

ACC 10000/148/4

10004 TCW

RAILWAYS

2nd jacket

AUG. - OCT. 1943



| Folio | Date    | Ref          | From / To                              |
|-------|---------|--------------|----------------------------------------|
| 1-2   | Aug 18  | 202816       | From To AGO Syracuse Signal Copy       |
| 3     | Sept 28 | 100017       | Copy. SCAO Syracuse                    |
| 4     | 3 Oct   | 100017       | " " "                                  |
| 5-6   | 1 Oct   | 100017       | TO DCFO                                |
| 7     | 1 Oct   | 100017       | TO SCAO Messina                        |
| 8-9   | 5 Oct   | 202816       | Col Marescalet Syracuse                |
| 10    | 1 Oct   | (27/62)      | From SCAO Catania                      |
| 11    | 5 "     | 100017       | TO SCAO Messina                        |
| 12    | 6 "     | 100017       | " Sq di Pietro Tuccio                  |
| 13    | 5 "     | 100017       | " SCAO Trapani                         |
| 14    | 5 "     | 100017       | " Dir. ERS                             |
| 15    | 8 "     | 100017       | " SCAO Catania                         |
| 16-17 | 7       | 100017       | " Dott. Pietro Tuccio                  |
| 18-19 | Sept    | 100017       | From CSO Proc for Security Rly Reports |
| 20-29 | Oct 9   | 100017       | To CO. FBS                             |
| 30    | " 5     | 100017       | From SCAO Messina                      |
| 31    | " 8     | 100017       | " Capt. Minard. Memo TO                |
| 32-35 | " 14    | 100017       | To Dr Pietro Tuccio                    |
| 36-37 | " 9     | 100017       | From SCAO Trapani                      |
| 38    | 2 Oct   | 100017       | " Donato Giuseppe                      |
| 39    | 13 "    | 100017       | " Dr Pietro Tuccio                     |
| 40    | " "     | 100017       | To SCAO Messina                        |
| 41    | " "     | 100017       | " " Catania                            |
| 42-43 | 15      | From 9001 km | From 727. Rly of Br                    |
| 44    | 18      | 100017       | To SCAO Agnato                         |
| 45    | 19      | 100017       | " Capt. TD Elgin                       |
| 46    | 15      | 2028/2/0     | From May Gen No 1 Dist                 |
| 47    | 19      | 100017       | To " "                                 |
| 48    | 18 Oct  | 100017       | From " "                               |
| 49-50 | 14 "    | 100017       | From Rly Koenig - Sardinia             |
| 51    | 15 Oct  | From 9001 km | " Sicilian Rly Division                |
| 52    | 21 "    | 100017       | " HQ 727 Rly of Br Copy                |
| 53    | 21 Oct  | CAT/62       | " " "                                  |
| 54    | 20 "    | CAT/62       | To SCAO Messina                        |
| 55    | 20 Oct  | 1/6000       | From 19101 SCAO Catania                |
| 56    | 23 Oct  | 100017       | " " "                                  |
| 57    | 16 Oct  | 509/40       | From 19101 SCAO Catania                |



|       |        |              |                                |
|-------|--------|--------------|--------------------------------|
| 30    | " 5    | 100004       | From SCAO Messia               |
| 31    | " 8    | 100004       | " Capt. Minard. Memo TO D. Taw |
| 32-35 | " 14   | 100004       | TO DE Petro Tuccio             |
| 36-37 | " 9    | 100004       | From SCAO Trapani              |
| 38    | 2 Oct  | 100004       | " " Duranto Giuseppe           |
| 39    | 13     | cc/75/60.4   | " " Di Petro Tuccio            |
| 40    | "      | 100004       | TO SCAO Messina                |
| 41    | "      | "            | " " Catanzaro                  |
| 42-43 | 15     | From 900/400 | From 727. Rly. of Br           |
| 44    | 18     | 100004       | TO SCAO Agrigento              |
| 45    | 19     | 100004       | " " Capt. J. D. Elgin          |
| 46    | 15     | 2056/2/0     | From Mar. Gen. No. 1 Dist      |
| 47    | 19     | 100004       | TO " " "                       |
| 48    | 18 Oct | 100004       | From " " " - Sardinia          |
| 49-50 | 14     | 100004       | " " Sicilian Rly. Division     |
| 51    | 15 Oct | From 900/400 | " " HQ 727 Rly. of Br. Corp    |
| 52    | 21     | 100004       | { TO " " " "                   |
| 53    | 21 Oct | CAT/62       | { TO SCAO Messina              |
| 54    | 2001   | CAT/62       | From AMOS SCAO Catania         |
| 55    | 2001   | 1/6000       | " " " "                        |
| 56    | 23 Oct | 100004       | From AMOS Messia               |
| 57    | 16 Oct | 509/44       | TO AMOS Messia                 |
| 58    | 25 Oct | 100004       | From AMOS Palermo              |
|       |        |              | TO Civil Service Office        |

157



68

AMCOT/10009/700

Railways--Advance of funds by AMCOT  
to meet Oct. obligations

XXXX  
TO

Chief Finance Officer

25 October 3

1. It is recommended that L. 19,756,841 be advanced to Dott. Pietro Tuccio, Capo Compartimento, Compartimento Ferroviario di Palermo, Ferrovia Delle Stretto, to meet railway obligations incurred during October.

2. Itemization of these obligations is as follows:

- |                                                       |               |
|-------------------------------------------------------|---------------|
| a. General salaries (first payment)                   | L. 21,732,065 |
| b. Payments to Cassa Commissioni and Mutua Previdente | 450,363       |
| c. Payments for contract labor                        | 1,500,000     |
| d. Purchase of supplies                               | 127,000       |
| e. Cost of necessary repairs                          | 1,241,000     |
| f. Expenses of IRT                                    | 1,127,492     |

3. As there is on hand L. 6,199,585 in the railway treasury the sum needed is that specified in para. 1.

4. Explanation of items in para. 2.

246

a. General salaries includes only the net amount due for the month of October. This does not include amounts which would ordinarily be deducted from salaries for taxes, repayment of loan advances, social security payments, etc. This conforms to the policy adopted in advances made for the three previous months.

b. The item for payments to Cassa Commissioni and Mutua Previdente is in accordance with previous authorization given by your office.

c. The payments for contract labor are separate from the regular employees' pay roll. The only contract labor now employed is that expressly authorized by the military railway operating units.

d. Purchase of supplies are of course necessary for continued operation of the lines. Under agreement with IRI approved by AMCOT, turning the supervision of the railways in the American area over to AMCOT as of 15 Oct. 43, AMCOT became responsible for the procurement of railway stores that would be procured locally. All requests for purchase are approved by



2. Itemization of these obligations is as follows:

|                                                       |               |
|-------------------------------------------------------|---------------|
| a. General salaries (not payment)                     | L. 21,782,065 |
| b. Payments to Cassa Commerciale and Mitos Providence | 430,869       |
| c. Payments for contract labor                        | 1,500,000     |
| d. Purchase of supplies                               | 125,000       |
| e. Cost of necessary repairs                          | 1,241,000     |
| f. Expenses of INT                                    | 1,127,492     |

3. As there is on hand L. 6,439,535 in the railway treasury the sum needed is that specified in para. 1.

4. Explanation of items in para. 2.

a. General salaries includes only the net amount due for the month of October. This does not include amounts which would ordinarily be deducted from salaries for taxes, repayment of loan advances, social security payments, etc. This conforms to the policy adopted in advances made for the three previous months.

b. The item for payments to Cassa Commerciale and Mitos Providence is in accordance with previous authorization given by your office.

c. The payments for contract labor are separate from the regular employees' pay roll. The only contract labor now employed is that expressly authorized by the military railway operating units.

d. Purchase of supplies are of course necessary for continued operation of the line. Under agreement with INT approved by AFM, through the supervision of the railways in the American area over to AMOT as of 15 Oct. 43, AMOT becomes responsible for the procurement of railway stores that could be procured locally. All requests for purchases are approved by officers of the 727th Rg. Op. Bn. and the staff of rail officers assigned by INT to assist AMOT in the rail supervision under the agreement and order previously referred to.

e. The same statement is made with regard to the cost of necessary repairs as was made concerning purchase of supplies.

f. INT (Istituto Nazionale Trasporti) is the truck and bus subsidiary of the State Railways. It is being operated under the direct control



of this division and is engaged in carrying goods exclusively for A.S.C. Although the two organizations have separate accounting divisions it has been deemed best for A.S.C. control to consolidate the requests for advances in one and to have the railway administration responsible for the distribution of funds to its subsidiary. The amount requested at this time covers the difference between advances heretofore made by the railways to D.T. during August, September and October, and the amount of \$1,700,000 advanced in September to cover anticipated expenses in that month.

5. Attention is directed to the fact that there has been a reduction in rail employees during the month of October. The payroll in September was \$1,235,357,361 and in October \$1,214,783,063. This is in accordance with A.S.C. orders that all unnecessary employees should be released. Likewise there was \$1,000,000 less spent for contract labor in October. This results from the policy of using regular employees rather than contract labor wherever possible.

