

ACC AG32 10000/148/1790 A.C. MAT 32 - P
NOV. 1943 - JAN.

2 / 1790 AC MAT 32 - POLICY
NOV. 1943 - JAN. 1946

DH/fb.

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

Tel: 843209
Ref: AC/165/Tn.4.

4 January 1946

SUBJECT : Supervision of I.S.R.

TO : Director General I.S.R.

1. Reference your letter 3161/4.0/S dated 18 December 1945, subject as above.
2. We have been informed by the D.M.R.S., that weekly and monthly reports of the Coal, Fuel, and Oil position will suffice in future.
3. Reports covering the Locomotive Lubricants position are not required by the M.R.S. but a copy of the monthly bid submitted by the I.S.R. to C.I.P. is required by the M.R.S. for information.
4. The question of the handover of complete control of stores and supplies to the I.S.R. is now being investigated, and a report will be available for the next meeting of the Allied Railway Board.

James May: RE
for CHIEF
RAIL DIVISION

Copy to file AC/Mat/32/Tn.4

5279

DE/rb

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

Tel: 843191/11
Ref: AC/Mat/4.1/60/Tn 4.

4.18 December 1945.

SUBJECT : Tyre Permits

TO : Chief of Stores Service I.S.R. Bldg.
Attn. Eng. Bracci.

1. It has been decided that no further Tyre Permits will be issued by this office after 1st January 1946.
2. In view of this ruling, you are requested to submit any further applications to this office before the above date.

[Signature]
DIRECTOR.

Copies to : Major Buckley, Transportation S/C.
Rail Section, Transportation

Capt Peterson,
Road Section, Transportation S/C.

1. It has been decided that no further Tyre Permits will be issued by this office after 1st January 1946.

2. In view of this ruling, you are requested to submit any further applications to this office before the above date.

J. S. P.
J. S. P.

DIRECTOR.

Copies to : Major Buckley, Transportation S/C.
Rail Section,

Capt Peterson,
Road Section, Transportation S/C.

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ALLIED FORCES HEADQUARTERS
100 512

100 531 2874-0

17 October 1945

SUBJECT: Operation and Control of the Italian Railways.

TO: All Concerned.

1. Transfer of Control - The traffic control and traffic operation of the Italian railway system including the maintenance of railway stock and the maintenance of permanent way will be turned over to the Italian State Railways effective 1 November 1945.

2. From that date the Italian State Railways will be fully responsible for the efficient working of the railways and the movement of all traffic.

3. Area of Responsibility - The Italian railway system, for the purpose of this instruction, is defined as all railways in Italy and adjacent areas those in the present British Command area and the line between the British and Italian Railways (the main British line of 0 into 0.514). The latter will continue under the control of the Director, Military Railway Service, ITALY.

4. This headquarters retains the right to reserve control or operation of any section of the Italian railways, if it considers it necessary for military reasons.

5. Military Traffic - The Italian State Railways will at all times give first priority to the movement of Allied military traffic, unless authority has been given in a specific case by this headquarters to alter that priority.

6. Movement and Transportation Section, AFHQ (or subordinate Movement/Transportation (US), headquarters as appropriate) will place demands for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will nominate a senior official in each compartment to be the link between the local Movement or Transportation (US) Headquarters and the railways.

8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary authority.

4. This Headquarters retains the right to reserve control on operation of any section of the Italian Railways, if it considers it necessary for military reasons.

5. Military Traffic - The Italian State Railways will at all times give first priority to the movement of Allied military traffic, unless authority has been given in a specific case by this Headquarters to alter that priority.

6. Movements and Transportation Section - This (or subordinate movements/transportation (US)) Headquarters as appropriate will place demands for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will maintain a major official in each compartment to be the link between the local movements or transportation (US) Headquarters and the railways.

8. The Director, Military Railway Services will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at Headquarters of Italian State Railways and representatives in those compartments, in which there is major military traffic.

9. As the Director, Military Railway Services is satisfied that control by the Italian State Railways is working smoothly, he may withdraw these representatives progressively from compartments. Prior notice of withdrawal will be given to this Headquarters.

10. The Director, Military Railway Services will also be responsible for carrying out, or supervising, as he considers necessary, such railway reconstruction and maintenance of permanent way as are required for the movement of Allied military traffic.

11. Civilian Traffic - It will be the responsibility of the Italian Government to co-ordinate bids for the movement by rail of essential civil traffic (in territory returned to its jurisdiction) and place demands for the movement of this traffic on the Italian State Railways.

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- 12. Allied Commission will continue to give technical advice to the Italian State Railways on the reconstruction and operation for civil purposes of the railways so long as its technical staff remains.
- 13. Maintenance of Railway Equipment. - The Italian State Railways will be responsible for the maintenance of all railway equipment.
- 14. The Director, Military Railway Service, will be responsible for supervising the upkeep of US and British equipment being used by the Italian State Railways until disposal instructions for this equipment are issued.
- 15. Railway Stores. - Separate instructions will be issued on the inventory of control and future supply of railway stores.
- 16. Details of Transfer. - The Director, Military Railway Service will be responsible for the detailed inventory of control to the Italian State Railways.

BY COMMAND OF THE ALLIED SUPREMACY ALLIED COMMISSION:

Signed: O. J. CHRISTENSEN
Colonel, AGO
Adjutant General

DISTRIBUTION:

- 50 - "B" plus
- 25 - M & Tn
- 2 - DART
- 2 - GAO
- 2 - C-4 (MFO)
- 2 - C-5
- 2 - Rpt AGO Comm. AG
- 2 - AG Records

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signed: C. S. CHRISTIAN
Colonel, AG
Adjutant General

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DISTRIBUTION :

- 10 - "PR" plan
- 25 - H A En
- 2 - JAGM
- 2 - CAO
- 2 - C-4 (HRC)
- 2 - C-5
- 2 - Gen. Sec. Com. AC
- 2 - AG Records

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

CML/AV

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

Tel: 843191-11
Ref: AC/Met/32/1/Tn 4
AC/376/Tn 4

6 October 1945

SUBJECT : Policy of Stores Branch Tn. S/C.

TO : Chief of Stores Service I.S.N. Bldg.
Attn: Ing. Bracci

1. In accordance with Allied Commission policy, it is necessary that the functions of the Stores Branch be changed from the present supervisory position to that of advisory by the 1st of November.

2. It is therefore necessary, that, on your own initiative, you obtain materials without assistance or approval of the Allied Commission, however if assistance becomes necessary it will be given.

3. As advised at the last meeting of the Stores Sub-Comm. of the Allied Railway Board you are at liberty to move any of your stores as desired, without requesting permission of M.H.S. or this Sub-Commission, however, it is desired that you send this Hq. a monthly report of stores moved.

