

ACC AC 16/B 10000/148/1970 WEEKLY SICILIAN TRANSPORTATION
(Vol. 1) APR. - OCT. 1944

10 WEEKLY SICILIAN TRANSPORTATION RAIL REPORTS
APR.-OCT. 1944

ALLIED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
APC 394

T/co
Ref: PR/T/43

SUBJECT: Weekly Sicilian Transportation (Rail)
report from 0601 hours Monday Oct. 16
to 2400 hours Sunday October 22, 1944.

DATE : 27 October 1944.

TO : Director, Transportation Sub-Commission ACC.

1. Basic Schedule of Train.

Standard Number	Pass.		Freight		Mixed		Total	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	204	113345	168	114215	28	1250	400	128810
(diesel)	80	11035	-	-	-	-	80	11035
(b) actually run	206	113530	258	118790	28	1250	492	133570
(diesel)	98	114385	-	-	-	-	98	114385

2. Additional to Basic Schedule.

(coal)	2	185	90	4575	-	-	92	4760
(diesel)	18	3350	-	-	-	-	18	3350

Trains additional to basic schedule were run for special military and civilian needs. Difference in respect of previous report is due to decrease of two freight trains between Palermo and Bonetate.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
2996	-	364	20672	24032

(a) Brief Particulars of Predominant Commodities:

Grain, Flour, Fertilizer, Construction Material, Carrubs and Oil.

(b) No. of Personnel Moved on Trains Additional to Basic Schedule:

1000

MOVEMENT OF WAGONS ACROSS THE STRAIT OF MESSINA 1944

TYPE	Received	Exported	Balance
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1. Basic Schedule of Train.

Standard Number	Pass.		Freight		Mixed		Total
	No.	Kms.	No.	Kms.	No.	Kms.	
(a) of trains							
(coal)	204	13343	163	14215	20	1250	28810
(diesel)	80	11035	-	-	-	-	11035
(b) actually run							
(coal)	206	13330	258	18790	28	1250	33570
(diesel)	98	14385	-	-	-	-	14385

2. Additional to Basic Schedule.

(coal)	2	185	90	4575	-	-	92	4760
(diesel)	18	3350	-	-	-	-	18	3350

Trains additional to basic schedule were run for special military and civilian needs. Difference in respect of previous report is due to decrease of two freight trains between Palermo and Ronetta.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
2936	-	364	20672	24032

(a) Brief Particulars of Predominant Commodities:

Grain, Flour, Fertilizer, Construction Material, Carriage and Oil.

(b) No. of Personnel Moved on Trains Additional to Basic Schedule:

1000

4. MOVEMENT OF WAGONS ACROSS THE STRAIT OF MESINA 1235

TYPE	Received		Exported		Balance
	Loaded	Empty	Loaded	Empty	
Refrigerators	-	-	1	-	1
Box	79	-	73	-	6
Condolias	13	-	9	-	4
Flat	2	-	7	-	35
Tanks	-	-	-	-	-
Total	94	-	90	30	10
					36

5. Section of line not open for reasons:

Same as previous report.

6. Coal Position.
Tonnage Consumed Tonnage on Hand Prospective Receipts
 1742 6645 4300

7. ACTIVE POWER AND ROLLING STOCK POSITION

<u>STANDARD GAUGE LOCOMOTIVES</u>			
	<u>Port.</u>	<u>Pass.</u>	<u>Switch</u>
(a) in service	77	52	22
(b) spare	21	5	9
(c) awaiting light repairs	62	25	10
(d) awaiting heavy repairs	45	10	9
<u>Total</u>	<u>205</u>	<u>92</u>	<u>50</u>
			<u>347</u>
			<u>Diesel</u>
			15
			8
			23
			48

NARROW GAUGE LOCOMOTIVES (ALL FREIGHT)

	<u>Adhesion</u>	<u>Reck</u>	<u>Total</u>
(a) in service	13	10	23
(b) spare	12	1	12
(c) awaiting for light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
<u>Total</u>	<u>40</u>	<u>24</u>	<u>64</u>

<u>NO OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY</u>				
	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>
Heavy repairs	330	338	228	94
Light repairs	73	17	27	76
Rebuilding	492	625	432	---
<u>Total</u>	<u>895</u>	<u>980</u>	<u>687</u>	<u>170</u>
			21	2753

8. General Statement Indicating Progress of Track and Station Building and Repairs Works:

5 jobs completed, 3 jobs started, 90 jobs in course of construction.

1284

9. Any items of Special Interest of difficulty not covered by above:

(c) awaiting light repairs	52	25	10	97	8
(d) awaiting heavy repairs	45	10	9	64	25
Total	205	92	50	347	48

NARROW GAUGE LOCOMOTIVES (All Freight)

	Adhesion	Brake	Total
(a) in service	13	10	23
(b) spare	12	1	12
(c) awaiting for light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total	40	24	64

<u>NO OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY</u>						
	<u>BOX</u>	<u>BOX</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	330	336	228	94	4	992
Light repairs	73	17	27	76	12	205
Rebuilding	422	325	432	--	4	1553
Total.....	825	680	687	170	21	2753

8. General Statement Indicating Progress of Track and Station Building and Repairs Works:

5 jobs completed, 3 jobs started, 98 jobs in course of construction.

1284

9. Any Items of Special Interest of difficulty not covered by above:

(a) Coal Consumption.

This has ~~this week~~ ^{week} shown a further improvement, the daily consumption for the last four days for which figures are available being 201, 227, 194, and 204 tons. The daily consumption, if the monthly consumption is not to exceed 7000 tons, should not exceed 230 tons so it will be seen that if the consumption can be kept at its present level we can keep within our allocation.

At present there is a movement (700 tons) of Rock Sulphate for ACC from PALERMO to CAMPOFRANCO. A ship which was to unload at NAPLES was diverted to PALERMO on account of unloading difficulties at NAPLES and this ship is too large for PORTO EMPEDOCLE which is near CAMPOFRANCO. The Rock therefore has to be transported by the Sicilian Railways to CAMPOFRANCO over a route which requires approximately four times the quantity of coal that would be required for the shortest Port-CAMPOFRANCO route. Presumably this was difficult to avoid but it is wondered if the Industry Sub-Commission (who were responsible for this particular movement) realise the factors involved when they instruct the officer in this region responsible for this particular traffic "it will be necessary for you to arrange to rail the rock to AGRIGENTO" (AGRIGENTO being the province in which CAMPOFRANCO is situated).

(b) Messina - REGGIO Ferry.

I am informed by the MWT CATANIA that AFHQ may require to use this Ferry boat for the transfer of Hospital Train from SARDINIA to REGGIO C. I understand that Major Blair has pointed out that this will cause some dislocation of traffic across the Strait (& that such traffic includes a fair proportion of military traffic) and that AFHQ and LWT appreciate that there is a question of priorities involved. The Ferry Boat is to be examined by an Italian Naval Expert who will decide whether or not the boat will be able to stand the long sea journey.

(c) Use of Schooner for MESSINA-REGGIO crossing.

During the period when the Ferry Boat was under repair I understand that Capt. Wombwell of "J" Navys REGGIO C. arranged for a number of "schooners" to be used in its place for the passenger traffic. It is understood that the Cape's Compartimento of Sicily and Regio Divs. were not aware of this arrangement until afterwards & that the passengers were permitted to travel on the "schooners" on the tickets purchased from the Railways. Dr. Tuccillo states that the Railways will probably have no objection to paying a reasonable sum for the services of the schooners; if anything of importance arises out of this matter I will render a separate report.

(d) "Petrol - driven Diesel".

The Regional Commissioner has requested that a diesel be put at the disposal of the Commander 70 Sub-Area for the use of the Field Cashier every three weeks so that the cashier could travel to PALERMO and other towns and enable British Officers to draw their pay. The Cmd 70 Sub Area himself requested that a diesel be put at his disposal permanently if possible as he found it very inconvenient sending personnel out in a fleet of road vehicles when he was very short of transport. On enquiry I ascertained that the Cmd could supply petrol

(b) Messina - Reggio Ferry.

I am informed by the MPT CATANIA that ATHQ may require to use this Ferry boat for the transfer of Hospital Train from SARDINIA to REGGIO C. I understand that Major Blair has pointed out that this will cause some dislocation of traffic across the Strait (A that such traffic includes a fair proportion of military traffic) and that ATHQ and MPT appreciate that there is a question of priorities involved. The Ferry Boat is to be examined by an Italian Naval Expert who will decide whether or not the boat will be able to stand the long sea journey.

(c) Use of Schooner for MESSINA-REGGIO crossing.

During the period when the Ferry Boat was under repair I understand that Capt. Woodwell of "Q" Movts REGGIO C. arranged for a number of "schooners" to be used in its place for the passenger traffic. It is understood that the Cape's Compartimento of Sicily and Reggio Divs. were not aware of this arrangement until afterwards & that the passengers were permitted to travel on the "schooners" on the tickets purchased from the Railways. Dr. Tuccio states that the Railways will probably have no objection to paying a reasonable sum for the services of the schooners; if anything of importance arises out of this matter I will render a separate report.

(d) "Petrol -driven Diesel".

The Regional Commissioner has requested that a diesel be put at the disposal of the Commander 70 Sub-Area for the use of the Field Cashier every three weeks so that the cashier could travel to PALERMO and other towns and enable British Officers to draw their pay. The Cmd 70 Sub Area himself requested that a diesel be put at his disposal permanently if possible as he found it very inconvenient sending personnel out in a fleet of road vehicles when he was very short of transport. On enquiry I ascertained that the Cmd could supply petrol and have therefore put at his disposal the Petrol Littorina which has, up to the present, remained out of use as the Railways have no petrol allocation.

I have informed all concerned that the putting of this rail car at the disposal of the Cmd 70 Sub Area is subject to your approval and determinable at any time by you.

(e) Special Diesel.

At the request of "Q" Movts REGGIO C. a diesel was on 25 & 26 Oct. 44. put at the disposal of Col. Cokken and ATHQ party who travelled from MESSINA to CATANIA and SIRACUSA and back to MESSINA.

(2) Rail Bids - Civilian Traffic.

The requests for rail transportation from this division to the Mainland have not, until recently, been more than a few isolated cases. Now that the lines from PALERMO and CATANIA to MESSINA are open for traffic these requests are starting to be made in large numbers. The system in use on the Mainland i.e. requests being put in to the Capo Stazione concerned who forwards them to the Capo Compartimento who hands them to me, is being put into operation here. I shall hold a weekly meeting with the Economics & Supply Div. of Sicilian Region & a Rep. of the High Commissioner of Sicily where the bids will be screened from an Economic point of view. If necessary I shall then hold a conference with Dr. Tuccio for screening from the Railway traffic in Sicily point of view and then bids will be made to you. It is appreciated that only bids of greatest importance to the life of the community as a whole should be submitted to you. The bulk of the work in connection with requests from civilians will be done by an employee of the Railways & I intend that he shall attend the conferences with the LIS Div. and High Commissioner's Rep. and that in due course he shall attend without me.

(5) It will be observed from the table (para 4 above) showing movement of wagons to the Mainland that 30 empty flat cars crossed the Strait during the week to which the table refers. 27 of these were the 40-ton bogie cars ordered to be transferred by Lt. Col. Lindberg. The remaining 3 were the smaller type of flat cars and these were moved because the movement was ordered by "Q" Movements at Messina. I have again told Dr. Tuccio that no such movement should take place without my authority - the reason this move was made was that the Railway Officials naturally do not like to refuse to carry out an order of "Q" Movts. I am writing to "Q" Movts requesting that they order no further movements of empty cars.

W. S. Taylor *RA.*

C. W. S. TAYLOR
Major RA.
Trans. Sub-Comm.
Div. Engrt. ACC.

168/36

ALLIED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : PR/7/42

SUBJECT: Weekly Sicilian Transportation (Rail)
report from 0001 hours Monday Oct. 9
to 2400 hours Sunday October 15, 1944.

DATE : 21 October 1944.

TO : Director Trans. Sub-Commission A.C.C.

1. Basic Schedule of Train.
Standard Number.

	<u>Pass.</u>		<u>Freight</u>		<u>Mixed</u>		<u>Total</u>	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	204	13345	170	14635	28	1250	402	29230
(diesel)	80	11035	-	-	-	-	80	11035
(b) actually run								
(coal)	204	13345	290	20585	28	1250	522	35180
(diesel)	120	14190	-	-	-	-	120	14190

2. Additional to
Basic Schedule.

	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(coal)	-	-	120	5950	-	-	120	5950
(diesel)	40	3155	-	-	-	-	40	3155

Trains additional to basic schedule were run for special Military and Civilian needs.

3. Tonnage Moved.

<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
2917	207	86	26405	29615

(a) Brief Particulars of Predominant Commodities:

Grain, Construction Material, Vegetables, Wine, Asphalt, Petroleum, Fertilizer.

(b) No. of Personnel Moved on Trains Additional to Basic Schedule:

1450

1. Basic Schedule of Train.
Standard Number.

	<u>Pass.</u>		<u>Freight</u>		<u>Mixed</u>		<u>Total</u>	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	204	13345	170	14635	28	1250	402	29230
(coal)								
(diesel)	80	11035	-	-	-	-	80	11035
(b) actually run	204	13345	290	20585	28	1250	522	35180
(coal)								
(diesel)	120	14190	-	-	-	-	120	14190

2. Additional to
Basic Schedule.

(coal)	-	-	120	5950	-	-	120	5950
(diesel)	40	3155	-	-	-	-	40	3155

Trains additional to basic schedule were run for special Military and Civilian needs.

3. Tonnage Moved.

<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
2917	207	86	26405	29615

(a) Brief Particulars of Predominant Commodities:

Grain, Construction Material, Vegetables, Wine, Asphalt, Petroleum, Fertilizer.