6. This request for advance is supported by detailed statements of current receipts and expenditures which have been examined and approved and are in the possession of this division and open for examination.

7. The State Railways has never maintained any banking accounts. All moneys have been handled by their own facilities. It is therefore requested that the advance be made directly to Dott. Pietro Lucio, Capo Compartimento, as in the past.

8. Since the railway pay rate is the 27th of each month, immediate consideration of this request is desirable.

9. The recommendation made in para. 7 is made in view of existing conditions. This division does not feel qualified to pass upon the question of policy as to whether the State Railways should be compelled to maintain independent banking arrangements. There may be reasons which are not apparent on the surface which justify their present practice. We request that your office give consideration of the advisability of requiring the institution of bank accounts.

cmv/jr

245  
L. D. HUGHES  
Lt. Col., S. C.  
Director, Transportation,  
Communications & Utilities



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8. Since the railway pay date is the 27th of each month, immediate consideration of this request is desirable.

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CEW/3f1

245

L. D. BISHOP  
Lt. Col., U. S.  
Director, Transportation,  
Communications & Utilization



SPECIAL REPORT

Subject

Palermo

Railway employ-  
ees.

Corres. No.

504/44.

ALLIED MILITARY GOVERNMENT

TOWN HQ., CC. RR. PROVINCE PALERMO

DATE 16 October 1944

TO : Superintendent.

A letter has been received from ZAMBRANO, Antenne di Giovanni, of Via Marinuzzi, 9, Palermo, formerly employed as a railway guard at Palermo Railway Station.

He says that on 6th February, 1943, two members of the Fascist Militia searched his house (presumably for stolen property). They arrested him and, according to what he says, tortured him "ferociously", causing him by these means to sign an admission of guilt.

Subsequently he served five months imprisonment but after being released was refused re-employment with the railway company.

He now requests that the question of taking him back into the railway service be considered by the appropriate Allied authorities.

Further, he denounces the following railway officials as former members of the Fascist Militia who took off their uniforms on arrival of the Allied Troops.

ZAMBRANO, Michele - Major of M.V.S.M. Now employed at "Palazzo delle Ferravie, Via Roma - Ufficio Trazione - Int. di."

LOISI, Michele - Lieutenant of M.V.S.M. Now employed at "Stazione di Palermo Marittima".

The records of Civil Police Section contain no information supplementary to the above regarding any of the persons mentioned in this report.

It is suggested that a copy of this report be for-

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Corras. No.

504/44.

di Giovanni, of Via Veridiana, 3, employed as a railway guard at Palermo Railway Station.

He says that on 6th February, 1943, two members of the Fascist Militia searched his house (presumably for stolen property). They arrested him and, securing to what he says, tortured him "ferociously", causing him by those means to give an admission of guilt.

Subsequently he served five months imprisonment but after being released was refused re-employment with the railway company.

He now requests that the question of taking him back into the railway service be considered by the appropriate Allied authorities.

Further, he denounces the following railway officials as former members of the Fascist Militia who took off their uniforms on arrival of the Allied troops.

VERIDIANA, Michele - Major of S.V.S.M. Now employed at "Pensione dello Ferravie, Via Roma - Ufficio Tralicci - 1st Cl.

VOLSI, Michele - Lieutenant of M.V.S.M. Now employed at "Stazione di Palermo Marittima".

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The records of Civil Police Section contain no information supplementary to the above regarding any of the persons mentioned in this report.

It is suggested that a copy of this report be forwarded for the information of the Transport, Communication and Utilization Division, ARMY H.Q., (Captain KING).

*Tom. King*

LOUIS V. GALE,  
Lieutenant.

*Shaw*  
J. RICHMOND,  
Major.

Recommended as at 'A'

*Copy of do at 5th place*  
*Stafford*  
*Major*  
*of the Police*

16/4/43

*Director*  
*T.C. & U. Div*  
*Forwarded for*  
*your information*  
*Gentry*  
17.0.45



CP/1

GOVERNO ALLEATO MILITARE

CITTA

PROVINCIA

DATA

RAPPORTO  
SPECIALE

Oggetto

N° di protocollo



100  
56

State Budgets

AMGOT/ 10004/

Chief Finance Officer

FOI

23 Oct. 3

1. Reference is made to AMGOT/2036/Y dated 13 Oct. 43, subject State Budgets.

2. This division is responsible for the supervision of the State Railways (Ferrovie dello Stato) to which certain advances have heretofore been made.

3. The head official with whom we deal is Pietro Tuccio, Capo Compartimento. His jurisdiction is over the entire area of Sicily which is a separate compartment of the State Railways.

4. Cav. Felice Rexas is the Ispettore Regionale of this compartment.

5. The State Railways have never maintained a bank account but have handled all funds through their own organization.

6. The railways are under the control of the Ministry of Communications.

7. It is our opinion that the system in use where this office makes monthly requests for advances to the Railways is adequate.

103  
CWA/AS

243

L. D. DENVORE  
Lt. Col., U. S. A.  
Director, Transportation,  
Communications & Utilities

File



55  
EGS00 RIZZICA ENGINEERING CORPORATION  
(Bosco Bldg. Co.)

Joseph Rizzica - Engineer - Leader  
AGRIGENTO

SCHEDULE FOR REBUILDING THE RAILWAY TUNNEL 13 MILES NEAR  
AGRIGENTO ON THE RAILWAY BETWEEN AGRIGENTO TOWN & PALERMO  
TOWN.

New computation referred to the preceeding computation  
issued on september 21, 1943.

Agrianto, October 19, 1943.



ALLIED MILITARY GOVERNMENT  
(GOVERNO MILITARE ALLEATO)  
PROVINCE OF AGRIGENTO

A/6000 PA/01  
CIVIL AFFAIRS OFFICE  
(UFFICIO DEGLI AFFARI CIVILI)

20 October 1943

SUBJECT: Revised bid as repair to railway tunnel between Agrigento  
and Palermo.

TO : Lt. Col. Donmore, Transportation-Communications-Utilities  
Division.

FROM : Chief Staff Officer

1. Inclosed herewith is a revised bid on the above tunnel which  
is \$2,000.00 under the previous bid submitted by the same firm, the  
Mason-Jones Engineering Corp.

  
RAY ASHWORTH  
Major, Inc.  
A/SCAG

25/10/43.

I advised Maj. Ashworth personally that the contract  
had already been let to a lower bidder.  
CBM.



MOSCO RIZALICA ENGINEERING CORPORATION

(Mosco Bldg. Co.)

Joseph Rizalica - Engineer - Leader -

AGRIGENTO

SCHEME FOR REBUILDING THE RAILWAY TUNNEL 18 MILES NEAR AGRIGENTO  
on the railway between Agrigento town & Palermo town.

ESTIMATED METRICAL COMPUTATIONS:

1/ Removal of material bombed in tunnel just to denial:

(Computation of volume for every linear meter of tunnel:

Between basis of arch:

m. 6,00x3,70x1,00 = mc. 22,20

Calotte:

3,00 x 3,14 x 1/2

mc. 28,26

mc. 50,46

Part of tunnel entirely demolished:

mq. 50,46x1,80,20

= mc. 4,046,89

Part of tunnel half closed:

mq. 22,20x1,39,05

= mc. 866,91

Amount mc. 4,913,80 x 4 = 19,655,20

2/ Demolition of bombed masonry:

Brick stone & free calcareous stone to the

tunnel entrance near Campofranco:

Amount mc. 120,00 x 2 = 240,00

3/ Calcareous masonry in tunnel:

For basis of arch:

2x93,25x0,55x3,90

Under basis:

93,25x0,80x0,50

93,25x0,80x0,75

mc. 307,72

mc. 37,30

mc. 55,95

Amount mc. 400,97 x 33 = 13,232,01

4/ Concrete for arch tunnel:

93,25x 3,10<sup>2</sup> x 3,14

mc. 416,82

x 46 = 19,173,72

5/ Concrete for wrong side arch in tunnel:

We retain that only a 1/3 of tunnel want

wrong side arch:

mc. 132,50 x 15 = 4,644,15



ESTIMATED METRICAL COMPUTATIONS:

1/ Removal of material bombed in tunnel just to denial:

(Computation of volume for every linear meter of tunnel:

Between basis of arch:

m. 6,00x3,70x1,00 = 22,20

Caloite:

3,00 x 3,14 x 1/2 = 28,26

m. 50,46

Part of tunnel entirely demolished:

m. 50,46x1,80,20

= 4,046,89

Part of tunnel half closed:

m. 22,20x1,39,05

= 866,91

Amount m. 4,913,80 x 4 = 19,655,20

2/ Demolition of bombed masonry:

Brick stone & free calcareous stone to the tunnel entrance near Campofranco:

Amount m. 120,00 x 2 = 240,00

3/ Calcareous masonry in tunnel:

For basis of arch:

2x93,25x0,55x0,90

= 307,72

Under basis:

93,25x0,80x0,50

= 37,30

93,25x0,80x0,75

= 55,95

Amount m. 400,97 x 3 = 13,232,01

241

4/ Concrete for arch tunnel:

93,25x 1,10<sup>2</sup> - 2,60 x 3,14

= 416,82

x 46 = 19,173,72

5/ Concrete for wrong side arch in tunnel:

We retain that only a 1/3 of tunnel want

wrong side arch:

93,25x 1,10<sup>2</sup> - 3,14

= 132,62

x 35 = 4,644,15

3

Carried forward 56,845,08



22-

Brought forward \$ 56,945.08

- 6/ Bricks masonry for sewerage in tunnel:  
120,00x1,00x0,40 = 48,00 x \$ 50 = \$ 2,400,00
- 7/ Railway ballast:  
120,00x4,00x0,50 = 240,00 x \$ 6 = \$ 1,440,00
- 8/ Free stone masonry to entrance of tunnel (Camposfranco)  
Swing wall & entrance no. 70,00 x \$ 50 = \$ 3,500,00
- 9/ Settlement of rails & rebuild niches  
" " x \$ 1,000,00

AMOUNT \$ 65,285,08

Agrigento Oct. 19, 1943-

*140. Paolo V. Ricci*

Joseph Rizzica  
Engr. Leader Posco Rizzica Bldg. Co.  
Agrigento.

This computation is referred to the preceding computation issued on September 21, 1943.

*140. Paolo V. Ricci*  
I. Rizzica - Engr.

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BOSCO RIZZICA ENGINEERING CORPORATION

(Bosco Bldg. Co.)

Joseph Rizzica - Engineer - Leader -  
Agrigento

SCHEME FOR REBUILDING THE RAILWAY TUNNEL 18 MILES NEAR AGRIGENTO  
ON THE RAILWAY BETWEEN AGRIGENTO TOWN & PALERMO TOWN.

As tunnel is length 391' and reward amount to \$ 65,285.08, for every  
foot of tunnel rebuild reward is:  $\frac{\$ 65,285.08}{391} = \$ 166.97$

If it is no necessary rebuild all length of tunnel, reward 'll be  
applied for feet of tunnel reconstructed.

For beginning to work is necessary that Amgot furnish:

- 1/ Cement in sufficient quantity.
- 2/ Wood in timber & planks.
- 3/ Nails, iron & rails.
- 4/ Coal.
- 5/ Six Italian trucks
- 6/ Diesel oil, oil & Gasoline for trucks, cars & motors.
- 7/ Rail road motor little car No 3.

After 20 days beginning work a slow travel of trains will be assured.  
Into 50 days all work will be finished.

Is necessary permit to work also during the night.

*Joseph Rizzica*  
Joseph Rizzica

239

Engr. Leader Bosco Rizzica Bldg. Co.  
Agrigento

Agrigento October, 19, 1943

This computation is referred to the preceding computation issued on  
September 21, 1943.

*Joseph Rizzica*  
J. Rizzica, Engr.



**ALLIED MILITARY GOVERNMENT**  
**PROVINCE OF CATANIA**

OFFICE OF THE  
SENIOR CIVIL AFFAIRS OFFICER

To:- AMGOE H.Q.  
PALERMO.

(for the attention of Transport, Communications  
and Utilities Division).

SUBJECT:- Railways - Transfer of Dr. Ing.  
Luciano Mangeri.

Ref. your letter AMGOE/10004/TUC dated 14 Oct 43.

I am surprised at the contents of para 1 of your above quoted letter since nobody in this office has ever instructed Dr. Ing. Mangeri to ignore any orders he may have received from his management. I have also contacted Mov & Tr No. 1 District (Major Fairhead, D.A.D.Tr. Rly Ops) who informs me that no such instruction was given by him or any of his staff to Dr. Ing. Mangeri. Dr. Ing. Mangeri is absent from Catania but I have asked him to come and see me on his return in order to clear up this matter.

Major Fairhead has asked me to inform the Railway administration through you that Mov & Tr have no objection to Dr. Ing. Mangeri's transfer but are very anxious that Ing. Majorana should be appointed as his successor. They highly recommend this gentleman who has shown himself both efficient and cooperative to the largest degree and they propose to consider him as Dr. Ing. Mangeri's successor. Ing. Majorana is the local District Locomotive Superintendent (Cassa Reaxio Traslone).

Catania.

20 Oct 43.

Copy to Maj. Fairhead.

*J. Willerby*  
Lt. Col.  
S.C.A.O.

238



28/10/48.

Advised Success of these facts. Depetlon  
Capo at Catania will be Ing. Carucci.  
He is at present one of the Depetlon Capo  
at Catania. @R. In

865



53  
**ALLIED MILITARY GOVERNMENT**  
**PROVINCE OF CATANIA**

OFFICE OF THE  
SENIOR CIVIL AFFAIRS OFFICER

For: AMGOT H.Q.  
PALERMO.

Our Ref: CAT/52.

(for the attention of Transport, Communications  
and Utilities Division).

SUBJECT: - Railways - Transfer of Dr.  
Ing. Luciano Mangari.

Further to your letter AMGOT/10004/TCU dated  
14 Oct 43 and my letter of even number dated 20 Oct  
43, Ing. Mangari has now called at this office and  
confirms that no instructions had been given to him  
to ignore the transfer order issued by the Railway  
H.Q. at Palermo.

Ing. Mangari is now writing to his H.Q.s in  
regard to certain Railway personnel whom he intends  
bringing with him to Palermo and he will also ask  
for the necessary passes to be issued through the  
H.Q.s in question.

No further action need therefore be taken by  
this office.

Catania.  
21 Oct 43.

Copy to: - Maj. Fairhead,  
D.A.D. Co.,  
No. 1 District.

Lt. Col.  
S.C.A.C.

24/10/43 237  
Noted cpm.



Journal of Military Operations

AMC/10000/100

MACO Macmillan

21 Oct. 3

1. This HQ. has been advised by C.O. 727th Bde. Operating Battalion, that the following action has been taken by Capt. Rein, CAC, C. Agent:

- a. Removal of 6 (4) diesel engines; 2 starting switches and miscellaneous equipment belonging to the railroad.
- b. Disposal of at least (5) tons of coal for civilian use, from a stock of approx. 500 tons being held for railroad use.
- c. Equipment referred to in para. 1 a. is essential to the operation of diesel driven railcars and will be recovered immediately for this purpose.
- d. No further disbursements of railroad coal will be made unless specifically authorized by this HQ.
- e. Immediate information is desired on the following points:
  1. Report of CAC investigation as to ownership of materials prior to assumption of control.
  2. Purpose for which equipment referred to in para. 1 a. was removed and its present location.
  3. Purpose for which coal was disbursed, exact amount removed and price charged therefor.

*[Signature]*  
21/10/54

Distribution

C/O 727th B.C.B.

*[Signature]*  
Colonel M. Brown  
Colonel G. B. C.  
Chief Staff Officer



HEADQUARTERS 727TH RAILWAY OPERATING BATTALION  
A.P.O. #758 - U. S. ARMY

15 October 1943  
TWO/gsa/han

MEMORANDUM:

TO : Captain MINARD, AMGOT  
Palermo



1. At S. Agata there was a railroad car containing 6 OM diesel motors and 2 starting switches and several smaller pieces of railroad equipment. We knew that this equipment was at S. Agata but did not have an opportunity to send for it. When we did send for it, we found that the motors had been removed on order of C. E. REIN, C.A.O., that the motors had been brought to Palermo, but it is not known to what place. These diesel motors and starting switches are part of the equipment for the diesel rail cars and as it is impossible to secure repair parts, every bit of this equipment must be conserved in order to keep some of these diesel cars in operation. For example; two of the cars will be taken out of service in the next few days because of our inability to secure parts.

2. If Civil Affairs has a definite need for two of these motors, I think they should be permitted to keep them, but the other motors the starting switches and other repair parts should be returned to the railroad at once.

3. There was approximately 500 tons of coal on the ground at S. Agata but we find that Civil Affairs has authorized the removal of at least 80 tons for civilian use. We have been unsuccessful in obtaining trucks to haul this coal from S. Agata to S. Stefano so as to return it to the railroad. You should decide what disposal should be made of this coal.

*[Signature]*  
T. V. ORIE  
Lt. Col., T. O.,  
Commanding.



50  
TRANSLATION FROM THE ITALIAN LANGUAGE OF A LETTER FROM THE  
SICILIAN RAILWAY DIRECTION TO HIS EXCELLENCY THE PREFECT OF PALERMO  
DATED AS OF OCTOBER 14, 1943.

SICILIAN RAILWAY DIRECTION  
PALERMO

Nº U.F.C. 122-39470

TO: His Excellency the Prefect,  
P a l e r m o .

Palermo, Italy, 10/14/1943.

The problems prospected by Rag. Manlio Lo Jacomo in his address to you, in the name of a Railway Employee Committee, had already been dealt with in recent exchange of views between Your Excellency and the undersigned.