4. It is also desired that you send a monthly report giving the position on steel, cement, calcium carbide, oxygen, acetylene, tires, lumber, coal and coke, and cross ties.

5. Advice will be given you as to where and how to obtain materials if you have any difficulty in securing your needs.

5275

PP
DIRECTOR



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE
DEI TRASPORTI
Servizio App. Iv. ti

Roma, 23 OTT. 1945, 23 ottobre, 1945

N. A. 13/19/ 803 / 300 / 6878 / 33

Al N. _____ del _____

OGGETTO: Servizio scorte della
Sottocommissione Trasporti del-
la Commissione Alleata.

Commissione Alleata
Sottocommissione Trasporti

S E D E

- 1° - Si fa riferimento alla Vostra N° AC/Mat/32/1/Tn
AC/376/Tn 4 del giorno 5 c.m.
- 2° - Confermo che mensilmente Vi faremo avere l'elenco delle
scorte spostate, e le rimanenze dell'acciaio, del car-
buro di calcio, dell'ossigeno, dell'acetilene, delle gom-
me per veicoli, del legname e delle traverse.
- 3° - Per il carbone e il coke viene già trasmessa la situazio-
ne, che è consegnata al Sig. Magg. Long.
- 4° - Avverto che alle scorte non si hanno quantitativi di ce-
mento.-

I L. CAPO DEL SERVIZIO 5274

[Signature]

pr

(1) Servizio

Ministry of Transports
I.S.R. Direction General
Stores Service

Rome 23 Oct. 1945

A.13/10/803/ICDA/6878/33

Subject:

Reports covering stocks
of Th.Sub Commission AC.

To: A.C. Th. Sub Commission
Building

1. Ref. is to your AC/Mat/32/1/Th.AC/376/Th.4, dated Oct. 5, 1945.
2. I am confirming that each month we will send you the list of the moved stocks, and reports covering the balances of steel, calcium carbide, oxygen, acetylene, tyres, timber, and sleepers.
3. The report covering coal and coke is already being delivered to Maj. Long.
4. I am pointing out that no availability of cement is at stocks.

The Service Chief
Sgd. Pracci

1. Ref. is to your AC/Mat/32/1/Tn.AC/376/Tx.4, dated Oct. 5, 1945.

2. I am confirming that each month we will send you the list of the moved stocks, and reports covering the balances of steel, calcium carbide, oxygen, acetylene, tyres, timber, and sleepers.

3. The report covering coal and coke is already being delivered to Maj. Long.

4. I am pointing out that no availability of cement is at stocks.

The Service Chief

Sgd. Draoci

Cu.23.cm.

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GML/av

TRANSPORTATION SUB-COMMISSION, AG.
(RAIL DIVISION)
c/o Transportation (Mr) Main
S.H.F.

5 October 1945

Tel: 84361-21
Ref: AG/221/22/1/Tn 4
AG/375/Tn 4

SUBJECT : Policy of Stores Branch Tn. S/C.

TO : Chief of Stores Service I.S.R. Bldg.
Attn: Mr. Bence

1. In accordance with Allied Commission policy, it is necessary that the functions of the Stores Branch be changed from the present supervisory position to that of advisory by the 1st of November.
2. It is therefore necessary, that, on your own initiative, you obtain materials without assistance or approval of the Allied Commission, however if assistance becomes necessary it will be given.
3. As advised at the last meeting of the Stores Sub-Comm. of the Allied Railway Board you are at liberty to move any of your stores as desired, without requesting permission of M.S.C. or this Sub-Commission, however, it is desired that you send this Hq. a monthly report of stores moved.
4. It is also desired that you send a monthly report giving the position on steel, cement, calcium carbide, oxygen, acetylene, tires, lumber, coal and coke, and cross ties.
5. Advice will be given you as to where and how to obtain materials if you have any difficulty in securing your needs.

Sd. R.P. Moss.
DIRECTOR

5272

ACP/ic

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

Tel. 845238

Ref. AC/376/Tn 4

3rd October 45

SUBJECT : Reduction of Supervisory Activities.

TO : Stores Branch,
Mechanical Engineering Branch,
Civil Engineering Branch,
Operating Branch of Rail Division.

1. In accordance with Allied Commission policy, it is necessary for Branches of Rail Division to change over from present supervisory tasks to work of an advisory character.
2. Documentary work will be reduced to a minimum, with ISR submitting a monthly report of activities to the Branch concerned.
3. STORES Branch will take steps to see that all Stores Indents and requests revert to ISR. The present method of ISR seeking Allied Commission approval for withdrawal of certain items from Stores should be amended, whereby ISR move the Stores and submit monthly (or weekly) report accordingly.
4. MECHANICAL ENGINEERING Branch will inform ISR that every help and assistance will be given in an advisory way, but that responsibilities for repairs, both by ISR and the private firms is now vested in the State Railways. An ISR travelling workshop inspector might be desirable, but monthly report should be submitted with information as to difficulties.
5. CIVIL ENGINEERING Branch will advise all Field Engineers that their work as supervisors will be terminated by 1st November, it being left with Chief of Division to leave men on temporary duty in selected points in a purely advisory capacity, with the idea of recalling to HQ any time after 1st November. Field Officers would then be available for inspection work of an advisory character as requested, but they will take no initiative without approach from ISR. Monthly reports to be submitted by ISR, instead of by Allied Commission Field engineers.
6. OPERATING Branch will continue to exercise some supervisory powers with ISR, and time-table conference will continue to meet to deal with additional services. Wagons control will be under chairmanship of ISR, and Allied Commission will advise ISR as to desirable action to maintain satisfactory distribution.

1334

3. STORES Branch will take steps to see that all Stores Indents and requests revert to ISR. The present method of ISR seeking Allied Commission approval for withdrawal of certain items from Stores should be amended, whereby ISR move the Stores and submit monthly (or weekly) report accordingly.

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6. OPERATING Branch will continue to exercise some supervisory powers with ISR, and time-table conference will continue to meet to deal with additional services. Wagons control will be under chairmanship of ISR, and Allied Commission will advise ISR as to desirable action to maintain satisfactory distribution. This Branch will continue to act as liaison between Movements and MRS/ISR.

7. Month of October should therefore be devoted to turning back to ISR as much work as possible, so that by 1st November the main functions of the Division will be advisory to ISR. Letters to ISR Division Heads by the various Branches on the intended new procedure should be prepared for signature of Chief of Rail Division on behalf of the Director.

5241

Copy to: Executive Officer, Tn Sub-Comm.

R. P. Moss

R.P. MOSS,
Chief,
Rail Division.

MINISTRY OF TRANSPORTS
GENERAL DIRECTION FOR

Rome, 23 May 1945

PAG 11/11600

SUBJECT: Temporary Arrangements
Concerning the Administration
in Northern Italy.

