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

ACC A C/16/TJ4 10000/148/1967 (1 of 2) REGIO I SICILY - OCT. 1943 - JAN. 1

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

0/145/1967 (1072) REGION 1 SICILY - GENERAL CORRESPONDENCE

OCT. 1943 - JAN. 1946

1752

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

16 167 GBR/1

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

8 January 1946

Tel.: 843403

Ref.: AC/16/Tn.4

SUBJECT: Shortage of coal in Sicily.

TO : Col.Buchanan
Director Tn.Sub-Comm.AC
Rome

1. It has been reported to this Office by I.S.R. that all mail traffic in Sicily will stop to day (7th)., owing to lack of coal.

2. Coal Commission state that two ships, "W.H.Davis" with 8247 tons was due 31st December to discharge ¾ cargo at Catania & ¼ at Palermo, and "Catarina Geroloniach" with 5800 tons is now due at Catania.

For your information please.

Daniel Maj-RE.
For Chief,
Rail Division.

3895

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

TRANSLATION

MINISTRY OF TRANSPORTS
ISPETTORATO MOTORIZZAZIONE CIVILE
E TRASPORTI IN CONCESSIONE.

Rome 24 Sept. 1945
Ref.Serv.V°Uff.3°N°1111/.

SUBJECT: Circumetnea Railway
Diesel Service on Sundays.

We received from above Railway's Direction an application for restoring a Diesel Sunday service on the entire line Catania-Randazzo Ionia.
Program of operations would consist in two round trips for a total distance of Km.2.000
In consideration that:
1) Naphta consumption would not be increased owing to the already effected distance limitations of some Diesel trains.
2) and that such new service is requested both by Circumetnea Railway Syndicate and by various Communes on behalf of the whole area, we give our favourable opinion about its approval.
We wait for your decisions on the subject.

The Minister
sgd.: Ugo La Malfa

Tr/a1/25/9/45.

Orders Send note to Min. of Pub. Works

3894

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BEST COPY POSSIBLE

1756

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

TWX 21

FM [illegible]

TO [illegible]

INFO [illegible]

[illegible]

UNCLASSIFIED.

Due to extreme drought practically all hydroelectric plants in UTAH are inoperative. Most thermal electric plants burn coal and are operating only at low efficiency due to lack of coal or low quality Sardinian coal furnished. Increased in allocation diesel or could take some load off electric company because some ice and other plants have alternate diesel power supply and could use local diesel generated power in lieu of power from electric company. City of OGDEN now without electricity due to lack of coal. Imperative that quantity and quality coal supplied UTAH be increased as soon as possible. Situation UTAH different from north due to drought which is worst in many decades. Living conditions not good will be worse unless relief is given power company on which so many industries and municipalities depend. Recommend ALLIED COMMISSION take immediate measures to correct situation. The urgent need is now and until some days after rains come.

DTUT

ACTION [illegible]

INFO [illegible]

Mov Rad

Rad DV

3893

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

/

ICCA/5864/28

Ministry of Transports
I S R Direction Général

Rome, -8 [illegible] 1945

Subject: forwarding of salt- Sicily

M 817.6213/2/25.394
Allied Commission
Transportation Sub Commission

R o m e

1) Ref. Your letter AC/16/Tm 4 dated July 23 1945.
2) The movement Section of Palermo have been concerned to supply four or five cars daily at the halt of Spina to forward the salt drawn from the local mines and bound to Porto Empedocle to be shipped.

The Director General
F.to DI RAIMONDO

pv ng. 7/8

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

Subject: WD Open High Sided Wagon No. 1650.

Transportation (Br) Main, C.M.F.
Tel: Firebox 9359.
File: Tn.A.2/38.
8 Aug. 1945.

To: HQ. Tn. Sub-Commission, A.C.

1. Further to our Tn.A.2/38 dated 24th Mar. 45 and your AC/16/Tn.4 dated 25 Apr. 45.

2. We have not met with any success in locating this wagon in Italy. Will you please confirm that you are still unable to trace it.

3. It is definitely known that the wagon was originally in Sicily and any further assistance you can give in tracing it will be appreciated.

Leslie E. Robson

L.E. ROBSON, Major,
D.A.D.Tn.(Stores),
for Brigadier,
Director of Transportation.

3891

PM/af

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

Tel.: 643238 23 July 45

Ref.: AF/16/Tn.4

SUBJECT: Salt shipments - Sicily.

TO : I.S.H. Bldg.

1. It is desired that you keep in touch with the movement of salt from Fermata Spina Station to Port Empedocle Sicily.

2. A.C. is very much interested in seeing that this movement is carried out without delay as the movement of salt in this case is most important.

3. A regular shipping schedule will be set up between Port Empedocle and Northern Italy so that chemical works now idle due to the lack salt, can be assured a dependable supply.

4. Will you handle with the Capo Compartimento Sicily. The wagon requirement will be 4 or 5 wagons daily.

P. G. MATSON
MAJOR TC

pd Director.

Copy to:- Movements Rail Tn Sub-Comm
Industry Sub-Comm.

3890

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

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

CRW/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

20 July 1945

Tel : 478704

483/2/Tn 3

SUBJECT : Movement of Rock Salt in Sicily

TO : Rail Division (Tn 4)

1. The attached copy of letter received from Industry Sub-Commission is forwarded for your information.

2. Please instruct I.S.R. to furnish the necessary numbers of rail cars asked for in para 2 for the movement of salt from Spina to Porto Empedocle.

3. This salt is produced chiefly for chlorination purposes and it is essential that the movement should continue without hindrance, both from a rail and shipping point of view.

For Chief Movements Division

C.R. Worthington

C.R. WORTHINGTON,
Major

Copy to : Industry Sub-Commission
Shipping Branch

3889

E 7 6 0

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

/elc

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

VD/CP/hcb

18 July 1945

Tel: Ext. 543

Ref. AC/5616/IND

SUBJECT : Movement of Rock Salt in Sicily

TO : Transportation Sub-Commission
Attn: Rail Branch

1. The rock salt mines near Permata Spina (prov. Agrigento) in Sicily have a capacity of approximately 3000 tons/month, which could be used to meet the main industrial requirements of Northern Italy.

2. However, it is understood that the bottleneck is the small storage capacity at the mines, viz. only 300 tons. This means that, should sufficient ships be made available to load the whole production at the nearby port of Porto Empedocle, at least 4 to 5 railroad wagons would be needed daily at the Permata Spina station in order to provide a continuous movement toward the port.

3. We would appreciate greatly your investigating the possibility of improving this situation so as to enable us to plan regular shipments of rock salt from Porto Empedocle to Northern Italy.

4. This matter is of top priority as over a dozen chemical works are now idle through lack of salt.

V. DOMKOVICH, Chemical Engineer
for A. H. GLENDINNING
Lt.Col.
Acting Director
Industry Sub-Commission

Copy to : Transportation S/C (Attn: Capt. Hoyle)
Industry Sub-Commission (Attn. Mr. J. Richter)

3888

1761

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

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MDT/ch

Phone 489081

190A/25/Tn 1

19 June 1945

SUBJECT: Allied Transportation Officer for Sicily - Retention of.

TO : Commander U. S. Naval Forces, Northwest African Waters

1. Reference is made to your indorsement, File No. L20, dated 15 June, Serial 3600, and basic communication of U. S. Naval Operating Base, Palermo.

2. The general points made by the Commandant, U.S.N.O.B., Palermo, are noted, but it is regretted that the transportation officer must nevertheless be withdrawn. This is in accordance with the general AC policy that we should particularly withdraw our officers in Southern Italy and hand back work to Italian control. A general liaison officer for AC work will remain at Palermo and if the services of a specialist railway man are required, an officer can always be sent down from this Headquarters for a specific job.

3. We would like to take this opportunity of stating on behalf of the ISR how much the good work done by the Base Repair Department has been appreciated. It is hoped that the withdrawal of Captain Irvine-Lynch will not impair the good relations which have existed at Palermo in the past.

For the Chief Commissioner:

M. B. THOMAS, Colonel
Deputy Director

cc: Rail Division, Tn S/C

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

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

File No.
L20

Serial: 3600

15 JUN 1945

FIRST ENDORSEMENT to
NOB Palermo ltr., file L20,
serial 0735 dated 6 June 1945.

From: Commander U. S. Naval Forces, Northwest African Waters.
To : Director of Transportation, Transportation Sub-Commission, Allied Commission, Rome.

Subject: Allied Transportation Officer for Sicily - Retention of.

1. Forwarded.

WILLIAM A. REITZEL
By Direction

Copy to:
NOB Palermo
Capt. Lynch,
S/R Officer

1263

Declassified E.O. 12356 Section 3.3/NND No. 7850211

U. S. NAVAL OPERATING BA...
PALERMO, SICILY
Navy 157, C/o F.P.O., N.Y.C., N.Y.

NB/L20 HTK/dr

Serial: 0735 6 June 1945

From: Commandant.
To: Director of Transportation, Transportation Sub-Commission, Allied Commission, Rome.
Via: Commander U. S. Naval Forces, Northwest African Waters.

Subject: Allied Transportation Officer for Sicily - Retention of.

1. It was brought to the attention of the Commandant at a recent conference that it is the intention of the Sub-Commission at an early date to withdraw the Transportation Officer now stationed in Palermo. This officer at present is Capt. IRVIN LYNCH, R. E.

2. In view of the considerable amount of locomotive repair work currently being carried on by this Base, and to be expected in the future, it is considered that the retention in this area of an experienced Transportation Officer to represent the Italian State Railway in its contacts with the Base Repair Department is essential. Without the services of a representative of this type, it would be extremely difficult to properly safeguard the interests of the Allied Governments in the maintenance and operation of the railroads in Sicily.

3. It is requested, therefore, that the Director of Transportation retain a representative Transportation Officer in Palermo. In case it is necessary to transfer Capt. IRVIN LYNCH to another station, it is further requested that a suitably qualified relief be furnished.

G. L. NICHOLS

cc: Capt. LYNCH
S/R Officer

3885

ALLIED COMMISSION
(TRANSPORTATION OFFICER)
PALERMO

16/59

Note file
Answer Ping 5 Jun

H./er

Ref : H
Date : 23 MAY 1945.

SUBJECT: Transportation in Sicily.

TO : HQ. Aloma, Trans. Sub-Commission.
(Attn. for Col. Thomas).

Sir:

1. I am very much concerned with regards to future arrangements for the protection of Allied interests in connection with the Transportation side in Sicily and in anticipation of my withdrawal I beg to submit the following points for your considerations

(1) I am of the opinion that it is necessary to have a reliable officer in Sicily as long as Allied Forces occupy this theatre or until such a time a more stable Government can be established.

(2) It is my experience that it is only possible with the closest supervision to make the various officials and organisations conform with the regulations. The presence of an Allied Officer has a restraining influence. This applies to Rail, Shipping and Road transport.

(3) The Navy Yard will not supply materials or carry out any heavy repairs unless sanctioned by an Allied Officer, this procedure has been found necessary owing to the fact that the I.S.R. have been building up a reserve of spare parts and work not essential to Allied interests.

(4) It is most essential that the loco, wagon, and equipment returns should be checked.

3884

(5) Two most important jobs remain to be completed:

(a) The extension of the line up to pier 6. The Ministry

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

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(Attn. for Col. Thomas).

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3884

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The U.S.N. have protested against having to move their petrol and a salvage Dump. I think I can overcome this difficulty as those dumps are in the portion of the harbour supposed to be handed back shortly to the Italian Government.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(b) The Army are not satisfied with the progress made with the new Tanker berth and I have had to be most insistant with Mr. Tuccio to get started until this work is completed and other details adjusted some officer should remain in Sicily as it must be recognised as part of our L of c.

REVERE-LUCE.S/Dept.T.O.
Transportation Officer
Sicily

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

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

16/58

PGM/ic

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

Tel. 843238
Ref. AC/16/Tn 4

19 June 45

SUBJECT : Military Traffic in Sicily.

TO : Transportation Officer Sicily

1. Reference letter 2 June file MT/33.

2. The circular referred to was not enclosed.

3. It is unreasonable for the Military to request daily diesel service between Catania and Palermo for handling supplies and we do not approve of such service especially since daily freight service operates between these points.

4. Requests for new services should be coordinated thru the Capo Compartimento and channeled to us thru the ISR Headquarters here in Rome, after the Transportation Officer is moved from Sicily.

5. It is improper for various units to put the pressure on local Railway officers for special services, any violation of this principle should be reported to this Sub-Commission so it may be referred to higher Military authority.

6. - Our transportation facilities are inadequate therefore we must do all possible to see that present capacity is put to the best possible advantage.

By Command of Rear Admiral STONE:

P.C.MATSON, Major

ALLIED COMMISSION
AC TRANSPORTATION OFFICER
PALERMO

IL/er

Ref : MT/33
Date: 2 JUNE 1945.

SUBJECT: Military Traffic in Sicily.

TO : HQ. AC. Tn. Sub-Com Incr.
(Attn. of Maj. Matson).

1. I am directed by Capt. Irvine-Lynch to send you copy of circular issued by HQ. Mov. Sub Area, Reggio Cal, Ref: RSA/19 of 23/5/45, for your information.

2. Your attention is drawn on 2nd and 3rd sentence of Para 3. We are of the opinion that this office is the proper channel in dealing with ISR and that any traffic requests should be handed to the Capo Compartimento through this office first, unless in very urgent and justified circumstances. Capo Compartimento who is in possess with the general panoramic situation of the railway operations, is in a better condition to make more prompt and appropriate arrangements with the dependent offices. Dependent Offices on the other hand do not take any important decision without first consulting their Palermo superiors, hence a lost of time which could be avoided by applying to this office.

3. I have been informed that the Mov. Civ. Repr. at Catania has requested Ing. Cella for a daily diesel service Catania to Palermo to move I think vegetables and supplies. Owing to the present diesel situation and that there is a daily steam freight service on this line this request is considered unnecessary and unreasonable both by Capt. Lynch and Dr. Tuccio.

3883

IRVINE-LYNCH, S/Capt.R.E.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(Attn: Of Maj. Mavsen).

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2883

IRVINE-LYNCH, S/Capt.R.E.
Transportation Officer
Sicily.

Encl:
1. Copy of circular

Declassified E.O. 12356 Section 3.3/NND No. 780021

ALLIED COMMISSION
AC TRANSPORTATION OFFICER
PALERMO

IL/er

Ref : IL
Date : 23 MAY 1945.

SUBJECT: Transportation in Sicily.

TO : HQ. Alcom, Trans. Sub-Commission.
(Attn. for Col. Thomas).

Sir:

1. I am very much concerned with regards to future arrangements for the protection of Allied interests in connection with the Transportation side in Sicily and in anticipation of my withdrawal I beg to submit the following points for your consideration:

(1) I am of the opinion that it is necessary to have a reliable officer in Sicily as long as Allied Forces occupy this theatre or until such a time a more staple Government can be established.

No June 15 only

(2) It is my experience that it is only possible with the closest supervision to make the various officials and organisations conform with the regulations. The presence of an Allied Officer has a restraining influence. This applies to Rail, Shipping and Road transport.

(3) The Navy Yard will not supply materials or carry out any heavy repairs unless sanctioned by an Allied Officer, this proceedure has been found necessary owing to the fact that the I.S.R. have been building up a reserve of spare parts and work not essential to Allied instersts.

2882

(4) It is most essential that the Loco, wagon, and equipment returns should be checked .

(5) Two most important jobs remain to be completed:

(a) The extension of the line up to pier 6. The Ministry of War Transport are pressing for this work to be put in hand

Declassified E.O. 12356 Section 3.3/NND No. 782021

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No June 15 only

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2082

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Declassified E.O. 12356 Section 3.3/NND No. 782021

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IRVINE-LYNCH,S/Capt.R.E.
Transportation Officer
Sicily

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

1303

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

ABA V MBAY NR 117 A/MBDB

FROM ALCOM REGGIO 241730B

TO ALCOM FOR TPTN S C

QQX GR 36

R533 RESTRICTED . TPTN SC REPORT 343/16/TN3 OF 15 ~~-CARO C-4- R~~

~~APRIL~~ APRIL PARA 3 REFERS .NO WELL WAGONS IN REGGIO DIVN CAPABLE OF TAKING CALABRO LUCANE I S R ROME TO SUPPLY TWO .CAN ~~WE~~ YOU HELP

BT THI 2001B

SENT NR 117 2102B LF AR TKS K

117 RD TOR 2104B MITCHELL AR . ~~KTXX TKS BI OM~~ .

BEEE

3880

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

A/6/53
PCB,

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

25 April 1945

Tel.: 843233
Ref.: AC/16/Tn.4

SUBJECT: W.D. Wagons - 57371 - 51650

TO : M.R.S. Bldg.

1. Reference Tn.A.2/38 of 24 March 45.

2. Due and diligent search has been made in Sicily for the above mentioned wagons and we are unable to locate same.

For the Chief Commissioner:

P.C.MASSON,
Major T.C.

3879

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

RESTRICTED

RTC 249
APR RFT

D/7658
APR 1420008
ROUTINE

AICOM SICILIA LYNCH

HQ AICOM ROMEFOR TPTN SC FOR MAJOR MATSON

RESTRICTED

Your letter AC/16/TN 4 Dated 28 March searches to locate open top wagons 57371 and 51650 without avail.

Dist

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Econ Sec
File (2)
Plans

HEADQUARTERS
15 APR 1945
A. C.

RESTRICTED

3878

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

16/51

PGM/lo

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

Tel. 843191-11
Ref. AC/16/Tn 4

28 March 1945

TO : Regional Transportation Officer, Palermo

SUBJECT : War Department open top wagons 57371-51650.

1. The Military Railway Service request the above cars to be forwarded to Naples as soon as possible.

2. Check made on 24 March indicated that these were still in Sicily.

P.G.MATSON, Major

for C.H.LINDBERG
Lieut.Col. R.E.
Chief, Rail Division.

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

16/43

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/cc
Ref : SR/31
Date: 23 Mar.45.

SUBJECT: Railway Returns.

TO : HQ.AC.Transportation Sub-Commission (Rail Sec.)

1. I enclose a list of questions handed to me by the U.S.A.Consul here at Palermo and a copy of my letter in reply.

2. Can you kindly deal with this matter from your end and let me have instructions.

No action for present

Irvine-Lynch

IRVINE-LYNCH
Capt.RE's(M.C.Sec)
Trans Sub-Commission AC.

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

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

LL/oc
Ref : SR/31
Date: 23 Mar.45.

SUBJECT: Railway Returns.

TO : Mr.Peck,U.S.A.Consul,Palermo.

Sir,

With reference to our conversation of recent date on the subject of Railway Returns & ect.

I regret I am unable to give you this information,I have however passed your inquiry to our HQ.Tn.Sub-Comm.AC. in Rome who will deal with the matter.

I have the honor to be
Sir
Your obedient Servant

IRVINE-LYNCH
Capt.RE's(M.C.Sec)
Trans Sub-Commission.AC.

3875

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

Joint Transportation and Machinery
and Motive Products Units
Foreign Railway Conditions Questionnaire
Department of Commerce
Bureau of Foreign and Domestic Commerce

PART 1

I. Names of Railways (Common carrier, industrial, aerial cableways, and street railways.)

A. Home address)
B. Local address) Indicate if both are the same.
C. Nationality of ownership. Indicate also whether Government or privately-owned.
D. 1. Length of single or first track.
2. Gage, curvature, gradient, bridges, tunnels, clearance, diagrams if possible, ballast, cross ties, rails, and types of signaling methods.
3. Indicate routes and termini of individual lines.
4. Total mileage of electrified track, indicating type of electrification - Volt - AC/DC. Phase if AC, Cycle if AC. Trolley or 3rd Rail Contact.
5. Amount of track constructed since 1940 if possible, (single, or first track mileage is the distance between termini).
6. Proposed construction and electrification.
7. Location and capacity of roundhouses, repairshops, power plants, and classification yards.
8. Operating time tables, maps, and Annual Reports, in duplicate if possible.
E. State total length of bus and truck routes operated by the individual railways.
F. Total freight carried (distinguish between freight originated on own lines and that received from other carrier, if possible), and chief items of important commodities carried.
G. Freight ton miles, and freight train miles. (Freight ton miles of revenue freight is the summation of the gross products of tons of revenue freight and miles of individual shipments. Freight train miles are the number of miles run during the year by all the freight trains.)
H. Indicate average car loading of leading commodities carried.
I. Average freight rate per ton-mile. (This can be obtained by dividing railway freight revenue by ton miles.)
1. Estimate, if possible, to what extent are private car line operators carrying railroad traffic.
J. Passengers carried.
K. Passenger miles, and passenger train miles. (Passenger miles is the average passenger trip multiplied by the total number of passengers and the passenger train miles is the total number of miles run during the year by all the passenger trains.)
L. Average passenger fare per passenger mile. (This may be obtained by dividing the railway passenger operating revenue by passenger miles.)
M. Operating revenue. (Revenue from railway operation only.)

3874

1780

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

N. Other revenues. (This item should include miscellaneous revenue, interest on stocks or bonds owned, or income received from other sources including rentals.)

O. Operating expenses. (The actual expenses incurred in the operation of the railways.)

P. Other expenses. (All expenses incurred by the rail carrier other than in direct railway operation.)

Q. A statement showing the financial condition of the system or line, to include:
   1. Capitalization.
      a. Authorized.
      b. Issued.
      c. Outstanding.
      d. A balance sheet if possible.

R. Employment.
   1. Give number and nationality of railway and street railway employees.

S. Equipment.

1. Amount of motive power	date	in operation	not in operation	wt. on drivers or H.P.
a. Railway owned steam locomotives				
1) Passenger(type of fuel)				
2) Freight(type of fuel)				
b. Railway owned Diesel locomotives				
1) Passenger				
2) Freight (road or switching)				
c. Railway owned electric locomotives				
1) Passenger				
2) Freight				
d. Mining and industrial locomotives				
1) Diesel (electric or mechanical)				
2) Gasoline				
3) Storage battery				
4) Trolley				

e. General conditions of equipment and availability of fuel supply.

2. Amount of rolling stock			average capacity and weight.
a. Railway owned passenger cars			
1) Passenger cars (type of air conditioning, if any)			

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	date	in operation	out in operation	average capacity and weight
2) Baggage cars				
3) Motor rail cars				
4) Tramway cars and trailers				
5) Busses, trucks, & trailers				
b. Railway owned freight cars				
1) Box cars				
2) Gondola or ore				
3) Flat				
4) Tank (by type or liquid carried)				
5) Refrigerator (type of refrigerant)				
6) Miscellaneous				
c. Mining and Industrial cars				
1) Mining				
2) Industrial				

d. Types and makes of couplers and brakes in general use.

3. Private Car Owners and Transportation companies
   a. Locomotives (in types)
   b. Rolling Stock (in types)

T. Railway Equipment Industry
1. Domestic Production, private ownership.
   a. Names of builders.
   b. Estimated annual production for each, by types or tonnage.
   c. Extent to which builders can produce from local materials supply sources.
2. Imports and Exports for latest two years.
   a. Estimate, if possible, the percent of imports used for new construction.
   b. Estimate, if possible, the percent of imports which are incorporated into new units for re-export.

U. Railway owned workshops.
1. To what extent do they build complete units?
2. Are they dependent on local supply or imports for materials?

3873

V. Pipe Lines
1. Name, address and nationality of companies or operators.
2. Location and capacity of lines constructed or projected-Trunk, Secondary or Gathering. (Give size, length, and daily capacity in barrels. Where line is completed, give date when operations commenced. Submit small-size map of lines.)
3. Show separately traffic movement by commodities both on behalf of individual owners and operators and for other interests served by them.
   a. Number of barrels.
      a) Oil

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b) Gasoline
c) Other oil derivitives
d) Natural and other gases in cubic feet

b. Number of barrel-miles for each item carried.
c. Storage facilities, inland and at ports, also pipe lines servicing ships.

4. Gross operating income.
a. Total investment in pipe lines from latest data available.

5. Rates or cost of service for all pipe line commodities if data are available.
a. Are tariffs required to be filed by the Government?

PART II

1. It is desired to obtain approximate figures on organized highway transport traffic for the country as a whole, if possible, broken down as follows:

a. Total mileage of passenger and freight highway transport routes, (city and inter-city lines).
b. Total number and tons (short, long, or metric) of freight carried by highway transport operators, (city and inter-city lines).

2. It is desired to develop data on "train-ferries". The information desired, is mileage, routes, rail connections, type of vessel, capacity, and schedules.
3. Legislation and other items of interest affecting changes and conditions during war-time operations.
4. Supplement your road-rail coordination report of previous years with any later available data.
5. If differences in railway gage are present, indicate method used in transferring freight of the railway line of one gage to that of another.

1783

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16/48

ACP/ic

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

Tel. 843239
Ref. AC/16/Tn 4

29 March 1945

TO : Movement's Liaison officer c/o DMR.

SUBJECT : Travels of Italian Civilians.

1. Please see attached copies of letter from General Direction ISH.

2. It would seem from ISH statement that Movements Sicily have the impression they have power to move civilians on civilian trains, whether the Allied war interest is involved or not. May this impression be corrected please?

O.H.J.INDBERG
Lieut.Col. R.E.,
Chief, Rail Division.

Copy to: Rail Movements, Tn Sub-Comm. HQ.AC

3872

1784

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

Commercial and Traffic Service

Rome 15 March 1945
C.312/2012/21/1ccA 3323/28

Subject:
Travels of Italian civilians

To: A.C. Tn. Subcommission
Rome

1. On 15th January, Miss. Cilentana Gaetana, Nocita Anna and Reverend Mazza Nunzio, who were authorized by Movement Control Office E.S.O. of Messina to ride littorina AT.571 without paying their travel ticket, were found riding said littorina from Messina to Siracuse.

2. As it results that said Office not too rarely release such authorizations to Italian civilians not belonging to the Allied Army Forces, we point out this matter to your Commission and we beg you to inquiring on this matter.

Mi.17/3/cb.

General Director
Signed: Di Raimondo

3871

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

IFC/elc

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 476701

15 February 1945

405/10/In 3

SUBJECT : Wagon Returns - Sicily

TO : Rail Division

1. Reference telephone conversation of yesterday.

2. Will you please arrange to let this HQ have a weekly return showing the number of rail wagons that have moved into and out of Sicily, by types as under :-

(1) Boxed
(2) High Side open
(3) Other types.

for C. R. Deschamps Jones
MERRITT H. TAYLOR Maj
Director, Transportation Sub-Commission

3870

17.8.61

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

10/45

TH INC (Tn Sub-Commission) 161400

NOT REGGIO FOR BLAIR

012

GENERAL PETTORELLI ANTICIPATES BEING IN REGGIO

EN ROUTE SICILY 20 JANUARY ANY ASSISTANCE IN GETTING

CAR ON FERRY WILL BE APPRECIATED (.)

(711204 Jan

ROUTINE

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

RESTRICTED

16/44

TN SC

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

C/1909

TO: HQ ALLIED COMMISSION FOR ADAMS — SIGNAL MESSAGE CENTER No: 17/26

FROM: ALLIED COMMISSION SICILIA REGION — CLASSIFICATION:

REFERENCE No: — PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: — OFFICE OF ORIGIN: CITE RTC-100

ACTION

RAIL (NOV)

RESTRICTED.

Para 1. Reference your 6879 dated 22 November.

Para 2. Except for slight delay in spotting tank cars about 15 October POL movement has been and continues normal

RESTRICTED

DIST

ACTION TN SC (2)
INFO CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

HEADQUARTERS
26 NOV 1944
A. . C.

DATE and Time of RECEIPT NOV 260912

Distribution:

1785

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

O 16/43

HQ 701ST RAILWAY GRAND DIVISION
MILITARY RAILWAY SERVICE
NAPLES

SUBJECT : Railway conference.

TO : Director
Tn Sub-Commission
Allied Commission
A.P.O. 394.

Tn Sub-Commission Representative
Allied Commission
Naples Division I.S.R.

ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

Ref : AC Tn/Na 9/192
Date; 20 Nov. 1944.

1. The Regional Commissioner, Brig. Dunlop, has expressed a wish to discuss the railways situation in Southern Region.

2. To this end he has asked if a conference can be held early next week(from 27th onwards) in Naples; between himself, Lt.Col. Giles, Lt. Col. Linberg, Div Supts Reggio and Bari, and myself.

3. This confirms my phone message to Capt Ping today.

4. May I be advised as to time and date please. I will advise location later if participants will kindly contact me by phone.

V.R. Bowers

Major
(V.R. Bowers)

Sergeant L.
Lend Engineer to
Geoffrey Blair,
repeat copy to S.R. Commissioner
& Bowers
requesting Chiefs to attend meeting
at 1430 hrs in Southern Region HQ.
Report to Lt Col Lindberg in
Major Bowers Office 1100 hrs
20/11

A/B

1789

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

16/42

SICILIA REGION

AICOM FROM ADAMS
6879

ROUTINE

22 NOV 44

TFTE 3C

CONFIDENTIAL PD

PARA ONE PD INFORMATION RECEIVED HERE SICILIAN RAILWAYS HAVE CEASED TO MOVE TRAFFIC OTHER THAN FOODSTUFFS AND CONCERN EXPRESSED FOR POL DISTRIBUTION ADVISE ACTUAL POSITION BY SIGNAL PD

PAREN TO SICILIA REGION FOR TAYLOR FROM AICOM PAREN

NICHOLAS PIOMBINO
CWO. U.S.A.
Asst. Adjutant

3867

Fd
16/41

T R N S L A T I O N

Undertaking enterprise
MARINO PANCRAZIO
Caltanisetta

To Allied Control Commission
Rome

Subject : Request of permit to travel

As it is well known there is lack of rail and road transport in Sicily. The few passenger trains which are operating can let you easily imagine in what condition a person is travelling owing to a great over-crowding of passengers who must stand up without any possibility to move for many hours and with the eventual sad surprise of finding no-more their luggage.

The writer is a contractor of the maintenance works of the permanent way of the branch line Canicatti-Gela and of those concerning the reconstruction of the station buildings of Canicatti. These are works contracted with the railway Compartment of Palermo and the said enterprise must accomplish his activities in the working-yards; has to purchase on the various markets of Sicily the materials necessary to its operation and oftenly must go to the rail-compartment of Palermo, in order to be present at the various proposal of contract, to their signature and to collect its bills. Therefore in order to be able to continue its activity, connected with the railway-service, the writer asks these authorities to release her a permit to travel on all the lines of Sicily in the luggage vans of the passenger and goods trains, and on the e-locos, while in the same time she will buy a liked as all the travellers do.

In this way the enterprise will be able to attend to its activities and will be also sure for the sums which must be taken to various places.

We would very much appreciate your granting present request and in the meantime we remain; dear Sirs

Your faithfully
sgd. Pancrazio Marino

2866

Declassified E.O. 12356 Section 3.3/NND No. 782021

16/140

TAYLOR c/o SICILY REGION (ACTION) REPEAT INFO ALLIED SOUTHERN REGION

AC FROM ADAMS

8269

PRIORITY

10 Nov 44

TPTN SC

SECRET PD

PARA ONE PD REPORT AT ONCE ON TRANSFER OF BOX CARS CWA GONDOLAS CWA GRATER SICILY TO MAINLAND PD

PARRE TO TAYLOR c/o SICILY REGION FOR ACTION REPEAT INFO ALLIED SOUTHERN REGION FROM AC FROM ADAMS SIGNED STONE PARRE

PARA TWO PD STRONG COMPLAINTS THAT MOVEMENT HAS NOT TAKEN PLACE PD

NICHOLAS PIOMBINO
CWO, U.S.A.
Asst Adjutant

3838

Declassified E.O. 12356 Section 3.3/NND No. 789021

1 7 9 2 1

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

ACP/h1

File.

16/39

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

8 November 1944

Tel: 478701
Our Ref: AC.Tn.16.

TO : Major Taylor
Sicilia Region, HQ.

SUBJECT: Sicilian Rail Schedules

Recommendation in para 2 of your letter RS/T/42 of 2 November 1944 is accepted.

Please report further in due course.

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

3864

1793

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

16/37

1

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : RS/T/42
Date: 2 Nov.44.

SUBJECT: Sicilian Rail Schedules.

TO : HQ.AC.Att.Director Tn.Sub-Comm.

Ref.Tn/16 dated 23 Oct.44.

1. Now that the effect of the reduction in the Schedules has become felt Dr.Tuccio has been working carefully to the list of priorities laid down by ACC in March 1944.

I consider that now most, if not all, of the movement of non-essential freight has already ceased due to the compulsion to move such essentials as grain etc.and the result that it has become impossible to move non-essentials in addition within the existing schedules.

2. My recommendation in the matter is as follows:

That I investigate fully the question of priorities on the various main sections of the line in conjunction with the Director Economics & Supply Section Sicilia Region & if necessary the High Commissioner,Sicily. I was yesterday supplied with a full report on the tonnage & commodities moved on the main sections during the month of Sepember but of course this relates to movements before the reduction of schedules and is no longer a guide as to what is moving. However from this I see that more vino than was exported by ACC appears to have moved & it is on questions such as this that I shall,with the assistance of Economics & Supply Div.,be able to make a definite ruling.

3803

C.W.G.TAYLOR
Major RA.
Trans.Sub-Comm.
Div.Supt.AC.

1794

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

Translation

16/

Rome 6 November 1944

N.M.312/3855/2/25/22 Local
1218/28

Ministry of Communications
I.S.R. - The Director General

Subject: Asphalt mines at
Ragusa (Sicily)

Dear and kind Colonel,

I send you an attached copy of a telegram from H.E. Bonomi concerning a communication by the Ragusa (Sicily) Prefect who paint out the situation happened at those asphalt mines due to limitations of the supply of electric power and the failed delivery of cars.

I beg you to examine the possibility to facilitate us, as it will be possible, to avoid the communicated difficulties in order to not uncrease the out put of the material, indispensable for the reconstruction works.

Thanking you very much I send you my best regards
and am your sincerly
Di Raimondo

To Col. Adams -
Director Transportation Sub Commission
ACC. - R o m a.

3862

Cn.6.cb.

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

Translation - Copy Telegram

State - R.M.F.R. Rome INT 683175 - 61 - - 1330

To H.E. The Minister of Communications

- R o m e -

11333 11014/9425 GAB. Following previous communications Ragusa Prefect communicates that the improved lack of transportations means and the limitation of electric power are compelling the asphalto mines to operate, effective 1 November 1944, dismisal of 400 workmen or employees Stop We beg Y.E. to interest Competent Subcommission and Comparti-mento Chief in order to examine the possibility to supply mo-soon stop Please acknowledge receipt at soon stop

Signed: The Minister of Internal

- Bonomi -

3861

1296

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

16
38

Return 6 Copy Pers Adm

BT

HQ. SICILIA REGION

AC FROM ADAMS

6190

8 NOV 44

PRIORITY
TN SUBCOMMISSION

CONFIDENTIAL PD

PARA ONE PD COMPLAINT MADE INADEQUATE PROVISION FREIGHT CARS TO ASPHALT MINES RAGUSA PD

PAREN TO HQ SICILIA REGION FOR TAYLOR AC TH REPRESENTATIVE FROM ALLIED COMMISSION PAREN

INVESTIGATE AND SUBMIT FULL REPORT EARLEY PD

NICHOLAS PIOMBINO,
CWO., USA.,
Assistant Adjutant.

3860

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

RWH/fd

File 16/36

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701 23 October 1944

Our ref.: ACC Tn/16/

SUBJECT : Major C.W.G. Taylor
HQ. Sicilia Region

Subject - Sicilian Coast Exhibition

1. Reference your RS/T/39 which stated that it is believed that an appreciable amount of non-essential freight is being moved over the Sicilian lines.

2. Request you submit your recommendations on this matter as soon as possible.

D.S. ADAMS
Colonel, C.E.,
Director, Tn.S/C.

3879

1798

Declassified E.O. 12356 Section 3.3/NND No. 7850211

16/35

ALLIED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref :RS/T/39
Date:10 Oct.44

SUBJECT: Sicilian Rail Schedules.

TO : Director,Tn.Sub.Comm.ACC.

1. Reference your TN/16/27 herewith as directed 5 copies of the working timetable.

2. I suspect that an appreciable amount of the Civilian freight moving over the railway in this island is farvfrom being essential and I propose to investigate this question in detail with the Economics & Supply Div.Sicilian Region. When I have any useful information I will forward it with recommendations.

C.W.G.TAYLOR
Major RA.
Trans.Sub.Comm.
Div.Supt.ACC.

3978

See spare copies file for extras.

TRENI VIAGGIATORI E MERCI IN VIGORE DAL 7 OTTOBRE 1944 =

LINEA MESSINA = CATANIA = SIRACUSA

TV 4921	Augusta-	6,55	=	Siracusa	7,50	Soppresso la Domenica
TV 4995	Taormina	4,45	=	Catania	7,15	" " "
2941	Catania	7,50	=	Lentini	8,41	" " "
TV 2939	Messina	10,45	=	Catania	16,00	Martedì - Venerdì
2943	Catania	16,40	=	Siracusa	19,35	Soppresso la Domenica
TV 4997	Messina	16,10	=	Taormina	18,40	" " "
TV 4994	Taormina	4,55	=	Messina	7,30	" " "
TV 2940	Siracusa	5,25	=	Catania	8,05	" " "
7308	"	15,00	=	Augusta	16,10	" " "
TV 2944	Catania	8,40	=	Messina	13,50	Martedì-Venerdì
2942	Lentini	15,42	=	Catania	16,35	Soppresso la Domenica
TV 4996	Catania	17,20	=	Taormina	19,50	" " "
TVAT 511	Catania	6,20	=	Augusta	7,35	Sabato (viaggiatori 2a classe)
TVAT 571	Messina	18,50	=	Siracusa	22,30	Giornaliero
TVAT 517	Catania	22,30	=	Augusta	23,30	Sabato(conto Mil.All.)
TVAT 514	Augusta	8,10	=	Catania	9,10	Sabato(" " ")
TVAT 574	Siracusa	8,30	=	Messina	12,00	Giornaliero
TVAT 518	Augusta	23,40	=	Catania	0,30	Sabato(ritorno autom.)
(Merci)						
7303	Catania	5,40	=	Siracusa	14,30	Sabato
TM 7333	Messina	5,10	=	Catania	18,50	Giornaliero
7307	Catania	19,20	=	Siracusa	23,45	"
TM 7332	Catania	5,20	=	Messina	19,40	Mart.-Giov.-Vener.-Domen.
TM 9324	Catania	7,30	=	Messina	12,55	Lun.-Merc.-Giov-Sab.
7306	Siracusa	11,50	=	Catania	19,45	Domenica
8514	"	17,07	=	Priolo	17,38	Giornaliero
8516	Priolo	19,02	=	Catania	22,12	"

LINEA SIRACUSA = CANICATTI'

4971	Vittoria	5,05	=	Canicattì	8,40	Martedì-Sabato
4973	Siracusa	15,20	=	Vittoria	20,30	" -Giovedì
4975	"	16,30	=	Noto	17,20	Lun.-Merc.-Venerdì-Sabato
TV 4966	Vittoria	2,30	=	Siracusa	8,00	Mart.-Giov.
4972	Noto	7,13	=	Siracusa	8,00	Lun.-Merc.-Venerdì-Sabato
4976	Canicattì	15,55	=	Vittoria	19,20	Lun.-Merc.
TVAT 548	Canicattì	11,00	=	Licata	11,42	Lun.-Venerdì
TVAT 548A	Licata	11,52	=	Gela	12,25	Lun.-Venerdì
TVAT 563	Gela	13,35	=	Canicattì	15,07	Lun.-Venerdì
(merci)						

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TV [illegible]	Taormina	4,55	=	Messina	7,30	"	"	"
TV 2940	Siracusa	5,25	=	Catania	8,05	"	"	"
7308	"	15,00	=	Augusta	16,10	"	"	"
TV 2944	Catania	8,40	=	Messina	13,50	Martedì-Venerdì		
2942	Lentini	15,42	=	Catania	16,35	Soppresso la Domenica		
TV 4996	Catania	17,20	=	Taormina	19,50	"	"	"
TVAT 511	Catania	6,20	=	Augusta	7,35	Sabato (viaggiatori 2a classe)		
TVAT 571	Messina	18,50	=	Siracusa	22,30	Giornaliero		
TVAT 517	Catania	22,30	=	Augusta	23,30	Sabato(conto Mil.All.)		
TVAT 514	Augusta	8,10	=	Catania	9,10	Sabato(" " ")		
TVAT 574	Siracusa	8,30	=	Messina	12,00	Giornaliero		
TVAT 518	Augusta	23,40	=	Catania	0,30	Sabato(ritorno autom.)		
(Merci)								
7303	Catania	5,40	=	Siracusa	14,30	Sabato		
TM 7333	Messina	5,10	=	Catania	18,50	Giornaliero		
7307	Catania	19,20	=	Siracusa	23,45	"		
TM 7332	Catania	5,20	=	Messina	19,40	Mart.-Giov.-Vener.-Domen.		
TM 9324	Catania	7,30	=	Messina	12,55	Lun.-Merc.-Giov-Sab.		
7306	Siracusa	11,50	=	Catania	19,45	Domenica		
8514	"	17,07	=	Priolo	17,38	Giornaliero		
8516	Priolo	19,02	=	Catania	22,12	"		

LINEA SIRACUSA = CANICATTI'

4971	Vittoria	5,05	=	Canicattì	8,40	Martedì-Sabato		
4973	Siracusa	15,20	=	Vittoria	20,30	" -Giovedì		
4975	"	16,30	=	Noto	17,20	Lun.-Merc.-Venerdì-Sabato		
TV 4966	Vittoria	2,30	=	Siracusa	8,00	Mart.-Giov.		
4972	Noto	7,13	=	Siracusa	8,00	Lun.-Merc.-Venerdì-Sabato		
4976	Canicattì	15,55	=	Vittoria	19,20	Lun.-Merc.		
TVAT 548	Canicattì	11,00	=	Licata	11,42	Lun.-Venerdì		
TVAT 548A	Licata	11,52	=	Gela	12,25	Lun.-Venerdì		
TVAT 563	Gela	13,35	=	Canicattì	15,07	Lun.-Venerdì		
(merci)								
7381	Licata	5,00	=	Canicattì	8,00	Lun.-Merc.-Venerdì		
TM 7423	Modica	5,00	=	Vittoria	8,00	Mart.-Giov.-Sabato		
TM 7383	"	6,00	=	Licata	17.20	" " "		
TM 7435	Gela	13,55	=	Butera	14,23	" " "		
TM 7385	Siracusa	5,30	=	Modica	14,30	Lun.-Merc.-Venerdì		
TM 7421	Ispica	10,38	=	Modica	12,30	" " "		

F/S

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Declassified E.O. 12356 Section 3.3/NND No. 782021

	8964	Modica	7,50	=	Ispic	9,2[illegible] Lun.-Merc.-Venerdì
	7382	Modica	9,18	=	Siracusa	17,35 " " "
TM	7384	Licata	6,00	=	Modica	16,50 Mart.-Giov.-Sab.
TM	7422	Vittoria	14,55	=	Modica	18,05 " " "
TM	7424	Butera	14,35	=	Gela	14,53 " " "
TM	7380	Canicattì	13,10	=	Licata	16,20 Lun.-Merc.-Venerdì

LINEA CALTANISSETTA XIRBI = AGRIGENTO C.le

	4961	Agrigento B.	6,28	=	Agrigento C.	6,35 Sabato
TV	4979	Agrigento B.	6,53	=	Agrigento C.	7,00 Mercoledì
	4963	Xirbi	11,54	=	C.ssetta C.	12,15 Lun.-Merc.
	4965	Xirbi	13,34	=	C.ssetta C.	13,55 Mart.-Sab.
	2963	C.ssetta C.	14,15	=	Agrigento C.	17,35 Lun.-Merc.
	2962	Agrigento C.	7,05	=	C.ssetta C.	10,25 Mart.-Sabato
	4960	C.ssetta C.	10,55	=	Xirbi	11,07 Lun.-Merc.
	4962	C.ssetta C.	12,35	=	Xirbi	12,47 Mart.-Sabato
TV	4978	Agrigento C.	14,20	=	Agrigento B.	14,27 Giovedì
	4964	Agrigento C.	17,55	=	Agrigento B.	18,02 Lunedì
TVAT	547	Xirbi	10,05	=	Canicattì	10,57 Lun.-Venerdì per Gela
TVAT	562	Canicattì	15,13	=	C.ssetta X	15,58 Lun.-Venerdì da Gela
	(merci)					
	7361	C.ssetta C	6,10	=	Canicattì	8,10 Lun.-Merc.-Venerdì
	7361	Canicattì	10,00	=	Aragona C.	12,40 Lun.-Venerdì
	7361	Aragona C.	14,34	=	Agrigento B.	15,00 Merc.-Domen.
	7365	Xirbi	21,03	=	C.ssetta C.	21,30 Giornaliero
TM	9318	Agrigento B.	5,04	=	Canicattì	8,30 Lun.-Ven. da P.Empedocle
	8856	Canicattì	10,40	=	C;ssetta C.	12,20 Lun.-Merc.-Venerdì
	8860	C.ssetta C.	18,34	=	Xirbi	18,50 Giornaliero

LINEA AGRIGENTO BASSA = PORTO EMPEDOCLE

TV	4991	Agrigento B	14,41	=	P.Empedocle	15,00 Giovedì
	4993	Agrigento B	18,11	=	P.Empedocle	18,30 Lunedì
	4990	P.Empedocle	5,55	=	Agrigento B	6,17 Sabato
TV	4992	P.Empedocle	6,20	=	Agrigento B	6,42 Mercoledì
	(merci)					
	7363	Agrigento B	15,52	=	P.Empedocle	16,20 Mercoledì-Domenica
TM	9318	P.Empedocle	4,00	=	Agrigento B	4,33 Lun.-Ven.per C.catti

LINEA ROCCAPALUMBA = AGRIGENTO CENTRALE

TV	4957	R.Palumba	9,42	=	Agrigento C	13,50 Giov.-Sab.(misto)
TV	4954	Agrigento C	7,30	=	R.Palumba	11,05 Merc.-Ven.(misto)
	(merci)					
TM	7371	R.Palumba	6,30	=	Aragona C	13,55 Merc -Domenica
TM	7419	Lercara B.	12,40	=	Cammarata	13,04 Mart.-Sab.(invio locom.)
TM	7427	Comitini	11,54	=	Aragona C.	12,20 Merc.-Dom.(ripresa)

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	4961	Agrigento B.	6,28	=	Agrigento C. 6,35	Sabato
TV	4979	Agrigento B.	6,53	=	Agrigento C. 7,00	Mercoledì
	4963	Xirbi	11,54	=	C.ssetta C. 12,15	Lun.-Merc.
	4965	Xirbi	13,34	=	C.ssetta C. 13,55	Mart.-Sab.
	2963	C.ssetta C.	14,15	=	Agrigento C. 17,35	Lun.-Merc.
	2962	Agrigento C.	7,05	=	C.ssetta C. 10,25	Mart.-Sabato
	4960	C.ssetta C.	10,55	=	Xirbi 11,07	Lun.-Merc.
	4962	C.ssetta C.	12,35	=	Xirbi 12,47	Mart.-Sabato
TV	4978	Agrigento C.	14,20	=	Agrigento B. 14,27	Giovedì
	4964	Agrigento C.	17,55	=	Agrigento B. 18,02	Lunedì
TVAT	547	Xirbi	10,05	=	Canicattì 10,57	Lun.-Venerdì per Gela
TVAT	562	Canicattì	15,13	=	C.ssetta X 15,58	Lun.-Venerdì da Gela
	(merci)					
	7361	C.ssetta C	6,10	=	Canicattì 8,10	Lun.-Merc.-Venerdì
	7361	Canicattì	10,00	=	Aragona C. 12,40	Lun.-Venerdì
	7361	Aragona C.	14,34	=	Agrigento B. 15,00	Merc.-Domen.
	7365	Xirbi	21,03	=	C.ssetta C. 21,30	Giornaliero
TM	9318	Agrigento B.	5,04	=	Canicattì 8,30	Lun.-Ven.da P.Empedocle
	8856	Canicattì	10,40	=	C;ssetta C. 12,20	Lun.-Merc.-Venerdì
	8860	C.ssetta C.	18,34	=	Xirbi 18,50	Giornaliero

LINEA AGRIGENTO BASSA = PORTO EMPEDOCLE

TV	4991	Agrigento B	14,41	=	P.Empedocle 15,00	Giovedì
	4993	Agrigento B	18,11	=	P.Empedocle 18,30	Lunedì
	4990	P.Empedocle	5,55	=	Agrigento B 6,17	Sabato
TV	4992	P.Empedocle	6,20	=	Agrigento B 6,42	Mercoledì
	(merci)					
	7363	Agrigento B	15,52	=	P.Empedocle 16,20	Mercoled-Domenica
TM	9318	P.Empedocle	4,00	=	Agrigento B 4,33	Lun.-Ven.per C.catti

LINEA ROCCAPALUMBA = AGRIGENTO CENTRALE

TV	4957	R.Palumba	9,42	=	Agrigento C 13,50	Giov.-Sab.(misto)
TV	4954	Agrigento C	7,30	=	R.Palumba 11,05	Merc.-Ven.(misto)
	(merci)					
TM	7371	R.Palumba	6,30	=	Aragona C 13,55	Merc.-Domenica
TM	7419	Lercara B.	12,40	=	Cammarata 13,04	Mart.-Sab.(invio locom.)
TM	7427	Comitini	11,54	=	Aragona C. 12,20	Merc.-Dom.(ripresa)

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TM 7379	Aragona C.	7,30	=	R.Palumba	14,59 Mart.-Sab.
TM 7418	Cammarata	13,20	=	Lercara B.	13,55 Mart.-Sab.(ripresa)
TM 7426	Aragona C.	13,00	=	Comitini	13,16 Merc.-Dom.(rit.loc.)

