessive expenses the surplus is paid over periodically to the central cashier in Rome. There is no in sufficient to meet current expenses a reservation is made by compartmental cashier the central cashier in Rome. Railways would be able to handle the loss of Italy. It is noted that compartmental cashier do not handle any money. Money is handled only by stations and compartmental cashiers. A regional board of inspectors checks the records of accounts of stations in each compartment. Inspections are regularly made of station accounts.

Another matter of importance is the question of control of personnel. Railway employees obtain security rights and a vested interest in their employment after several years of service. Thereafter they cannot be discharged except for grave breaches of discipline. Salaries and pensions are governed by exact regulations. Their position can not be compared with that of the industrial employees who are subject to ready discharge. Neither can they be promoted either in rank or pay upon the basis of local progress. All of their rights and privileges are guaranteed by special regulations which define their positions and fix their responsibilities. This makes railway employment one which is sought after in preference to private employment.

The above summary of Italian railway administration should be borne in mind by anyone considering the matter of the relationship of an existing military governing force to the railway.

II.

One of the chief difficulties observed by the Italian compartment officials during the Allied occupation has been the failure of Allied officers to appreciate the importance of dealing through the compartmental heads rather than the lesser officials in various places on the island.

This resulted in the Allied Officers receiving the wrong impression as to the functions to be performed by various rail officials. To some they accorded greater importance than that to which they were entitled, to others less, this of course tended to hamper the orderly conduct of the rail administration.

Catalis and Lagana. These operations could have been carried out with the engine houses at Dallas and Baltimore. Even the engine houses at Dallas could have been employed after the capture.

It is recognized that any of these difficulties arose from the fact that operations of various local units of the different times. Difficulties of communication are also noted. These remarks have been made only to call attention to the fact that there is a certain lack of coordination of such operations which could be used to great advantage by any occupying force.

The railroad personnel and telegraph lines were taken by army services for some time after the capture. It was extremely difficult to obtain return of vital and essential communication circuits.

Another difficulty was the existence of a number of employees involved in certain stations where a number of employees were held by military personnel. This was a serious problem in the early days of occupation when the army was forced to take the position that it was necessary to handle the situation. This attitude was continued longer than the fact was of itself. In fact, it was important to the civilian population to see that the army was not a threat to the civilian population. The railroad employees were held in the early days of occupation and it was not until the army was forced to return to their work that the situation was improved.

The most efficient method of handling the railroad is to request the Central Command to handle the railroad. It should be noted that the performance of required rail operations. It should be noted that the railroad is a vital part of the economy and it is important to the civilian population to see that the army was not a threat to the civilian population. The railroad employees were held in the early days of occupation and it was not until the army was forced to return to their work that the situation was improved.

Another difficulty was the lack of coordination between various military headquarters and services. Many officials have individually as well as collectively been held out of the situation. This was particularly true with regard to information concerning the alignment, equipment of the lines, availability of rolling stock, railroad personnel, etc. The difficulty was greatly alleviated when it became known that all reports should clear either through the 707th Signal Group or the 707th Signal Group. This better understanding developed when but a few designated officials were permitted to communicate with the railroad administration. Better coordination was achieved if military action in the provinces would approach the railway administration through their own headquarters rather than dealing directly.

3355

... railway operations to be carried out in disregard of railroad regulations and considered any delay that may have been caused by rail employees complying with regulations to have been a deliberate attempt to violate their orders. Employees trying to comply with railroad regulations very far indeed with respect to handling, and even in some cases arrested. Investigations are necessary and greater efficiency will be effected if the railway employees are permitted to operate freely under regulations with which they are familiar.

Officers have been prone to resist certain failures on the line such as loss of water in connection with the failure of an engine or defective brakes. It is pointed out that in the course of this character will occur on any railway in any country even under peace conditions. Incident in fact should not be viewed as sabotage efforts but should be recognized for what they are - that is uncontrollable equipment or equipment failure.

Comparable with regard to the proper maintenance of railway records has arisen. Transportation on behalf of the economy or without normal supporting documentary evidence. It would seem appropriate that military transportation should be supported with regular way bills even if no freight charges are to be made. It is agreeable that movements be made without way bills in as much as the occupying forces are paying all railway expenses. But a correct record of these movements in the railway administration is vital together with the costs of such transportation in addition to making the railway records complete right from useful at some subsequent time when the military forces will desire to determine the true cost of military movements in all sectors.

III.

Railroad service is indispensable to the economy in life of Sicily. One of the greatest difficulties, and not the least in importance, in supplying large centers with food arises from the paralysis of the railroads.

To start the life of the island there must be a few passenger trains on each line and much freight trains no way be required. Trains are an absolute necessity for refugees, workers who can not reside in the large cities as living quarters are not available.

Sicilian railroads, which undoubtedly have been of great use to the Allied Forces in certain sections, would have been of greater advantage if the entire network were operated. At present railroads should be considered as highly essential and should be restored to normal conditions.

All necessary expenses in repairing broken lines and

3354

desired state in and in supplying food and clothes are necessary. Income from operations is to be used for their needs. Income from operations is to be used for their needs. Income from operations is to be used for their needs.

It is no desire of my countrymen that conditions be quickly as possible.

the well-to-do have not been able to pay their bills. This will require extensive financial assistance from the Government. Any advances so made will of course be repaid by the Government. The Government will have to make a loan of \$100,000,000 to the Government.

[illegible][illegible]

constitutions. Major cases of cancer, including lung cancer, are occurring at a younger age than in the past.

without special authorization to conduct an investigation of physical and mental condition of the person should be authorized to conduct

to notations on the page.

During the 1970s, the government of the United States was heavily involved in the Vietnam War. The war was a major conflict between the United States and North Vietnam, and it had a significant impact on the country's foreign policy and military strategy. The war was also a major factor in the decline of the United States' global influence and the rise of the Soviet Union as a superpower.

our little party of four. The first was a young man, a student at the University of Toronto, who had been working in the laboratory of the late Dr. J. H. Van Vleet, and was now on a sabbatical leave. He was a very bright and energetic young man, and was very helpful in our work. The second was a young woman, a student at the University of Toronto, who had been working in the laboratory of the late Dr. J. H. Van Vleet, and was now on a sabbatical leave. She was a very bright and energetic young woman, and was very helpful in our work. The third was a young man, a student at the University of Toronto, who had been working in the laboratory of the late Dr. J. H. Van Vleet, and was now on a sabbatical leave. He was a very bright and energetic young man, and was very helpful in our work. The fourth was a young woman, a student at the University of Toronto, who had been working in the laboratory of the late Dr. J. H. Van Vleet, and was now on a sabbatical leave. She was a very bright and energetic young woman, and was very helpful in our work.

[illegible]

within present-day boundaries. Evidence is mounting that a major portion of that material is of a much older date than what

things to be done to the great
 nation and ordinary people. The
 administration, the

the investigation and

THE GOVERNMENT OF THE UNITED STATES OF AMERICA

THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO PRESS

The machine is equipped with a motor and a pump, and is used to produce a vacuum in the chamber. The vacuum is maintained by the pump, which is connected to the chamber by a pipe. The machine is used to produce a vacuum in the chamber, which is then used to produce a vacuum in the chamber.

as their purchases are over 50% of the total purchases of the company. The company should be encouraged to sell more of its products to the public.

supplies produced and
consumption.