To: The Chiefs of the Departments
" Civil Compartments
" Civil Delegations Cagliari

In order to reach a first urgent readjustment of the administration of the railways system in northern Italy, following directions are issued in accordance with the instructions laid down by AFHQ:

- 1) The new Verona Department, having jurisdiction upon the lines shown in attached sketch temporarily set up, on and from June 1st 1945 two delegations are set up: that of Milan, having jurisdiction on the compartments on Milan, Turin and Genoa, and the Verona Delegation, with jurisdiction on the Compartments of Verona, Venice, Trieste and Bologna. To rule the Milan Delegation we have appointed Ing. Giuseppe Bianchi, while for the Verona Delegation we have appointed Ing. Raffaele Gotelli.
- 2) The Chiefs of w/m Delegations have the task to co-organise and to supervise the operation of the Compartments under their jurisdiction, in accordance with the directions issued by this General Direction, with particular reference to the reconstruction plans, to be carried out as agreed upon with Allied Military Authorities, as well as to the traffic to be moved in conformity with Allied instructions for both military and civilian needs.
- 3) The Chiefs of the delegations have moreover following specific tasks to be carried out in accordance with the requirements of Competent Military Authorities:

4) works

- a) to prepare the projects for the definite rehabilitation of works, fixed plants, buildings, work-shops, running repair sheds; said projects to be submitted to the competent Allied Offices for approval and to be eventually forwarded to this General Direction for approval.

- To take the Chief of Delegation who have appointed the following:
- 1) The Chief of Delegation who have appointed the following:
- 2) The Chief of Delegation who have appointed the following:
- 3) The Chief of Delegation who have appointed the following:
- 4) The Chief of Delegation who have appointed the following:
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- 98) The Chief of Delegation who have appointed the following:
- 99) The Chief of Delegation who have appointed the following:
- 100) The Chief of Delegation who have appointed the following:

The Chief of the Delegation have moreover following specific tasks to be carried out in accordance with the requirements of Competent Military Authorities:

- A) Works
- a) To prepare the projects for the definite rehabilitation of works, fixed planes, buildings, work-shops, running repair shops; said projects to be submitted to the competent Allied Offices for approval and to be eventually forwarded to this General Direction for provision of funds; they are granted the faculty to start at once, according to the rules of the General Accounting of the State, the works urgently disposed for by competent Allied Authorities.
 - b) To direct and to supervise above works.
 - c) To utilize the available staff where it is more requested for the execution of above projects; no more staff can be hired without the approval of this General Direction.
- B) Movements
- a) To lay out the programmes covering all transports for both military and civilian needs to meet the requirements of Allied Military Authorities as well as those of the local civilian population, according to the availability of both stock and supplies.
 - b) To shift the rolling stock in agreement with adjoining Operating Direction.

./././.

(2)

c) Traction and Equipment.

- a) to utilize the tractive power available of the depending Compartments
- b) to re-organize the Work and Repair Shops, and running repair shops as well as repair of rolling stock by above shops and by the private industry.
- c) purchase of stores and supplies through the "Commissions Incoettes et Acquistis" of each Compartment.
- d) agreements with adjoining Delegation in respect of distribution of both staff and equipment.
- e) supervision of the Test Offices in charge with Repair and Construction Shops for rolling stock.

In so far as the discipline of the staff is concerned, the Chiefs of the Delegations are granted the same facilities presently granted to the Director General by existing Staff Regulations.

All matters dealing with economical treatment, hiring of new personnel, promotions and removal of staff remain competence of this General Direction and of Higher Authorities.

- 4) The Chiefs of the Delegations depend directly on the undersigned.
- 5) The Offices of the Delegations are to be set up with the strictly indispensable staff to be drawn from Compartmental HQ and from the Compartments in order to secure a speedy operation.
- 6) The so-called General Direction of Verona is dissolved, as well as all Offices set up by said Direction of depending on it, even those not located in Verona HQ. Only small Liquidation Offices remain in operation for each operating Branch, with the task to collect and to despatch to Roma General-Direction all documents from both Verona HQ and from the other Offices depending on it.

Further instructions and general directions will be eventually issued if necessary.

The Director General

Gadi Belmonte

- 5) The Office of the Delegations are to be set up with the strictly indispensable staff to be drawn from Compartmental HQ and from the Compartments in order to assure a speedy operation.
- 6) The so-called General Direction of Verona is dissolved, as well as all Offices set up by said Direction of depending on it, even those not located in Verona HQ. Only small liquidation Offices remain in operation for each operating Branch, with the task to collect and to despatch to Rome General-Direction all documents from both Verona HQ and from the other Offices depending on it.

Further instructions and General directions will be eventually issued if necessary.

R.D. WACHORN C.B. 3.

Brigadier,

Director, MRS - Italy.

The Director General

G. Di Raimondo

2900

ACP/1c

TRANSPORTATION SUB-COMMISSION, AU
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

Tel. 843238
Ref/AC/74/TS 4

2 May 1945

SUBJECT : Citation of Job Numbers on Stores Indents

TO : Major A.H. Street, Engineering Branch, Tn Sub-Comm. (Rails)
Major C.M. Long, Stores, Tn Sub-Comm. (Rails)

1. MRS (Finance) have raised at Meetings of Finance Sub-Committee the necessity for the quotation of all Job numbers when Indents are made for Stores on Tn 2.
2. Considerable difficulty has arisen in the past in this respect, both from MRS and AC and it is desired to ensure a regularised method to avoid unnecessary work in the respect.
3. Please ensure that all job numbers are quoted on future indents for Stores from Tn 2.

G.R. Lindberg
G.R. LINDBERG
Lieut. Col. R.E.
Chief, Rail Division.

Copy to: Lt. Col. Pennell, MRS (Finance)

REL/fo

32

27 April 1945

SECRET

ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE INSTRUCTIONS ()
1
29)

Local Resources Procedures in Army Areas I
Use of Port and Railway Facilities and Materials II

LOCAL RESOURCES PROCEDURES IN ARMY AREAS

1. Letter, Headquarters Allied Forces in Italy, above subject, dated 26 September 1944 is hereby rescinded.

2. The following considerations will govern in the procurement of local resources found in Army Areas:

a. Operational requirements of forward formations will have first call on all local resources lying within Army boundaries. In this connection attention is invited to AFHQ Administrative Memorandum Number 14, 1944, the provisions of which are not altered by this Memorandum.

b. Any balance remaining after the demands of (a) above have been satisfied will be made available to meet the requirements of the Allied Armed Forces and the civil administration.

c. Procurement of local resources will in all areas be restricted to the Service or Staff Sections normally responsible for their supply/.

d. ASD/AC will be the sole authority for freezing stocks of commodities required by the Armed Forces.

e. Interchange of available resources between Areas will be arranged mutually.