LINEA MESSINA = PALERMO

TV 4967	Termini	5,35	=	Palermo	7,35 Soppresso la Dom.
TV 4985	S.Agata	4,40	=	Palermo	9,05 Lun.-Merc-Sab.
TV 2913	Messina	10,35	=	Palermo	18,55 Lun.-Giovedi
TV 4901	Messina	16,25	=	S.Agata	21,20 Soppresso la Dom.
TV 4902	S.Agata	3,00	=	Messina	7,40 " " "
TV 2914	Palermo	5,50	=	Messina	14,00 Mart.-Ven.
TV 4986	Palermo	15,10	=	S.Agata	19,45 Lun.-Merc.-Sab.
TV 4908	Palermo	17,10	=	Termini	18,50 Soppresso la Dom.
TVAT 565	Messina	15,10	=	Palermo	19,15 Giornaliero
IVAT 564	Palermo (merci)	7,05	=	Messina	11,15 "
TM 7331	S.Agata	5,55	=	Palermo	16,40 Lun.-Merc.-Ven.-Dom.
7321	Messina	6,30	=	Rometta	7,40 Giornaliero
7321	Rometta	8,20	=	Capo d'Orl.	18,20 Mart.-Giov.-Sab.-Dom.
7325	Capo d'Orl.	19,00	=	S.Agata	19,50 " " " "
7318	S.Agata	4,00	=	Capo d'Orl.	4,42 Lun.-Merc.-Ven.-Dom.
7320	Capo d'Orl.	5,20	=	Rometta	15,40 " " " "
7320	Rometta	16,26	=	Messina	19,00 Giornaliero
TM 7330	Palermo	8,25	=	S.Agata	19,25 Mart.-Giov.-Sab.-Dom.

LINEA CATANIA =PALERMO

TV 4955	R.Palumba	11,35	=	Palermo	13,50 Merc.-Ven.
TV 2921	Catania	8,20	=	Xirbi	13,02 Mart.-Sab.
2921	Xirbi	13,30	=	Palermo	18,46 " "
2922	Palermo	6,05	=	R.Palumba	8,56 Giov.-Sab.
2922	Palermo	6,05	=	Xirbi	11,15 Lun.-Merc.
TV 2922	Xirbi	11,50	=	Catania	16,10 " "
TVAT 573	Catania	13,55	=	Xirbi	16,00 Mart.-Merc.-Giov.Sab.
TVAT 559	Xirbi	16,03	=	Palermo	18,00 Mart.Merc.Giov.Sab. da Catania; Lun.Ven.da Gela.
TVAT 546	Palermo	7,45	=	Xirbi	10,00 Mart.Merc.Giov.Sab. per Catania;Lun. Ven.di per Gela.

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LINEA MESSINA = PALERMO

TV	4967	Termini	5,35	= Palermo	7,35	Soppresso la Dom.
TV	4985	S.Agata	4,40	= Palermo	9,05	Lun.-Merc-Sab.
TV	2913	Messina	10,35	= Palermo	18,55	Lun.-Giovedi
TV	4901	Messina	16,25	= S.Agata	21,20	Soppresso la Dom.
TV	4902	S.Agata	3,00	= Messina	7,40	" " "
TV	2914	Palermo	5,50	= Messina	14,00	Mart.-Ven.
TV	4986	Palermo	15,10	= S.Agata	19,45	Lun.-Merc.-Sab.
TV	4908	Palermo	17,10	= Termini	18,50	Soppresso la Dom.
TVAT	565	Messina	15,10	= Palermo	19,15	Giornaliero
TVAT	564	Palermo (merci)	7,05	= Messina	11,15	"
TM	7331	S.Agata	5,55	= Palermo	16,40	Lun.-Merc.-Ven.-Dom.
	7321	Messina	6,30	= Rometta	7,40	Giornaliero
	7321	Rometta	8,20	= Capo d'Orl.	18,20	Mart.-Giov.-Sab.-Dom.
	7325	Capo d'Orl.	19,00	= S.Agata	19,50	" " " "
	7318	S.Agata	4,00	= Capo d'Orl.	4,42	Lun.-Merc.-Ven.-Dom.
	7320	Capo d'Orl.	5,20	= Rometta	15,40	" " " "
	7320	Rometta	16,26	= Messina	19,00	Giornaliero
TM	7330	Palermo	8,25	= S.Agata	19,25	Mart.-Giov.-Sab.-Dom.

LINEA CATANIA =PALERMO

TV	4955	R.Palumba	11,35	= Palermo	13,50	Merc.-Ven.
TV	2921	Catania	8,20	= Xirbi	13,02	Mart.-Sab.
	2921	Xirbi	13,30	= Palermo	18,45	" "
	2922	Palermo	6,05	= R.Palumba	8,56	Giov.-Sab.
	2922	Palermo	6,05	= Xirbi	11,15	Lun.-Merc.
TV	2922	Xirbi	11,50	= Catania	16,10	" "
TVAT	573	Catania	13,55	= Xirbi	16,00	Mart.-Merc.-Giov.Sab.
TVAT	559	Xirbi	16,03	= Palermo	18,00	Mart.Merc.Giov.Sab. da Catania; Lun.Ven.da Gela.
TVAT	546	Palermo	7,45	= Xirbi	10,00	Mart.Merc.Giov.Sab. per Catania;Lun. Venerdì per Gela.
TVAT	572	Xirbi (merci)	10,03	= Catania	12,05	Mart.Merc.Giov.Sab.
	7401	R.Palumba	8,00	= M.Maggiore	8,15	Lun.Merc.Giov.Sab.
	7343	Xirbi	6,00	= Palermo	19,25	Giornaliero
	7403	Xirbi	18,50	= Mimiani	19,06	"
" TM	7341	Catania	6,30	= Xirbi	19,35	"
	8603	Xirbi	10,28	= R.Palumba	12,44	Giornaliero

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TM	7340	Xirbi	5,00	= Catania	15,40	Giornaliero
	7342	Palermo	5,00	= Xirbi	19,55	"
	8614	R.Palumba	18,20	= Xirbi	21,25	"

LINEA PALERMO = ALCAMO DIRAMAZIONE = TRAPANI

TM	7350	Alcamo D.	4,10	= Partinico	5,35	Giornaliero (misto) Domenica solo per merci.
TV	4988	Partinico	6,00	= Palermo	8,05	Soppresso la Domen.
TV	4987	Palermo	17,00	= Partinico	19,25	" " "
TM	7349	Partinico	19,45	= Alcamo D.	20,40	Giornaliero (misto) Domenica solo per merci.
	2952	Trapani	4,00	= Palermo	8,55	Lun.- Venerdì
TV	2953	Palermo	14,20	= Trapani	19,40	Lunedì-Venerdì
AT	401	Palermo	8,20	= Alcamo D.	9,45	Mart.-Giov.-Sab.
TVAT (merci)	568	Alcamo D.	17,16	= Palermo C.	18,40	" " "
	8705	Palermo	5,35	= Trapani	16,40	" " "
	8704	Trapani	5,10	= Palermo	16,50	Lun.-Merc.-Ven.

LINEA ALCAMO D. = CASTELVETRANO = TRAPANI

TV	2984	C.Vetrano	4,10	= Alcamo D.	5,25	Lun.-Ven.
TV	4984	Trapani.	16,20	= C.Vetrano	18,45	Lun.-Giov.-Sab.
TV	2983	Alcamo D.	18,00	= C.Vetrano	19,10	Lun.-Venerdì
TV	4983	C.Vetrano	5,45	= Trapani	8,00	Lun.-Giov.-Sab.
TVAT	569	Alcamo D.	9,48	= Trapani	12,40	Mart.-Giov.-Sab.
TVAT (merci)	568	Trapani	15,10	= Alcamo D.	17,13	Mart.-Giov.-Sab.
TM	7417	Salemi	14,53	= C.Bello M.	15,55	Mart.-Giov.-Sab.
TM	7347	Alcamo D.	6,55	= Trapani	18,10	Merc.-Ven.-Domen.
TM	7348	Trapani	5,25	= Alcamo D.	20,20	Mart.-Giov.-Sab.
TM	7416	C.Bello M.	16,40	= Salemi	17,50	" " "

LINEA CATANIA = CALTAGIRONE

	4981	Catania	16,20	= Caltagirone	20,10	Lun.-Giov.-Sab.
(merci)	4982	Caltagirone	4,25	= Catania	7,45	" " "
	7339	Catania	5,00	= Caltagirone	11,35	Lun.-Merc.-Ven.
	7338	C.Girone	13,40	= Catania	20,10	Mart.-Giov.-Sab.

LINEA CATANIA = SCHETTINO

TVAT	523	Catania	5,00	= Schettino	5,55	Giornaliero
TVAT	525	Catania	17,00	= Schettino	17,55	"
TVAT	524	Schettino	6,25	= Catania	7,25	"
TVAT	526	Schettino	18,20	= Catania	19,15	"

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TV	4987	Palermo		=	Palermo	8,05 Soppresso la Domen.
TM	7349	Partinico	19,45	=	Alcamo D.	19,25 " " "
						20,40 Giornaliero (misto)
	2952	Trapani	4,00	=	Palermo	Domenica solo per merci.
TV	2953	Palermo	14,30	=	Trapani	8,55 Lun.- Venerdì
						19,40 Lunedì-Venerdì
AT	401	Palermo	8,20	=	Alcamo D.	
TVAT	568	Alcamo D.	17,16	=	Palermo C.	9,45 Mart.-Giov.-Sab.
(merci)						18,40 " " "
	8705	Palermo	5,35	=	Trapani	
	8704	Trapani	5,10	=	Palermo	16,40 " " "
						16,50 Lun.-Merc.-Ven.

LINEA ALCAMO D. = CASTELVETRANO = TRAPANI

TV	2984	C.Vetrano	4,10	=	Alcamo D.	5,25 Lun.-Ven.
TV	4984	Trapani.	16,20	=	C.Vetrano	18,45 Lun.-Giov.-Sab.
TV	2983	Alcamo D.	18,00	=	C.Vetrano	19,10 Lun.-Venerdì
TV	4983	C.Vetrano	5,45	=	Trapani	8,00 Lun.-Giov.-Sab.
TVAT	569	Alcamo D.	9,48	=	Trapani	12,40 Mart.-Giov.-Sab.
TVAT	568	Trapani	15,10	=	Alcamo D.	17,13 Mart.-Giov.-Sab.
(merci)						
TM	7417	Salemi	14,53	=	C.Bello M.	15,55 Mart.-Giov.-Sab.
TM	7347	Alcamo D.	6,55	=	Trapani	18,10 Merc.-Ven.-Domen.
TM	7348	Trapani	5,25	=	Alcamo D.	20,20 Mart.-Giov.-Sab.
TM	7416	C.Bello M.	16,40	=	Salemi	17,50 " " "

LINEA CATANIA = CALTAGIRONE

	4981	Catania	16,20	=	Caltagirone	20,10 Lun.-Giov.-Sab.
	4982	Caltagirone	4,25	=	Catania	7,45 " " "
(merci)						
	7339	Catania	5,00	=	Caltagirone	11,35 Lun.-Merc.-Ven.
	7338	C.Girone	13,40	=	Catania	20,10 Mart.-Giov.-Sab.

LINEA CATANIA = SCHETTINO

TVAT	523	Catania	5,00	=	Schettino	5,[illegible] Giornaliero
TVAT	525	Catania	17,00	=	Schettino	17,55 "
TVAT	524	Schettino	6,25	=	Catania	7,25 "
TVAT	526	Schettino	18,20	=	Catania	19,15 "

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LIN . PALERMO S.ERASMO = CORLEONE = BURGIO

	193	Palermo S.E.	15,40	=	Villafrati	17,27 Soppresso la Domen.
TV	1353	Villafrati	17,44	=	Corleone	19,40 " " "
TV	1353	Corleone	19,46	=	Burgi o	22,20 Mercoledì-Sabato
TV	1352	Burgio	1,10	=	Corleone	3,51 Lunedì-Giovedì
TV	1352	Corleone	3,56	=	Villafrati	5,40 Soppresso la Domen.
	192	Villafrati (merci)	5,55	=	Palermo S.E.	7,40 " " "
	291	Palermo S.E.	9,15	=	Corleone	15,05 Lunedì-Venerdì
	292	Corleone	8,50	=	Palermo S.E.	14,25 Mercoledì-Sabato

LINEA CASTELVETRANO = BURGIO

	211	Burgio	15,00	=	Castelvetrano	20,00 Martedì-Giovedì(misto)
	212	Castelvetrano	5;30	=	Burgio	10,30 Martedì-Giov.(misto)

LINEA DITTAINO = CALTAGIRONE

	241	P.Armerina	1,45	=	C.Girone	4,00 Lun;-Sabato (misto)
	243	Dittaino	15,00	=	P.Armerina	17,55 Merc.-SaB;(misto)
	242	C.Girone	20,30	=	P.Armerina	22,40 Lun.-Sab. (misto)
	244	P.Armerina	6,30	=	Dittaino	9,20 Merc.-Sab.(misto)

LINEA DITTAINO = LEONFORTE

	61	Dittaino	9,50	=	Leonforte	11,10 Mercoledì (misto)
	63	Dittaino	11,35	=	Leonforte	12,40 Sabato (misto)
	62	Leonforte	11,45	=	Dittaino	13,10 Mercoledì (misto)
	64	Leonforte	13,15	=	Dittaino	14,40 Sabato (misto)

LINEA LERCARA B. = BIVONA

	54	Bivona	3,40	=	Filaga	5,10 Merc.-Ven.
	56	Filaga	8,30	=	Lercara A.	9,24 Merc.-Ven.
	58	Lercara A.	9,43	=	Lercara B.	10,00 Merc.-Giov.-Ven-Sab.
	55	Lercara B.	11,00	=	Lercara A.	11,17 " " " "
	57	Lercara A.	11,38	=	Filaga	12,35 Giovedì-Sabato
	59	Filaga (merci)	15,55	=	Bivona	17,35 " "
	252	Bivona	18,35	=	Lercara A.	21,15 Sabato
	58	Lercara A.	9,43	=	Lercara Bass	10,00 Martedì
	55	Lercara B.	11,00	=	Lercara A.	11,17 Martedì
	57	Lercara A.	11,38	=	Filaga	12,35 "
	59	Filaga	15,55	=	Bivona	17,35 "

LINEA FILAGA = P.ADRIANO

	75	Filaga	5,25	=	P.Adriano	6,35 Merc.-Ven.
	77	Filaga	12,50	=	P.Adriano	14,05 Giov.-Sab.
	76	P.Adriano	7,05	=	Filaga	8,15 Merc.-Ven.
	78	P.Adriano (merci)	14,35	=	Filaga	15,40 Giov.-Sab.
	77	Filaga	12,50	=	P.Adriano	14,05 Martedì

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(merci)

291	Palermo S.E.	9,15	=	Corleone	15,05	Lunedì-Venerdì
292	Corleone	8,50	=	Palermo S.E.	14,25	Mercoledì-Sabato

LINEA CASTELVETRANO = BURGIO

211	Burgio	15,00	=	Castelvetrano	20,00	Martedì-Giovedì(misto)
212	Castelvetrano	5;30	=	Burgio	10,30	Martedì-Giov.(misto)

LINEA DITTAINO = CALTAGIRONE

241	P.Armerina	1,45	=	C.Girone	4,00	Lun;-Sabato (misto)
243	Dittaino	15,00	=	P.Armerina	17,55	Merc.-SaB;(misto)
242	C.Girone	20,30	=	P.Armerina	22,40	Lun.-Sab. (misto)
244	P.Armerina	6,30	=	Dittaino	9,20	Merc.-Sab.(misto)

LINEA DITTAINO = LEONFORTE

61	Dittaino	9,50	=	Leonforte	11,10	Mercoledì (misto)
63	Dittaino	11,35	=	Leonforte	12,40	Sabato (misto)
62	Leonforte	11,45	=	Dittaino	13,10	Mercoledì (misto)
64	Leonforte	13,15	=	Dittaino	14,40	Sabato (misto)

LINEA LERCARA B. = BIVONA

54	Bivona	3,40	=	Filaga	5,10	Merc.-Ven.
56	Filaga	8,30	=	Lercara A.	9,24	Merc.-Ven.
58	Lercara A.	9,43	=	Lercara B.	10,00	Merc.-Giov.-Ven-Sab.
55	Lercara B.	11,00	=	Lercara A.	11,17	" " " "
57	Lercara A.	11,38	=	Filaga	12,35	Giovedì-Sabato
59	Filaga	15,55	=	Bivona	17,35	" "

(merci)

252	Bivona	18,35	=	Lercara A.	21,15	Sabato
58	Lercara A.	9,43	=	Lercara Bas.	10,00	Martedì
55	Lercara B.	11,00	=	Lercara A.	11,17	Martedì
57	Lercara A.	11,38	=	Filaga	12,35	"
59	Filaga	15,55	=	Bivona	17,35	"

LINEA FILAGA = P.ADRIANO

75	Filaga	5,25	=	P.Adriano	6,35	Merc.-Ven.
77	Filaga	12,50	=	P.Adriano	14,05	Giov.-Sab.
76	P.Adriano	7,05	=	Filaga	8,15	Merc.-Ven.
78	P.Adriano	14,35	=	Filaga	15,40	Giov.-Sab.

(merci)

77	Filaga	12,50	=	P.Adriano	14,05	Martedì
78	P.Adriano	14,35	=	Filaga	15,40	Martedì

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16/34

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

T/cc
Ref: CL/T/30
Date: 16 Oct.44.

SUBJECT: Coal Consumption - Railways in Sicily.

TO : Dir.Tn.Sub-Comm.ACC.

1. Ref.your signal 4717 dated 12 Oct.44 herewith table showing consumption of Coal in tons as required.

C.W.G.TAYLOR
Major RA.
Trans.Sub-Comm.
Div.Supt.ACC.

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CONSUMO CARBONE IN TONN. DURANTE I MESI DELLO STATO 1943-SETTEMBRE 1944

	Trani passeggeri. Passenger	Trani merci. Freight (incl ACC)	To tale Cor. Trafic	Trani militari. Military Traffic.	TOTALE GENERALE
LUGLIO - 1943					
AGOSTO - 1943					
SETTEMBRE- 1943					
OTTOBRE - 1943					
NOVEMBRE- 1943					
DICEMBRE- 1943	1783	1803	6586	2765	12331
GENNAIO - 1944	1622	1555	3177	730	10465
FEBBRAIO- 1944	1511	963	2474	503	8406
MARZO - 1944	1530	3754	5290	2611	7901
APRILE - 1944	2206	5153	7359	1768	9127
MAGGIO - 1944	2370	5866	8236	974	9210
GIUGNO - 1944	2763	4824	7587	914	8501
LUGLIO - 1944	3145	5658	8803	342	9145
AGOSTO - 1944	3169	5403	8572	424	8996
SETTEMBRE 1944	3035	5615	8650	220	9870
TOTALI :	24240	43594	67714	12526	94012

No figures available. During this period Railways have controlled by the Military both as to traffic and distribution of coal.

3853

16/33

ALLIED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : RS/T/40
Date: 18 Oct.44.

SUBJECT: Sicilian Rail Schedules.

TO : Dir.Trans.Sub-Comm.ACC.

Reference your Tn/16/27 dated 30 Sept.44 & my reply RS/T/39 dated 10 Oct.44.

1. The following addition should be made at the bottom of page 4 of the train Schedule sent with my letter above quoted:

LINEA NOTO - PACHINO

4970 - Pachino	6,05 - Noto	7,00	Lun.-Merc.-Ven.
4977 - Noto	17,35 - Pachino	18,35	Lun.-Merc.-Sab.

These trains were omitted in error from the original list.

2. It occurs to me that the following information may be of assistance in reading the schedules:

(a) All Trains numbered in series 1000,2000, 3000,4000 are passenger trains(as are numbers less than 1000 except when headed "Merci")
(b) All Trains numbered in series 7000,8000, 9000 are freight trains.
(c) Trains marked TVAT are Diesels
(d) TV(Passenger)& TM(Freight) are put in, for the convinience of Railway personnel,only where the Train timing has been ~~allotted~~ altered.

C.W.G.TAYLOR

Declassified E.O. 12356 Section 3.3/NND No. 782021

Reference your Tn/16/27 dated 30 Sept.44
& my reply RS/T/39 dated 10 Oct.44.

1. The following addition should be made at the bottom of page 4 of the train Schedule sent with my letter above quoted:

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(d) TV(Passenger)& TL(Freight) are put in, for the convinience of Railway personnel,only where the Train timing has been ~~allated~~. altered.

C.W.G.TAYLOR
Major RA.
Trans.Sub-Comm.
Div.Supt.ACC.

3872

cc: It.Calavanese (This office RS/T/38 dated 10 Oct.refers).

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

16/32.

SICILY REGION

ACC FROM ADAMS

4717

PRIORITY

12 OCT 44

CPTR S.O.

CONFIDENTIAL PD FOLLOWING URGENTLY REQUESTED TOTAL COAL CONSUMPTION SICILIAN RAILWAYS SHOWING SEPARATE TONNAGES MILITARY AND CIVILIAN USES MONTH BY MONTH FROM INVASION TO DATE PD PASS TO SICILY REGION FOR TAYLOR FROM ACC FROM ADAMS SIGNED STONE PASS.

3851

L.F. MONTANT
1st Lt AGD
Adjutant

Declassified E.O. 12356 Section 3.3/NND No. 780021

4717

PRIORITY

12 OCT 44

TPTN S.O.

CONFIDENTIAL PD FOLLOWING URGENTLY REQUIRED TOTAL COAL CONSUMPTION SICILIAN RAILWAYS SHOWING SEPARATE TONNAGES MILITARY AND CIVILIAN USES MONTH BY MONTH FROM INVASION TO DATE PD PAREN TO SICILY REGION FOR TAYLOR FROM ACC FROM ADAMS SIGNED STONE PAREN.

3851

E.T. KOMPANT
1st Lt AGD
Adjutant

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

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

Tel: 478489

RWR/dt

16/31

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
APO 394

Coal Division

Our Ref: ACC/IND/CD/55/24
Your " : ACC/Tn/16
Date : 9 Octr 44

TO : Transportation Sub-Commission
HQ, A.C.C.

SUBJECT :, Sicilian coal.

For your information and in reply to the letter of the 1st inst. we enclose herewith copy of report of the Sicilian situation.

C.W. OXLEY
Lt. Colonel,
Coal Division,
Industry Sub-Commission.

Copy to: Economic Section.

3850

Sicily.

A report by Lt.Colonel C.W.Oxley, Acc Coal Division, acting under verbal instructions given by Brigadier Norman Smith and in accordance with telegram from AFHQ to ASB Region I, as follows:-

"LT.COLONEL C.W.OXLEY ACC COAL DIVISION IS PROCEEDING TO PALERMO APPROXIMATELY 6 SEPTEMBER TO CONFER WITH YOU ON FUTURE IMPORTATION OF COAL INTO SICILY ID LORESTRO ATTENTION DAVIES CITE PROUT SIGNED SACMED ID DIRECTS YOU RADIATOR TO AGREE WITH LT COLONEL OXLEY A FIXED MONTHLY TONNAGE OF IMPORTED AND SARDINIAN COALS ID SUCH TONNAGE WILL BE TRANSHIPPED BY ACC AT THEIR DESTINATION ACCORDING TO THE MINIMUM NEEDS OF THE ISLAND PD WE ARE PREPARED TO SUPPLY 12000 TONS LORESTRO AND 13000 TONS SARDINIAN FOR THIS PURPOSE FOR THE FUTURE ON THE BASIS THAT MILITARY REQUIREMENTS ARE MIL AND CIVILIAN CONSUMPTION IS NOT TO EXCEED ITS PRESENT VOLUME ID REPORT THIS HEADQUARTERS RESULT OF DISCUSSIONS BEFORE HANDING OVER IMPORTATION TO ACC"

Part I of the report deals with the requirements of coal on the Island and Part II with the transfer of the responsibility of the importation, handling and distribution from AFHQ Coal Section to ACC, and through them to the Italian State Railway.

Part I

I arrived at Palermo at 1100 hours on 7 September and was met by Captain Davies, Coal Section AFHQ and Captain Hayward, ACC. The latter introduced me to Brigadier Carr.Regional Commissioner, to whom I explained the purpose of my visit.

RAILWAYS. Major Taylor and Captain Watson of the Transportation Sub-Commission informed me that considerable repair work had taken place on the railways and there is now continuous connection around the Island. Their allocation of coal during the last 4 months has been 9000 tons per month, but actual expenditure has been as follows:-

COAL CONSUMPTION

Month	Passenger Trains	Freight Trains	Military Trains	Total
May 1944	2.370 tons	5.866 tons	974 tons	9.210 tons
June "	2.763 "	4.834 "	904 "	8.501 "
July "	1.145 "	5.658 "	382 "	9.185 "

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

1,000 TONS SIX-MONTHS FOR THIS PURPOSE FOR THE FORCES ON THIS BASIS THAT MILITARY REQUIREMENTS ARE MIL AND CIVILIAN CONSUMPTION IS NOT TO EXCEED ITS PRESENT VALUE TO REPORT THIS HEADQUARTERS RESULT OF DISCUSSIONS BEFORE HANDING OVER INFORMATION TO ACC".

Part I of the report deals with the requirements of coal on the Island and Part II with the transfer of the responsibility of the importation, handling and distribution from AFHQ Coal Section to ACC, and through them to the Italian State Railway.

Part I

I arrived at Palermo at 1100 hours on 7 September and was met by Captain Davies, Coal Section AFHQ and Captain Hayward, ACC. The latter introduced me to Brigadier Darr, Regional Commissioner, to whom I explained the purpose of my visit.

RAILWAYS. Major Taylor and Captain Watson of the Transportation Sub-Commission informed me that considerable repair work had taken place on the railways and there is now continuous connection around the Island. Their allocation of coal during the last 4 months has been 9000 tons per month, but actual expenditure has been as follows:-

COAL CONSUMPTION

Month	Passenger Trains	Freight Trains	Military Trains	Total
May 1944	2.370 tons	5.865 tons	374 tons	5.210 tons
June "	2.763 "	4.834 "	904 "	8.501 "
July "	3.145 "	5.658 "	382 "	9.185 "
Aug. "	3.469 "	5.103 "	424 "	8.996 "
	11.747 "	21.461 "	2.586 "	35.892 "

3869

The coal consumed under the two headings, freight trains and military trains, was used to move freight for the forces and civilians as follows:-

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Tonnage moved. (May, June, July & August 1944)

	ALLIED FORCES	A. O. D.	Ital. FORCES	CIVILIAN	TOTAL
May 1944	40.365	12.455	404	106.785	159.909
June "	41.219	6.355	846	76.181	124.699
July "	25.877	530	1.555	86.786	114.612
Aug. "	18.078	940	546	95.048	114.612
TOTAL:	125.539	20.280	3.349	364.800	513.368

As a matter of interest and for comparative purpose, the freight moved and the coal consumed during the same period in 1937 was as follows:-

TONNAGE MOVED AND COAL CONSUMED DURING THE SAME PERIOD IN 1937

Month	Freight	Coal consumed
May 1937	207.803	15.068
June "	259.816	15.227
July "	362.922	17.460
Aug. "	232.800	20.761
TOTAL:	963.341	68.516

An examination of the coal consumption figures shows that there has been a steady increase in passenger service from May to August 1944 and that today approximately 230 trains per week are running for this purpose, on the other hand the amount of freight moved remains fairly constant, with a decrease of military freight.

In considering the future allocation of coal for the railways, one has to consider that preparations are being made for the export of lemons, oranges and citrus fruits, in addition there is the movement and export of wine, sulphur, tartrates, almonds, mustards seed, linseed, gypsum stone, pumice stone, carbon bisulphide and various fruit oils, and it would appear that the amount of freight to be moved will increase. On the other hand military freight may tend to decrease. In considering the passenger service, there would appear to be no justification for any increase over the special worker's trains, or business trains, weekly or biweekly between the main towns. I recommend, therefore, that for October, November and December, the allocation of imported coal for the railways be reduced to 7000 tons for use as considered expedient by the Transportation Sub-Commission, but with the recommendation that 5,500

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as follows:-

TONNAGE LOADED AND COAL BURNED BY TRAINS RUN BY THE RAIL BOARD IN 1944

Month	Freight	Coal consumed
May 1944	207.803	15.058
June "	259.816	19.227
July "	262.917	17.460
Aug. "	432.800	20.761
TOTAL:	963.341	68.516

An examination of the coal consumption figures shows that there has been a steady increase in passenger service from May to August 1944 and that today approximately 230 trains per week are running for this purpose, on the other hand the amount of freight moved remains fairly constant, with a decrease of military freight.

In considering the future allocation of coal for the railways, one has to consider that preparations are being made for the export of lemons, oranges and citrus fruits, in addition there is the movement and export of wine, sulphur, tartrates, almonds, mustards seed, linseed, gypsum stone, pumice stone, carbon bisulphide and various fruit oils, and it would appear that the amount of freight to be moved will increase. On the other hand military freight may tend to decrease. In considering the passenger service, there would appear to be no justification for any increase over the special worker's trains, or business trains, weekly or biweekly between the main towns. I recommend, therefore, that for October, November and December, the allocation of imported coal for the railways be reduced to 7000 tons for use as considered expedient by the Transportation Sub-Commission, but with the recommendation that 5,500 tons be used for freight trains and 1500 tons for passenger trains, including 100 tons each to the Circum Etnea, Siracusa-Ragusa and Trapani railways.

3878

In considering the reduction of passenger trains it might be mentioned that the tariff rates for passengers remains unaltered at what appears a low and uneconomical level compared with the present value of the Lira and imported coal. Civilians can move as far as 68 Km. for Lire 11.

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INDUSTRY. There are five factories which consume over 100 tons of coal per month:-

a) Arenella Societa Anonima Italiana - this firm produces Citric Acid and Essential Oils, total output which is taken by the Ministry of Food. Their allocation of coal has been 400 tons imported steam and 600 tons Sardinian mute but a further application for an additional 600 tons for their works at Palermo and 100 tons for Messina and Catania has been approved. An examination of the Palermo plant shows an up to date factory with modern chained stocked furnaces, and the suggestion to the Director, Presca Polara, that in the future he should only be allocated Sardinian coal, was protested, on the ground of high Sulphur and volatile content of Sardinian Coal. It was subsequently agreed that 75% Sardinian and 25% imported Steam be supplied. I recommend that future allocation should total 1100 tons of Sardinian Modified run of mine and 400 tons of Imported Steam.

b) Insulare Catania, S.P.E.K.O. (a firm for the extraction and refining of vegetable oils and for the soap factory) -total output of these works are to be exported and the new application for 500 tons per month of coal should be met by the allocation of Sardinian Modified run of mine.

c) Sandersons, Messina produces citric acid for export and the new requirement for 100 tons per month is recommended and should be met with Sardinian Modified run of mine.

d) Villafranca Cement Works- have two rotary furnaces, one of which has been consuming 800 tons of Sardinian N° 4. An application to start the second furnace is being considered, and if approved, should be met by an allocation of a further 800 tons, making a total of 1600 tons per month of Sardinian size N° 4.

e) Palermo Cement Works- has had sporadic allocation of 200 tons of Sardinian N° 4, but cannot operate without the addition of 400 tons of coke breeze. Should the latter become available, it is recommended that a monthly quantity of 200 tons of Sardinian N° 4 be allocated.

In addition to the above, allocation of both imported coal and Sardinian coal has been made to each of the nine provinces on the Island for distribution to users approved firstly by the Chamber of Commerce and finally by ACC. An examination of the final destinations of the coal so allocated, shows that it is not being used to the best advantage. Bakeries in Palermo have had as much as 300 tons of imported coal. Hospitals in other parts of the Island [illegible] had 10

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Sardinian coal, was protested, on the ground of high sulphur and volatile content of Sardinian coal. It was subsequently agreed that 75% Sardinian and 25% imported steam be supplied. I recommend that future allocation should total 1300 tons of Sardinian Modified run of mine and 600 tons of imported Steam.

b) Insulare Catania, S.A.I.S.E.O. (a firm for the extraction and refining of vegetable oils and for the soap factory) -total output of these works are to be exported and the new application for 300 tons per month of coal should be met by the allocation of Sardinian Modified run of mine.

c) Sanderecons, Messina produces citric acid for export and the new requirement for 200 tons per month is recommended and should be met with Sardinian Modified run of mine.

d) Villafranca Cement Works- have two rotary furnaces, one of which has been consuming 800 tons of Sardinian Nº 4. An application to start the second furnace is being considered, and if approved, should be met by an allocation of a further 800 tons, making a total of 1600 tons per month of Sardinian size Nº 4.

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In addition to the above, allocation of both imported coal and Sardinian coal has been made to each of the nine provinces on the Island for distribution to users approved firstly by the Chamber of Commerce and finally by ACC. An examination of the final destinations of the coal so allocated, shows that it is not being used to the best advantage. Bakeries in Palermo have had as much as 330 tons of imported coal. Hospitals in other parts of the Island have had 10 tons etc. In my opinion, which has been confirmed by Brigadier Carr who was lately in Sardinia, and the local importers in Sicily, imported coal is necessary for use in forges or other metalurgical purposes, where it is necessary to have a low sulphur coal. In all cases where coal is required for steam raising or baking, I recommend that Sardinian Modified run of mine coal be allocated.

3847

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The following is a list of the past allocations and those now recommended:-

PROVINCE	PAST ALLOCATION Imported	PAST ALLOCATION Sardinian	RECOMMENDED ALLOCATION Imported	RECOMMENDED ALLOCATION Sardinian
Palermo	450	800	110	1250
Agrigento	150	250	40	350
Enna	100	80	40	150
Caltanissetta	100	160	40	200
Trapani	110	200	40	300
Catania	200	500	110	800
Messina	125	150	40	450
Ragusa	100	200	40	300
Siracusa	100	440	40	500
	1.435	3.080	500	4.300

The detailed priority of allocation to categories of industries is dealt with in Part II of this report.

PUBLIC UTILITIES. There is no gas on the Island and electricity is very scarce. The general public has no electricity during the day and the 15.000.000 KWh, produced at the thermal stations in Palermo, Catania, Porto Empedocle and the hydro stations in various parts of the Island, is rationed to war and other essential needs.

GAS WORKS. Palermo, Catania and Trapani works are in condition to operate and the public demand for gas is frequently voiced in the press. Region I are not anxious to start the works, except that they consider Sicily should be included in any national policy and given gas at the same rate as is being given on the mainland. On a basis of four hours a day, at full pressure, the requirements of the three works would be as follows:

TOWN	No OF CONSUMERS	NORMAL CONSUMPTION	RECOMMENDED ALLOC.
Palermo	20.000	1.700 tons	850 tons
Catania	6.000	400	200
Trapani	3.000	100	50

3846

ELECTRICAL THERMAL STATIONS. The production at Palermo, Catania and Porto Empedocle during August was 5.5 million KWh, with

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Messina	125	360	40	450
Ragusa	100	200	40	300
Siracusa	100	440	40	580
	1.435	3.090	500	4.300

The detailed priority of allocation to categories of industries is dealt with in Part II of this report.

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TOWN	Nº OF CONSUMERS	NORMAL CONSUMPTION	RECOMMENDED ALLOC.
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Catania	6.000	400	200
Trapani	3.000	100	50

3856

ELECTRICAL THERMAL STATIONS. The production at Palermo, Catania and Porto Empedocle during August was 8.9 million KWh, with a consumption of 3.690 tons of imported coal and 5.024 tons of Sardinian coal. Hydro stations produced the balance up to 19 million KWh. The months of September, October, November and December are the worst for Hydro production, as reservoir supplies of water are at their lowest. During the next three months the requirements from the Thermal stations varies from 8.5/9 million KWh. Palermo has three boilers in bad repair. Catania has six boilers, some good some bad. Porto Empe-

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docle is more modern. The output from each station can be interchanged on the grid system and it is the practice to close down or open certain boilers at each of the works for repairs and cleaning. It is not possible to arrive at an exact figure of the requirements of imported coal at any one place for the short period of one month. Considerable discussion with Engineer Colleoni and an examination of pre-war figures of consumption of coal shows that all works are consuming a greater percentage of national coal than in the past. It was subsequently agreed after taking into account the high sulphur and volative content of Sardinian coal that a monthly allocation as follows would meet the requirements and allow for the interchange ability of stations:

PLACE	IMPORTED	SARDINIAN	
Palermo	1200 tons	1800 tons	N° 4
Catania	2000 "	4000 "	of which 1500 modified run of mine
Porto Empedocle	500 "	2000 "	N° 4

GENERAL. The figures in the above report are consolidated on the attached sheet and it is recommended subsequent requirements should be submitted to ASD. HQ for approval.

No mention has been made of the Sulphur mine, as coal allocated for gas-producing and steam raising will be sufficient until the end of the year. Subsequent requirements will be 200 tons of steam coal and 100 tons of Sardinian modified run-of-mine per month. No recommendation has been made reharding the lignite mine due to the difficulties of distribution, but is considered that where possible consumers in the neighborhood of Cassino should be encouraged to use it. Army stocks consist of about 400 imported and 400 Sardinian coal sufficient for their requirements to the end of the year. Should there be a withdrawal of the army it is recommended these stocks be handed over to A.C.C.

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PLACE	IMPORTED	SARDINIAN	
Palermo	1200 tons	1800 tons	N° 4
Catania	2000 "	4000 "	of which 1500 modified run of mine
Porto Empedocle	500 "	2000 "	N° 4

GENERAL. The figures in the above report are consolidated on the attached sheet and it is recommended subsequent requirements should be submitted to ACC. HQ for approval.

No mention has been made of the Sulphur mine, as coal allocated for gas-producing and steam raising will be sufficient until the end of the year. Subsequent requirements will be 200 tons of steam coal and 100 tons of Sardinian modified run-of-mine per month. No recommendation has been made regarding the lignite mine due to the difficulties of distribution, but is considered that where possible consumers in the neighborhood of Messina should be encouraged to use it. Army stocks consist of about 400 imported and 400 Sardinian coal sufficient for their requirements to the end of the year. Should there be a withdrawal of the army it is recommended these stocks be handed over to A.C.C.

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SUGGESTED MONTHLY ALLOCATION: OCTOBER NOVEMBER DECEMBER 1944

	IMPORTED	SICILIAN		
	STEAM	GAS	MODIFIED RUN OF MINE	N° 4
Railways	7.000			
Industry				
Aronella				
three factories	400		1.300	
Villafranca				
cement				1.600
Palermo Cement				200 plus 400 coke dust
Insulare Catania			500	
Sanderson Messina			200	
Provinces:				
Palermo	110		1.250	
Agrigento	40		350	
Enna	40		150	
Caltanissetta	40		200	
Trapani	40		300	
Catania	110		800	
Messina	40		450	
Ragusa	40		100	
Siracusa	40		500	
Public Utilities				
Electric:				
Palermo	1.200			1.800
Catania	2.000		1.500	2.500
Porto Empedocle	300			2.000
Gas Palermo		850	80	
Catania		200	20	
Trapani		50		
	11.600	1.100	7.900	8.100

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Industry					
Arenella					
three factories	400		1.300		
Villafranca					
Cesent				1.600	
Palermo Cesent				200	plus 400coke dust
Insulare Catania			500		
Sanderson Messina			200		
Provinces:					
Palermo	110		1.250		
Agrigento	40		350		
Enna	40		150		
Caltanisetta	40		200		
Trapani	40		300		
Catania	110		800		
Messina	40		450		
Ragusa	40		300		
Siracusa	40		500		
Public Utilities					
Electric:					
Palermo	1.200			1.800	
Catania	2.000		1.500	2.500	
Porto Empedocle	500			2.000	
Gas Palermo		850	80		
Catania		200	20		
Trapani		50			
	11.600	1.100	7.900	9.100	

3851

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PART II

The handing over of the discharge, handling and distribution of coal in Sicily from AFHQ to ACC and through them to the Italian State Railways.

The system at present is that the firm Giacomo Sinagra & Figli undertake the discharge of all coal steamers arriving in Sicily. Their office is in Palermo and they sublet the work in other ports to the importers and wholesale merchants. Coal allocated by AFHQ to the railways is discharged by Sinagra or his sub-contractors to whom payment is made by the Railway. Coal allocated to the ACC is discharged and bought by Sinagra and subsequently resold to approved consumers through wholesale merchants. The contract between ACC and Sinagra came into operation on the 5th of November 1943. It will be seen from the above that in order to transfer the responsibility for the discharge and subsequent distribution to the Italian State Railways, all that is necessary is for the contract between ACC and Sinagra to be terminated, and the arrangement between the Railways, Sinagra and other importers to be extended to cover all ships arriving in accordance with instructions given to the Ministero di Communicazione.

A meeting was held at the Italian State Railways in Palermo, at which were present Lt.Colonel C.H.Oxley, Major Taylor, Captain Watson; Capt.Hayward of ACC, Captain Davies AFHQ Coal Section, Engineer Tucci Pietro and Signor Bravone Carlo. The change over of the responsibilities held by AFHQ and now to be assumed by ACC and Italian State Railways, were discussed in detail and no difficulties were foreseen except with regard to the present stocks of coal lying on the quays, at Palermo and Catania. These stocks, allocated to ACC, are owned by Sinagra for subsequent delivery.

There is one steamer at present discharging and none other is expected to arrive before the middle of September, therefore I recommend that the change over of the responsibility of discharging take place on the arrival of the next and subsequent steamers. I further recommend that stocks on the quay be delivered to the various consumers as early as possible and that on completion of this delivery and the settlement of accounts and other items, that the contract between ACC and Sinagra be terminated.

30.3

With regard to the future detailed allocation of coal arriving in Sicily, I propose that Captain Hayward should keep in touch through Major Taylor with the Railways, who will know the stocks of coal at any part of the Island from day to day, and that on being advised of a steamer, will arrange with "movements" and MWT to have her berthed at the most suitable port and allocate the cargo according to agreed allocations and stocks.

Declassified E.O. 12356 Section 3.3/NND No. 782021

November 1st. It will be [illegible] fer the responsibility for the discharge and subsequent distribution to the Italian State Railways, all that is necessary is for the contract between ACC and Sinagra to be terminated, and the arrangement between the Railways, Sinagra and other importers to be extended to cover all ships arriving in accordance with instructions given to the Ministero di Communicazione.

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38.3

With regard to the future detailed allocation of coal arriving in Sicily, I propose that Captain Hayward should keep in touch through Major Taylor with the Railways, who will know the stocks of coal at any part of the Island from day to day, and that on being advised of a steamer, will arrange with "movements" and AMT to have her berthed at the most suitable port and allocate the cargo according to agreed allocations and stocks.

The coal consigned to users other than the Railways, will pass through the importers, all of whom have agreed to form themselves into a group for the purpose of sharing the trade on a similar basis to that in operation pre-war.

Declassified E.O. 12356 Sec. Section 3.3/NND No. 780021

Owing to the small amount of coal at present available, they may agree that it be handled by two or three of the merchants, the others sharing the profit on the basis of previous quantities.

Until such time as the group of merchants acting through their president can be put in touch with Rome and the Chambers of Commerce are organized with the Syndicate di Industria; it is proposed that Captain Hayward will give instructions to the merchants through the president of the detailed distribution to essential users on the basis of demands made to the Chambers of Commerce and passed to Captain Hayward for approval.

Demands for coal made to the Chamber of Commerce are at present approved by them on the basis of a directive given by Region I that it should be only allocated to:-

a) War effort, ACC controlled factories etc.
b) Foods factories, bakeries, pasta factories etc.
c) Essential civil needs, hospitals, forges, etc.

I consider that the above gives too much freedom to the Chambers of Commerce and recommend in future that a priority list of categories of industries and other users be drawn up and that Chambers of Commerce be authorised only to allocate that amount of coal available in its provinces in the order of priority stated on the list. This list should be compiled on the details of past deliveries which are already known.

Summarized, once the above list has been prepared, the work required of ACC, Region I will be, arranging the most suitable port of discharge according to stocks, the bulk allocation of the cargoes to industry and wholesale merchants, together with the examination of subsequent demands for coal.

Finally all arrangements to effect the change have been made and instructions are being given to carry it into effect in accordance with instructions contained in A.F.H.Q. G-5 Section letter Ref.G-98 dated 26 August 1944, which says:-

3842

" The Coal Section, AFHQ, refers to par 2 of a/m memo and [illegible]:-

Authority is hereby given to A.C.C. to assume responsibility for the reception, discharge ex ship, transport and distribution of coal in Sicily.

Continuance of this responsibility will be conditional,

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

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b) Food: factories, bakeries, pasta factories etc.
c) Essential civil needs, hospitals, forges, etc.

I consider that the above gives too much freedom to the Chambers of Commerce and recommend in future that a priority list of categories of industries and other users be drawn up and that Chambers of Commerce be authorised only to allocate that amount of coal available in its provinces in the order of priority stated on the list. This list should be compiled on the details of past deliveries which are already known.

Summarised, once the above list has been prepared, the work required of ACC, Region I will be, arranging the most suitable port of discharge according to stocks, the bulk allocation of the cargoes to industry and wholesale merchants, together with the examination of subsequent demands for coal.

Finally all arrangements to effect the change have been made and instructions are being given to carry it into effect in accordance with instructions contained in A.F.H.Q. G-5 Section letter Ref. I-58 dated 26 August 1944, which says:-

3842

" The Coal Section, AFHQ, refers to par 2 of a/m memo and states:-

Authority is hereby given to A.C.C. to assume responsibility for the reception, discharge ex ship, transport and distribution of coal in Sicily.

Continuance of this responsibility will be conditional, inter alia, on:

a) The maintenance of reasonable rates of discharge,

b) Adequate provision of labor and the supervision thereof,

c) Avoidance on unreasonable delays to colliers owing to slow discharge, inadequate reception or handling facilities, etc.

You will be guided accordingly. "

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

This report has been agreed with Captain Davies, Coal Section AFHQ, except that the quantities of coal recommended are not in accordance with the quantities indicated in the telegram quoted on page 1.

C.W. Oxley
Lt.Colonel,
Coal Division,
A.C.C.,H.Q.

Declassified E.O. 12356 Section 3.3/NND No. 782021

ACP/lr

16/30

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701 1 October 1944

ACC Tn/16

SUBJECT : Reduction of Coal, Sicilian Railways.

TO : Industry Sub-Commission
Coal Section

1. It is understood a representative of Coal Section recently visited Sicily, and investigated the coal consumption of the railways there, making certain observations in regard to intended reductions.

2. Apparently suggestions were made in regard to cutting down the coal supplies for the winter months, and as such a step requires careful analysis of existing services the matter is one for investigation at this Headquarters.

3. It is requested that all informations in respect of use of coal by railways operating under the supervision of ACC Divisional Superintendents be requested from Headquarters of this Sub-Commission.

D.S. ADAMS
Colonel, GS
Director, Tn. S.C.

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

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

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

T-N. S/C
6G20

TO: MOVWIT INFO FREEDOM CITE FHGD MOVEIT MOV SICILY MOV CATANIA MOV PALERMO 70 S AREA MOV TARANTO ACC PALERMO°° SIGNAL MESSAGE CENTER No: 8C/3

FROM: MOV REGGIO CLASSIFICATION:

REFERENCE No: MOV 0/39 PRECEDENCE: IMMEDIATE

DATE AND TIME OF ORIGIN: OCT 03 OFFICE OF ORIGIN:

°° HQ ACC ROME FOR ADAMS INFO ROME

CONFIDENTIAL. ENGINEER REGGIO MESSINA FERRY ADVISES IMPORTANCE REPAIR MESSINA FERRY TAPPING. FERRY WILL NOT RUN BETWEEN 1200 HOURS MONDAY 9 OCT AND 2359 HOURS SUNDAY 15TH OCT. AGREED BLAIR RICHARDSON ACC TN SC. ALL INFORMED.

ACTION

HEADQUARTERS 944 A. C. S.