(b) No. of Personnel Moved on Trains Additional to Basic Schedule:
1450

181

4. MOVEMENT OF WAGONS ACROSS THE STRAIT OF MESSINA

(NB. The Messina-Reggio Ferry made 1 return journey during this week)

TYPE	<u>Received</u>		<u>Exported</u>		<u>Balance</u>
	Loaded	Empty	Loaded	Empty	
Refrigerators	-	-	-	-	-
Box	8	-	11	-	3
Gondolas	1	-	2	-	1
Flat	-	-	-	-	-
Tanks	-	-	-	-	-
Total	9	-	-	-	4

5. Section Of Line Not Open For Reasons:

Same as previous report.

6. Coal Position.

<u>Tonnage Consumed</u>	<u>Tonnage on Hand</u>	<u>Prospective Receipts</u>
1959	5961	4000

7. MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Frt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	77	52	22	151	15
(b) spare	21	5	9	35	--
(c) awaiting light repairs	62	25	10	97	8
(d) awaiting heavy repairs	45	10	2	64	25
Total.....	205	92	50	347	48

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

NO OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>CON</u>	<u>PLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	330	338	228	94	5	995
Light repairs	72	15	23	68	14	192
Rebuilding	492	625	432	--	4	1553
Total.....	894	978	683	162	23	2740

8. General Statement Indicating Progress of Truck and Station Building and repair works:

2 jobs completed, 1 job started, 100 jobs in course of construction

	Port.	Pass.	Switch	Total	Diesel
(a) in service	17	52	22	151	15
(b) spare	21	5	9	35	—
(c) awaiting light repairs	62	25	10	97	8
(d) awaiting heavy repairs	45	10	9	64	25
Total.....	205	92	50	347	48

NARROW GAUGE LOCOMOTIVES (All Freight)

	Adhesion	Rack	Total
(a) in service	13	10	23
(b) spare	12	—	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

NO OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	CON	FLAT	TANK	OTHERS	TOTAL
heavy repairs	330	338	228	94	5	995
light repairs	72	15	23	66	14	192
Rebuilding	492	625	432	—	4	1553
Total.....	894	978	663	162	23	2740

8. General Statement Indicating Progress of Track and Station Building and repair works:

2 jobs completed, 1 job started, 100 jobs in course of construction and offered for bid 27 jobs.

9. Any Items of special interest or difficulty not covered by above:

(a) Coal Consumption.

This has shown a slight improvement, the figures for the last 3 days for which figures are available being 215,245 and 279 tons. Dr. Tuccio has stopped for the time being the movement of all Civil traffic, except exports and consignments of grain & Flour to assist the situation. The movement of POL mentioned in my last report required 50 wagons and 5 special trains, the coal consumption being approximately 95 tons. A separate letter will be sent on this matter shortly.

(h) Transfer of Locos etc. to Mainland.

The REGGIO-MESSINA ferry re-commenced operating on Monday 16 Oct. 1944.

Up to the time of the suspension after the first journey on 9 Oct. thirteen of the locomotives ordered to be transferred to the Mainland by Lt. Col. Lindberg had crossed the Strait. On the 16 Oct. the remaining 7 of the lot to be shipped now was taken over. This leaves one loco (735231) to be sent when its repair is completed.

On the 16 & 19 Oct. 20 x 40 ton Bogie Flats were transferred leaving 7 still to go.

Three wagons of loco spare parts will be transferred shortly, if they have not already gone, and there will be then a further 2 or 3 wagons to go.

(c) Withdrawal of "Q" Movts from SICILY.

I am informed by Lt. Baile, of "Q" Movts MESSINA, that "Q" Movts will shortly be withdrawing from SICILY and expect to go between 21 & 31 Oct., I have had no official notification of this. There will be, as far as I can see, no difficulties occasioned by this withdrawal.

(d) Passenger Traffic on Ferry.

I have discovered that every civilian who wishes to cross by the ferry to the Mainland has to be in possession of a pass issued by the Questura in Messina in addition to the pass issued to him by his local Questura (if he does not live in MESSINA). This arrangement was apparently ordered by Capt. Wombwell, of "Q" Movts REGGIO, the Pass in question I understand being collected by his office on the arrival of the civilian at Reggio so that Capt. Wombwell can know how many persons travel on the Ferry. (I do not know why he should be interested in this). I have asked Public Security SICILIA Region about the arrangement & find that they object to it as it throws a lot of unnecessary work on the Questura at MESSINA. In view of the imminent departure of Capt. Wombwell I propose to make no changes until he has gone when the matter will be adjusted in conjunction with Div. Supt. REGGIO and Public Security.

(e) Visit.

I visited MESSINA yesterday and contacted the Capo Stazione there & the ESC. Everything is satisfactory except that the ferry boat is still in very bad condition and also that the landing stage needs repair. I will investigate this matter with Dr. Tuccillo and if necessary render a special report.

Tell Major Taylor I am sorry that he should be asked to leave the island. I have issued the order, issued by Capt. Wombwell.

6279

(c) Withdrawal of "Q" Movts from SICILY.

I am informed by Lt. Balle, of "Q" Movts MESSINA, that "Q" movts will shortly be withdrawing from SICILY and expect to go between 21 & 31 Oct., I have had no official notification of this. There will be, as far as I can see, no difficulties occasioned by this withdrawal.

(d) Passenger Traffic on Ferry.

I have discovered that every civilian who wishes to cross by the ferry to the Mainland has to be in possession of a pass issued by the Questura in Messina in addition to the pass issued to him by his local Questura (if he does not live in MESSINA). This arrangement was apparently ordered by Capt. Wombwell, of "Q" Movts REGGIO, the Pass in question I understand being collected by his office on the arrival of the civilian at Reggio so that Capt. Wombwell can know how many persons travel on the Ferry. (I do not know why he should be interested in this). I have asked Public Security SICILIA Region about the arrangement & find that they object to it as it throws a lot of unnecessary work on the Questura at MESSINA. In view of the imminent departure of Capt. Wombwell I propose to make no changes until he has gone when the matter will be adjusted in conjunction with Div. Supt. REGGIO and Public Security.

Tell Major Taylor I agree that he should adjust the matter. & cancel the order issued by Capt. Wombwell
(e) Visit. *25/7x*

I visited MESSINA yesterday and contacted the Cape Station there & the ESO. Everything is satisfactory except that the ferry boat is still in very bad condition and also that the landing stage needs repair. I will investigate this matter with Dr. Tuccio and if necessary render a special report.

(f) Movements of Wagons.

It will be observed that earlier in this report a table is included showing the movement of wagons to and from the Mainland. For the week in question it shows a loss to the Island of 4 wagons in spite of the fact that the Ferry made only the one return journey.

*Is a view maintained
showing what wagons
came from Sicily to the
Mainland & vice versa?
25/7x*

W. Taylor RA.

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

22/7/3

SECRET

168/34

ALLIED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
AFO 394

T/cc
Ref : PR/T/41
Date: 12 Oct.44.

SUBJECT: Weekly Sicilian Transportation(Rail)
report from 0001 hours Monday Oct.2
to 2400 hours Sunday October 8,1944.

DATE : 12 October 1944.

TO : Director,Trans.Sub-Commission ACC.

1. Basic Schedule of Train.
Standard Number.

	Pass.		Freight		Mixed		Total	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	204	13345	170	14635	28	1250	402	29230
(diesel)	80	11035	-	-	-	-	80	11035
(b) actually run	205	13404	300	20876	28	1250	533	35530
(diesel)	101	12563	-	-	-	-	101	12563

2. Additional to Basic Schedule.

(coal)	1	59	130	6241	-	-	131	6300
(diesel)	21	1528	-	-	-	-	21	1528

Trains additional to basic schedule were run for special military and Civilian needs. The difference in respect of previous report is due to the new schedule put into effect the 1st October 1944.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
5025	411	317	26764	32547

(a) Brief Particulars of Predominant Commodities:

Wine, Grain, Construction Material, Asphalt, Sulphur, Vegetables and cereals.

(b) No of Personnel Moved on Trains additional to basic schedule:

1800

4278

1. Basic Schedule of Train.

Standard Number.	Pass.		Freight		Mixed		Total	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	204	113345	170	14635	28	1250	402	29230
(diesel)	80	11035	-	-	-	-	80	11035
(b) actually run								
(coal)	205	113404	300	20876	28	1250	533	35530
(diesel)	101	112563	-	-	-	-	101	12563

2. Additional to Basic Schedule.

(coal)	1	59	130	6241	-	-	131	6300
(diesel)	21	1528	-	-	-	-	21	1528

Trains additional to basic schedule were run for special military and Civilian needs. The difference in respect of previous report is due to the new schedule put into effect the 1st October 1944.

3. Tonnage Moved.

Allied Force	A.C.O.	Italian Force	Civil	Total
5025	411	317	26764	32517

(a) Brief Particulars of Predominant Commodities:

Wine, Grain, Construction Material, Asphalt, Sulphur, Vegetables and cereals.

(b) No of Personnel Moved on Trains additional to basic schedule:

1800

1278

4. Section of line not open for reasons:

Same as previous report.

5. Coal Position.

Tonnage Consumed	Tonnage on Hand	Prospective Receipts
1941	6139	4000 ✓

at the rate of 7000 tons per month - there is about - 1 - a month's supply in hand
JN 21/4

6. MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Prt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	97	52	22	171	15
(b) spare	21	5	9	35	--
(c) awaiting light repairs	62	25	10	97	8
(d) awaiting heavy repairs	45	10	9	64	25
Total.....	225	92	50	367	48

Heavy repairs service last week report?

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

NO. OF CARS UNIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>CON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	330	338	228	94	5	995
Light repairs	47	17	25	65	13	167
Rebuilding	492	625	432	--	4	1553
Total.....	869	980	685	159	22	2715

7. General Statement Indicating Progress of Track and Station Building and repairs works:

2 jobs completed, 14 jobs started, 26 jobs offered for bid and 101 jobs in course of construction.

8. Any Items of special interest or difficulty not covered by above:

(a) The coal situation is still difficult, Dr. Tuccio states that the new schedules should consume 209 tons per day on the normal gauge lines. This figure is still being substantially exceeded, the figures for 6-11 Oct. are 286, 284, 267, 274, 278, and 257 tons respectively. Dr. Tuccio's explanation being that cars that were loaded before the schedules were reduced are still being moved. I have asked him to refuse further traf-

(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GCN</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	330	338	228	94	5	995
Light repairs	47	17	25	65	13	167
Rebuilding	492	625	432	--	4	1553
Total.....	869	980	685	159	22	2715

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(a) The coal situation is still difficult, Dr. Tuccio states that the new schedules should consume 209 tons per day on the normal gauge lines. This figure is still being substantially exceeded, the figures for 5-11 Oct. are 286, 284, 267, 274, 276, and 257 tons respectively. Dr. Tuccio's explanation being that cars that were loaded before the schedules were reduced are still being moved. I have asked him to refuse further traffic until all back-loads are cleared (subject to the usual priorities). I have emphasised that there is no justification for over consumption of coal. He states that the consumption should show an improvement in a few days time.

The Military Authorities are at present moving 775 tons of POL from PALERMO to SIRACUSA. This appears to be, from the Railway point of view, a great waste of coal and I hope that ~~it~~ in the circumstances an application for a special allotment of coal to cover that used in such movements will be favorable received. Such an application will be forwarded with details of the movement and consumption of coal involved as soon as possible.

775 tons = 50 wagons, or a train + a half. Not very bad; how else is POL to be transported? D.W. 2/12

(b) ACC Export Officers are making requests for heavy traffic for the carriage of e.s. Wine to Palermo & Siracusa for the export to the UK & USA and to ~~Palermo~~ respectively: these are of course priority movements. I am investigating the whole question of the freight traffic in the Island & Dr. Tuccio is preparing a detailed statement of the tonnages & commodities moved within the Island? When this is completed it will be considered by the Economics & Supply Division & myself and if necessary the High Commissioner with a view to making the best possible use of the limited railway services now possible. With regard to ACC traffic, ACC officers and Italian employees of ACC have been requesting the allotment of freight cars direct to the Capo Stazione concerned. I propose that all such requests shall come through me & Dr. Tuccio both because of the necessity for careful central supervision of all freight traffic and the necessity to ensure that what travels as ACC priority traffic is in ~~fact~~ ACC traffic.

(c) The Messina Reggio Ferry was suspended for repairs after its first trip on Monday 9 Oct on the orders of D.M.C. (M). It is expected that the Ferry will be in service again on Monday 16 Oct.

(d) Your representative yesterday visited AGRIGENTO and met the Capo Stazione who reported that he had no troubles or difficulties except that the employees' Dormitory which was partially destroyed by a bomb was needed. The employees who cannot be housed in the undamaged part of the dormitory are at present accommodated in a hotel which is some way from their work. I also visited the ACC CSO who is shortly leaving Agrigento & is not being replaced. He reported ~~the~~ anticipated no difficulties as regards the railways on his departure & mentioned that the important traffic in the Province was Sulphur & Phosphates. There will be less difficulties this year in the movement of these commodities now that the Capofranco tunnel has been repaired. The CSO also stressed the urgency of the need for a Diesel Service for Agrigento and I informed him this was under consideration by the Transportation Sub-Commission. (Letter En/16/12 dated 10 Oct. 44 authorizing this service has now been received)

(e) Capt. C.M. LONG left Palermo on 9th Oct. having completed his investigation on the position as regards railway sleepers. He wrote to the Economics & Supply Div. Sicily Region regarding requisitioning of timber by the Italian Authorities. When I receive a reply to his letter I will inform him of its purport & report to you.