3. In order to apply the considerations listed in paragraph 2 above the following instructions will be effective:

a. Operational requirements may be set to the limit of availability without reference to this Memorandum.

b. Available balances of controlled or restricted items not required by Areas in Army Areas will be reported to AFHQ Section, RASC. Attention is drawn to controlled and restricted items.

- b. Any balances remaining after the funds in (a) above have been expended will be made available to meet the requirements of the Allied Army Forces and the civil administration.
 - c. Procurement of local resources will in all cases be restricted to the Service or Staff Sections normally responsible for their supply.
 - d. AMC/AC will be the sole authority for freezing stocks of commodities required by the Armed Forces.
 - e. Interchange of available resources between armies will be arranged mutually.
3. In order to apply the considerations listed in paragraph 2 above the following instructions will be effective:
 - a. Operational requirements may be set in the light of availability without reference to this instruction.
 - b. Available balances of controlled or restricted items not required by armies in any area will be reported to AFHQ Section, MAC. Attention is drawn to the fact that the investigation of the area to be investigated.
 - c. Services and Staff Sections of AFHQ/AMC/AC, including the Allied Forces and Air Forces, wishing to investigate local resources in any area will do so only after securing approval from the Army concerned and approval to be specific as to the object of the investigation and the area to be investigated.
 - d. Services and Staff Sections of AFHQ/AMC/AC, including the Allied Forces and Air Forces, other than those under command of armies, will only negotiate purchases of controlled and restricted resources in the execution of a special order issued by the Board.

SECRET

AFHQ Administrative Memo H29 (Cont'd)

- e. The control of electric power is vested in AFHQ.
- f. Foodstuffs are not considered as operational requirements of forward formations, as fresh fruits and vegetables are provided as necessary by the normal provisioning services. It is the responsibility of the procurement officers of the provisioning services in Army Areas to coordinate with local AMG/AC officials in the determination and purchase of surpluses. The effect of such coordination will be to eliminate any purchases which would result in depriving the local population of its food supply. Where conditions are such that no surpluses exist and it is imperative that fresh produce be purchased, authority to exchange preserved food for fresh produce will be requested from AFHQ/STOWELL. In this connection attention is invited to Section III, AFHQ Administrative Memorandum Number 42, 1944.

II -- USE OF PORT AND RAILWAY PREMISES AND MATERIALS.

1. AFHQ Advance Administrative Echelon, Administrative Instruction Number 15, above subject, dated 11 December 1943, is hereby rescinded.
2. It is of the utmost importance that the essential railways and ports of Italy be rehabilitated with a minimum of delay. In order to assist in this effort the following orders on the use of railway and port transportation premises and materials, and the materials of contractors engaged on work on railways and ports are effective forthwith.
3. All railway premises, including transit sheds, sidings, station buildings, and yards, and all that portion of a port which is specifically set aside for Transportation purposes by agreement of Naval and Military Authorities are reserved Transportation Areas. No depots or installations will normally be set up within Reserved Transportation Areas, and no stores or materials 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.
4. No equipment or materials of an essentially railway nature or especially designed for railway or port working will be acquired from Reserved Transportation Areas (which, for the purpose of this paragraph, include private sidings and yards) by others than British Movements of US Transportation authorities controlling the area without application to such authorities. In case of such application the Movements or Transportation branch of the staff will insure the proper coordination with the Director of Military Railways or with the Port

2. It is of the utmost importance that in order to insure that of Italy be rehabilitated with a minimum of delay. In order to insure that effort the following orders on the use of railway and port transportation premises and materials, and the materials of equipment engaged on work on railways and ports are effective forthwith.

3. All railway premises, including transit sheds, sidings, station buildings, and yards, and all that portion of a port which is specifically set aside for Transportation purposes by agreement of Naval and Military Authorities are reserved Transportation Areas. No depots or installations will normally be set up within Reserved Transportation Areas, and no stores or materials 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.

4. No equipment or materials of an essentially railway nature or especially designed for railway or port working will be acquired from Reserved Transportation Areas (which, for the purpose of this paragraph, include private sidings and yards) by other than British Movements of US Transportation authorities controlling the area without application to such authorities. In case of such application the Movements or Transportation branch of the staff will insure the proper coordination with the Director of Military Railways or with the Port Transportation Authorities, as the case requires.

5. General engineering stores or materials belonging to the Italian State Railways or to Port Authorities, which have been taken in hand on the effective Army boundaries, will be treated as in paragraph 4 above. In newly liberated territories the provisions of Section I, above and Section III, AFHQ Administrative Memorandum Number 46, 1944, apply to all other than equipment and materials of an essential railway nature or especially designed for port working.

6. As a general rule, port and railway buildings will not be occupied as billets except by personnel of Transportation units engaged in repair or operation of ports or railways or by Transportation or Movements staff. Other units, except as authorized by Army Commanders in their areas, will obtain permission from the proper Movements of Transportation authority prior to occupancy.

RESTRICTED

AFHQ Administrative Memo H29 (Cont'd)

7. When Railway premises are occupied by military units or when adjoining sites are occupied, railway employees who are properly identified will not be prevented from working on the premises or denied access to railway stores authorized and required for their work. All railway employees carry an identity card on the outside of which appears the words "Ferrocarrillo Estado". Except in Army Areas for operational reasons, the homes of railway employees will not be occupied by military personnel except on approval of Headquarters AFHQ/AFROMA.
8. While it is not desired to restrict the operational actions of Army Commanders, it must be emphasized that interference with railway and port installations, or the diversion to other use of railway and port equipment, even in the forward areas, may have serious consequences on the reopening of forward railway communications and ports. Special railway and port equipment which is moved in Army Areas for operational requirements will be released and returned, when practicable, as soon as the operational needs permit.

BY COM AND OF FIELD MARSHAL ALFREDER.

C. S. CHAPMAN
Colonel, AGS
Adjutant General

DISTRIBUTION:

7

occupied by military personnel except on approval of Headquarters AFHQ/ANUSA.

5. While it is not desired to restrict the operational actions of Army Commanders, it must be emphasized that interference with railway and port installations, or the diversion to other uses of railway and port equipment, even in the forward areas, may have serious consequences on the reopening of forward railway communications and ports. Special railway and port equipment which is moved in Army Areas for operational requirements will be released and returned, when practicable, as soon as the operational needs permit.

BY COMMAND OF FIELD OFFICIAL ALLOCATION:

C. A. CHRISTENSEN
Colonel, AGC
Adjutant General

DISTRIBUTION:

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1/11/54 - long

200/27

RECEIVED

ALLIED FORCES HEADQUARTERS

AFHQ 512

ADMINISTRATIVE MEMORANDUM

NUMBER

15)

31 March 1945

Allied Commissions I
Coal Importation and Allocation II

I - Allied Commissions

1. Announcement of the establishment of the "Allied Control Commission" was in AFHQ Administrative Memorandum Number 74, 1943, and its re-designation as "The Allied Commission" was announced in Section I, Administrative Memorandum Number 15, 1944.