Dist
(Ref) TN S/C (2)
(Info) MMIA
Pipe
File

(1) Seen. Major Richardson explained the situation to me this morning

(2) The ferrying of timber has been stopped. Timber must go by schooners & not by ferry

S/X 2829

CONFIDENTIAL

DATE and Time of RECEIPT OCT 040115A

Distribution:

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

Trans. S/C
16/28

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

27 Sept.1944.

SUBJECT: Position of Div.Supt.Tn.Sub-Commission SICILY.

TO : Director,Tn.Sub-Comm.ACC.

1. The Regional Commissioner Region 1.recently requested a statement on what changes of procedure would be necessary in each Regional Officer's Division in the event of the complete withdrawal of ACC personnel from Sicily.

2. Attached is the statement submitted to the Regional Commissioner by me in respect of this office.

C.W.G.TAYLOR
Major RA.
Trans.Sub-Comm.
Div.Supt.ACC.

HEADQUARTERS
12 OCT 1944.
A. C. C.

3878

CONFIDENTIAL

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

T/cc
Ref : SR/T/24
Date: 27 Sept.44.

SUBJECT: Changes in procedure in event of reduction of Region 1.Staff.

TO : Executive Officer HQ.ACC Region 1.

1. The position as regards the Italian State Railways (ISR) Sicily Div.now is that the Div.is managed and operated entirely by the Italian Officials, the Div.Supt.ACC.acting in an advisory & supervisory capacity & giving directions as necessary to ensure the Div.is operated in accordance with the requirements of the Transportation Sub-Commission. The directions are normally confined to such matters as transfers of locomotives and rolling stock,opening of new services,coal consumption etc.

2. There is no military RTO at Palermo or any of the other stations except Messina,Catania & Siracusa. At Palermo an RTO office of english speaking Italian personnel is maintained by the ISR and this should continue to be maintained(& extended to the other three stations mentioned above when necessary) At present the Palermo Italian RTO office is supervised by me but such supervision could without difficulty be transferred to the ISR.

3. It is considered that the only changes in procedure necessary on the closing of this office would be in connection with:-

(a) Relations with the Navy Yard. At Palermo the large part of the railway repair yard taken over by the US Navy for ship repair work continues to do repairs as and when possible for the ISR. This work is important in that it consists largely of repairs to locomotives which are required by Dir.Gen.Mil.Railway Services for use on the Mainland. A constant lia-

2837

Declassified E.O. 12356 Section 3.3/NND No. 780021

TO : Executive Officer HQ.ACC Region 1.

1. The position as regards the Italian State Railways (ISR) Sicily Div.now is that the Div.is managed and operated entirely by the Italian Officials, the Div.Supt.ACC.acting in an advisory & supervisory capacity & giving directions as necessary to ensure the Div.is operated in accordance with the requirements of the Transportation Sub-Commission. The directions are normally confined to such matters as transfers of locomotives and rolling stock,opening of new services,coal consumption etc.

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3837

Declassified E.O. 12356 Section 3.3/NND No. 782021

Further it is thought that periodic visits by a Trans. Sub-Commission Officer could be made & any difficuties that arise would then be dealt with by him.

(b) Traffic Regulation and ACC Priorities.

At present this office is able to ensure that traffic required by Regional Officers is given the proper priority. The ISR could be given specific instructions as to priorities from time to time & should have no difficulty in conforming to ACC requirements. Any difficulties encountered in the movement of ACC freight would have to be referred to the Trans.Sub-Commission or its nearest representative and again, when necessary,a visit by a Trans.Sub-Commission Officer could be made.

(c) Coal Consumption.

At present a careful watch is kept on the daily consumption of coal as the Italian Officials are apt to consume all they want without thought of the future. A detailed weekly coal consumption report could be sent by the ISR to the Trans.Sub-Commission instead of a daily report being made to this office.

(d) Transfer of Locomotives & Rolling Stock to the Mainland. The weekly reports rendered by this office form the basis on which demands for the transfers are made. These reports could be made by the ISR direct to the Trans.Sub-Commission.

(e) Traffic to the Mainland.

At present all traffic from Sicily to the mainland has to be arranged,in the case of that to the REGGIO Div.ISR with ACC REGGIO and in the case of all other Divs.with the Trans.Sub-Commission. There would be no difficulty in the arrangements for such traffic being taken over by one of the ISR Officials who could also be authorized to sign the "ACC wagon labels" necessary for freight traffic on the mainland.

(f) General.

It is thought that all other matters could be dealt with between the Trans.Sub-Commission & the ISR Officials by letter,with,if necessary ,periodic visits by Trans.Sub-Commission Officer.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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C.W.G.TAYLOR
Major RA.
Trans.Sub-Comm.
Div.Supt.ACC.

Copy to:
Dep Tn Sub Commission
HQ ACC.

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

1840

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

ACP/fd

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

30 September 1944

ACC Tn/16/27

SUBJECT : Coal allotment - Sicilian Railways

TO : Div. Supt. ACC Sicilia Region

1. Reference is to your report of 21 Sept. 44.

2. No information has been received from the Coal Division on this matter, but it is suggested you work on the assumption that the tonnage is to be reduced to 7000 tons.

3. Please examine the position carefully with Dr. Tuccio and let me have details of proposed reduction in services which should be guided by the urgency of freight movement.

4. If a working timetable of the Sicilia Division has been granted, please arrange for five copies to be sent this office.

D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

3825

16/26

CWO/rwr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
A.P.O. 394

Our Ref: ACC/Ind/CD/41
Date : 16 Sept 44

Subject: Coal Sicily

To : Regional Commissioner
Region 1.

1: As requested to Lt Col.C.W.Oxley during his visit to Sicily enclosed herewith is a copy of the amended and final report on the allocation and distribution of Coal, and the transfer of responsibility of the discharge and distribution to A.C.C. and through them to the Italian State Railways.

2. Under A.F.H.Q. Admin Memo 34 dated 22 Aug 1944, and A.F.H.Q. G-5 letter dated 26 Aug 1944; copies enclosed authority is given to you to effect the change detailed in Part II of the report.

3: The arrival of coal laden steamers will be advised by the Coal Division, A.C.C.,H.Q., to the Head Office in Rome of the Italian State Railways and at the same time will be advised to you by telegram. Movements Siracusa and M.W.T. Sicily also have previous advice of steamers arrival and contact should be maintained with these departments.

4 Instructions on the records to be maintained by the Italian State Railways have been given to their Rome Office who are in communication and are transmitting them to their Palermo Office.

For CAPTAIN STONE (USNR)

A.G.ANTOLINI.
Acting Head.
Economic Section.

Copies to: A.F.H.Q. Quartermaster(Coal)Section
Transportation Sub-commission. A.C.C.
Finance Sub-commission.A.C.C.
Industry Sub-commission.A.C.C.

3824

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

CG/fa 16/25

HEADQUARTARS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 475701 20 September 944

ACC Tn/:G/

SUBJECT : Commendation of Dr Tuccio

TO : Minister of Communications
Min. of Comms. Bldg.
Attn. Di Raimondo

1. Attached is copy of letter which has been received from our representative in Sicily.

2. This Sub-Commission greatly appreciates the assistance which has been given by Dr. Tuccio.

D.C. ADAMS
Colonel, CE.,
Director, Tptn, S/C.

3803

1843

Declassified E.O. 12356 Section 3.3/NND No. 7850211

16/24

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : Pers/PGM/37
Date: 14 Sept.1944.

SUBJECT: Commendation of Dr.Tuccio.

TO : Director,Trans.Sub-Commission ACC.

1. Now that I am about to be relieved of my assignment here in Sicily I wish to express my opinion of the ability and good qualities of the Capo Compartmento.

2. I have been very closely associated with Dr.Tuccio for the past eleven months and I have found him most cooperative for the furthering of the Allied Cause.

3. His ability as a railroad official is superior;during the trying times in the past he has shown tact,consideration and reliability.

4. He has worked unusually long hours and has sacrificed his home comforts and personal desires in order to attend to his duties.

5. I wish to take this opportunity to commend Dr.Tuccio for his exceptional good work while operating the Sicilian railways under the Supervision of the Transportation Sub-Commission ACC.

Peter G. Matson

PETER G.MATSON
Capt.T.C.
Div.Supt.Tn.Sub-Comm.

3832

1844

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

16/23

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

10 September 1944.

SUBJECT: Movement Orders for Capt.Peter G.Matson.

TO : Director,Trans.Sub-Commission ACC.

1. Major Taylor arrived 5 September and has been inspecting various installations and getting familiar with the operating conditions of the line.

2. I am very much pleased with the manner in which he is taking an interest in his new work and am sure that by the time you can issue my movement orders he will have the situation well in hand and I will be able to leave.

Peter G. Matson
PETER G.MATSON
Capt.T.C.
Div.Supt.Tn.Sub-Comm.

3821

Econ Sec (Tr 3 C)
U - 1145

Minutes of the FIFTH MEETING
of the
Transportation Committee
Held at Palermo, 1330 hours
12 June 1944

HEADQUARTERS
17 JUN 1944
A. C. C.

Reference: ACC Tr/35/L
Date : 12 June 19..

PRESENT:

Lt.Col.C.H.LINDBERG, Trans.Sub-Comm.,ACC,
Rep. at H.Q.Region 1, in the Chair.

TRANSPORTATION SUB-COMMISSION.ACC.
Capt. P.G.MATSON
Capt. C.L.KING

ITALIAN MILITARY TRANSPORTATION DELEGATION
Capt.ALONSO GIOVANNI

ITALIAN STATE RAILWAYS
Ing.Dr. Tuccio

SHIPPING SECTION
Not represented

ISLAND BASE SECTION
Not represented

DISTRICT No1
Not represented

5. CANCELLATION OF MEETING SCHEDULED MONDAY,29 MAY 44:

It was explained that the meeting scheduled for Monday, 29 May 44 was cancelled on account of the Sub-Commission Representatives and Dr.Tuccio being on the tour of inspection with General Di Raimondo and Lt.Col.Brown.

55. MINUTES OF PREVIOUS MEETING. Confirmed.

56. SHIPPING.

Lt.Col.Lindberg stated that he should inform the Committee that Lt.Col.Glanville of the Sub-Commission arrived in Palermo last night and brought a new directive which will be issued to everybody concerned, and it is hoped by this directive that the schooner shipping position will be put on a proper basis which has not been done up to the present. It was pointed out that when the schooner shipping is put on a good basis much traffic will be saved from the railways which means less consumption of coal. Dr.Tuccio asked whether or not the schooners would have to be requisitioned and he was told that all schooners have already been requisitioned, and although not yet effective, schooners under 50 tons dead weight are being allotted to Consorzio Italiano Gestione Navi (Cogena) to operate under the supervision of the Trans.Sub-Comm.,ACC.

The schooners over 50 tons will be operated by the Schooners Control Board. (Med.Shipping Board, Italian Schooner Control). Cogena will apply to Schooner Control Board for allotment of schooners of over 50 tons, to meet special requirements.

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Lt.-Col. Lindberg, in the Chair.

TRANSPORTATION SUB-COMMISSION, ACC.
Capt. D.G.HANSON
Capt. C.A.LONG

ITALIAN MILITARY TRADE GENERAL DELEGATION
Capt. ALONZO GIOVANNI

ITALIAN STATE RAILWAYS
Ing.Dr. Tuccio

SHIPPING SECTION
Not represented

ISLAND BASE SECTION
Not represented

DISTRICT 501
Not represented

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The schooners over 50 tons will be operated by the Schooners Control Board. (Med.Shipping Board, Italian Schooner Control). Cogena will apply to Schooner Control Board for allotment of schooners of over 50 tons, to meet special requirements.

8. REPAIRS TO LOCOMOTIVES.

Dr.Tuccio was asked if he had been successful in employing more mechanics and boiler makers in order to increase the amount of locomotive repairs. He stated that to date 15 more such workers had been employed. Dr.Tuccio further stated that a member of his staff had advised him that 15 additional workers in the shop would be sufficient; that any more would crowd the shop. Dr.Tuccio said that heavy repairs to locomotives could now be expected at the rate of 3 locomotives per month.

17 June 54

1640

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58. COAL.

Capt.Watson stated that the Coal Section had re-palletized coal from the Steamship IRIS at Messina and that coal is now being furnished from that source. He further stated that it had been found that the Villafranca cement works could use Sardinian coal, instead of using the coal from the salvage operations of the sunken ship "IRIS".

59. REPAIRS TO TRACKS.

Capt.Watson stated that the break in the line between San Agata and San Stefano had been spanned by bus service & that passenger service between Palermo and Messina by use of rail and bus went into effect this date, 12 June. Passengers are permitted to carry no more than 20 Kgs.of baggage.

60. BRIDGE REPAIRS.

Lt.Col.Lindberg asked what the present condition was at the Simeto bridge.Dr.Tuccio stated that the project had been simplified and that the progress is now more suitable than before; that some material had been salvaged; and that timber had been moved from Siculiana bridge and that it was expected more timber would arrive from Calabria. Dr.Tuccio asked if the timber had left Calabria yet. Lt.Col.Lindberg advised him that it had.

61. INCREASED PASSENGER SERVICE.

Dr.Tuccio brought up the subject of increased passenger service on the Palermo-Agrigento-Porto Empedocle line. He stated he would carry out the suggestions already made to him but requested reconsideration on this new run so that there will be more trains from Palermo to those points. Capt.Watson stated that three mixed trains per week was all that could be authorized for the present.
Dr.Tuccio stated that the Trapani-Marsala line would be ready for use by the end of this month and requested service be made available for this line. Dr.Tuccio was advised that if service were extended to these new lines it would be necessary to increase the present coal allotment and it was explained that application had already been made for additional 1500 tons of coal per month commencing July 1st. Dr.Tuccio requested that 6 trains per week be run on this line because of the great amount of wine business, but the Tn.Sub-Commission Representatives were prepared to allow 3 mixed trains per week and explained that this service of course would have to be approved by the Director, Transportation Sub-Commission.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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62. DIESEL PASSENGER SERVICE.

Capt.Alonzo advised the committee that several incidents had been brought to his attention whereby several Senior Italian Officers had received travel orders after 5 o'clock in the afternoon and that it was impossible at that time to get reservations on the Diesel Railcar through the IBS. Capt.Alonzo was advised that I.B.S. would be contacted and an effort made to work out a plan with the R.T.C. to allow such officers to board the Diesel.

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63. GENERAL DI RAIMONDO'S VISIT TO SICILIAN AREA.

Lt.Col.Lindberg suggested it was felt that a record of tour of inspection of the Island made during Gen.Di Raimondo's visit to the Island should be recorded and that Lt.Col.Brown had prepared a comprehensive report. The Sub-Commission representatives wish to express their thanks to the Railway Management for their assistance, and hospitality.

64. TRANSFER OF CAPT.LONG

Capt.Long had been ordered to take duties elsewhere, and the Committee wishes to thank him for his services.

65. NEXT MEETING.

The next meeting of the Transportation Committee will be held at 1330 hours, Monday 26 June 1944.

66. DISTRIBUTION.

G.4 (Movements) Mov.3 AFHQ	3
D Tn (Br) AFHQ	2
AD Tn (F) (Br) AFHQ	1
Movements AAI (Adm Sch)	3
D Tn AAI (Adm Sch)	2
D(T&S) AAI (Adm Sch)	2
Lt.Col.Vining,Tn Sub-Comm; HQ. ACC	2
Coal Section, Dist.N°1	1
Hq IBS	4
Lt.Col.Lindberg,Tn Sub-Comm. Rep,Hq ACC Palermo	6
Hq.ACC Reg.	1
Regional Commissioner,ACC Reg. 1	2
Extras	5
Capt.Birmingham, British Liaison Officer IBS	1

3829

Declassified E.O. 12356 Section 3.3/NND No. 782021

The next meeting of the Transportation Committee will be held at 1330 hours, Monday 26 June 1944.

66. DISTRIBUTION.

G.4 (Movements) Mov.3 AFHQ	3
D Tn (Br) AFHQ	2
AD Tn (F) (Br) AFHQ	1
Movements AAI (Adm Sch)	3
D Tn AAI (Adm Sch)	2
DCRMS AAI (Adm Sch)	2
Lt.Col.Vining,Tn Sub-Comm; HQ. ACC	2
Coal Section, Dist.N°1	1
Hq IBS	4
Lt.Col.Lindberg,Tn Sub-Comm. Rep,Hq ACC Palermo	5
Hq.ACC Reg.	1
Regional Commissioner,ACC Reg. 1	2
Extras	5
Capt.Birmingham, British Liaison Officer IBS	1

3829

Declassified E.O. 12356 Section 3.3/NND No. 780021

Minutes of the FIFTH MEETING
of the
Transportation Committee
Held at Palermo, 1330 Hours
12 June 1944

Reference: ACC Tn/35/18
Date : 12 June 1944

PRESENT:

Lt.Col.O.H.LINDBERG, Trans.Sub-Comm.,ACC,
Rep. at HQ.Region 1, in the Chair.

TRANSPORTATION SUB-COMMISSION.ACC.
Capt. P.G.WATSON
Capt. C.M.LONG

ITALIAN MILITARY TRANSPORTATION DELEGATION
Capt.ALONSO GIOVANNI

ITALIAN STATE RAILWAYS
Ing.Dr. Tuccio

SHIPPING SECTION
Not represented

ISLAND BASE SECTION
Not represented

DISTRICT NO1
Not represented

5. CANCELLATION OF MEETING SCHEDULED FOR DAY,29 MAY 44:

It was explained that the meeting scheduled for Monday, 29 May 44 was cancelled on account of the 3 Sub-Commission Representatives and Dr.Tuccio being on the tour of inspection with General Di Raimondo and Lt.Col.Brown.

55. MINUTES OF PREVIOUS MEETING. Confirmed.

5. SHIPPING.

Lt.Col.Lindberg stated that he should inform the Committee that Lt.Col.Glanville of the Sub-Commission arrived in Palermo last night and brought a new directive which will be issued to everybody concerned, and it is hoped by this directive that the schooner shipping position will be put on a proper basis which has not been done up to the present. It was pointed out that when the schooner shipping is put on a good basis much traffic will be saved from the railways which means less consumption of coal. Dr.Tuccio asked whether or not the schooners would have to be requisitioned and he was told that all schooners have already been requisitioned, and although not yet effective, schooners under 50 tons dead weight are being allotted to Consorzio Italiano Gestione Navi (Cogena) to operate under the supervision of the Trans.Sub-Comm.,ACC.

The schooners over 50 tons will be operated by the Schooner Control Board. (Med.Shipping Board, Italian Schooner Control) Cogena will apply to Schooner Control Board for allotment of schooners of over 50 tons, to meet special requirements.

5.

Declassified E.O. 12356 Section 3.3/NND No. 780021

ITALIAN STATE RAILWAYS
Ing.Dr. Tuccio

SHIPPING SECTION
Not represented

ISLAND BASE SECTION
Not represented

DISTRICT #1
Not represented

5-. CANCELLATION OF MEETING SCHEDULED MONDAY, 29 MAY 44:

It was explained that the meeting scheduled for Monday, 29 May 44 was cancelled on account of the 3 Sub-Commission Representatives and Dr.Tuccio being on the tour of inspection with General Di Raimondo and Lt.Col.Brown.

5-. MINUTES OF PREVIOUS MEETING. Confirmed.

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The schooners over 50 tons will be operated by the Schooner Control Board. (Med.Shipping Board, Italian Schooner Control) Cogena will apply to Schooner Control Board for allotment of schooners of over 50 tons, to meet special requirements.

5-. REPAIRS TO LOCOMOTIVES.

Dr.Tuccio was asked if he had been successful in recruiting more mechanics and boiler makers in order to increase the amount of locomotive repairs. He stated that to date 19 such workers had been employed. Dr.Tuccio further stated that a member of his staff had advised him that 15 additional workers in the shop would be sufficient; that any more would overcrowd the shop. Dr.Tuccio said that heavy repairs to locomotives could now be expected at the rate of 3 locomotives a month.

17 Jun 44

3827

Declassified E.O. 12356 Section 3.3/NND No. 780021

58. COAL.

Capt.Watson stated that the Coal Section had re-allotted coal from the Steamship IRIS at Messina and that coal is now being furnished from that source. He further stated that it had been found that the Villafranca cement works could use Sardinian coal, instead of using the coal from the salvage operations of the sunken ship "IRIS".

59. REPAIRS TO TRACKS.

Capt.Watson stated that the break in the line between San Agata and San Stefano had been spanned by bus service & that passenger service between Palermo and Messina by use of rail and bus went into effect this date, 12 June. Passengers are permitted to carry no more than 20 Kgs.of baggage.

60. BRIDGE REPAIRS.

Lt.Col.Lindberg asked what the present condition was at the Simeto bridge.Dr.Tuccio stated that the project had been simplified and that the progress is now more suitable than before; that some material had been salvaged; and that timber had been moved from Siculiana bridge and that it was expected more timber would arrive from Calabria. Dr.Tuccio asked if the timber had left Calabria yet. Lt.Col.Lindberg advised him that it had.

61. INCREASED PASSENGER SERVICE.

Dr.Tuccio brought up the subject of increased passenger service on the Palermo-Agrigento-Porto Empedocle line. He stated he would carry out the suggestions already made to him but requested reconsideration on this new run so that there will be more trains from Palermo to those points. Capt.Watson stated that three mixed trains per week was all that could be authorized for the present. Dr.Tuccio stated that the Trapani-Marsala line would be ready for use by the end of this month and requested service be made available for this line. Dr.Tuccio was advised that if service were extended to these new lines it would be necessary to increase the present coal allotment and it was explained that application had already been made for additional 1500 tons of coal per month commencing July 1st. Dr.Tuccio requested that 6 trains per week be put on this line because of the great amount of wine business. But the Tn.Sub-Commission Representatives were prepared to allow 3 mixed trains per week and explained that this service of course would have to be approved by the Director, Transportation Sub-Commission.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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62. DIESEL PASSENGER SERVICE.

Capt.Alonzo advised the committee that several incidents had been brought to his attention whereby several Senior Italian Officers had received travel orders after [illegible] in the afternoon and that it was impossible at the [illegible] to get reservations on the Diesel Railwar through the I.T.O. Capt.Alonzo was advised that I.T.O. would be contacted and an effort made to work out a plan with the R.T.O. to allow such officials to board the Diesel.

Declassified E.O. 12356 Section 3.3/NND No. 782021

63. GENERAL DI RAIMONDO'S VISIT TO SICILIAN AIR [illegible].

Lt.Col.Lindberg suggested it was felt that 7 day tour of inspection of the Island made during Gen.Di Raimondo's visit to the Island should be recorded and that Lt.Col.Bro had prepared a comprehensive report. The Sub-Commission representatives wish to express their thanks to the Railway Management for their assistance, and hospitality.

64. TRANSFER OF CAPT.LONG

Capt.Long had been ordered to take duties elsewhere, and the Committee wishes to thank him for his services.

65. NEXT MEETING.

The next meeting of the Transportation Committee will be held at 1330 hours, Monday 26 June 1944.

66. DISTRIBUTION.

G.4 (Movements) Mov.3 AFHQ	3
D Tn (Br) AFHQ	2
AD Tn (F) (Br) AFHQ	1
Movements AAI (Adm Ech)	3
D Tn AAI (Adm Ech)	2
DCRS AAI (Adm Ech)	2
Lt.Col.Vining,Tn Sub-Comm; HQ. ACC	2
Coal Section, Dist.N°1	1
Hq IBS	4
Lt.Col.Lindberg,Tn Sub-Comm. Rep,Hq ACC Palermo	6
Hq.ACC Reg.	1
Regional Commissioner,ACC Reg. 1	2
Extras	5
Capt.Birmingham, British Liaison Officer IBS	1

Declassified E.O. 12356 Section 3.3/NND No. 780221

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66. DISTRIBUTION.

G.4 (Movements) Mov.3 AFHQ	3
D Tn (Br) AFHQ	2
AD Tn (F) (Br) AFHQ	1
Movements AAI (Adm Ech)	3
D Tn AAI (Adm Ech)	2
DSTMS AAI (Adm Ech)	2
Lt.Col.Vining,Tn Sub-Comm; HQ. ACC	2
Coal Section, Dist.N°1	1
Hq IBS	4
Lt.Col.Lindberg,Tn Sub-Comm. Rep,Hq ACC Palermo	5
Hq.ACC Reg.	1
Regional Commissioner,ACC Reg. 1	2
Extras	5
Capt.Birmingham, British Liaison Officer IBS	1

3826

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

Fm S.E. ~~16/1.6~~ 16/19

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref: Min/CHL/4M
Date: 12 June 1944

SUBJECT: Minutes of Transportation Committee (Sicily) Meeting at Palermo 15 May 1944.

TO : Director, Trans. Sub-Commission, HQ. A.C.C., APO 394.

1. Reference is made to your letter dated 25th May 1944, your reference ACC Tn/16/136.

2. Minute 45: Scrap Metal. - Noted.

3. Minute 51: Illegal Charge of Wagon Supply. I asked Major Baldwin to give me the information you require and I enclose copy of his reply dated 5 June 1944. I also enclose a memorandum by Dr. Tuccio, which I asked for.

O.N. Lindberg, Lt. Col.
O.H. LINDBERG, R.E.,
Lt. Col., A.C.C.
Rep. at Hq. Reg. I.

HEADQUARTERS
15 JUN 1944
A. C. C.

3825

18581

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

Subject: Minute ~ of Transportation Committee (Sicily) meeting at Palermo, 15 May 44.

COPY

H.Q. Movements,
No. I District
Ref: Mov 1052

5 June 1944

Lt Col Lindberg, RE,
Transportation Sub-Commission,
ACC Sicily Region HQ. APO 394.

Reference your letter of 30 May 44; Little can be added to what was stated at the meeting referred to above and the following is all the information in the possession of this HQ.

Mov Syracuse received several complaints from traders in the LENTINI Area that they could not obtain wagons for their traffic although in some cases the traffic to be moved was for ACC, except by applying to an agency known as DANZAS. It was no use applying to the Station Master. The DANZAS Agency arranged wagons to be placed at a charge of 100 lire per wagon. After the complaints had been received Mov Syracuse and an enquiry was held but the result is not known and the practice still continues. The charge used to be 360 lire but was reduced when a rival agency was established called ANDREILO.

The Field Security Section state that DANZAS tried to establish an agency on SYRACUSE docks but entry was not permitted.

Responsible people who have made complaints include Sig. IACHELLI (Mayor of FRANCOFORTE and in ACC), Sig. NIGRO, a capo treno whose family own orange groves at LENTINI, and Sig. SCAPELLATO CONCETTO who had an ACC authority to load to rail ignored at LENTINI. The local manager of DANZAS at LENTINI is CONTI IGNAZIO who is reported to have joined the Fascist party on 1 Dec 22.

This is all that is known here of the two agencies but no doubt further enquiries by the ACC at SYRACUSE would be of value.

/s/ F.N. Baldwin
Major,
DAQMG (M).

3824

MEMORANDUM submitted by Dr. Tuccio to the Transportation (Rail) Committee, Sicily.- Meeting held at Palermo June 12,44.

Last meeting we were verbally informed about the complaints of several traders of the Lentini District concerning sums of money (one hundred Lire) they were obliged to pay for the request of cars, which sums had never been repaid them and probably remained in private hands.

We understood that the complainants referred to the deposit of 100 Lire ~~deposit~~ prescribed in connection with request of cars, which is repaid to the assignee when the loading of the car is completed within regular terms.

We then asked for the names of complainants and an inquiry was made. Almost all traders, who do business with the Lentini station were questioned. All of them stated that the sums deposited had regularly been repaid, unless in cases of delay in loading the car.

Only one person among those questioned, Mr.Alfio MICRO, who uses the services of DANZAS, stated that sometime he had been obliged to press upon the DANZAS for the repayment of his deposits, which apparently had been overlooked.

Subsequently we noticed, from the minutes of the meeting held on May 15, 1944, that Major Baldwin in reporting the above complaints meant to point out that, through the payment of 100 Lire for his services and documentation, had succeed in obtaining a monopoly for the allocation of cars at Lentini. This compensation which originally was 300 Lire, had been curtailed to 100 Lire through competition exercised by other forwarding agents.

Through this apparent misunderstanding, our inquiry was not directed towards the proper end.

We point out however:

1) None of the traders questioned mentioned any such complaint;
2) The allotment of cars at Lentini is made in accordance with decisionn issued by the Chamber of Commerce at Syracuse;
3) If traders want to use the services of particularrm forwarding agents and pay them established sums of money, this is out of the Railway control;
4) All traders are acquainted with railway charges and are therefore in a condition to judge whether forwarding agents exaggerate in their requests.

3823

Dr. Ing. Pietro Tuccio
Director.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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3823

Dr. Ing. Pietro Tuccio
Director.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

Memo for Colonel Vining:

Attached are copies of two commendatory letters which Lt.Col.Lindberg asked that I hand to you.

It is good to see these coming in, and to know that the Transportation Sub-Commission is pleasing some of its "customers".

May I venture to suggest that Lt.Col.Lindberg might appreciate notation that you have received these letters?

7/5/44

Lt.Colonel

It is very satisfactory to receive appreciations of ones efforts & I am glad to note that a high standard of punctuality in train running has been maintained on the Sicilian Railways.

3822

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

Copy.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

FILE: EO/531

5 May 1944

My dear Lindberg.

The Regional Commissioner is anxious I should write and thank you most warmly for your excellent arrangements for his trip with the High Commissioner to Enna and Caltanissetta.

The train staff were admirable, and all went off just like a trip on the N.E. Railway, which is the highest compliment I can pay to the Sicilian Railway, and must be in a large way due to your influence. The High Commissioner was very appreciative, and noted the high standard of punctuality in timings.

Thank you very much and for the bridge table which was fully used. It was a nice compliment of yours to see the two Commissioners off at such an early hour.

D.MORLEY-FLETCHER
Major
EXECUTIVE OFFICER

N.B. Map returned herewith with thanks.

Lt.Col.C.H.Lindberg
Room No.2
Palazzo delle Ferrovie
PALERMO

3821

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

Copy.

TRANSLATION

ROYAL ARMY STAFF
TRANSP. OFFICE
MILITARY TRANSPORTATION DELEGATION 609

N°418/Ord.di Prot. Palermo, 2 May 1944.=

SUBJECT : REFUGEES ARRIVAL IN SICILY.

TO : THE ROYAL ARMY STAFF & TRANSPORTATION OFFICE =

POSTA MILITARE 151

From 27 April to 1 May have arrived in Sicily the following refugees, the greatest part of whom is coming from Anzio and Nettuno:

27 April	n°460	bound to Syracuse
28 "	" 476	
1 May	" 425	
29 April	n°300	bound to Termini Imerese
30 "	" 130	

These refugees, by trucks furnished by the Allied Authorities, have been carried to Jonia and Santo Stefano di Camastra, from where by rail cars they proceeded to Syracuse and Santo Stefano di Camastra. Italian Soldiers of the "Savauda" Division have escorted, from Messina, the refugees who have reached their residence in a good health, high moral and plentifully supplied.

Capt.Giovanni Alonzo, of this Delegation, went to S.Stefano di Camastra to attend the arrival and the successive re-shipment of the refugees, and he related me that the Allied Authorities, in this occasion, have done everything in their power to make easy the travel of this people.

Especial cares on behalf of the refugees have been taken by Lt.Col.Lindberg and Capt.Matson, respectively Representative and member of the Rail Trans.Sub-Commission, and therefore Capt. Alonzo has expressed them the gratitude of the refugees for the manifestations of friendship and cordiality of the Allied Authorities.

F.GIORDANO
Lt.Col.Trans.Office

3820

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

MH/lab

ES/44

24 May 44

SUBJECT: Minutes of Transportation (Sicily) Committee.

TO : Lt. Col. O. H. LINDBERG (Transportation Sub-Comm.)
HQ. Region I.

Reference ACC/Tn/35/18.

1. Only one copy of minutes of meeting on 15 May 44 have been sent to this Headquarters. It is pointed out that para 38 is of interest to Shipping Sub-Commission, paras, 39, 40, and 47 to Labour Sub-Commission, para 44 to Italian Refugees Section, and para 45 to Public Works Sub-Commission who deal with Salvage.

May 3 copies in future be forwarded to this Headquarters please.

2. To avoid confusion with Transportation Sub-Committee, AAI, it is suggested that "(SICILY)" be inserted in the title and the committee referred to as "Transportation (SICILY) Committee."

3. Both sides of the paper should be used!

for D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

Copy to: Transportation Sub-Commission.

2819

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Declassified E.O. 12356 Section 3.3/NND No. 7850211

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/rg 16/16.

Our reference : ACC Tn/16/136.

Date : 25 May 44.

TO : Regional Commissioner, Region I.
(for Lt.Col. C.H. Lindberg,
Tn. Sub-Comm. ACC Representative).

SUBJECT : Minutes of Transportation Committee Meeting held at Palermo - 15/5/44.

1. Reference is to Minutes of Transportation Committee Meeting held at Palermo on 15 May 44, submitted under your reference ACC Tn/35/18, 15 May 44.

2. Minute 45. Scrap Metal. This matter is in hand with Economic Section and reply will be sent you as soon as possible.

3. Minute 51. Illegal Charge of Wagon Supply. A full statement as to the activities of DANZAS, its set up, and who authorised its existence is asked for to supplement this minute. Please also explain how the ANDREILO Agency referred to come into existence.

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

2818

Lt. Col. Vining, TW
Sub-Comm. Hq. ACC

Minutes of the FOURTH MEETING
of the
Transportation Committee
Held at Palermo, 1330 hours
15 May 1944.

Reference: ACC Tn/35/1
Date : 15 May 1944

PRESENT:

Lt.Col.G.H.LINDBERG, Trans.Sub-Comm., ACC,
Rep. at HQ. Region 1, in the Chair.

TRANSPORTATION SUB-COMM., ACC.
Capt. E.G.MATSON
Capt. C.H.LONG

ISLAND BASE SECTION
Capt. J.K.PRUITT

DISTRICT No.I
Major F.T.BALDWIN } Army Tn
Capt.V.J.C.ANDREWS }

SHIPPING SECTION, TCUSA & M.
Lt.(jg) J.S.TOBEY

ITALIAN STATE RAILWAYS
Ing.Dr.PLOMENA

ITALIAN MILITARY TRANSPORTATION DELEGATION
Lt.Col.FRANCESCO GIORDANO
Capt.ALCIDE GIOVANNI

Provincial Commissioners = ?

37. MINUTES OF PREVIOUS MEETING. Confirmed.

38. SHIPPING.

Lt.Tobey explained that the matter of schooners was much more under control than it was at time of last meeting. He also stated that he had sent three very important communications to Col.Fitch since the last meeting, but that to date he had received no reply. Lt.Tobey was informed that Lt.Col. Vining had succeeded Col.Fitch, and was also given the new address of the Director, Trans.Sub-Comm., ACC.

Where are these letters put to me early. Ltr 7/5

39. REPAIRS TO LOCOMOTIVES.

Lt.Col.Lindberg stated that he had gone down to the Navy Yard to inquire into the possibilities of getting more plant space in order to increase the amount of locomotive repairs. He was told that there was a shortage of mechanics and boiler makers, and that if the railroad could get more of these workers, locomotive repairs could be increased.

40. THREATENED STRIKE OF RAILWAY MEN.

Lt.Col.Lindberg pointed out that another meeting was held with the representatives of the railroad workers and Lt.Moffitt of the Labour Division, ACC. The representatives again stated

Declassified E.O. 12356 Section 3.3/NND No. 780021

Rep. at Hq. Region I, in the Chief.

TRANSPORTATION SUB-COMM.,ACC.
Capt.E.G.MATSON
Capt. C.T.LONG

ISLAND BASE SECTION
Capt. J.E.TRUITT

DISTRICT No. I
Major P.T.HALL IN
Capt.V. J.C.ANDREWS

SHIPPING SECTION,TCUP'T & M.
Lt.(jg) J.S.TOBEY

ITALIAN STATE RAILWAYS
Ing.Dr.PICKENA

ITALIAN MILITARY TRANSPORTATION DELEGATION
Lt.Col.FRANCESCO PICHIANC
Capt.ALCIDE GIOVANNI

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40. THREATENED STRIKE OF RAILWAY MEN.

Lt.Col.Lindberg pointed out that another meeting was held with the representatives of the railroad workers and Lt.Moffitt of the Labour Division,ACC. The representatives again stated that the wages of the men are not sufficient to buy enough to eat and live on. Lt.Moffitt had advised the men that they had promised to submit certain information concerning the black market and to disclose localities where much of the wheat on the Island was horded. They replied they would disclose where the wheat is stored if they had Police protection.
Another meeting is going to be held in this connection at 1630 hours 16 May 1944,and Lt.Col.Snook, Public Safety Officer,ACC has promised to attend.

Declassified E.O. 12356 Section 3.3/NND No. 782021

41. NEW SCHEDULE.

Capt.Matson stated that the new schedule had been approved by the Director,Trans.Sub-Comm. and will be put into effect as soon as possible.But a study of the requirements for next six months will be made before new schedule is put into effect as per instructions from the Director Transportation Sub-Commission in his letter dated 10 May 1944.

42. PILFERING OF RAILROAD PROPERTY.

Lt.Col.Lindberg reported that complaints still continue to come in about military personnel taking railroad property without proper authority and ejecting certain railroad employees. A recent case was related where, at Cerda, some military personnel moved into the station without permission. Lt.Col. Lindberg stated that this situation had been reported and put right. All concerned have again received their instructions.

43. DIESEL COACHES.

Lt.Col.Lindberg reported that District No.1 had sent 36 injectors to Palermo for use in the diesels and this is appreciated by the Railways. It was also brought out that there was too much junk and vegetables being moved on the military diesel coaches and that this would have to be discontinued. RR people were advised to put out circular that nothing will be loaded on diesels, other than passengers and their baggage, also Mail.

44. MOVEMENT OF REFUGEES.

Lt.Col.Lindberg stated that he had information that it is expected further batches of refugees will arrive at San Stefano around the 19th of May.

45. SCRAP METAL.

There is no reply yet from Transportation Sub-Commission as to the breaking up of railcars for scrap metal.

46. CIVILIAN MAIL.

It was reported that Capt.Truitt was at Railway Station Palermo when diesel from Catania arrived. He had noticed that there were 15 sacks of civilian mail aboard, but upon investigation he found many of them filled with bread. Major Baldwin stated he would investigate the matter at Catania.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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47. LABOR DAY PAY.

Instructions were received that no extra pay would be paid for Labor Day.

CATANIA-MESSINA LINE.

Major Baldwin inquired as to what progress was being made in re-opening the Catania-Messina line. He was advised that it had recently been opened to Fiumefreddo and that work is continuing in order to open the line to Messina.

Declassified E.O. 12356 Section 3.3/NND No. 782021

49. RAMP AT CATANIA.

Major Baldwin reported that the ramp for the ferry landing at Catania is being repaired and that it will be ready for use again in about 3 or 4 weeks.

50. COAL SUPPLY.

Major Baldwin stated that on the line from Syracuse to Ragusa there is a considerable shortage of coal; that there is no actual coal shortage in District No1, but that the coal is not at the right spots, and suggested that someone be designated to see that the coal is distributed to the right places. Major Baldwin further stated that there is a shortage of lamps, lamp oil, and a general shortage of railroad stores. Railway was instructed to give coal distribution more attention.

51. ILLEGAL CHARGES FOR WAGON SUPPLY.

Major Baldwin quoted the following excerpts from a letter received in his office: 'A complaint from traders is that they cannot obtain wagons directly from F.S., and are forced by that circumstance to apply to DANIAS, who can obtain wagons, and who charge 100 lire for that service and documentation. The complaints were from responsible traders who appealed for 'Justice', and the matter was referred to Supplies Office ACC Siracusa, who convened a special enquiry. The charge by this agency was 300 lire, until a rival agency of AVERSILLO undercut to 100 lire. Responsible complainants include SIG. IACHELLI (Major of Francoforte and in ACC organization), SIG. NICHO, a Capo Trano, whose family own orange groves at LENTINI and SIG. SCAMELLATO Concetto, who had an ACC authority ignored at LENTINI. The local manager of DANIAS at Lentini is CONTI IGNAZIO."

The matter was referred to the railroad for investigation and their findings to the Committee at the next meeting. to report

NEXT MEETING.

The next meeting of the Transportation Committee will be held at 1330 hours, Monday 29 May 1944.

55. DISTRIBUTION.

2	(Movements) Nov.3 AFHQ	3	Lt.Col.Lindberg, Tn Sub-Comm.
1	Tn (Rr) AFHQ	2	Rep.Hq ACC Palermo

Declassified E.O. 12356 Section 3.3/NND No. 782021

3915

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C.s (Movements) Gov.3 AFHQ	3	Lt.Col.Lindberg,Tn Sub-Comm. Rep,Hq ACC Palermo	6
D Tn (Br) AFHQ	2	Hq.ACC Reg.	1
AD Tn (F) (Br) AFHQ	1	Regional Commissioner,ACC Reg.1	2
Movements AAI (Adm Sch)	3	Extras	5
D Tn AAI (Adm Sch)	2	Capt.Birmingham,British Liaison Officer IBS	1
D Tns AAI (Adm Sch)	2		
Lt.Col.Viuing,Tn Sub-Comm, Hq.ACC	2		
Coal Section, Dist.No1	1		
Hq. IBS	6		

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

Minutes of the FOURTH MEETING
of the
Transportation Committee
Held at Palermo, 1330 hours
15 May 1944.

Reference: ACC Tn/35/1
Date : 15 May 1944

PRESENT:

Lt.Col.C.H.LINDBERG, Trans.Sub-Comm.,ACC,
Rep. at HQ. Region 1, in the Chair.

TRANSPORTATION SUB-COMM.,ACC.
Capt.E.G.WATSON
Capt. C.T.LONG

ISLAND BASE SECTION
Capt. J.M.TRUITT

DISTRICT No. I
Major T.T.BALDWIN
Capt.V.J.C.ANDREWS

SHIPPING SECTION, TCUSA & N.
Lt.(jg) W.S.TOBEY

ITALIAN STATE RAILWAYS
Ing.Dr.PLORINA

ITALIAN MILITARY TRANSPORTATION DELEGATION
Lt.Col.FRANCESCO GIORDANO
Capt.ALONSO GIOVANNI

37. MINUTES OF PREVIOUS MEETING. Confirmed.

38. SHIPPING.

Lt.Tobey explained that the matter of schooners was much more under control than it was at time of last meeting. He also stated that he had sent three very important communications to Col.Fitch since the last meeting, but that to date he had received no reply. Lt.Tobey was informed that Lt.Col. Vining had succeeded Col.Fitch, and was also given the new address of the Director, Trans.Sub-Comm.,ACC.

39. REPAIRS TO LOCOMOTIVES.

Lt.Col.Lindberg stated that he had gone down to the Navy Yard to inquire into the possibilities of getting more plant space in order to increase the amount of locomotive repairs. He was told that there was a shortage of mechanics and boiler makers, and that if the railroad could get more of these workers, locomotive repairs could be increased.

2814

40. THREATENED STRIKE OF RAILWAY M.M.

Lt.Col.Lindberg pointed out that another meeting was held with the representatives of the railroad workers and Lt.Moffitt of the Labour Division,ACC. The representatives again stated

Reclassified E.O. 12356 Section 3.3/NND No. 782021

TRANSPORTATION SUB-COMMISSION
Capt.F.G.MATSON
Capt. C.L.LONG

ISLAND BASE SECTION
Capt. J.E.TRUITT

DISTRICT No.I
Major E.T.ZALD IM
Capt.V. .C.ANDR S

ITALIAN STATE RAILWAYS
Lt.(jg) . .S.TOBEY

ITALIAN STATE RAILWAYS
Ing.Dr.PICHENA

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Lt.Col.FRANCESCO GIORDANO
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40. THREATENED STRIKE OF RAILWAY MEN. 2944

Lt.Col.Lindberg pointed out that another meeting was held with the representatives of the railroad workers and Lt.Moffitt of the Labour Division,ACC. The representatives again stated that the wages of the men are not sufficient to buy enough to eat and live on. Lt.Moffitt had advised the men that they had promised to submit certain information concerning the black market and to disclose localities where much of the wheat on the Island was horded. They replied they would disclose where the wheat is stored if they had Police protection.
Another meeting is going to be held in this connection at 1000 hours 16 May 1944,and Lt.Col.Snoo , Public Safety Officer,ACC has promised to attend.

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41. NEW SCHEDULE.

Capt.Watson stated that the new schedule had been approved by the Director,Trans.Sub-Comm. and will be put into effect as soon as possible.But a study of the requirements for next six months will be made before new schedule is put into effect as per instructions from the Director Transportation Sub-Commission in his letter dated 10 May 1944.

42. PILFERING ON RAILROAD PROPERTY.

Lt.Col.Lindberg reported that complaints still continue to come in about military personnel taking railroad property without proper authority and ejecting certain railroad employees. A recent case was related where, at Cerda, some military personnel moved into the station without permission. Lt.Col. Lindberg stated that this situation had been reported and put right. All concerned have again received their instructions.

43. DIESEL COACHES.

Lt.Col.Lindberg reported that District No1 had sent 36 injectors to Palermo for use in the diesels and this is appreciated by the Railways. It was also brought out that there was too much junk and vegetables being moved on the military diesel coaches and that this would have to be discontinued. RR people were advised to put out circular that nothing will be loaded on diesels, other than passengers and their baggage, also Mail.

44. MOVEMENT OF REFUGEES.

Lt.Col.Lindberg stated that he had information that it is expected further batches of refugees will arrive at San Stefano around the 19th of May.

45. SCRAP METAL.

There is no reply yet from Transportation Sub-Commission as to the breaking up of railcars for scrap metal.

46. CIVILIAN MAIL.

It was reported that Capt.Truitt was at Railway Station Palermo when diesel from Catania arrived. He had advised that there were 15 sacks of civilian mail aboard, but upon investigation he found many of them filled with bread. Major Baldwin stated he would investigate the matter at Catania.

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47. LABOR DAY PAY.

Instructions were received that no extra pay would be paid for Labor Day.

48. CATANIA-MESSINA LINE.

Major Baldwin inquired as to what progress was being made in re-opening the Catania-Messina line. He was advised that it had recently been opened to Fiumefreddo and that work is continuing in order to open the line to Messina.

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Major Baldwin reported that the ramp for the ferry landing at Catania is being repaired and that it will be ready for use again in about 3 or 4 weeks.

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Major Baldwin stated that on the line from Syracuse to Ragusa there is a considerable shortage of coal; that there is no actual coal shortage in District No1, but that the coal is not at the right spots, and suggested that someone be designated to see that the coal is distributed to the right places. Major Baldwin further stated that there is a shortage of lamps, lamp oil, and a general shortage of railroad stores. Railway was instructed to give coal distribution more attention.

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The matter was referred to the Railroad for investigation and their findings to the Committee at the next meeting. to report

3812

52. NEXT MEETING.

The next meeting of the Transportation Committee will be held at 1330 hours, Monday 29 May 194-.

53. DISTRIBUTION.

G-4 (Movements) Rov.3 AFHQ	3	Lt.Col.Lindberg,Tn Sub-Comm.	
L Tn (Br) AFHQ	2	Reg,Hq ACC Palermo	5
AP Tn (S) (Br) AFHQ	1	Hq ACC Reg	1

Declassified E.O. 12356 Section 3.3/NND No. 780021

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D Tn (Br) AFHQ	2	Hq.ACC Reg.	1
AD Tn (T) (Br) AFHQ	1	Regional Commissioner,ACC Reg.1	2
Movements AAI (Adm Sch)	3	Extras	5
D Tn AAI (Adm Sch)	2	Capt.Birmingham,British Liaison Officer IBS	1
D Mov AAI (Adm Sch)	2		
Lt.Col.Viening,Tn Sub-Comm, Hq.ACC	2		
Coal Section, Dist.No1	1		
Hq IBS	4		

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16/13

ALLIED CONTROL COMMI ION
SICILY REGION HEADQUARTERS
APO 394

Ref: Min/OML/3
Date: 17 May 1944

SUBJECT / Transportation Committee Sicily.

TO : Director, Transportation Sub-Commission, ACC.

1. Reference your letter ACC Tn/16/120 dated 10 May 44.

2. Minute 24 - Basic Schedule. As soon as the new service is put into effect you shall be advised. Upon receipt of your letter, overall analysis of services is again being made but this program we submitted was intended to be adequate for normal conditions for the next six months. However, certain sudden changes will effect the Railway seriously, such as the 50% cut in gasoline Ration, and no increase in our coal allotment. We do not have a definite forecast of refugees and the feeding of them, or of Sulphur movement. This Island is atrategicaly situated for coastwise traffic and we object atremuously to moving traffic from Port to Port by rail. For example a haul from Palermo to Catania by rail needs four tons of coal to move ten tons of freight, so handling material from Port to Port by rail on this Island is an Economic Waste. Nevertheless schooner space is difficult to obtain, and often bids are declined.
The reasons for additional service is very plain, for example, weekly passenger service for western Sicily is not even comparable with the service on the mainland, and our increased freight schedules are only made to eliminate many extra trains now being run to handle essential traffic.