Fore stating that this Direction has no authority to issue any decision of general character which might change or nullify any provision enacted by law, I deem it necessary to make present that the dismissing of railway employees in 1923 was in pursuance of the Decrees and Laws Nº 143 and 153 of 1923, which in addition to affecting employees who had ideally or by facts opposed fascism, caused many others to be discharged, who for lack of comprehension of their duties, poor efficiency or long lasting illness, did not give assurance of useful service in the interest of the Railway Administration.

As regards as the re-employment by Allied Officers at Caltanissetta, Trapani and other places of employees discharged in 1923, I point out that such employees' position has not at all been settled, this Direction lacking power to do so.

It is true that during the present war this Direction has re-employed a great many of men discharged in 1923 pursuant to the provisions of said laws. However, although yet in service their position is to be considered as a temporary one and they cannot place any claim to improve their juridical situation either as regards to career or pension and may be released at any moment their collaboration is not needed.

234  
Same provisions should be extended to other former employees re-employed by Allied Officers in the Provinces of Caltanissetta and Trapani, unless precise new law provisions interpose, through appropriate juridical channels, which besides prescribing a revision of the action taken in pursuance of the decrees mentioned, sets forth rules and terms of such revision and determine in the same time all problems closely attached to the eventual re-employment.



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234

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Such problems, in a broad manner, are as follows:

- the fixing of the extension to be granted to revision provisions concerning discharged men. They should be extended to all discharged railroad employees in Sicily, at least.
- what seniority rank and salary are to be assigned to re-employed man.
- eventual provision to compensate career delay.



-settling of claims for pension or disabled men providence during the period of discharge from duty.  
-salaries due during the same period.  
-position of those who at the moment of being re-employed have over gone the limit of age for exoneration.  
-position of those formerly engaged in surety service duties, who are now physically unfit for such duties.

Waiting for the issuance of the juridical instrument in question and with reference to the agreement mutually taken, this Office will try to furnish information about services rendered and reasons of discharge of all released employees, who apply for readmission.

I wish to point out, however, that owing to the length of time elapsed and that not all the documents and dossiers concerning such exonerations are available, it will be impossible to give precise, detailed information and evidence in all cases.

Assurance is herewith given that all efforts will be made to carry on in the most precise and impartial manner the task assigned by Your Excellency to this Office, in the interest of justice and social harmony.



*Inf - R. R. file*

*48*

Report by Lt. Col. R. P. Koenig, Regional Allied Commission, Sardinia.

AM-07/10000/TCU  
18 October 43

Railroad Coal. Run of mine coal 50% goes through 1/2 in. round hole screen. Or coal that is plus 1/2 in. Can only be used in movable or shakeable strates and without hand sheets. Between 7 to 9% sulphur. BTU 10,000 Ash. 10% Volatile 42% Free burning. Not much of coking.

Following sizes -- Plus 2 in.  
2 in screen 1-1/4.

Can give run of mine or any mixture up to 2 in.

Low ignition point. Lots of under air required. All washed coal. Cannot be stored for a period in excess of 15 months. Will catch on fire if does.

Can be loaded at rate of 3000 tons per day, loading 24 hrs. daily. Can only load 1 ship at a time. Sent'Antiooco, Sardinia on S.W. Co. of island is loading point. 21 ft. draft maximum tonnage 6000 tons.

Exportable coal. Nov. 20,000 short tons. Dec. 25,000. Jan. 30,000. Then on don't know. Question is availability of mine supplies. Can't estimate what they can do. Think's will get and production will go up. Max. production 100,000 May 1941. That was biggest production. Can be duplicated if have supplies and labor.

Financial problem. Since 1941 has been sold at less than cost of production by Italian Government. Mines are owned by Government. Government made up difference with cash subsidies.

Present prices in Sardinia.

1/2 x 0 -- 127 L. ton FOB mine (metric ton)  
2205 D. }  
Coarse Coal -- 160,50 L. ton FOB mine "

Transportation and loading charges to make it FOB Sent'Antiooco 25 L. metric ton.

Present subsidy is about 100 L. per metric ton.



Low inflation point. Lots of under air required.  
All washed coal.

Cannot be stored for a period in excess of 15 months.  
Will catch on fire if done.

Can be loaded at rate of 3000 tons per day, loading 24 hrs. daily. Can only load 1 ship at a time.  
Sant'Antonio, Sardinia on S.W. Co. of island is loading point. 24 ft. draught maximum tonnage 6000 tons.

Exportable coal. Nov. 20,000 short tons. Dec. 25,000. Jan. 30,000. Then on don't know. Question is availability of mine supplies. Can't estimate what they can do. Thinks will get and production will go up. Max. production 100,000 May 1961. That was biggest production. Can be duplicated if have supplies and labor.

Financial problem. Since 1961 has been sold at less than cost of production by Italian Government. Mines are owned by Government. Government made up difference with cash subsidies.

Present prices in Sardinia.

$\frac{1}{2}$  x 0 -- 127 L. ton FOB mine (metric ton)  
Coarse coal -- 168,50 L. ton FOB mine " (2205 lb.)

Transportation and loading charges to make it FOB Sant'Antonio 25 L. metric ton.  
Present subsidy is about 100 L. per metric ton.



47  
Kw

Anastasia Bridge - Notta Station.

ALICE/10001/TOB

Major General, Commanding No. 1 District,  
Catania.

19 October

3

1. Reference is made to your letter 2056/2/ Q dated  
15 Oct. 43, subject: Anastasia Bridge - Notta Station.

2. We have just been advised by U.S. Army railway  
officers who have today returned from an inspection tour of  
the Island, that it is their opinion that with proper ballast  
and rip - rap, the existing railway bridge could be made to suffice.

3. If No. 1 District is agreeable, ALICE will see that  
the civilian rail administration immediately furnishes the  
necessary ballast and rip - rap and places same.

4. If this proposal is not acceptable to you, we see  
no alternative other than that stated in paras. 4 and 5 of  
your letter.

For the Chief Civil Affairs Officer.

GRM/MDG.  
CRM.

CHARLES M. SPENCER  
Colonel, C. S. C.  
Chief Staff Officer.



SUBJECT. ANASTASIA Bridge - MOTTA Station.

*ALC*  
*46*  
2056/2/3

15 Oct 43

AMGOT,  
PALERMO  
-----

1. As you are no doubt aware, the road-cum-railway bridge near MOTTA Station, was destroyed by the enemy. In order to carry traffic during operations, a Bailey bridge was erected for road traffic, and a low level railway bridge placed upstream to carry the rail traffic.
2. It is necessary from a military point of view, that this railway should be capable of carrying traffic between PALERMO and CATANIA. The temporary railway bridge will be washed away in the first flood.
3. I have therefore directed that the Bailey bridge shall remain in situ, but that the railway bridge shall be dismantled forthwith.
4. As a temporary measure, rail traffic can be handled with a break at MOTTA Station, by ferrying freight by road. Steps are being taken to re-lay the old railway track up to the river on both sides. Adequate loading and unloading arrangements will be made, so that the ferrying of freight will be made as simple as possible.
5. I am taking no action regarding the reconstruction of permanent bridges at these points, as I consider this to be a long term project which should be handled by you.

*For info*  
*all concerned*  
CMF  
FJN/LJC



*J Clark*  
Major General,  
Commanding,  
No.1 District.



45

Repair of Tunnel on Railroad at Comilini

TCD  
AMCOT/1000A

Capt. J. D. Elgin

19 October 3

1. AMCOT is extremely interested in having the damaged tunnel on the railroad near Comilini in Agrigento Province opened for traffic as soon as possible.
2. You are authorized to approve any contract for the repair of this tunnel which in your opinion is reasonable under the circumstances.
3. It is desired that a contract be let immediately.

*[Signature]*  
CHM/jf1

L. D. DENSMORE  
Lt. Col., S. C.  
Director, Transportation,  
Communications & Utilities

*By Hand*

229



44

Housing of Civilians in Railway Territory,  
Agrigento Central Station.

AMCE/10001/10

S.C.A.O., Agrigento.

18 October 3.

1. Reference is made to letter of the Director of the State Railways to S.C., 727th Ry. Opn. Bn. dated 13 Oct. 43 and letter of S.C., 727th Ry. Opn. Bn. to AMCE dated 15 Oct. 43, copies of both attached.

2. Will it be possible for you to house your refugees without using the railway buildings?

CM/100.  
CRM.

L. D. BENNETT  
Lt. Col., S. C.  
Director, Transportation,  
Communications & Utilities.

228



43  
10  
10w.

HEADQUARTERS 727TH RAILWAY OPERATING BATTALION  
A.P.O. #756 - U. S. ARMY

15 October 1943  
FWO/gca/hmn

SUBJECT: Civilians living in railway depot.