(f) Capt. P.G. MATSON left Palermo for Sardinia on 9th Oct. Capt. MATSON was most efficient and most helpful to me in the way he handed over the duties here. When I arrived everything was running smoothly & I took over an efficient organization? Capt. MATSON was very popular with all the officials and staff with whom he came in contact all

Yes, if this work can be done by Dr. Tuccio

(c) The Messina Reggio Ferry was suspended for repairs after its first trip on Monday 9 Oct on the orders of D.M.G. (M). It is expected that the Ferry will be in service again on Monday 16 Oct.

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Very nice satisfaction

DLK 21/1

W. Taylor RA.

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

SECRET

16B/53

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

T/cc
Ref : PR/T/40

SUBJECT: Weekly Sicilian Transportation (Rail)
report from 0001 hours Monday 25 Sept.
to 2400 hours Sunday 1 October 1944.

DATE : 5 October 1944.

TO : Director, Transportation Sub-Commission ACC.

1. Basic Schedule of Trains.

Standard Number.		Pass.		Freight		Mixed		Total	
		No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	(coal)	236	18230	170	15660	34	1440	440	35330
	(diesel)	80	10590	-	-	-	-	80	10590
(b) actually run	(coal)	241	18603	317	22910	-	1440	592	42953
	(diesel)	103	12565	-	-	-	-	103	12565

2. Additional to Basic Schedule.

(coal)	5	373	147	7250	-	-	152	7623
(diesel)	23	1975	-	-	-	-	23	1975

Trains additional to basic schedule were run for special Military and Civilian needs.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
3830	233	142	27229	31434

(a) Brief Particulars of Predominant Commodities:

Grain, Wine, Asphalt, Foodstuff, Construction Material.

(b) No. of Personnel moved on train additional to basic schedule:

2000

4. Section of line not open for traffic with reasons:

Same as previous reports.

1275

1. Basic Schedule of Trains.

Standard Number.	Pass.		Freight		Mixed		Total	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	236	18230	170	15660	34	1440	440	35330
(diesel)	80	10590	-	-	-	-	80	10590
(b) actually run								
(coal)	241	18603	317	22910	-	1440	592	42953
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3830	233	142	27229	31434

(a) Brief Particulars of Predominant Commodities:

Grain, Wine, Asphalt, Foodstuff, Construction Material.

(b) No. of Personnel moved on train additional to basic schedule:
20004. Section of line not open for traffic with reasons:

Same as previous reports.

1275

5. Coal Position.

Tonnage Consumed	Tonnage on Hand	Prospective Receipts
2231	7637	3500

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	Frnt.	Pass.	Switch	Total	Diesel
(a) in service	103	50	25	178	15
(b) spare	22	3	8	33	--
(c) awaiting light repairs	55	29	8	92	8
(d) awaiting heavy repairs	45	11	9	65	25
Total.....	225	93	50	368	48

NARROW GAUGE LOCOMOTIVES(All Freight)

	Adhesion	Rack	Total
(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

NO.OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GNW	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	330	338	228	94	5	995
Light repairs	50	14	20	70	12	166
Rebuilding	492	625	432	--	4	1553
Total.....	872	977	680	164	21	2714

7. General Statement Indicating Progress of Track and Station Building and repair works:

3 jobs completed, 2 jobs started, 18 jobs offered for bid and 89 jobs in course of construction.

8. Any Items of Special interest or difficulty not covered by above:

(a) (1) Lt.Col.Lindberg, Capt.Elwin(DGMRs) arrived in PALERMO on 1 Oct. on their visit in connection with the transfer of 20 Locomotives and 40-Ton Flat Cars to the Mainland. Conferences have been held with Dr.Tuccio and visits made to engine shops in PALERMO, CALTANISSETTA, CATANIA and MESSINA. The visits to the three latter places were made by the party consisting of...

	Adhesion	Rack	Total
(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

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(2) At CATANIA on the night of 4 Oct. Lt. Col. Lindberg was surprised to be informed by the Provincial Commissioner that he had been informed by Q Movements that the Messina Ferry was to be suspended for repairs. On investigation the following morning was ascertained that the Ferry service was to be suspended for repairs from 8-15 Oct. on the authority of Major Blair & Major Richardson. It has now been arranged that the service will not be suspended until the transfer of locomotives & flat cars to the mainland has been completed.

(3) On our journey to CATANIA 8x40 ton Flats were seen on the Railway whose existence was not disclosed by Dr. Tuccio who was apparently ignorant of their existence. This point will be taken up with him as there might be other rolling stock etc. of which he knows nothing & of which, therefore, ACC has no knowledge. *do not wish in file 19. Oct 1944.*

(b) Capt. Long is now in PALERMO but at the time of making this report I have not had an opportunity to ascertain ^{how} his mission has progressed beyond making sure that he has ^{all} that he requires.

(c) Rail freight wagons are still being shipped from MESSINA to the Mainland. Dr. Tuccio states that the transfers taking place are the balance of the programme initiated by Lt. Col. Lindberg during his tenure here. While we were at MESSINA on 5 Oct. Major Blair requested my authority for the shipment of 75 high sided Gondolas to the Mainland as they were required for the unloading of a ship. Lt. Col. Lindberg agreed that 18 already waiting shipment might go (the Railway authorities having refused to ship them without the authority of ACC PALERMO) provided they were part of the original programme, but no more will be shipped until I have fully investigated the position & ascertained that there is a balance due to the mainland on Lt. Col. Lindberg's figures. When I have made this investigation a full report will be submitted on the rail car position.

Lt. Col. Lindberg emphasised to Movements at MESSINA that no transfer of rolling stock from SICILY to the Mainland might take place without the authority of Dir. Tn. S/C & DCMRS.

(d) Major Ayres DAQM (M) accompanied by Major Richardson and Capt. Sir Phillip Wombwell (Q) Movements Reggio C. arrived in SICILY on 30 Sept. Major Ayres was investigating the possibilities of a complete withdrawal of "Q" Movements from SICILY. He arrived in PALERMO late on the night of 30 Sept. & on the following morning I accompanied him to the Port area of PALERMO & he then continued on his journey to SIRACUSA, CATANIA and MESSINA. A special Diesel car was requested by Major Ayres for his journey and this was arranged by this office.

(e) The consumption of coal by the Sicilian Railways was rather heavy

which, therefore, ACC has no knowledge.

(b)

Capt. Long is now in PALERMO but at the time of making this report I have not had an opportunity to ascertain how his mission has progressed beyond making sure that he has all ^{the assistance} that he requires.

(c)

Rail freight wagons are still being shipped from MESSINA to the Mainland. Dr. Tuccio states that the transfers taking place are the balance of the programme initiated by Lt. Col. Lindberg during his tenure here. While we were at MESSINA on 5 Oct. Major Blair requested my authority for the shipment of 75 high sided Gondolas to the Mainland as they were required for the unloading of a ship. Lt. Col. Lindberg agreed that 18 already waiting shipment might go (the Railway authorities having refused to ship them without the authority of ACC PALERMO) provided they were part of the original programme, but no more will be shipped until I have fully investigated the position & ascertained that there is a balance due to the mainland on Lt. Col. Lindberg's figures. When I have made this investigation a full report will be submitted on the rail car position.

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(e)

The consumption of coal by the Sicilian Railways was rather heavy during the last few days of Sept. & this was pointed out to Dr. Tuccio. The consumption is not yet down to the figures necessary to keep within the reduced allotment, but Dr. Tuccio stated earlier that owing to the system of accounting the reduction in consumption would not become evident for a few days after the beginning of this month. This question is being carefully watched.

A new schedule of services run is being prepared & this will be forwarded (5 copies) as soon as available (as required by ACC Tn/16/27 dated 30 Sept. received this morning) with details of reductions made.

(f)

The traffic from the RAGUSA Asphalt mines has been increased by two cars per day and this has been made possible by cutting non-essential freight traffic on the line serving RAGUSA (See 8(d) report dated 29 Sept.44.)

(g)

Attached herewith is a copy of Dr. Tuccio's preliminary report on the accident ALCAMO DIR. etc. (See 8(f) report dated 29 Sept.44.)

(h)

Capt. Matson today visited the Marittima Station at PALERMO & discovered there 6 rail cars loaded with what appears to be old Military Stores some new some scrap. The cars have been at this section for periods of from two to six months. This will be taken up with the appropriate authorities and step taken to ensure that rail cars are not in the future used as warehouses.

C.W.G. Taylor RA.

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

ITALIAN STATE RAILWAYS
SICILY DEPARTMENT
PALERMO

File: No.560.46/CC/44
Date: Oct.2;1944.

SUBJECT: Accident at Alcamo Diramazione.

TO : C.W.G.TAYLOR;Major RA.

In reply to your request of Sept.25,1944.
I beg to inform you that on Sept.25,1944 train T.M.
7350,consisting in a locomotive NO.491006,two coaches,
a baggage car and 15 goods cars,in leaving the station
of Alcamo Diramazione was,on account of the wrong position
of a switch point,driven to a dead-head siding towards
Palermo.

The locomotive and its tender having first over-
thrown the siding bumper,fell into the Caldo river's bed,
while the first coach remained balanced three meters off
the bumper.

Engineer Di Fresco Salvatore lost his life and
his assistant,Cataldo Salvatore,was badly injured in
this accident. The train conductor,as well as some of
the passengers,were effected with light injuries,but
they did not show any claims.

Locomotive,tender,bumper and parapet wall were
badly damaged.

It appears that the operating man in that station
Attilio Brucato,and laborers Giglio Antonio and Chinnici
Giovanni are responsible for the accident. They have been
temporarily debarred from duty,pending an inquiry which is
in the way.

Very faithfully yours,

Dr.Ing.Tuccio,
Director.

SECRET 16B/32
Tm S.C.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

T/cc
Ref : PR/T/39

SUBJECT: Weekly Sicilian Transportation(Rail)
report from 0001 hours Monday 18 Sept.
to 2400 hours Sunday 24 September 1944.

DATE : 29 September 1944.

TO : Director, Transportation Sub-Commission ACC.

1. Basic Schedule of trains.

Standard Number		Pass.		Freight		Mixed		Total	
		No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	(coal)	236	18230	170	15660	34	1440	440	35330
	(diesel)	80	10590	-	-	-	-	80	10950
(b) actually run	(coal)	239	18515	297	22150	34	1440	570	42105
	(diesel)	100	11626	-	-	-	-	100	11626

2. Additional to Basic Schedule

(coal)	3	285	127	6490	-	-	130	6775
(diesel)	20	1036	-	-	-	-	20	1036

Trains additional to basic schedule were run for special military and civilian needs.

3. Tonnage Moved.

Allied Force	A.O.C.	Italian Force	Civil	Total
3410	530	270	26540	30750

(a) Brief Particulars of predominant Commodities:

Grain, Foodstuff, wine, Construction material, fuel, asphalt, sulphur.

(b) No. of personnel moved on train additional to basic schedule:

2000

4. Section of line not open for traffic with reason:

1. Basic Schedule of trains.

Standard Number	<u>Pass.</u>		<u>Freight</u>		<u>Mixed</u>		<u>Total</u>	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	236	18230	170	15660	34	1440	440	35330
(diesel)	80	10590	-	-	-	-	80	10950
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3410	530	270	26540	30750

(a) Brief Particulars of predominant Commodities:

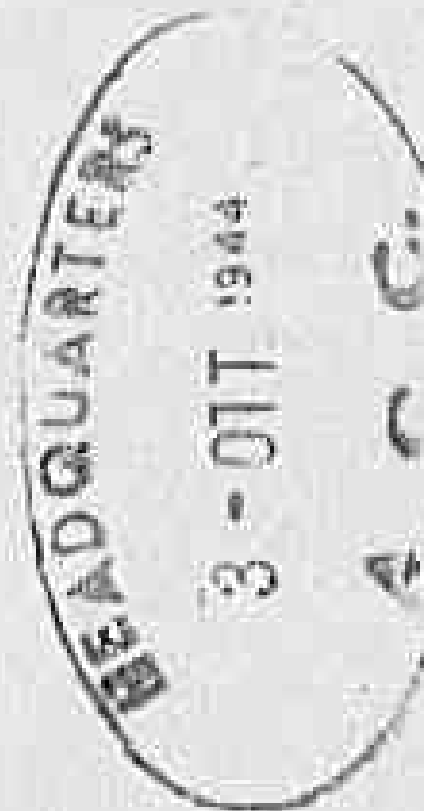
Grain, Foodstuff, wine, Construction material, fuel, asphalt, sulphur.

(b) No. of personnel moved on train additional to basic schedule:
20004. Section of line not open for traffic with reason:

Same as previous reports.

5. Coal Position.

<u>Tonnage Consumed</u>	<u>Tonnage on hand</u>	<u>Prospective Receipts</u>
2288	11158	3500



6.

MOTIVE POWER AND ROLLING STOCK POSITIONSTANDARD GAUGE LOCOMOTIVES

	<u>Frnt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	103	50	25	178	15
(b) spare	22	3	8	33	--
(c) awaiting light repairs	55	29	8	92	8
(d) awaiting heavy repairs	45	11	9	65	25
Total.....	225	93	50	368	48

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	330	338	228	94	5	995
Light repairs	66	24	35	75	13	213
Rebuilding	492	625	432	--	4	1553
Total.....	888	987	695	169	22	2761

7. General Statement Indicating progress of Track and Station Building and repair work:

3 jobs completed, started 2 jobs, 14 jobs offered for bid and 90 jobs in course of construction.

8. Any Items of special interest or difficulty not covered by above:

(a) Reduction in Coal Allotment:

New schedules are being prepared on the reduction of the rail services in the island which will have to be so reduced as to save 2000 tons of coal per month as compared with

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
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8. Any Items of special interest or difficulty not covered by above:

(a) Reduction in Coal Allotment:

New schedules are being prepared on the reduction of the rail services in the island which will have to be so reduced as to save 2000 tons of coal per month as compared with present consumption.