3. Minute 24 - same as above.

4. Minute 25. Prefering. We are now receiving the cooperation of I.S.S. and No.1 District on this subject and they have renewed their instructions, so the difficulties are diminishing and each case that does develop will be handled to conclusion.

5. Minute 27. Shops. The service in direct charge of the Railway heavy repair shop, is the U.S.Navy. They took the shop over at the time of the invasion.
The Navy hires the Labour and facilities are being used to fullest maximum. Locos repaired in April-one, 3911 former figure was three per month.

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Navy work gets first priority and we get what is left. Program for May entirely depends on how much work the Navy has, so we have no program except to furnish and remove locos promptly. We have 60 Broad and 19 Narrow Guage locos awaiting heavy repairs. Tn. Sub-Comm. can do little to improve the condition when our facilities are monopolized by the Navy. We visit the shop often and we are satisfied that the Navy is doing their best under the conditions.

6. Minute 33. Diesel. Military diesel service is run by the military Authorities and any concession for civilians is at the discretion of the Military Authorities.

7. Minute 34. Labels. The label referred to is the Label already in use on the mainland for the shipments of the Italian Force, ACC Tn. Memo has been studied and much valuable information was contained therein.

8. Noted.

O.H. Lindberg, Lt. Col.

O.H.LINDBERG, R.E.,
Lt.Col.,Tn.Sub-Comm.,ACC.,
Rep. at HQ. Region 1

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Declassified E.O. 12356 Section 3.3/NND No. 780021

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

16/12

Our reference : ACC Tn/16/120.

Date : 10 May 44.

TO : Lt.Col. C.H. Lindberg,
Tn.Sub-Commission, ACC Rep.,
C/o HQ. Region I (Sicily).

SUBJECT : Transportation Committee - Sicily.

1. Reference your ACC/Tn/35/18, Minutes of Meeting held 1 May.

2. Minute No. 24 refers to increase in number of both passenger and freight trains. Please advise when the new services have been put in effect. The time is ripe for an overall analysis of services by you and your staff, to determine a program for next 90 days, and also for next 6 months, as to what services are (a) currently in existence (b) needed additionally - and reasons therefore; not mere wishful thinking on part of civilians (c) possible of re-arrangement for greater effeciency. It is beleived there is now sufficient experience to permit forward planning.

3. Much of Minute 24 had to be in generalities, in open meeting, but it is desirable that this Sub-Commission have fullest possible details on current position as well as probable plans for 3 and 6 months in advance.

4. Minute 25 requires active follow up by you and it is suggested you have active liaison with C.O., I.B.S. and at same time see that Dr. Tuccio reports all cases to you, in fullest possible factual detail, giving, when possible, some identification of men or their unit (often this can be obtained by noting numbers of motor vehicles, with time, and date and place, even the soldiers may refuse names. It is important that you get results on this minute as nothing can more detract from good name of Allied Military than such actions - as well as interrupting railway service.

5. Minute 27. Please let this Sub-Commission have a reasonably accurate word picture of entire situation at Palermo Navy Yard locomotive repair shop. What service is in direct supervisory charge of this shop? Is maximum use being made of shop tool facilities? Who hires labour? Can you be of any assistance in speeding up output? What was number of locos repaired in April? Program for May? How many locos are ahead of shop i.e., awaiting place in shop? Are locos for repairs delivered to shop promptly? Are locos repaired removed promptly? In what way can Tn/ S/C assist in increasing output?

6. Minute 33. Rather lengthy detail - a brief report of situation, as a whole, after the new schedule is placed in effect is desirable.

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7. Minute 34. It is desired that this Sub-Commission approve any proposed labels. As information, attached is copy of label being instituted on mainland with effect from 12 May. Also attached are copy of ACC Tn. Memo No. 3 and "Request for Transportation - Bid" Form T&C/3. You may well use some of ideas therein contained although, for the present, it is desirable to maintain distruction between mainland and Sicily. Keep this S/C informed of action proposed or taken.

8. Please note, in distribution of Minutes and relevant papers, that Transportation Sub-Commission, ACC is now located in building adjacent to HQ. ACC and receives all mail through latter, using address "APO 394".

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

~~II/109~~ 16/11

Minutes of the THIRD MEETING
of the
Transportation Committee
Held at Palermo, 1330 hours
1 May 1944

Reference: ACC In/35/16
Date : 1 May 1944

PRESENT: Lt. Col. C.H. LINDBERG, Trans. Sub-Comm., ACC,
Rep. at HQ. Region I, in the chair.

TRANSPORTATION SUB-COMM., ACC.
Capt. P.G. WATSON
Capt. C.M. LONG

ISLAND BASE SECTION
Capt. C.H. CAMPBELL

DISTRICT N°.I
Capt. T.G.P. BIRMINGHAM

SHIPPING SECTION, ICOMP I & II
Lt. (S) M.S. TOZER

ITALIAN STATE RAILWAYS
Ing.Dr. PIETRO TUCCIO

ITALIAN MILITARY TRANSPORTATION DELEGATION
Lt.Col. FRANCESCO GIORDANO
Capt. ALONZO GIOVANNI

21. Minute N°19 of SECOND Meeting was amended to read "The next meeting of the Transportation Committee to be held at 1330 hours Monday 1 May 1944".

22. MINUTES OF PREVIOUS MEETING. Confirmed.

23. THREATENED STRIKE OF RAILWAY MEN.

With reference to minute N°17 of previous meeting, Dr.Tuccio points out that the four month's anticipation, which took place a few days before the invasion, was paid to employees residing in the Provinces of Messina and Catania only, and that most of the sum distributed was repaid. As a matter of fact, the employees who had received the said anticipation, were not paid their salary for the month of August 1943 and a rate equalling one tenth of their remainder debt was drawn back from their salaries on each of the following months: September, October, November and December 1943 and January 1944. Five eighths of the anticipation made were thus recovered.

Besides, in November 1943 in accordance with a special order from Lt.Col.Poletti, pending the decision about a general increase in salaries, a month's salary was advanced to all railway employees of the island, to be paid in 12 monthly instalments, starting from January, 1944. The January rate was cashed, but the payment of the remainder rates was suspended pursuant to authority from the Italian Ministry of Finance, until further notice, which has not yet been received. The cashing of

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ISLAND BASE SECTION
Capt. C.H.GRIFFIN

DISTRICT N°.1
Capt. T.C.P.BIRMINGHAM.

SHIPPING SECTION, FOOT & H
Lt.( ) ...S.TOBEY

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Recent conferences held between Railway labor representatives and A.C.C. labor representatives indicate that differences will be settled.

24. MAIL SCHEDULE.

Capt.Lawson stated that a new schedule of passenger and freight service had been formulated, to sections to [illegible] and Ficarra [illegible], and that it was planned to increase the passenger service to three trains per week for Western Sicily and freight schedules would be increased 50 per cent.

9 May 43

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Capt.Griffin stated that there was no objection on the part of IBS provided sufficient coal is kept in reserve for military purposes. Lt.Col.Lindberg agreed that no increase in railway service would be put in effect if it meant tapping the reserve supply of coal. He also stated that Dr.Tuccio desirouos of improving the railway service. Lt.Col.Lindberg also stated that if it becomes necessary to increase the passenger and freight services on the railways later on, an increased allotment of 1500 tons of coal a month will be requested. Capt.Griffin assured the committee that this arrangement was satisfactory to IBS. Capt.Birmingham stated that this arrangement would also be satisfactory to Dist.I. Lt.Col.Lindberg informed the committee that the new schedule had been submitted to the Director of the Sub-Commission for approval. Dr.Tuccio invited attention to the fact that there was to be no increase in train service in Dist.I in the new proposed schedule. Lt.Col.Lindberg stated this was due to the fact that service in that part of the Island is much better than in the western part, and that the new schedule would balance the service throughout the Island.

25. PILFERING OF RAILWAY PROPERTY. Lt.Col.Lindberg said that from time to time Dr.Tuccio has submitted complaints of American and British Military personnel taking railroad property from stations and other railroad installations; and that each of these complaints had been forwarded to the proper authority. Capt.Griffin stated that this fact had come to the attention of the Commanding Officer, IBS, and that a directive had been published instructing all Unit Commanders to take an inventory of their present supplies and return all railroad property to the railroad if any were found. Capt.Griffin also stated that the directive also instructed all Unit Commanders to take immediate steps to stop unauthorized procurement of railroad property.

26. INJECTORS FOR DIESEL CARS. Injectors for diesel cars are lacking and in order to keep diesel cars in operation these parts must be obtained. Capt.Birmingham stated that he had information that 3 injectors were forthcoming from No.1 District.

27. REPAIRS TO LOCOMOTIVES. In regard to the repairing of locomotives at the Navy Yard, it was decided to contact Lt.Ludley of the navy to employ more labor in an effort to speed up heavy repairs to locomotives.

28. DIESEL COACHES. Dr.Tuccio was asked if it were possible to use diesel coaches which were without motors in service for the handling of refugees. It was agreed that 3 or 4 diesel coaches could be coupled to an engine and used for the movement of refugees. Such a train would be assembled and a test made to see if satisfactory.

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29. [illegible] Capt.Watson brought out the fact that many of the refugees were carrying too much unnecessary baggage such as bedsprings, sewing machines, large bundles of bedding, oil cans and empty ammunitions cans, and that this situation should not be allowed to exist. Lt.Col.Lindberg stated that he had talked with Col.Hancock about this matter and that steps were being taken to not allow refugees to leave the mainland with all this unnecessary baggage.

30. [illegible] Capt.Watson stated that there was much flour and wheat moving from Palermo to Cefalu via rail which was causing too much coal consumption and required into the facilities of using ships. It was agreed that much of the flour and wheat could be transported by rail and all that was necessary

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was to submit bids for schooners which are available. Capt. Birmingham said there are many schooners arriving at Palermo and returning to Catania empty, and that these could be used for transporting ACC flour and wheat.

31. SC AP [illegible]AL.

Lt.Col.Lindberg informed the committee that I.B.S. had asked him to request the Railways to turn over all irrepairable parts of rolling stock as scrap metal for shipment to the United States and the wheels and any useful parts to be loaded and sent for further use into the Railway workshops. He stated that at the present time there are 1569 such cars throughout the Island and that this information had been sent to G5 NATOUSA through Lt.Baron,IBS, and also to the Transportation Sub-Commission ACC. It was agreed that this would be beneficial to both the United States and to the railroad. Lt.Col.Lindberg said he and an Officer from I.B.S. had discussed the matter with Dr.Puccio, who welcomed the idea, and we must assist IBS in every possible way to get this material, if and when the necessary authority is obtained. If it is, then I.B.S. will do the work as they have the necessary apparatus. It is hoped that by the next meeting, work will have been started.

32. CIVILIAN MAIL:

Capt.Griffin brought up the subject of Civilian Mail transportation on Military diesel cars and stated that, at the present time there are being transported as many as 12 sacks per day; that it was originally agreed to allow 5 sacks per day on the diesel. Capt.Watson stated he would handle this matter with the Postal Officials.

33. CIVILIAN TRAVEL ON DIESEL.

Capt.Griffin explained the procedure of allowing civilians to travel on the military diesels, as it pertains to travel in the American Sector of the Island; that 5 seats per trip were being granted for civilians to travel when request is made through the office of the Representative of the Trans.Sub-Commission ACC. He further stated that this procedure was not being followed at Catania, and as a result, many civilians were arriving in Palermo, apparently not on official business, and were unable to return on the diesel due to the limited number of seats allotted to ACC. Capt.Griffin asked that an officer be appointed in Catania to authorize travel on the diesel and that the same procedure be followed as in Palermo, and also that the number of civilian passengers be limited to 5 per day. It was also suggested by Capt.Griffin that all officers desiring travel on diesel cars to Catania either call at his office or phone

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It was agreed that this would be beneficial to both the United States and to the railroad. Lt.Col.Lindberg said he and an Officer from I.B.S. had discussed the matter with Dr.Tuccio, who welcomed the idea, and we must assist IBS in every possible way to get this material, if and when the necessary authority is obtained. If it is, then I.B.S. will do the work as they have the necessary apparatus. It is hoped that by the next meeting, work will have been started.

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which would be effective on and after May 4th. This will speed up the Catania-Palermo run by 2½ hours in both directions.

34. RAIL CAR LABELS.

It has been agreed with the Authorities that all the rail cars which are travelling in the Mainland carrying Italian materials, must have a label which must be pasted on both sides of the car. It has all the elements concerning the load. The same procedure was asked for Sicily which was agreed. The responsibility of getting the labels and posting them on the cars would rest with the Italian Military Authorities.

35. NEXT MEETING

The next meeting of the Transportation Committee will be held at 1330 hours, Monday 17 May 194-.

36. DISTRIBUTION

G.3 (Movements) Hq.3 AAI.	3
D Tn (Br) AAI	1
AD Tn (F) (Br) AAI	1
Movements AAI (Adm Sec)	3
D Tn AAI (AdmTech)	2
DD(TR) AAI (AdmTech)	1
Lt Col Vining, Tn Sub-Comm. c/o AAI (Adm Tech)	2
Hq NCI District	3
Tn No I District	1
Coal Section	1
Hq IBS	4
Lt Col Lindsey, Tn Sub-Comm., Rep, Hq ACC Palermo	6
Hq ACC Reg.	1
Q Movements Catania	1
Regional Commissioner, ACC Reg.I	2
Extras	5

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

Minutes of the THIRD MEETING
of the
Transportation Committee
Held at Palermo, 1330 hours
1 May 1944

Reference: ACC In/35/16
Date : 1 May 1944

PRESENT: Lt. Col. O.H. LINDBERG, Trans. Sub-Comm., ACC,
Rep. at HQ. Region I, in the Chair.

TRANSPORTATION SUB-COMM., ACC.
Capt. F.G.MADSON
Capt. C....LONG

ISLAND BASE SECTION
Capt. C.H.GRIFFIN

DISTRICT N°.I
Capt. E.G.P.BIRMINGHAM.

SHIPPING SECTION, FCUF & H
Lt.(Jg) M.S.TOBEY

ITALIAN STATE RAILWAYS
Ing.Dr. PIETRO TUCCIO

ITALIAN MILITARY TRANSPORTATION DELEGATION
Lt.Col. FRANCESCO GIORDANO
Capt. ALONZO GIOVANNI

21. Minute N°19 of SECOND Meeting was amended to read "The next meeting of the Transportation Committee to be held at 1330 Hours Monday 1 May 1944".

22. MINUTES OF PREVIOUS MEETING. Continued.

23. THREATENED STRIKE OF RAILWAY EMP.

With reference to minute N°19 of previous meeting, Dr.Tuccio points out that the four month's anticipation, which took place a few days before the invasion, was paid to employees residing in the Provinces of Messina and Catania only, and that cost of the sum distributed was repaid. As a matter of fact, the employees who had received the said anticipation, were not paid their salary for the month of August 1943 and a rate equalling one tenth of their remainder debt was drawn back from their salaries on each of the following months: September, October, November and December 1943 and January 1944. Five eighths of the anticipation made were thus recovered.

Besides, in November 1943 in accordance with a special order from Lt.Col.Poletti, pending the decision about a general increase in salaries, a month's salary was advanced to all railway employees of the island, to be paid in 12 monthly installments, starting from January, 1944. The January rate was cashed, but the payment of the remainder rates was suspended, pursuant to authority from the Italian Ministry of Finance, until further notice, which has not yet been received. The cashing of

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ISLAND RAIL SERVICE
Capt. C.H.GRIFFIN

DISTRICT N°.I
Capt. E.G.P.BIRMINGHAM.

SHIPPING SECTION, ROUTE & II
Lt.(sg) W.S.TOBEY

21. Minute N°19 of SECOND Meeting was amended to read "The next meeting of the Transportation Committee to be held at 1330 hours Monday 1 May 1944".

22. MINUTES OF PREVIOUS MEETING. Confirmed.

23. THREATENED STRIKE OF RAILWAY MEN.

With reference to minute N°17 of previous meeting, Dr.Tuccio points out that the four month's anticipation, which took place a few days before the invasion, was paid to employees residing in the Provinces of Messina and Catania only, and that most of the sum distributed was repaid. As a matter of fact, the employees who had received the said anticipation, were not paid their salary for the month of August 1943 and a rate equalling one tenth of their remainder debt was drawn back from their salaries on each of the following months: September, October, November and December 1943 and January 1944. Five eighths of the anticipation made were thus recovered.

Besides, in November 1943 in accordance with a special order from Lt.Col.Poletti, pending the decision about a general increase in salaries, a month's salary was advanced to all railway employees of the island, to be repaid in 12 monthly installments, starting from January, 1944. The January rate was cashed, but the payment of the remainder rates was suspended, pursuant to authority from the Italian Ministry of Finance, until further notice, which has not yet been received. The cashing of repayments concerning the four month's salary advance was also held accordingly.

Recent conferences held between Railway Labor Representatives and A.C.C. Labor Representatives indicate that differences will be settled.

24. [illegible] SCHEDULE

Capt. Watson stated that a new schedule of passenger and freight service had been [illegible] for Messina/Catania to Trapani N°.I, and that it was planned to increase the passenger service to three trains per week for Western Sicily and freight generally would be increased 35 per cent.

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Capt.Griffin stated that there was no objection on the part of IBS provided sufficient coal is kept in reserve for military purposes. Lt.Col.Lindberg agreed that no increase in railway service would be put in effect if it meant tapping the reserve supply of coal. He also stated that Dr.Puccio desirous of improving the railway service. Lt.Col.Lindberg also stated that if it becomes necessary to increase the passenger and freight services on the railways later on, an increased allotment of 1500 tons of coal a month will be requested. Capt.Griffin assured the committee that this arrangement was satisfactory to IBS. Capt.Birmingham stated that this arrangement would also be satisfactory to Dist.I. Lt.Col.Lindberg informed the committee that the new schedule had been submitted to the Director of the Sub-Commission for approval. Dr.Puccio invited attention to the fact that there was to be no increase in train service in Dist.I in the new proposed schedule. Lt.Col.Lindberg stated this was due to the fact that service in that part of the Island is much better than in the western part, and that the new schedule would balance the service throughout the Island.

25. PILFERING OF RAILWAY PROPERTY. Lt.Col.Lindberg said that from time to time Dr.Puccio has submitted complaints of American and British military personnel taking railroad property from stations and other railroad installations, and that each of these complaints had been forwarded to the proper authority. Capt.Griffin stated that this fact had come to the attention of the Commanding Officer, IBS, and that a directive had been published instructing all Unit Commanders to take an inventory of their present supplies and return all railroad property to the railroad if any were found. Capt.Griffin also stated that the directive also instructed all Unit Commanders to take immediate steps to stop unauthorized procurement of railroad property.

26. INJECTORS FOR DIESEL CARS. Injectors for diesel cars are lacking and in order to keep diesel cars in operation these parts must be obtained. Capt.Birmingham stated that he had information that 30 injectors were forthcoming from Mid.E District.

27. REPAIRS TO LOCOMOTIVES. In regard to the repairing of locomotives at the Navy Yard it was decided to contact Lt.Ludley of the navy to employ more labor in an effort to speed up heavy repairs to locomotives.

28. DIESEL COACHES. Dr.Puccio was asked if it were possible to use diesel coaches which were without motors in service for the handling of refugees. It was agreed that 3 or 4 diesel coaches could be coupled to an engine and used for the movement of refugees. Such a train would be assembled and a test made to see if satisfactory.

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29. OVERLOADING OF REFUGEES. Capt.Watson brought out the fact that many of the refugees were carrying too much unnecessary baggage such as bedsprings, sewing machines, large bundles of bedding, oil cans and empty "C" rations cans, and that this situation should not allowed to exist. Lt.Col.Lindberg stated that he had talked with Col.Hancock about this matter and that steps were being taken to not allow refugees to leave the mainland with all this unnecessary baggage.

30. MOVEMENT OF ACCUMULATED FLOUR. Capt.Watson stated that there was much flour and wheat moving from Palermo to Catania via rail which was causing too much coal consumption and imposed into the possibilities of using ships. Lt.Col.Lindberg stated that much of the flour and wheat could be transported by ship and all that was necessary

Declassified E.O. 12356 Section 3.3/NND No. 782021

was to submit bids for schooners which are available. Capt. Birmingham said there are many schooners arriving at Palermo and returning to Catania empty, and that these could be used for transporting ACC flour and wheat.

31. SO AS TO FAIL.

Lt.Col.Lindberg informed the committee that I.B.S. had asked him to request the railways to turn over all irreparable parts of rolling stock as scrap metal for shipment to the United States and the wheels and any useful parts to be loaded and sent for further use into the Railway Workshops. He stated that at the present time there are 1589 such cars throughout the Island and that this information had been sent to SCS P.R.C.U.S.A. through Lt.Baron,IRS, and also to the Transportation Sub-Commission ACC. It was agreed that this would be beneficial to both the United States and to the railroad. Lt.Col.Lindberg said he and an officer from I.B.S. had discussed the matter with Dr.Tuccio, who welcomed the idea, and we must assist IRS in every possible way to get this material, if and when the necessary authority is obtained. If it is, then I.B.S. will do the work as they have the necessary apparatus. It is hoped that by the next meeting, work will have been started.

32. CIVILIAN MAIL.

Capt.Griffin brought up the subject of Civilian Mail transportation on Military diesel cars and stated that, at the present time there are being transported as many as 12 sacks per day, that it was originally agreed to allow 5 sacks per day on the diesel. Capt.Watson stated he would handle this matter with the Postal Officials.

33. CIVILIAN TRAVEL ON DIESEL.

Capt.Griffin explained the procedure of allowing civilians to travel on the military diesels, as it pertains to travel in the American Sector of the Island; that 5 seats per trip were being granted for civilians to travel when request is made through the office of the Representative of the Transportation Sub-Commission ACC. He further stated that this procedure was not being followed at Catania, and as a result, many civilians were arriving in Palermo, apparently not on official business, and were unable to return on the diesel due to the limited number of seats allotted to ACC. Capt.Griffin asked that an officer be appointed in Catania to authorize travel on the diesel and that the same procedure be followed as in Palermo, and also that the number of civilian passengers be limited to 5 per [illegible]t was also suggested by Capt.Griffin that all officers desiring travel on diesel cars to Catania either call at his office or phone [illegible] would be assured seats.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

Lt.Baron, I.S, and also to the transportation [illegible]
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which would be effective on and after ..ay -th. This will spee.. up the Catania-Palermo run by 1½ hours in both directions.

34. RAIL CAR LABELS.

It has been agreed with the Authorities that all the rail cars which are travelling in the Mainland carrying Italian materials, must have a label which must be pasted on both sides of the car. It has all the elements concerning the load. The same procedure was asked for Sicily which was agreed. The responsibility of getting the labels and posting them on the cars would rest with the Italian Military Authorities.

35. NEXT MEETING

The next meeting of the Transportation Committee will be held at 1330 hours, Monday 15 May 194-.

36. DISTRIBUTION

G-4 (Movements) Naval AHQ	3
D Tn (Dr) AFHQ	2
AD Tn (T) (Dr) AFHQ	1
Movements AAI (Adm Loh)	3
D Tn AAI (AdmLoh)	2
DGMS AAI (AdmLoh)	2
Lt Col Vining, Tn Sub-Comm. c/o AAI (Adm Loh)	2
Hq NCI District	3
Tn No I District	1
Coal Section	4
Hq ITS	5
Lt Col Lindberg, Tn Sub-Comm., Rep, Hq ACC Palermo	1
Hq ACC Reg.	1
Movements Catania	2
Regional Commissioner, ACC Reg.I	5
Extras	

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

16/10

Our reference : ACC Tn/16/13
Date : 7 May 44.

TO : Lieut-Colonel O.H. Lindberg,
Tn. Sub-Comm. representative,
C/o HQ ACC, Region I,
SICILY.

SUBJECT: Control of Sicilian Railways.

1. Copy of letter received from Undersecretary of State for Italian Railways and Highways, together with translation and copy of my reply is forwarded herewith for your information.

Sd L.E.V.

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

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transpo ation Sub-Commission
APO 394.

16/9

Our reference : ACC Tn/16/112
Date : 7 May 44.

TO : Gen. di Raimondo,
Undersecretary of State for Italian Railways & Highways,
NAPLES.

SUBJECT: Control of Sicilian Railways.

1. Reference your 2076/T.4/1.1 Segr. dated 29 Apl. 44.

2. I appreciate the difficult position which you present.

Reference your para 3:

(a) The staff in employment prior to the invasion of Sicily should continue to be employed under the same conditions, and also with regard to disciplinary action, and only personnel who are doing essential work should be retained.

(b) Movements - will be completely under the direction and jurisdiction of the ACC represented by the Transportation Sub-Commission personnel appointed to the Sicilian Railways for this purpose.

(c) The use of locomotives, repairs to rolling stock etc., will also be under the direction and control of the Transportation Sub-Commission representative in Sicily. With regard to American locomotives, all requirements for fuel etc., will be put through the Fuel Agent.

(d) Traffic. Movement of all traffic will be at all time subject to essential requirements of ACC and the civil needs of the country.

(e) Major Works is the responsibility of ACC, and the personnel required for maintenance work will consist of 100% Italian under ACC supervision.

(f) No material must be used without authority and sanction of ACC, and no works entailing supply of material may be undertaken without ACC authority. Expenditure on all such works will be borne by the Italian Government.

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Reference your para 4.

The principles enumerated above will equally apply to privately owned railways which must be considered as being under

/the

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the jurisdiction and supervision of ACC Transportation Sub-Commission representative in Sicily.

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

Copy to: Lieut-Colonel O.H. Lindberg,
ACC Tn Sub-Comm. representative,
C/o HQ ACC, Region I,
SICILY.

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Translation: Naples, 29 April 1944.
No. 2076/T.4/1.1 Segr.

SUBJECT: Control of Sicilian Railways.

To : Transportation Sub-Commission, ACC.

1. Reference your letter ACC/Tn/35/0 of 21 March.

2. I would be very grateful if you would clearly define my position and authority in the functioning of the Sicilian railways, now under civilian direction as of the 18 of March.

Not knowing all the clauses and conditions which ACC intends to establish for necessary supervision. Involuntarily I would be in a position to overstep my position, nor abuse my position as defined by Italian law prior to the Armistice.

3. I beg you to examine the following:

a) PERSONNEL - (employment - dismissals - salaries - promotions - transfers - discipline - absences fromwork)

b) MOVEMENTS (origin and run of trains - time tables - acceptance of freight - utilization of rolling stock - utilization of personnel)

c) MATERIAL & TRACTION (use of locomotives - repairs to rolling stock- workshops supplies and use of materials - use of locomotive personnel)

d) TRAFFIC (modification of tarrifs - civilian and freight transportation)

e) WORKS (ordinary upkeep - special work - reopening of broken lines- assigning and operation of work - operation and improvement to plants - supplies andusof material - utilization of personnel)

f) SUPPLIES (acquiring of material - manufacturing of material - payments- coal supply)

g)

4. Similar instructions for privately owned operated railways will be welcomed.

UNDERSECRETARY OF STATE
Con di Reimondo

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FLAMBO FROM FITCH 17

STUBBLEBINE FOR HANCOCK FOR LINDBERG

34/

REFERENCE YOUR S-9558 DATED 15 (.)
LETTER REFERENCE ACC TN 16/75 DATED 20 FEB MUST BE IN YOUR POSSESSION
(.) LETTER QUOTED IN MINUTES 65 TRANSPORTATION COMMITTEE SICILY
RAIL (.) CONFIRM

EGMde Major

IMMEDIATE

3800

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

7376

RESTRICTED

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

MSG Center No	N 65/15	Date / Time Rec'd	APRIL 15/1951
Classification	RESTRICTED	Date / Time Sent	APRIL 16/1650
Precedence	NONE	Reference NR	S-9558
From	STUBBLEBINE FROM HANCOCK FOR LINDBERG	Cite	RTC-32
To	FATIMA FOR FITCH		

LETTER NOT RECEIVED REFERENCE ACC-TN-SUMMON- 7 FEBRUARY 20 ADVISE FULL PARTICULARS OF INFORMATI N REQUIRED REFERENCE YOUR 23-30028.

HEADQUARTERS 16 APR 1944 A.C.C.

ACC DIST

Gutter Exec Sec 3
Sp-DCS
File
Post

RESTRICTED

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

16/101

Our Ref. L.26.
16/5

ALLIED CONTROL COMMISS' N
SICILY REGION HEADQUARTERS
APO 394

REF: ACC Tn/16/85

2 April 1944

SUBJECT : Absence of R.R. Communications in Sicily.

TO : Director Transportation Sub-Commission, ACC,
c/o Mov & Tn.,HQ.,A.A.I. (Adm.Echelon)C.M.F.

1. Reference your letter 27 March 44, reference and subject as above. (Extracts from Civil economy report)

2. Naturally we expect much criticism from civilians about Rail Transport because the movement of civil persons and goods have been drastically curtailed.

3. Military requirements come first and whatever fuel is left is applied to civil transportation.

4. The heavy ammo. movement here in Dec. and Jan. put us in a bad position for the handling of Civil Traffic because coal intended for civil use was applied to military traffic, and we are just now beginning to overcome the handicap caused by this situation.

5. We had no through passenger service whatever in Western Sicily, Jan. 9th to March 29th, due to the lack of fuel.

6. At present the situation is somewhat better. We are moving essential civil goods and a weekly passenger service has been established.

O.H.LINDBERG,
Lt.Col. Rep.
Tn.Sub-Comm.ACC.

2793

[illegible] at 1030 hrs. 20 Dec 44.

Present.

Col. Lindberg	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

[illegible] No.1. District were also present.

4. [illegible]

[illegible] Major Baldwin was unable to attend, [illegible] not [illegible] difficulties, and proposed that the chair should be taken by Col. Lindberg. This was agreed. Col. Lindberg, on taking the chair, [illegible] the Committee's regret and sympathy for Major Baldwin and their good wishes for a speedy recovery.

75. [illegible] (Ref Minute 11).

Capt. Hendrie then read a letter from G[illegible] (Rev and Exp) [illegible] to [illegible] (dated 16th) which stated that with effect from 17 Dec 44 the administration of the Sicilian Railways would be handed over to A.C.C., and that an A.F.H.Q. administrative order to this effect was in preparation. A copy of this letter had been sent to New F.S. District for [illegible] of comment [illegible] A.F.H.Q., and D.G.M.R.S., who recommended the step provided that [illegible] authority to move locomotives and rolling stock to the mainland [illegible] necessary, and M.F., A.C.C., Economic Section, do not find that they have no objection to the transfer. Capt. Hendrie read a third item from this correspondence it appeared that the Committee had fulfilled its function, and proposed that it should be dissolved. Col. Lindberg said that he had not received a copy of this correspondence and that no directive had been issued to him. It was clear, however, that the Committee should be dissolved on the [illegible]. Capt. Cridlin said that A.C.C., were [illegible] directive on the subject. Arrangements were made for copies of the correspondence to be circulated to the Committee at once. It was the [illegible] that the Committee should be dissolved after the present meeting.

76. [illegible] No.1. District, and A.C.C.

Col. Lindberg suggested that informal meetings should continue to take place between representatives of I.F.E., No.1 District, and A.C.C. There was no objection to this proposal.

77. [illegible] (Ref Minute 64).

Capt. Hendrie stated that the rolling stock ferried to date was:-

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[illegible] R.T.O., N.I. District [illegible].

4. [illegible].

[illegible] Major Sellar was invited to attend, b[illegible] proposed that the chair should be take[illegible] by Col. Lindsay. This was agreed. Col. Lindsay [illegible] the Committee that he had met Major Sellar [illegible] for a short [illegible].

75. OFFICE OF R[illegible]S. (Ref Minute 71).

Capt. Hendrie then read a letter from G. (Per and Q) [illegible] to Dept. ACCE (Lt.Col. [illegible]) dated 21st August 1942 with effect from 12 Apr 42 the administration of the Sicilian Railways would be handed over to A.M.G., and that an [illegible] administrative order to this effect was in preparation. A copy of this letter had been sent to Nor.N.I. District together with a covering minute from [illegible], A.D.T.M.(S)., who recommended that steps should be taken immediately to have locomotives and rolling stock to the value necessary, and R.T.O., A.C.C., Lorraine Section, to get what they [illegible] to this transfer. Capt. Hendrie mentioned that from this correspondence it appeared that the Committee had fulfilled its function, and proposed that it should be dissolved. Col. Lindsay said that he had not received a copy of this correspondence and had no idea that such a request to him. It was clear, however, that the Committee should [illegible] on the [illegible]. Capt. Gribble said that A.C.C., [illegible] on the subject. Arrangements were [illegible] to be circulated to the Committee [illegible] Committee should be dissolved after the [illegible].

76. [illegible] R.T.O., No.1. District, and A.C.C.

Col. Lindsay suggested that informal meetings should continue to take place between representatives of I.T.O., No.1 District, and A.C.C. There was no objection to this proposal.

77. [illegible] (Ref Minute 64).

Capt. Hendrie stated that the rolling stock carried to date was:-

Locomotives.	53.
Box wagons.	55.
Refrigerators.	14.
Open wagons.	224.
Cistern wagons.	50.
Flats.	50.
Diesel Railcars.	2.
Ambulance Train (complete)	1.

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78. PROVISION OF LORRY FOR MEDICAL DEPT. CATANIA. (Ref Minute 66).

Major Heath said that the position was now made worse by the theft of five wheels from Eng. Corucci's private car. Supervision of work on the Catania - Messina line was now quite impossible. Col. Lindberg said that Col. Bollick was quite unable to assist in the matter. It was suggest that Major Heath should approach the local Prefect.

79. TARIFFS. (Ref Minute 67).

The Chairman said that the question of tariffs was being considered for the whole of occupied Italy and Sicily. Ing. Tuccio's letter had been referred to the Italian Under Secretary of State for consideration.

80. PUNISHMENT OF PARTS ON CANAL - PALERMO DIESEL SERVICE (Ref Minute 70)

Ing. Tuccio informed the Committee that this had been put into effect that day.

81. REFUGEES.

Col. Lindberg said that commencing in April it was intended to bring 250,000 refugees into Sicily at the rate of 20,000 a month, of which 14,000 would disembark at Syracuse and 6,000 at Palermo or Termini. The railways would be given 24 hours notice for each special train, with numbers and destinations. The coal allotment for the island had been increased by 1,500 tons monthly to allow for this move.

82. CIVIL TRAFFIC (Ref Minute 69).

It was announced that arrangements had been made to accept ten wagons of citrus fruit daily during the season from Western Sicily.

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SECRET

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
H.A., A.A.I. (Adm. Echelon),
C.M.F.

4 April 1944.

TO : Col. S.A. Fitch,
Director, Tn. Sub-Comm., ACC.

SUBJECT : Sicilian Railways (Captain DiBella).

In accordance with verbal orders , submit following for your information.

1. Captain DiBella of Italian Air Force, first went to Sicily in December 1943 and immediately contacted Principe di Mirto, a member of the House of Savoy entourage , and Count Perera. These two are known to be Monarchists and it was said that Capt. DiBella had come there to see if a "Keep the King Movement" could be started. He made frequent trips back to the mainland in a tri-motored plane of the S - 76 type and each time took secret messages from the Communist, Socialist and Christian-Democrat parties in Palermo to members of the parties in Bari. Undersigned knows for a fact that one such message was given him by the Labor Front to be delivered at the Bari Convention. After this he was absent from the island for some time.

2. When he returned he said he was the direct representative of Marshal Badoglio and had been given the Mission of rehabilitating Sicilian Railways, and further stated he had sum of 500,000,000 lire to spend. He presented himself to Lt. Col. Bolick, in charge of T.C. & P.W., Region I, ACC, who refused to accept his story as Capt. DiBella could not produce ANY documents to prove his position, neither was there any such sum proven to be depcsited anywhere to his credit. Capt. DiBella then proceeded to have nearly all the leading Rly. technicians of Sicily meet in his office, and present bids and plans for the rebuilding of bridges and tunnels damaged during the Sicilian operations. Several such meetings were held but nothing definite was ever done and Capt. DiBella returned to the Mainland.

3. In February he returned again, this time accompanied by a Lt. Col. of the Bersaglieri and together with a certain DiSalvo (has himself talked Capt. DiSalvo) solicited help of the various political parties in recruiting 10,000 volunteers, to be organised along the lines of the Arditi, promising financial assistance for families of the volunteers and "only death and glory for the volunteers themselves". It was rumored that since then the three have quarreled, presumably over financial matters and are no longer together.

4. Capt. DiBella was not at any time able to produce any identification papers to justify his presence there, and it can be construed that he may have been doing some undercover work for some Italian official and was using these pretexts as an excuse.

5. This officer spoke with Marshal Badoglio's own pilot, who knows DiBella, but he knew very little about his work in recent times. He did admit that Captain DiBella was [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 782021

In accordance with verbal orders , submit following for your information.

1. Captain DiBella of Itelian Air Force, first went to Sicily in December 1943 and immediately contacted Principe di Mirto, a member of the House of Savoy entourage , and Count Perera. These two are known to be Monarchists and it was said that Capt. DiBella had come there to see if a "Keep the King Movement" could be started. He made frequent trips back to the mainland in a tri-motored plane of the S - 76 type and each time took secret messages from the Communist, Socialist and Christian-Democrat parties in Palermo to members of the parties in Bari. Undersigned knows for a fact that one such message was given him by the Labor Front to be delivered at the Bari Convention. After this he was absent from the island for some time.

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4. Capt. DiBella was not at any time able to produce any identification papers to justify his presence there, and it can be construed that he may have been doing some undercover work for some Italian official and was using these pretexts as an excuse.

5. This officer spoke with Marshal Badoglio's own pilot, who knows DiBella, but he knew very little about his work in recent times. He did admit that Captain DiBella was once the best torpedo plane pilot in Italy and that he had received 5 silver medals for his bravery and for the amount of Allied shipping he had sunk.

6. Major Iraci of the Bersaglieri who knows Capt. DiBella, in a letter sent to a friend in Palermo stated that DiBella was not to be taken seriously and that he, DiBella, was an opportunist and was only concerned in his personal gain.

7. The above information was given verbally to Lt. Col. Bolick, T.C. & P.W. Region I and Lt. Col. Lindberg, Transportation Region I, who knew Capt. DiBella and had refused to negotiate with him.

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8. It is strongly recommended that this be reported to the Italian State Rly. authorities and that Capt. DiBella be stopped from posing as an authorized representative of the said Rly. and of Marshal Badoglio.

ROY E. BARONE,
2nd. Lieut. F.A.
In. Sub-Comm., ACC.

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

Naples - 28 March 44

TRANSLATION

Ministry of Communications
Undersecretary of State

File No. 1249/1.3/1.1 Segr.

SUBJECT : Repairs to Sicilian Railways.

TO: Col. S.A. Fitch.

In confirmation of our conversation on this subject.

1. Capt. Di BELLA having told me of the necessity of restoring rail communications in Sicily, I declared (to him) that the Italian Government expects to assume responsibility for the expense incurred in doing this work.

The main difficulty would be, however, be encountered in the obtaining of materials.

2. Capt. Di BELLA said to me that he could interest himself in the matter of obtaining materials, and I told him that I would accept his proposals and thanked him.

3. I have not seen Capt. Di BELLA since, neither have I received any written communication from him.

As soon as I have definite information regarding him, I will not fail to write to you about it.

However, all work is done exclusively through the Capo Compartimento, Ing. Tuccio, who is responsible to me.

The Undersecretary of State.

Sgd. G di Raimondo.

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16/89 T.
16/2

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

April 18, 1944

SUBJECT : Situation on Sicilian Railways.

TO : Director, Transportation Sub-Comm., ACC.,
c/o Mov. & Tn.,
HQ. AAI. (Adm.Echelon) CMF.

1. Reference ACC Tn/16/89 dated April 7, 1944.

2. Priority list of goods that may move is as follows:

1. Foodstuffs, fuels, lubricants, exclusive of wine, vegetables and fruits.
2. Vegetables, fruits and containers.
3. Livestock and fowls.
4. Sulphur for export.
5. Construction and building materials.
6. Fertilizer, seeds and phosphates.
7. Machinery.
8. Household goods.
9. Wines and alcohols.
10. Miscellanious products.

For C.H.LINDBERG, Lt.Col., Trans.Sub-Comm. Rep. at H.Q. Reg.I

Peter G. Matson
PETER G. MATSON,
Captain, T.C.
Trans.Sub-Comm.

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Transaportation Sub-Commission, ACC.,
C/o Nov & Tn.,
HQ AAI (Adm Echelon),
C.M.F.

Our reference : ACC Tn/16/89

Date : 7 Apl 44

TO : Regional Commissioner, Region I .
(for Lt. Col. C.H. Lindberg).

SUBJECT: Situation on Sicilian Railways.

1. Reference your letter dated 31 Mar 44 on above subject.

2. Please let us have a copy of the "priority list of goods that may be moved" referred to in para 4(iv) of your letter.

S.A. PITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

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ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

March 31, 1944

SUBJECT : Situation on Sicilian Railways.

TO : Director, Transportation Sub-Commission,ACC.

1. Reference letter ACC Tn/16/87 dated March 28, 1944, which was handed by 2nd Lt.R.E.Barone on 29 March.

2. Noted.

3. Our usual weekly progress report with other details for week ended March 21st was mailed before the arrival of Lt.Barone. The first weekly report in the new form, for week ended 26 March has been handed to Lt. Barone for delivery to you.

4. Copy of letter to Regional Commissioner dated 17 March reference ACC Tn/35/18 subject "Control of Sicilian Railways" has been received. The system for carrying out instructions in paragraph 5 (c) Functions of Sub-Commission, will be as follows:

(i) Specific requirements of Allied Forces will be handled on regular transportation requests and cleared through this office.

(ii) Specific requirements of ACC will be handled by placing their requests with the Railway under supervision of this office.

(iii) Specific requirements of Italian Forces will be handled same as (i) and handled in priority order.

(iv) General requirements to meet essential civil needs will be handled by the civilian shippers dealing direct with the Railway representatives with approval of ACC of a priority list of goods that may move.

(v) All requirements will be submitted to the Railway for coordination under ACC supervision.

(vi) An organization similar to the Transportation Committee Sicily has been formed, and its first meeting has been called on 3rd April.

5. Letter addressed to Regional Commissioner, File ACC Tn 35/20 dated 21 March, quoting letter AFHQ dated 17 March 44, has been received and acted upon as will be noted in minutes of meeting held in Regional Commissioners Of-

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2. Noted.

3. Our usual weekly progress report with other details for week ended March 2Ist was mailed before the arrival of Lt.Barone. The first weekly report in the new form, for week ended 26 March has been handed to Lt. Barone for delivery to you.

4. Copy of letter to Regional Commissioner dated 17 March reference ACC Tn/35/18 subject "Control of Sicilian Railways" has been received. The system for carrying out instructions in paragraph 5 (c) Functions of Sub-Commission, will be as follows:

(i) Specific requirements of Allied Forces will be handled on regular transportation requests and cleared through this office.

(ii) Specific requirements of ACC will be handled by placing their requests with the Railway under supervision of this office.

(iii) Specific requirements of Italian Forces will be handled same as (i) and handled in priority order.

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(iv) General requirements to meet essential civil needs will be handled by the civilian shippers dealing direct with the Railway representatives with approval of ACC of a priority list of goods that may move.

(v) All requirements will be submitted to the Railway for coordination under ACC supervision.

(vi) An organisation similar to the Transportation Committee Sicily has been formed, and its first meeting has been called on 3rd April.

5. Letter addressed to Regional Commissioner, File ACC Tn 35/20 dated 21 March, quoting letter AFHQ dated 17 March 44, has been received and acted upon as will be noted in minutes of meeting held in Regional Commissioners Office 0930 March 30, 1944.
Effect of this change was that IBS was a little reluctant to relinquish their share in the control of the Railways. The Italian Railway administration are highly pleased, as they feel that a better job of running the Railways can now be done as they have only to deal with one organization, namely ACC, instead of dealing with several agencies as was the case prior to the handover. It is,perhaps a little early to say what the full effects of the handover have

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ACC ACP6/TNT 10005/140/1967 (2 OF 2) RECORD 1 SERIES

OCT. 1943-JAN. 19

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

WDJ/967 (2 OF 2) SECRET & SLOT GENERAL CORRESPONDENCE

OCT. 1943 - JAN. 1944

been in this area, but I hope to dwell on this matter more fully in my future weekly reports.

A. Lindbergh.

O.H.LINDBERG
Lt.Col.Rep.
Trans.Sub.Comm.

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Transportation Sub-Com. ssion, ACC.,
c/o Mov & Tn.,
H.Q., A.F. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/16/87

Date : 28 March 44.

TO : Regional Commissioner, Region I,
(for Lt.Col. O.H. Lindberg, Transportation Sub-Commission Representative, A.C.C.).

SUBJECT : Situation on Sicilian Railways.

1. This letter will be delivered by 2nd. Lieut. R.E. Berone, now attached this office. He is making visit to Sicily in connection personal matters and it is desired that he also act as liaison courier.

2. Effective immediately word "Internal" has been dropped from designation of this Sub-Commission.

3. It is desired to have fullest possible details of current situation on Sicilian Railways in month end report, soon due. The last of your Weekly Reports received is that for W/E 14 March 44 and you can doubtless hand to Lt. Berone your report for week-ended 21 March 44 and probably that for week-ended 23 March.

4. Have you received copy of this Sub-Commission letter to Regional Commissioner, Region I, A.C.C., dated 17 March 44, reference ACC Tn/35/18, Subject: "Control of Sicilian Railways"? What system are you adopting to conform to para 5 (c) of the "Functions of this Sub-Commission" enclosed with that letter?

5. Please advise whether you have received our letter, addressed to Regional Commissioner, Region I, A.C.C. (for Rail Transportation Section), file ACC Tn/35/20, edted 21 March 44, quoting letter AFHQ dated 17 March 44, indicating thatnSicilian Railways were to be returned to civilian operation under supervision this Sub-Commission, effective 18 March 44. It is particularly desired to know what effect, if any, these instructions have had in your area.

6. Pkease give Lt. Berone any other any information which you believe may be helpful.

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W.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

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Transportation Sub-Commission, ACC.,
c/o Mov & T.
H.Q., A.F.H.Q. (Adm. Echelon),
U.S.A.F.

Our reference : ACC Tn/16/86

Date : 27 March 44.

TO : Regional Commissioner, Region 1,
(for Lt.Col. O.H. Lindberg).

SUBJECT : Repairs to Damaged Railways - Sicily.

1. Reference is made to your letters of 22 and 31 Jan 44, above subject, and our reference ACC Tn/16/69 dated 11 Feb 44.

2. Please inform this Sub-Commission what has resulted from the activities of Capt. Dibellia to date. Further, if any materials have been made available for his purposes please give particulars, including source of supply.

L.L. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

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BEST COPY POSSIBLE

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TRANSPORTATION COMMITTEE SICILY (T C L)

Minutes of Seventh meeting held in Palermo at 15[illegible] hrs. 6 March 44

Present:

Major Baldwin (Chairman)	-	No.1 District
Lt.Col Lindberg	-	Int. in Sub Commission Rep. with HQ ACC Palermo
Major Heath	-	No.1 District
Capt. Truitt	-	I.B.S.
Capt. Watson	-	ACC Region II
Capt. Long	-	ACC Region I
Ing. Tuccio	-	Sicilian State Railways
Capt. Hendrie	-	No.1 District

---oOo---

63. CIVIL TRAFFIC (Ref Minute 56)

Capt. Hendrie said that it was desirable that local ACC Headquarters in Western Sicily should apply direct to [illegible] ACC Region I when it was desired to send traffic from Western to Eastern Sicily, and for HQ ACC to apply to I.B.S. for approval. This was agreed.

64. SHIPMENT OF ROLLING STOCK & LOCOMOTIVES TO ITALY (Ref Minute 57)

Major Heath announced that, up to date, the following material had been shipped:

Diesel railcars	-	2
Locomotives	-	53
Cistern wagons	-	50
Open wagons	-	206
Box wagons	-	119 +
Flat wagons	-	41
Ambulance train	-	1 ‡

+ including 9 Refrigerator vans
‡ consisting of 10 Ambulance coaches and 3 baggage vans

Major Heath asked if a further 36 high-sided or box wagons could be shipped from the Messina area. This was agreed.