TO : Director, AMGOT  
Palermo

Attention: Captain MINARD

1. Attention is called to attached letter. I must agree with Ing. TUCCIO that if civilians are quartered in the passenger station at Agrigento much valuable equipment will in all probability be destroyed or lost. Agrigento Centrale is a relatively new station and is equipped with an electrical interlocking plant and considerable other automatic signal equipment.

2. Please see what action can be taken to protect the railroad property.



*[Signature]*  
F. W. ORIE  
Lt. Col., T. C.,  
Commanding.



470  
SICILIAN RAILWAY DIRECTION  
PALERMO

*Palermo, 14, 1943*

DIRECTOR'S OFFICE

CC/149.1

Palermo, Italy, October 13, 1943.

SUBJECT: Building of the Agrigento Central Station.

TO: Lt. Col. OKIE,  
727th Railway Operating Battalion,  
P A L E R M O

It has been reported that on September 27, 1943 an uncommissioned American officer prepared a list of various rooms, including dormitory, of the railway station of Agrigento Central, with the idea of assigning them to families of local citizens, who are unsheltered.

Please keep present that the premises in the subject are not available, because some of them are at present occupied by railway offices and others will be utilized within the next future.

On the other hand it does not appear appropriate that offices are mingled with living quarters of private families.

Your good offices are therefore solicited to avoid that said premises be occupied for the purpose mentioned.

Very respectfully yours,

*[Signature]*  
Ing. Dr. Pietro Tuccillo,  
Director.

226



Railways - Transfer of Dr. Ing.  
Arcangelo Fiorena.

S.G.A.O., Messina.

*EW*  
AMC 1/10004/TCU

*ul Leo*  
14 Oct.

1. On a recent trip to Sicily, Brig. General Carl Gray, Director General, NRS, AFHQ, instructed Dott. Tuccio, Capo Compartimento, of the State Railways to bring the best qualified men in the system to Palermo Headquarters.

2. Acting under this order Dott. Tuccio has ordered the transfer of Dr. Ing. Arcangelo Fiorena, a superior chief inspector, from Messina to Palermo.

3. Dr. Ing. Arcangelo Fiorena advises that your office has instructed him to ignore the transfer order.

4. Dott. Tuccio states that this man is absolutely necessary in the Palermo Office. He further states that there are a sufficient number of officers to carry on the local rail service at Messina.

5. Please see that Dr. Ing. Arcangelo Fiorena is permitted to move at once.

CRM/tbw

CRM.

*Personal*

CHARLES W. SPOFFORD,  
Colonel, G.S.O.,  
Chief Staff Officer.



SICILIAN RAILWAY DIRECTION  
PALERMO

CC/TC/610.4

Palermo, Italy, October 13, 1943.

Claude A. Minard,  
Capt. C.M.P.,  
Transportation Officer,  
Civilian Supply Division,  
PALERMO

SUBJECT: Transfer of personnel.

It is thought necessary for the Movement and Traction Sections of this Direction that Dr. Ing. Arcangelo Fiorenza, a superior chief inspector, and Dr. Ing. Luciano Maugeri, a chief inspector, be transferred respectively from Messina and Catania to Palermo where they are to take up the direction of either of the above said sections. The collaboration of both functionaries, although beneficial to the places of their present residence, is judged by me absolutely necessary for the management of the two sections mentioned.

The AMCOT's headquarters at Messina and Catania, to which both functionaries in question exhibited transfer instruction from this Direction, have hindered their execution and instructed them to not abandon their present residence without AMCOT's authority.

As there is at present a sufficient number of functionaries to carry on the local railway service work both at Messina and Catania, will you kindly make that both the interested headquarters remove hindrances set and help both functionaries to make effective their transfer order to Palermo.

Thanking you in advance,

Respectfully yours,

224



Claude R. Minard,  
Capt. C.M.F.,  
Transportation Officer,  
Civilian Supply Division,  
P A L E R M O

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As there is at present a sufficient number of functionaries to carry on the local railway service work both at Messina and Catania, will you kindly make that both the interested headquarters remove hindrances set and help both functionaries to make effective their transfer order to Palermo.

Thanking you in advance,

Respectfully yours,

224

*Dr. Vietro*  
Ing. Dr. Vietro Tuccillo,  
Director.



TRANSLATION FROM THE ITALIAN LANGUAGE OF A LETTER OF DURANTE  
GIUSEPPE, DATED OCTOBER 2, 1943.

The undersigned DURANTE GIUSEPPE, son of the late Giuseppe, a first class tinker, N° 176559, of the locomotive house at Palermo, having been unable on January 30, 1931, was retired in April 1932. He then applied for readmission, but owing to his non appartenance to the Fascist Party, his application was refused and he was assigned a monthly unable man compensation of Lire 256 plus Lire 73 a month on account of high cost of living.

On May 10, 1941 he resumed service and carried on his work with full activity during 30 months, under air raid bombings, as on April 18, when he risked to be killed.

To his surprise he was informed that on November 1st 1943 he should retire again.

In consideration that in the present moment cost of living is so high and that with the poor pension he receives it is impossible for him to support his family, he asks to be maintained in service for a further period of time and until the situation improves.

In this hope, thanking in advance,

Respectfully yours,

223

(*usd*)      Durante Giuseppe.

Palermo, 10/2/1943.

6/10/93 Instructed Queiro to keep this secret  
CRM.

2nd March  
 Defunct old ~~to~~ <sup>the</sup> man? How the  
 a good man. N. S. Community of the man  
 that the Defunct Person is called over the  
 Defunct man.



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In this hope, thanking in advance,

Respectfully Yours,

223

(sgd) Durante Giuseppe.

Palermo, 10/2/1943.

10/10/93 instructed Alessi to keep this man CRM.

*sgd Durante  
Giuseppe  
a good worker  
what the 5 days pension and I have for  
summarize of what some more money  
10/10/93  
This man is 54 years old and  
I am told he is a good guy many and  
old Pasquale would like to keep him.  
C. G. Alessi*



52A014008/TA

S.C.A.O. - Trapani; 9 Oct. 1943

TO : - Chief Staff Officer, Hq. AMGO, Palermo. A

HEADQUARTERS  
Y.C.J. 1943  
17 OCT 1943  
AMGO

1st 1st.

*your file Aug/10004/TCU*

1. The S.A.O. at Castelvetro until a few days ago was Capt. Phillip Lewis (U.S.). He is now at a military hospital in Palermo, as a result of injuries previously reported. Major McDougal (U.S. Adj.) no doubt can advise you as to the particular hospital, as he was to look it up. Suggest the inquiry be directed to Lewis there.

2. There could have been no mistake as to orders given by me, on stopping civilian traffic on the railroads and our lack of jurisdiction in railroad matters, as the subject was discussed and orders given at least twice to all S.A.O.s at weekly meetings.

*Floyd E. Thomas*

FLOYD E. THOMAS,  
Lt. Col., Inf.,  
S.C.A.O. - Trapani.

*Do not  
send*



ALLIED MILITARY GOVERNMENT

SUBJECT: Railways - Interference with Operation  
by C.A.O., Castelvetro.

FILE No. AMG/10004/TCU

TO: S.C.A.O., Trapani.

AMGOT NO. SICILY

5 Oct. 1943

1. C.O., 727th Ry. Op. Bn., states that recently C.A.O., Castelvetro ordered the civilian rail personnel of that station to hook a coach and a box car on to a military freight train for the carriage of civilians.
2. This order was countermanded by the officer of the Op. Bn. in charge of the district.
3. AMGOT has no control over the railroads. C.A.O.'s cannot order any movement upon the railroads.
4. A complete report of this incident is requested.

CMC/tbw

*P. P. Smith*  
Lt. Col.  
CHARLES E. SPOTFORD,  
Colonel, G.S.C.,  
Chief Staff Officer.



Pension application of Rosa Signorilli

Mr. Pietro Nuccio, Capo Compartimento  
Palazzo Ferrovia, Via Roma, Palermo

✓ 35  
AMCT/10002/TC

15 October 5

Will you kindly give such attention as is necessary to  
the enclosed communications. If this is a matter which cannot  
be handled by your office, please advise us.

CRB/jri  
CRH.  
Enclosures

CLAUDE R. MINARD  
Capt., C. E. P.  
Civilian Transportation Officer

*Taken by Hand  
Capt Minard*



PENSIONS

0 1000 34  
Calt Prev/10

Italian State Railways Administration  
Palermo.

The attached application received from Signora  
Signorelli is forwarded for any action you may consider  
necessary. It would be appreciated if the Signora  
could be informed of your decision.

Caltanissetta  
30 Sept. 1943

*W. R. Smith*  
Lt. Col.,  
S.C.A.O., Caltanissetta Province.

1st Ind.

ALLIED MILITARY GOVERNMENT, Palermo Province, 3 October 1943

TO: Finance Division - AMGOT HEADQUARTERS

THRU: Chief Staff Officer - AMGOT HEADQUARTERS

Forwarded for your consideration.



*Charles Poletti*  
CHARLES POLETTI  
Lt. Colonel  
Senior Civil Affairs Officer

To: Colonel Sansonetti  
or Capt. Minerva

219

Please pass this on  
to Sig. Tuccio, chief officer in  
charge of the State Railways.  
*R. A. Meneghini*  
Lt. Col. S.C.A.O.