The reduction will be as follows:

On Passenger Services.....	1100 tons per month.
" Freight	" "
" Special Trains	" "
Total	2000

2289

0 4 7 7

A notice by ACC Region 1 will be published in the Sicilian News-
papers announcing the forthcoming changes in the passenger schedules
and the reason for such changes.

It is hoped that the forthcoming increase in fares by 100%
(mentioned in monthly report AUG.44 Tn.Sub-Commission ACC) will have
a beneficial effect in reducing passenger traffic but it is feared
that some difficulties may arise with passengers trying to travel on
freight trains.

Dr. Tuccio has been asked to give me his detailed requirements as
to static installations etc. in the event of it being possible to con-
vert some locomotives to oil-burning & when he has supplied these they
will be forwarded. It will be appreciated that the question of loco-
motive conversion to oil-burning has become more important to the
Sicily Division now that the coal allotment has been reduced by nearly
25%.

(b) A further visit has been made to the Navy Yard with regard to the
castings required for the Messina Ferry. Two castings have now been
completed & the remaining four are now being made. The first two have
the valve seating holes cast too large but the ISR technicians say
that they can manage; the remaining four will have the holes the cor-
rect size. The technician I took to the yard ~~has~~ explained to the
Navy exactly what was required.

(c) The Navy was also visited on the question of supply of Oxygen to
the ISR. The Naval Officer concerned stated that more than the allotted
60 cylinders per month could normally be supplied to the ISR the num-
ber depending on the Naval requirements and he promised if the Rail-
way would put in for their requirements he would ^{do} his best to meet
them.

(d) Region 1. has asked that the allotment of two to three rail cars
per day at present given to the Ragusa Asphalt Mines be increased as
unless some help is given to these mines it may be necessary to dis-
charge some of the miners. The traffic on the Ragusa lines is being
investigated in order to ascertain what freight can best be reduced
so that the Mines' traffic can be increased.

(e) On Monday 25th Sept. there was an accident to a passenger train
at Alcamo Diramazione. The locomotive jumped some points, left the
rails and turned over, one of the crew being killed. None of the pas-
senger coaches left the rails and there were no other fatal injuries.
A full report will be forwarded in due course.

128

(f) Lt. Col. Lindberg of the Tn. Sub-Commission is expected on 30 Sept.
on his visit in connection with the transfer of 20 Locomotives & spare
on his statement of the position as re-

vert some locomotives to oil-burning & when he has supplied these they will be forwarded. It will be appreciated that the question of locomotive conversion to oil-burning has become more important to the Sicily Division now that the coal allotment has been reduced by nearly 25%.

(b) A further visit has been made to the Navy Yard with regard to the castings required for the Messina Ferry. Two castings have now been completed & the remaining four are now being made. The first two have the valve seating holes cast too large but the ISR technicians say that they can manage; the remaining four will have the holes the correct size. The technician I took to the yard ~~has~~ explained to the Navy exactly what was required.

(c) The Navy was also visited on the question of supply of Oxygen to the ISR. The Naval Officer concerned stated that more than the allotted 60 cylinders per month could normally be supplied to the ISR the number depending on the Naval requirements and he promised if the Railway would put in for their requirements he would ^{do} his best to meet them.

(d) Region 1. has asked that the allotment of two to three rail cars per day at present given to the Ragusa Asphalt Mines be increased as unless some help is given to these mines it may be necessary to discharge some of the miners. The traffic on the Ragusa lines is being investigated in order to ascertain what freight can best be reduced so that the Mines' traffic can be increased.

(e) On Monday 25th Sept. there was an accident to a passenger train at Alcamo Diramazione. The locomotive jumped some points, left the Rails and turned over, one of the crew being killed. None of the passenger coaches left the rails and there were no other fatal injuries. A full report will be forwarded in due course.

1208
(f) Lt.Col.Lindberg of the Tn.Sub-Commission is expected on 30 Sept. on his visit in connection with the transfer of 20 Locomotives & spare parts to the mainland for MRS. A full statement of the position as regards the number of locomotives in Sicily, number in service, under repair etc. & the minimum number required for the working of the system here has already been prepared. Capt.Matson has visited the roundhouse at Palermo to investigate the position there in order that all possible information will be ready for Lt.Col.Lindberg when he arrives.

(g) Capt.Long of the Tn.Sub-Commission is expected on 1st Oct.on his visit to obtain sleepers (ties).

(h) It has been suggested to the Commandant of the US Navy Yard that an ISR employee acting in a liason capacity between the ISR Officials & the workshops is of great assistance to the Railway.

✓ The previous liason employee, who was not replaced, was objectionable to the navy as he & his interpreter spent most of the day idling about the shops. I have therefore arranged that an employee visit the yard every day, for a short period only, leaving after he has done what is required. The first name of an employee submitted to the Navy for approval as liason employee was not acceptable to them as he had (unknown to me) been discharged from the shops by them. A new name will be submitted.

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

SECRET

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

T/cc

Ref : PR/T/38

SUBJECT: Weekly Sicilian Transportation(Rail)
report from 0001 hours Monday 11 Sept.
to 2400 hours Sunday 17 September 1944.

DATE : 21 September 1944.

TO : Director, Transportation Sub-Commission ACC.

1. Basic Schedule of Trains.

Standard Number		Pass.		Freight		Mixed		Total	
		No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	(coal)	236	118230	1170	115660	134	11440	1440	135330
	(diesel)	80	110590	-	-	-	-	80	110590
(b) actually run	(coal)	236	118230	1405	124180	134	11440	1675	143850
	(diesel)	126	114190	-	-	-	-	126	114190

2. Additional to Basic Schedule

(coal)	-	-	1235	8520	-	-	1235	8520
(diesel)	46	3600	-	-	-	-	46	3600

Trains additional to basic schedule run for special civil and Military needs. Increase in basic schedule mileage due to extending train schedules from Marsala to Castelvetrano on the Palermo-Trapani line.

3. Tonnage Moved.

Allied Forces	A.C.C.	Italian Force	Civil	Total
3200	850	270	28380	32700

(a) Brief Particulars of Predominant Commodities:

Grain, Foodstuff, wine; Construction Material, Fuel, Sulphur, Coal, Asphalt, Army Material.

(b) No. OF PERSONNEL MOVED ON TRAIN ADDITIONAL TO BASIC SCHEDULE:

1300

1. <u>Basic Schedule of Trains.</u>		<u>Pass.</u>		<u>Freight</u>		<u>Mixed</u>		<u>Total</u>	
Standard Number		No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	(coal)	236	118230	1170	115660	134	11440	1440	135330
	(diesel)	80	110590	-	-	-	-	80	110590
(b) actually run	(coal)	236	118230	1405	124180	134	11440	1675	143850
	(diesel)	126	114190	-	-	-	-	1126	114190

2. <u>Additional to Basic Schedule</u>	(coal)	-	-	1235	8520	-	-	1235	8520
	(diesel)	46	3600	-	-	-	-	46	3600

Trains additional to basic schedule run for special civil and Military needs. Increase in basic schedule mileage due to extending train schedules from Marsala to Castelvetrano on the Palermo-Trapani line.

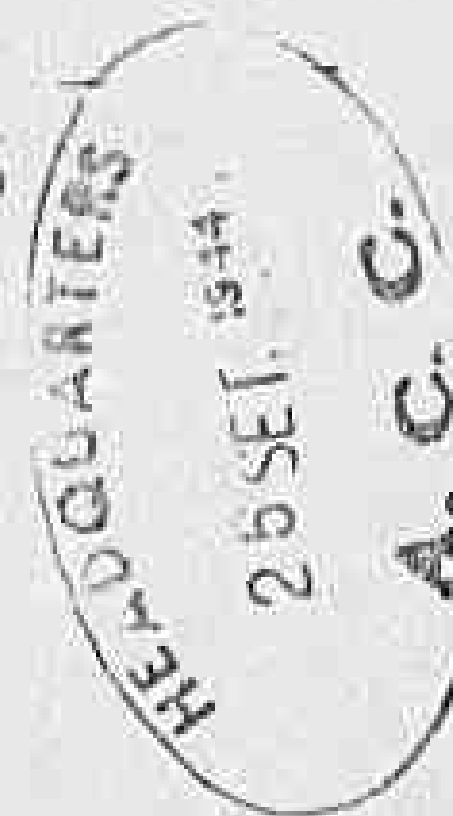
3. <u>Tonnage Moved.</u>	<u>Allied Forces</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
	3200	850	270	28380	32700

(a) Brief Particulars of Predominant Commodities:
Grain, Foodstuff, wine; Construction Material, Fuel, Sulphur, Coal, Asphalt, Army Material.

(b) No. OF PERSONNEL MOVED ON TRAIN ADDITIONAL TO BASIC SCHEDULE:
1300

4. Section of line not open for traffic with reasons: 1288
Same as previous reports.

5. <u>Coal Position.</u>	<u>Tonnage Consumed</u>	<u>Tonnage on Hand</u>	<u>Prospective Receipts</u>
	2275	10919	3500



6.

MC LIVE POWER AND ROLLING STOCK POSITIONSTANDARD GAUGE LOCOMOTIVES

	<u>Frnt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	95	59	26	180	15
(b) spare	(20)	(6)	9	35	--
(c) awaiting light repairs	62	21	6	89	1
(d) awaiting heavy repairs	46	9	9	64	32
Total....223		95	50	368	48

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	10	23
(b) spare	(12)	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	330	338	228	94	5	995
Light repairs	50	43	55	75	12	235
Rebuilding	492	625	432	--	4	1553
TOTAL.....	872	1006	715	169	21	2783

she repair to stock
showed he carefully watched.
a stock loaned out as quickly as possible
27/9

7. General Statement Indicating progress of Track and Station Building and repair work:
7 jobs completed, 2 jobs started, 16 jobs offered for bid, 91 in course of construction. 1205

8. Any Items of special interest or difficulties not covered by above:
(a) I again visited the Naval Yard in connection with the casting for the Messina Ferry. The ISR Technician stated that the casting already made can be used but special valves would have to be made for it as the valve seatings had been cast too large. He also stated that 5 further similar castings would be required. Accordingly I visited the naval repair officer & I asked him if he would order this work. At first he was unwilling to help as the yard is very

(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total.....	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GON	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	330	338	228	94	5	995
Light repairs	50	43	55	75	12	235
Rebuilding	492	625	432	--	4	1553
TOTAL.....	872	1006	715	169	21	2783

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27/9

7. General Statement Indicating progress of Track and Station Building and repair work:

7 jobs completed, 2 jobs started, 16 jobs offered for bid, 91 in course of construction.

1205

8. Any Items of special interest or difficulties not covered by above:

(a) I again visited the Naval Yard in connection with the casting for the Messina Ferry. The ISR Technician stated that the casting already made can be used but special valves would have to be made for it as the valve seatings had been cast too large. He also stated that 5 further similar castings would be required. Accordingly I visited the naval repair officer & I asked him if he would order this work to be done. At first he was unwilling to help as the yard is very fully occupied on Naval repairs but he finally agreed that the remaining 5 castings should be made provided he was not asked to do the machining & it has accordingly been arranged that the machining will be done at Messina at the Railway shops. The new castings will be made with smaller valve seatings.

(b) The situation as regards Oxygen is now as follows: The plant at Messina can supply 50-60 cylinders (11,000 to 13,200 cm.ft.) per month as against the Railway request for 325 cylinders per month.

0484

At the next meeting of the Local Resources Board the discrepancy will be pointed out & further supplies asked for.

The plant at Ali Mariana is already supplying sufficient for the east of the island but can do no more than this without further supplies of raw materials. The railway cannot supply these materials.

(c) No information has been received as to whether or not the reduction in the coal allotment is to take effect. It is hoped that notice of any reduction will not be delayed to enable the necessary steps to reduce schedules to be made when the reduction takes place.

Yes - the reduction is to take effect. I think the reduction was from 9000 tons to 7500 tons per day.

Check this & then tell Major Taylor to give the I.S.B. 2 weeks clear notice to effect the necessary reduction in service - Passengers service to be reduced in favor of freight service

27/9

C.W.G. Taylor RA.

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

HEADQUARTERS
25 SEP 47
A. C. C.

SECRET

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

T/cc
Ref : PR/T/37

SUBJECT: Weekly Sicilian Transportation(Rail)
report from 0001 hours Monday 4 Sept.
to 2400 hours Sunday 10 Sept.1944.

DATE : 14 September 1944.

TO : Director,Transportation Sub-Commission AGC.

1. Basic Schedule of Trains.

Standard Number	Pass/		Freight.		Mixed		Total	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	230	17920	166	15200	140	1580	1436	134700
(diesel)	80	10370	-	-	-	-	80	10370
(b) actually run								
(coal)	230	10920	370	23430	140	1580	1640	142930
(diesel)	104	12180	-	-	-	-	104	12180

2. Additional to Basic Schedule

(coal)	-	-	1204	8230	-	-	1204	8230
(diesel)	24	1810	-	-	-	-	24	1810

Trains additional to basic schedule were run for special military and civilian needs. Increase in basic schedule mileage caused by new schedules going into effect 1 September.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
920	106	193	27921	29140

(a) Brief Particulars of Predominant Commodities:

Grain;Wine,Foodstuffs;Coal,construction material,sulphur,asphalt.

(b) No.of personnel moved on train additional to basic schedule

800

4283

1. Basic Schedule of Trains.

Standard Number	<u>Pass/</u>		<u>Freight.</u>		<u>Mixed</u>		<u>Total</u>	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	230	17920	1166	15200	140	1580	1436	134700
(diesel)	80	10370	-	-	-	-	80	10370
(b) actually run								
(coal)	230	10920	1370	23430	140	1580	1640	142930
(diesel)	104	12180	-	-	-	-	1104	12180

2. Additional to

<u>Basic Schedule</u>								
(coal)	-	-	1204	8230	-	-	1204	8230
(diesel)	24	1810	-	-	-	-	24	1810

Trains additional to basic schedule were run for special military and civilian needs. Increase in basic schedule mileage caused by new schedules going into effect 1 September.