2. The Memorandum of the Allied Commission as set out in Administrative Memorandum Number 74, 1943, was defined as follows:

"1. To enforce and secure the fulfillment of surrender under the orders and general directives of the Allied-Commanders-in-Chief.
"2. To insure that the conduct of the Italian Government conforms to the requirements of an Allied Plan of Operations, especially transportation and communication ties.

"3. To be the organ through which the policy of the United Nations towards the Italian Government is conducted and the relations of the United Nations with the Italian Government are handled.

3. In accordance with the policy of the United Nations to afford Italy a greater degree of self-government, directives have been received from the Combined Chiefs of Staff that the control of the Italian Government under the Armistice and Surrender Instrument will be relaxed, and will only be exercised when military needs require it, thus developing in the Italian authorities a greater sense of responsibility. The rights under the Armistice and Surrender Instrument will thus be held in reserve in the matter of day to day administration subject always to overriding military needs and the requirements of the campaign in Italy.

4. Administrative Memorandum Number 74, 1943, will be interpreted accordingly Detailed Instructions, in accordance with those received from the Combined Chiefs of Staff in their telegram JRG 467 of 31 January 1945, have been

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Comm.
APO 394

31 Aug. 1944

Memorandum

SUBJECT: Release of Allied Force Railway Facilities to I.S.R.

TO : Director, Transportation Sub-Commission

1. The attached letter has been noted to me. The subject is one of policy. As will be seen from the file, this subject was referred to the sub-commission by G-5 Section, AFHQ. The attached letter from DGMRS, in my opinion, agrees with the policy suggested in letter from this sub-commission, dated 1 July 1944, file ACC Tn/212/3; that is to say:

a. The question of what Allied equipment and facilities, other than permanent installations, are to be turned over to the I.S.R., should be determined by the Director General, Military Railway Service in collaboration with Transportation Sub-Commission at the time the turn over is accomplished, guided by the conditions which exist at that time. Permanent installations, such as track, bridges, water and communication lines, furnished by the Allies, are expected to be left in place.

b. Basic records exist from which costs or valuation data, which might reasonably be required, can be developed; see letter DGMRS, dated 19 August 1944. Being fortified with these basic records, nothing further by way of an accounting is needed, or would be useful, until such time as a final basis for settlement with the Italian government is determined.

2. Because policy for determination by higher authority seems to be the question here, the above suggestions are made and the matter referred for direction.

W. S. WALKER,
Major, TC
Tpn. Sub-Comm.

5263

1 3 4 9

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

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
19 August 1944

Subject: Release of Allied Force Railway Facilities to ISR.

To: Director, Transportation Sub-Commission, ACC, APO 394.

1. Reference is made to letter of 1 July 1944, file ACC
En/212/3.

2. Field Completion Valuation reports are prepared and rendered by the AGM - Engineering for all construction and rehabilitation work done by his military forces on Italian State Railways. His reports deal with roadway and structures.

3. The AGM - Equipment of this Headquarters has records of materials and man hours expended on the reconstruction and rehabilitation of rolling stock.

4. The Director General proposes to continue all project completion reports. However, no attempt will be made to affix prices or costs to these basic statements of valuation. He further approves that such records be maintained in his Headquarters until such time as all responsibility is turned over to ACC or whatever agency is assigned to handle Italian State Railway matters.

For the Commanding General:

S. R. BEGGS
Major, T.C.
Adjutant

5262

Headquarters
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Reference: ACC Tn/212/3
Date: 1 July 1944

SUBJECT: Release of Allied Force railway facilities to I.S.R.

TO : Director General, Military Railway Service, APO-400, U. S. Army

1. There is attached copy of letter, and its enclosures, from AFHQ, G-5 Section, dated 17 May 1944, raising question as to policy, and asking for recommendations as to basis on which certain Allied Force railway facilities may be turned over to the I.S.R., in order for necessary operations to be carried on, when railway properties are from time to time turned over by WSS to civilian operation under supervision of Transportation Sub-Commission, ACC. Copy of our interim reply of June 13, 1944 to AFHQ - G-5 Section is also enclosed.

2. Although enclosures with basic letter dealt primarily with dispatching equipment, other classes of material and equipment are included in the scope of the question raised.

3. It has been suggested that the matter of what facilities should and can be turned over with the railway plant to civilian - ACC operation is for determination by D.G. M.R.S., in collaboration with Transportation Sub-Commission, in the light of conditions prevailing at the time for actual turnover of railway lines or segments thereof. In offering that suggestion it has been assumed that the authority so to do is already vested in the Director General.

4. As to the "basis" on which such turnover is to be made, it is understood that there is a basic record of all the installations that have been made by Allied Forces from which could be developed all such cost or valuation data as might reasonably be required for making settlement with Italian Government in respect of these facilities, on whatever basis is ultimately decided upon. In the meantime, it is suggested that it is not possible with the limited personnel available, nor is it necessary to undertake any accounting at the time of turnover for such facilities, beyond perpetuation of the basic records referred to above.

5. These comments are submitted for your review and advice as to what action should be taken.

L. E. VINING
Lt. Colonel
Director, Transportation Sub-Commission, ACC

5261

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

WGW/rg

Our reference : ACC Th/212/1.

Date : 25 May 44.

TO : HQ. ACC, for Economic Section.

SUBJECT : Basis for Turn-over of A.F. Railway Facilities to I.S.R.

1. Attached copy of letter, dated May 17, 44, reference S-19, and enclosures from AFHQ, G-5 Section, presents the question of a policy to be established as to the basis on which equipment and facilities installed by Allied Forces in the Italian Railway plant, may be left in place and turned over to the Italian Railway administration, in order for operations to be properly carried on, when railway properties are from time to time turned back by Military Railway Service to civilian operation under supervision of Transportation Sub-Commission, ACC.

2. Although reference letters and attachments dealt primarily with railway despatching equipment, other classes of material and equipment, are necessarily involved.

3. It is suggested that the extent to which such equipment and facilities shall be turned over with the railway plant for civilian-ACC operation is for determination by the D.C.M.R.S., in collaboration with Transportation Sub-Commission, ACC, in the light of conditions prevailing as the times for actual turnover becomes imminent.

4. Authority is requested to proceed to develop full understanding along the lines set out above, with D.C.M.R.S. and A.A.I., on the matter of what will be turned over to the Italian Railways; and the matter of the "basis" on which the turnover is to be made is referred for directions. As^{to} the latter, the suggestion is made that, if possible, the Italian Government simply be charged with the approximate in place cost of the facilities turned over to the railways.