65. RAILWAY SHOPS (Ref Minute 43)

Col. Lindberg produced a letter he had received from HQ ACC ACMF Adv. Admin. Echelon in reply to the six-monthly requisition for railway stores, stating that it appeared to represent excessive demands for other than immediate needs and that the intention appeared to be to restore the railways to a pre-war footing and create a reserve for future maintenance. The letter stated that requisitions would only be accepted for stocks unobtainable in the country and vital for essential needs, and suggested that a full survey should be made of available railway stores. The letter recommended that the quantity of locomotives and rolling stock necessary to operate minimum essential passenger and freight services should be determined and the surplus used, if necessary, to provide spare parts, and that stocks of railway stores usually distributed along the permanent way should be concentrated in one of two central depots. The repair of station buildings, warehouses etc. should be limited to those essential for minimum operation and should be effected with mate[illegible]

63. CIVIL TRAFFIC (Ref Minute 30)

Capt. Menzies said that it was desirable that local ACC Headquarters in Eastern Sicily should apply direct to the ACC Region when it was desired to send traffic from Eastern to Western Sicily, and for HQ ACC to apply to I.B.S. for approval. This was agreed.

64. SHIPMENT OF RAILWAY STOCK & LOCOMOTIVES TO BE MADE (Ref Minute 57)

Major Heath announced that, up to date, the following material had been shipped:

Diesel railcars	-	2
Locomotives	-	33
Platform wagons	-	90
Open wagons	-	206
Box wagons	-	110 +
Flat wagons	-	41
Ambulance train	-	1 +

+ including 9 Refrigerator vans
+ consisting of 10 Ambulance coaches and 5 baggage vans

Major Heath asked if a further 36 high-sided or box wagons could be shipped from the Messina area. This was agreed.

65. RAILWAY STORES (Ref Minute 43)

Col. Lindberg produced a letter he had received from HQ ACC AC/S Adv. Admin. Echelon in reply to the six-monthly requisition for railway stores, stating that it appeared to represent excessive demands rather than immediate needs and that the intention appeared to be to restore the railways to a pre-war footing and create a reserve for future maintenance. The letter stated that requisitions would only be accepted for stores unobtainable in the country and vital for essential needs, and suggested that a full survey should be made of available railway stores. The letter recommended that the quantity of locomotives and rolling stock necessary to operate minimum essential passenger and freight services should be determined and the surplus used, if necessary, to provide spare parts, and that stocks of railway stores usually distributed along the permanent way should be concentrated in one of two central depots. The repair of station buildings, warehouses etc. should be limited to those essential for minimum operation and should be effected with materials salvaged from non-essential buildings.

Col. Lindberg stated that he was replying to the effect that he agreed with the principle expressed except that he did not agree with the centralisation of maintenance stores. Major Heath pointed out that the use of surplus rolling stock for cannibalisation might prejudice any future export to operational areas.

Major Heath then raised the question of the supply of oil in the Eastern Section. Although it had been agreed that all demands for railway stores should be centralised, a recent demand from the Eastern section for oil had been returned by the railway Headquarters with instructions to indent on No. 1 District. After some discussion, it was agreed that the correct procedure was for the railway Headquarters to obtain supplies from ACC stores. Capt. Truitt stated that oil FOR DIESEL CARS IN THE WESTERN SECTION WAS SUPPLIED BY I.B.S. BUT AGREED TO INVESTIGATE

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With reference to Minute 64, Capt. [illegible] stated that a quantity of flashlight batteries had been obtained and handed to the railways.

66. PROVISION OF LORRY FOR THE TRUSTEES' AGENT, CATANIA (Ref Minute 60)

The Chairman stated that a letter had been written to the [illegible] Mining Division of ACC Region I, but that no reply had yet been received. Col. Lindberg agreed to speak to Col. Bullick.

67. TARIFFS (Ref Minute 52)

Ing. Tuccio submitted a letter asking for a substantial increase in both goods rates and passenger fares. Col. Lindberg said that he would forward the letter to HQ ACC.

68. WOOD FUEL FOR LOCOMOTIVES (Ref Minute 54)

The Chairman said that the Allied Force Local Resources (Sicilian) Board had been approached on this subject. A copy of their reply, giving details and prices of wood available, had been distributed. It was agreed that there was no objection to the railways making use of the supply.

69. REVISION OF RAIL BOUNDARY BETWEEN U.S. AND No.1 DISTRICT

The Chairman announced that with effect from 10 March, the boundary between the British and American zones, in so far as the railway was concerned, would be moved from MAGHAS to [illegible]. This would have no effect on the operation of the railway which would continue as before. Gela would remain under U.S. control.

70. CATANIA - PALERMO DIESEL SERVICE: PAYMENT OF FARES

The Chairman stated that he understood that fares were not collected from the civilians travelling on the Catania - Palermo Diesel Service, and proposed that this should be done in future. Capt. Truitt pointed out that a number of passengers travelled on purely Army business and that it was not desirable that these should have to pay. It was agreed that the institution of fares should be put into effect forthwith for all civilians except those travelling on purely Army business and that the latter should have their permits endorsed "Without Pay" in English and Italian.

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71. COMMITTEE CHANGES

The Chairman stated that Major Heath might shortly be leaving the Island, having completed his duties, and had therefore tendered his resignation from the Committee. In accepting his resignation, the Chairman expressed his thanks to Major Heath for the help he had given both to him personally and to the Committee. Major Heath had expressed his willingness to continue to give every assistance as long as he remained in the Island.

Major Baldwin then proposed that Capt. Hendrie should be elected to the Committee as he was not officially a member. This was agreed.

72. COAL FOR MESSINA

Ing. Tuccio informed the Committee that there had been some difficulties in

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68. WOOD FUEL FOR LOCOMOTIVES (Ref Minute 54)

The Chairman said that the Allied Force Local Resources (Sicilian) Board had been approached on this subject. A copy of their reply, giving details and prices of wood available, had been distributed. It was agreed that there was no objection to the railways making use of this supply.

69. REVISION OF RAIL BOUNDARY BETWEEN U.S.S. AND No.1 DISTRICT

The Chairman announced that with effect from 10 March, the boundary between the British and American zones, in so far as the railway was concerned, would be moved from LICATA to GELA. This would have no effect on the operation of the railway which would continue as before. Gela would remain under U.S. control.

70. CATANIA - PALERMO DIESEL SERVICE: PAYMENT OF FARES

The Chairman stated that he understood that fares were not collected from the civilians travelling on the Catania - Palermo Diesel Service, and proposed that this should be done in future. Capt. Truitt pointed out that a number of passengers travelled on purely Army business and that it was not desirable that these should have to pay. It was agreed that the institution of fares should be put into effect forthwith for all civilians except those travelling on purely Army business and that the latter should have their permits endorsed "Without Fare" in English and Italian.

3785

71. COMMITTEE CHANGES

The Chairman stated that Major Heath might shortly be leaving the Island, having completed his duties, and had therefore tendered his resignation from the Committee. In accepting his resignation, the Chairman expressed his thanks to Major Heath for the help he had given both to him personally and to the Committee. Major Heath had expressed his willingness to continue to give every assistance as long as he remained in the Island.

Major Baldwin then proposed that Capt. Hendrie should be elected to the Committee as he was not officially a member. This was agreed.

72. COAL FOR MESSINA

Ing. Tuccio informed the Committee that there had been some difficulty in supplying coal for the Messina area and requested that the Train Ferry should be used for this purpose. Major Heath said that the Ferry would be engaged on its present programme for another month but the problem could be reconsidered at the end of that period. Meanwhile arrangements had been made to supply Messina by road

73. NEXT MEETING

It was agreed that the next meeting should be held in Palermo at the Palazzo Ferroviale at 1500 hours, Monday 20th March 1944.

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

1225

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

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
H.Q., A.C.M.F. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/16/82

Date : 15 Mar 44.

TO : R.C., Region I, Palermo.
(for Lt.Col.O.L.Lindberg, Int.Tn.R.C.Rep.)

SUBJECT : Application for Increased Railway Tariffs, Sicily.

1. Reference your RTC 551 dated 7 March 44.

2. The matter of application for increased railway tariffs in Sicily is being treated in connection with the consideration of that question for the whole of Italian territory free of German occupation, in order that any action may be uniform.

3. Regarding this particular application, this Sub-Commission is communicating with the Undersecretary of State for Railways with whom the whole question is being reviewed.

S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

3784

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

16/80

OHL/e1/23.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

7 March 1944

File : RTC 551

SUBJECT : Application for Increased Tariffs, Sicily Railways.

TO : Director, Internal Transportation Sub-Commission,
ACC, c/o Movement & Transportation,
AFHQ Advanced Administrative Echelon, C.M.F.

1 . I enclose a letter which Dr. Tuccio handed to me yesterday. I informed him that I would submit the matter to you.

2 . Ing. Dr. Tuccio is very anxious to apply forthwith the 100% increase, decreed by the Italian Government, and he says he hopes that you will be able to agree to the further increases asked for.

A. Lindberg.
Lt. Col.
Int. Tn. Sub-Commission, ACC
Rep. at Region 1,
Palermo.

INCL. (1):
1. Ltr. from Tuccio.

3783

1923

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

(COPY)

STATE RAILWAY DIRECTION
PALERMO

MEMORANDUM

SUBJECT: Tariff increase.

The necessity has been represented by me in prior occasion for an adequate tariff increase.

I stated that railway tariffs, which are now the same as they were in 1940, are the lowest transportation tariffs existing, and cannot front in any way our actual operating expenses.

I proposed at the time that our passenger tariff were increased by 200% and goods tariffs by 300% and added it would be willingly accepted by both passengers and merchant class, who are now paying high figures for automobile and truck hiring.

Since the time the matter was discussed prices of any kind have gone up, salaries increased, huge expenditures have been and are fronted by this Administration for repairs of damaged property, and material for railway operating has been and is paid at immoderate prices. All bus and transportation companies have very sensibly raised their tariffs.

The Italian Government, by decree No 27/8 of December 16, 1943 granted the Railway authority to rise its tariffs by 100%. Such increase, however, is not sufficient, and I again suggest that it is brought up to 200% and 300% for passengers and goods respectively.

If it is impossible for you to approve, let us kindly have authority to operate at least the increase set forth in the above mentioned decree.

/s/ Ing. Dr. Pietro Tuccio,
Manager.

3782

Internal Transportation Sub-Commission, A.C.,
C/o Sec A Tn.,
HQ ACSF (Adm Echelon),
G.H.F.

Our reference : ACS Tn/14/79

Date : 14 Mar 44.

TO : Regional Commissioner,
Region I, ACS.,
Sicily.

SUBJECT: Sicilian Railway Rehabilitation.

1. Col. L.F. Adams, Chief Staff Officer, Economic Section, ACC, has received letter from your Lt.Col. Bolick, dated 26 Feb 44 (file RTC 531) giving certain information on position of Sicilian Railways, which was much appreciated, and which has been referred to this Sub-Commission.

2. It is agreed it is desirable to proceed with as much rehabilitation as can be undertaken without prejudice to the Allied war effort.

3. On general subject of repairs, the policy is contained in letter to General di Raimondo, Undersecretary of State for Italian Railways and Highways, dated 10 Feb 44 (ref.ACC Tn/14/66) -copy attached. Reference to this letter is made in minute 59 of Meeting of Transportation Committee Sicily (Rail), 21 Feb 44. Countless Lt. Col. Bolick and Lt.Col. Lindberg (representative of this Sub-Commission in your Region) are working in close co-operation on this matter.

2781

4. It is believed that most of the questions which arise concerning railways can best be dealt with through the Transportation Committee, as has been case in past.

5. It is requested that you advise how matters stand regarding timber which you requisitioned from Allied Force local Resources (Sicilian) Board on 22 Feb 44 (your file RTC 411.1).

6. Regarding tabulation of "Work Approved to Open Railway Lines" with sub-divisions between Palermo - Messina line and Catania - Messina line, which accompanied Lt. Col. Bolick's letter to Col. Adams under date 26 Feb 44 (file RTC 531), will you please confirm that the whole of work referred to will be financed by the Italian Government.

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

Subject: Sicilian Railway Rehabilitation.

1. Col. [illegible] Adams, Chief Staff Officer, Economic Section, ACC, has received letter from your Lt.Col. Bolick, dated 26 Feb 44 (file AFC 531) giving certain information on position of Sicilian Railways, which was much appreciated, and which has been referred to this Sub-Commission.

2. It is agreed it is desirable to proceed with as much rehabilitation as can be undertaken without prejudice to the Allied war effort.

3. On general subject of repairs, the policy is contained in letter to General di Raimondo, Undersecretary of State for Italian Railways and Highways, dated 10 Feb 44 (ref. ACC Sn/16/60) -copy attached. Reference to this letter is made in minute 99 of meeting of Transportation Committee Sicily (Rail), 1 Feb 44. Doubtless Lt. Col. Bolick and Lt.Col. Lindberg (representative of this Sub-Commission in your Region) are working in close co-operation on this matter.

4. It is believed that most of the questions which arise concerning railways can best be dealt with through the Transportation Committee, as has been case in past.

5. It is requested that you advise how matters stand regarding timber which you requisitioned from Allied Force Local Resources (Sicilian) Board on 22 Feb 44 (your file AFC 411.1).

6. Regarding tabulation of "Work Approved to Open Railway Lines" with sub-divisions between Palermo - Messina line and Catania - Messina line, which accompanied Lt. Col. Bolick's letter to Col. Adams under date 26 Feb 44 (file AFC 531), will you please confirm that the whole of work referred to will be financed by the Italian Government.

S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

Copy to : Col [illegible] Adams, Chief Staff Officer, Economic Section.
Lt. Col. Lindberg (Int. Tn. Sub. Comm representative) Reg.1.

Declassified E.O. 12356 Section 3.3/NND No. 782021

ALLIED CONTROL COMMISSION

Internal Transportation Sub-Commission, ACC.
C/o HQ [illegible],
APO [illegible], Advanced Administrative Echelon,
[illegible].

Our reference : ACC Tn/I/60

Date : 10 Feb 44.

TO : Gen. di Raimondo,
Undersecretary of State for Railways and Highways.

SUBJECT: Repair of damaged railway lines - Sicily.

1. It has been reported to this Sub-Commission that Capt. Sibellia, representing the Italian Government, is now in Palermo to arrange for the complete repair of the Sicilian railways. He has stated to Lt.Col. C.H. Lindner (this Sub-Commission representative in Sicily) that the Italian Government is prepared to spend 500,000,000 lira for the purpose and that it is hoped to achieve the complete repairs within the next five months.

2. You will appreciate that owing to the shortage of materials essential to the war effort, particularly those which are not produced in this country, no work which requires the use of such materials should be undertaken unless absolutely necessary to meet vital civil needs under present conditions. This policy has been approved by the Headquarters of this Sub-Commission and you are requested please, to arrange for it to be fully understood and acted upon by Capt. Sibellia and all concerned.

3. It is understood that Capt. Sibellia is making local enquiries with the provision of small tons of steel. In view of the policy stated in para 2 above will you please arrange for particulars of the proposed use of this steel to be submitted to this Sub-Commission for approval. The particulars should include sufficient evidence of justification.

3783

4. The same procedure should be adopted in connection with any other essential materials which may be required in future.

5. There is no doubt that much of the repair work which requires to be done will not involve the use of the essential materials referred to above and there appears to be no reason why the policy outlined in this letter should have an unduly restrictive effect on carrying out the repair work.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Subject: Repair of damaged railway lines - Sicily.

1. It has been reported to this Sub-Commission that Capt. Sibellino, representing the Italian Government, is now in Palermo to arrange for the complete repair of the Sicilian railways. It has stated to Lt.Col. L.A. Lindsay (this Sub-Commission representative in Sicily) that the Italian Government is prepared to spend 500,000,000 lire for the purpose and that it is hoped to achieve the complete repairs within the next five months.

2. You will appreciate that owing to the shortage of materials essential to the war effort, particularly those which are not produced in this country, no work which requires the use of such materials should be undertaken unless absolutely necessary to meet vital civil needs under present conditions. This policy has been approved by the headquarters of this Sub-Commission and you are requested please, to arrange for it to be fully understood and acted upon by Capt. Sibellino and all concerned.

3. It is understood that Capt. Sibellino is making local arrangements for the provision of 1,000 tons of steel. In view of the policy stated in para 2 above will you please arrange for particulars of the proposed use of this steel to be submitted to this Sub-Commission for approval. The particulars should include sufficient evidence of justification.

4. The same procedure should be adopted in connection with any other essential materials which may be required in future.

5. There is no doubt that much of the repair work which requires to be done will not involve the use of the essential materials referred to above and there appears to be no reason why the policy outlined in this letter should have an unduly restrictive effect in carrying out the repair work.

Colonel,
Chief of Internal Transportation Sub-Commission, A.C.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

3779

C.C.S. - ARRIVALS
5 MAR 1944
A. C. C.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

CPS/cp

28 February 1944

FILE: RTC 531

SUBJECT: Sicilian Railway Rehabilitation.

TO : Col. D.S.ADAMS, Economic Director, A.C.C. HQ.

1 . In regards to our recent conversation in Palermo, I am sending you some general information and comments.

Chart No.2 will give a graphic description of the present opereting status of railroads in Sicily.

Chart No.3 shows location of damaged bridges and tunnels and status of construction work. There are of course many small jobs both construction and maintenance not shown on chart.

2 . Inclosure No.1 is an estimate of timber requirements, which are necessary to put the Palermo-Messina-Catania section back in operation. These two sections of line received extensive damage to bridges and tunnels. It is estimated that it will take about six months to complete the work, even after the necessary materials are received. Some work can be done on most of the projectand they have therefore been approved by this division. It is work that should be done and at the same time provides jobs for the unemployed.

3 . Due to heavy military movements and coal shortages civilian traffic in Western Sicily has been drastically curtailed. Since Jan. 9- 1944 all freight has been embergoed, except goods and fuel. All through passenger service has been suspended indefinitely, which has seriously effected the welfare of the Island.

On Feb. 28 we managed to get sufficient coal allocated to put on a few freight trains for hauling essential civilian supplies.

This condition does not exist in the Eastern or British controlled area. They have always had sufficient coal for civilian freight and passenger service as well as for military requirements.

For The Regional Commissioner.

3778

C.P.Bolick

C.P.BOLICK
Lt..Col., F.A.
Chief, T.C.P.W. & T. Div.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Chart No.2 will give a graphic description of the present operating status of railroads in Sicily.

Chart No.3 shows location of damaged bridges and tunnels and status of construction work. There are of course many small jobs both construction and maintenance not shown on chart.

2 . Inclosure No.1 is an estimate of timber requirements, which are necessary to put the Palermo-Messina-Catania section back in operation. These two sections of line received extensive damage to bridges and tunnels. It is estimated that it will take about six months to complete the work, even after the necessary materials are received. Some work can be done on most of the projectand they have therefore been approved by this division. It is work that should be done and at the same time provides jobs for the unemployed.

3 . Due to heavy military movements and coal shortages civilian traffic in Western Sicily has been drastically curtailed. Since Jan. 9- 1944 all freight has been embargoed, except goods and fuel. All through passenger service has been suspended indefinitely, which has seriously affected the welfare of the Island. On Feb. 23 we managed to get sufficient coal allocated to put on a few freight trains for hauling essential civilian supplies.

This condition does not exist in the Eastern or British controlled area. They have always had sufficient coal for civilian freight and passenger service as well as for military requirements.

For The Regional Commissioner.

3778

C.P.Bolick

C.P.BOLICK
Lt.-Col., F.A.
Chief, T.C.P.W. & H. Div.

INCL. (4):
1. Estimate Timber Reqmts.
2. Chart - Operating Status of Rwys.
3. " - Damaged Bridges & Tunnels.
4. List Work Approved.

5632

5 Mar.

35.

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

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

INCLOSURE 4

WORK APPROVED TO OPEN RAILWAY LINES

Palermo - Messina line

No	Location	Description	Lire Est.Cost.
15	Km.100+974	Masonry arch 10 m.	625.000
17	" 105+182	Steel span 45 m.	1.600.000
18	" 110+033	Masonry 5 spans 45m.each	2.350.000
19	" 117+645	" 7 " "" "	9.000.000
21	" 127+344	Steel 2 " 50" "	2.700.000
22	" 133+578	" 2 " 45" "	950.000
24	" 154+992	Tunnel 1700 meters long	6.000.000
		Total	23.225.000

Catania to Messina

48	km.272+414+436 +500	3 steel span subway	1.150.000
49	" 280+173	Masonry bridge 2 arches 11.7m each	782.000
		" " 1 " 15m eac.	344.000
49B	" 280+654	Steel " 2 spans 20 each	940.000
50	" 283+331	Tunnel 362 meters long	6.100.000
45	" 289+528	" 179 " "	12.000.000
44	" 291+482	Steel bridge 3 spans 2-9m	615.000
43	" 295+719	1-11M	6.200.000
		Tunnel 607 meters long	1.030.000
42	" 298+542	Steel bridge 13 spans 16.5 meters	155.000
41	" 301+296	Masonry " 1 " 4 m.	467.000
40 bis	" 302+387	Steel " 1 " 12 m.	1.100.000
40	" 302+461	" " 5 " 3 at 16.9	5.600.000
39	" 304+880	2 at 21.8	3.500.000
		Tunnel 77 meters long	
37	" 313+792	" 19.8 meters long	
36	" 319+747	Total	39.984.000

.0777

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

WORK APPROVED TO OPEN RAILWAY LINES

Palermo - Messina line

No	Location	Description	Lire Est.Cost.
15	Km.100+974	Masonry arch 10 m.	625.000
17	" 105+182	Steel span 45 m.	1.600.000
18	" 110+633	Masonry 5 spans 45m.each	2.350.000
19	" 117+645	" 7 " "" "	9.000.000
21	" 127+344	Steel 2 " 50" "	2.700.000
22	" 133+578	" 2 " 45" "	950.000
24	" 154+992	Tunnel 1700 meters long	6.000.000
		Total	23.225.000

Catania to Messina

48	km.272+414+436 +500	3 steel span subway	1.150.000
49	" 280+173	Masonry bridge 2 arches 11.7m each	782.000
49B	" 280+654	" " 1 " 15m eac.	344.000
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44	" 291+482	" 179 " "	12.000.000
43	" 295+719	Steel bridge 3 spans 2-9m 1-11M	615.000
42	" 298+542	Tunnel 607 meters long	6.200.000
41	" 301+296	Steel bridge 13 spans 16.5 meters	1.030.000
40 bis	" 302+387	Masonry " 1 " 4 m.	156.000
40	" 302+461	Steel " 1 " 12 m.	467.000
39	" 304+880	" " 5 " 3 at 16.9 2 at 21.8	1.100.000
37	" 313+792	Tunnel 77 meters long	5.600.000
36	" 319+747	" 19.8 meters long	3.500.000
		Total	39.984.000

/ INCLOSURE 1

ALLIED CONTROL COMMISSION OPR/e1

SICILY REGION HQ.

APO 394

File : RTC 411.1 22 February 1944

SUBJECT : Estimate of Lumber and Timber Requirements, Sicilian Railways.

TO : Allied Force Local Resources (Sicilian) Board, 3, Via Bari, Palermo.

1 . Herewith list of Lumber and Timber requirements for Sicilian Railways for March, April and May 1944:

SIZE	NO. OF PIECES REQUIRED		
	MARCH 1944	APRIL 1944	MAY 1944
Lumber, 30 cm x 8 cm x 4 m	300	300	300
" " " 5 m	325	325	325
" " " 6 m	350	350	350
Timber, 15 cm x 15 cm. x 4 m	175	175	175
" " " 5 m	175	175	175
" " " 6 m	175	175	175
" " " 7 m	175	175	175
" " " 8 m	200	200	200
" 30 cm x 30 cm x 6 m	60	60	60
" " " 8 m	60	60	60
" " " 10 m	60	60	60
" " " 12 m	65	65	65
" 40 cm x 40 cm x 6 m	40	40	40
" " " 8 m	40	40	40
" " " 10 m	40	40	40
" " " 12 m	40	40	40
Piling, diam. 35 cm x 8 m	40	40	40
" " " 9 m	40	40	40
" " " 10 m	45	45	45
" " " 11 m	40	40	40
" " " 12 m	35	35	35
" " " 13 m	35	35	35
" " " 14 m	40	40	40
" " " 15 m	40	40	40

3775

2 . Most of this material is to be used on the line

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

1. Herewith List of Lumber and Timber requirements for Sicilian Railways for March, April and May 1944:

SIZE	NO. OF PIECES REQUIRED MARCH 1944	APRIL 1944	MAY 1944
Lumber, 30 cm x 8 cm x 4 m	300	300	300
" " " 5 m	325	325	325
" " " 6 m	350	350	350
Timber, 15 cm x 15 cm. x 4 m	175	175	175
" " " 5 m	175	175	175
" " " 6 m	175	175	175
" " " 7 m	175	175	175
" " " 8 m	200	200	200
" 30 cm x 30 cm x 6 m	60	60	60
" " " 8 m	60	60	60
" " " 10 m	60	60	60
" " " 12 m	65	65	65
" 40 cm x 40 cm x 6 m	40	40	40
" " " 8 m	40	40	40
" " " 10 m	40	40	40
" " " 12 m	40	40	40
Piling, diem. 35 cm x 8 m	40	40	40
" " " 9 m	40	40	40
" " " 10 m	45	45	45
" " " 11 m	40	40	40
" " " 12 m	35	35	35
" " " 13 m	35	35	35
" " " 14 m	40	40	40
" " " 15 m	40	40	40

377

2. Most of this material is to be used on the line Palermo - Messina - Catania. Contracts have been let and every effort is being made to get these two links connected up.

By order of Lt. Col. A.F. HANCOCK, R.C.O.

C.P. Bolick

C.P. BOLICK
Lt. Col., F.A.,
Chief, T.C.U.P.W.
& Mining Div.

5 Inc.

35

Declassified E.O. 12356 Section 3.3/NND No. 782021

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSPORTATION COMMITTEE, SICILY (RAIL)

MINUTES OF SIXTH MEETING

HELD IN PALERMO AT 1300 HOURS - 21 FEB. 1944.

Present :

Major F.M. Baldwin (Chairman)	-	No. 1 District.
Lt.Col. Barnes	-	I.B.S.
Lt.Col. Lindberg	-	Int. Cn. Sub Commission Rep. att. HQ ACC Palermo.
Major Heath	-	No. 1 District.
Capt. Watson	-	HQ ACC Region 1.
Capt. Long	-	HQ ACC Region 1.
Ing. Tuccio	-	Italian State Railways.
Capt. Hendrie	-	No. 1 District.

54. COAL. (Ref Minute 45).

The Chairman announced that in the IES area the coal situation was now satisfactory. The transfer of 1000 tons from Eastern Sicily however had made the position on that side more difficult, but he anticipated that by substituting a Diesel Railcar for a passenger train it would be possible to maintain services.

Ing. Tuccio reported that a supply of oak suitable for firing shunting engines existed in the Madonia Mountains. It was agreed that the Local Resources Board should be approached on the subject.

Col. Lindberg said that ACC had enquired how many engines were capable of burning Sardinian Coal. There were in fact thirteen in service and a fourteenth under repair, but he was advised by experts that the use of Sardinian coal was most undesirable.

Col. Barnes said that train services in the IES had been suspended during the previous fortnight at a time when coal stocks amounted to only 750 tons, and were all required for operational movements.

55. CIVILIAN TRAFFIC (Ref Minute 46). 3774

Capt. Hendrie stated that 26 wagons of oranges referred to at the previous Meeting had been loaded without authority. The matter had been taken up with the local railway authorities.

Col. Barnes informed the Meeting that 200 wagons of civilian traffic had been moved during the preceding few days. There were 3000 tons of wheat to move, some of which had already been despatched. A large proportion of this was for Catania, and the Chairman remarked that it seemed wasteful to move such a large quantity of imported traffic by rail when it could probably have been shipped direct to Eastern Sicily. Ing. Tuccio stated that he had applications for a further 50 wagons, and that 15 wagons of perishables were standing at Ragusa waiting acceptance. Col. Barnes said that arrangements would be made to accept the wagons at Ragusa and

Major Howard	-	No. 1 District.
Capt. Matson	-	HQ ACC Region 1.
Capt. Long	-	HQ ACC Region 1.
Ing. Tuccio	-	Italian State Railways.
Capt. Hendrie	-	No. 1 District.

54. Coal. (Ref Minute 45).

The Chairman announced that in the IBS area the coal situation was now satisfactory. The transfer of 1000 tons from Eastern Sicily however had made the position on that side more difficult, but he anticipated that by substituting a Diesel Railcar for a passenger train it would be possible to maintain services.

Ing. Tuccio reported that a supply of oak suitable for firing shunting engines existed in the Nebrodia Mountains. It was agreed that the Local Resources Board should be approached on the subject.

Col. Lindberg said that ACC had enquired how many engines were capable of burning Sardinian Coal. There were in fact thirteen in service and a fourteenth under repair, but he was advised by experts that the use of Sardinian coal was most undesirable.

Col. Barnes said that train services in the IBS had been suspended during the previous fortnight at a time when coal stocks amounted to only 750 tons, and were all required for operational movements.

55. CIVILIAN TRAFFIC (Ref Minute 46).

3774

Capt. Hendrie stated that 26 wagons of oranges referred to at the previous Meeting had been loaded without authority. The matter had been taken up with the local railway authorities.

Col. Barnes informed the Meeting that 200 wagons of civilian traffic had been moved during the preceeding few days. There were 9000 tons of wheat to move, some of which had already been despatched. A large proportion of this was for Catania, and the Chairman remarked that it seemed wasteful to move such a large quantity of imported traffic by rail when it could probably have been shipped direct to Eastern Sicily. Ing. Tuccio stated that he had applications for a further 50 wagons, and that 15 wagons of perishables were standing at Ragusa waiting acceptance. Col. Barnes said that arrangements would be made to accept the wagons at Ragusa and that the 50 wagons would probably be moved very shortly. Major Baldwin remarked that perishable traffic should not be loaded until authority had been obtained for the movement of it.

In response to a request from Ing. Tuccio for the re-institution of a civilian freight service the Chairman said that more economical working would result if the present system was continued, and demands co-ordinated by IBS.

Col. Lindberg announced that as from 21 Feb three Workmen's trains daily had been re-instated in the Palermo area.

Declassified E.O. 12356 Section 3.3/NND No. 782021

56. SIRETO BRIDGE (Ref Minute 37)

Major Heath said that the Contractor had reported that timber was available in Calabria but that difficulty was being experienced in shipping to Sicily. The Contractor was anxious to utilise the Messina Train Ferry, but this was not practicable.

57. SHIPMENT OF ROLLING STOCK & LOCOS CONVERTED TO MAINLAND (Ref Minute 48)

Major Heath informed the Committee that total shipments were now:

Diesel railcars	-	2
Locomotives	-	50
Guards wagons	-	48
Open wagons	-	170
Box wagons	-	56 +
Flat wagons	-	31

+ including one refrigerator van.

He said that DGMT had asked for an additional shipment of three shunting engines from Messina. It was agreed that these should be sent.

58. CENSUS OF ROLLING STOCK

Col. Lindberg said that a census had been taken of locomotives and rolling stock on the Sicilian railways. Details are attached as an appendix.

59. REPAIR OF DAMAGED LINES (Ref Minute 40)

Col. Lindberg said that as requested by the Chairman he had referred this matter to ACC. He was advised by Col. Fitch that he had written to the Under Secretary of State for Railways and Highways pointing out that there was a shortage of certain essential materials and that work should not be put in hand unless absolute necessary. He had been asked to provide particulars and justification of local arrangements being made by Cap. Di Bello for the supply of 2000 tons of stone, and to provide the same particulars for any future work. It appeared, however, that much of the work could be carried out without using essential materials, and there was no reason why this should not proceed. Col. Fitch had asked Col. Lindberg to keep a record of all materials supplied from Allied Military sources.

60. PROVISION OF LORRY FOR LOCOMOTIVE & CIVIL ENGINEERS' DEPTS, CATANIA

Major Heath said that a lorry was urgently required in Catania for use by the Locomotive & Civil Engineers' Depts. It had proved impossible to obtain one locally. Capt. Watson said that ACC (TCUPW & Mining) Sicily Region stated that they were unable to release a lorry for this purpose.

It was agreed that ACC Sicily region should be pressed to supply as the lorry was essential in connection with the repair of the line North of Catania.

61. RAILWAY STORES

Ing. Tuccio submitted a demand for batteries for telegraph circuits. Col. Lindberg agreed to write to the appropriate ACC Department.

62. NEXT MEETING

Declassified E.O. 12356 Section 3.3/NND No. 782021

Box wagons	-	56	+
Flat wagons	-	31	

+ including one refrigerator van.

He said that DGMT had asked for an additional shipment of three shunting engines from Bossina. It was agreed that these should be sent.

58. CENSUS OF ROLLING STOCK

Col. Lindberg said that a census had been taken of locomotives and rolling stock on the Sicilian railways. Details are attached as an appendix.

59. REPAIR OF DAMAGED LINES (Ref Minute 40)

Col. Lindberg said that as requested by the Chairman he had referred this matter to ACC. He was advised by Col. Fitch that he had written to the Under Secretary of State for Railways and Highways pointing out that there was a shortage of certain essential materials and that work should not be put in hand unless absolute necessary. He had been asked to provide particulars and justification of local arrangements being made by Cap. Di Bello for the supply of 2000 tons of stone, and to provide the same particulars for any future work. It appeared, however, that much of the work could be carried out without using essential materials, and there was no reason why this should not proceed. Col. Fitch had asked Col. Lindberg to keep a record of all materials supplied from Allied Military sources.

60. PROVISION OF LORRY FOR LOCOMOTIVE & CIVIL ENGINEERS' DEPTS, CATANIA

Major Heath said that a lorry was urgently required in Catania for use by the Locomotive & Civil Engineers' Depts. It had proved impossible to obtain one locally. Capt. Watson said that ACC (TCUPW & Mining) Sicily Region stated that they were unable to release a lorry for this purpose.

It was agreed that ACC Sicily region should be pressed to supply as the lorry was essential in connection with the repair of the line North of Catania.

61. RAILWAY STORES

Ing. Tuccio submitted a demand for batteries for telegraph circuits. Col. Lindberg agreed to write to the appropriate ACC Department.

62. NEXT MEETING

It was agreed that the next meeting should be held in Palermo at the Palazzo Ferroviale at 1300 hours, Monday 6 March 1944.

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

APPENDIX

CENSUS OF LOCOMOTIVES & ROLLING STOCK

Locomotives

At present in service	-	256
Due for light repairs	-	84
Due for heavy repairs	-	72
Now undergoing light repairs	-	32
Now undergoing heavy repairs	-	32

Goods Wagons

	Type	Box	High sided	Shell Tanks	Fuel Tanks	Refrigerator Tanks	Cattle	Brake vans	Ice Tanks
Italian	In working Order	1,345	1,012	287	47	15	227	1	5
	Not in working order	716	634	209	19	4	149	6	1
German	In working order	119	1,393	92	12	-	75	-	-
	Not in working order	173	363	17	15	-	30	-	-

Total number of wagons in working order	-	5930
Total number of wagons requiring repair	-	2623

1743

TRANSPORTATION COMMITTEE SICILY (RAIL)

MINUTES OF MEETING

HELD AT PALERMO AT 1300 HRS. - 7TH FEB 1944

PRESENT:

Major Baldwin (Chairman)	-	No.1 District
Lt. Col. Barnes	-	L. B. S.
Lt. Col. Lindberg	-	Ind. Cn. Sub Commission, att HQ AFHQ Palermo.
Major Neville	-	No.1 District
Major Reeve	-	Coal Sec. AFHQ.
	-	att No.1 District.
Capt. Griffin	-	I.B.S.
Capt. Watson	-	ASC. Sicily Region
Capt. Long	-	APM. Sicily Region
Ing. Tuccio	-	Italian State Railways
Capt. Menardo	-	No.1 District.

Lt. Col. Bellick, ASC Sicily Region, was also present during the proceedings.

45. COAL (Ref Minute 35)

Colonel Barnes informed the meeting that he expected no heavy military movements in the L.B.S. Area after the following week-end.

Major Reeve said that present coal stocks, together with a cargo arriving shortly, fully covered the February requirements. He had indented on AFHQ for 7000 tons monthly up to April for the American Sector, and with the drop in military traffic a saving of 1000 tons monthly should be possible.

Only 2300 tons of coal were due to the Navy at the end of January as against 4500 tons at the beginning of the month.

A vote of thanks to Major Reeve, for the work he had done in improving the coal position, was proposed by Col. Lindberg and passed unanimously.

3771

46. CIVIL TRAFFIC (Ref Minute 36)

Ing. Tuccio submitted a letter complaining of the difference between the civil facilities in the Eastern and Western sections of the railway. Col. Bellick said that the situation was causing dissatisfaction, and asked for steps to be taken to ensure equal facilities on both [illegible]. Major Baldwin stated that GOC No.1 District would not [illegible] the present

Declassified E.O. 12356 Section 3.3/NND No. 780021

		-	att No.1 District.
Capt.	Baldwin	-	I.E.S.
Capt.	Watson	-	AMG. Sicily Region
Capt.	Long	-	AMG. Sicily Region
Ing.	Tuccio	-	Italian State Railways
Capt.	Mendola	-	No.1 District.

---oOo---

Lt. Col. Bellick, AMG Sicily Region, was also present during the proceedings.

---oOo---

45. COAL (Ref Minute 35)

Colonel Barnes informed the meeting that he expected no heavy military movements in the I.E.S. Area after the following week-end.

Major Reeve said that present coal stocks, together with a cargo arriving shortly, fully covered the February requirements. He had indented on AFHQ for 7000 tons monthly up to April for the American Sector, and with the drop in military traffic a saving of 1000 tons monthly should be possible.

Only 2322 tons of coal were due to the Navy at the end of January as against 4500 tons at the beginning of the month.

A vote of thanks to Major Reeve, for the work he had done in improving the coal position, was proposed by Col. Lindberg and passed unanimously.

46. CIVIL TRAFFIC (Ref Minute 36)

3771

Ing. Tuccio submitted a letter complaining of the difference between the civil facilities in the Eastern and Western sections of the railway. Col. Bellick said that the situation was causing dissatisfaction, and asked for steps to be taken to ensure equal facilities on both sides of the island. Major Baldwin stated that G00 No.1 District would not agree to the reduction of civil facilities in Eastern Sicily as the present coal consumption was within the allotment. The difficulty in Western Sicily had arisen because abnormal military moves had accounted for practically the whole of the I.E.S. allotment. He thought, that in view of the improving coal position, the situation would adjust itself automatically.

The Chairman then asked what civilian movements had taken place. Capt. Watson said that from the beginning of February, 150 wagons had been moved. Col. Barnes produced a list of 26 wagons of oranges, which had been sent from Eastern Sicily to various stations in Western Sicily about 1 February. This appeared to be unusual. Major Baldwin said that he would investigate.

Declassified E.O. 12356 Section 3.3/NND No. 780021

47. SICETTO BRIDGE (Ref Minute 37)

The Chairman said that the interest of No.1 District in the restoration of the Sicetto Bridge was not limited to the recovery of the Bailey bridge.

Captain Long said that supplies of timber from Calabria had been arranged and that no other stores were required for the construction of the bridge. The request for petrol and acetylene was from the Contractor responsible for removing the damaged bridge. So far it had not been possible to ascertain his requirements.

48. SHIPMENT OF LOCOMOTIVES & ROLLING STOCK TO MAINLAND (Ref Minute 38)

Major North announced that, up to date, the following had been transferred to the mainland:

Rail-cars	-	2
Locomotives	-	31
Cistern wagons	-	29
Open wagons	-	141
Box wagons	-	146
Flats		26

It was agreed that it would be impossible to release breakdown equipment or locomotive tool-kits for export.

49. HOSPITAL TRAIN (Ref Minute 39)

Major North said that the Hospital Train had been repaired. Instructions had been received to hold it in readiness to ship.

50. RAILWAY STORES (Ref Minute 30)

Col. Baines said that the release of Carbide for the Sicilian Railways had been authorised by Caserta.

51. DIESEL SERVICE, CATANIA - PALERMO

Major Naldrett requested that the Bi-weekly Diesel Rail-Car Service between Catania and Palermo should also operate on Saturdays. This was agreed. It was also agreed that the accommodation on the train should be divided into three classes and the cars suitably marked. The three classes being:

(1) Allied Officers only
(2) Allied Other Ranks
(3) Italian Military and Civil

3770

52. APPLICATION FOR INCREASE IN PASSENGER FARES (Ref. Minute 12)

The Chairman said that a letter had been received from ACC to the effect that a consistent policy for rates and fares would have to be adopted for occupied Italy and Sicily as a whole. The reasons

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

48. SHIPMENT OF LOCOMOTIVES & ROLLING STOCK TO MAINLAND (Ref Minute 38)

Major North announced that, up to date, the following had been transferred to the mainland:

Rail-cars	-	[illegible]
Locomotives	-	[illegible]
Cistern wagons	-	29
Open wagons	-	14[illegible]
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50. RAILWAY STORES (Ref Minute 30)

Col. Barnes said that the release of Carbide for the Sicilian Railways had been authorised by Natousa.

51. DIESEL SERVICE, CATANIA - PALERMO

Major Baldwin requested that the Bi-weekly Diesel Rail-Car Service between Catania and Palermo should also operate on Saturdays. This was agreed. It was also agreed that the accommodation on the train should be divided into three classes and the cars suitably marked. The three classes being:

(1) Allied Officers only
(2) Allied Other Ranks
(3) Italian Military and Civil

3720

52. APPLICATION FOR INCREASE IN RAILWAY FARES (Ref. Minute 12)

The Chairman said that a letter had been received from ACC to the effect that a consistent policy for rates and fares would have to be adopted for occupied Italy and Sicily as a whole. The reasons put forward by the Committee did not justify an increase in fares.

53. NEXT MEETING

It was agreed that the next meeting would be held in Palermo at the Palazzo Torrearsa at 1500 hrs, on Monday 21 Feb, 1944.

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

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

Our reference : ACC Tn/16/75

Date : 20 Feb 44.

TO : Lt.Col. O.H. Lindberg,
Int. Tn. Sub-Comm. representative,
H.Q., Region 1, Sicily.

SUBJECT : Material required by Sicilian Railways.

1. Reference your L/20/F dated 25 Jan and the ~~enclosed~~ "Very Urgent Material" requisition for Sicilian Railways for 6 months prepared by Dr. Tuccio.

2. The comprehensive requisition indicates in our opinion excessive demands rather than actual requirements. In fact it seems that the intention is to obtain sufficient stores to restore the Sicilian Railways to pre-war standard and perhaps leave a balance for future maintenance work.

3. No requisition can be accepted by this Sub-Commission for the time being unless it is for stores or material which cannot be obtained in this country and which are vital to the operation of the railways to meet essential needs only. This view is strengthened by the policy made known to you by Capt. Dibella regarding repairs to damaged lines, on which subject you were written to on 11 Feb 44 under reference ACC Tn/16/69.

4. It is suggested therefore that the Railway Authorities should undertake a complete survey of the railway stores situation on the following lines and revise the requisition accordingly :-

(a) Minimum essential passenger and freight services to be determined from which a figure for the necessary locomotives and rolling stock required could be derived. All surplus stock could then be used as a source of supply if necessary for spare parts.

(b) Permanent Way. All stocks of rails, switches, fastenings, sleepers, bridge timbers which usually exist on railways in small quantities at widely separated points, should be collected and stacked at one or two central depots. Essential routes and sidings should be determined and from all other routes or sidings the material made available for maintenance work as and when required.

3769

(c) Station Buildings, Goods Depots and Yards. With restricted traffic, the barest necessities at stations, namely a roofed booking office and small parcel office is all that is usually required. At damaged stations, the sites should be cleared of all debris and it will no doubt be found that sufficient salvaged material is obtained to provide a temporary station building or to patch an existing damaged one suitable for the immediate requirements.
At Goods Yards, only essential warehouses should be maintained or repaired and for this work material should be obtained from salvage or buildings not at present in urgent demand for storage purposes.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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3769

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At Goods Yards, only essential warehouses should be maintained or repaired and for this work material should be obtained from salvage or buildings not at present in urgent demand for storage purposes.

S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

APO 400
12 February 1944

SUBJECT: Material Required by Sicilian Railways.

TO : Chief of Internal Transportation Sub-Commission, ACC, c/o Mv. & Tn., AFHQ Adv. Adm. Ech., C.M.F., APO 400. (Att: Col. Fitch).

1. Your letter 2 February 1944, reference ACC Tn/16/58.

2. It is not possible at the present time to furnish from Civilian stocks the materials as listed required for Sicilian Railways. It is suggested that the Sicilian Railways be required to make an all-out effort to salvage damaged lines and equipment of all possible materials. We are of the opinion that there are considerable quantities of materials available in Sicily that will require accumulating.

3. List furnished indicates, in our opinion, excessive demands rather than actual requirements. We are basing this on the requirements that we have found in the operation of railroads in allied occupied Italy. It has been necessary for us in numerous cases to have materials manufactured to enable continued operation of these Italian Railways.

4. List returned herewith.

For the Director General:

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

1 Encl.:
List.

3768

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

18 FEB 1944

CIPHER MESSAGE IN

SIGS NO 3047
SECRET

TO. FLAMBO ATTN GITCH INFO DISTONE COAL SECTION

FROM. SICNED CINC CITE FHSUP.

52385 17

SUBJECT IS YOUR 7/16785 DATED 16 FEB. SHORTAGE OF COAL IN SICILY HAS ARISEN THROUGH THE DIVERSION OF THE SLEMMEHEAD FROM PALERMO TO BRINDISI. YOUR MOVS/15477 DATED 9 FEB AND OUR 49635 DATED 9 FEB REFERS. THE JANET LORD ROPER ARRIVING WITH TMKS 40 WILD MEET SICILIAN SHORTAGE YOU ~~XXXXX~~ REFER TO. THIS VESSEL WILL DISCHARGE HER TOTAL COAL CARGO OF 8924 TONS AT PALERMO.

SMC DISTRIBUTION ACTION. HQ TRANS SUB COM
INFO. MOV. PET SECT. DSTO, SHIP INT.

HNW 3767
SRCTOR 1804CA

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

16/72

FREEDOM FOR COAL SECTION

FLAMBO FROM FITCH

7/

16

UNDERSTAND COAL SHORTAGE IN SICILY FOR

CIVIL RAILWAY REQUIREMENTS MOST SERIOUS (.)

ESSENTIAL WORKMEN AND FOODSTUFF FREIGHT TRAINS

CANCELLED AS FROM 12 FEB (.)

ADVISE WHAT ACTION TAKEN

EGM

SECRET

3766

IMMEDIATE.

1953

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

SECRET

3328

16/11

RE AT PEN LAGS SECT. SEC. MED. CENT. 15 FEBRUARY 1944

SECRET

PRIORITY

IBS FOR AMB FOR POLETTI, DISTORE RPTD CG PBS FOR FARMO FOR LEDO RPTD PLACBO FOR DUPT

NOMB

SENSED CINC

141556A

142245A

51509

PBSOS, PBADM, PBSUP

RAILWAY COAL SITUATION UNDERSTOOD AND MUST NOT INTERFERE. RAIL MOVEMENT OF NECESSARY QUANTITIES WILL CONTINUE UNTIL MORRISON R WAITE ARRIVES CATANIA FOR COMPLETION REMOV DISCHARGE. SITUATION IN CATANIA CAN BE RELIEVED MOST QUICKLY BY RAIL MOVEMENT FROM PALERMO. PALERMO STOCKS WILL BE REPLENISHED IN A FEW DAYS TIME BY ARRIVAL OF MORRISON R WAITE. YOUR S 7113 OF 13 FEB CITE RES DO NOT TO ALL ADDRESSEES. MOVEMENT OF FLOUR FROM PALERMO TO EAST COAST WILL TAKE PRIORITY ON RAIL OVER ALL TRAFFIC MILITARY AND CIVIL EXCEPT POL FOR VESSEL DESTINE.

PBS DIST.

(ACTION) HR ACC

INFO TRANS C.

Q4

C4

SECY-C.C.

ACC DIST.

(ACTION) ECON. SEC.(4)

SECRET

14295

15 FEB 1944

Public Relations Branch, Navy Dept.

24 MAY

Cable Sec

1524

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

16/70

JJGG FOR LINDBERG

Mov Flambo from Fitch

6/16799 15

STATE NUMBER OF LOCOMOTIVES ON SICILIAN
RAILWAYS ABLE TO BURN SARDINIAN COAL
ONE IN OPERATION TWO SUITABLE FOR
REPAIRS

EGP

IMMEDIATE
3764

1953

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

Internal Transport tion Sub-Commission, ACC
C/o Nov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

16/69

Our reference : ACC Tn/16/69

Date : 11 Feb 44.

TO : Lt. Col. O.H.Lindberg,
HQ., Region I, Sicily.

SUBJECT: Repair of damaged railway lines - Sicily.

1. Reference your 1/19/F dated 22 Jan 44 and your OHL/SLB/19/F dated 31 Jan 44.

2. Enclosed is copy of letter ACC Tn/16/68 dated 10 Feb 44 to Gen. di Raimondo, which is self-explanatory. Please act in accordance therewith.