32

Passing application of Rosa Rignorelli

ADJ05/10004/N

Dr. Pietro Rucio, Capo Compartimento  
Rilascio Ferrovia, Via Roma, Palermo

14 October 3

Will you kindly give such attention as is necessary to  
the enclosed communications. If this is a matter which cannot  
be handled by your office, please advise me.

CRV/31

Enclosures

CLAUDE E. HENARD  
Capt., C. M. P.  
Civilian Transportation Officer



8 Oct. 43.

31

Subj: Train movements in No 1 Dist.  
Memo to: Dir ICB Div

1. The following information has been given me by Capt. Hayguen, Major In, No 1 Dist, Catania.
2. Civilian passenger trains are run daily on regular schedule from Ionia to Catania in the morning and from Catania to Ionia in the evening. Approximately 1000 passengers are carried daily. No machinery is in operation for controlling who shall ride.
3. A military passenger train is run daily from Siracusa to Ionia in the morning and return to Siracusa in the evening.
4. Three military freight trains are run daily in the district between Siracusa and Catania.

217

Jlc.  
Rm.

Claude R. Menard  
Capt CSM P  
Civilian Transportation Officer



# ALLIED MILITARY GOVERNMENT

SUBJECT: Railways - Operation in Messina Province.

TO: S.C.A.G., Messina.

AMGOT HQ, SICILY

5 October 1943

1. Information has been received that rail lines are being operated into Messina on both the north and east shore lines.
2. We are advised that the military railway operating services are not operating on the lines in to Messina inasmuch as there is no connection with other provinces because of damaged bridges and tunnels.
3. A report would be appreciated, showing whether any rail operation is in effect and if so, a description of the operations and a statement showing under whose authorization the operations is being conducted.

CHM/EDC.



L. D. HENNINGER  
Lt. Col., S. C.  
Director, Transportation,  
Communications & Utilities.

1st Ind.

From: S.C.A.G. Messina, 7 October 1943; To: Director, Transportation, Communication, & Utilization, AMGOT HQ. 216

1. The only rail operation actually functioning in the Province of Messina, so far as we are advised, is for a distance of some ten kilometers south from Messina along the East Coast.
2. Commencement of operations between Messina and Villafrauda to the West has been delayed by mines in a tunnel, and by the inoperative condition of communication lines along the route. The mines, we are advised, have now been removed, and the communication lines are being repaired. It is stated that this service should soon begin.
3. Services beyond these points on both lines cannot be resumed until bridges are rebuilt.
4. We have recently been advised that reconstruction and operation of the railroad services in this section is in the



0000-0001-9151-4177

3. A report would be appreciated, showing whether any rail operation is in effect and if so, a description of the operations and a statement showing under whom such authorization the operations is being conducted.

CONCLUSIONS.

10/10/10

AUGUST

[illegible]

11. 81

**Transportation:**

174-57545 coll.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

From: S.C.A.C. Message, 7 October 1963; To: Director, Trans-  
portation, Communication, & Utilities, ASST HQ. 213

1. The only rail operation actually functioning in the Province of Messina, so far as we are advised, is for a distance of 100 miles from Messina north to Messina along the East Coast.

2. Commencement of operations between Kossini and Villafrañca to the West has been delayed by mines in a tunnel, and by the dangerous condition of communication lines along the route. The mines, we are advised, have now been removed, and the communication lines are being repaired. It is stated that this service should soon begin.

3. Services beyond those paid on both that aspect to removed until bridges are rebuilt.

6. We have recently been advised that reconstruction and operation of the railroad services in this section is in the hands of the Corps of Royal Engineers.

Elizabeth Wentworth

## THE FUTURE OF THE FIRM

1000

## COMMUNITY OFFICIAL



AMXK/10004/TU

1st Ind.

CM/100.

PROJECT NO., A.P.O. 777, Alameda, 8 October, 1945.

TO: S.O., Island Base Section.

1. It is understood that due to non-availability of Military Engineering Units the above work, if approved by your HQ., must be done by civilian contractors.
2. AMXOT does not at this time have any facilities for checking prices in connection with the work and no authority to authorize the same.
3. It is suggested that the proposed work and estimates be checked by your engineers.
4. AMXOT is in a position to arrange with the State Railways for financing the work if and when unit costs have been approved by you.

For Chief Civil Affairs Officer.

*AM*  
CRM.

CHARLES H. STOPPARD  
Colonel, G. S. C.  
Chief Staff Officer.



29

HEADQUARTERS 727TH RAILWAY OPERATING BATTALION  
A.P.O. 758 - U.S. ARMY

FWO/gsa  
27 September 1943

SUBJECT: Repair of railway buildings.

TO : Director, AMDOT. Attention Captain MINARD.  
Palermo

1. Attached request of Ing. TUCCIO, Director, Sicilian State Railways, for authority to repair by contract, three buildings in Palermo.

2. The first building is the office building at the Palermo enginehouse, which covers repair of the roof, purchases of new tile, etc. While the arithmetic of the ten per cent added for unforeseen contingencies is not correct, it is recommended that this project be approved.

3. The second portion of the contract, in the amount of 25,000 liras covers the repairs to the roof of the toolroom. It is recommended that this expenditure be authorized as the rain will damage machine tools, which will interfere with the operation of trains.

4. The third portion of this contract covers repairs to the roof of one of the office buildings of the enginehouse. I would not recommend this expenditure except for the fact that the cost is small and the damage that might result from rain if the roof was not repaired would far exceed the cost of the repairs.

5. We have no way of checking the actual proposed cost of materials and labor. I believe that these items should be checked by an officer of AMDOT who handles this type of work.

214

F. S. OKIE  
Lt. Col., T.C.  
Commanding



5 Oct. 1943 26

Subject: Repair of railway buildings.

For the works, as for the other ones, I've seen today  
 Per questi lavori, come per gli altri presi in esame, ~~non~~  
 I could see that what has been foreseen is limited  
 no potremo concentrare che la previsione è limitata al  
 to the minimum indispensabile, to avoid further  
 minimo indispensabile per evitare ulteriori danni  
 gravi.

The applied prices foresee the use of a part of  
 I prezzi applicati prevedono l'impiego d'una  
 parte di materiale proveniente dal recupero, e per  
 therefore are accepted.  
 sono accettabili.

Ing. Ag. Penicore



HEADQUARTERS 727TH RAILWAY OPERATIONS BATTALION  
A.P.O. 753 - U.S. ARMY

FWO/sea  
27 September 1943

SUBJECT: Bridge at Centrale Station, Palermo.

TO : Director, AMCOT. Attention Captain MINARD.  
Palermo

1. Attached is request for authority to expend 500,000 liras, covering the reconstruction and repairs to the viaduct at the east end of the Centrale Station. This viaduct was severely damaged by bombing and the repairs should be made. The work is now in the process of completion and should be finished within the next two weeks.

2. It is recommended that this project be approved if it is found that the unit costs are within the limits set by AMCOT.

F. B. OKIE  
Lt. Col., T.O.  
Commanding

AMCOT/10000/RTU

1st Ind.

AMCOT/10000/RTU

AMCOT HQ, A.P.O. 777, Palermo, 8 October, 1943.

212

TO: C.O., Island Base Section.

1. It is understood that due to non-availability of Military Engineering Units, the above work, if approved by your HQ., must be done by civilian contractors.

2. AMCOT does not at this time have any facilities for checking prices in connection with the work and no authority to authorize the same.

3. It is suggested that the proposed work and estimates be checked by your engineers.

4. AMCOT is in a position to arrange with the State Railways for financing the work if and when unit costs have been approved by you.

For Chief Civil Affairs Officer:

CHARLES E. SPENCER  
Colonel, C. S. C.  
Chief Staff Officer.

CRM  
JPH



Subject: Bridge at Central Station -

5/ Oct. 1943

24

I have paid a visit to the works which are  
 Ho visitato i lavori del ponte in avanzato stato d'esi-  
 cuzione, quasi alla fine.  
 I have looked on the contract book given to me  
 Ho preso visione del Capitolato d'appalto del cui  
 Ho visto l'ing. Gamone, labor section chief and the  
 dato l'ing. Ombrosi, Capo della Sezione Lavori, e le  
 modalità di esecuzione, giustificano i prezzi applicati.  
 The work answers to the prescriptions of the  
 L'esecuzione risponde alle prescrizioni del capitolato  
 to. contract book.

Ing. Penicomes  
 1/2



6 Oct. 1943

27

Subject: Repair to roof of the Car Shop.

The price of the roof tiles is acceptable.  
Il prezzo unitario delle tegole è accettabile.