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<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
920	106	193	27921	29140

(a) Brief Particulars of Predominant Commodities:

Grain; Wine, Foodstuff; Coal, construction material, sulphur, asphalt.

(b) No. of personnel moved on train additional to basic schedule

800

4263

4. Section of line not open for traffic with reasons:

Same as previous reports except line Castelvetro-Trapani opened up for traffic on September 10th.

5. Coal Position.

<u>Tonnage Consumed</u>	<u>Tonnage on hand</u>	<u>Prospective Receipts</u>
2288	11158	3500

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	Frtr.	Pass.	Switch	Total	Diesel
(a) in service	96	58	26	180	15
(b) spare	20	6	9	35	--
(c) awaiting light repairs	62	21	6	89	1
(d) awaiting heavy repairs	46	9	9	64	32
Total	224	94	50	368	48

NARROW GAUGE LOCOMOTIVES(All Freight)

	Adhesion	Rack	Total
(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total	40	24	64

NO.OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GON	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	330	338	228	94	5	995
Light repairs	49	41	55	73	11	227
Rebuilding	492	625	452	--	4	1553
Total	871	1004	713	167	20	2775

7. General Statement Indicating progress of Track and Station building and repair work:

4 jobs completed, 6 jobs started, 23 jobs offered for bid, 96 in course of construction. 1282

8. Any Items of special interest or difficulty not covered by above:

(a) Lt. Col. C.W. Oxley ACC Coal Div. called at this office during the week and asked for figures showing the monthly consumption of coal on the railway during the past few months. The figures supplied Lt. Col. Oxley are shown below.

Col. Oxley stated that it will be necessary for the consumption of coal to be reduced as it was excessive having regard to the condition of the mainline and the coal situation generally.

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	10	23
(b) spare	12	--	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Total	40	24	64

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8. Any Items of special interest or difficulty not covered by above:

(a) Lt. Col. C.W. Oxley ACC Coal Div. called at this office during the week and asked for figures showing the monthly consumption of coal on the railway during the past few months. The figures supplied

Col. Oxley are shown below.
Col. Oxley stated that it will be necessary for the consumption of coal to be reduced as it was excessive having regard to the consumption by the railways on the mainland and the coal situation generally. He accordingly stated that he proposed to recommend for the months Oct. Nov. Dec. a reduction in the allotment from 9000 tons per month to 7000 and suggested that this be apportioned as to 1500 tons for passenger traffic & 5500 tons for freight traffic.

It is thought that it will be undesirable to be bound by this apportionment & that it would be preferable to fix the proportion of coal used for each type of traffic according to the circumstances that arise in each month. It will be observed that under the apportionment suggested by Col. Oxley the reduction in coal for freight traffic is reduced by very little and it is hoped that by careful screening the-

consumption for the civilian freight traffic may be reduced.
 Dr. Tuccio has been informed of the probability of the reduction and asked to consider means whereby the existing services can be reduced.

1. TONNAGE MOVED. (May, June, July & August, 1944.)

	<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civilian</u>	<u>Total</u>
May, 1944.	40,265	12,455	404	106,785	159,909
June, 1944.	41,219	6,335	844	76,181	124,699
July, 1944.	25,877	530	1555	86,786	114,612
Aug., 1944.	18,078	940	546	95,048	114,612
TOTAL	125,539	20,280	3349	364,800	513,968

2. TONNAGE COAL CONSUMED DURING THE SAME PERIOD:

	<u>PASS.</u>	<u>FREIGHT</u>	<u>MILITARY</u>	<u>TOTAL</u>
May, 1944.	2,370	5,866	974	9,210
June, 1944.	2,763	4,834	904	8,501
July, 1944.	3,145	5,658	382	9,185
Aug., 1944.	3,469	5,103	424	8,996
TOTAL.....				35,892

3. TONNAGE MOVED DURING THE SAME PERIOD IN 1937 (Estimated)

	<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civilian</u>	<u>Total</u>
May, 1937.	--	--	--	207,803	207,803
June, 1937.	--	--	--	259,816	259,816
July, 1937.	--	--	--	262,922	262,922
Aug., 1937.	--	--	--	232,800	232,800
TOTAL.....				963,341	963,341

4. TONNAGE COAL CONSUMED DURING THE SAME PERIOD:

May, 1937	tons	15,068
June, 1937	"	15,227
July, 1937	"	17,460
Aug., 1937	"	20,761
TOTAL.....		68,516

5. COAL CONSUMED PER TON PER KILOMETRE NOW:

Kg. 0.078 (Locomotive non included)

2. TONNAGE COAL CONSUMED DURING THE SAME PERIOD:

	<u>PASS.</u>	<u>FREIGHT</u>	<u>MILITARY</u>	<u>TOTAL</u>
May, 1944.	2,370	5,866	974	9,210
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TOTAL.....				35,892

3. TONNAGE MOVED DURING THE SAME PERIOD IN 1937 (Estimated)

	<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civilian</u>	<u>Total</u>
May, 1937.	--	--	--	207,803	207,803
June, 1937.	--	--	--	259,816	259,816
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Aug., 1937.	--	--	--	232,800	232,800
TOTAL.....				963,341	963,341

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		tons
May, 1937		15,068
June, 1937	"	15,227
July, 1937	"	17,460
Aug., 1937	"	20,761
TOTAL.....		68,516

5. COAL CONSUMED PER TON PER KILOMETRE NOW:

Kg. 0.078 (Locomotive non included)

(a) 2. Lt. Col. Oxley stated that it was proposed that the railways become the sole importers of coal (including Sardinian Coal) as, in fact, they were in the past (but then exclusive of Sardinian coal) and that the railways would issue coal to large consumers (e.g. Electric Power stations) & former importers under ACC direction. He was introduced to Ing. Dr. Tuccio, and explained the proposals to him and suggested that the railways take over the next shipment, this was agreed to Ing. Dr. Tuccio who said he saw no difficulty in the scheme provided the railways were not asked to vouch for figures

relating to consumption & stocks provided by consumers and "Importers".

On 13 September a meeting of the Engineer Materials Committee of the Local Resources Board was held at which the requirements of oxygen for Railway repairs was discussed. Captain Matson stated that lack of oxygen was holding up much repair work on the Railways, that for the past few months the railways had received from nil to 60% of their monthly allotment.

It was stated that an oxygen plant at Ali Mariana had been completely overhauled & would shortly be in production. What the quantity of production would be was not known but it was expected to be possible to supply the Railways with all that they would require provided that the Railways would furnish the necessary raw materials. The possibilities of furnishing such materials is now being investigated.

The Transportation Sub-Commission Rep. at Reggio C. and Q. Movements urgently requested this division to supply 10 passenger coaches for use in moving a large number of civilians who had collected at Reggio & Gioia Taormina. These were supplied, but as this division is very short of Passenger Coaches, on condition that as many as possible were returned in a week's time and the remainder as soon as possible thereafter.

The casting required for the Messina Ferry has now been completed. At the request of the U.S. Navy who made it and who stated it did not conform fully to the blue print, Capt. Matson a railway technician & I visited the shops. The Technician stated that owing to the fact that the holes forming the valve seating had been cast too large it would be necessary either to have special valves made or separate seatings inserted. He is now investigating these possibilities.

The Diesel car 400 reserved for the Div. Supt. was used to transfer sick Military personnel, some of whom were stretcher cases, from Palermo to Catania.

Capt. Matson and I visited Trapani, Marsala, Mazara and Castelvetro and inspected installations and bridge repairs.

W. G. Taylor R.A.

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

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(c) The Transportation Sub-Commission Rep. at Reggio C. and Q. Movements urgently requested this division to supply 10 passenger coaches for use in moving a large number of civilians who had collected at Reggio & Gioia Taormina. These were supplied, but as this division is very short of Passenger Coaches, on condition that as many as possible were returned in a week, time and the remainder as soon as possible thereafter.

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W. G. Taylor
RA

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

1200

cc: HQ. Region 1.

SECRET

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : PR/PGM/36

SUBJECT: Weekly Sicilian Transportation(Rail)
report from 0001 hours Monday 28 Aug.
to 2400 hours Sunday 3 September 1944.

DATE : 6 September 1944.

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

1. Basic Schedule of Trains.

Standard Number	PASS		Freight		Mixed		TOTAL	
	No.	Kms.	No.	Kms.	No.	kms.	No.	Kms.
(a) of trains	222	17042	166	14359	28	1933	416	33334
(diesel)	72	7933	-	-	-	-	72	7933
(b) actually run	222	17042	368	21481	28	1933	618	40456
(diesel)	88	8522	-	-	-	-	88	8522

2. Additional to Basic Schedule

(coal)	-	-	202	7122	-	-	202	7122
(diesel)	16	589	-	-	-	-	16	589

Increase in Kms.of Basic Schedule due to opening of lines Palermo-Messina & Catania-Messina. Additional Kms.to Basic Schedule run for special Military and Civil needs.

3. Tonnage Moved.

ALLIED Force	A.C.C.	Italian Force	Civil	Total
4057	-	86	24120	28263

(a) Brief Particulars of Predominant Commodities:

Grain, Coal, Wine, Construction Material, Fuel, Vegetables, Army Material.

(b) NO.OF PERSONNEL MOVED ON TRAINS ADDITIONAL TO BASIC SCHEDULE:

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

1. Basic Schedule of Trains.

Standard Number	<u>PASS</u>		<u>Freight</u>		<u>Mixed</u>		<u>TOTAL</u>	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	222	17042	166	14359	28	1933	416	33334
(diesel)	72	7933	-	-	-	-	72	7933
(b) actually run								
(coal)	222	17042	368	21481	28	1933	618	40456
(diesel)	88	8522	-	-	-	-	88	8522

2. Additional to Basic Schedule

(coal)	--	--	202	7122	--	--	202	7122
(diesel)	16	589	-	-	-	-	16	589

Increase in Kms. of Basic Schedule due to opening of lines Palermo-Messina & Catania-Messina. Additional Kms. to Basic Schedule run for special Military and Civil needs.

3. Tonnage Moved.

<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
4057	--	86	24120	28263

(a) Brief Particulars of Predominant Commodities:

Grain, Coal, Wine, Construction Material, Fuel, Vegetables, Army Material.

(b) NO. OF PERSONNEL MOVED ON TRAINS, ADDITIONAL TO BASIC SCHEDULE:

850

4259

4. Section of line not open for traffic with reasons:

Same as previous reports.

5. Coal Position.

<u>Tonnage Consumed</u>	<u>Tonnage on Hand</u>	<u>Prospective Receipts</u>
2125	10913	3000



MOTIVE POWER AND ROLLING STOCK POSITIONSTANDARD GAUGE LOCOMOTIVES

	<u>Frt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	93	49	28	170	15
(b) spare	20	6	8	34	---
(c) awaiting light repairs	77	22	6	105	1
(d) awaiting heavy repairs	42	9	8	59	32
TOTAL	232	86	50	368	48

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	9	22
(b) spare	13	-	13
(c) awaiting light repairs	6	2	8
(d) awaiting heavy repairs	8	13	21
TOTAL	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	330	338	228	94	5	995
Light repairs	51	42	56	77	11	237
Rebuilding	492	625	432	---	4	1553
Total	873	1005	716	171	20	2785

7. General Statement Indicating Progress of Track and Station building and repair work:

4 Jobs completed, 1 job started, 25 jobs offered for bid, 94 in course of construction.

8. Any Items of special interest or difficulties not covered by above:

(a) Opening of new lines.

Permission has been requested to establish train service on the Licata-Agrigento-Canicatti Narrow Gauge line. It has been determined that two mixed trains per week are necessary due to the elimination of highway Transport.

4238

	Adhesion	Rack	Total
(a) in service	13	9	22
(b) spare	13	-	13
(c) awaiting light repairs	6	2	8
(d) awaiting heavy repairs	8	13	21
TOTAL	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GON	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	330	338	228	94	5	995
Light repairs	51	42	56	77	11	237
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(a) Opening of new lines.

Permission has been requested to establish train service on the Licata-Agrigento-Canicattì Narrow Gauge line. It has been determined that two mixed trains per week are necessary due to the elimination of highway Transport. 1228

(b) Asphalt Movement from Ragusa.

The Asphalt mines at Ragusa are requesting 100 per cent increase in train service so that their products can be moved. This has been denied due to the lack of coal. It would be required 40 additional tons of coal per day to move all the Asphalt that they wish to ship.

1200
 line of the roads used due
 months. If the 2-vehicles can wait - until
 are not. Quantity of Asphalt can be used 11/19
 to pavement the roads be used

The policy of repairing the highway at the expense of the railway does not seem to be justified at this time when the highways are continually carrying less traffic due to the breakdown of highway transport and shortage of gasoline.

(c) Rolling Stock.

Major Blair Division Superintendent for ACC at Reggio reports a shortage of wagons. We are arranging to give him 200 which he can load and forward north as we still have a surplus of wagons in Sicily.

(d) New Tn.Sub-Comm.Representative.

Major C.W.G.Taylor RA. has reported to this region as the new representative of the Transportation Sub-Commission ACC and has been inspecting the installations of the railway at Palermo, also will make various trips over the entire system to check conditions on the line.

For the Regional Commissioner:

*Det. groups know
Slt
11/9*

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

SECRET

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : PR/PGM/35

SUBJECT: Weekly Sicilian Transportation (Rail)
report from 0001 hours Monday 21 Aug.
to 2400 hours Sunday 27 August 1944.

DATE : 1 September 1944.

TO : Director, Transportation Sub-Comm. A.C.C.