3. Full records must be kept by you of all materials provided by the Allied Governments.

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

3763

ALLIED CONTROL COMMISSION

16/68

Internal Transportation Sub-Commission, ACC
C/o Mcv & Tn.,
APHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/16/68.

Date : 10 Feb 44.

TO : Gen. di Raimondo,
Undersecretary of State for Railways and Highways.

SUBJECT: Repair of damaged railway lines - Sicily.

1. It has been reported to this Sub-Commission that Capt. Dibellia, representing the Italian Government, is now in Palermo to arrange for the complete repair of the Sicilian railways. He has stated to Lt. Col. G.H. Lindberg (this Sub-Commission representative in Sicily) that the Italian Government is prepared to spend 500,000,000 lire for the purpose and that it is hoped to achieve the complete repairs within the next five months.

2. You will appreciate that owing to the shortage of materials essential to the war effort, particularly those which are not produced in this country, no work which requires the use of such materials should be undertaken unless absolutely necessary to meet vital civil needs under present conditions. This policy has been approved by the headquarters of this Sub-Commission and you are requested please, to arrange for it to be fully understood and acted upon by Capt. Dibellia and all concerned.

3. It is understood that Capt. Dibellia is making local arrangements for the provision of 2,000 tons of steel. In view of the policy stated in para 2 above will you please arrange for particulars of the proposed use of this steel to be submitted to this Sub-Commission for approval. The particulars should include sufficient evidence of justification.

4. The same procedure should be adopted in connection with any other essential materials which may be required in future.

3702

5. There is no doubt that much of the repair work which requires to be done will not involve the use of the essential materials referred to above and there appears to be no reason why the policy outlined in this letter should have an unduly restrictive effect in carrying out the repair work.

Declassified E.O. 12356 Section 3.3/NND No. 782021

SUBJECT: Repair of damaged railway lines - Sicily.

1. It has been reported to this Sub-Commission that Capt. Libellis, representing the Italian Government, is now in Palermo to arrange for the complete repair of the Sicilian railways. He has stated to Lt. Col. C.M. Lindberg (this Sub-Commission representative in Sicily) that the Italian Government is prepared to spend 500,000,000 lire for the purpose and that it is hoped to achieve the complete repairs within the next five months.

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3762

5. There is no doubt that much of the repair work which requires to be done will not involve the use of the essential materials referred to above and there appears to be no reason why the policy outlined in this letter should have an unduly restrictive effect in carrying out the repair work.

[signature]
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

[illegible]

Declassified E.O. 12356 Section 3.3/NND No. 783021

1958

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

16/67

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ES/JEH/vmd

8 February 1944

SUBJECT: Repair of Damaged rail lines, - Sicily.

TO : INTERNAL TRANSPORTATION Sub-Commission.

1. Ref your ACC TN/16/62 dated 5 Feb 44. The policy adopted by you as stated in the above mentioned letter is confirmed.

2. I have been informed by Lt Col Hancock D/RCAO of Region I that the Palermo-Messina and Catania-Messina lines are particularly in need of repair.

3. Work should be undertaken so far as supplies are available particularly as it is understood that the greater part of the structures involved, such as bridges, are of masonry, and the amount of steel involved is small. Sufficient labour should be available locally.

D. S. ADAMS
Colonel, C. E.
Chief Staff Officer
Economic Section

3761

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

Our reference : ACC Tn/16/62

Date : 5 Feb 44.

TO : Main HQ., ACC.,
For Economic Section,
NAPLES.

SUBJECT : Repair of damaged rail lines, - Sicily.

1. Reference this Sub-Commission letter ACC/Tn/16/55 dated 1 Feb 44, addressed to you and also to HQ., ACC (Brindisi Detachment) for Communications Section.

2. The enclosed reply dated 3 Feb 44 has been received from the Communications Section.

3. Particular attention is drawn to this Sub-Commission letter dated 1 Feb 44, and statement that early action should be taken in view of the situation disclosed.

This is not so much a question of Finance as to the proper use of essential materials in the interests of the Allied Governments.

Early action is important otherwise there is a grave possibility that essential materials are now being used for non-priority purposes.

4. If you will please confirm the policy which has been adopted by this Sub-Commission, Gen. di Raimondo can be informed accordingly and a signal can be sent to Sicily to ensure that essential materials are not being used on work unless such work has been approved through this Sub-Commission.

3780

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

Declassified E.O. 12356 Section 3.3/NND No. 782021

1961

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

COPY

HEADQUARTERS ALLIED CONTROL COMMISSION EWS/hjp
APO 394

In reply refer to:
531

3 February 1944

SUBJECT: Repair of Damaged Rail Lines - Sicily.

TO : Colonel S.A. Fitch, Internal Transportation Sub-Commission

1. Reference your letter ACC Tn/16/55 of 1st February.

2. We have here no previous correspondence on this question, and as the Undersecretary of State for Railways and Highways is at present in Naples and in process of transferring his offices to that city, will you please deal with him direct, as to confirmation of the Italian Government's intention to repair these railways and also if the expenditure has been foreseen in the budget prepared by the Minister of Finance.

3. As you know, the question of distribution of food and other supplies is critical, and in some localities lack of workmen's trains is materially affecting the war effort. Repair should be reviewed with these factors in mind.

4. While in general agreement with the policy laid down in paragraph 3 of your letter under reference, Mr Grady should be consulted for an expression of his views.

signed ELLERY W STONE
Capt., USNR
Vice President,
Communications Section.

3759

5 Folder 29

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

Col Mackey

Our reference : ACC Tn/16/55

Date : 1 Feb 44.

TO : HQ., ACC (Brindisi detachment) for Communications Sect.

Main HQ., ACC, for Economic Section.

SUBJECT: Repair of damaged rail lines - Sicily.

1. Reference enclosed copy of letter I/19/F dated 22 Jan 44 (received here 31 Jan 44), Signal No. 7426 from "Lindberg Cite Rogers 1429" makes the following correction :
"for 500,000 dollars, read 5 million."

2. Receipt of the above letter and signal is the first advice this Sub-Commission has received of the intentions of the Italian Government regarding the expenditure of 5 million dollars for the repairs of Railways in Sicily.

3. (a) Owing to shortage of essential materials, particularly those which are not produced in this country, the policy adopted by this Sub-Commission is that no repairs requiring the use of such materials are permitted unless it can be proved, through this Sub-Commission, that the work is absolutely necessary to meet vital civil needs under present conditions.

(b) The same policy has had to be adopted as regards the civilian train services, owing to shortage of coal and essential stores. This policy will have to be continued according to all present indications.

(c) The repairs to the two lines referred to in para 1 of the enclosed letter I/19/F concern : -
(i) San Stefano - Messina - 276850 dollars.
(ii) Ionia - Messina - 330260 dollars.
Enquiries which have been made so far have not disclosed sufficient justification from the point of view of the Operational Forces or this Sub-Commission for the work to be carried out.

3758

4. Will you please confirm the policy adopted by this Sub-

Declassified E.O. 12356 Section 3.3/NND No. 782021

SUBJECT: Repair of damaged rail lines - Sicily.

1. Reference enclosed copy of letter I/19/F dated 22 Jan 44 (received here 31 Jan 44), Signal No. 7426 from "Lindberg Cite Rogers 1429" makes the following correction :

"for 500,000 dollars, read 5 million."

2. Receipt of the above letter and signal is the first advice this Sub-Commission has received of the intentions of the Italian Government regarding the expenditure of 5 million dollars for the repairs of Railways in Sicily.

3. (a) Owing to shortage of essential materials, particularly those which are not produced in this country, the policy adopted by this Sub-Commission is that no repairs requiring the use of such materials are permitted unless it can be proved, through this Sub-Commission, that the work is absolutely necessary to meet vital civil needs under present conditions.

(b) The same policy has had to be adopted as regards the civilian train services, owing to shortage of coal and essential stores. This policy will have to be continued according to all present indications.

(c) The repairs to the two lines referred to in para 1 of the enclosed letter I/19/F concern : -

(i) San Stefano - Messina - 276850 dollars.

(ii) Ionia - Messina - 330260 dollars.

Enquiries which have been made so far have not disclosed sufficient justification from the point of view of the Operational Forces or this Sub-Commission for the work to be carried out.

3758

4. Will you please confirm the policy adopted by this Sub-Commission and referred to in para 3 above, and advise the Italian Government accordingly.

Early action should be taken in view of the situation disclosed in the attached letter I/19/F.

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

17 Feb 44

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

COPY

By re 1/1 /F

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
(Rear Detachment)
APO 394

22 January 1944.

SUBJECT: Repair of Damaged Rail Lines in Sicily.

TO : Chief of Internal Transportation Sub-Commission, A/C/C/
c/o Movement and Transportation
A.F.H.Q. Advanced Administrative Echelon, C.M.F.

1. I have to report that a Captain DIBELLA, of the Italian Army, representing the Brindisi Government, arrived in Palermo a few days ago, and stated the Italian Government wished to repair all damage done to Sicilian Railways including the two lines referred to in Minute 26 of meeting of Transportation Committee (Sicily) on 10th January.

2. He stated that he had and was prepared to spend 500,000 Dollars (50 million lire) on behalf of the Italian Government on repairs to the railways of Sicily. He said he required 1,000 tons of cement, and Lt Colonel Bolick (A) F.C.U.P.O. (Region 1) has arranged for this to be allocated. He also required 2,000 tons of steel, and it is thought this will be available from the Navy Yard in the near future.

3. Captain Dibella proposes to put on contracts and pool them so that the work will progress rapidly.

4. It is his mission to completely repair the Sicilian Railways; and he hopes to achieve this within the next five months.

Signed O.H. Lindberg.
O.H. LINDBERG,
Lt. Colonel,
Rep. Int. Tn. Sub-Com.
Hq AMG.

3757

TRANSPORTATION COMMITTEE SICILY (Rail).

MINUTES OF FOURTH MEETING

Held in PALERMO at 1430 hrs, 24 Jan. 1944.

PRESENT.

Major	BALDWIN (Chairman)	- No. 1 District.
Lt.Col.	BARNES	- I.R.S.
Lt.Col.	LINDBERG	- Int. Tn. Sub Commission, att. HQ AMG Palermo.
Major	Heath	- No. 1 District.
Capt.	TRUITT	- I.R.S.
Capt.	MATSON	- AMG Sicily Region.
Capt.	LONG	- AMG Sicily Region.
Ing.	TUCCIO	- Italian State Railways.
Capt.	HENDRIE	- No. 1 District.

Lt.Col. BOLLICK, Capt. HOWARD (AMG Sicily Region) and Capitano Di Nibella (Italian Army) were also present during the proceedings.

33. NEW MEMBERS.

Lt.Col. Lindberg announced that Capt. Minard, AMG Sicily Region, had been posted. He introduced Capt. Long, who would fill the vacancy thus caused.

Major Baldwin introduced Major Heath, No. 1 District, as the successor to Major Stenhouse, who had been posted.

34. TRANSFER OF CONTROL TO A.C.C.

Reference Minute No. 11 of meeting held at Palermo on 27 Dec. 44, Lt.Col. Lindberg reported that he had recently visited H.Q. Internal Transportation Sub Commission, A.C.C. at A.F.H.Q. Advanced Administrative Echelon for discussions on this matter.

It transpired that it was not possible to supply the six officers which the Sub Commission had asked for.

Lt.Col. Lindberg had been told by Col. FITCH that technical officers of the Sub Commission would be sent to Sicily to deal with particular technical problems as necessary.

After discussion, it was agreed that three officers would remain at Palermo to supervise under A.C.C. conditions.

35. COAL.

The Chairman said that Major Reeve (Coal Section, A.M.G.) was unable to attend. There was a general shortage of coal, however, and strictest economy would have to be observed.

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Capt.	LONG	- AMG Sicily Region.
Ing.	TUCCIO	- Italian State Railways.
Capt.	MENDRIE	- No. 1 District.

Lt.Col. BOLLICK, Capt. HAYWARD (AMG Sicily Region) and Capitano Di Tibella (Italian Army) were also present during the proceedings.

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After discussion, it was agreed that three officers would remain at Palermo to supervise under A.C.C. conditions.

35. COAL.

3776

The Chairman said that Major Reeve (Coal Section, A.F.H.Q.) was unable to attend. There was a general shortage of coal, however, and strictest economy would have to be observed.

36. CONTROL OF CIVIL TRAFFIC.

The question of restriction of movement of Civilian traffic was discussed. It was agreed that AMG foodstuffs, fuel, and certain other essentials would be allowed to be moved. The problem is closely bound up with availability of coal, and civilian freight traffic in I.B.S. has already been stopped. The Chairman promised to consider the necessity for similar action in No. 1 District and said he would discuss it with No. 1 District on his return.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Capt. Hayward (Reconsdiss and Supply Division, AFHQ Sicily Region) said that a certain amount of civil movement was essential for the maintenance of the island.

It was agreed that movement of civil traffic within or into the American Section would be authorized by I.G.S. and within or into the British Section by Nav. No. 1 District.

Civilians wanting to send freight would request permission from H.Q. AFHQ Sicily Region in the case of movement in the American Sector and a consolidated demand would be made on Transportation Board. Provided it is decided to adopt the same system of control in No. 1 District a similar method of application for permits to AFHQ Catania or Syracuse will be set up and authority will be obtained from Nav. No. 1 District or Nav. Syracuse.

Lt.Col. Lindberg undertook to have circulars issued to Station Masters and AMG officials.

The question of civil passenger traffic was also discussed.

37. THE SIMETO BRIDGE (Ref. Minute 22).

Major Heath said that the contractor for the Simeto Bridge had made demands on him for oxygen, acetylene and other stores. The chairman asked AMG what steps had been taken to ensure the contractor had all the things he required and could proceed with the job.

The chairman asked AMG to see the contractor, find out what he required and explain to him that all his demands must be made on AMG and AMG only.

38. SHIPMENT OF LOCOMOTIVES AND ROLLING STOCK TO MARSALA.

Major Heath said that to date the following had been shipped:-

Diesel Railcars	2
Locomotives	28
Cisterns	19
Open Wagons	111
Box Wagons	109
Flat Wagons	14

9 locomotives had been brought from Messina to Catania for repair.

39. HOSPITAL TRAINS (Ref. Minute 27).

Instructions had been received to carry on with the repairing of the hospital train, which would eventually be sent across the Ferry.

40. REPAIR OF DAMAGED LINES (Ref. Minute 26).

Lt.Col. Lindberg read a letter from H.Q. A.C.C. asking for [illegible] justification of the repair to the GIAN SIMETO -

Declassified E.O. 12356 Section 3.3/NND No. 782021

Lt.Col. Lindberg undertook to have circulars issued to Station Masters and AMG officials.

The question of civil passenger traffic was also discussed.

37. THE SIMETO BRIDGE (Ref. Minute 23).

Major Heath said that the contractor for the Simeto Bridge had made demands on him for oxygen, acetylene and other stores. The chairman asked AMG what steps had been taken to ensure the contractor had all the things he required and could proceed with the job.

The chairman asked AMG to see the contractor, find out what he required and explain to him that all his demands must be made on AMG and AMG only.

38. SUPPLY OF LOCOMOTIVES AND ROLLING STOCK TO SICILY.

Major Heath said that to date the following had been shipped:-

Diesel Railcars	2
Locomotives	20
Cisterns	19
Open Wagons	111
Box Wagons	109
Flat Wagons	14

9 locomotives had been brought from Messina to Catania for repair.

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Instructions had been received to carry on with the repairing of the hospital train, which would eventually be sent across the Ferry.

40. REPAIR OF DAMAGED LINES (Ref. Minute 26).

Lt.Col. Lindberg read a letter from H.Q. A.C.C. asking for further details in justification of the repair to the SAN STEFANO - MESSINA and ROMA - MESSINA lines.

The chairman said that he had discussed this question with No. 1 District and N.O.I.C. Messina and while the lines would no doubt be useful, their repair was not of vital importance to either the Navy or the Army. It was, therefore, a matter solely for the A.C.C. to justify or not from a civilian view point.

Lt.Col. Pollick then stated that an Italian Officer (Capt. Di Bibella) had been sent by the Italian Govt. with authority to spend 500,000,000 lire on repairing the railways of Sicily.

Declassified E.O. 12356 Section 3.3/NND No. 780021

The chairman asked Lt.Col. Lindberg to deal with this problem through A.C.C. and AMG but at the same time drew attention to the fact that the limiting factor would no doubt be not money but materials.

41. SALVAGE OF UNREPAIRABLE MATERIALS.

Col. Barnes asked if the Railways had considered the salvaging of unrepairable rolling stock etc. Ing. Tuccio said that a survey had been made, but nothing could be done until the coal situation had improved sufficiently to enable the salvage to be moved to selected centres.

42. REPAIR OF ROLLING STOCK.

Col. Lindberg said that over 100 wagons in running condition were shut in damaged lines in the American Sector. It was possible to recover a number of these with road transport and this was being done. Wagon repair shops were turning out an average of 100 wagons a week. The Repair Shops in Palermo Navy Yard were now repairing locomotives. Two had been turned out during the previous week and one during the current week.

43. STORES.

Capt. Watson submitted for forwarding to A.C.C. a list of stores required by the Railways for the next six months.

44. NEXT MEETING.

It was agreed that the next meeting would be held in the Palazzo Ferroviale, Palermo at 1300 hrs on Monday 7 Feb. 1944.

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

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

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

Our reference : ACC Tn/10/65

Date : 6 Feb 44.

TO : Lt.Col. O.H. Lindberg,
H.Q., Region I, Sicily.

SUBJECT : Re-organisation of the Railway Police of Sicily.

1. With reference to AMG Sicily Region HQ Official Order No.30 dated 17 Jan 44.

2. Will you please let me know whether the Order in question is issued with the knowledge and approval of AMG.

Lt Col

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

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

Read Neville 6/2
16/43
OHL/sdb/19/F.

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394

31 January 1944

File: RTC 531
SUBJECT: Repair of damaged rail line, Ionia - Messina (Sicily)

TO : Chief of Internal Transportation Sub-Commission, ACC, c/o Movement and Transportation, Advanced Administrative Echelon, C.M.F.

1. Reference Minute 26, of meeting Transportation Committee, Sicily, 10th January, and your letter Ref. ACC. Tn/16/50 dated 16th January.

2. The committee was pressed by the Railway Management to consider the repair of this line, as their connection with the Mainland is severed, and they considered the restoration as a necessity for the Economic life of the island.

3. The repair of the line would give access to the ferry service.

4. Transportation, when the rail line is not in service is dependent an road vehicles, which are old and in poor condition mechanically.

5. You will have received my letter dated 22nd of January, informing you that a Capt. Di Bella, representing the Brindisi Government, is in Palermo, prepared to spend 5 million lire on railway repairs in Sicily on behalf of the Italian Government. The matter was discussed at the Transportation Committee meeting on 24th inst.

6. I should be glad of you would instruct me, as regards the A.C.C. policy to be adopted towards Capt. Di Bella, as you may not consider the necessary materials available, although he has the money.

O.H. LINDBERG
Lt. Colonel
Internal Transportation
Sub-Commission, ACC.
Rep. at Region I Hq.

3752

Copy to:-
A.Q.M.G.(M)
H.Q. Movements
No. 1. District
C.M.F.

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

Our reference : ACC Tn/16/62

Date : 5 Feb 44.

TO : Main HQ., ACC.,
For Economic Section,
NAPLES.

SUBJECT : Repair of damaged rail lines, - Sicily.

1. Reference this Sub-Commission letter ACC/Tn/16/55 dated 1 Feb 44, addressed to you and also to HQ., ACC (Brindisi Detachment) for Communications Section.

2. The enclosed reply dated 3 Feb 44 has been received from the Communications Section.

3. Particular attention is drawn to this Sub-Commission letter dated 1 Feb 44, and statement that early action should be taken in view of the situation disclosed.

This is not so much a question of Finance as to the proper use of essential materials in the interests of the Allied Governments.

Early action is important otherwise there is a grave possibility that essential materials are now being used for non-priority purposes.

4. If you will please confirm the policy which has been adopted by this Sub-Commission, Gen. di Raimondo can be informed accordingly and a signal can be sent to Sicily to ensure that essential materials are not being used on work unless such work has been approved through this Sub-Commission.

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

3751

Declassified E.O. 12356 Section 3.3/NND No. 782021

TO : Main HQ., ACC.,
For Economic Section,
NAPLES.

SUBJECT : Repair of damaged rail lines, - Sicily.

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

3751

Declassified E.O. 12356 Section 3.3/NND No. 782021

1973

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

1700 10/61

HEADQUARTERS ALLIED CONTROL COMMISSION

APO 394

EWS/hjp

In reply refer to:
531

3 February 1944

SUBJECT: Repair of Damaged Rail Lines - Sicily.

TO : Colonel S. F. Fitch, Internal Transportation Subcommission.

1. Reference your letter ACC Tn/16/55 of 1st February.

2. We have here no previous correspondence on this question, and as the Under Secretary of State for Railways and Highways is at present in Naples and in process of transferring his offices to that city, will you please deal with him direct, as to confirmation of the Italian Government's intention to repair these railways and also if the expenditure has been foreseen in the budgetprepared by the Minister of Finance.

3. As you know, the question of distribution of food and other supplies is critical, and in some localities lack of workmen's trains is materially affecting the Allied war effort. Repair should be reviewed with these factors in mind.

4. While in general agreement with the policy laid down in paragraph 3 of your letter under reference, Mr. Grady should be consulted for an expression of his views.

Ellery W. Stone

ELLERY W. STONE
Captain, USNR
Vice President
Communications Section

3750

1974

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

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

Our reference : ACC Tn/16/59

Date : 2 Feb 44.

TO : Lt.Col. O.H. Lindberg, Int. Tn. Sub-Comm, ACC., Representative in Sicily,(c/o Region I, ACC, Palermo).

SUBJECT : Repair of damaged rail lines (Ionia - Messina).

1. Reference letter ACC Tn/16/50, dated 16 Jan 44 above subject. In minute 40, of fourth meeting of the Transportation Committee Sicily (Rail) of 24 Jan 44, which did not reach this office until 31 Jan 44, there is reference to item and indication of receipt of first mentioned letter.

2. When may we expect a detailed report from you in connection with letter ACC Tn/16/50 as well as minute 40?

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

1975

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

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

Our reference : ACC Tn/16/98

Date : 2 Feb 44.

TO : Director General, Military Railway Service,
Allied Forces.

SUBJECT : Material Required by Sicilian Railways.

1. From Lt. Col. Lindberg, Int. Tn. Sub-Commission, A.C.C. representative in Sicily, we have received voluminous list of materials, attached hereto, required by Sicilian Railways management and presented through Dr. Tuccio.

2. Examination of list gives impression that railway's storekeeper prepared list in grandiose scale without effort to approximate realities, almost, it would seem, without realization that war is in progress.

3. Unprejudiced observations, made by Lieut. Colonel Brown, relatively short time ago while in Sicily, indicate that before any additional supplies are furnished for Sicilian railways they should make a painstaking survey to (a) locate all unapplied materials and (b) make use of vast quantities of stores which can be salvaged from war damaged lines and equipment.

4. The list of materials referred to in para 1. is referred to you for your comments and suggestions, with request that we be advised reply which should be made to Dr. Tucco by our representative.

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

3728

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

16/5

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
(Rear Detachment)
APO 394

Mly Ref. L/20/F.

25 January 1944.

SUBJECT: Material Required by Sicilian Railways

TO : Chief of Internal Transportation Sub-Commission,
c/o Movement and Transportation,
A.F.H.Q. Advanced Administrative Echelon, C.M.F.

1. I enclose a list of materials required by the Sicilian Railway Management.

2. This list was prepared by Dr. Tiecio and handed to Lt Colonel Dolich, Chief of T.C.U.P.W.

3. The matter was raised at the Transportation Committee (Sicily) Meeting yesterday, 24th inst, but the Chairman (Major Baldwin) considered that the matter was not a subject for discussion by the Committee in spite of Minute No. 10 of Meeting of Transportation Committee (Sicily) held in Palermo on 27th December 1943, giving A.F.H.Q. approval of the Policy for the control of the Sicilian Railways as set out in Minutes of Meeting held in Palermo on 6th December 1943.

4. The materials are required as early as possible and are not obtainable in the Island.

5. Would you please take the matter in hand and advise me what reply I may give to the Italian Railway authorities.

O. H. LINDBERG,
Lt Colonel,
Int. Tn. Rep. at Hq AMG.

Incl.

3747

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

Internal Transportation Sub-Commission, ACC.,
c/- Mov & Tn.,
AFHQ Advan[illegible] Administrative Echelon,
C.M.F.

NOT SENT

Our reference : ACC Tn/16/56

Date : 1 Feb 44.

TO : Lt. Col. C.H. Lindberg, Int. Tn. Rep. (Sicily)
c/o Region I, A.C.C.

SUBJECT : Inventory of Locomotives and Rolling Stock (Sicily.)

1. It is necessary that we have information as to all possible sources of locomotives and rolling stock, with thought of maintaining essential services throughout all of Italy.

2. No accurate information as to actual situation in Sicily appears available.

3. It is therefore desired that actual inventory be made as of 15th February and attachments outline principal information desired. Will you please make appropriate contacts, to insure collection of data by Italian railway officials without delay?

4. As soon as possible after 15 February you should review inventory figures, giving your comments and suggestions, and forward to this office at earliest practicable date.

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

3746

INVENTORY LOCOMOTIVES & C[illegible]

NOT SENT

SICILY

Italian State Railways
Standard Gauge System

Prepared as of 15 Feb 1944.

I. LOCOMOTIVES:-

(a) List, by R.R.'s operating numbers, seperated by classification and wheel arrangement, of all locomotives now in Sicily.

(b) List, seperated as above, of all locomotives actually in service (i.e. fired up, hauling trains or in enginhouse for minor operating attention.)

(c) List, seperated as above, of all locomotives requiring shop attention, seperated between:

(1) locomotives requiring complete overhaul or rebuilding, estimated to require more than 30 days to complete, with tools and material available.

(2) locomotives requiring reconditioning estimated to require less than 30 days with tools and material available.

(3) locomotives substantially destroyed by war action or railway accidents which it is deemed do not justify repairs at this time.

(d) Special observations should be made freely to permit ready understanding of actual conditions, with any plans now in operation or proposed.

II. FREIGHT WAGONS (or cars)

(a) List, of all wagons, now in Sicily, seperated by types, i.e., box, open wagons, flats, tanks, or special now in Sicily. (This to exclude all wagons completely destroyed by war action, to point where units are entirely beyond repairs.)

(b) List, seperated as above, of all wagons now fit for service. This to includs wagons actually in use as well as those now on sidings or yards damaged by military action, for which special action is necessary to get to open lines of rail.

(c) List, seperated as above, of all wagons which can be made serviceable by repairs with materials now available in Sicily, including that made available by "canibalization" from wagons worth only scrap, within 30 days.

(d) Special observations should be freely made to permit ready understanding of actual conditions, with plans now in progress or proposed.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(b) List, seperated as above, of all locomotives actually in service (i.e. fired up, hauling trains or in enginhouse for minor operating attention.)

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(d) Special observations should be freely made to permit ready understanding of actual conditions, with plans now in progress or proposed.

3745

III. PASSENGER CARRYING CARS:-

(a) List of all cars now in Sicily, seperated by types - i.e. passenger, mail vans or special, now in Sicily (this to exclude all cars completely destroyed by war action to points where units are entirely beyond repairs).

(b) List, seperated as above, of all cars now fit for service. This to include cars which may have missing seats or glass, etc., but which can reasonably be used for passenger transport.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(c) List, separated as above, of all cars which can be made serviceable by repairs with materials now available in Sicily, including that made available by "cannibalization" from cars worth only scrap, within 30 days.

(d) Special observations.

IV. TOOL WAGONS, WATER TANKS, SPECIAL ROLLING STOCK:-

Furnish all pertinent detail, in line with general outline of preceding paras., showing what units can be used for and whether actually required for use in Sicily.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

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

Our reference : ACC Tn/1a/95

Date : 1 Feb 44.

TO : HQ., ACC (Brindisi detachment) for Communications Sect.

Main HQ., ACC, for Economic Section.

SUBJECT: Repair of damaged rail lines - Sicily.

1. Reference enclosed copy of letter 1/19/F dated 22 Jan 44 (received here 31 Jan 44), Signal No. 7426 from "Lindsarg Site Rogers 1420" makes the following correction :
"for 500,000 dollars, read 5 million."

2. Receipt of the above letter and signal is the first advice this Sub-Commission has received of the intentions of the Italian Government regarding the expenditure of 5 million dollars for the repairs of Railways in Sicily.

3. (a) Owing to shortage of essential materials, particularly those which are not produced in this country, the policy adopted by this Sub-Commission is that no repairs requiring the use of such materials are permitted unless it can be proved, through this Sub-Commission, that the work is absolutely necessary to meet vital civil needs under present conditions.

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(ii) Ionia - [illegible] - 330260 dollars.
Enquiries which have been made so far have not disclosed sufficient justification from the point of view of the Operational forces or this Sub-Commission for the work to be carried out.

27/4

Declassified E.O. 12356 Section 3.3/NND No. 782021

Subject: Repair of damaged rail lines - Sicily.

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2. Receipt of the above letter and signal is the first advice this Sub-Commission has received of the intentions of the Italian Government regarding the expenditure of 5 million dollars for the repairs of Railways in Sicily.

3. (a) Owing to shortage of essential materials, particularly those which are not produced in this country, the policy adopted by this Sub-Commission is that no repairs requiring the use of such materials are permitted unless it can be proved, through this Sub-Commission, that the work is absolutely necessary to meet vital civil needs under present conditions.

(b) The same policy has had to be adopted as regards the civilian train services, owing to shortage of coal and essential stores. This policy will have to be continued according to all present indications.

(c) The repairs to the two lines referred to in para 1 of the enclosed letter I/19/F concern : -

(i) San Stefano - Messina - 276290 dollars.

(ii) Ionia - Messina - 3302[illegible] dollars.

Enquiries which have been made so far have not disclosed sufficient justification from the point of view of the Operational Forces or this Sub-Commission for the work to be carried out.

4. Will you please confirm the policy advised by this Sub-Commission and referred to in para 3 above, and advise the Italian Government accordingly.

Early action should be taken in view of the situation disclosed in the attached letter I/19/F.

3744

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

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

16/54

JJGG FOR LINDBERG HQ ACC PALERMO

PLAMBO FROM PITCH 37/ 37 S-6268

REFERENCE YOUR S-6268 25 (.) LETTER
L/19/F 22 JAN NOT REPEAT NOT
RECEIVED TO DATE

IMMEDIATE

3743

1985

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

Rec'd 0900
26 Jan 44

CLEAR MESSAGE

SIGS NO 7426
IMMEDIATE
US CONFIDENTIAL

TO:- ACTION NOW ATLANTA ATT: FITCH

FROM:- LINDBERG CHAS ROGERS 1429 SIGNED STARK S-5268 25

RAIL REPAIRS. BY LETTER L/19/F 22 JAN. FOR FIVE HUNDRED THOUSAND DOLLARS READ 5 MILLION.

SEC DISTRIBUTION ACTION INT TRANS SUB COM. INT.

SIG ZOR251805

3742

1961

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

Copy.

My Ref. L/19/F.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
(Rear Detachment)
APO 394

22 January 1944.

SUBJECT: Repair of Damaged Rail Lines in Sicily

TO : Chief of Internal Transportation Sub-Commission, A.C.C.
c/o Movement and Transportation
A.F.H.Q. Advanced Administrative Echelon, C.M.F.

1. I have to report that a Captain DIBELLA, of the Italian Army, representing the Badoglio Government, arrived in Palermo a few days ago, and stated the Italian Government wished to repair all damage done to Sicilian Railways including the two lines referred to in Minute 26 of meeting of Transportation Committee (Sicily) on 10th January.

2. He stated that he had and was prepared to spend 500,000 dollars (50 million lire) on behalf of the Italian Government on repairs to the railways of Sicily. He said he required 1,000 tons of cement, and Lt Colonel Bolick (A) T.C.U.S.F. (Region I) has arranged for this to be allocated. He also required 2,000 tons of steel, and it is thought this will be available from the Navy Yard in the near future.

3. Captain Dibella proposes to put on contracts and pool them so that the work will progress rapidly.

4. It is his mission to completely repair the Sicilian Railways; and he hopes to achieve this within the next five months.

O. H. Lindberg.

O. H. LINDBERG,
Lt Colonel,
Rep. Int. Tn. Sub-Com.
Hq AMG.

3741

1987

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

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

Our reference : AAC Tn/16/51

Date : 16 Jan 44.

TO : AG/TO (M)
Hq Movements,
No. 1 District,
C.M.F.

SUBJECT: Repair of damaged rail line, Iomia - Messina (Sicily).

1. Reference your Mov. 1052 dated 13 Jan 44, and para 26 of Minutes of Meeting of Transportation Committee, Sicily (Rail), 10 Jan 44.

2. Attached for your information is copy of letter to Lt. Col. Lindberg representative of this Sub-Commission in Sicily.

Colonel,
Internal Transportation Sub-Commission, AAC.

Copy to :
Lt. Col. C.H. Lindberg,
Internal Transportation Sub-Commission representative,
(Sicily).

C - 0

1943

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

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

Our reference : ACC Tn/16/50

Date : 16 Jan 44.

TO : Lt.Col. C.H. Lindberg.
Internal Transportation Sub-Commission ACC representative,
(Sicily.)

SUBJECT: Repair of damaged rail line, Ionia - Messina (Sicily).

1. Reference Minute 26, meeting Transportation Committee, Sicily (Rail), 15 Jan 44., and letter from Lt.Col. Philips, AG3(M), HQ., Movements, No. 1 District dated 13 Jan 44, copy attached.

2. Please send particulars in justification of this proposal bearing in mind (i) that materials and funds should only be used for essential purposes under present conditions and (ii) that line in question has gone unrepaired for some five months so that it can be doubted that any major military or civil needs are involved.

Colonel.
Internal Transportation Sub-Commission, ACC.

Copy to:
Lt.Col. R.E. Philip,
AG3(M), HQ Movements,
No. 1 District, C.M.F.

3729

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

16/59 1730
6591 16/49

Subject: Railway Line, Ionia - Messina.

HQ Movements,
No.1 District.
Ref. Mov 1052.
15 Jan, 44.

Colonel Finch,
Int. Tn. Sub Commission, ACC,
c/o Mov. Adv. Adm. Echelon, AFHQ.

Reference para 26 of the attached Minutes of the Rail meeting.

Official application is made herewith for the mending of the railway line from Ionia to Messina.

Lt. Col.
AQMG. (M).

IDP/MA.

Copy to: Mov 835.

3778

TRANSPORTATION COMMITTEE SICILY (Rear)

MINUTES OF THIRD MEETING HELD AT PALERMO

AT 1430 hrs. 10 JAN. 1944

Present:

Lt. Col. Philip (Chairman)	-	No.1 District
Lt. Col. Barnes	-	I.B.S.
Lt. Col. Lindberg	-	Int. Tn. Sub Commission, att. HQ AMG Palermo.
Major Stenhouse	-	No.1 District
Major Baldwin	-	No.1 District
Capt. Griffin	-	I.B.S.
Capt. Minard	-	AMG.
Capt. Matson	-	AMG.
Ing. Tuccio	-	I.S.R.

Also attended:

Major Reeves (for Minute 21 only)	-	Coal Advisor, att. No.1 District.
Capt. Long (for Minute 26 only)	-	AMG.

21. COAL

After full discussion on the amount of coal needed to keep the railways in Sicily running, Major Reeves agreed strongly to press AFHQ for 10,000 tons a month for the whole island.

Of this 10,000 tons, 3000 would be for the Eastern half of the island and 7000 for the Western half - 4000 for military needs and 3000 for civilian.

Capt. Minard considered the figure of 10,000 tons too low and suggested 12,500 tons would be more correct. Major Reeves then agreed to inform AFHQ that 12,500 tons should be supplied and pointed out to the meeting that 10,000 tons was all that was likely to be forthcoming at present.

Lt. Col. Lindberg expressed the opinion that a reserve of coal should be built up in the island as it was not good policy to live from "hand to mouth".

22. CONTROL OF CIVILIAN FREIGHT TRAFFIC

I.B.S. put forward a strong plea for a permit system to be evolved to control more effectively the movements of civilian traffic by rail. It was agreed that representatives of I.B.S., AMG., and Hoy No.1 District should meet at an early date and submit recommendations on (a) whether a permit system is desirable or practicable and (b) what form the system should take.

23. SIMETO BRIDGE

Capt. Minard stated that the contract had definitely been let and that work would start within 3 days (13 January). Delay in starting had been due to lack of enthusiasm in tendering on the part of Contractors. The estimated time to complete the combined rail and road bridge is three months.

timber will be required which may have

Declassified E.O. 12356 Section 3.3/NND No. 782021

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Capt. Long (for Minute 26 only)	-	AMG.

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23. SIRETO BRIDGE

Capt. Minard stated that the contract had definitely been let and that work would start within 3 days (13 January). Delay in starting had been due to lack of enthusiasm in tendering on the part of Contractors. The estimated time to complete the combined rail and road bridge is three months.

To complete the work 160 tons of timber will be required which may have to come from the mainland (Crotone). Full details of where this timber is, and if it has been released, will be furnished to AMG by I.S.R. by noon 11 Jan, 1944.

24. ILLEGAL TRAFFIC IN MILITARY STORES ETC.

AMG and I.S.R. agreed to publish a suitable notice in trains and on railway premises, emphasising that it is illegal for civilians to be in possession of uniforms or military equipment and supplies of any kind.

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

25. EXPORT OF EQUIPMENT -

Ref. Minute 15.

In response to a query from Lt. Col. Lindborg, Major Stenhouse explained there had been some delay in exporting locos and wagons owing to an accident to the ferry.

Up to date, a total of 18 locos and 105 wagons have been exported and the ferry is expected to resume regular sailings between Catania and Reggio on 11 Jan 44.

26. REPAIR OF DAMAGED LINES

Capt. Minard and Capt. Long stated that estimates had been obtained for the repair of the following damaged lines:

(1) San Stefano - Messina .. 276350 dollars (6 months).

(2) Ionia - Messina .. 330260 dollars (4 months).

After discussion it was agreed that it was not necessary to proceed with (1) but that it would be desirable to start work on (2). AMG were requested, therefore, to enquire if materials were available.

The Committee agreed to recommend to HQ AMG that the repair of the Ionia - Messina Line should be put in hand and that preliminary details only should be studied now and no tenders let until approval is obtained.

27. HOSPITAL TRAINS

Major Stenhouse said that there is a Hospital train at Acquicella awaiting conversion to ordinary coaching coaching stock, whereas in Italy, coaching stock is being converted to make Ambulance trains. I.B.S. and AMG do not object to this Ambulance train being exported in its present condition to Italy, if required, and Major Stenhouse has asked D.Tn., AFHQ, for instructions.

28. REPAIRABLE LOCOS

It was stated there are 8 locos at Messina requiring repairs which can only be carried out at Catania. It was agreed that provided they can be moved to and loaded on the Ferry at Messina, Mov. No.1 District will arrange for them to be moved to Catania by the Ferry.

29. COMMUNICATIONS.

Ing. Tuccio again requested that assistance be given in replacing the railway telephone circuits. The Committee requested that the Signals Officer, AMG, be asked to report to this Committee on whether the civilian Contractor is, in fact, doing everything possible to complete those circuits, and whether there is a shortage of materials.

3736

30. LOCO REPAIRS

Ing. Tuccio stated that 20 tons of Carbide are required monthly for loco repair. AMG have made a bid on AFHQ. The Chairman agreed to write to G4 (Mov & Tn) for help in obtaining the necessary quantity.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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31. CHAIRMAN

Lt. Col. Philip announced he would shortly be leaving and that his place would be taken by Major Baldwin.

32. NEXT MEETING

It was agreed that the next meeting would be held in Palermo at the Palazzo Ferroviale at 1430 hours, on Monday 24 Jan, 1944.

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

16/07

SEARS FOR ROGERS

FLAMBO FROM FITCH CITE ROGERS 1378 14/ 09 8-5503

RETRATED FOR ROGERS FOR LINDBERG

CONFERENCE ROUTINE TWO ITS ARRIVAL LT COL

LINDBERG (.) IMPERATIVE LINDBERG ARRIVE SOONEST

Unsigned

3735

IMMEDIATE

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

0845
9/1.

US CONFIDENTIAL IMPORTANT MESSAGE IN SIGS NO 5053

TO:- MOV PLAMBO FOR FITCH CITE ROGERS 1378.

FROM:- SEARS FOR ROGERS. 8-5503 07

IMPOSSIBLE LT COL LIYDBERG ATTEND CONFERENCE. REFERENCE YOUR CABLE IO/7157. ALL PLANES GROUNDED HERE.

SMC DISTRIBUTION ACTION INT TPS SUB COM.

SMC/TOK/080600/JPM.

Hadsel
Executive Sec'y Jt Chiefs
Lieutenant Colonel
USA

1996

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

ARMY FORM C2128. (Pads of 100). **MESSAGE FORM** KIGS 0 3102 Serial No. 1614

CALL AND INSTRUCTIONS		No. of Groups	OFFICE DATE STAMP
	IN US CONFIDENTAAL MESSAGE IN	GR. Rec'd 1500Z 6 Jan 44	
	OUT		

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO TO MOV FLAMBO FOR FITCH GI

FROM	Originator's Number	Date	In Reply to Number
SEARS FOR ROGERS CITE ROGERS 1368	10345	05	

LINDBERG, LT COL WILL ARRIVE 7 JAN.

SMC DISTRIBUTION ACTION INT TN SUB COMM

SMC/TOR/060745A AH

W. 10598/864. 300M Pads. 6/42. P.I. T.51-4838.

THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS (EXCEPT ..... WHERE FOR.*

THIS MESSAGE MUST BE SENT IN CIPHER IF LIABLE TO INTERCEPTION OR TO FALL INTO ENEMY HANDS.

SIGNED

ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY

TIME OF ORIGIN T.H.I.

BELOW THIS LINE IS FOR SIGNALS USE ONLY.

SIGNED

SYSTEM IN	TIME IN	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER

T.O.R.

*Originator may delete "except" and insert "including."

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

Rec'd 1730 4/1/44

RESTRICTED MESSAGE IN SIGS NO 1282

TO: FLAMBO FOR FITCH FOR MOV CITE ROGERS 1341

FROM: SEARS FOR ROGERS FOR ROGERS FOR LINDBERG R373-4 S-5273 03

MY REPLY SENT BY LETTER 29 DEC. REF YOUR SIGNAL 6/6787 DATED 2 JANUARY.

SMC DIST: ACTION: INT TPT SUB COMMISSION

SMC/TOR/041455A/CS

Rec'd.
0845
6/1/44
6222
16/36

[redacted]

[redacted]

M.I. Movements,
No. 1 District.
MMT 1052

1 Jan 44

Please amend your copy of the Minutes of the above Meeting as under:-

√ (a) Para 12 line 5: Insert "and Messina" after "Catania".

√ (b) Para 16 line 1: For "three" read "six".

√ (c) Para 20 line 6: For "not essential" read "most essential".

Lt. Col.,
A.A.A.G.(M).

Dist:

G-4 (Movements) Nov.3 AFHQ	3
Nov. Flimbo	4
IBS	
Lt. Col. Lindbergh, Int. Tn. Sub. Comm., c/o M) AAG Palermo.	6
A Tn(B) AFHQ	2
Tn. No. 1 District.	5
Col. Pitch, Int. Tn. Sub-Commission, AFHQ, c/o Mov & Tn. Adv. Gp. Bch. AFHQ.	2
Tn. AAG Sicily Region	1
Q (Mov) Messina.	1
Q (Mov) Catania.	1
Q (Mov) Syracuse.	1
Tn. No. 1 District.	1
Nov. 1052	1

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

1 Jan 44

Please amend your copy of the Minutes of the above Meeting as under:-

✓ (a) Para 15 line 5: Insert "and Messina" after "Catania".

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✓ (c) Para 20 line 6: For "not essential" read "most essential".

Lt. Col.,
A. A. & S. (G).

Dist:

G-4 (Movements) Nov.3 AFHQ	3
Nov. Plumbo	3
ISC	4
Lt. Col. Lindbergh, Int. Th. Sub. Comm., c/o G) AFHQ Palermo.	6
G Th(B) AFHQ	2
Dp.No. 1 District.	2
Col. Fitch, Int. Th. Sub-Commission, ISC, C/o Nov & Th. Adv. Gp. Boh. AFHQ.	2
Nav AFHQ Study Section	1
Q (Nov) Mediterranean	1
Q (Nov) Overall	1
Q (Nov) Bizerte.	1
Th. No. 1 District.	1
Nov. 1052	1
Master File	1
Spare	19

3734

Declassified E.O. 12356 Section 3.3/NND No. 782021

6152

Rec'd 0845 5/1/44.

TRANSPORTATION COMMITTEE SICILY (RAIL)

MINUTES OF SECOND MEETING

Held in Palermo at 1430 hours, 27 Dec 43.

PRESENT:

Lieut. Col.	PHILIP (Chairman)	No. 1 District.
Lieut. Col.	BARNES	IBS.
Lieut. Col.	LINDBERG	Int. Tn. Sub Commission att. HQ, AMG, Palermo.
Major	STEPHOUSE	No. 1 District.
Major	LARAGAN	IBS.
Captain	GRIFFIN	IBS.
Captain	HIRARD	HQ, AMG, Sicily Region.
Captain	WATSON	HQ, AMG, Sicily Region.
Captain	HENDRIE	No. 1 District.
Ing.	TUCCIO	Italian State Railways.

Col. ADDISON, Chief of Transportation, IBS, was present during part of the proceedings.

---

10. APPROVAL OF POLICY BY AFHQ.

The Chairman read a letter from AFHQ giving approval of the Policy for the control of Sicilian Railways as set out in the minutes of the Meeting held in Palermo on 6 Dec 43. The letter requested that AFHQ be kept advised of the activities of the Committee and the rail capacity it was considered necessary to maintain in order adequately to cater for Military and essential civil traffic.

11. TRANSFER OF CONTROL TO ACC.

The letter further requested that reports of the Committee's activities should include recommendations as to the date on which it was considered feasible for the operation of the Railways to be transferred to AMG or ACC. It was intended that if possible the operation of the Railways should pass to Civil control under the supervision of the Internal Transportation Sub-Commission simultaneously with the transfer of the general administration of Sicily to the Italian Government.

Col. LINDBERG then produced a letter he had received from ACC advising him of the impending transfer of the railways and asking him to put forward recommendations to enable ACC to carry out the work of supervision.

The Committee agreed that the Railways should be handed over to ACC at the same time as the general administration, provided sufficient supervisory personnel were available. The present staff of ACC was not, however, considered sufficient, and it was agreed that

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Captain	[illegible]	[illegible]
Captain	MATSON	HQ, AMG, Sicily Region.
Captain	HENDRIE	No. 1 District.
Ing.	TUCCIO	Italian State Railways.

Col. ADDISON, Chief of Transportation, IBS, was present during part of the proceedings.

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The Committee agreed that the Railways should be handed over to ACC at the same time as the general administration, provided sufficient supervisory personnel were available. The present staff of ACC was not, however, considered sufficient, and it was agreed that the minimum requirements were six officers to fill the following posts:-

(a) General Manager.
(b) Operating Superintendent.
(c) Chief Mechanical Engineer.
(d) Chief Engineer.
(e) Storekeeper.
(f) General Auditor.

and that the General Manager should be an Officer with considerable practical railway experience.

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11. TRANSFER OF CONTROL TO ACC (Contd).

Ing. TUCCIO stresses the importance of providing a experienced and capable Stores Officer.

Col. LINDBERG pointed out that these arrangements did not provide for the control of Road Transport.

12. CIVILIAN PASSENGER TRAFFIC - PROVISION OF GUARDS AND INCREASE IN FARES.

Col. ADAMSON, addressing the Committee, said that he had just returned from a tour of the Railways and was extremely perturbed by the dangerous way in which civilians were allowed to ride on the roofs and buffers of carriages and even on the engines. He was also convinced that civilians were using the passenger services on a large scale for feeding the Black Market. He urgently recommended the trebling of civil passenger fares and the provision of guards on passenger trains. He had already arranged for military guards to travel on freight trains. Lieut. Col. PHILIP stated that military guards were already provided on freight trains in No. 1 District. Capt. MINARD, referring to the provision of guards on passenger trains, stated that this was already in hand. An organisation was being formed to replace the pre-invasion Railway Militia, and this would be ready to function on 10 Jan 44.

The question of the increase in fares was put to the meeting, and the Committee agreed that application should be made for the present ordinary passenger fares of 33 centimes per kilometre II Class and 20 centimes per kilometre III Class to be trebled. Capt. MINARD requested that a system of season tickets be introduced, and it was agreed that this should be investigated.