01171159 0000 0000

VII.

As a summary of the foregoing statement the following details are given which are believed to be useful in determining the character of supervision and control necessary and suggestions are made which are believed to be useful in determining the character of supervision and control necessary.

1. A knowledge of the railroad business should be possessed by anyone who has been employed by the railroad. The organization should be made of persons who are familiar with the railroad business.
2. Only a few designated officials should be permitted to deal with railroad matters.
3. In dealing with labor matters should be remembered.
4. In dealing with labor matters should be remembered.

Only a few have been
resurrected of 10415.

performed to deal with robot safety and to deal with the robot with the robot. The robot is numbered.

employees have a peculiar sense of humor. It is possible to stimulate

or matters should be made. Therefore instead of supervising each small expenditure the military should grant a budget advance which can be expended under the discretion of the rail-
road administration.

10. In addition to its military functions the rail-
road has an important economic and social function to perform.
This demands that all lines be put in operating condition as
soon as possible and that a certain number of freight
and passenger trains be provided for civilian service.

784

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

may be as important as the lines do not in operation condition as
this demands that all lines do not be sent to the number of people
soon as possible and that at least a minimum number of people
and passenger trains be provided for civilian service.

3352

BEST COPY POSSIBLE

(SECRET)

HEADQUARTERS
ALLIED CONTROL COMMISSION
COMMUNICATIONS SECTION

LDD/sf

30 November 1943

REF: CS/16

SUBJECT: Directive with respect to duties of Regional Internal Transportation Personnel on changing over from A.M.G. to A.C.C.

TO: D. C of 3. (O & S I) Hq. A.C.C.

1. Rather than to attempt to make a preliminary draft of directive on the above subject, due to the present situation with respect to railroad operation in Region I and the status of certain captured motor vehicles it is felt that a general explanation will be more helpful.

2. General Orders No. 60 (Secret) AFH. 22, Oct. 43, subject, "Development and Operation of all Italian Railways," provides that the Director General, Military Railway Service, AFHQ, will be responsible for the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Sub-Commission of the Allied Commission.

3. Administrative Memorandum No. 76 (Confidential) AFH., 9 Nov. 43, deals with the responsibilities for the control and operation of Italian Railways. Paragraph 5 of such memorandum refers to the responsibilities and functions of the Internal Transportation Sub-Commission in connection with those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, AMG, or the Internal Transportation Sub-Commission. Paragraphs 6 and 7 of the same Memorandum covers the assignment and responsibilities of A.C.C. Internal Transportation Personnel in connection with railway which are under the control of the Allied forces, through their Movements and Transportation organizations.

4. All of the Italian State and privately owned railways in Region II, and in the British Sector (Eastern Sicily) of Region I are under the control of Allied Forces. In the American Sector of Region I (Western Sicily) in accordance with M/C No. 6383 (Secret) from Gray signed CINC PTHW 390 to CO IBS, as of 15 Oct 43, supervision of the operation of the railroads, under Sicilian Railroad Officials and Sicilian labor was placed under AMG subject to the following responsibilities

a. Of IBS:

(1) IBS to furnish necessary ITO personnel for the supervision of the movement of military supplies.

(2) The allocation of railroad equipment, including power and cars, within the American Sector to be controlled by IBS.

1. Rather than to attempt to make a preliminary draft of directive on the above subject, due to the present situation with respect to railroad operation in Region I and the status of certain captured motor vehicles it is felt that a general explanation will be more helpful.

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3. Administrative Memorandum No. 75 (Confidential) AFH., 9 Nov. 43, deals with the responsibilities for the control and operation of Italian Railways. Paragraph 5 of such memorandum refers to the responsibilities and functions of the Internal Transportation Sub-Commission in connection with those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, AMG, or the Internal Transportation Sub-Commission. Paragraphs 6 and 7 of the same Memorandum covers the assignment and responsibilities of A.C.C. Internal Transportation Personnel in connection with railways which are under the control of the Allied forces, through their Movements and Transportation organizations.

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a. Of IBS:

(1) IBS to furnish necessary ITO personnel for the supervision of the movement of military supplies.

(2) The allocation of railroad equipment, including power and cars, within the American Sector to be controlled by IBS.

(3) The movement of all tonnage, both military and civilian, to be controlled by IBS.

(4) IBS to furnish fuel and lubricants for the ³³⁵¹operation of the railroads in the American Sector.

(5) Movement of all commercial rail tonnage to be bid by AMG and the priority for the movement of such tonnage to be determined by IBS.

b. Of AMG:

(1) AMG to continue to be responsible for all fiscal and civilian personnel matters pertaining to the railroad.

(2) AMG to secure such stores as are procurable locally and which are required for railroad operation in the American Sector.

OS/16; 30 November 1943 (cont'd)

5. The railroads in the American Sector (Western Italy) Region I are now being operated as indicated above.

6. It would appear that where the railroads are under control of the Allied Military Forces, the establishment of Italian governmental authority in the area will not in any way affect the operation or control by Allied Forces and that the only connection the Italian Government, or such, will have with the railways will be the obligation to provide necessary funds for the operation since a very limited amount of revenue is being received by the railroads. In the case of control by Allied Forces the duties and functions with respect to railroad of AEC Internal Transportation Personnel will be those set forth in para. 7 of Idet. Memo 76.

7. There is a reservation as to the position of such personnel now on duty in the American Sector of Region I. It is felt that the railroads in this sector are still under control of Allied Forces but the functions now being performed by AEC personnel, including supervision of a station, authorization of repairs, and civilian personnel matters cannot properly be assumed by AEC personnel under the Allied Control Commission. If the railroads are to remain under control of Allied Forces with no Italian governmental jurisdiction except finances, then such functions and responsibilities should revert to the proper Government and Transportation organization or be performed by AEC personnel as agents for the Government and Transportation Organization.

8. If, at the time the territory is turned over to the Italian Government, any sections of the railway have been returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, AEC, the duties and responsibilities of AEC-AEC Transportation Personnel will doubtless be as determined and set out at the time of such turn over.

9. It is suggested that a clear statement cannot be made as to the functions and duties of railroad transportation personnel in the American Sector on changing over from AEC to AEC until the exact status of railroad control is known.

10. There is a transportation meeting being conducted (30 Nov) in Naples which has for its purpose the clarification of the functions and responsibilities of all concerned in connection with the transport of civilian passengers and supplies particularly in the areas where the railroads are under control of Allied Military Forces. Capt. C. R. Minard (A) is acting as representative, of this Hq. at such meeting and should be able to report on any new procedure or policies adopted.

11. Para. 5a of AEC Memo. No. 76 indicates that the responsibilities and functions of the Internal Transportation Sub-Commission are given in AEC planning directive No. 7 dated 26 September 1943 Appendix "F", and that such directive is to be released with slight amendments. A letter dated 24 Nov 43 was submitted to U. S. (O.S. # I) on this matter. It is suggested that until such time as the functions of the Internal Transportation Sub-Commission are definitely determined with respect to rail and other forms of transportation it will not be possible to say what the responsibilities of the AEC Field Force-

limited amount of revenue. The duties and functions of the personnel will be those set forth in para. 7 of AOC Memo 76.

