

HEADQUARTERS
SERVICES OF SUPPLY
UNITED STATES ARMY FORCES
CHINA BURMA INDIA

A.P.O. 885
30 May 1944

MEMORANDUM)
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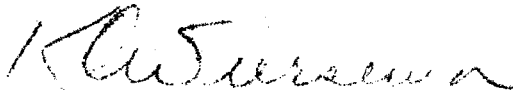
REVISED SUMMARY OF AGREEMENT FOR OPERATION OF
PORTIONS OF B & A RAILWAY BY USAF, MRS.

1. Reference Par. 2, General Order 25, this Headquarters, 26 February 1944.
2. Attached is revised Summary of Agreements for the Operation of Portions of the B & A Railway by the USAF, MRS effective 13 May 1944.

By command of Major General COVELL:

GENE W. HALL,
Colonel, G.S.C.
Chief of Staff.

OFFICIAL:



K.C. WIERSEMA,
Lt. Col. A.G.D.
Adjutant General.

1 Incl:
Summary of Agreement.

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SUMMARY OF AGREEMENTS FOR THE OPERATION OF PORTIONS OF THE

B & A RAILWAY BY THE USAF, MRS.

1. SCOPE OF USAF OPERATIONS:-

A. USAF will operate 804 miles of main and branch lines consisting of all of the D & S Railway and that portion of the MG line of the B & A Railway Katihar and East; including the branch line to Dhubri, Mariani to Neamati, and Furkating to Jorhat.

B. B & A Railway personnel under B & A Railway Officers in liaison with the USAF will continue to operate those branch lines now worked as separate entities and on which traffic is unlikely to exceed normal capacity, although these branches may be in the scope of USAF interest.

C. The USAF will be responsible for transfer operations from BG to MG lines at Parbatipur and for the operation of the BG and MG yards at this station.

D. Should a base be situated at Parbatipur this would be under GHQ control, but the MG side would be under USAF control, for rail service.

E. Supervision and operation of wagon ferries at Pandu is a USAF responsibility.

2. COMMERCIAL WORK:-

A. All commercial work will continue to be the sole responsibility of the B & A Railway. All booking of public traffic and military traffic on the line of carriage operated by the USAF will be done by the existing B & A Railway organization.

3. CONTROL OF MOVEMENTS:-

A. Movements of all categories will continue to be the sole responsibility of British Movement Control Organization who will work closely with American Forces ascertaining from them line capacities and routing of traffic as desired by the USAF operating forces, and keeping them informed well in advance of arrival of traffic.

B. All timings after leaving Parbatipur will be furnished by the USAF to British Movement Control and the responsibility for handling beyond the above station will be USAF.

4. CLAIMS FOR LOSS & DAMAGE:-

A. Nothing in this agreement shall operate to relieve the B & A Railway from responsibility for the processing and payment of all claims for loss, damage to or destruction of private or public property or for injury or death arising out of the operation of portions of its lines by United States army personnel as herein provided for, but such responsibility shall continue in said sections of its lines thus operated by United States army personnel as fully and completely as if those sections were being operated by employees and servants of said B & A Rly. All claims for loss, damage to or destruction of private or public property or

for personal injury or death, occasioned by or in connection with the operation of the said Railway shall be solely the responsibility of the B & A Rly and the Government of Army of U.S. shall not be responsible for, or concerned with the processing or payment thereof, except that when investigation of such incidents is made by the B & A Rly authorities, the U.S. Army will make reasonably available to the investigation officer or officers any information in connection therewith possessed by them. Provided, however, the B & A Rly shall not be liable for injury to or death of U.S. military personnel occasioned by or in operation of the said railway, provided further, that the B & A Rly shall not be liable for any damage /be occasioned by United States military operating personnel, except in connection with the operation of said railway. No investigation of the accidents in connection with the operation of said railway will be made by U.S. Army claims or investigation officers, except such as may be desirable for disciplinary or other military purposes, in which event the railway authorities will make reasonably available to the said investigation officer, or officers any information in connection therewith possessed by them.

5. PERSONNEL:-

A. Approximately 4,600 white personnel of the USAF will be employed on the American operation.

B. Accommodations for USAF personnel will be in bashas or in tents until bashas are ready.

C. The USAF will maintain their own Medical Branch, separate from the B & A Railway Medical Branch which will be retained.

D. Command and discipline of the USAF units being provided to work the B & A Railway will remain vested in the Commanding General USAF, CBI.

E. It is not intended to displace any existing B & A Railway personnel except by mutual consent.

F. Maintenance of Way, Construction Staff and the Civil Engineering Department of the Railway are to remain in place as at present.

G. B & A personnel employed on the line of carriage operated by the USAF will have their duties stipulated by the USAF, but will be under B & A Railway control for pay and discipline.

6. SUPPLY & SERVICE:-

A. The B & A Railway will remain the responsible agency for all normal consumable railway stores.

B. Locomotive coal stocks will be maintained on an agreed basis of reserves; ordering of coal will be by the B & A Railway through the Chief Mining Engineer, Railway Board, in the normal manner.

C. The B & A Railway will appoint a senior scale officer to the US Army Operating Headquarters, through whom demands for ordinary consumable stores can be placed on the Controller of Stores, B & A Railway.

D. The existing distribution system will be maintained and operated by the B & A Railway staff, or a special store will be set up from which issues to the US Army controlled sections can be made.

7. CONSTRUCTION:-

A. The present long-term construction program will be allowed to proceed.

B. Demands for new construction desired by USAF such as sidings, etc., will be placed by USAF on B & A Railway with plans and maps approved and signed by US authorities.

C. Demands for construction trains will be made as required on the US Army authorities.

D. An American Liaison Officer will be appointed to the Headquarters of the Chief Engineer of Construction.

8. MECHANICAL EQUIPMENT:-

A. On such matters as the allotment of Rolling Stock and locomotives, the decision of the Government of India must be accepted.

B. An agreed allotment of locomotives limited as to types as far as possible will be made prior to the assumption of control and a shopping program will be agreed to between the Chief Mechanical Engineer, B & A Railway and the US Army operating headquarters.

C. USAF will take on examination of all carriages and wagons on portion of Railway under their control.

D. The B & A Railway will continue to control workshops, but the portion of workshops where work is being performed on locomotives assigned to USAF will be under control of USAF.

E. Running sheds will be controlled by USAF.

F. Repairs to locomotives and wagons done on the section worked by the USAF will be controlled by the USAF. Periodical overhauls of locomotives from the USAF controlled service will be made in B & A Railway.

9. OPERATIONS:-

A. The General Manager of the B & A Railway will retain general control of the lines operated by the USAF, but of the loosest possible character and will not interfere in methods of operation or in numbers and categories of staff used and their assignment.

B. The General Manager, B & A Railway, will have no voice in the general control of the yard operation and train movements on the sections under USAF control.

C. USAF Enginemen will learn the Indian Railway restrictive signals.