13. REPAIRING OF DAMAGED BRIDGES.

The Chairman said that the Chief Engineer, No. 1 District, had asked for the re-building of two railway bridges between IOTTA and TAORMINA to be expedited in order to release temporary bridging. Capt. MINARD stated that restoration of railway communications between both PALERMO and CATANIA was considered of No. 1 Priority, but that investigation had shown that it must be a long term project. The work would be of little military value and therefore would not be commenced under AMG conditions.

Major STENHOUSE stated that the Bailey Bridge at IOTTA had been moved, but that as yet work had not commenced on the railway bridge. Ing. TUCCIO said that difficulty had been experienced in placing the contract. Capt. MINARD said he would take special action.

14. LEVEL-CROSSINGS.

3792

The Chairman drew the attention of the Committee to the unsafe condition of main line level-crossings. AMG was asked to do all possible to put them in order.

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

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14. LEVEL-CROSSINGS.

3762

The Chairman drew the attention of the Committee to the unsafe condition of main line level-crossings. AMG was asked to do all possible to put them in order.

15. CATANIA AQUICELLA STATION.

Lieut. Col. PHILIP stated that steps were being taken to clear this station sufficiently to make it available for civilian bulk freight traffic and that it was anticipated that it would be usable within the following week.

Declassified E.O. 12356 Section 3.3/NND No. 782021

16. EXPORT OF EQUIPMENT.

Major STENHOUSE said that the train ferry had made ~~three~~ trips and had exported the following:-

From MESSINA	10 Locomotives. 25 Box Wagons. 25 Gondolas.
From CATANIA	6 Locomotives (all 480 class). 45 Gondolas (WD wagons).

IBS were requested to commence immediately the despatch of locomotives earmarked for export. They were also requested to forward wagons 14499, 14466, and 14566 (high-capacity German flats) and to return sufficient empty box and open wagons at RAGUSA to adjust the present adverse balance.

17. REPAIRS OF LOCOMOTIVES AND ROLLING STOCK.

Lieut. Col. BARNES said that a survey was being made of the possibilities of repairing rolling stock. An ample supply of materials was available for the repair of wagons earmarked.

Major STENHOUSE said that 11 locomotives, including 7 of 740 Class, would shortly be brought from MESSINA. It was desired to put the workshops at MESSINA and AQUICELLA into operation as soon as possible. He submitted a list of materials urgently required for this purpose.

18. RE-ALLOCATION OF LOCOMOTIVES.

Ing. TUCCIO said that, in view of the distribution of locomotives selected for export, it was desirable to transfer engines of 740 Class from Western to Eastern Sicily and to replace them by 471's from Eastern Sicily. It was agreed that 8 740 locomotives would be sent from PALERMO to SYRACUSE in exchange for 8 of Class 471 to be sent from CATANIA to PALERMO.

19. COAL. 2731

The Chairman stated that he had recently attended a Conference on the distribution of coal, at which it was decided that the monthly allocation of coal to the Sicilian Railways would be reduced to 7050 tons. From figures produced the Committee decided that this allocation was inadequate, and it was agreed to request that the original allocation of 10,000 tons monthly be restored for January and February.

20. COMMUNICATIONS.

Lieut. Col. PHILIP said that the AMG trunk line was now functioning to CATANIA and MESSINA, and would be through to SYRACUSE by 15 Jan. He stressed the importance of repairing the telegraph system.

Capt. MINARD stated that Ing. TUCCIO had applied to be connected to the AMG line but that this had been refused for reasons of security.

The Committee agreed that it was ~~not~~ essential for trunk

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wagons 14499, 14436, and 14556 (high-capacity German flats) and to return sufficient empty box and open wagons at RIGNS. to adjust the present adverse balance.

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3731

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Capt. MINARD stated that Ing. TUCCIO had applied to be connected to the AMG line but that this had been refused for reasons of security.

The Committee agreed that it was ~~not~~ essential for trunk communications to be available for railway use.

---Lauret-

DISTRIBUTION:

G-4, [illegible] 2
Mov. Plans 3
IBS 4
Lt.Col.Lindberg, Int Tn. Sub - [illegible] 3
Col. Fitch, Int. Tr. Sub-Commission, ACC. C/o, Mov & Tn, Adv. Adm. Ech. AFHQ 2

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16/42

JJGG FOR H.R. AMG [illegible] FOR LINDBERG

MOV FLAMEO Fivod FITCH

10/7/57 4

ESSENTIAL	LT	COL	LINDBERG	ATTENDS	IMPORTANT
CONFERENCE	H.FE	8	JAN	(.)	SHOULD
ARRIVE	AND	REPORT	REHE	7	JAN
(.)	PLEASE	ARRANGE	AND	ACK.	

IMMEDIATE.

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2007

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

Rec'd 0850hrs 16/20 4 Jan 44

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
APO 512
(Rear Detachment)

29 December 1943.

L/14/F

SUBJECT: "Transportation" Committee, Sicily

TO : Chief of Internal Transportation Sub-Commission, A.C.C.
c/o Mov. and Transportation
A.F.H.Q. Advanced Administrative Echelon, C.M.F.

1. Reference your letter A.C.C. Tn/16/24 dated 20th December which arrived here on 26th inst, and was acknowledged by cable same day, and your letters A.C.C. Tn/14/1 dated 7th December and A.C.C. Tn/8/14 dated 11th December.

2. The draft minutes of Tn. Committee (Sicily) meeting held on 6th December were sent to you on 15th December, and the confirmed minutes of that meeting and those of meeting held on 13th December were sent to you on 20th December. In order that you may receive these documents more quickly, the minutes of meeting held on 27th December, and of future meetings, will be sent to you direct by A.Q.M.G.(M) No. 1 District.

3. Noted.

4. My recommendations of the detailed organization, which I consider necessary to carry out the functions of the Sub-Commission in Sicily under A.C.C. conditions cannot be based on the document referred to in your letter A.C.C. Tn/11/13 dated 8th December 1943, as I have not seen it, and I do not know if it has yet been issued.

I took the opportunity of discussing at the Transportation Committee (Sicily) meeting, held at Palermo on 27th December, what I considered would be necessary as regard staff, and I then suggested five officers.

I note you consider three officers would suffice, and visits as necessary by specialist officers from your Hq.

(a) The supervision of the Italian Tn. Administration under A.C.C. conditions will certainly require less personnel than under A.M.G. conditions, but I suggest it should not be overlooked that the satisfactory working of the system covering the whole island will have to be carefully watched, and if only three officers are allocated, I fear the supervision will not be all that is desired.

(b) I agree that Ing. Tuccio has been most helpful under A.M.G. conditions, and I am satisfied he will function satisfactorily under A.C.C. conditions.

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(c) Both Captain P. G. MATSON (A) and Captain C. M. LONG (A) have given good service, and it is good to know that these two officers will be available under A.C.C. conditions.

I do feel, however, that it will be necessary to have another officer, viz. a locomotive and mechanical expert. In the near future, we may be asked to ship more locomotives to the mainland, and therefore I think there is a full time job for a locomotive expert to see that repairs are properly carried out to damaged engines, etc., and that engine power in the island is properly used.

There is an American officer, a Captain F. J. HAYES, who belongs to I.B.S. and is loaned to A.M.G., Region I. In civilian life, Captain Hayes was the supervisor of a large locomotive (Rail) shop on the ERIE Railroad of America, having had thirty (30) year's practical experience, in mechanical work.

For the last three months, he has been in charge of all mechanical operations on the Sicilian Railways for Region I.

I asked Lt. Colonel BARNES of I.B.S. if he would have any objection to my putting forward Captain Hayes' name to you. Lt. Col. Barnes has since informed me he would not be willing for Captain Hayes to be transferred to A.C.C. in Palermo. Anyhow I thought you would care to know this.

(d) Captain MINARD, who is an excellent executive officer, has made a big success of his present job, under A.M.G. conditions, and he would be an ideal officer for the senior position. Captain Minard, however, feels that he should not be given the senior position under A.C.C. conditions, because he lacks practical railway experience. He further feels that his particular training in A.M.G. qualifies him as an A.M.G. rather than A.C.C. officer. He informed me he would prefer to stay in A.M.G.

5. (i) The method of presenting, in priority order, a list of products which receive priority movement, has already been handed to Italian railways. This came into force on November 22nd. For example, food products are higher on the list than building materials and so on, it being understood that military traffics have first priority in every case. This arrangement will continue under A.C.C. conditions.

(ii) Only full train loads are run, and no part load wagon is accepted, for conveyance. Consignors are encouraged to amalgamate their part-loads into full loads.

(iii) The control and use of all mechanical road transport will be, in the near future, under Region I Hq when it is hoped that all vehicles will be operated by them. Under A.C.C. conditions, the same will apply. I consider it essential to appoint a Roads Officer to look after the mechanical road transport.

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6. Noted

7. Noted.

8. Ing. Tuccio has a very efficient office organization and up to the present has given No. 1 Region any statistics asked for. Under A.C.C. conditions, I could arrange for you to be supplied with any information you may require. I suggest that to commence with you should have the following weekly returns:

(i) Train performances, as sent to you at present.
(ii) Pay bills for staff employed, and railway receipts.
(iii) Fuel consumption.
(iv) Reports on engine and wagon repairs, etc.
(v) " " Engineering repairs etc.

O. H. LINDBERG,
Lt. Colonel,
Int. Tn. Sub-Commission Rep.

2201

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

Our reference : ACC Tn/16/30

Date : 31 Dec 43.

TO : Col Spofford,
Hq., A.M.G.

SUBJECT : "Transportation Committee - Sicily"

1. Reference your request through Major Driffield White under reference J - 254 dated 22 Dec 43. which was not received until 29 Dec 43.

2. The Committee referred to in your copy of attached Minutes of Meeting held at PALERMO 6 Dec 43 was set up in the circumstances shown in the enclosed copy of this Sub-Commission letter ACC Tn/14/1 dated 7 Dec 43. original of which was sent to Hq., AMG (Palermo).

3. The present position is that the Committee is functioning, and the question of handing over the Railways in Region I to Italian Administration under ACC supervision is in hand. Advice will be sent you of further developments.

4. Hq., ACC (Brindisi) have been kept advised of the position.

Colonel,
Internal Transportation Sub-Commission, ACC.

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ARMY FORM C2128. (Pads of 100). **MESSAGE FORM**

Serial No.

CALL AND INSTRUCTIONS		No. of Groups.	OFFICE DATE STAMP
	IN US RESTRICTED MESSAGE IN SIGS NO 7295 GR.		Recd 0820 27 Dec 43 WJ
	OUT		

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO MOV FLAMBO FOR FITCH

16/34

FROM	Originator's Number	Date	In Reply to Number
SEARS FOR ROGERS FOR JJGG CITE	ROGERS 1300 DATED 20	26	4862

NO. RUSH 26

ACC TN/16/424 DATED 20

SMC DISTRIBUTION ACTION INT TPT SUB COM ✓

SMC/TOR/262345A AH

THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS { EXCEPT / INCLUDING } WHERE MARKED.*

THIS MESSAGE MUST BE SENT IN CIPHER AS LIABLE TO INTERCEPTION OR TO FALL INTO ENEMY HANDS.

SIGNED

ORIGINATOR'S INSTRUCTIONS AS TO DEGREE OF PRIORITY

TIME AS WRITTEN

T.H.I.

T.O.R.

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

SYSTEM IN	TIME IN	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER

*Originator may delete "except" and insert "including."

W. D. 10595/864. 3000M Pads. 6/42. P.I. T.51-4850.

Col Fitch.

TRANSPORTATION COMMITTEE, SICILY (RAIL).

MINUTES OF FIRST MEETING, HELD IN PALERMO, AT 1430 HOURS, 13 DEC 43

---oOo---

Present:	Lt.Col Philip (Chairman)	No.1 District
	Lt.Col Barnes	I.B.S.
	Lt.Col Lindberg	HQ AMG, Palermo
	Major Stenhouse	No.1 District
	Major Laragan	I.B.S.
	Captain Griffin	I.B.S.
	Captain Minard	HQ AMG, Sicily Region
	Captain Matson	HQ AMG, Sicily Region
	Captain Hendrie	No.1 District
	Ing. Tuccio	Italian State Railways

Major Charles C. Butler, representing D.G.M.R., was present during part of the proceedings.

1. Minutes of Conference, 6 Dec, 43.

The Chairman read the Minutes of the Conference held in Palermo on 6 Dec, 1943. The following amendments were agreed:

Minute 2 - Delete Capt. Hendrie

" 6 - Delete the words "After requirements have been approved by I.B.S. and No.1 District."

" 9 - Delete, and insert:

"9. Narrow Gauge Railways.

When required, the operation and control of Narrow Gauge Lines will be an AMG, Sicily Region responsibility."

The amended Minutes were approved and it was agreed that they should be forwarded to AFHQ, by HQ No.1 District.

2. Transfer of Locomotives and Rolling Stock to the Mainland.

Major Butler, addressing the Committee, said that the D.G.M.R. intended to transfer 50 locomotives and 500 wagons from Sicily to the Mainland. Lt.Col. Barnes also submitted a letter from D.G.M.R., not to 1 District, to this effect. Material of the following categories was required:

Locomotives - 50 in First Class order, to be taken from classes 480, 740, 744, 745, 746.

Wagons	- Box wagons	250
	Cisterns	50
	Large capacity Flat wagons	50
	High sided wagons	150

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Locomotives - 50 in First Class order, to be taken from classes 430, 740, 744, 745, 746.

Wagons	- Box wagons	250
	Cisterns	50
	Large capacity Flat wagons	50
	High sided wagons	150
		500

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Major Stenhouse said that there were at Messina, in running order, 23 locomotives of all types, 89 box wagons and 158 open wagons. Only six of the locomotives were of the required types, but others might be suitable. Lt.Col. Philip and Major Butler arranged to meet at Messina on Wednesday, 15 Dec, with a representative of the Italian State Railways, to decide which locomotives were suitable for export.

It was agreed that any suitable locomotives in the Messina area should be despatched forthwith and that 25 box wagons and 25 open wagons should also be sent.

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Major Butler was advised that the capacity of the Train Ferry was 20 wagons, or 3 or 4 locomotives and 12 wagons, and that three trips could be made during the daylight hours between Messina and Reggio. The Navy did not permit sailing during darkness. It was estimated that ferrying between Catania and the Mainland would involve a three-day turn-round.

Major Butler and Lt.Col. Barnes then left.

3. Availability of material for export.

Ing. Tuccio advised that, excluding wagons on the interrupted portions of the system, the following wagons were available and in running order:

Box	1002	
Cisterns	306	(approximately 2/3 petrol and 1/3 water)
Large Flats	76	(about 30 tons capacity)
Highsiders	2383	

There were also 371 box wagons off the road. Efforts would be made to put these in running order as soon as possible.

Captain Griffin stated that there were also on the island two German Flats capable of carrying 55 ton tanks.

The Committee examined the availability in the light of traffic demands and agreed that the following were available for export:

Box	250	
Petrol cisterns	50	
Water Cisterns	Nil	
Flats	50	(up to 30 ton capacity)
German Flats	2	
Highsided wagons	250	
	628	

The export of the 250 box wagons will curtail traffic considerably and it was decided to minute the fact that the 250 was the absolute maximum number for export.

After due consideration of the tonnages handled, and discussion with the Italian State Railways, it was agreed that 50 locomotives could be spared from the island without seriously affecting demands. The distribution for export would be 10 from the Messina Area and 40 from the rest of Sicily. The types of locomotives to be transferred would be agreed by Major Butler and the Transportation Committee, Sicily (Rail).

4. Time Tables.

It was agreed that traffic for No.1 District, I.B.S. and A.M.G. is satisfactorily catered for by the present standard gauge time table.

Captain Minard stated that a request had been received to operate cert[illegible]

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Box	1002	
Cisterns	306	(approximately 2/3 petrol and 1/3 water)
Large Flats	76	(about 30 tons capacity)
Highsiders	2383	

There were also 57% box wagons off the road. Efforts would be made to put these in running order as soon as possible.

Captain Griffin stated that there were also on the island two German Flats capable of carrying 55 ton tanks.

The Committee examined the availability in the light of traffic demands and agreed that the following were available for export:

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Petrol cisterns	50	
Water Cisterns	Nil	
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4. Time Tables.

It was agreed that traffic for No.1 District, I.B.S. and A.M.G. is satisfactorily catered for by the present standard gauge time table.

Captain Minard stated that a request had been received to operate certain Narrow Gauge lines. It was agreed that this question should be put back until the coal question had been clarified.

5. Railway Stores.

Capt. Minard stated that demands for the next six months were not yet available. He stated, however, that 10,000 kg. of Calcium Carbide, representing one month's supply, were urgently required. This quantity was available in Palermo, but the commodity had been frozen by AFHQ.

I.B.S. was requested to signal AFHQ for release.

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6. Exchange of traffic at Rapino.

It was agreed that the present system of exchange is satisfactory.

7. Communications.

Col. Philip said that C.S.O. No.1 District, had advised that a new telephone line between Catania for the exclusive use of A.M.G. would be installed by 10 Dec. The C.S.O. had also stated that the Railway Telegraph system is not seriously damaged and that repairs were estimated to take a month. Civilian Telegraph Engineers were not fully employed by the Army and would, therefore, be available to undertake the work.

Capt. Minard said that he would investigate both points.

8. Repairs to Railway Property.

Captain Minard raised the question of certain repairs at Messina. Major Stenhouse stated that the repairs required by No.1 District at Messina, were the following:

(a) Locomotive Shed
(b) Locomotive Workshops
(c) The Railway Line from the Marvi to Ferry Berth to be put in order.

The last item had been ordered on 6 Dec, 43, but work did not appear to have been commenced.

It was arranged that Col. Philip and Major Stenhouse should discuss this question at Messina with Ing. Florena on Wednesday, 15 Dec.

9. Next Meeting.

It was agreed that the next meeting should be held in Palermo at the Palazzo Ferroviale at 1430 hours, on Monday 27th Dec.

Distribution:

G4 (Mov & Tn) Mov 5	-	3
Mov Flimbo	-	3
HQ No.1 District	-	3
I.B.3.	-	6
HQ AMGOT, Palermo (Col. Lindberg)	-	1
HQ AMG, Sicily Region	-	1
Q (Mov) Messina	-	1
Q (Mov) Catania	-	1
Q (Mov) Syracuse	-	1

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(a) Locomotive Shed
(b) Locomotive Workshops
(c) The Railway Line from the Yard to Ferry Berth to be put in order.

The last item had been ordered on 6 Dec, 43, but work did not appear to have been commenced.

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Mov Plumbo	-	5
HQ No.1 District	-	3
I.B.S.	-	3
HQ AMGOT, Palermo (Col. Lindberg)		6
HQ AMG, Sicily Region	-	1
Q (Mov) Messina	-	1
Q (Mov) Catania	-	1
Q (Mov) Syracuse	-	1
Tn. No.1 District	-	1
Spare	-	20

PJH/HA.

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In Ref. A.C.C. Tn/8/13.

C O N F I D E N T I A L

HEADQUARTERS, A. M. G.
PALERMO

TO : Chief of Internal Transportation Sub-Commission, Attached Movement & Transportation, A.F.H.Q. Advanced Administrative Echelon, C.M.F.

FROM : Lt. Col. O.H. Lindberg, attached H.Q. A.M.G.

SUBJECT : Region 1 - Procedure for obtaining Transportation for Civilian Passengers and Freight.

DATE : 15 December 1943.

1 . Reference your letter addressed to H.Q. A.M.G., Palermo, dated 7 December 1943, copy of which was addressed to me.

2 . I discussed the various items with Lt. Col. Densmore before he left Palermo, and that officer approved of the following answers and suggestions:

No. 1. This has been arranged.

No. 2. Noted.

No. 3. In order to implement the requirements of A.G.H.Q. Administrative Memorandum No. 76, dated 9 November 1943, and to facilitate the complete handing over to A.M.G. or A.C.C. of the Italian Railway Administration in Region 1, I have the following observations to suggest:

a . Under the provisions of para. 7(e), the determination of the vital interest of the military forces and the ability of the civilian administration to operate sufficiently to meet essential needs are of course both relative matters. The fact is that in this region military demands for rail transport are decreasing to a minimum and actual operation is almost exclusively in the hands of civilians.

b . It is my belief that the two military services concerned (I.B.S. and No. 1 District) would concur in the opinion that those requirements just mentioned had been met if they were satisfied that the Sub-Commission were prepared to make sufficient supervisory personnel available.

c . It is my further opinion that the personnel which they would consider adequate would be as follows:

C O N F I D E N T I A L

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(1) A general supervisor and director.
(2) A traffic manager.
(3) A general stores officer.
(4) A repair and maintenance of permanent way supervisor.
(5) A locomotive and wagon repair supervisor for Palermo area.
(6) A locomotive and wagon repair supervisor for Catania area.
(7) A traffic supervisor for Caltanissetta.
(8) A traffic supervisor for Catania.

d . These are my opinions gleaned from general observations on the subject made by officers in the two services who have discussed the matter with me.

No. 4. Capt. Minard made all necessary arrangements.

No. 5. In order to conform to the requirements of para. 6, Administrative Memorandum No. 76, A.F.H.Q., dated 9 November 1943 (Confidential) I suggest that Capt. Matson and Capt. Long be attached to A.M.G., Sicily Region H.Q. This suggestion is made in view of the fact that with the organization of Transportation Committee, Sicily (Rail) all supervisory control of the railways is centralized in Palermo and the services of these officers can best be exerted from your standpoint by having them assigned for service in Palermo. I am confident that this arrangement will be satisfactory to both I.B.S. and No. 1 District and that it is in exact conformance with the intent of the memorandum above referred to. I therefore hope you will agree to this suggestion.

No. 6. This question is being enquired into and watched by the Committee, who will minute in due course any decision arrived at.

No. 7. Noted, and I will keep you informed of any developments.

A. Lindberg

Lt. Colonel
Internal Transportation Sub-
Commission Representative H.Q.
A.M.G. Palermo.

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HEADQUARTERS, A. M. G.
PALERMO.

TO : Chief of Internal Transportation Sub-Commission.
Attached MOV. & Tn. A.F.H.Q. Adv. Adm. Echelon.

FROM : Lt. Col. O.H. Lindberg, Internal Transportation Sub-Commission Representative at H.Q.

SUBJECT : Transportation Committee, Sicily.

DATE : 15 December 1943.

1. I now enclose draft minutes of preliminary meeting of Transportation Committee, held at Palermo on 6 December.

2. The first official meeting was held on 13th inst., also in Palermo, and the minutes of that meeting will be sent to you by me in due course.

3. Most of the time of the meeting on the 13th was spent in examining and discussing how many locomotives and freight wagons could be released from Sicily for the Mainland.

4. Major Charles O. Butler, 703 Grand Railroad Division, Salerno, representing Gen. Gray, D.G.R.M.S., was present during this discussion, and he asked for 50 locomotives and 500 wagons.

5. After examining the figures supplied by Italian State Railways, of engines and wagons now in working order, and also the requirements of I.B.S. and No. 1 District, it was decided that the numbers asked for would be supplied. It was pointed out by Lt. Col. Philip that 6 locomotives and 50 wagons could be shipped at once from Messina by ferryboat. The ferryboat would then be sent to Catania and would cross to Reggio, but this trip was a three day turn round, and the boat would only carry three locomotives and 12 wagons per trip. Therefore the transfer of the full number asked for would take some time to complete.

O.H. Lindberg 3721
Lt. Colonel.
(Int. Tn. S. Comm. Rep. at H.Q. Palermo. A.M.G.)

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Draft

MINUTES OF MEETING

Held at Palazzo Ferrovia, Palermo

at 1430 hrs. 6 Dec 43.

TO DECIDE THE CONTROL OF I.S.R. SICILY.

President:

Chairman: Lt. Col. Philip — A.D.T.(1) No. 1 District.
Lt. Col. Barnes — Executive Officer, Transportation Section, A.F.H.Q.

Lt. Col. Lindberg — D.D.T.O. Palermo.
Lt. Col. Bollick — D.D.T.O. Sicily Region.
Major Stenhouse — D.D.T. No. 1 District.
Major Laragan — Transportation Section, I.B.S.
Capt. Griffin — Transportation Section, I.B.S.
Capt. Munro — A.D.T.O. Sicily Region.
Capt. Mendrie — S.O. Tn. No. 1 District.
Ing. Tuccio — Italian State Railways.

---

1. OPERATION OF SICILIAN RAILWAYS.

Capt. Munro submitted a written suggestion (Appendix A attached) showing how ADT Sicily Region could operate the Sicilian Railways.

After due consideration by D.T. No. 1 District and I.B.S. it was decided that at present ADT Sicily Region had not the staff available (at present 3 Captains, of which 2 are railway men) to operate the railway.

Lt. Col. Philip proposed that a committee should be set up for this purpose. It was agreed that the Transportation Committee Sicily (Rail) should be formed forthwith.

2. COMPOSITION OF TRANSPORTATION COMMITTEE.

The following were nominated to be members of the Committee:-

(No. 1 District) Lt.Col. Philip (Chairman), Major Stenhouse, Capt. Mendrie.
(IBS) Lt.Col. Lowe or Major Laragan, Capt. Griffin,
(H.Q. ADT Palermo) Lt.Col. Lindberg.
(HQ ADT Sicily Region) Capt. Hutson, Capt. Munro.
(Italian State Railways) Ing. Tuccio.

3720

3. FUNCTIONS AND RESPONSIBILITIES OF THE COMMITTEE.

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Lt. Col.	Lindsberg	D. D. T. & S.O.S. Palermo.
Lt. Col.	Bollick	D. D. T. & S.O.T. Sicily Region.
Major	Stenhouse	D. D. T. No. 1 District.
Major	Deragan	Transportation Section, I.E.S.
Capt.	Griffin	Transportation Section, I.E.S.
Capt.	Minard	D. D. T. & S.O.T. Sicily Region.
Capt.	Hendrie	D.C. T. No. 1 District.
Ing.	Tuccio	Italian State Railways.

1. OPERATION OF SICILIAN RAILWAYS.

Capt. Minard submitted a written suggestion (Appendix A attached) showing how AMG Sicily Region could operate the Sicilian Railways.

After due consideration by D.C. No. 1 District and I.E.S. it was decided that at present AMG Sicily Region has not the staff available (at present 3 Centains, of which 2 are railway men) to operate the railway.

Lt. Col. Philip proposed that a committee should be set up for this purpose. It was agreed that the Transportation Committee Sicily (Rail) should be formed forthwith.

2. CONSTITUTION OF TRANSPORTATION COMMITTEE.

The following were nominated to be members of the Committee:-

(No. 1 District) Lt.Col. Philip (Chairman), Major Stenhouse, Capt. Hendrie.
(IES) Lt.Col. Lowe or Major Deragan, Capt. Griffin,
(D. D. T. & S.O. Palermo) Lt.Col. Lindsberg.
(AMG Sicily Region) Capt. Hudson, Capt. Minard.
(Italian State Railways) Ing. Tuccio.

3720

3. FUNCTIONS AND RESPONSIBILITIES OF THE COMMITTEE.

Until AMG or ACC could build up a sufficient staff, it was agreed that the Committee should be completely in charge of dictating policy to the Sicilian Railways.

IES No. 1 District and AMG Traffic will be bid for, to the Committee, who will then arrange a time table with the Sicilian Railway HQ. Military traffic will be given first priority followed by AMG traffic and then civilian traffic. ACC will be responsible for the co-ordinating, vetting and presenting of civilian traffic to the Committee.

The Committee will settle difficulties presented by Sicilian Railways.

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4. PRODUCTION OF COMMITTEE PAPERS.

It was agreed that the Transportation Committee Sicily (Rail) should meet on Monday, and that the first meeting should take place in the Palazzo Torrearsa, Palermo at 1430 hrs, 13 Dec 1943.

5. SUPPLY OF FUELS.

It was agreed that AMG will be responsible for the supply of locomotive coal and fuel on demand as they are in a position to do so. This will probably be 1 Jan. 44.

6. SUPPLY OF MATERIALS.

It was agreed that AMG will be responsible for bidding for Railway stores and materials ~~after requirements have been approved by I.E.S. and No. 1 District.~~ All demands will be made through Railway Headquarters, Palermo.

7. REPAIRS AND NEW WORKS.

It was agreed that repairs and new works on the Railways will be an AMG responsibility, except when Military interests are so affected that it is necessary for I.E.S. or No. 1 District to initiate or supervise any operation. Military requirements for new construction will be given first priority.

8. FINANCE AND CIVILIAN PERSONNEL.

It was agreed that questions concerning finance and civilian personnel will be an AMG responsibility for the whole of the island.

9. AGENDA FOR THE FIRST MEETING OF THE TRANSPORTATION COMMITTEE.

It was agreed that the following questions should be discussed at the meeting on 13 Dec. 43 :-

1. Availability of Rolling Stock and Motive Power in relation to Traffic Commitments.

Lt. Col. Philip stated that a demand would shortly be received from DGR for the exportation of a large number of locomotives and railway wagons, and that it was necessary that the Committee should be in a position to say what number could be released without prejudicing the movement of Military and important Civil traffic.

3719

2. Reduction of Traffic at Regusa.

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It was agreed that [illegible] will be responsible for the supply of locomotive coal and fuel oil when they are in a position to do so. This will probably be 1 Jan. 44.

6. SUPPLY OF MATERIALS.

It was agreed that AFC will be responsible for bidding for Railway stores and materials ~~after requirements have been approved by I.B.S. and No. 1 District.~~ All demands will be made through Railway Headquarters, Palermo.

7. REPAIRS AND NEW WORKS.

It was agreed that repairs and new works on the Railways will be an AMG responsibility, except when Military interests are so affected that it is necessary for I.B.S. or No. 1 District to initiate or supervise any operation. Military requirements for new construction will be given first priority.

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3719

2. Exchange of Traffic at Ragusa.

Lt. Col. Philip said that some uneconomical working had occurred in the exchange of traffic between the British and American Sectors and asked if the present system could be revised.

3. Railway Telephones.

Ing. Tuccio stated that the lack of railway trunk lines was prejudicing the good working of the system, and asked if any improvement could be made. Lt.Col. Philip said that the question would be examined before the first Committee meeting.

4. The Supply of Diesel Oil.

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9. AGENDA FOR THE [illegible]T MEETING OF THE TRANSPORTATION COMMITTEE. (Contd.)

5. Railway Requirements of Transportation Stores.

Capt. Minard agreed to produce a demand to cover the next six months, and in the case of stores urgently required, to indicate the requirements for the next month.

APPENDIX " A ".

1. Subject only to specific reservations hereinafter contained the complete supervisory control of all railways in Sicily shall be in AMG, Sicily Region HQ.

2. No directions or instructions with regard to rail operations, management, or control shall be given except through AMG, Sicily Region HQ., subject only to the reservations of para 7a hereafter.

3. AMG, Sicily Region HQ., will be responsible for:-

(a) Providing necessary civilian personnel to operate, maintain, and supervise the railways.
(b) Providing necessary financing for continued rail operations.
(c) Securing such stores required for rail operations which are procurable locally which have not been frozen by military authority.
(d) Determining what repairs or construction of rail lines, equipment, or plant shall be made within the limits of policy determining directives issued by AFHQ.

4. Until such time as adequate personnel can be supplied by Internal Transportation Sub-Commission, ACC, and rail operations in Sicily are returned to civilian administration under the supervision of AMG or ACC, Island Base Section and No. 1 District will make available such technical staff as may be at their disposal for the purpose of recommending to AMG, Sicily Region HQ upon request as to the necessity, facility, and propriety of any proposed repair or reconstruction of railjines, equipment, or plant.

5. IBS and No. 1 District in their respective areas of control will be responsible for:-

(a) Providing fuel, lubricants, and other necessary rail stores and supplies within the limits of allotments made to them for the purpose of rail operations.
(b) Supply of stores necessary for rail operations which are procurable locally but which have been frozen by military authority.
(c) Providing communication facilities which can be used by the civilian rail administration in the conduct of operations.
(d) Providing personnel to supervise under the directions of AMG, Sicily Region HQ, the repair and maintenance of motive power and rolling stock.

6. The allocation of railroad equipment including motive power and rolling stock will be controlled by AMG, Sicily Region HQ.

7. Military movements shall have first and if necessary exclusive priority upon the railways. In order that this priority may be accorded the following procedure will be followed:

3718

(a) Military RTO personnel are authorised to give any necessary direction to civilian rail employees with regard to the movements of any trains either civilian or military in order to insure the movement of military trains as necessity shall demand.

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(a) Providing necessary civilian personnel to operate, maintain, and supervise the railways.

(b) Providing necessary financing for continued rail operations.

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(c) Providing communication facilities which can be used by the civilian rail administration in the conduct of operations.

(d) Providing personnel to supervise under the directions of AMG, Sicily Region HQ, the repair and maintenance of motive power and rolling stock.

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(a) Military RTO personnel are authorised to give any necessary direction to civilian rail employees with regard to the movements of any trains either civilian or military in order to insure the movement of military trains as necessity shall demand.

(b) Where ever possible advise concerning required military movements shall be given through AMG, Sicily Region HQ in order that proper instructions through normal channels may be given to civilian rail employees.

(c) The Sicilian State Railway administration is authorised to bid for the movement of scheduled civilian freight and passenger trains. Such bids will be passed upon by a committee consisting of representatives of IBS; No. 1 District; AMG, Sicily Region HQ; and Internal Transportation Sub-Commission, ACC.

(d) When scheduled civilian freight or passenger services have been approved AMG, Sicily Region HQ, is authorised to determine the priority to be accorded the movement of goods or passengers thereon.

(e) Any requests for extraordinary civilian movements other than those scheduled can only be made after approval is given by transportation request first addressed to either IBS or No. 1 District in accordance with the point of origin of the required movement.

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Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon, 16/29
C.M.F.

By Air

Our reference : ACC Tn/16/29.

Date : 22 Dec 43.

TO : Lt.Col. O.H. Lindberg. Int.Tn.Sub-Comm. representative at HQ., AMG. Palermo.

SUBJECT: Railways - Region I (Sicily).

1. Further to my ACC Tn/16/24 dated 20 Dec 43 the enclosed copy of letter to HQ ACC is sent for your information.

2. Please take particular note of para 7 and act accordingly. In representing this to the Allied Military Forces' representatives you will explain to them the differences in functions, status and conduct between AMG and ACC.

Colonel,
Internal Transportation Sub-Commission, ACC.

16/28

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

Our reference: ACC Tn/16/28.

Date: 22 DEC 43.

TO :Headquarters, Allied Control Commission.

SUBJECT :Railways - Region I (Sicily).

1. Reference your CS/6/4 dated 18 Dec 43 which arrived evening 21 Dec 43.

2. The present position is as stated in para 2 of your letter, and co-ordination is being achieved by the setting up of the Transportation Committee referred to in para 3 of Lt.Col. Densmore's memorandum. (This Sub-Commission's letter ACC Tn/16/22 dated 19 Dec in reply to your AG 531....CS 6/4-8 dated 16 Dec also refers).

3. It is considered that the Railways in Region I should be returned to civilian administration at the same time as Sicily comes under the Italian Government. By agreement with the DCMRS (Brig.Gen.Carl Gray) the necessary steps are already being taken to obtain AFHQ approval as ~~requested~~ required by Memorandum No. 76.

4. The attached copy of letter which was sent by air to Lt.Col.Lindberg on 20 Dec 43 is self explanatory.

5. The situation is well in hand, but difficulties associated with (a) poor communications and (b) shortage of "transportation" personnel, cause progress to be slower than one would wish. Regarding (a), for example, the Minutes of the meeting on 13 Dec referred to in paras 3 and 4 of Lt.Col.Densmore's memorandum have not yet arrived.

Regarding (b), a comparison of the list of officers shown in the memo. to Brig. Gusterbock (referred to in para 6(b) of Lt.Col. Densmore's memorandum) with the provisional establishments for "transportation" will give some idea of the shortage of personnel.

6. The suggestion in para 4 of your letter cannot, unfortunately, be carried out. Neither Major Buckley (B) nor Capt Ryan (A) have yet reported here as requested in Cable 870/02 - 3 Dec to FARGO (copy of which was sent to you), and subsequent cables, with the result that the full operation of Adv. Adm. Echelon AFHQ Administrative Instruction No 14 dated 6 Dec and ACC Tn Memorandum No. 1 dated 10 Dec 43 is being prejudiced. Reference to para 4 of the latter document will show the positions which these two officers are required to fill after they have been instructed here in their duties. This matter is even more important than the question of Sicily, because the transportation position as regards essential civil requirements is much more difficult on the mainland.

7. Regarding Sicily, the firm opinion is held by me that the requisite supervision of the Italian transportation administrations under ACC conditions will be possible with a maximum of three officers and visits, as necessary, by specialist officers from this HQ to deal with certain specific problems which

Declassified E.O. 12356 Section 3.3/NND No. 782021

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If the Operational Forces still require RTO's etc., to supervise their specific movements after the change-over to ACC conditions, they should provide them for as long as they consider necessary. Such a situation need cause no difficulty in working under ACC conditions, because the continuance of the Transportation Committee, adjusted to meet the circumstances, would insure first priority being given to the requirements of the Operational Forces.

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Relying on your concurrence it is intended to continue to pursue the matter along those lines.

8. Will report further as situation develops. Meanwhile, best is being done to insure that requests from ACC, AMG Regions and AMG 15 Army Group for movements to meet essential civil needs are met.

Colonel,
Internal Transportation Sub-Commission, ACC.

Copy to:
Lt.Col. C.H. Lindberg.

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16/27

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

EWS/mms

18 December 1943

In reply
refer to: CS/6/4

SUBJECT: Railway Region I (Sicily)

TO : Director Internal Transportation
Sub-Commission c/o Mov. & Tn. AFHQ
Adv. Adm. Echelon C.M.F.

1. Reference is made to attached memorandum Lt. Col. Densmore 17 December above subject.

2. It is my understanding that at present railways in the British Sector (Eastern Sicily) are under the control of Allied Forces, Mov. & Tn. No. 1 District. In the American Sector (Western Sicily) as of 15 October 1943, supervision of the operation of the railroads, under Sicilian Railroad officials and Sicilian labor was placed under AMG. Certain functions and responsibilities were retained by I.B.S., (1) to furnish necessary RTO personnel for the supervision of the movement of military supplies, (2) allocation of railroad equipment, including power and cars, (3) control of movement of all tonnage, both military and civilian, (4) provision of fuel and lubricants.

3. You, no doubt, have this situation in hand. It is my impression that the matter should be cleared up prior to the time Sicily comes under jurisdiction of the Italian government. If it is the intention to return the Sicilian railways to civilian administration in the near future, necessary steps should be taken to obtain AFHQ approval, as required in Administrative Memorandum No. 76, AFHQ, 9 November 1943.

4. With respect to supervisory personnel for the Sicilian operations, perhaps consideration could be given to utilizing the services of Major G. P. Buckley (B), and Capt. Ryan (A). Doubtless, it will be necessary for your Region I team to be on location and functioning before Movements and Transportation will make required recommendation.

5. Report with respect to progress and plans in this matter will be appreciated.

Wesley W. Stout
WESLEY W. STOUT
Captain, USNR
Communication Section

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

16/26

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

LDD/mms

In reply refer to: 531

18 December 1943

Memo: Captain Stone, USNR.

Subject: Railroads - Region I Sicily.

1. Reference your question "Can the Italian railways in Sicily be returned to civilian administration under the supervision of the Transportation Section of the AMG?"

2. Para. 7 - Adm. Memo. No. 76 AFHQ - 9 Nov. 1943 provides in part as follows:

> "The responsibilities, so far as the subject of this directive is concerned, of the personnel of the Transportation Sub-Commission referred to in paragraph 6 above, will be:
>
> To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.
>
> To agree with the appropriate Movements and Transportation staffs of the Allied forces what portions of the Italian railways the Movements and Transportation staffs will recommend to the Commander-in-Chief, Allied Force, for return to civilian administration under the supervision of the Transportation Section of the AMG or of the Internal Transportation Sub-Commission.
>
> Note: Such portions of the Italian railways will not be handed over on the orders of the Commander-in-Chief, Allied Force, to civilian administration until
>
> (1) the Allied Military forces have no further vital interests in the area concerned.
>
> (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary.
>
> (3) the Italian Railway Administration is capable in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned."

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3. In compliance with instructions from Col. Fitch, Capt. Minard (Ex.O. TC & U. Div.-AMG Hq. Region I) contacted AMG (M) Catania, and Chief of Tn. I.B.S. Palermo with a view to their taking the initiative in setting up a Transportation Committee for Region I. Organization meeting was held 6 December and the first regular meeting held 13 Dec. Copies of minutes will be sent to Col. Fitch and to this Hq. Membership on the Committee - #1 Dist. M & T, I.B.S. Rail Section, Hq. AMG Palermo (Lt. Col. Lindberg), Hq Region I AMG; and Civilian Railway Management.

4. The matter of the transfer of railways in Sicily to civilian administration under the supervision of AMG was discussed at the 13 December Committee meeting. It appears that all parties are in agreement that the Allied Military forces have no further vital interests in the area concerned and that the Italian Railway Administration is capable of operating sufficiently to meet essential needs. There is some question with respect to the adequacy of AMG supervisory personnel now available in Region I to provide the proper supervision.

5. Lt. Col. Lindberg was instructed by Lt. Col. Densmore to report the matter to Col. Fitch indicating the number of officers that are necessary with recommendations.

6. At the present time the following AMG Personnel are available in Region I for supervisory railroad functions:

a. Capt. C. R. Minard (A) - Minard is assigned to AMG Hq. Region I as executive officer for the Transportation, Communications, Utilities, Public Works and Mining Division. In addition to his other duties he is in charge of all AMG matters relating to railway operation. He has been recommended for promotion to grade of Major, as of 14 December promotion had not come thru.

b. Capt. C.M. Long (A) assigned to "Transportation" Region I per Col. Fitch's memo to Brigadier Dueterbock dated 26 November 1943.

c. Capt. P.G. Matson (A) assignment same as b above.
Note: Long and Matson to be attached to the appropriate British and U.S. Military Movements and Transportation officers, as per instructions from Col. Fitch 7 Dec. 1943.

d. Lt. Col. C.N. Lindberg (B) assigned to Internal Transportation Sub-Commission at present in Palermo as representative of the Internal Transportation Sub-Commission.

7. There are six (6) American Railway Transportation officers and 16 enlisted R.T.O's, on loan from I.B.S. assisting AMG with its limited supervision of railway operations in the American sector of Region I. Such officers and enlisted men will not be available when I.B.S. withdraws from the Region.

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8. General Grays original report to AFHQ on the Sicilian railways contemplated that six (6) railway specialists would be required for the supervision of operation when the railways were turned back to Civilian Administration.

9. If it is contemplated that railways in Region I are to be returned to civilian administration on or before the date the Italian Government is given jurisdiction over the area, it would seem that final preparations for taking over the supervision of the railways in the Region should be completed by the Internal Transportation Sub-Commission and necessary personnel placed on duty in the Region. It appears that the Allied Military forces still have an interest in the area sufficient to justify Movements and Transporation staffs in giving consideration to the type of supervision that personnel of the Internal Sub-Commission may be in position to provide.

10. It is suggested that if the services of Capt. C.R. Minard are required by the Internal Transportation Sub-Commission in the supervision of railways in Region I, a clarification with respect to his (Capt. Minard) assignment should be made with Hq. AMG by Col. Fitch.

11. It would appear that the question of returning the railways in Region I to civilian administration should be clarified as soon as possible.

L. D. Densmore

L.D. DENSMORE
Lt. Col. S.C.-C.S.C.
Communication Section.

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16/25

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

Our reference : ACC Tn/16/25

Date : 20 Dec 43.

TO : Lt. Col. O.H. Lindberg,
Internal Transportation Sub-Commission representative
at HQ., AMG., Palermo.

SUBJECT: Weekly Traffic Returns - Sicily Railways.

1. Reference your I/114/e.1. dated 16 Dec.

2. Thanks for weekly traffic returns. Please send them each week.

3. Regarding your para. 2 (reduction of coal supply); attention is drawn to para 6 of my letter dated 7 Dec 43 under my reference ACC Tn/14/1.

4. Regarding your para 3. every effort is no doubt being made to get consignors to amalgamate their part-load consignments to make up full wagon loads.

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

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

Our reference : ACC Tn/16/24

Date : 20 Dec 43.

HQ. AMG.

TO : Lt. Col. O.H. Lindberg,
Internal Transportation Sub-Commission, ACC representative, PALERMO.

SUBJECT: "Transportation" Committee - Sicily.

1. Reference my verbal instructions to Capt. Minard regarding above of 1 Dec 43, my letters ACC Tn/14/1 dated 7 Dec and ACC Tn 8/14 dated 11 Dec.

2. It is noted from your letter to me dated 8 Dec that the Transportation Committee has been set up, and that a Meeting took place on 6 Dec 43. The copy of the Minutes which you were going to send me "in due course" has not arrived. I have, however, seen the copy which was sent to Flambo.

3. At an early date it is anticipated that Sicily will be transferred to Italian Administration under the supervision of ACC. I have recommended that when the transfer takes place it should include the administration of the whole of the railways of Sicily. If this recommendation is approved in accordance with the procedure laid down in AFHQ Administrative Memorandum No. 76, it will be necessary for you to remain in Sicily to supervise, on behalf of this Sub-Commission, the transfer from AMG to ACC.

4. Please let me have your early recommendations of the detailed organisation which you consider necessary to carry out the functions of this Sub-Commission in Sicily under ACC conditions. Your detailed recommendations will be based upon the document showing the functions of this Sub-Commission referred to in my letter ACC Tn/11/3 dated 8 Dec 43 and your reply L/16/2/43 dated 16 Dec 43, and should bear in mind that :-

(a) the supervision of the Italian Transportation Administrations under ACC conditions should require less personnel than under AMG conditions.

(b) Experience of Ing TUCCIO under AMG conditions indicates that he is efficient and likely to function satisfactorily under ACC conditions.

(c) The available personel for ACC supervision (both rail and road) under the direction of this Sub-Commission are :-
Capt. F.G. Matson (A) - Operations
Capt. C.M. Long (A) - Engineer

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(d) Capt. Minard (A), who has already performed most useful and efficient work in the "transportation" field, might be made available to be the senior officer.

5. Your recommendations of the detailed organisation should include

(i) Method of insuring that movements, over and above the capacity of the [illegible] required by Allied Military Forces and the [illegible] priority

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

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3. At an early date it is anticipated that Sicily will be transferred to Italian Administration under the supervision of ACC. I have recommended that when the transfer takes place it should include the administration of the whole of the railways of Sicily. If this recommendation is approved in accordance with the procedure laid down in AFHQ Administrative Memorandum No. 76, it will be necessary for you to remain in Sicily to supervise, on behalf of this Sub-Commission, the transfer from AMG to ACC.

4. Please let me have your early recommendations of the detailed organisation which you consider necessary to carry out the functions of this Sub-Commission in Sicily under ACC conditions. Your detailed recommendations will be based upon the document showing the functions of this Sub-Commission referred to in my letter ACC Tn/11/3 dated 8 Dec 43 and your reply L/16/2/43 dated 16 Dec 43, and should bear in mind that :-

(a) the <u>supervision</u> of the Italian Transportation Administrations under ACC conditions should require less personnel than under AMG conditions.

(b) Experience of Ing TUCCIO under AMG conditions indicates that he is efficient and likely to function satisfactorily under ACC conditions.

(c) The available personel for ACC supervision (both rail and road) under the direction of this Sub-Commission are :-

Capt. F.G. Matson (A) - Operations
Capt. C.M. Long (A) - Engineer

3710

(d) Capt. Minard (A), who has already performed most useful and efficient work in the "transportation" field, might be made available to be the senior officer.

5. Your recommendations of the detailed organisation should include

(i) Method of insuring that movements, over and above the capacity of the basic schedule of trains, required by Allied Military Forces and the various sections of ACC are co-ordinated and presented in priority order to the Italian Administration.

(ii) Method of arranging small movements which can be carried out by the trains in the basic schedule.

(iii) Control and use of any mechanical road transport which may be available for long distance haulage.

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6. Under ACC conditions the basic schedule of trains approved under AMG conditions will be continued but any proposals for major alterations involving increased fuel consumption, etc., will be submitted for approval through this Sub-Commission.

7. Any applications under ACC conditions which may be received from the Italian transportation administrations affecting important principles, advances of money, rates and fares, and conditions of service, will be referred to this Sub-Commission, so that approval or otherwise can be obtained through the proper channels.

8. Please also make tentative enquiries of Ing. TUCCIO regarding the kind of operating and financial statistics which he could, with his normal organisation, render to us periodically.

please acknowledge receipt of this letter by telegram.

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

3709

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16/16

MINUTES OF MEETING

Held at Palermo Ferroviale, Palermo

at 1600 hrs. 6 Dec 45

TO DECIDE THE CONTROL OF I.S.R. SICILY.