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

Col. R. J. ... (Economic Sec) says go ahead

5230

FILE

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
25 Aug. 1944

SUBJECT: Railroad Property and Stores

TO : Chief Signal Officer, Hq., AAI, APO 400, U.S. Army

1. Under date 2 August 1944 there was written under your signature, addressed to Seale Tiburtina, a letter authorizing issue of Italian stores to Communications Officer, A.C.C., Region IV.

2. Your attention is invited to General Order No. 60, AFHQ, 22 October 1943, relating to the control of railway properties and stores under the direction of the Director General, Military Railway Service.

3. It is requested that the release of railway stores to other services be handled thru the Director General, Military Railway Service. This is necessary to enable him to maintain control of stocks under his jurisdiction.

By command of Brigadier General GRAY:

S. R. BEGGS,
Major, TC,
Adjutant

Dict. *E. J. M.*
Typd. *J. W. G.*
Chkd. _____
Sgd. _____

5259

Walt. Ferguson & Son

1353

Translation

To: General Director I.S.R.
To: Tiburtina Siding

HQ A.A.I.
10 No. 31

2 August 1944

This letter authorizes the following material to be transferred from Tiburtina Siding to Communications Office, A.C.C. 4th Zone:

Crossed Iron Bars	900
Masts - Bayonet Type	
Clasp	200
Insulators	1100
Tarred Tape	Kg. 8

Signed Major Chastliston
for Major General
Chief of Sign. Office

CHT/BR

Copy to Communications Office A.C.C. 4th Zone - to Sottosegretario di Stato - Ministry of Communications.

1 3 5 4

Quartiere Generale

AAI

IO No 31

ALLA DIREZIONE GENERALE F.S.

Allo Scalo Tiburtina

2 Agosto 44

Con la presente si autorizza che il seguente materiale
sia trasferito dallo Scalo Tiburtina all'Ufficio delle
Comunicazioni presso l'ACC. 4^a Zona:

Barre incrociate di ferro	900
albero - attacco a bajonetta	200
Isolatori	1100
Nastro Catramato	Kg. 8

firmato Chastliston Maggiore
per Maggiore Generale
Capo Ufficio Segnalazioni

CIT/BR.

Copia all'Ufficio Comunicazioni presso ACC 4^a Zona
al Sottosegretario di Stato - Ministero delle Comunicazioni

era trasferito dallo Scalo Tiburtina all'Ufficio delle
Comunicazioni presso l' ACC. 4^a Zona:

Barre incrociate di ferro	900
albero - attacco a baionette	200
Isolatori	1100
Nastro Catramato	Kg. 8

CMT/BR.

firmato Chastellier Maggiore
per Maggiore Generale
Capo Ufficio Segnalazioni

Copia all'Ufficio Comunicazioni presso ACC 4^a Zona
al Sottosegretario di Stato - Ministero delle Comunicazioni

5257

Handwritten notes:
Dopo la fine della guerra
il materiale è stato
trasferito a Roma
e conservato in
varie località
per essere
usato in caso di
guerra.

1356

PT-27

*Purchase General
F.S.*

PT-112441

TO No. 31

To Paolo Tiburtina

2, Aug 44.

Authority is hereby given for the undermentioned Italian stores to be issued from Paolo Tiburtina to Communications Officer AG. Region 4.

Iron cross bars	900
Iron neck spindles	200
Insulators	1100
Thorned wire	Ag 6

CHT/BR.

Charles Tiburtina
Major General
Chief Signal Officer

Copy to Communications Officer AG Region 4.

~~Under Secretary of State - Ministry of Communications.~~

Wf *Order* *6/8*
5256

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

BJM/mh

c/o D. R. MAXS,
Naples

32✓

Our ref: ACC Tr/24/28
Date : 19 Aug. 44

TO : (See Distribution)

SUBJECT: Reconstruction and Rehabilitation of Railways.

1. The following is the procedure to be adopted when any project or scheme is originated for the reconstruction, rehabilitation or reopening of any railway line in occupied Italy.
2. The scheme shall be submitted to HQ Transport-ation Sub-Commission ACC who will fully investigate the project in respect of its use to the over all essential civilian needs.
3. When the scheme is justified it will then be submitted to the respective ACC Tr. Engineer who will after vetting and estimating the quantity of stores and/or materials required submit same to Chief of Railway Stores Section.
4. All Italian State Railway contract work, and all projects for reopening of railway lines or Sections thereof including privately owned railways in which the D.C.M.R.S. is not directly interested cannot be commenced until the approval for the release of materials by the Chief of Railway Stores Section of this Sub-Commission has been obtained.

5. On the approval of the Chief of Stores Section

2. The scheme shall be submitted to the Transportation Sub-Commission AGC who will fully investigate the project in respect of its use to the over all essential civilian needs.

3. When the scheme is justified it will then be submitted to the respective AGC Mr. Engineer who will after vetting and estimating the quantity of stores and/or materials required submit same to Chief of Railway Stores Section.

4. All Italian State Railway contract work, and all projects for reopening of railway lines or Sections thereof including privately owned railways in which the D.C.M.R.S. is not directly interested cannot be commenced until the approval for the release of materials by the Chief of Railway Stores Section of this Sub-Commission has been obtained.

5. On the approval of the Chief of Stores Section, the Engineer will approve the contract and supervise the work.

6. In the case of work already in hand, bills of quantities should be submitted the Engineer at the earliest possible so that the Chief of Stores Section can be asked to release the required materials and state from which source this can be obtained.

DISTRIBUTION:

All Tn. Sub-Comm. Officers.

D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

1359

READING FILE

CONFIDENTIAL

14 August 1944

TO: Col. D. S. Adams, Director, Tpn. Sub-Commission, Hq. ACC - APO 394 - U S Army

1. I ask your leave to suggest that very little supervision, or other function, by a railway organization of ACC is required, or is called for, covering the phases following operations under the jurisdiction and supervision of Military Railway Service; that is, operations, under civilian administration.

2. The prime exception is in the matter of movement of civilian and ACC goods by rail, as to which there is an obvious need for an indefinite time, of an organization to collate, screen and process the demands for such rail movements from all sources. That is to say, a central office at Hq. ACC, with an office in each compartment working under and in co-ordination with the central office, working very much as along the present lines, except that the prime responsibility of the officer in the field would be "Movements", - not operations.

3. I suggest that following MRS supervision, with the ISR being given the job to do and given the understanding that they must do it, a minimum of "Overseeing" should be undertaken by ACC Railway Group; and, that it should be at top levels only, for the purpose of seeing that approved general policies of concern to the allied governments are being executed.