1. Basic Schedule of Trains.

Standard Number.	Pass.		Freight		Mixed		TOTAL	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	212	15822	169	17860	30	2129	411	35811
(diesel)	60	5559	-	-	-	-	60	5559
(b) actually run								
(coal)	212	15822	449	25140	30	2129	691	43091
(diesel)	83	6311	-	-	-	-	83	6311

2. Additional to Basic Schedule

(coal)	-	-	280	7280	-	-	280	7280
(diesel)	23	752	-	-	-	-	23	752

Increase in Basic Schedule mileage due to extension of train service thru to Messina from Catania. Mileage in addition to Basic Schedule operated for special civil and military needs.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
3890	665	80	21050	25685

(a) Brief Particulars of Predominant Commodities:

Grain, Wine, Vegetables, Coal, Army Material, Asphalt, Construction Material, Fruits, Sulphur.

4266

1. Basic Schedule of Trains.
Standard Number.

		<u>Pass.</u>		<u>Freight</u>		<u>Mixed</u>		<u>TOTAL</u>	
		No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	(coal)	212	15822	169	17860	30	2129	411	35811
	(diesel)	60	5559	-	-	-	-	60	5559
(b) actually run	(coal)	212	15822	449	25140	30	2129	691	43091
	(diesel)	83	6311	-	-	-	-	83	6311

2. Additional to Basic Schedule

(coal)	-	-	280	7280	-	-	280	7280
(diesel)	23	752	-	-	-	-	23	752

Increase in Basic Schedule mileage due to extension of train service thru to Messina from Catania. Mileage in addition to Basic Schedule operated for special civil and military needs.

3. Tonnage Moved.

<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
3890	665	80	21050	25685

(a) Brief Particulars of Predominant Commodities:

Grain, Wine, Vegetables, Coal, Army Material, Asphalt, Construction Material, Fruits, Sulphur.

226

(b) No. of Personnel Moved on Trains Additional to Basic Schedule:

800

Section of line not open for traffic with reasons:

Narrow Gauge line Agrigento-Canicattì-Licata not operated due to lack of fuel and bridge at Favara requires repairs. Narrow Gauge line Bivona-Agrigento-Castelvetro, not in operation due to destruction of bridges. All other lines are in operation.

5. Coal Position.

<u>Tonnage Consumed</u>	<u>Tonnage on hand</u>	<u>Prospective Receipts</u>
2357	12378	3500

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Freight</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	95	49	28	172	15
(b) spare	20	6	8	34	—
(c) awaiting light repairs	77	22	6	105	1
(d) awaiting heavy repairs	42	9	8	59	32
TOTAL	234	86	50	370	48

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	9	22
(b) spare	13	—	13
(c) awaiting light repairs	6	2	8
(d) awaiting heavy repairs	8	13	21
	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY:

	<u>BOX.</u>	<u>GON.</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	330	338	228	94	5	995
Light repairs	66	45	72	89	15	287
Rebuilding	492	625	432	—	4	1553
Total..	888	1008	732	183	24	2835

7. General Statement Indicating Progress of Track and Station building and repair work:

12 jobs completed
 9 " started
 16 " Offered for bid
 97 " in course of construction

8. Any Items of special interest or difficulty not covered by above:

Test Trip.

Monday August 28th a test trip was made by special diesel Palermo to Messina thence to Catania returning over the Simeto bridge to Palermo. Besides myself and railway officials we had with us Colonel Nester the American Consul, ⁶²⁵

	Adhesion	Rack	Total
(a) in service	13	9	22
(b) spare	13	-	13
(c) awaiting light repairs	6	2	8
(d) awaiting heavy repairs	8	13	21
	40	34	64

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Light repairs	66	45	72	89	15	287
Rebuilding	492	625	432	-	4	1553
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7. General Statement Indicating Progress of Track and Station building and repair work:

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8. Any Items of special interest or difficulty not covered by above:

Test Trip.

Monday August 28th a test trip was made by special diesel Palermo to Messina thence to Catania returning over the Simeto bridge to Palermo. Besides myself and railway officials we had with us Colonel Jordon the Regional executive officer, Mr. Nester the American Consul, Lt. Col. McDonald public health, Lt. Col. Snook public safety and Major Clarkson representing OC British Troops? Mr. Nester had made the trip Messina to Palermo by road just a few weeks prior to this and commented on the good work that had been done by ACC in getting this rail line into operation and intended to make a very favorable report to the state department.

New Schedules.

Train services thru to Messina from Palermo and Catania are now in effect. This will benefit the military as well as the civilian population. Headquarters for the British Forces are located in Palermo and Siracusa and they have requested daily diesel service to Messina in order to eliminate road transport and this has been arranged.

Inspection Trip.

August 27th inspection trip was made by representative of the Transportation Sub-Commission of the Filaga-Palazzo Adriano line, this is a rack section line and was put into operation because INT discontinued their bus service leaving two large towns without communications, these two towns are in the Palermo province and macaroni sella at seventy cents per kilo in these two towns while in Palermo the price is usually twice that amount, so this indicates very plainly that poor transportation is to a great extent responsible for so called high black market prices. Two mixed trains per week have been established on this line.

Private owned Rail Lines.

The Circum Etna line has applied for 400 ton of coal per month to operate their line. It was impossible to allow a secondary line the amount they require, so a monthly allotment of 100 ton was established. The Siracusa-Ragusa-Vizzini railway also a secondary line has been given 100 ton of coal to continue operation but no definite amount has been allotted as the traffic conditions are under survey.

Lines not in operations

The narrow gauge line Agrigento-Canicatti-Licata has not been operated since the invasion due to the lack of fuel. A bridge is also destroyed at Favara, we are being pressed to open the line over the portions that are passable because bus transportation has been eliminated, survey is being made and permission to establish service will probably be made shortly. The narrow gauge line Bivona-Agrigento-Castelvetrand is not in operation due to the lack of fuel and destroyed bridges and it is likely that this line will not be opened to traffic for some time as considerable repair work has to be done to bridges. All other lines in Sicily are now in operation.

For The Regional Commissioner:

For G. Martino

1254

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124

For The Regional Commissioner:

Peter G. Matson

PETER G. MATSON

Capt. T.C.

Trans. Sub-Comm.

Rep. at HQ. Region I.

SECRET

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : PR/PGM/34

SUBJECT: Weekly Sicilian Transportation(Rail)
report from 0001 hours Monday 14th
August to 2400 hours Sunday 20 August 1944.

DATE : 24 August 1944.

TO : Director, Transportation Sub-Commission ACC.

1. Basic Schedule of Trains.	Standard Number	Pass.		Freight		Mixed		TOTAL	
		No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	(coal)	212	15020	169	17860	42	2555	423	35435
	(diesel)	60	5559	-	-	-	-	60	5559
(b) actually run	(coal)	214	15208	519	28180	42	2555	775	45943
	(diesel)	98	8440	-	-	-	-	98	8440
2. Additional to Basic Schedule.	(coal)	2	188	350	10320	-	-	352	10508
	(diesel)	38	2881	-	-	-	-	38	2881

Trains additional to basic schedule run for special civil and Military needs. Military traffic increased over 100% compared with previous week which is cause of increased mileage run.

3. Tonnage Moved.	Allied Force	A.C.C.	Italian Force	Civil	Total
	6470	12	93	21340	27915

1233

(a) Brief Particulars of Predominant Commodities:
Grain, Wine, Vegetables, coal, Army material, asphalt, Construction Materials.

(b) NO OF PERSONNEL MOVED ON TRAINS ADDITIONAL TO BASIC SCHEDULE:

1. Basic Schedule of Trains.

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	212	15020	169	17860	42	2555	423	35435
(diesel)	60	5559	-	-	-	-	60	5559
(b) actually run								
(coal)	214	15208	519	28180	42	2555	775	45943
(diesel)	98	8440	-	-	-	-	98	8440

2. Additional to Basic Schedule.

(coal)	2	188	350	10320	-	-	352	10508
(diesel)	38	2881	-	-	-	-	38	2881

Trains additional to basic schedule run for special civil and Military needs. Military traffic increased over 100% compared with previous week which is cause of increased mileage run.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
6470	12	93	21340	27915

1233

(a) Brief Particulars of Predominant Commodities:

Grain, Wine, Vegetables, coal, Army material, asphalt, Construction Materials.

(b) NO OF PERSONNEL MOVED ON TRAINS ADDITIONAL TO BASIC SCHEDULE:

1550

4. Section of line not open for traffic with reasons:

Same as previous reports.

5. Coal Position.

Tonnage Consumed	Tonnage on Hand	Prospective Receipts
2362	12451	5500

6. MOTIVE POWER AND ROLLING STOCK POSITION

Standard Gauge Locomotives

	<u>Freight</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	95	49	28	172	15
(b) spare	20	6	8	34	--
(c) awaiting light repairs	77	22	6	105	1
(d) awaiting heavy repairs	42	9	8	59	32
TOTAL	234	86	50	370	48

Narrow Gauge Locomotives(All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>TOTAL</u>
(a) in service	13	8	21
(b) spare	13	2	15
(c) awaiting light repairs	6	2	8
(d) awaiting heavy repairs	8	12	20
TOTAL	40	24	64

NO.OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY:

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	337	346	231	97	5	1016
Light repairs	71	48	80	95	18	312
Rebuilding	492	625	432	--	4	1553
TOTAL	900	1019	743	192	27	2881

7. General Statement indicating Progress of track and station building and repair works:

10 jobs completed
14 " started
50 " offered for bid
100 " in course of construction

6222

8. Any Items of special interest or difficulty not covered by above:

Catania-Messina line.

The repairs to the Messina line were completed 22 August and train service extended. The work was speeded up by putting pressure on the contractor and offering him a bonus, this was done so

Narrow Gauge Locomotives(All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>TOTAL</u>
(a) in service	13	8	21
(b) spare	13	2	15
(c) awaiting light repairs	6	2	8
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TOTAL	40	24	64

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	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	337	346	231	97	5	1016
Light repairs	71	48	80	95	18	312
Rebuilding	492	625	432	---	4	1553
TOTAL	900	1019	743	192	27	2881

7. General Statement indicating Progress of track and station building and repair works:

10 jobs completed
 14 " started
 50 " offered for bid
 100 " in course of construction

4222

8. Any Items of special interest or difficulty not covered by above:

Catania-Messina line.

The repairs to the Messina line were completed 22 August and train service extended. The work was speeded up by putting pressure on the contractor and offering him a bonus, this was done so that the necessary equipment required by the Military Railway Service on the mainland of Italy could be transferred. The condition of the Capo S. Antonio Tunnel was not as bad as anticipated which helped us to cut down on the estimated time for repairs.

POL.

A heavy move of POL has just been completed from Palermo to Siracusa for export. Over 400 tons of coal was used for this move, another case of port to port transportation by rail that we object to, but being this was a military request there wasn't much we could about it, however such a waste of fuel does not seem to be necessary.

Schedules

The Palermo-Messina line and the Palermo-Catania line will be ready for operation within five days and train schedules are being revised so that thru services will go into effect as soon as repairs are completed. There has been some delay to the completion of the Simeto bridge due to workers being affected with malaria.

Rolling Stock to Mainland.

Rolling Stock in the Catania Area for the Mainland can now be transferred to Messina and thence to Reggio, and Rolling Stock from the Palermo Area can be started to Messina within a few days.

For the Regional Commissioner:

Peter G. Matson

PETER G. MATSON

Capt. T.C.

Trans. Sub-Comm. A.C.C.

Rep. at HQ. Region 1.

4251

0509

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

9626

ELSC ACC

V43/25

3758
76/9/44

AR V MEAV NR 98

A LHUB

T/ LRKB

FROM ACC REGION ONE RTC-55

TO HQ ACC

GPS 54 BT

RESTRICTED REPAIRS TO RAILWAY LINE CATANIA TO MESSINA

COMPLETED AND PUT INTO OPERATION

TODAY AUGUST TWO THREE PD SIMETO BRIDGE

AND PALERMO DASH MESSINA LINE WILL

X BE READY FOR OPERATION. PAREN ABLE CHARLIE CHARLIE.

REGION ONE TO HOWE QUEEN

ABLE CHARLIE CHARLIE CITE ROGER TARE

CHARLIE DAHS FIVE FIVE PAREN WITHIN

APPROXIMATELY SEVEN DAYS

BT 231055B

RPTN 98 A LHUB

RTC-55-54-231055B

SENT LNP AR

HEADQUARTERS

25 AUG 1944

A. C. C.

ACTION

04250

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : PR/PGM/33

SUBJECT: Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday 7 August 1944 to
2400 hours Sunday 13 August 1944.

DATE : 17 August 1944.

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

1. Basic Schedule of Trains.

Standard Number	PASS.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains	212	15020	169	17860	42	2555	423	35535
(coal)								
(diesel)	60	5559	-	-	-	-	60	5559
(b) actually run	213	15089	319	21920	42	2555	574	39664
(coal)								
(diesel)	78	6852	-	-	-	-	78	6852

2. Additional to Basic Schedule.

(coal)	1	69	150	4060	-	-	151	4129
(diesel)	18	1293	-	-	-	-	18	1293

Change in basic schedule mileage due to service being established on the Lercara-Bivona line previously not operated due to lack of fuel. Change in Diesel mileage due to decrease in service Catania-Siracusa-Pozzallo.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
2730	101	131	22700	25662

(a) Brief Particulars of Predominant Commodities:

Coal, Construction Material, Grain, Fruits, Wine, Army Material.

17-8-44

DATE. : 17 August 1944.

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

1. Basic Schedule of Trains.

Standard Number	PASS.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	212	15020	169	17860	42	2555	423	35535
(diesel)	60	5559	-	-	-	-	60	5559
(b) actually run								
(coal)	213	15089	319	21920	42	2555	574	39664
(diesel)	78	6852	-	-	-	-	78	6852

2. Additional to

Basic Schedule.	(coal)	1	69	150	4060	-	-	151	4129
	(diesel)	18	1293	-	-	-	-	18	1293

Change in basic schedule mileage due to service being established on the Lercara-Bivona line previously not operated due to lack of fuel. Change in Diesel mileage due to decrease in service Catania-Siracusa-Pozzallo.