For what concerns the quantity, I am certain that  
Cura la quantità ho potuto accertare che  
what has been foreseen is already limited to a reduced  
la previsione è già limitata ad una parte  
part of the machine shops, which would need plenty  
ridotta delle officine, che avrebbero bisogno di  
of work to be put into efficiency.  
multissime opere per rimetterle in efficienza.  
and that the complete surface of the destroyed roof  
e che la superficie totale delle coperture distrutte  
is probably superior 200 square meters, while it has been asked  
superiore a un. 200, mentre la autorizzazione  
for an authorization of about 900 square meters. I am sorry,  
e richiesta per circa 900 mq. e unegaria, una  
but could be included in the estimation, to systematize  
più ritenersi compresa nel preventivo, una sistemazione  
the way the tiles support is made  
zione delle strutture di sostegno delle tegole.

210

Some of the pantheon have  
Alcuni pantheon sono  
completely destroyed  
stati completamente distrutti.

Antoni

Ing. Lgo Perinone



*RA 21*

HEADQUARTERS 727TH RAILWAY OPERATING BATTALION  
A.P.O. 753 - U.S. ARMY

VFO/ges  
27 September 1943

SUBJECT: Repair to machine shop.

TO : Director, AMOT. Attention Captain MINARD.  
Palermo

1. The railroad requests authority to expend 300,000 liras to repair the roof of the machine shop at the engine house, Palermo. This roof was badly damaged by bombing. It is necessary that some type of roof be provided for the machine shop as otherwise the machine tools will be damaged by rain. This would interfere with the maintenance of the locomotives. If the railroad can secure sufficient lumber for sheathing, tar paper roofing could be applied at a considerable saving. Since lumber is probably difficult to obtain, it is recommended that this request for funds be approved if it is found that the cost of labor and materials is in accord with the standards set by AMOT.

P. W. ORIE  
Lt. Col., T.C.  
Commanding

AMOT/ 10004/108 1st Ind. 209

AMOT IS., A.P.O. 777, Palermo, 8 October, 1943.

TO: C.O., Island Base Section.

1. It is understood that due to non-availability of Military Engineering Units the above work, if approved by your IS., must be done by civilian contractors.

2. AMOT does not at this time have any facilities for checking prices in connection with the work and no authority to authorize the same.

3. It is suggested that the proposed work and estimates be checked by your engineers.

4. AMOT is in a position to arrange with the State Railways for financing the work if and when unit costs have been approved by you.

For Chief Civil Affairs Officer:

*CRW*

*MB*  
J. H. ORIE  
Colonel, T.C.  
Chief Staff Officer.



5 Oct. 1943

20

Subject: Repair to machine shop.

These are very important works and they have been urged. Questi lavori sono molto urgenti, e sono stati sollecitati dal Capitano in charge of the machine shops in these machine shops. Li ha Capitano addetto alle officine; in esse si trovano there are many working machines which have been fixed. Ho, fra gli altri impianti esistenti, molte macchine by the American authorities. All this happens to be situated, sistemate dalle autorità Americane; tutto ciò outside in the open, and in case of rain will be very e' esposto alle intemperie che provocano gravi danni badly damaged, especially the most accurate pieces of these ai collegamenti delicati dei torni, torni, etc. machinery. The frequent authorization, however, the firing of the e' autorizzazione richiesta prevede il rifacimento delle roof, the part under the tiles, and of the glass, but I could legare, del sottotetto, e dei vetri rovinati; ma ho not that the bomb that hit the bath room potuto constatare che la bomba che ha colpito in pieno ha also damaged the shed roof, 208 the structure ha sala lavoro, ha anche arrecato danni alle unavallature (shed) carrying columns etc; furthermore the lature del alle strutture portanti, colonne etc; inoltre wall around the big room, due to the blast it aveva perimetrale della grande sala, per lo spazzamento l'area ha perduto la sua verticalità ed è fortemente a strapiombo. Gli impianti sono completamente privi di



the Broken doors do not allow to close  
vetri; i portoni ratti non consentono la chiusura dei  
the rooms, this led to make the damage worse  
locali, cio' l'impedimento un aggravarsi dei danni.

All this has been made without by  
Tutto questo un i stato sollecitamento fatto rilevare  
the captain in charge of their department  
del Capitano addetto a quei reparti.

Ing. Lugo Pericone  
Em

Per ogni lettera trasmettere un solo argomento.

808

984  
LUGO PERICONE

Protocollo 24

Ufficio



COPY

*file RR  
PBD*

10504  
AMGOT/1002/PS  
AMGOT HQ SICILY  
September 1943.

19

SUBJECT : Procedure for Securing Railway Permits

TO : Division Chiefs

1. Due to a military necessity the use of railway service in the city of Palermo by civilians has been drastically limited by the officer in charge of railway operations, I.B.S.

2. A special permit will be issued to a limited number of civil officials and employees whose duties to the Military Government justify special authority.

3. To secure these special permits, application must be made by the Chief AMGOT Officer under whose direction these individuals are serving which will include:

|                          |                            |
|--------------------------|----------------------------|
| Name,                    | Identity Card Number,      |
| Age,                     | Nature of Official Duties, |
| Date and Place of Birth, | Necessity for Permit,      |
| Address,                 |                            |

4. These requests will be delivered to the Public Safety Division for approval after which they will be passed to the officer in charge of railway operations, I.B.S. When his action has been taken, applications will be returned to the chiefs of the division. Actually permits will be issued by Major Searle, Room 6 at the Prefettura, to those individuals approved by the officer in charge of railway operations.

5. It is the intention of the railway administration to refuse passage to civilians not in possession of special permits.

207

CHARLES M. SPOFFORD  
Colonel, G.S./C.,  
Chief Staff Officer.



2

DATI NECESSARI PER LA PRESENTAZIONE DI RICHIESTE  
PER RAILROAD PERMITS

Nome e COGNOME  
ETA  
DATA E LUOGO DI NASCITA  
INDIRIZZO  
NUMERO TESSERA IDENTITA  
SPECIE DI INCARICO UFFICIALE  
NECESSITA PER IL PERMESSO



Disposal of Spinelli Antonio Fu Salvatore.

17  
SECRET/100004/

Dott. Pietro Tundo, Capo Compartimento,

Ferrovia Dello Stato.

Palazzo Ferrovia, Via Roma, Palermo.

9 October

5

Please investigate the attached letter and make a report showing what the records of your office show as to this man's disposal.

CHS/SDC.

CRW

CLARENCE R. MICHAEL

Capt., C. M. P.,

Civilian Transportation Officer.

By Alfonso

205



SUBJECT: Railway Employees.

Ref: 3/1/PA

AMCOT HQ.,  
15 Army Group.

1. The attached is forwarded for your consideration.

ENMA  
4 Oct 43



*[Signature]*  
Lt Col.,  
S.C.A.O.

To SCAG *[Signature]* 204



0  
C  
Railways.

S.C.A.O. Canada.

15  
ASST/1000/T

3 October 3

1. Reference is made to your AM/62 dated  
1 Oct., 63, subject: Railways.

2. The question of the control and supervision of the  
railways at such time as they are turned over to ASST is one  
which will rest in ASST HQ.

3. It will of course be necessary to coordinate with S.C.A.O.'s  
as their assistance will be required.

cm/uc.

ERM.

LDD.  
L. D. DUNN  
Lt. Col., R. C.  
Director, Transportation,  
Communications & Utilities.

202  
203



Rail Line Operations, Reconpalumba  
Calofrance  
Direc. of Economics and Supply

AMSTOT / 10004 / 1014

92 / 157  
October

1. Reference is made to your letter of 10 Oct. '43 your file 5037 on above subject.
2. The rail line from Campo France to Reconpalumba is open and capable of operation.
3. To secure rail transportation this division must make an application to Transport Section, I.B.S. They will require specific information as to where the goods are, how much tonnage is desired to be moved at a specific time, and what arrangements have been made for loading and unloading.
4. When you are prepared to furnish this information Capt. Winard will make the necessary arrangements with I.B.S. in company with Lt. Pollard as similar arrangements have been made in the past.

CNK/af

L. D. DENSTON  
Lt. Col., S.C.  
Director of Transportation,  
Communications & Utilities

202

Railways - Interference with Operation  
by C.A.O., Castelvetro.

S.C.A.O., Trapani.

*Rec'd 3*  
AMG/10004/TCU

5 Oct.

3

1. C.O., 727th Ry. Op. Bn., states that recently C.A.O., Castelvetro ordered the civilian rail personnel of that station to hook a coach and a box car on to a military freight train for the carriage of civilians.
2. This order was countermanded by the officer of the Op. Bn. in charge of the district.
3. AMGOT has no control over the railroads. C.A.O.'s cannot order any movement upon the railroads.
4. A complete report of this incident is requested.

*AD*  
CRM/tbw  
CRM.

*CR*  
CHARLES E. STOPPORD,  
Colonel, S.S.C.,  
Chief Staff Officer.

201

Settlement of Claims.

Ing. Dr. Pietro Tuccillo  
Capo Compartimento, Ferrovie dello  
Stato  
Palazzo Ferrovia, Via Roma, Palermo

OT 10004

6 October

3

In your letter of 26 Sept '43 you request authority to settle certain claims pending against the railroad. It is impossible for me to recommend a policy in this matter without further information.