7. There is no question as to the position of such personnel now on duty in the American sector of Region I. It is felt that the railroads in this sector are still under control of Allied Forces but the functions now being performed by AOC personnel, in having supervision of a station, supervision of loading and unloading of civilian personnel, are to remain under control of the Allied Forces. If the railroads are to remain under control of the Allied Forces with no Italian Governmental participation except finance, then such functions and responsibilities should revert to the proper Government and transportation organization or be performed by AOC personnel as agents for the Government and Transportation Organization.

8. If, at the time the territory is turned over to the Italian Government, any sections of the railway have been returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, AOC, the duties and responsibilities of AOC-ATOC Transportation Personnel will doubtless be as determined and set out at the time of such turn over.

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11. Para. 3a of AOC Memo No. 76 indicates that the responsibilities and functions of the Internal Transportation Sub-Commission are given in AOC planning directive No. 7 dated 26 September 1943 Appendix "P", and that such directive is to be reissued with slight amendments. A letter dated 24 Nov 43 was submitted to U. S. 3. (0.3 & I) on this matter. It is suggested that until such time as the functions of the Internal Transportation Sub-Commission are definitely determined with respect to rail and other forms of transportation it will not be possible to say what the responsibilities of the AOC Field Representatives are.

3350

12. At the present time in Region I there is being operated under direction and supervision of Transportation Section HQ, Region I a limited island wide truck and bus service using the Istituto Nazionale Trasporti (I.N.T.) as the operating agency. INT is an Italian Government owned institution and a related part or a subsidiary of the Italian Railroad System. INT was not taken over or placed under control of Allied Military Forces. It is recommended that the institution (INT) revert to Italian control on the establishment of the Italian Government in Region I. Since the transportation functions of INT in Region I are confined to the Region it is suggested that in the initial stages of operation by the Italian Government guidance with respect to INT be given the Italian Regional Coordinator by AOC Regional Representative, with the understanding that the matter will be clarified and centralized.

CS/16; 30 November 1943 (cont'd)

13. During the first part of August the 15 Army group issued an order to the 7th Army and to the 8th Army in Italy, "to enable the maximum use to be made of local transport for supplies and restoration of order in Italy all local captured transport in possession of Axis will be handed in to the nearest AMGOT Office at the earliest date."

14. As a result of this order there are at present between 750 and 800 captured motor vehicles load carrying, all types under control of AMG. These vehicles are principally being used for hauling grain and other essential civilian supplies and are distributed throughout Region I. Subject to approval of AMT it is recommended that all captured vehicles under AMG control and all trucks requisitioned by AMGOT except those used by AMG personnel be turned over to the Prefects of the various provinces thru the Mayor upon proper receipt. It being understood that such vehicles will be properly maintained and used only for the transport of food and other vital essential civilian use such as hospitals, telecommunications, utilities and the like.

PDD
L. R. BENDIS
Lt. Col., SIG. C.

Minutes of Meeting held at ...
at 1500 hours 30th November.

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

Present:-

Brig. Fellowes D.O.H.C. (H) - in the chair.

F.H.G. Adv. Adm. Ech.
Col. Fuller, (D.C.C.T.)
Col. Ryeroff, (2.Nov)
Lt. Col. Hyane Davies (2.Nov)
Major Thomson (2.Nov)
Major Fischer (Trans)

D.C.M.R.S.
Lt. Col. Decker.

F.R.S.
Col. Lastayo (Trans)
Mov East Italy.
Col. McCarthy (2.Nov)

In attendance.
Gen. di Rainaldo, Undersecretary,
of state for Railroads and
Highways.

H.C.S. Adv.
Major J. ... Todd.
Lt. ... Sharley.
H.C.S. 15th Army Group.
Lt. Col. C.R. Monall.
Capt. K.J. Curran.

A.C.C. Internal Transportation Sub
Commission

Col Fitch.
Lt. Col. Vining.
Maj. Glenville.

H.Q. ...
Col. Murphy - (Industry Commerce and
Labour).

A.C.C. Shipping Sub Commission.
Major Hickingbottom Jr.
Lt. Irvine Lynch.

H.Q. ...
Col. Evans (Industry and Commerce)
Lt. Col. LeS. (to timing)
Capt. Hinnel. (Trans).

A.C.C. Region 2.
Major Holladay.

A.C.C. Region 3.
Lt. Col. Hensley.
Lt. Col. Warren. (Econ and Supply)
Lt. Pieratini.

001-Meetings (minutes)
X671-Railroads)

1. Brig. Fellowes outlined the purpose of the meeting, which had originally been
called by letter, reference No. Nov 3/6 dated 25th November from H.Q. ...

Present:-

Brig. Fellows D.C.M.C. (14) - in the chair.

F.H.C. (14) (14) (14)
Col. Fuller (D.C.O.I.)
Col. Knecht (C.Mov)
Lt. Col. Wynn Davies (C.Mov)
Major Tamm (C.Mov)
Major Fischer (Trans)

D.S.M.C.
Lt. Col. Decker.

P.S.E.
Col. Laszlo (Trans)
Mov East Italy.
Col. McCarthy (C.Mov)

In attendance.
Gen. M. Raimondo, Undersecretary,
of state for Railroads and
Highways.

M.G.S. (14)
Major J. ... Telli.
Lt. M.M. Shanley.
M.G.S. 15th Army Group.
Lt. Col. C.A. Kennell.
Capt. K.J. Churn.

Brig. Fellows outlined the purpose of the meeting, which had originally been called by letter, reference Nov 3/6 dated 25th November from Movements ... M.G.S. Adv. ... Eon., and with which had been circulated a draft Administrative Instruction for discussion at the meeting. He then read through and dealt one by one with the various points arising from the draft instruction.

2. Functions of the Transportation Committee.

Brig. Fellows suggested that although the Transportation Committee was originally intended to deal solely with civilian transportation needs by railroad, the scope of the Committee should be extended to embrace coastwise shipping and long distance highway transportation so that the best and fullest use might be made of the available capacity of each form of transport. The Committee would not however deal with any question of local movement collection or delivery of freight by highway transportation. This would remain a matter for the Regional ... M.G.S., or ... C.C., authority.

This suggestion was supported by the ... C.C., Internal Transportation and Shipping Sub-Committees and was agreed to by all, but the representative of ... C.C. 15 Army group said that his agreement was subject to confirmation by General Lord Kennell.

001-Meetings (minutes)
X 671-Railroads)

A.C.C. Internal Transportation Sub-Committee

Col Fitch.
Lt. Col. Vining.
Maj. Glauville.
H.C.C.
Col. Murphy - (Industry Commerce and Labour).

A.C.C. Shipping Sub-Committee.
Major Hickingbottom Jr.
Lt. Irvine Lynch.