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2730	101	131	22700	25662

(a) Brief Particulars of Predominant Commodities:

Coal, Construction Material, Grain, Fruits, Wine, Army Material.

(b) NO. OF PERSONNEL MOVED ON TRAIN ADDITIONAL TO BASIC SCHEDULE:

1080

4249

4. Section of line not open for traffic with reasons:

Same as previous reports except line Lercara-Bivona opened for traffic.

5. Coal Position

Tonnage Consumed	Tonnage on Hand	Prospective Receipts
2020	13123	3300

MC. VE POWER AND ROLLING STOCK POSITIONSTANDARD GAUGE LOCOMOTIVES

	<u>Frtr.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	95	49	28	172	15
(b) spare	26	6	8	40	--
(c) awaiting light repairs	75	22	6	103	1
(d) awaiting heavy repairs	44	9	8	61	31
TOTAL	240	86	50	376	47

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	8	21
(b) spare	13	2	15
(c) awaiting light repairs	6	2	8
(d) awaiting heavy repairs	8	12	20
TOTAL	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs	349	361	241	99	6	1056
Light repairs	81	60	88	96	19	344
Rebuilding	492	525	432	--	4	1553
TOTAL	922	1046	761	195	29	2953

7. General Statement Indicating Progress of Track and Station Building and Repair work:

5 Jobs completed, 5 jobs started, 37 jobs offered for bid and 96 in course of construction.

8. Any Items of special interest or difficulty not covered by above:

Strike:

August 16th the employees of the Palermo roundhouse engaged in a sit down strike. The reason for this was that they had not received the ration that they had been promised which was a distribution of Macaroni to have been started on August 12th. The Regional Commissioner was advised and he passed the information on to the High Commissioner and the Prefect. At 1400 hours Dr. Tuccio went to the roundhouse and when he arrived the men were forming a column and intended to march

	Adhesion	Rack	Total
(a) in service	13	8	21
(b) spare	13	2	15
(c) awaiting light repairs	6	2	8
(d) awaiting heavy repairs	8	12	20
TOTAL	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	LOW	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	349	361	241	99	6	1056
Light repairs	81	60	88	96	19	344
Rebuilding	492	625	432	--	4	1553
TOTAL	922	1046	761	195	29	2953

7. General Statement Indicating Progress of Track and Station Building and Repair work:

5 Jobs completed, 5 jobs started, 37 jobs offered for bid and 19 in course of construction.

8. Any Items of special interest or difficulty not covered by above:

Strike:

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Ties (Sleepers)

We are urgently in need of cross ties and there are approximately 40000 in the Etna Area at the price of 350 lire per tie. The price is unreasonable and the subject is being handled by the Economics and Supply Division with a view of requisitioning this material.

Caronia Bridge.

August 13th inspection was made by Sub-Commission representative of the Caronia bridge. This bridge is 85 per cent complete but the job is only temporary and the entire structure will have to be rebuilt in the near future. The Navy was approached for the steel to build the permanent bridge without success, however it was intimated that the material may be available a little later on.

Lt. Col. C.G. Brown.

Lt. Col. Brown has been in Eastern Sicily the past ten days supermising the export of rolling stock to the mainland and also speeding up car and loco repair work. Lumber, Nails and bolts were obtained from the Air Force at Catania and transported to Messina where material is very scarce for car repairs.

Fuel.

Our request to the coal section for an increased allowance of coal to operate new lines when opened up was refused on the grounds that military traffic had decreased and civilian traffic had benifited thereby, so with the opening of new lines in the near future it may be necessary to reduce certain services so that a skeleton service can be maintained on all lines.

Oxygen.

The railway is urgently in need of oxygen for loco AND car repairs, so that equipment can be put in shape for the mainland when the Messina lines are ready for operation. The subject is being handled by the Economics and Supply Division with a possibility of an improvement in the Supply.

Kerosene-Gasoline-Lubricants.

We have been unable to obtain Kerosene and Gasoline for the railway since IBS discontinued to supply this material which is urgently required, and during August Lubricants were furnished as allotted. The subject is being handled with the Petroleum Section thru the Director of the Transportation Sub-Commission.

7.2.47

Have we any
left?
7.2.47

the material may be available a little later on.

2/1/46
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For the Regional Commissioner:

Peter G. Matson

PETER G. MATSON

Capt.T.C.

Trans.Sub-Comm.

Rep.at HQ.Region I.

0516

SECRET
6842
in SE
16B/23

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : PR/PGM/32

SUBJECT: Weekly Sicilian Transportation (Rail)
report from 0001 hours Monday 31 July
to 24 hours Sunday 6 August 1944.

Date : 10 August 1944.

TO : Director, Transportation Sub-Commission.

1. Basic Schedule of Trains.

Standard Number	PASS		FREIGHT		MIXED		TOTAL	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains								
(coal)	208	14960	166	17780	42	2555	416	35295
(diesel)	68	6011	-	-	-	-	68	6011
(b) actually run								
(coal)	208	14960	326	25086	43	2624	577	42670
(diesel)	98	7104	-	-	-	-	98	7104

2. Additional to Basic Schedule

(coal)	-	-	106	7306	1	69	161	7375
(diesel)	30	1093	-	-	-	-	30	1093

Increase in Kms. of Basic Schedule due to opening of line
Dettanle - Leonforte.
Additional Kms. to Basic Schedule run for special Military
and Civil needs.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
3113	189	225	18871	22398

(a) Brief Particulars of Predominant Commodities:

Coal, Construction Material, Grain, Wine, Vegetables, Army Materials,
Various Foodstuff. 2246

(b) No. of personnel moved on Train additional to basic schedule:

1. Basic Schedule of Trains.

Standard Number	PASS		FREIGHT		MIXED		TOTAL	
	No.	Kms.	No.	Kms.	No.	Kms.	No.	Kms.
(a) of trains	(coal) 208	14960	166	17780	42	2555	416	35295
	(diesel) 68	6011	-	-	-	-	68	6011
(b) actually run	(coal) 208	14960	326	25086	43	2624	577	42670
	(diesel) 98	7104	-	-	-	-	98	7104

2. Additional to Basic Schedule

(coal)	-	-	106	7306	1	69	161	7375
(diesel)	30	1093	-	-	-	-	30	1093

Increase in Kms. of Basic Schedule due to opening of line
Dettanle - Leonforte.

Additional Kms. to Basic Schedule run for special Military
and Civil needs.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
3113	189	225	18871	22398

(a) Brief Particulars of Predominant Commodities:

Coal, Construction Material, Grain, Wine, Vegetables, Army Materials,
Various Foodstuffs.

2246

(b) No. of personnel moved on Train additional to basic schedule:

1450

4. Section of line not open for traffic with reasons:

Same as previous reports except line Dittania-Leonforte opened
up for traffic previously closed due to lack of fuel.

5. Coal Position

Tonnage Consumed	Tonnage on Hand	Prospective Receipts
2000	13111	5043

6. MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Frts.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	95	49	28	172	15
(b) spare	26	6	8	40	-
(c) awaiting light repairs	75	22	6	103	1
(d) awaiting heavy repairs	44	9	8	61	31
TOTAL	240	86	50	376	47

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	8	21
(b) spare	13	2	15
(c) awaiting light repairs	6	2	8
(d) awaiting heavy repairs	8	12	20
TOTAL	40	24	64

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs-349		361	241	99	6	1056
Light repairs- 86		65	86	98	20	355
rebuild- ing - 492		625	432	---	4	1553
TOTAL- 927		1051	759	197	30	2964

7. General Statement Indicating progress of Track and Station building and repair work:

3 jobs completed, 3 jobs started, 42 jobs offered for bid; 92 in course of construction.

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	8	21
(b) spare	13	2	15
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3 jobs completed, 3 jobs started, 42 jobs offered for bid; 92 in course of construction.

8. Any items of special interest or difficulty not covered by above

(a) Damage to Railway property.

August 8th while Italian Military were handling ammunition at Vittoria a series of explosions took place which resulted in death of twenty military personnel and injury to six Railway employees. Traffic was stopped for twenty four hours due to damage to right of way. 35 Rail cars were badly damaged. Very heavy damage to Station Building. Railway has no responsibility in the cause of the explosions. Complete report will be submitted by letter when all details are known.

(b) Simeto Bridge

It is now definitely known that the Simeto bridge will be ready for operation on 25 August.

(c) Messina-Palermo line.

The three bridges remaining unfinished on this line are all 80 per cent complete and September 5th appears to be a very good figure on the date that this line will be in operation.

(d) Catania-Messina line.

This line will not be open before the latter part of September all projects on the line are practically complete with the exception of the Capo S. Antonio tunnel which is 70 per cent finished.

(e) Trapani-Castelvetro

All work on this line is now complete with the exception of the three arch bridge at Mazzara and this will definitely be complete the latter part of August.

(f) Cement

We were being delayed in our work due to the lack of cement but this has now been overcome by getting the Cement plant at Palermo back into operation and it now appears that our projects will be completed to such an extent that they will not be damaged by early rains.

(g) Oxygen

Repairs to rolling stock is being delayed due to the lack of oxygen, in 90 days we only received 313 flasks on an allotment of 975 flasks; the Navy takes all they need and we get our share of what is left, the subject will be handled at the local resources board meeting August 12th.

For the Regional Commissioner:

Peter G. Matson
PETER G. MATSON

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For the Regional Commissioner:

Peter G. Matson

PETER G. MATSON

Capt. T.C.

Trans. Sub-Comm.

0522

SECRET

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : PR/PGM/31

SUBJECT: Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday 24 July to 2400 hours
Sunday 30 July 1944.

DATE : 2 August 1944.

TO : Director, Transportation Sub-Commission

1. Basic schedule of trains
Standard Number

(a) of trains	(coal)	208	14960	166	17780	38	2495	412	35235
	(diesel)	68	6011	-	-	-	-	68	6011
(b) actually run	(coal)	208	14960	350	27440	38	-	596	44895
	(diesel)	129	8390	-	-	-	2495	129	8390

2. Additional to
Basic schedule

(coal)	-	184	9660	-	-	184	9660
(diesel)	61	2379	-	-	-	61	2379

Mileage in addition to basic schedule run for special Military and
Civilian needs.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
3170	246	260	20630	24306

(a) Brief Particulars of Predominant Commodities:

Army Materials, Foodstuffs, Grain, Vegetables, Coal, Construction
materials, Fruits, Wine, Sulphur, Salt, Fuels.

(b) No. of Personnel moved on train additional to basic schedule:
1900

TO : Director, Transportation Sub-Commission

1. Basic schedule of trains
Standard Number

(a) of trains	(coal)	208	14960	166	17780	38	2495	412	35235
	(diesel)	68	6011	-	-	-	-	68	6011
(b) actually run	(coal)	208	14960	350	27440	38	-	596	44895
	(diesel)	129	8390	-	-	-	2495	129	8390

2. Additional to Basic schedule

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(diesel)	61	2379	-	-	-	-	61	2379

Mileage in addition to basic schedule run for special Military and Civilian needs.

3. Tonnage Moved.

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(a) Brief Particulars of Predominant Commodities:

Army Materials, Foodstuff, Grain, Vegetables, Coal, Construction materials, Fruits, Wine, Sulphur, Salt, Fuels.

(b) No. of Personnel moved on train additional to basic schedule:
1900

4. Section of line not open for traffic, with reasons:

Same as previous reports.

4213

5. Coal Position.

Tonnage consumed	Tonnage on hand	Prospective Receipts
2208	13558	2000

6. ACTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Frt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	114	36	25	172	18
(b) spare	36	7	4	50	--
(c) awaiting heavy repairs	73	9	20	102	1
(d) rebuilding	44	10	0	54	--
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>adhesion</u>	<u>Rack</u>	<u>TOTAL</u>
(a) in service	14	7	21
(b) spare	9	4	13
(c) awaiting heavy repairs	8	2	10
(d) rebuilding	7	11	18
TOTAL	38	24	62

No. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy repairs:	482	590	377	40	10	1499
Light repairs:	816	423	54	154	19	1466
TOTAL	1298	1013	431	194	29	2965

7. GENERAL STATEMENT INDICATING PROGRESS OF TRACK AND STATION BUILDING AND REPAIR WORK:

3 jobs completed
10 " started
14 " offered for bid
92 " in course of construction

8. Any Items of special interest of difficulty not covered by above:

(a) Rioting.

We are having difficulty with people storming the buses that handle passengers over the break in the line S.Stefano - S.Agata (Messina-Palermo line) Tickets are sold for fixed capacity of 320 passengers per train trip but unauthorized persons endeavor to ride Bus. Public Safety Officer has been advised so sufficient po-

	adhesion	Rack	TOTAL
(a) in service	14	7	21
(b) spare	9	4	13
(c) awaiting heavy repairs	8	2	10
(d) rebuilding	7	11	18
TOTAL	38	24	62

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(b) Simeto Bridge.

The Simeto bridge will be ready for service on 20 August. The reduced mileage that will be derived from this project will give us more equipment and save fuel.

(c) Repair to Lines.

The Marsala-Castelvetro line will be completed 30 August. The Messina-Palermo line will be ready for service about 5 September and the Catania-Messina line will be ready for operation on 20 September.

I (d) The equipment for export is moving slowly due to inadequate sea transport 15% of the 445 cars have been moved to date.

(e) Considerable army material is found on cars without labels or marks. We are making a drive to see that cars are released for transportation purposes instead of being used for storage space.

For the Regional Commissioner:

Peter G. Matson
PETER G. MATSON
Capt. T.C.
Trans. SUB-COMM.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : PR/PGM/30

SUBJECT: Weekly Sicilian Transportation(Rail)
report from 0001 hours Monday 17 July
1944.to 2400 hours Sunday 23 July 1944.