Will you please furnish me with a statement showing the approximate number of claims pending, the nature of the claims, the length of time they have been pending, and your estimate of the amounts of money that would be involved in a possible settlement.

CRM/af

CRM.  
CLAUDE R. MINARD  
Capt. C.M.P.  
Civilian Transportation  
Officer



11  
Haw

Railways - Operation in Messina Province.

ADOT/10004/100

S.C.A.O., Messina.

5 October 3

1. Information has been received that rail lines are being operated into Messina on both the north and east shore lines.
2. We are advised that the military railway operating services are not operating on the lines in to Messina inasmuch as there is no connection with other provinces because of damaged bridges and tunnels.
3. A report would be appreciated, showing whether any rail operation is in effect and if so, a description of the operations and a statement showing under whose authorization the operations is being conducted.

CSM/SM.

*JD*  
L. D. DEKESSE  
Lt. Col., S. C.  
Director, Transportation,  
Communications & Utilities.



SUBJECT:- Railways.

Our Ref:- DAT/SP.

To:- ANGOT H.Q.  
PALMNO.

From:- Lt. Col. Wellerley,  
S.C.A.O.  
Province of Catania.



The railways on the Western side of the Island are shortly to be handed over to ANGOT, and I shall be glad if the situation could be clarified. With the small staff at my disposal and the considerable pressure of other work I can give very little time to this question about which I am moreover ignorant. I gather that it will be the duty of ANGOT to put in demands for coal, to decide on priorities of goods to be carried, to limit if possible the number of passengers, to regulate the prices of tickets and the frequency of trains.

Please inform me whether such questions are properly to be decided by the S.C.A.O. or by ANGOT H.Q. on an Island-wide basis.

198

*J. Wellerley*

Catania.  
1 Oct 43.

Lt. Col.  
S.C.A.O.

*Col. Lawrence Res 9*  
*10004*

Harlow George Ballou.

*WFOG/2021/9*

S.O.A.G. BUREAU.

*Final  
File*

5th October

3

Reference your letter of 25th September 1943,  
FOG/117.

On representation of Transportation, Communications  
and Utilities Division, I agree with para 1. of your letter,  
that no decision be made for the present.

*noted 7/10/43*  
*CRM*

*R. B. Moulton*  
R. B. MOULTON,  
Lieut-Colonel,  
D.C.F.O.

197

Eastern Ocean Railway

I.C. through S.C.A.O. STRAITS.

*Col. R. M. ...*

*1000-1*

*Rev*

*1000/2022/7*

*3* 3rd October 3

Reference your letter 28th September 1943, PMS/127.

1. The Transportation, Communications and Utilities Division, whom I consulted, wishes to make an investigation of the railway in order to give its opinion on the desirability of keeping the railway in operation. It expects to make an investigation promptly.

2. In the meantime, I believe you should continue to finance its needs along the lines you mention.

*noted 7/10/43*  
*CRM.*

*R. M.*  
S. B. MURRAY,  
Lieut-Colonel,  
R.C.P.O.

196

*Law 7*

AMGOT/10004/TCU

Grain - Movement from Caltanissetta  
to Ragusa.

XX

TO : S.C.A.O., Ragusa.

1 Oct.

3

1. Reference is made to your letter PR/265 dated 22 Sept. 43 subject: Grain.
2. To secure rail transport the accompanying form must be filled and returned.
3. Your reference to trucks from Caltanissetta to Ragusa returning to Licata with asphalt is incomprehensible and needs clarification before any action can be taken.

CRM/tbw  
*CRM.*

*LDR*  
L. D. DENSMORE,  
Lt. Col., S.C.,  
Director, Transportation  
and Utilities.

*This is action on file 10004/TCU P 69. 1st  
Jacket  
CRM.*

195



Narrow Gauge Railway - Siracusa - Ragusa.

Deputy Chief Finance Officer.

3 October

1. Reference PDS/117 dated 28 Sep 43, letter of SCAD Siracusa to AMCT HQ on above subject, on which you requested recommendation of T.C.U. Division.

2. Your attention is directed to pages 4 and 7 of your file 2028/F where you will see that SCAD Siracusa was advised on 13 Aug. 43, that AMCT was unable to provide personnel to supervise this railroad.

3. Since no authorization has been given for AMCT supervision of the railroad in question, we refrain from expressing any opinion upon the letter of SCAD Siracusa, until an investigation has been made by this office.

CRM/DC.  
CRM.

L. D. DESSA  
Lt. Col., S. C.  
Director, Transportation,  
Communications & Utilities Division

This is in reply to AMCT/2028/F page 23  
e k m.

194

*5*  
*Lew*

Narrow gauge Railway  
Syracusa to Ragusa.

*copy*  
AMCOT/1000

DCFO

2 Oct 3

1. Reference POS/ 47 dated 23 Sept 43, letter of  
SCAO Syracuse to AMCOT Hq. on above subject on which  
you requested recommendations of TCU Div.

2. We agree with the opinion stated in para. 4 of  
that letter that no immediate decision should be made.

CRB/sab

CRM'

*H*  
L. D. Bensmore  
Lt. Col., S.C.  
Director, Transportation  
Communications &  
Utilities Division.

*This is in reply to AMCOT/2028/F page 24*  
*CRM.*

SUBJECT:-

C O P Y  
Narrow Gauge Railway.

10004

POS/110

M.Q.,  
Agot.  
Palerao.  
-----

On 2028/E (24)

1. The present staff of the above is in the neighbourhood of 256, with a payroll of Lit 300,000.
2. After earnest consideration it has been found possible to run the railroad with a staff of 159 (a reduction of 97) with a corresponding reduction in the salaries of about Lit 100,000.
3. It appears however, that according to Italian Law, if these people are dismissed they must be paid an indemnity, and in this case the indemnity payable to 97 discharged employees would amount to about Lit 650,000.
4. As it is possible the Rome Government may be put "in the saddle" within the next six months, I suggest that such a delicate decision as that indicated in Paras. 2 and 3 may well be left until then, and that in the meantime, we should continue the employment of the personnel now on the payroll of this railway.

Sirachan  
23 Sep, 45  
JRG

Lt-Col.  
S.C.I.O.  
A.M.G.O.T.



COPY

SUBJECT: Ferrovie Sotterarie della Sicilia (Harrow Gauge)  
 Railway Siracusa - Ragusa - Vittoria

10/117

C.P.O.,  
 Amet H.Q.,  
 Palermo.

1. This railroad was used by the Army from 15th July to 15th August against payment of all salaries for that period. On 31st August, Amet advanced to them against receipt on form P. 12, Lit. 357,000 for their salaries from 1st July to 15th July and 15th August to 31st August. Our Supply Division was anxious to get train service for the distribution of grain and other materials, and they have promised to help the Company to get some coal.
2. Since 10 August, a small passenger train from here to Floridia and Selarino, where about 40 employees of public offices, banks etc., working in Siracusa, are residing, has been operating. The Railway tried to increase the passenger fare 3/40 per cent. This brought complaints and at present, monthly season tickets at a reduced rate are given to these ally commuters.
3. Being a State owned limited company which received every year a subsidy of 1 1/2 million or more from Rome, we have asked the Intendente di Finanza to have his Engineering Dept. examine the present position. They reported that repairs costing about Lit 45,000 were urgent and the cost will be charged against a bank balance which the company has here, amounting to about Lit. 200,000. We shall unblock some of this account also for salary payments.
4. They have promised to reduce their staff not needed for passenger services, but claim that this month they will need again 300,000 Lire for salaries. If they discharge too many people they will have to meet contract claims for indemnities (pensions) but this remains to be checked.
5. As this railroad is not only essential for the distribution of grain, but has been transporting the highest output of mines near Ragusa to this port for export, it would seem that we should continue to support it financially. Your opinion would be appreciated.

Siracusa.  
 28 Sep 43.

Major for  
 Lt-C L.  
 S.C.A.O.  
 A.M.C.O.F.

191



1  
COPY  
MESSAGE FORM

TO FILPOT for AMDOT  
FROM AMDOT SYRACUSE

13004  
0  
Klu  
On 2022/8 24  
SE/1 Date 13 Aug

For attention CPO. 8 Army pressing hand over control privately  
owned narrow gauge rly. SYRACUSE RAGUSA VIZZINI so far  
partially operated by Army only to AMDOT. resumption full  
service under AMDOT control and with financial support also  
highly desirable for

199 11

COPI

FAST AIR

10004  
AMCOT/2028/P  
18 August 43

Memorandum

For: S.C.A.C. Syracuse  
(Attention Major Stamps)

Reference your 18/1 August 43

AMCOT unable to provide personnel to supervise Syracuse-Vincennes railway at this time.

AMCOT H  
15 Army Group

J. F. R. SMITH  
Lt. Col., G. S. C.  
Director Civilian Supply  
and Resources

Distribution: Finance Officer

183



0823

470 244