4. ISR does and will need help in the matter of securing various items of supplies and equipment. Coal and petroleum products I understand are taken care of by organizations set up, or being set up, for that purpose. What they need is definite channels and sponsorship for securing various items of supplies, both manufactured and raw materials-individual items, as distinguished from an undertaking to survey and restock their stores. This can be done by giving ISR representation, or direct access to, local resources control authority. Items that have to be imported should be adjudged as "required to be imported", by that, or a similarly functioning board, anyway. Placement of the orders for import items could be done by Requisition Division. There might be need for someone with experience and a general knowledge of Italian Railways, to serve in the US to expedite the orders after they have been introduced.

5. If USA locomotives are turned over to ISR, and if they need mechanical experts familiar with that class of locomotives, it is suggested that that need could better be served by civilian locomotive mechanics, recruited for that one purpose. It would have to be done anyway, because ACC does not have the officers, or other qualified personnel, sufficient to do the job.

6. A firm control of all items of railway materials, to prevent their use in a manner which might prove detrimental to military commitments, is already taken care of and vested exclusively in the Director General, Military Railway Service.

CONFIDENTIAL

1360

CONFIDENTIAL

7. These suggestions are made from convictions that have developed during several months of observation and are submitted, for whatever they are worth, out of a sense of duty to point out any thing that appears to have possibilities for a saving of man-power and further the purposes for which we are all here.

W. S. WALKER
Major, TC,
Tpn. Sub-Commission-ACC

5233

CONFIDENTIAL

Headquarters
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Reference: ACC To/212/3
Date: 1 July 1944

SUBJECT: Release of Allied Force railway facilities to I.S.R.
TO : Director General, Military Railway Service, APO-400, U. S. Army

1. There is attached copy of letter, and its enclosures, from AFHQ, G-5 Section, dated 17 May 1944, raising question as to policy, and asking for recommendations as to basis on which certain Allied Force railway facilities may be turned over to the I.S.R., in order for necessary operations to be carried on, when railway properties are from time to time turned over by MES to civilian operation under supervision of Transportation Sub-Commission, ACC. Copy of our interim reply of June 13, 1944 to AFHQ - G-5 Section is also enclosed.

2. Although enclosures with basic letter dealt primarily with dispatching equipment, other classes of material and equipment are included in the scope of the question raised.

3. It has been suggested that the matter of what facilities should and can be turned over with the railway plant to civilian - ACC operation is for determination by D.G. M.R.S., in collaboration with Transportation Sub-Commission, in the light of conditions prevailing at the time for actual turnover of railway lines or segments thereof. In offering that suggestion it has been assumed that the authority so to do is already vested in the Director General.

4. As to the "basis" on which such turnover is to be made, it is understood that there is a basic record of all the installations that have been made by Allied Forces from which could be developed of such cost or valuation data as might reasonably be required for making settlement with Italian Government in respect of these facilities, on whatever basis is ultimately decided upon. In the meantime, it is suggested that it is not possible with the limited personnel available, nor is it necessary to undertake any accounting at the time of turnover for such facilities, beyond perpetuation of the basic records referred to above.

5. These comments are submitted for your review and advice as to what action should be taken.

L. E. VINING
Lt. Colonel
Director, Transportation Sub-Commission, ACC

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/212/2.

Date : 3 June 1944

TO : Allied Force Headquarters - APO 512
O-5 Section (for Economic & Supply Division).

SUBJECT : Release of Allied Force Railway facilities to I.S.R.

1. Ref. Your letter s-49 of 17 May 44 is acknowledged.
2. The reference in para 1 to "ACC equipment" has been interpreted as intending to mean Allied Force railway operating equipment and facilities.
3. It is suggested that the matter of what facilities should and can be turned over with the railway plant to Civilian-ACC operation is for determination by D.G.M.R.S., in the light of conditions prevailing at the time for actual turnover of railways lines or segments thereof.
4. No coordinated plan has been developed, and no firm recommendations can be offered at this time. However, action has now been initiated to develop the subject fully with D.G.M.R.S. and A.A.I., and specific recommendations will follow.

I.R. VENING.
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

525 04

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

FHI/jm

Ref. S-19

17 May 1944

SUBJECT: Telephone and Telegraph Dispatching Equipment
of Italian State Railways

TO : Headquarters; Allied Control Commission, APO 394
(For Transportation Sub-Commission)

1. This Headquarters has been approached by A.A.I. through Signal channels' incident to the possible turnover of AMG equipment to Italian civil authorities.
2. Information is requested to what extent this has been coordinated between A.A.I. and A.C.C. and that we may have your recommendation in the matter.
3. Basic references to the subject are attached.

FRED'K. H. LEVIS'

Major, AUS

Economics & Supply Division

3 Incls:

1. Ltr from CSO, I of C Italy to Signal Officer AAI, 16 apr
2. Letter from HQ AAI to CSO, AFHQ, 18 Apr, with 2 indorsements
3. Buckslip from CSO AFHQ to MGS and G-4, AFHQ, 12 May

5250

ay

12 May 1944

Railway Communication Equipment-Eventual handing back to the Italian State.

1 CSO MGS 12 May 1. Attached hereto is correspondence with
AFHQ G-4 1944 AAI, to date handled through Signal channels,
in turn in reference to the possible turnover of
working Allied Military Signal equipment to
Italian civil authorities.

2. Although the equipment directly under discussion is communications equipment (either Signal or MRS type), it appears obvious that problems will arise affecting other services as well, and it does not appear to be a matter to be handled through Signal channels alone.

3. As far as can be determined in this Section, there is no established policy by which these items can be turned over to Italian civil authorities.

4. This matter is referred to MGS for recommendation, and to G-4 for consideration of policy and for decision.

5. Request advice for future guidance and for reply to CSO, AAI.

R. W. MINCKLER
Colonel, Signal Corps
Acting Deputy Chief Signal
Officer.

5239

dy

(COPY)

CHIEF SIGNAL OFFICER

LBT/HAG

L. of C. ITALY

Subject : RAILWAY COMMUNICATION EQUIPMENT - Eventual handing back to the Italian State.

TO : Col. Horn, Senior U.S. Signal Officer AAI.

1. As instructed I have contacted Col. S.A. Fitch, Director of the Transportation Sub-Commission of ACC. which is located here at Fowhole (Elemba). Telephone Fowhole 115.

2. Col. Fitch stated that he knew of no directive on the policy and procedure to be followed in respect to equipment supplied from Allied sources and to be left in place at the time when the railways are to be turned back to the Italian Government. He felt that he would probably know of such a directive if it did exist. His feeling is that the decision on the policy to be adopted in such cases will be taken on a very high level. He does not contemplate initiating action toward obtaining such a specific directive.