H.C.C.
Col. Evans (Industry and Commerce)
Lt. Col. Leys. (Shipping)
Capt. Minari. (Trans).

M.G.S. Division 2.
Major H. H. H. H.

M.G.S. Region 2.
Lt. Col. Hensley.
Lt. Col. Warren. (Econ and Supply)
Lt. Piccini.

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3. Composition of the Transportation Committee.

It was agreed that the membership of the Committee should be amended to include representatives of A.C.S., F.B.C., H.Q., M.G. 15th Army Group, Shipping Sub-Committee of A.C.C., and M.D.D.B.

The secretary of the Committee would be found by the Internal Transportation Sub-Committee of A.C.C.

4. Procedure for obtaining transportation.

The proposal to establish a basic schedule of civilian passengers and freight trains was agreed and the various A.C.C., and M.G., representatives were asked to submit as soon as possible their recommendations as to the minimum number of trains required on each line of railroad, both main and secondary.

5. Collection of recommendations for basic schedule and of subsequent bills for amendments.

A.P.H.C., Admin. Directive Memorandum No. 76 states specifically that all bills for rail transportation will be collected from A.C.C., and A.C.C., authorities and collected by the Internal Transportation Sub-Committee of A.C.C. for submission to the M.G. 15th Army Group. The representative of A.C.C., M.G. 15th Army Group however said that he could not agree to this procedure being followed without further authority from his headquarters.

Major Paul M.G. 15th Army Group, explained that a Internal Supply Committee had been set up in Naples to examine and elaborate requirements for transfer of civilian supplies from ports to points. This applied to all A.C.C., and A.C.C., H.Q. It would therefore be able to assist by giving forecasts of demands for transportation.

Wig Puller was pointed out that there must be some organization to collate all demands and present them to the Transportation Committee which would not meet more than once monthly.

It was agreed that all demands for transportation by rail, inland water or road must be collected by the Internal Transportation Sub-Committee of A.C.C. The term "road" refers only to moves over a long distance. Bills for overseas shipping will be collected by the A.C.C. Shipping Sub-Committee.

Col. Wick submitted a series of proposed amendments/paragraphs 5 and 6 of the Army Instruction and it was agreed that these will be used as a basis for discussion in place of the original paragraphs in the draft instruction.

6. Special rail movement over and above the basic schedule.

In reply to a question by Lt. Col. Becker, Wick, followed explained that, out of the total transportation capacity of the Italian railroads the Italian forces proposed to utilize the basic schedule of trains referred to in para 5 above and to retain direct control of all capacity in excess of this basic minimum. It was agreed that there would be many civilian demands for additional transportation and that it would be necessary for the Committee to make such allocation of time as civilian traffic available, leaving in civil military requirements. In extreme cases such as starvation, the A.C.C., might even consider it necessary to meet a demand at the expense of a corresponding reduction in the military lift.

[illegible]

1. *Staphylococcus aureus* (10⁸ CFU/ml)
 2. *Staphylococcus aureus* (10⁷ CFU/ml)
 3. *Staphylococcus aureus* (10⁶ CFU/ml)
 4. *Staphylococcus aureus* (10⁵ CFU/ml)
 5. *Staphylococcus aureus* (10⁴ CFU/ml)
 6. *Staphylococcus aureus* (10³ CFU/ml)
 7. *Staphylococcus aureus* (10² CFU/ml)
 8. *Staphylococcus aureus* (10¹ CFU/ml)
 9. *Staphylococcus aureus* (10⁰ CFU/ml)
 10. *Staphylococcus aureus* (10⁻¹ CFU/ml)

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COINTEGRATING SURVEILLANCE

Shipping Sub-Competition

the above-mentioned
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7. Suggested rail movement with over and above the basic schedule.

considered by the Committee which would make such disposition of life as could be made available, bearing in mind initial military requirements. In extreme cases such as strategy, the D.C.M.C. might even consider it necessary to send a Command as the expense of a corresponding reduction in the military list.

well. This makes it particularly easy to rock back and

to: Draft Administrative Prolegation.

points throughout. Being followed under the D.O.O., for approval.

9. Tentative proposal for basic schedule of trains.

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

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

10. First meeting of the Transportation Committee.

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

Brigadier
D.H.C. (Movements)

see appendix "A"

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

Section of Railroad	Distance Km.	No of trains daily, each way	Estimated consumption in 000 kilos	
			Coal	Oil
Napoli - Salerno	54	1	15	1
Salerno-Potenza	101	1	45	3
Potenza-Taranto	150	1	35	1.5
Taranto-Lecce	108	1	20	2
Bari-Foggia	123	1	5	1
Bari-Brindisi	111	1	5	1
Bari-Taranto	115	1	5	1
Bari-Gioia del G.	54	1	4	1
Andri-Potenza	52	1	3	1
Gioianno-Lecce	76	1	5	1
Salerno-S. Severino	18	1	4	1
Avellino-Nocera Inf.	44	1	6	1
Rutino-Dettignolo	12	1	4	1
Metaponto-Catanzaro	252	1	6	1
Reggio C. - Catanzaro	181	1	16	2
Sibari-Castiglione	62	1	3	1
Candigliano-Cosenza	7	1	2	1
Catanzaro M. - Catanzaro S.	8	1	2	1
Total	4	8	184	22.5

Adv. Adm. Eon., at 1430 hours on 11th December. Bids for movement for the
 Chiusaforte reach the Internal Transport when Sub-Committee of ... C.C., located at
 ... P.H.C., Adv. Adm. Eon., by the 9th December.

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

22 miles "1"

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

Section of Railroad	Distance Miles	No of trains daily each way	Pass. Freight mixed	Estimated consumption in 100 Kilos	
				Coal	Oil
Napoli - Salerno	54	1	2	15	1
Salerno-Potenza	101	1	2	45	3
Potenza-Taranto	150	1	2	35	2.5
Taranto-Lecce	108	1	2	20	2
Bari-Foggia	123			5	1
Bari-Brindisi	111			5	1
Bari-Taranto	115			5	1
Bari-Giulia del C.	54			4	1
Melfi-Potenza	52			3	1
Sicignano-Lecce	78			5	1
Salerno-S. Severino	18			4	1
Avellino-Nocera Inf.	44			6	1
Buclino-Industria	42			4	1
Metaponto-Catanzaro	252			6	1
Reggio C. - Catanzaro	181			16	2
Sibari-Castiglione	62			2	1
Catiglione-Cosenza	7			2	1
Catanzaro M. - Catanzaro S.	8			3	1
Total		4	8	184	22.5

D. A. M. G. (Movements)
 3348

Distribution.
 H. Q. 15 Army Group.
 H. Q. Eighth Army.
 Commanding General 5th Army.
 H. Q. No 2 District. (2)
 Commanding General P. A. S. (2)
 Mov East Italy.
 Mov West Italy.
 Mov Reggio
 D. C. O. T.
 Transportation Officer R. B. S.
 A. F. H. Q. Adv Adm Eon. C. G. F.

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

AFHQ - Administrative Instruction

DRAFT.

ADV. ADM. ECHELON A.F.H.Q. ADMINISTRATIVE INSTRUCTION NO. 1

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. OBJECT.

