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

ACC

AC212/TN 4

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10000/148/2289

TURN OVER OF A.F. RAILWAY
11-18-44 FACILITIES TO ISD

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

*When DGMRS holds
the meeting which is being
arranged with T. H. Sub-Comm.
this matter can be brought up
LH 15/4*

6582

Tn S.C.
1042

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

6581.

WSW/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tz/212/2.

Date : 3 June 44.

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

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

1. Ref. Your letter 3-19 of 17 May 44 is acknowledged.
2. The reference in para 1 to "AMG 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.C.M.R.S., in collaboration with Transportation Sub-Commission, ACC, in the light of conditions prevailing at the time for actual turnover of railway 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.C.M.R.S. and A.A.I., and specific recommendations will follow.

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

6580

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. *militaire*
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, L 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

6570

12 May 1944

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

- | | | | | |
|---|-------------|-----------------------|----------------|---|
| 1 | CSO
AFHQ | MGS
G-4
in turn | 12 May
1944 | <p>1. Attached hereto is correspondence with AAI, to date handled through Signal channels, in reference to the possible turnover of working Allied Military Signal equipment to Italian civil authorities.</p> <p>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.</p> <p>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.</p> <p>4. This matter is referred to MGS for recommendation, and to G-4 for consideration of policy and for decision.</p> <p>5. Request advice for future guidance and for reply to CSO, AAI.</p> |
|---|-------------|-----------------------|----------------|---|

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

6578

(COPY)

CHIEF SIGNAL OFFICER

LRT/PAG

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 (Flambo). 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)

6577

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. Fitch 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.

RTH/hwh

For

T. R. Horn Col
Major General
Chief Signal Officer

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

6576

COPY-1-5-44-omt

1st. Ind.

KB/rjl

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

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.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Comm.
APO 394

Ref ACC Tn/212

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.

For file

6574

RESTRICTED

Leon Lee (Trans)
U 3/98

gph
28 JUN 1944
ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

S-19

27 June 1944

SUBJECT: Telephone and Telegraph Dispatching Equipment of Italian State Railways.

TO : Headquarters, Allied Control Commission, APO 394
(Attn.: Transportation Sub-Commission)

1. Refer to our letter of 17 May, subject and file as above, and to your reply dated 3 June 1944, your reference ACC Tn/212/2.
2. It is requested that you report concerning the negotiations with D.G.M.R.S. and A.A.I. which you stated in your reply would soon take place, and let us have your recommendations on this subject.

Fred H. Levis
FRED'K H. LEVIS
Major, AUS
Economics & Supply Division.

6573

RESTRICTED

FILE
low

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-200, 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 MRS 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.

Lt
L. E. VINING 6572
Lt. Colonel
Director, Transportation Sub-Commission, ACC
Dict. *W2W*
Typd. *W2W*
Chkd. *W2W*
Sgnd. *W2W*

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 994

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 letters 19 of 17 May 44 is acknowledged,
2. The reference in para I to "AMG 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.

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

6571

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

FHI/jm

Ref. S-19

14 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

Economic & Supply Division

3 Incls :

1. Ltr from CSO, L 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

6570

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 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.

6569

(COPY)

CHIEF SIGNAL OFFICER

LBT/HAG

L. of C. ITQIY

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.S. Fitch, Director of the Transportation Sub-Commission of ACC. which is located here at Fowhole (Flambo). 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 the 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)

6568

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. Fitch 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 that 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 A.C.C. 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.

For

T. R. Horn Col
Major General
Chief Signal Officer

RTH/hwh

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

6567

COPY-1-5-44-omt

1st. Inf. KB/rjl
Office of the Chief Signal Officer, Allied Force Headquarters, APO 512.
U.S. Army, 20 April 1944.

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 Buckak,
Lt. Col. Sig. Corps
Executive Officer.

2nd Inf.

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. GORN;
Col. Signal Corps.

6566

WSW/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC 72/212/2.

Date : 3 June 44.

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

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

1. Ref. Your letter S-19 of 17 May 44 is acknowledged.
2. The reference in para 1 to "AMG 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 collaboration with Transportation Sub-Commission, ACC, in the light of conditions prevailing at the time for actual turnover of railway 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.

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

6565

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

WSW/rg

Our reference : ACC Tn/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 AMHQ, 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.G.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.G.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 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.

Handled the original and to Major Sharp for attention of Col Adams
JW 26/5

[Signature]

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

6564

RESTRICTED

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 H. Lewis
FRED'K. H. LEWIS
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

6563

RESTRICTED

12 May 1944

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

1 CSO
AFHQ

MGS
G-4
in turn

12 May
1944

1. Attached hereto is correspondence with AAI, to date handled through Signal channels, 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 WMS 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.

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

6562

(COPY)

CHIEF SIGNAL OFFICER

LBT/HAS
16 April 1944.

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 Foxhole (Flambo). Telephone Foxhole 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~~ 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/ EMMAN B. TUCKER,

Major, Signal Corps.

(COPY)

6561

Chief Signal Officer,
Allied Force Headquarters.

Headquarters
A.A.I.

2723/2/X

18 April 1944

1. Attention is invited to the attached letter.
2. Following a conference between Col. Crosland (MRS) and Col. Horn (this office), regarding present and future plans for the operation of rehabilitated railway systems in Italy, Col. Fitch 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 A.C.C., 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.

6500

COPY-1-5-44-cmt

1st Ind.

KB/rjl

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

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 Railways 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 Buchak
/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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