President:

Chairman:	Lt.Col.	Philip	A.A.M.G.(M) No. 1 District.
	Lt. Col.	Barnes	Executive Officer, Transportation Section, I.B.S.
	Lt.Col.	Lindberg	H.Q. A.M.G.O.T. Palermo.
	Lt.Col.	Bollick	H.Q. A.M.G.O.T. Sicily Region.
	Major	Stenhouse	D.A.D.Tn. No. 1 District.
	Major	Laragan	Transportation Section, I.B.S.
	Capt.	Griffin	Transportation Section, I.B.S.
	Capt.	Minard	H.Q. A.M.G.O.T. Sicily Region.
	Capt.	Hendrie	S.C. Tn. No. 1 District.
	Ing.	Tuccio	Italian State Railways.

1. OPERATION OF SICILIAN RAILWAYS.

Capt. Minard submitted a written suggestion (Appendix A attached) showing how AMG Sicily Region could operate the Sicilian Railways.

After due consideration by H.Q. No. 1 District and I.B.S. it was decided that at present AMG Sicily Region had not the staff available (at present 3 Captains, of which 2 are railway men) to operate the railway.

Col. Philip proposed that a committee should be set up for this purpose. It was agreed that the Transportation Committee Sicily (Rail) should be formed forthwith.

2. COMPOSITION OF TRANSPORTATION COMMITTEE.

The following were nominated to be members of the committee:-

(IBS) Lt.Col. Lowe or Major Laragan, Capt. Griffin.
(No. 1 District) Lt.Col. Philip (Chairman) Major Stenhouse.
(HQ AMG Palermo) Lt.Col. Lindberg.
(HQ AMG Sicily Region) Capt. Madgson. Capt. [illegible]
(Italian State Railways) Ing. Tuccio.

3708

3. FUNCTIONS AND RESPONSIBILITIES OF THE COMMITTEE.

Until AMG or ACC could build up a sufficient staff, it was agreed that the committee should be completely in charge of dictating policy to the Sicilian Railways.

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Lt.Col.	Pollick	H.Q. A.M.G.O.T. Sicily Region.
Major	Stenhouse	D.A.D.Tn. No. 1 District.
Major	Laragan	Transportation Section, I.B.S.
Capt.	Griffin	Transportation Section, I.B.S.
Capt.	Minard	H.Q. A.M.G.O.T. Sicily Region.
Capt.	Hendrie	S.O. Tn. No. 1 District.
Ing.	Tuccio	Italian State Railways.

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3708

3. FUNCTIONS AND RESPONSIBILITIES OF THE COMMITTEE.

Until AMG or ACC could build up a sufficient staff, it was agreed that the committee should be completely in charge of dictating policy to the Sicilian Railways.

IBS No. 1 District and AMG Traffic ~~also~~ will bid for to the committee, who will then agree a time table with the Sicilian Railway H.Q. Military traffic will be given first priority followed by AMG traffic and then civilian traffic. AMG will be responsible for the co-ordinating, vetting and presenting of civilian traffic to the committee.

The committee will settle difficulties presented by Sicilian Railway.

4. FREQUENCY OF COMMITTEE MEETINGS.

It was agreed that the Transportation Committee Sicily (Rail) should meet on alternate Mondays, and that the first meeting should take place in the Palazzo Ferroviale, Palermo at 1430 hrs, 13 Dec. 1943.

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5. SUPPLY OF FUELS.

It was agreed that AMG will be responsible for the supply of locomotive coal and fuel as soon as they are in a position to do so. This will probably be 1 Jan 44.

6. SUPPLY OF MATERIALS.

It was agreed that AMG will be responsible for bidding for Railways stores and materials after requirements have been approved by I.B.S. and No. 1 District. All demands will be made through Railway Headquarters, Palermo.

7. REPAIRS AND NEW WORKS.

It was agreed that repairs and new works on the Railways will be an AMG responsibility, except when Military interests are so affected that it is necessary for I.B.S. or No. 1 District to initiate or supervise any operation. Military requirements for new constructions will be given first priority.

8. FINANCE AND CIVILIAN PERSONNEL.

It was agreed that questions concerning finance and civilian personnel will be an AMG responsibility for the whole of the island.

9. AGENDA FOR THE FIRST MEETING OF THE TRANSPORTATION COMMITTEE.

It was agreed that the following questions should be discussed at the meeting on 13 Dec. 43:-

1. Availability of Rolling Stock and Motive Power in relation to Traffic Commitments.

Lt. Col. Philip stated that a demand would shortly be received from DGFR for the exportation of a large number of locomotives and railway wagons, and that it was necessary that the committee should be in a position to say what number could be released without prejudicing the movement of Military and important Civil traffic.

2. Exchange of Traffic at Ragusa.

Lt. Col. Philip said that some uneconomical working had occurred in the exchange of traffic between the British and American Sectors and asked if the present system could be revised.

3707

3. Railway Telephones.

Ing. Tuccio stated that the lack of railway trunk lines was prejudicing the good working of the system, and asked if any improvement could be made. Lt. Col. Philip said that the question would be examined before the first Committee meeting.

4. The Supply of Diesel Oil.

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RAILWAYS AND HARBOURS.

It was agreed that repairs and new works on the Railways will be an ANG responsibility, except when Military interests are so affected that it is necessary for I.B.S. or No. 1 District to initiate or supervise any operation. Military requirements for new constructions will be given first priority.

8. FINANCE AND CIVILIAN PERSONNEL.

It was agreed that questions concerning finance and civilian personnel will be an ANG responsibility for the whole of the island.

9. AGENDA FOR THE FIRST MEETING OF THE TRANSPORTATION COMMITTEE.

It was agreed that the following questions should be discussed at the meeting on 15 Dec. 43:-

1. Availability of Rolling Stock and Motive Power in relation to Traffic Commitments.

Lt. Col. Philip stated that a demand would shortly be received from DGMR for the exportation of a large number of locomotives and railway wagons, and that it was necessary that the committee should be in a position to say what number could be released without prejudicing the movement of Military and important Civil traffic.

2. Exchange of Traffic at Ramusa.

Lt. Col. Philip said that some uneconomical working had occurred in the exchange of traffic between the British and American Sectors and asked if the present system could be revised.

3707

3. Railway Telephones.

Ing. Taccio stated that the lack of railway trunk lines was prejudicing the good working of the system, and asked if any improvement could be made. Lt. Col. Philip said that the question would be examined before the first Committee meeting.

4. The Supply of Diesel Oil.

5. Railway Requirements of Transportation Stores.

Capt. Minard agreed to produce a demand to cover the next six months, and in the case of stores urgently required, to indicate the requirements for the next month.

6. Other Business.

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COPY.

Attached Mov. & Tn
AFHQ Advanced Administrative Echelon,
C.M..

Our reference: ACC Tn/14/1.
Telephone FLAMBO Ext 247.

TO : H.Q., A.M.G.,
PALERMO.

FROM : Chief of Internal Transportation Sub-Commission, ACC.

SUBJECT: Region I - Procedure for obtaining transportation for civilian passengers and freight.

DATE : 7 December, 1943.

1. Reference my conversation with Capt. Minard on 1 December 1943: Minutes of Meeting held at AFHQ Adv. Adm. Ech. at 1500 hrs 30 November 1943 and same H.Q. Administrative Instruction No. 14 dated 6 December, 1943.

2. Adv. Adm. Ech. Administrative Instruction No. 14 does not apply to Sicily (Region I) because that Region is directly under A.F.H.Q.

3. It is necessary that a similar procedure should be instituted in Region I to implement the requirements of AFHQ Administrative Memorandum No. 76 dated 9 November, 1943 and to facilitate the complete handing over to AMG or ACC of the supervision of the Italian Railway Administration in Region I.

4. Capt. Minard will, as agreed with me on 1 December, 1943, contact AQMG(M) Catania, and Chief of Tn. IBS Palermo with a view to their taking the initiative in setting up a Transportation Committee for Region I and arranging the issue at an early date of an Administrative Instruction for that Region. The latter should be based on Adv. Adm. Ech. AFHQ Administrative Instruction No. 14 adapted as necessary to meet conditions local to Region I.

5. The following Transportation Officers in Region I should be made available to be attached to the appropriate British and U.S. Military Movements and Transportation Offices there :

Capt. C.M. Long (A)
Capt. F.G. Matson (A)

3706

6. As transportation, plant, coal, oil etc., must only be used for essential purposes, the basic schedule of trains which is now operating in Sicily should be reviewed in the light of experience already gained to ensure that it is only the absolute minimum necessary for distribution of food, mail, and other commodities essential to the life of the country and for the movement of work people engaged by military installations or war industries.

7. I shall not be able to leave here for some time owing to shortage of personnel and pressure of work in getting the organisation on the mainland, so please keep me well informed of developments.

(Signed) S.A. FITCH. Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

Declassified E.O. 12356 Section 3.3/NND No. 780021

DATE : 7 December, 1943.

1. Reference my conversation with Capt. Minard on 1 December 1943: Minutes of Meeting held at AFHQ Adv. Adm. Sch. at 1590 hrs 30 November 1943 and same H.Q. Administrative Instruction No. 14 dated 6 December, 1943.

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Capt. F.G. Matson (A)

3736

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(Signed) S.A. FITCH. Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

COPIES TO:
H.Q., ACC., BRINDISI
Lt. Col. Lindberg (Int. Tn. S.Comm representative at HQ.,AMG., Palermo)
Shipping Sub Commission, ACC, PALERMO.

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From Capt Minard (A)
when he called on me
in Naples 1/12

Enclosed
Memo
1 Nov. 43

SICILIAN RAILWAY DIRECTION

PALERMO.

NOTE : Following is an interpretation of a statement prepared in English by Ing. Dott. Tebaldo, Capo Compartimento, Sicily Compartment, Italian State Railways. The original statement was prepared at my request to show the reaction of Sicilian rail officials to our occupation.

CLAUDE B. MINARD
Capt., C.M.P.,
Dep. Chief, T.C.O.S.,
A Mining Div.

3795

I.

In considering the state railways it is first necessary to be acquainted with their organization.

There is a central administrative direction at Rome which controls such matters as : the study of major projects - locomotives and rolling stock - business regulations - tariffs - lines of communications - supply of materials - personnel regulations - budgets - general accounting, etc.. The Central Administration establishes general and special instructions to control subsidiary administrative branches.

The subsidiary administrative divisions are known as Compartments. There are 12 of these located at Turin, Milan, Venice, Trieste, Genoa, Bologna, Florence, Rome, Ancona, Naples, Bari, Palermo, and Cagliari. Each compartment is responsible for the movement of trains within its territory, management of personnel, discipline of employees, maintenance of motive power and rolling stock, supervision of track and building maintenance, etc..

All compartmental offices are located in the place where the chief of each compartment has his headquarters. They are in the cities listed above. These offices have exclusive jurisdiction to deal with matters connected with compartmental operations. There are other offices located at various places throughout the compartments but they are for the sole purpose of caring for service details. They come under the supervision of the compartmental offices in which are vested exclusive managerial power.

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Dept. of S. . .
Asst. Chief, F.D.M. . .
Motor Div.

3705

I.

In considering the state railways it is first necessary to be acquainted with their organization.

There is a central deliberative direction at Rome which controls such matters as : the study of major projects - locomotives and rolling stock - business regulations - tariffs - lines of communications - supply of materials - personnel regulations - budgets - general accounting, etc.. The Central Administration establishes general and special instructions to control subsidiary administrative branches.

The subsidiary administrative divisions are known as Compartments. There are 17 of these located at Turin, Milan, Venice, Trieste, Genoa, Bologna, Florence, Rome, Ancona, Naples, Bari, Palermo, and Cagliari. Each compartment is responsible for the movement of trains within its territory, management of personnel, discipline of employees, maintenance of motive power and rolling stock, supervision of track and building maintenance, etc..

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3704

The economic branch of the organization, as distinguished from operational activities, has a central and compartmental organization. The General Economic Direction studies and prepares budgets, allocates funds necessary for the various activities to the compartmental organizations, examines and approves proposed compartmental construction programs, passes upon requests of compartments to exceed budget allowances, examines accounts and controls general accounting.

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Compartmental headquarters offices examine and check accounts relating to expenses in their compartments. They issue pay vouchers which can be cashed by station cashiers or the Departmental Cashier who receives all moneys from the various stations. These offices prepare pay rolls and issue necessary documents with regard to payment of expenses arising in their compartments. All documents for the payment of money within a compartment must be approved by the compartmental Cashier's office before payment can be made.

Payments are made by compartments out of traffic revenue. Where income exceeds expenses the surplus is paid over periodically to the central cashier in Rome. Where income is insufficient to meet current expenses a requisition is made by compartments upon the central cashier in Rome. Remittance would be made through the Bank of Italy. This means that compartmental offices do not handle any money. Money is handled only by stations and compartmental cashiers. A regional board of inspectors checks the records of accounting offices in each compartment. Inspections are regularly made of station accounts.

Another matter of importance is the question of control of personnel. Railway employees obtain seniority rights and a vested interest in their employment after several years of service. Thereafter they cannot be discharged except for grave breaches of discipline. Salaries and promotions are governed by exact regulations. Their position can not be compared with that of the industrial employees who are subject to ready discharge. Neither can they be promoted either in rank or pay upon the decision of local managers. All of their rights and privileges are guaranteed by special regulations which define their positions and fix their responsibilities. This makes railway employment one which is sought after in preference to private employment.

The above summary of information should be borne in mind by anyone considering the matter of the relationship of an occupying military governing force to the railway.

II.

One of the chief difficulties observed by the Sicilian Compartment officers during the Allied occupation has been the failure of Allied officers to appreciate the importance of dealing through the compartmental heads rather than subordinate officials in various places on the island.

This resulted in the Allied officers receiving the wrong impression as to the functions to be performed by various rail officials. To some they accorded greater importance than that to which they were entitled, to others less, this of course

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The above summary of information should be borne in mind by anyone considering the matter of the potentialities of an occupying military governing force to the railway.

II.

One of the chief difficulties observed by the Sicilian Compartment officers during the Allied occupation has been the failure of Allied officers to appreciate the importance of dealing through the compartmental heads rather than the leaders of officials in various places on the island.

This resulted in the Allied officers receiving the wrong impression as to the functions to be performed by various rail officials. To some they accorded greater importance than that to which they were entitled, to others less, this of course tended to disrupt the orderly conduct of the rail administration. Allied Officers took it upon themselves to transfer personnel from one place to another according to service needs without consulting the central administration. The result was that in certain places such as Licata, Porto Empedocle, Siracusa, men personnel was employed while in other places regular rail employees remained idle.

The question of payment of railway salaries created trouble. In many places they were paid directly by local Allied Commands. However no information was forwarded to the central compartmental administration as to the amounts paid or to whom paid. Men and

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independent districts of the railway were created by the Allied forces. If the co-operation of the central governmental administration had been consulted a more efficient use of the capacity of each part of the plant could have been secured. This would have avoided confusion resulting from ignoring the rules and progress of normal times. As an example of what occured too great a burden was placed on the small and lightly equipped engine house at Biscari for movements toward Catania and Naguso. These operations could have been shared with the engine houses at Lentini and Caltanisetta. Even the engine house at Catania could have been employed after its capture.

It is recognized that many of these difficulties arose from the fact that occupation of various localities occured at different times. Difficulties of communication are also recognized. These remarks have been made primarily to call attention to the fact that there is a central administration of each department which could be used to great advantage by any occupying force.

The railroad telephone and telegraph lines were taken by army services for uses other than railway. It was extremely difficult to obtain return of vital and essential communication circuits.

Another difficulty was the exclusion of railway employees from certain stations where operations were being conducted by military personnel. This was of course necessary in the early days of occupation when the army was forced to take the position that it was advancing into hostile territory. This attitude was continued longer than the facts seem to justify. Railways are important to the civilian economic life as well as the armed forces. The rail employees appreciate this and if permitted to return to their work will assist to their greatest capacity.

The most efficient method of operating the railroads is to request the Central Compartmental Administration to direct the performance of required rail operations. It should be given free hand in the details of operation under appropriate supervision by the military. This would minimize the number of military personnel required on the lines. On the other hand railroad operation under systems and rules with which all employees are familiar and which have been tested by long experience would create the highest possible degree of efficiency.

Another difficulty confronting the Central Compartmental Administration has been the lack of co-ordination between various military headquarters and services. Many officers have individually applied to the railroad for the same information.

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Another difficulty confronting the Central Compartmental Administration has been the lack of co-ordination between various military headquarters and services. Many officers have individually applied to the railroad for the same information. This was particularly true with regard to information concerning alignments, capacity of the lines, availability of rolling stock, railroad commercial activity, etc.. That difficulty was greatly alleviated when it became known that all requests should clear either through the 707th Ry. Op. Bn. or [redacted] Transportation Section. Much better understanding develops when but a few designated officers are detailed to communicate with the rail administration. Better co-ordination would be achieved if military units in the provinces would approach the railway administration through their own headquarters rather than dealing directly.

-3-

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Occasion is taken to indicate that in certain places local military officials employed new personnel or re-employed discharged railway personnel. In other places they granted promotions and took similar acts which conflicted with the control of the central administration.

Other troubles resulted from the wide power apparently vested in the co-leaders of small areas. Each no doubt had his own particular requirements. Some officers required railway operations to be carried out in disregard of railroad regulations and considered any delay that may have been occasioned by rail employees complying with regulations to have been a deliberate attempt to violate their orders. Employees trying to comply with railroad regulations were threatened with penalties, embroiled, and even in some cases arrested. Regulations are necessary and greater efficiency will be effected if the railway employees are permitted to operate freely under regulations with which they are familiar.

Officers have been prone to magnify certain failures on the line such as lack of water on occasion or the failure of an engine as deliberate sabotage. It is pointed out that incidents of this character will occur on any railway in any country even under peace conditions. Railway employees should not be viewed as sabotage efforts but should be considered for what they are - that is uncontrollable maneuver or equipment failure.

Trouble with regard to the proper maintenance of railway records has arisen. Requisition on behalf of the occupying military forces has taken place without payment being made or without normal supporting documentary evidence. It would seem appropriate that military transportation should be supported with regular way bills even if no freight charges are to be made. It is agreeable that payments be made without payment in as much as the occupying forces are paying all railway expenses. But a correct record of these movements in the railway administration file together with the costs of such transportation in addition to making the railway records complete would prove useful at some subsequent time when the military forces will desire to determine the true cost of military movements in all sectors.

III.

Railroad service is indispensable to the whole life of Sicily. One of the greatest difficulties, and not the least in importance, is supplying large centres with food arises from the paralysis of the railroads.

To keep the life of the island there must be a few

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to deal with railroad regulations were threatened with severe, unheralded, and even in some cases armored. Regulations are necessary and greater efficiency will be effected if the railway employees are permitted to operate freely under regulations with which they are familiar.

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III.

Railroad service is indispensable to the economic life of Sicily. One of the greatest difficulties, and one of the least in importance, in supplying large centers with food comes from the paralysis of the railroads.

To start the life of the island there must be a few passenger trains on each line and some freight trains as may be required. Trains are an absolute necessity for refugee workers who can not reside in the large cities as living quarters are not available.

Sicilian railroads, which undoubtedly have been of great use to the Allied forces in certain sections, would have been of greater advantage if the entire network was operated. At present railroads should be considered as highly essential and should be restored to normal condition.

All necessary expenses in repairing broken lines and

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damaged stations and in supplying food and stores are necessary if the railroads are to perform their tasks. Income from operation would lessen the expense to the occupying forces if the lines are permitted to reach the degree of efficiency of which they are capable.

It is the desire of the Central Administration to restore the railways to normal conditions as quickly as possible. This will require extensive financial assistance from the Allied Forces. Any advances so made will of course be repaid by the Italian Government.

Projects of reconstruction fall into major and minor classifications. Major ones of course should not be commenced without specific approval of the occupying forces. The railway administration should be authorized to conduct the minor ones at its own discretion.

During normal times when so control in the position of the Allied Military Government the corporate central administration was authorized to care for minor construction and repairs. Expenditures had to be supported by appropriate documents and made within prescribed authority. Because of the volume of small things to be done it is suggested that a similar procedure be followed during the occupation. Small and ordinary repairs which are urgent should be made by the railway administration, the occupying government reserving the right of investigation and approval of expenditures in such manner as they see fit. The same thing should apply to the purchase of small quantities of stores necessary for rail operations. Large quantities of supplies must of course be secured either by the occupying forces or their purchase approved by them. The purchase of ordinary supplies procureable locally should be entrusted to the rail administration.

IV.

As a summary of the foregoing statement the following remarks and suggestions are made which are believed to be useful in determining the character of supervision and control necessary for the railroads :

1 . A knowledge of the railroad organisation is important and should be possessed by anyone dealing with it.

2 . The organization should be respected, i.e. Allied officials should deal with the proper heads of departments rather than with lower officials.

3 . Only a few designated Allied officers should be permitted to deal with railroad officials.

4 . In dealing with labor matters the fact that rail employees have a peculiar status should be remembered.

5 . That as much independence as possible be granted the railroad administration.

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During normal times when the stand is the position of the Allied Military Government the departmental administration was authorized to carry on minor construction and repairs. Expenditures had to be supported by appropriate documents and made within prescribed authority. Because of the volume of small things to be done it is suggested that a similar procedure be followed during the occupation. Small and ordinary repairs which are urgent should be made by the railway administration, the occupying government reserving the right of investigation and approval of expenditures in such manner as they see fit. The same thing should apply to the purchase of small quantities of stores necessary for rail operations. Large quantities of supplies must of course be secured either by the occupying forces or their purchase approved by them. The purchase of ordinary supplies procurable locally should be entrusted to the rail administration.

IV.

As a summary of the foregoing statement the following remarks and suggestions are made which are believed to be useful in determining the character of supervision and control necessary for the railroads :

1 . A knowledge of the railroad organization is important and should be possessed by anyone dealing with it.

2 . The organization should be respected, i.e. allied officials should deal with the proper heads of departments rather than with lower officials.

3 . Only a few designated Allied officers should be permitted to deal with railroad officials.

4 . In dealing with labor matters the fact that rail employees have a peculiar status should be remembered.

5 . That as much independence as possible be granted the railroad administration.

6 . That rail property be protected from appropriation by military units.

7 . That military units other than railroad operating ones be instructed not to interfere with rail operations.

8 . That in dealing with financial matters it should be remembered that the railway administration has an adequate accounting practice which assures regularity in the expenditure of funds coming into its possession.

9 . That in supervising the railroads it should be remembered that an organization as large as this should be given a certain degree of discretionary power in determining what

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expenditures should be made. Therefore instead of supervising each small expenditure the Allied Forces should grant a budget advance which can be expended under the discretion of the railway administration.

10. In addition to its military importance the railway has an important economic and social function to perform. This demands that all lines be put in operating condition as soon as possible and that at least a minimum number of freight and passenger trains be provided for civilian service.

3699

3699

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2057

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3698

3698

COPY.

AMGOT/10012/TCU
AMGOT H.Q., Sicily.

9 Oct 43.

Subject: Transportation. - Procedure for Securing Transport for Civilian purposes from AMGOT and H.Q.

To : All Divisions, and S.C.A.O's. (for the Supply Officers)

1. Transportation, Communications, and Utilities Division is responsible for habitulating and maintaining a system of civilian Transport, whether by rail, water, highway or otherwise; for the regulation and control of existing civilian transport facilities or agencies; and for arranging transport required for civilian supply, mails and civilian personnel, as may be required for the habitulation of the economy of the Territory.

2. The only function T.C.U Division can perform with regard to rail Traffic is to act in conjunction with the Military Services supervising Rail Operations to insure that, subject to the Military requirement of the moment, essential civil traffic continues and to advise as to what classes of civil traffic should be carried.

3. All demands for the carriage of civilian freight by rail will be co-ordinated by T.C.U. Division. No requests for the carriage of civilian freight by rail shall be made of the Military Services supervising the Rail Operations except through T.C.U. Division.

4. All requests for Transportation of civilian freight must be made on the form provided by T.C.U. Division. A sample form properly executed accompanies this letter. A supply of forms is being transmitted to you.

5. Upon receipt of a request for tfansportation of civilian freight T.C.U. Division will determine what kind of transport, whether rail, highway or water is available to carry the Goods.

6. S.C.A.C's should not request Transport from T.C.U. Division unless local transport is unavailable. The Service to be rendered by this Division is primarily inter provisional in character.

Signed P.....Smith
Charles M. Spofford
for Colonel, G.S.C.
Chief Staff Officer.

Declassified E.O. 12356 Section 3.3/NND No. 782021

HEADQUARTERS AMGOT, SICILY.

TRANSPORTATION, COMMUNICATIONS, AND UTILITIES DIVISION.

Request for Freight Transportation.
FILL OUT IN DUPLICATE.

To: Transportation Section, H.Q., A.M.G.O.T.

DATE. 3 Oct 43.

For: S.C.A.O., Siracuse... BY .Lt. John Doe.. TEL. No. Filpot 2x....

Items to Move.....Wheat.....300 tons.....

SPECIFIC DESCRIPTION:.....sacked in 50lb sacks.....

.....

TIME ALLOWED
FOR MOVEMENT .....Earliest possible.....

(In the absence of time limits, use the words "Earliest Possible."

ORIGIN...Caltanissetta..... DESTINATION:.....Siracuse.....
(City or town) (City or town)

FROM: ...R.R. STATION..... TO:.....R.R. STATION.....
Exact location. Exact location.

PERSON TO
CONTACT :.....S.C.A.O..... PERSON TO
CONTACT : ..Lt. John Doe.....

REMARKS:.....Arrangements have been made to load cars at Caltanissetta

whenever SCAO is advised cars available in R.R. Yard.....

.....

Signed: John Doe
.....Lt.....

TO BE FILLED IN BY TRANSPORTATION OFFICER.

MOVE TO BE MADE BY RAIL .....HWY .....

WATER .....

Declassified E.O. 12356 Section 3.3/NND No. 780021

SPECIFIC DESCRIPTION: .....sacked in 50lb sacks.....

.....

TIME ALLOWED FOR MOVEMENT .....Earliest possible.....

(In the absence of time limits, use the words "Earliest Possible."

ORIGIN: ..Caltanissetta..... (City or town)

DESTINATION: .....Siracuse..... (City or town)

FROM: ..R.R. STATION..... Exact location.

TO: R.R. STATION ..... Exact location.

PERSON TO CONTACT : ....S.C.A.O.....

PERSON TO CONTACT : ..Lt. John Doe.....

REMARKS: .....Arrangements have been made to load cars at Caltanissetta whenever SCAO is advised cars available in R.R. Yard.....

.....

Signed: John Doe.....

.....Lt.....

TO BE FILLED IN BY TRANSPORTATION OFFICER.

MOVE TO BE MADE BY RAIL .....HWY .....

WATER .....

DISPOSITION: .....

SEE REVERSE.

Declassified E.O. 12356 Section 3.3/NND No. 782021

INSTRUCTIONS.

1. REQUESTS must be made on behalf of Heads of Divisions or S.C.A.O's.

2. If goods to be moved are privately owned civilian goods, that fact must be noted under "REMARKS". Freight charges will be made for the carriage of such goods.

3. Even if goods are privately owned, the request for movement must come from an AMGOT HQ., Division or an S.C.A.O.

4. The urgency of the request should be noted under "REMARKS" so that priorities may be determined.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

COPY.

16/4

Subject: Transportation -
Procedure for Securing Transport
for Civilian purposes from AMGOT
and H.Q.

AMGOT/10012/TCU
AMGOT H.Q., Sicily.

9 Oct 43.

To : All Divisions, and S.C.A.O's.
(for the Supply Officers)

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6. S.C.A.O's should not request Transport from T.C.U. Division unless local transport is unavailable. The Service to be rendered by this Division is primarily inter provisional in character.

Signed P.....Smith
Charles M. Spofford
for Colonel, G.S.C.
Chief Staff Officer.

3695

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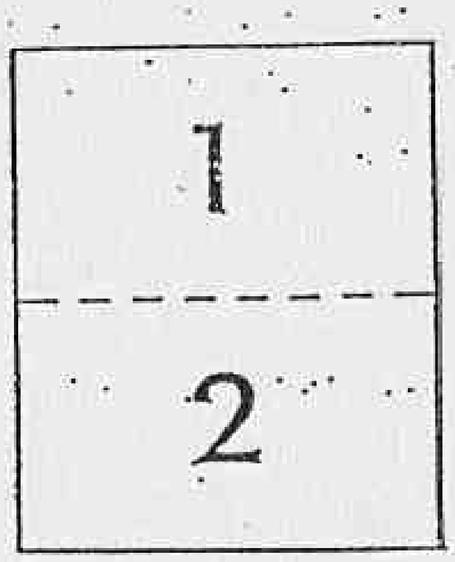
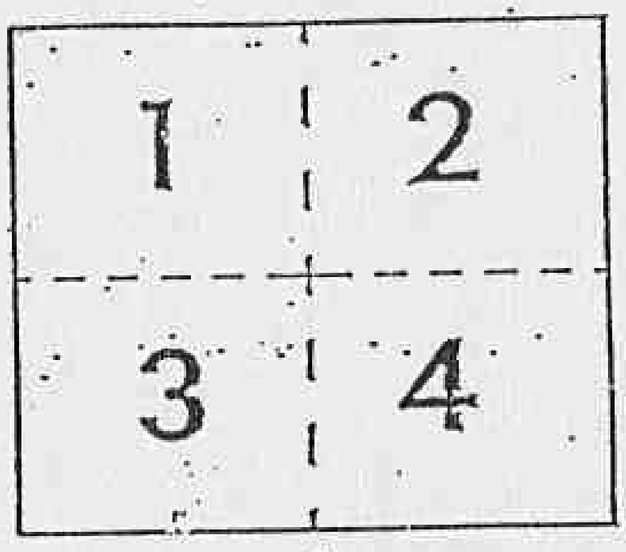
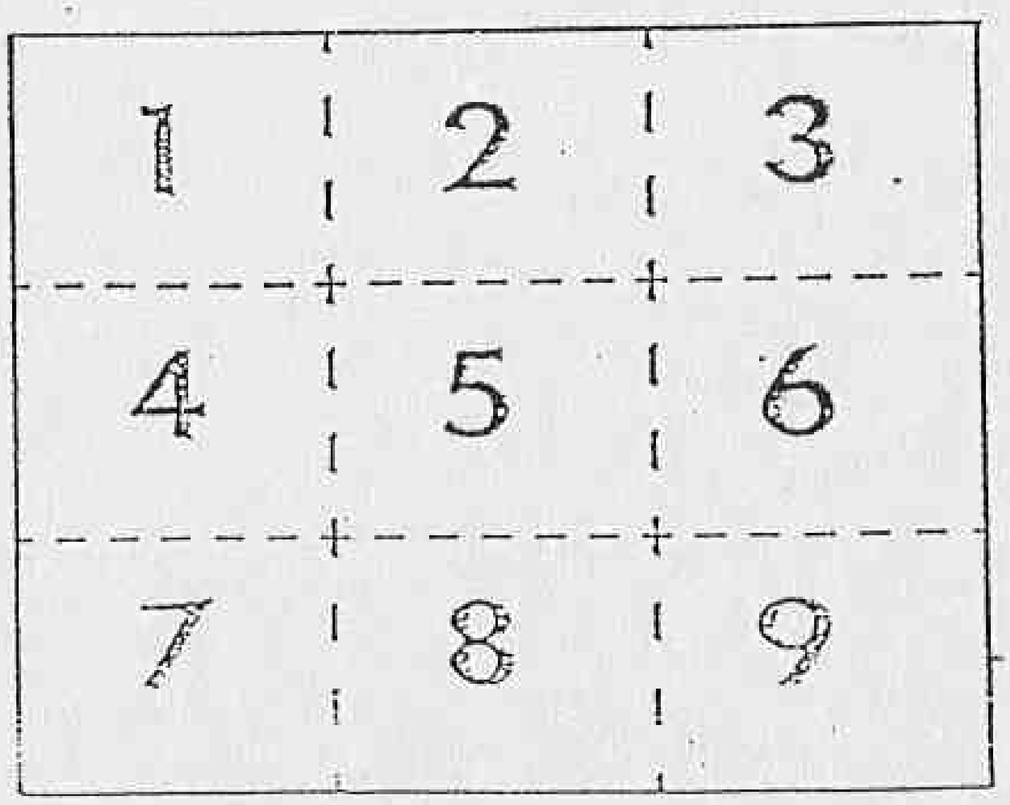
Declassified E.O. 12356 Section 3.3/NND No. 785021

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







2064

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

OPERE D'ARTE DANNEGG

20 TORRENTE INGANNO. PONTE IN FERRO A 2 LUCI DA m. 25 cad. TORRENTE R
Km. 92+210

19 TORRENTE PURANO - PONTE IN MURATURA - 7 LUCI DA m. 10 cad.
Km. 83+650 - SVINCOLATE N. 3

18 TORRENTE ENZA - PONTE IN MURATURA A 10 ARCHI DA m. 12
Km. 78+133

17 TORRENTE CASONA - DUE TRAVATE m. 15
Km. 105+182

16 TRAVATA m. 25 - CEMENTO -
Km. 40+0083

15 TORRENTE SETTORIA PONTE IN MURAT.
Km. 100+774 LUCE m. 10.00

14 TORRENTE ORTORA TRAVATA m. 30
Km. 97+820

13 TORRENTE S. STEFANO PONTE IN MURA
A 2 LUCI DI m. 30 CIASC. Km. 96+394

12 TORRENTE RONCALLO TRAVATA m. 9
Km. 93+170

11 TORRENTE TARO PONTE IN MURATURA
Km. 90+ DA 5 LUCI DI m. 30

10 SOTTOVIA IN AFFARO m. 6
Km. 70+746

9 GALLERIA DI APPENNACASTELLO
Km. 341+842

PONTE AUTOSTRADA A 3 LUCI SUL TORTO

2065

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

RTE DANNEGGIATE DALLA GUERRA

TORRENTE SOVARRO — PONTE IN FERRO A 2 LUCI m. 50
Km. 137+...
21

TORRENTE SAPONARA — PONTE IN FERRO A 2 LUCI m. ...
Km. 139+570
22

TORRENTE S. ANGELO — PONTE IN FERRO A 2 LUCI m. 30
23

GALLERIA CAPO CALAVÀ — LUNGA m. 1700
Km. 156+...
24

TORRENTE MAZZACCÀ — PONTE IN FERRO A 4 LUCI m. 50
Km. 173+126
25

SOTTOVIA DI FERRO — m. 7.00
Km. 181+108
26

SOTTOVIA DI FERRO — m. 7.00
Km. 181+482
27

TORRENTE NOCITO — PONTE IN FERRO A 15 LUCI m. 15.00 CIASCUNO
Km. 203+342
2

TORRENTE SANDARA — PONTE A 8 LUCI — m. 12.00 CIASCUNO
Km. 212+042

GALLERIA PELORITANA — LUNGA m. 54+65.69
Km. 217+392
6

TORRENTE ZAERA — PONTE IN FERRO
Km. ...+180

PONTE IN LEGNAME SU VIA ...
Km. 230+...

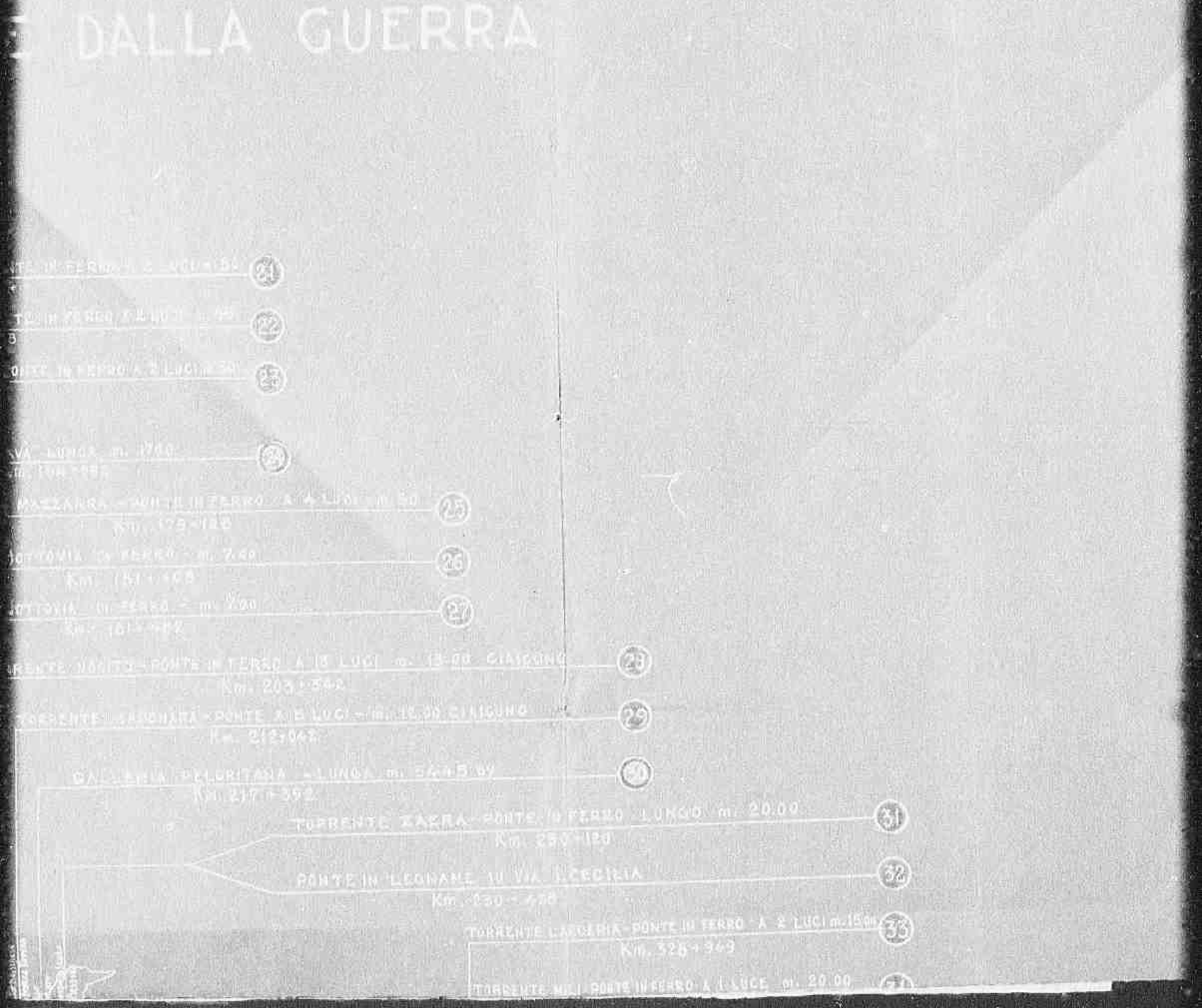
TORRENTE LARDERIA — ...
Km. ...

TORRENTE MILI — PONTE ...

2066

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

DALLA GUERRA



2067

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

(13) TORRENTE S. STEFANO PONTE IN FERRO
A 2 LUCI DI m. 30 cad. Km. 96+340.00

(12) TORRENTE BORGHESE TRAVATA m. 8
Km. 95+180

(11) TORRENTE VIA PONTE IN MURATURA
Km. 90+295 N°6 LUCI DI m. 30

(10) SOTTOVIA IN FERRO m. 6
Km. 39+746

(9) GALLERIA DI ZEFFIRACAVALLO
Km. 41+842

(8) PONTE IN MURATURA A 3 LUCI FIUME TORTO
Km. 81+860 LA CENTRALE m. 27

(7) TORRENTE SIXOL TRAVATA m. 20
Km. 78+350

(6) TORRENTE ZUCCA TRAVATA m. 8
Km. 58+240

(5) TORRENTE MALTARO PONTE IN MURATURA
Km. 46+601 3 LUCI m. 30

(4) TORRENTE ACQUA TRAVATA m. 50
Km. 39+770

(3) TORRENTE CANNE VIADOTTO A 3 LUCI DI m. 8.00
Km. 100+420.87

(14) TORRENTE ORTORA TRAVATA m. 50
Km. 99+000

(15) TORRENTE TRAVATA PONTE IN MURATURA
Km. 101+975 LUCE m. 10.00

(16) TRAVATA PONTE IN MURATURA
Km. 104+685

2068

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

TORRENTE MAZZARRÀ - PONTE IN FERRO A 4 LUCI - m. 30
Km. 178+196 (25)

OTTAVIA DI FERRO - m. 9.60
Km. 181+108 (26)

OTTAVIA DI FERRO - m. 3.00
Km. 181+482 (27)

TORRENTE NOCITO - PONTE IN FERRO A 15 LUCI m. 15.90 CIASCUNO (28)
Km. 203+342

TORRENTE SADOMARA - PONTE A 6 LUCI - m. 12.00 CIASCUNO (29)
Km. 212+042

GALLERIA PELORITANA - LUNGA m. 544,5+69 (34)
Km. 217+392

TORRENTE ZAERA - PONTE IN FERRO LUNGO m.
Km. [illegible] +180

PONTE IN LEGNAME AD VI[illegible] S. CECILIA
Km. 250 + [illegible]

TORRE[illegible] ARDERIA - PONTE IN FERRO
Km. 328 + 949

TORRENTE MI[illegible] PONTE IN FERRO A 3 LUC
Km. 326 + 845.6[illegible]

TORRENTE GIAMPILERI - PONTE IN FERRO A 2 LUCI [illegible]
Km. 3[illegible] 7+2.00

GALLERIA CAPO SCALETTA LUNGA m [illegible]
Km. [illegible]9 + 107.88

GALLERIA CAPO D'[illegible] LUNGA m. 77.[illegible]
Km. 3[illegible] 824.12

GALLERIA D'[illegible] LUNGA m. [illegible]
Km. 3[illegible] + 987.50

TORRENTE SAVOCA - PONTE IN FERRO A 5 LUCI DI m. 15.10
m. 21.85 LE INTERE Km. 304+300.8

TORRENTE PORTO SALVO - PONTE IN FERRO A 3 LUCE
Km. 30[illegible] 4.50 Av

TORRENTE ALBO - PONTE IN FERRO A 15 LUCI LE 2 CITRE
E LE INTERNE DI m. 9.80 CIASC. - Km. 321+295.54

GALLERIA S. ALESSIO LUNGA m. 807.50
Km. 324 + 942.45

TORRENTE S. FILIPPO - PONTE DI FERRO A 3 LUCI DI m.
E m. 9.40 LE LATERALI - Km. 295 + 720

GALLERIA CAPO S. ANTONIO - LUNGA m. 179
Km. 291 + [illegible]

GALLERIA CAPO TAORMINA LUNGA m. 368.
Km. 289 + 920

(48) PONTE [illegible] VARIANTE DI MARCAZZO

(49) PONTE OBLIQUO A 2 ARCHI DI m. 31.70 CIASC. - [illegible] Km. 280+175

(50) PONTE ALCANTARA - PONTE IN FERRO A 2 LUCI DI m. 30.00 Km. 289 + 331

PONTE IN FERRO [illegible] METO DI 6 LUCI - LE 2 CITRE DI m. 24.00 - LE 2 CENTR. DI m. 25.90 - L
2 DI m. 26.30 - Km. 2[illegible]

2069

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

ARRÀ - PONTE IN FERRO A 4 LUCI - m 50 (25)
Km. 179+126

TA DI FERRO - m 7.00 (26)
Km. 181+108

A DI FERRO - m 7.00 (27)
Km. 181+468

NONTO - PONTE IN FERRO A 15 LUCI m. 15.00 CIASCUNO (28)
Km. 203+342

NTE IANNARA - PONTE A 6 LUCI - m. 12.00 CIASCUNO (29)
Km. 212+042

GALLERIA PEDONITANA - LUNGA m. 5445.69 (30)
Km. 217+392

TORRENTE MACRA - PONTE IN FERRO LUNGO m. 20.00 (31)
Km. 230+150

PONTE IN LEGNAME DI VIA V. CECILIA (32)
Km. 230+438

TORRENTE [illegible] - PONTE IN FERRO A 2 LUCI m. 15.00 (33)
Km. 326+249

TORRENTE [illegible] - PONTE IN FERRO A 1 LUCE m. 20.00 (34)
Km. 326+845 ca

TORRENTE GIANPILERI - PONTE IN FERRO A 2 LUCI DI m. 19.80 CIASCUNO (35)
Km. 346+747.00

GALLERIA CAPO [illegible]ETTA LUNGA m. 64.96 (36)
Km. [illegible]3+112.08

GALLERIA CAPO D'ALY [illegible]UNGA m. 77.31 (37)
Km. 3[illegible]+720.12

GALLERIA D'ALI LUNGA [illegible]6.35 (38)
Km. 3[illegible]+869.35

TORRENTE SAVOCA - PONTE IN FERRO A 3 LUCI DI m. 19.80 LE 2 ESTR. DI m. 21.05 LE INTERM. Km. 304+280.82 (39)

TORRENTE PORTO SALVO - PONTE IN FERRO A 4 LUCI DI m. 12.00 (40)
Km. 309+450.05

TORRENTE AGRO - PONTE IN FERRO A 15 LUCI LE ESTREMI DI m. 16.50 (41)
E LE INTERM. DI m. 13.80 CIASCUNO Km. 348+896.50

GALLERIA S. ANGELO LUNGA m. 607.50 (42)
Km. 358+[illegible]

TORRENTE S. FILIPPO - PONTE IN FERRO A 5 LUCI DI m. [illegible] LA CENTR. (43)
E m. 9.40 LE LATERALI - Km. 295+720

GALLERIA CAPO S. [illegible] LUNGA m. 179.50 (44)
Km. [illegible]

GALLERIA CAPO TAORMINA LUNGA m. 362.76 (45)
Km. 389+528

[illegible] (46)

2701

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

Km. 104+429.57

(2) GALLERIA PERNO - LUNGA m. 122
Km. 110+345

(1) GALLERIA FIUME - BIANCHI
A S.VO GAVRENE m. 27
GALLERIA m. 38
Km. 111+467

LEGGENDA

Broken Cut
PONTI INTERROTTI

Temp Repair
PONTI RIPARATI PROVVISORIAMENTE

OK
PONTI RIPARATI DEFINITIVAMENTE

Tunnels Cut
GALLERIE INTERROTTE

Temp Repair
GALLERIE RIPARATE PROVVISORIAMENTE

OK
GALLERIE RIPARATE DEFINITIVAMENTE

OPERA D'ARTE N°	DANNI	SPESA PREVISTA	SPESA CONSUNTIVA
1			
2			
3			
4		800,000	
5			
6		57,000	
7		210,000	
8			
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10			
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12			
13			
14			
15			
16			

OPERA D'ARTE N°
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2071

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

(49) PONTE OBLIQUO A 2 ARCHI DI m. 31,70 CIRCA SUL MINTURNAE KM. 2,86+175

(50) FIUME ALCANTARA - PONTE IN FERRO A 2 LUCI DI m. 30,00 KM. 283+231

PONTE IN FERRO SUL TIMETO DI 6 LUCI - LE 5 CENTRE DI m. 24,00 - L
2 DI m. 20,30 - KM. 285+347,95

GALLERIA CAPO TAOR
KM. 2

GALLERIA PIANA - LUNGA m. 422
KM. 198+345

TRAVATA - PONTE PLATANI
A 3 LUCI LATERALI m. 27
CENTRALE m. 45
KM. 314+487

PONTE IN MURATURA 1 LUCE DI m. 5,60 - K

	SPESA PREVISTA	SPESA CONSUNTIVATA
	800.000	
	57.000	
	30.000	

OPERA D'ARTE N°	DANNI	SPESA PREVISTA	SPESA CONSUNTIVATA
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32		3.700.000	

OPERA D'ARTE N°	DAN
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2072

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

2 ARCHI DI
AL MINISTERO Km. 286+173
PONTE IN FERRO
DO Km. 285+951

GALLERIA CAPO TAORMINA LUNGA m. 362.76
Km. 289+518 (42)

UL TIMETO DI 6 LUCI - LE 2 ESTREMI DI m. 24.00 - LE 2 CENTRALI DI m. 25.90 - LE ALTRE 2
DI m. 26.30 - Km. 287+547.99 (46)

A 1 LUCE DI m. 6.80 - Km. 67+300 (47)

IPEIA		OPERA D'ARTE Nº	DANNI	IPEIA		OPERA D'ARTE Nº	DANNI
EVISTA	CONSUNTA			PREVISTA	CONSUNTA		
		(32)				(49)	
		(34)				(50)	
		(35)					
		(36)					
		(37)					
		(38)					
		(39)					
		(40)					
		(41)					
		(42)					
		(43)					
		(44)					
		(45)					
		(46)					
		(47)					
		(48)					

2073

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

ORMINA LUNGA m. 362.76 (45)
289-326

-LE 2 CENTR. m. 25.90 - LE ALTRE (46)

Km. 67 + 300 (47)

DANNI	SPESA PREVISTA	SPESA CONSUNTA

OPERA D'ARTE N°	DANNI	SPESA PREVISTA	SPESA CONSUNTA
(49)			
(50)			