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

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

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

3. Transportation Committee.

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

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

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

<u>Chairman.</u>	D.C.M.G. (H). A.F.H.Q. Adv. Adm. Echelon.
<u>Deputy.</u>	D/C.C.T. " " "
<u>Members.</u>	A. Representative of:-
	M.G.S. Adv.
	H.Q., A.C.C.
	H.Q., A.M.G.
	H.Q., A.M.G. 15 Army Group
	Internal Transportation Sub-Commission A.C.C.
	Shipping Sub-Commission A.C.C.
	Military Railway Service.
	Supply Representatives.

AFHQ — Administrative Instructions

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- (iii) Allocating the requirements between the various means of transportation available.

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

Chairman. D.O.M.G. (M). A.F.H.Q. Adv. Adm. Echelon.

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

Members. A Representative of:-

H.Q.S. Adv.

H.Q., A.C.C.

H.Q., A.M.G.

H.Q., A.M.G. 15 Army Group

Internal Transportation Sub-Commission A.C.C.

Shipping Sub-Commission A.C.C.

Military Railway Service.

"2" Branch A.F.H.Q. Adv. Adm. Echelon.

G-4 " " "

MEBDO

P.B.S.

No. 2 District.

Under Secretary of State for Italian Railroads and Highways.

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

Sub-Commission

4. Procedure for obtaining Rail Transportation.

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

2/...

- 2 -

4. (Contd.)

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

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

(c) The Transportation Committee will submit their recommendations to J.C.C. Adv. Adm. Echelon.

5. Basic Schedule of Trains.

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

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

6. Additional Movements over and above Basic Schedule.

Rail

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

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

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

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

the country and for the movement of war people employed by military installations or war industries.

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

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

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

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

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

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

(d) All requests for specific movements referred to in para. 6(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:-

6. (Contd.)

Receiving Station Comd.
 Officer (Name & Address)..... (Province)
 J.C.O. or J.C.O. Officer to contact (Name, address & phone No.)
 Receiving Station to..... (Province)
 General (Name & Address).....
 J.C.O. or J.C.O. Officer to contact (Name, address and phone number)
 Description of Traffic (e.g., "about 15000 sacks")
 Tons to be moved.
 Will reasons why movement is required.
 Reference number of movement.
 (Such movement to be given a consecutive reference number).

(c) All forecasts referred to in para. 6(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para. 6(d) as possible. In any case, the areas within which the movements are required and the quantities available for movement per area must be given.

7. Collection and Donating Shipping Requirements.

Requirements for collecting shipping will be dealt with in the same manner as with supplies, bids being submitted to the J.C.O. Shipping Sub-Committee for collection and submission to the Transportation Committee.

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

8. Dispensation and Functions of J.C.O. or J.C.O. Transportation Officers.

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

(b) There is no convention for the Transportation Committee to empower these J.C.O. or J.C.O. Transportation Officers to arrange through the appropriate Movements or Transportation Office of Indian Forces, such local transportation of persons and goods as can be provided within the general allocation made, and limited additional special movement where this can be provided without detriment to Allied Military Movement or undue consumption of fuel.

9. Location of Movements.

- 1802
- Comptroller (Finance and Administration) (Name, Address and Phone number).....
 T-100, or T-100, Officer to contact (Name, Address and Phone number).....
 Description of movement (e.g. "which in 5000, weeks").....
 Date to be moved.....
 All reasons why movement is required.....
 Description of movement..... (each movement to be given a consecutive reference number).
 (c) All movements referred to in para. 6(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para. 6(d) as possible. In any case, the dates within which the movements are required and the quantities available for movement per day must be given.
 7. Construction and Descriptions of Shipping Requirements.
 Requirements for coastwise shipping will be dealt with in the same manner as will overseas. Bills being submitted to the T-100, Shipping Sub-Commission for collection and submission to the Transportation Committee.
 Requirements for sea going shipments will be handled separately by the T-100, Shipping Sub-Commission.
 8. Description and Functions of T-100, or T-100, Transportation Offices.
 (a) The Internal Transportation Sub-Commission will arrange for T-100, or T-100, Transportation Offices to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the providers, so that civil transportation requirements can be co-ordinated with those of the Allied Forces. They will collect and collate demands for civil and sea going shipments to in para. 6(b) and 6(d), in addition to their other duties.
 (b) It may be convenient for the Transportation Committee to empower these T-100, or T-100, Transportation Offices to arrange through the appropriate Movement or Transportation Office of Allied Forces, such local transportation of personnel and supplies as can be provided within the general allocation of T-100, or T-100, Military Movements and T-100, or T-100, Offices. Notes are appended to show for Allied Central Commission and T-100, or T-100, the various channels for arranging transportation and the channels for billing for arranging movements which cannot be agreed locally.
 9. Location of Military Movements and T-100, or T-100, Offices.
 British Movements and U.S. Transportation Offices at present exist on the staff of T-100, or T-100, as shown in Appendix "A".
 10. Organization and Location of Internal Transportation Sub-Commission.
 The Chart shows at para. 7(b) illustrates the organization for the time being of Internal T-100, or T-100, Sub-Commission (Int. T-100, or T-100, Sub-Commission) in relation to the various British and U.S. Military Movements and T-100, or T-100, Offices. Notes are appended to show for Allied Central Commission and T-100, or T-100, the various channels for arranging transportation and the channels for billing for arranging movements which cannot be agreed locally.

DISSEMINATION SEE 0710.

Major-General.
Deputy Chief Administration Officer.

DISTRIBUTION.

M.C.S. Adv.
 H.C. A.C.O. (Brindisi).
 H.C. A.C.O. (Palermo).
 H.C. A.C.O. 15th Army Group
 A.C. Region 2.
 " " 3.
 " " 4.
 A.C.O. Internal Transportation Sub-Com.
 " Shipping Sub-Commission.
 D.C. H.R.S.
 H.C.D.B.O.
 5th Army.
 8th Army.
 Commanding General, P.D.S.
 H.C. No. 2 District.
 57 Area.
 86 Area.
 74 Sub-area.
 151 Sub-area.
 6 Base Sub-area.
 R.M. Sub-area.
 94 Sub-area.
 103 Sub-area.
 Mov. East Italy.
 Mov. West Italy.
 Mov. Near Night Army.
 Mov. Taranto.

Mov. Brindisi.
 Mov. Bari.
 Mov. Barletta.
 Mov. Roggio.
 Mov. Railroad Sub-area.
 Mov. Naples.
 Mov. Salerno.
 Mov. Torre Annunziata.
 Mov. Castelluccio.
 POWIT.
 FOT.
 MAF.
 MASC.
 XII A.T.S.O.
 II A.S.A.O.
 III A.S.A.O.
 D.C. A.O.
 A.D.O.
 D/D.C.A.O.
 D/C(?)
 D/COT
 D.D.Th.
 Mov 1 to 6.
 Mov. A.
 "B"
 G-4.
 Tn. Adriatic Base Area (Davi).