3. AFHQ Administrative Memorandum No. 76 dated 9 nov. 43, Subject ITALIAN TRANSPORTATION SYSTEMS : RELATION BETWEEN THE MOVEMENTS AND TRANSPORTATION ORGANIZATION OF THE ALLIED MILITARY FORCES AND THE TRANSPORTATION ORGANIZATION OF THE ALLIED COMMISSION states among other things that the railways are not to be returned until the ITALIANS are capable of operating them. Col. Fitch pointed out that without the essential equipment it would be impossible for the Italians to be capable of operation.

a. AFHQ General Order No. 60 of 22 Oct. 43 DEVELOPMENT and OPERATION of ALL ITALIAN RAILWAYS, makes Brig. Gen. Gray responsible and includes essential rehabilitation.

/s/ EYMAN B. TUCKER

Major, Signal Corps.

(COPY)

Chief Signal Officer.
Allied Force Headquarters.

Headquarters
A.A.I.

2728/2/X

18 April 1944.

1. Attention is invited to the attached letter.
2. Following a conference between Col. Grosland (MRS) and Col. Horn (this office), regarding present and future plans for the operation of rehabilitated railway systems in Italy, Col. Pitch was approached with a view to discussing any plans that the A.C.C. might have regarding the transfer of railway operating equipment to the Italian State Railways at some future date.
3. It appears obvious that the M.R.S. will be called upon to operate, progressively, rehabilitated railway systems as far northward as the battle front permits. This will certainly require that more and more of the systems in southern Italy will be turned over to the Italian State Railway, to be operated under direct control of the M.R.S.
4. This turn over of systems will necessarily be accompanied by a transfer of operating equipment. It is therefore recommended that ACC. AFHQ be advised to prepare necessary plans for the prompt transfer of Allied Forces railway operating equipment to the Italian State Railways whenever such action is recommended by the D.G.M.R.S.

RTM/hwh

For

T. R. Horn Col
Major General
Chief Signal Officer

Copy to : D.G.M.R.S.

COPY-1-5-44-omt

Office of the Chief Signal Officer, Allied Force Headquarters, APO 512,
U.S. Army, 20 April 1944.

1st Ind.

KB/rjl

To: Chief Signal Officer, Allied Armies in Italy.

1. Do not understand your basic letter being addressed to the Chief Signal Officer.
 2. The transfer of Allied Forces railway operating equipment to the Italian State Railway will effect other services more than it will effect the Signal Corps.
 3. As this is a command matter and not a technical signal matter, your recommendation should be submitted through command channels.
- For the Chief Signal Officer.

/s/Kirk Buckak
/t/Kirk Buchak,
Lt. Col. Sig Corps;
Executive Officer.

2nd Ind.

ALLIED ARMIES IN ITALY, OCSO, APO 777, U.S. Army 24 April 1944.

TO: Chief Signal Officer, Allied Force Headquarters, APO 512.

1. The railway operating equipment referred to in basic communication pertains only to telephone and telegraph dispatching equipment. As the majority of the items included in this type of equipment are now Signal Corps items, with assigned stock numbers, the question of the ultimate disposition of this equipment is considered to be properly submitted to your office.

For the Chief Signal Officer:

/S/ T. R. Horn
T. R. HORN;
Col. Signal Corps.

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Copy for USM file

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Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

APD 400
19 February 1944

SUBJECT: Supply of Stores to I.S.R., Sud Est Rly and C.L. Rly

TO : Lt.Col. R.E.Coward, A.D.Tn., TN.2 Stores (Br.) - Bldg.

1. Reference is made to your letter 3 February 1944, file Tn.A.2/76.

2. The supply of stores to the I.S.R. on the West Side of Italy is a function of the 703rd Ry Grd Div (U.S.), and, on the East Side of Italy, a function of British Tn., and the overall a function of this Headquarters.

3. The principle adopted on the West Side for supplying requirements of MRS Units and I.S.R. personnel working under the supervision of officers commanding MRS Units is that items of common supply are obtained as required from other Army supply branches - Engineers, Ordnance, Quartermaster and Signal. Items of railroad material which are not common supply items, but are particularly peculiar to railroad operation, are obtained from Poggioreale or other I.S.R. stocks as may be available. Where such items are not available in I.S.R. railroad stocks, Italian manufacturing is exploited and we have thus far been fairly successful in having castings, both brass and iron, manufactured, it being necessary in some cases to have patterns made. Considerable material is being reclaimed by our Equipment Section Units and cannibalization has been resorted to in order to keep locomotives and cars operating. Numerous cases have been necessary where flues have been removed from one locomotive to make repairs to another. The same is true of other parts of locomotives and cars and will be a continued necessity. We have also exploited ACC Resources Committee and have received some valuable help from them in obtaining materials from local resources.

4. Lists of material requirements being received from the East Side indicate that coordination between Italian and British Units, in all cases, are not being effected. There are numerous items scattered throughout the lists which are duplicated, that is, the same item is ordered by both British Tn. and Italian employees (I.S.R.) for the same shop. No material should be furnished to I.S.R. employees unless it has been screened by the Tn. Officer under whose supervision the shop is operating. No issues are authorized from Poggioreale store until the requisition has been screened by this Headquarters.

5. It is obvious that shortages of spare parts which are peculiar to Italian locomotives and cars will develop but it is felt that these shortages should be met by developing sources of supply from local resources, cannibalization or reclamation rather than ordering from U.K. or U.S. If ordered from the latter source, it is necessary that sketches or drawings be submitted and it would probably take six (6) months or longer to obtain.

6. As stated in our conference this morning, the fullest cooperation of the Mechanical Sections is required and it is necessary that they use all the ingenuity at their command to keep the maximum number of Italian locomotives and cars in service as are required for the handling of military traffic. We understand that the ACC is making surveys of material requirements to be effective when and if the railroads are turned back to the civilians and our efforts extend only to the continued operation of the railroads while under military control.

7. Lists received with your letter returned attached.

For the Director General:

E. F. MCFADDEN,
Colonel, TC,
Asst. Genl. Mgr. - Stores

1 Encl:
Lists

1. To coordinate and supervise the military forces.

2. To coordinate and supervise the military forces in the military zone.

3. To coordinate and supervise the military forces in the military zone.

4. To coordinate and supervise the military forces in the military zone.

5. To coordinate and supervise the military forces in the military zone.

6. To coordinate and supervise the military forces in the military zone.

7. To coordinate and supervise the military forces in the military zone.

8. To coordinate and supervise the military forces in the military zone.

case (3)
The Atlanta Railway Administration
is opposed, in the opinion of the
Attorney General, to the operation of
the Atlanta Railway Administration
and to the operation of the Atlanta
Railway Administration.

request from you, and
thank you.

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U. S. COMMISSION
ON THE
GOVERNMENT OF THE
INDIAN TERRITORIES