APPENDIX "A"LOCATION OF MILITARY MOV. & IN OFFICES.British Movements:-

Mov. Adv. Adv. Ech. Adv.	
Mov. Reggio (Calabria).	Mov. West Italy (Naples)
Salerno. Torre Annunziata.	Castelluccio.
	Mov. East Italy (Bari)
	Bari. Brindisi. Bari. Taranto etta.
	Mov. Railroad Sub-area.
	Mov. Foggia Sub-area.

U.S. Transportation:-

Transportation Adv. Ech. Ech. Ech.

40

A.C.C. Internal Transportation Sub-Com.
 " Shipping Sub-Commission.
 D.C. M.B.S.
 M.E.D.D.O.
 5th Army.
 8th Army.
 Commanding General, P.B.S.
 P.B. No. 2 District.
 57 Area.
 86 Area.
 74 Sub-area.
 151 Sub-area.
 6 Base Sub-area.
 P.B. Sub-area.
 94 Sub-area.
 103 Sub-area.
 Nov. East Italy.
 Nov. West Italy.
 Nov. Rear Italy.
 Nov. Taranto.
 Nov. Salerno.
 Nov. Torre Annunziata.
 Nov. Castellammare.
 DOWIT
 TOR.
 NAR.
 M.A.S.C.
 XII A.T.S.C.
 II A.S.A.C.
 III A.S.A.C.
 D.C.A.S.C.
 A.D.C.
 D/S.C.A.S.C.
 D.G.I.C.
 D/COT
 D.D.P.
 Nov 1 to 6.
 Nov.
 "Q"
 C-4.
 Tn. Adriatic Base Area (Bari).

APPENDIX "L"

LOCATION OF MILITARY NOV. & IN OFFICES.

British Movements:-

Nov. Adv. Adv. Ech. Adv.

Nov. Reggio (Calabria).	Nov. West Italy (Naples)	Nov. East Italy (Bari)
Salerno. Torre Annunziata.	Castellammare.	Bari. Brindisi. Bari- Toranto other.
	Nov. Railroad Sub-area.	Nov. Toggia Sub-area.

U.S. Transportation:-

Transportation Adv. Ech. Echelon A.T.M.Q.
 Transportation Peninsula Base Section (Naples).
 Transportation Adriatic Base Area (Bari).

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

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

H.Q.s. A. G. C. & A. M. C.

Int. Tr. S. Com.
(At Mov. S. Tr. AFHQ, Adv. Adm. Ech.).

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

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

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

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

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

Channels for arranging rail transportation over and above the capacity of the basic scheme

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

(a) A.M.C. 15 Army Group

Int. Tr. S. Com. at AFHQ
Adv. Adm. Echelon.

(b) Regions 3 and 4

A.M.C. 15 Army Group who will
co-ordinate with (a) above.

(c) A.G.C. (Naples)

Int. Tr. S. Com. at AFHQ, Adv. Adm. Ech.

(d) Region 2

ditto

APPENDIX "B"

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

3345

H.Q.S. A, S. C. & A. H. C.

Int. Tr. S. Com.
(at Mov. S. Tr. Aff. Adv. Adm. Ech).

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

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

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

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

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

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

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

For specific movements within
the agreed tonnage allocations

Int. Tr. S. Com. at AFHQ
Adv. Adm. Echelon.

Mov. East Italy A.R.I. or
Mov. West Italy, or
Tr. P.B.S. - Naples.

A-100. 15 Army Group who will
co-ordinate with (a) above.

-ditto-

Int. Tr. S. Com. at AFHQ. Adv. Adm. Ech.

Mov. East Italy, Bari or
subordinate Mov. Offices as
shown on chart.

-ditto-

Mov. Reggio, or Mov. East Italy
Bari, or the West Italy region
or other Mov. day.

It, owing to lack of time or other means of communication the Director of the Superior Transportation is unable to contact this office, a request of a request for movement of personnel or stores will be referred to the Director of the Military Department who will meet the Director of the Superior Transportation and essential civil personnel.

(a) CLASS "A" Over 10 up to 30 persons in any one location. Up to 3 persons

in which the trade will originate. Provided there is no intervening necessary transportation, which is likely to insure that the move is likely to insure the delegations Transport will be in total movements or Transportation of

(b) CLAS "E" OVER 50 WYOMING ST. E. ALONG S. MAIN ROAD OF STORES

(i) All such data as will be required by the State Maggiore for all items that at this time;

(ii) A forecast will be submitted to the Divisions and the Bureau of Economic Warfare in advance, giving a program of all movement from 1st to 30th and 1st to 31st, for the month of November, and 1st to 30th and 1st to 31st for the month of December. This forecast will also be submitted to the Bureau of Economic Warfare, which the applicant wishes to provide.

(iii) Official forecasts and U.S. Transportation Reports, will include such demands as can be recognized in their program of movement for next period, and notify the Divisions and the Bureau of Economic Warfare.

(c) SPECIAL AND URGENT MATTERS.

It, owing to lack of time or adequate means of
Superior transport is unable to com-
movement of personnel or stores will
BRI who will meet requirements of people
and essential civil elements.

3. Movements of personnel in the French

Demands for more of all foreign 7th Army will be made by the command unit will formulate a plan on the basis of British Military Mission at that time. British Military Mission should at once note it considers the above are urgent.

command of the Italian
 but each formation of
 a day to the 200
 The British
 version's Centre of it



- 2 -

4. Individuals and small parties.

Individuals and small parties wishing to travel on Allied Military trains, where there is no civilian service available, must apply through the Italian Military representative at the railway station who will arrange allotment of space, if available, with the British or American R.T.O.

5. Labelling of Wagons.

All wagons loaded by the Italian Armed Forces will carry labels clearly marked with the nature of the contents, consignee and the destination in clear.

6. All demands for rail transportation will include the following information:-

(a) Personnel.

Entraining Station.
Destination.
Date required to move.
No. of Officers.
No. of O.R.s.
Tons baggage.
Any towbar lifts.
Details of any vehicles to move by road.

(b) Stores.

Where required to load.
Destination.
Consignee.
Nature of stores.
Weight of stores.

7. British Movement Control and U.S. Transportation M.Q.s. controlling movements in the various Areas and Sub-areas or Sections of the country are located as follows:-

(a) BRITISH MOVEMENTS:-

Mov. Reggio (Calabria) Railhead Sub-area (Foggia)	Mov. East Italy (Naples) Salerno. Torro Amunziata.	Mov. Adv. Sub. Etna. AFHQ. Castellonero. Bari. Brindisi. Bariotta Tar- auto
---	--	---

(b) U.S. TRANSPORTATION.

Transportation Adv. Sub. Echelon L. L. Q.
Transportation Peninsula Base Section (Naples).
Transportation Adriatic Base Area (Lauri).

space, if available, with the British or American R.T.O.

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All wagons loaded by the Italian Armed Forces will carry labels clearly marked with the nature of the contents, consignee and the destination in clear.

6. All demands for rail transportation will include the following information:-

(a) Personnel.

Entraining Station.

Destination.

Date required to move.

No. of Officers.

No. of O.R.s.

Tons baggage.

Any awkward loads.

Details of any vehicles to move by road.

(b) Stores.

Where required to load.

Destination.

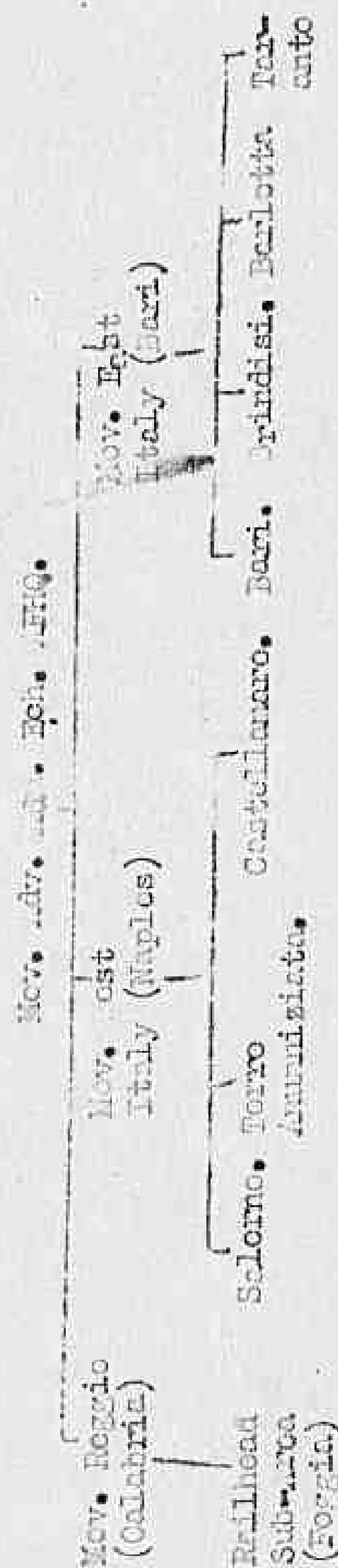
Consignment.

Nature of stores.

Weight of stores.

7. British Movement Control and U.S. Transportation H.Q.s controlling movements in the various Areas and Sub-Areas or Sections of the country are located as follows:-

(a) BRITISH MOVEMENT:-



(b) U.S. TRANSPORTATION.

Transportation Adv. Lt. Colonel A.L.L.Q.
 Transportation Peninsula Base Section (Naples).
 Transportation Adriatic Base Area (Bari).

The last named places its demands on Nov. Post Italy.

8. Allied Control Commission Advance Post and British Military Mission are requested to make the necessary distribution of this instruction throughout the Italian Army, Navy and Air Forces.

W. Ryan (R) 1-1-47
 Major-General.

Deputy Chief Administration Officer.

Mov E. Italy.
 Mov W. Italy.
 Mov Rear Eighth Army.
 Mov Taranto
 Mov Brindisi
 Mov Bari
 Mov Barletta
 Mov Reggio
 Mov Railhead Sub Area
 Mov Naples
 Mov Salerno
 Mov Torre Annunziata
 Mov Castellamare.
 D.G.M.R.S.
 Allied Control Com(10.)
 B.M.M. 7th, Italian Army
 A.C.C. Palermo
 A.C.C. Tn. Sub Com.

Internal Distribution.

D.Q.M.G. (M)

D/COT (3)

D.Tn.

Mov 1

Mov 2

Mov 3

Mov 4

Mov 5

Mov 6

Mov A

G (SD)

A

C

Copy to.

15 Army Group

Main Eighth Army

1st " "

10th Army (Br Inc)

2 District

D.M.N. 2 District

57 Area

86 Area

71 Sub-area

151 Sub-area

6 Base Sub-area

80 Sub Area

94 " "

103 " "

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

A.C.C. Brindisi.

" Palermo.

A.M.G. 75 Army Group

" Region 2.

" " 3.

Commanding General, Peninsula Base Section.

Movements East Italy.

" West Italy.

" Reggio.

D.G.M.A.S.

HEADQUARTERS

1-DEC 1943

AMG.

Movements.
ATTN: Adv Adm Foh.
MOV 3/6

25 Nov. 43.

N-03.

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

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

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

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

Copies to :-

D.C.C.F.

Lieut-Colonel Wynne Davies.

A.C.C. Transportation Sub-Commission.

Transportation Officer, Peninsula Base Section.

Major-General.
Deputy Chief Administration Officer.

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

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Copies to :-

D.C.C.T.

Lieut-Colonel Wynne Davies.

A.C.C. Transportation Sub-Commission.

Transportation Officer, Peninsula Base Section.

25/11/43
Major-General.
Deputy Chief Administration Officer.

3342

DRAFT

ADV. COM. A.F.H.Q. AT STRATEGIC INSURANCE No.
Procedure for obtaining transportation for Civilian Passengers and
Freight by Rail.

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

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

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

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

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

<u>Chairman.</u>	D. J. M. G. (4). A.F.H.Q. Adv. Adm. Echelon.
<u>Deputy.</u>	D/J.O.T. " " "
<u>Members.</u>	A representative of :-
	A.C.C.
	A.F.H.Q.
	Transportation Sub-commission A.C.C.
	Military Railway Service.
	"Q" Branch A.F.H.Q. Adv. Adm. Echelon.
	G-4. " " "
	P.E.J.
	No 2 District.
	Direzione Superiore Trasporti di Stato Maggiore.

SECRET

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

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

Transportation organisations of the Allied Military Government, 15th Organisation of the Allied Control Commission and Allied Military Government, 15th Army Group, are dealt with in A.F.H.Q. Administrative Memorandum No 76 dated 9th November 1943.

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

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

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

<u>Chairman.</u>	D.M.C. (40).	Adv. Adm. Echelon.
<u>Deputy.</u>	D/C.O.T.	" "
<u>Members.</u>	A representative of :-	
	A.C.C.	
	A.M.G.	
	Transportation Sub-Commission A.C.C.	
	Military Railway Service.	
	"Q" Branch A.F.H.Q. Adv. Adm. Echelon.	
	C-4	" "
	P.B.J.	
	No 2 District.	
	Direzione Superiore Trasporti del Stato Maggiore.	

Secret

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

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

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

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

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

P.T.O.

ADV. ADM. ECH. WORKING
INSTRUCTION NO. (Cont'd)

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

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

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

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

(a) BRITISH MOVEMENTS :-

<u>Mov. Adv. Adm. Ech. Work.</u>	
Mov. Reggio (Calabria)	Mov. West Italy (Naples)
Railhead Sub-area (Toggia)	Castellummare Bari. Brindisi. Barletta. Taranto.

(b) U.S. TRANSPORTATION.

Transportation Adv. Adm. Echelon. A.F.M. 1.
Transportation Peninsular Base Section (Naples).
Transportation Adriatic Base Area (Bari).

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

Distribution.

All A.C.C. and A.C.C. H.Q.
All Military Districts and areas.
All Movement and Transportation Offices.

Major-General.
Deputy Chief Administration Officer.

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ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

NUMBER

76)

9 November 1943

ITALIAN TRANSPORTATION SYSTEMS : RELATIONS BETWEEN THE MOVEMENTS AND
TRANSPORTATION ORGANIZATION OF THE ALLIED MILITARY FORCES, AND THE
TRANSPORTATION ORGANIZATION OF THE ALLIED COMMISSION.I — RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service *

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15th Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tr), this headquarters, and the staffs and services operating under its control* are laid down in Administrative Memorandum No. 13, this headquarters, dated 20 October 1942. The instructions contained in that memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. Those instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.

*NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFHQ Advanced Administrative Echelon (FLAMEO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FLAMEO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLAMEO as given in Administrative Memorandum No. 67.

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ADM MEMO #76 (Cont'd)

4. The responsibilities of the Director General, Military Railway Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, cs.

5. a. The responsibilities and functions of the Internal Transportation Sub-Commission are given in Allied Control Commission Planning Directive No. 7 dated 26 September 1943, Appendix "P". (NOTE: To be reissued with slight amendments shortly).

b. Of these responsibilities and functions, those concerned with the control, supervision and operation of Italian railways will only be applicable to those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Military Government, or the Internal Transportation Sub-Commission. (Reference is made to paragraph 1, General Orders No. 60, this headquarters, cs).

6. In those parts of Italian territory where the railways are under the control of the Allied forces, through their Movements and Transportation organizations, the Internal Transportation Sub-Commission will detail personnel to be attached to the appropriate military Movements and Transportation organizations. Such personnel of the Internal Transportation Sub-Commission will be commanded and administered through normal Allied Military Government or Allied Control Commission channels. Detailed allocations of staff will be made in accordance with direct arrangements between G-4 (Mov & Tn), this headquarters, and the Internal Transportation Sub-Commission.

7. The responsibilities, so far as the subject of this directive is concerned, of the personnel of the Transportation Sub-Commission referred to in paragraph 6 above, will be:

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

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

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

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

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ADM 1150 76 (Cont'd)

c. To agree with the appropriate Movements and Transportation staffs of the Allied forces what portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Force, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

NOTE: Such portions of the Italian railways will not be handed over on the orders of the Commander-in-Chief, Allied Force, to civilian administration until

- (1) the Allied military forces have no further vital interests in the area concerned.
- (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary
- and (3) the Italian Railway Administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

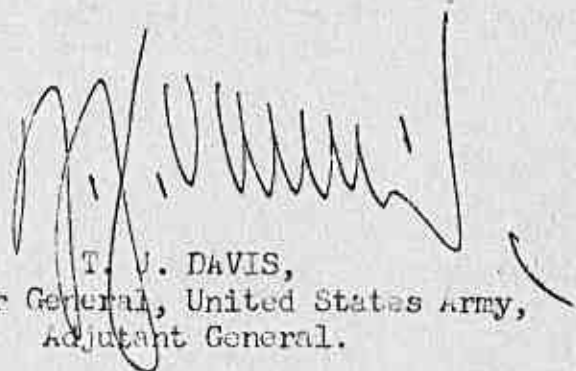
II - INLAND WATERWAYS AND HIGHWAYS (Except local bus and tram services)

The relations between the organizations shown in paragraph 1, a. and b., above, will be based on the principles given in Section I - RAILWAYS, above.

III - PORTS AND SHIPPING

Separate instructions will be issued as required.

By command of General EISENHOWER:


T. J. DAVIS,
Brigadier General, United States Army,
Adjutant General.

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(AG 531-4 GLS-AGM)

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From Col. S. A. Field. For approval of the Project. 20 Oct 43

FUNCTIONS OF INTERNAL TRANSPORTATION SUB-COMMISSION.

(a) MISSION.

(1) In respect of those parts of Italian transportation systems which are controlled by the Allied Forces through their Movements and Transportation organizations - To carry out the requirements of AFHQ Administrative Memorandum No. 78 dated 9 Nov. 43, copies of which have been circulated.

(11) In respect of those parts of Italian transportation systems which are from time to time returned by the Allied Forces to Italian civilian administration under the supervision of AMG or ACG - To supervise the workings of such transportation systems and insure that the facilities are used only for essential purposes and to best advantage, to meet the needs of the Allied Forces, ACG and AMG, and the general needs of the country as decided by ACG and AMG.

(111) In respect of those parts of Italian transportation systems which are not re-established under (1) above but which are in areas handed over by the Allied Forces to AMG or ACG - To assist Italian transportation administrations to re-establish the workings of such systems, provided that the facilities are considered to be necessary and that labour, material and plant are available for the purpose without prejudice to more important requirements. To supervise such workings as in (11) above.

NOTE.

The term "transportation" as used herein includes only Railways, Inland Water-Ways, internal working at Ports, and the operation of Italian Road Transport Undertakings except local bus and tramways.

(b) MAJOR FUNCTIONS.

- (1) The Internal Transportation Sub-Commission will perform the following staff functions:-
- (a) Advise the Commission on all technical transportation matters.
 - (b) *In co-operation with Industrial Planning Staff* Formulate plans, policies and procedures in the field of transportation.
 - (c) Ascertain, co-ordinate and implement the transportation requirements of other Sub-Commissions and when necessary establish priorities between the demands.
 - (d) Advise Finance Sub-Commission as required on technical transportation matters to facilitate the carrying out by that Sub-Commission of any necessary accounting and auditing work connected with the financial supervision of Italian transportation.

- (111) In respect of those parts of Italian transportation systems which are not re-established under (1) above but which are in areas handed over by the Allied Forces to AMG or AGO - To assist Italian transportation administrations to re-establish the workings of such systems, provided that the facilities are considered to be necessary and that labour, material and plant are available for the purpose without prejudice to more important requirements. To supervise such workings as in (11) above.

NOTE.

The term "transportation" as used herein includes only Railways, Inland Water-Ways, internal working at Ports, and the operation of Italian Road Transport Undertakings except local bus and tramways.

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 - (b) ^{In co-operation with Industrial Planning Staff} Formulate plans, policies and procedures in the field of transportation.
 - (c) Ascertain, co-ordinate and implement the transportation requirements of other Sub-Commissions and when necessary establish priorities between the demands.
 - (d) Advise Finance Sub-Commission as required on technical transportation matters to facilitate the carrying out by that Sub-Commission of any necessary accounting and auditing work connected with the financial supervision of Italian transportation organizations.
 - (e) Co-operate with other Sub-Commissions as necessary, and to organize the keeping of necessary records of movements effected.
 - (f) Make recommendations to the Commission in ³⁶³⁸ ~~3638~~ of the foregoing.
- (2) The Internal Transportation Sub-Commission will directly perform the following operating functions:-
- (a) Supervise the execution by the Italian Government of directions issued by the Commission.
 - (b) Issue directives to regions of procedure to be followed, including those cases where areas of regions do not

correspond with areas of Italian railways Divisions.
co-ordina, adjust as necessary and direct to proper channels
all requisitions for equipment and stores which it is not
possible for ~~local~~ ^{Italian} transport administrations to meet from local
resources.

(d) Issue directives as to and supervise the maintenance and repair
of transport facilities.

(e) Take all possible steps to ensure the efficient working of all
transportation systems as defined above, and to limit such
workings to essential requirements only to avoid unnecessary
use of coal, oil, etc.

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