TO : Director, Transportation Sub-Commission
HQ.Allied Control Commission
Trans.Sub-Comm.APO 394.

DATE : 28 July 1944.

1. Basic schedule of trains.

Standard Number	Pass No.	Km.	Freight		Mixed		Total	
			No.	Km.	No.	Km.	No.	Km.
(a) of trains	(coal) 208	14960	166	17780	38	2495	412	35235
	(diesel) 68	6011	-	-	-	-	68	6011
(b) actually run	(coal) 213	15229	375	30125	38	2495	630	47849
	(diesel) 108	9034	-	-	-	-	108	9034

2. Additional to
basic schedule

(coal) 5	269	213	12345	-	-	218	12614
(diesel) 40	3023	-	-	-	-	40	3023

Mileage in addition to Basic schedule was run for special
Military and Civilian needs.

Increased Basic schedule mileage was caused by opening of
line between Fiumefreddo and Taormina on the Messina - Catania
line.

3. Tonnage Moved.

Allied Force	A.C.C.	Italian Force	Civil	Total
2614	258	345	20523	23740

(a) Brief of particulars of predominant commodities:

Army materials, Foodstuff, Grain, Vegetables, Coal, Construction
materials, Fruits, Wine, Sulphur, Salt and Fuels.

(b) No. of Personnel moved on train additional to Basic Schedule:

2600

DATE : 28 July 1944.

1. Basic schedule of trains.

Standard Number	<u>Pass</u>		<u>Freight</u>		<u>Mixed</u>		<u>Total</u>	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	208	14960	166	17780	38	2495	412	35235
(diesel)	68	6011	-	-	-	-	68	6011
(b) actually run								
(coal)	213	15229	375	30125	38	2495	630	47849
(diesel)	108	9034	-	-	-	-	108	9034
2. Additional to basic schedule								
(coal)	5	269	213	12345	-	-	218	12614
(diesel)	40	3023	-	-	-	-	40	3023

Mileage in addition to Basic schedule was run for special Military and Civilian needs.

Increased Basic schedule mileage was caused by opening of line between Fiumefreddo and Taormina on the Messina - Catania line.

3. Tonnage Moved.

<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
2614	258	345	20523	23740

(a) Brief of particulars of predominant commodities:

Army materials, Foodstuff, Grain, Vegetables, Coal, Construction materials, Fruits, Wine, Sulphur, Salt and Fuels.

(b) No. of Personnel moved on train additional to Basic Schedule:

2600

4. Section of line not open for traffic with reason:

Same as previous reports.

5. Coal Position

<u>Tonnage Consumed</u>	<u>Tonnage on Hand</u>	<u>Prospective Receipts</u>
2145	12006	4000
		4240

5.

ACTIVE POWER AND ROLLING STOCK POSITION
STANDARD GAUGE LOCOMOTIVES

	<u>Prt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	112	36	24	172	18
(b) spare	38	7	5	50	-
(c) awaiting heavy repairs	73	9	20	102	1
(d) rebuilding	44	10	0	54	-
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	14	7	21
(b) spare	9	4	13
(c) awaiting heavy repairs	8	2	10
(d) rebuilding	7	11	18
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
Heavy Repairs:	484	592	377	42	10	1505
Light Repairs:	812	412	60	153	19	1456
TOTAL	1296	1004	437	195	29	2961

all heavy large numbers out of commission

7. GENERAL STATEMENT INDICATING PROGRESS OF TRACK AND STATION BUILDING AND REPAIR WORK:

4 jobs completed, 28 jobs started, 10 jobs offered for bid, 85 jobs in course of construction.

8. Any items of special interest or difficulty not covered by above.

(a) Equipment to Mainland:

The following equipment is now moving from Sicily to the Mainland:

Diesel Car ROCKET No. 404
" " " No. 401
" " " UNION JACK
" " " equipped as kitchen car companion car of the UNION JACK.

75 Tank cars suitable for Petrol

(c) awaiting heavy repairs	8	4	13
(d) rebuilding	7	11	18
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

Heavy Repairs: BOX	GON	FLAT	TANK	OTHERS	TOTAL
484	592	377	42	10	1505
Light Repairs: 812	412	60	153	19	1456
TOTAL	1296	1004	437	195	2961

a very large number
out of Commission

7. GENERAL STATEMENT INDICATING PROGRESS OF TRACK AND STATION BUILDING AND REPAIR WORK:

4 jobs completed, 28 jobs started, 10 jobs offered for bid, 85 jobs in course of construction.

8. Any Items of special interest or difficulty not covered by above.

(a) Equipment to Mainland:

The following equipment is now moving from Sicily to the Mainland:

- Diesel Car ROCKET No. 404
- " " " No. 401
- " " " UNION JACK
- " " equipped as kitchen car companion car of the UNION JACK.
- 75 Tank cars suitable for Petrol
- 50 Various types of German and U.S. World-War 1 Cars.
- 60 Refrigerators
- 80 Flats
- 80 Low side Gons.
- 50 High " "
- 50 Box cars

129

Also request has been made for 34 locomotives but these cannot be moved immediately due to lack of suitable sea transport.

(b)

(b) Removal of Bailey Bridge.

The Bailey bridge at Tusa just west of San. Stefano has been removed by the Royal Engineers and the newly constructed bridge is now in operation. Messina traffic over this line was delayed two days while the Bailey was being removed.

(c) Opening of Narrow gauge line.

Request has been made for 500 tons of coal to operate the privately owned "CAMERA C.I.A.SIRACUSA" line. This cannot be considered until our request for increased coal allotment has been assured.

(d) New Diesel Coach.

The new diesel coach for the Director of the Transportation Sub-Commission was inspected by representatives of this Sub-Commission 1700 hours July 26 1944. and work on the coach is practically complete. Coach will leave Palermo 0001 hours July 27th uncompleted on account having to be in Catania 27 July to be loaded on the only trip that the Ferry will be able to make for some time. Two foremen and four workmen will accompany the coach and do as much work as possible enroute.

Practically all the necessary furniture and fixtures have been procured and placed in the car. We spent much time and exerted ourselves so that the Director could have a suitable coach and we are very much disappointed in having to send the car off just before completion because we are proud of our efforts and accomplishments, and we hope the Director will be pleased and appreciate what we have done.

*Advise D.S. Reggio
of the arrival of
this coach.*

For the Regional Commissioner:

*Also D.G.M. AS and
ask if he will kindly
arrange to have the diesel
worked up to Rome if this is
possible so that use can
be made of it for inspecting the Railway Division
handed over to Acc and Divisions which
is due course are to be handed over
R.T.P.*

Peter G. Matson 4238
PETER G. MATSON
Capt. T.C.
Trans. Sub-Comm.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc

Ref: PR/PGM/28

SUBJECT: Weekly Sicilian Transportation(Rail) report
from 0001 hours Monday 3 July 1944
to 2400 hours Sunday 9 July 1944.

Date : July 14, 1944

TO : Director, Transportation Sub-Commission, ACC.

1. Basic schedule of trains

Standard Number	Pass		Freight		Mixed		Total	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	208	14680	166	17720	38	2495	412	34895
(diesel)	68	6011	-	-	-	-	68	6011
(b) actually run								
(coal)	236	17130	360	27460	38	2495	134	47085
(diesel)	156	12400	-	-	-	-	156	12400
2. Additional to Basic schedule								
(coal)	28	2450	194	9740	-	-	222	12190
(diesel)	88	6389	-	-	-	-	88	6389

Mileage in addition to basic schedule was run for special military and Civilian needs:

Basic schedule Mileage was reduced due to decreased necessity for the Trapani Diesel service which was reduced from daily to three days per week.

3. Tonnage moved:

Allied force	ACC	Italian Force	Civil	Total
12045	207	473	19380	32105

(a) Brief Particulars of
Predominant Commodities: Army material, Foodstuffs, Wine, Salt,
Oils, Fruits, Vegetables, Grain, Flour, Salvage.

(b) No. of personnel moved on train additional to basic schedule:

6400

4. Section of line not open for traffic with reason:

Broad gauge lines

SECRET

1. Basic schedule of trains

Standard Number	<u>Pass</u>		<u>Freight</u>		<u>Mixed</u>		<u>Total</u>	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	208	14680	166	17720	38	2495	412	34895
(diesel)	68	6011	-	-	-	-	68	6011
(b) actually run								
(coal)	236	17130	360	27460	38	2495	134	47085
(diesel)	156	12400	-	-	-	-	156	12400
2. Additional to								
Basic schedule								
(coal)	28	2450	194	9740	-	-	222	12190
(diesel)	88	6389	-	-	-	-	88	6389

Mileage in addition to basic schedule was run for special military and Civilian needs:

Basic schedule Mileage was reduced due to decreased necessity for the Trapani Diesel service which was reduced from daily to three days per week.

3. Tonnage moved:

<u>Allied force</u>	<u>ACC</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
12045	207	473	19380	32105

(a) Brief Particulars of

Predominant Commodities: Army material, Foodstuffs, Wine, Salt, Oils, Fruits, Vegetables, Grain, Flour, Salvage.

(b) No. of personnel moved on train additional to basic schedule:

6400

4. Section of line not open for traffic with reason:Broad gauge lines

Messina - Catania line (Fiumefreddo - Scaletta) Bridge Construction
 Palermo - Messina line (S. Agata - S. Stefano) " "
 Palermo - Catania line (via Simeto) Simeto bridge " "
 under construction passengers transferred at Simeto " "
 Freight moves Via Ragusa. " "

6237

Trapani - Marsala - Castelvetro lines

Marsala - Nicola di Mazara - Bridge Construction

Narrow gauge lines

Castelvetro - Agrigento - Lercara line.
Entire line not operated due to lack of fuel and damaged bridges. Portions will be opened within 10 days (awaiting approval from Director, Trans. Sub-Comm).

Agrigento - Canicattì-Ilicata line

Not operated due to lack of fuel.

Dittania - Leonforte

Not operated due to lack of fuel, expect to open up for traffic within 10 days (awaiting approval of Director, Trans. Sub-Comm).

5. Coal Position	US&D Tonnage Mined	Tonnage on hand	Prospective receipts
	2103	9971	2443

MOTIVE POWER AND ROLLING STOCK POSITION

6.

STANDARD GAUGE LOCOMOTIVES

	Prt.	Pass.	Switch	Total	Diesel
(a) in service	114	34	24	172	16
(b) spare	34	7	5	46	-
(c) awaiting heavy repairs	75	11	20	106	3
(d) rebuilding	44	10	0	54	-
TOTAL	257	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All Freight)

	Adhesion	Rack	Total
(a) in service	13	7	20
(b) spare	10	4	14
(c) awaiting heavy repairs	8	2	10
(d) rebuilding	7	11	18
TOTAL	38	24	62

NO OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GON	FLAT	TANK	OTHERS	TOTAL
heavy repairs -	488	596	377	50	11	1522
light repairs -	818	417	54	152	18	1459
TOTAL	1306	1013	431	202	29	2981

5. Coal Position

<u>Tonnage moved</u>	<u>USED</u>	<u>Tonnage on hand</u>	<u>Prospective receipts</u>
2103	9971	2443	

6.

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Frnt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	114	34	24	172	16
(b) spare	34	7	5	46	-
(c) awaiting heavy repairs	75	11	20	106	3
(d) rebuilding	44	10	0	54	-
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (all Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	8	20
(b) spare	10	4	14
(c) awaiting heavy repairs	8	2	10
(d) rebuilding	7	11	18
TOTAL	38	24	62

NO OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
heavy repairs -	488	596	377	50	11	1522
light repairs -	818	417	54	152	18	1459
TOTAL -	1306	1013	431	202	29	2981

Previous figures included only cars due for heavy repairs. The figures, as now shown, include all bad order cars. 2236

7.

General statement indicating progress of track and station building and repair work.

3 jobs completed, 4 jobs started, 2 jobs offered for bid, 51 jobs in course of construction.

Track maintenance is progressing favorable, consistant with material available.

8. Any items of special interest or difficulty not covered by above.

(a) Closing of R.T.O. offices.

Island Base Section has withdrawn their R.T.O. at Palermo and it has been necessary for the Sub-Commission representatives to establish a similar office in the same location which will be run by the Railway, under Sub-Commission supervision. The personnel of the office, English speaking and it will be necessary to keep this office as a liaison and information office, as long as there are still a large number of English speaking military personnel on the island. The movement of military, as well as civil traffic, is now under our supervision which is increasing our work considerably.

(b) Diesel Car

Inspection was made of the Diesel Coach now being altered for use of the Director, Transportation Sub-Commission and work is progressing satisfactorily. The Coach should be ready about 1 August.

(c) Simeto bridge.

The Sub-Commission representatives inspected Simeto bridge 11 July and most of the base piling is in, and after this is completed work will be speeded up, as this is the most difficult part of the construction. All necessary material is on the job.

(d) Moves.

Recently an exceptionally heavy move was handled, Trapani Palermo to Rome over the Palermo - Messina line. The Military furnished the trucks to make the transfer from San Stefano to San Agata. The movement consisted of approximately 150 carloads of material and 5000 O/M. Sub-Commission representatives worked hard on this job and the Railway personnel did splendid work handling this move without difficulty or criticism.

(e) Moving of Regional Finance Office.

The Regional Finance office is moving Palermo to Rome July 15th. We provided a special train S. Agata to Messina and have asked that special; attention be given this movement beyond Messina by "Q" Movements. The train consists of one coach and two Box cars and is carrying a considerable amount of currency and bullion. We are informed that there is a shortage of money in Rome so we are doing all possible to speed the shipment to its destination.

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Inspection was made of the Diesel Coach now being altered for use of the Director, Transportation Sub-Commission and work is progressing satisfactorily. The Coach should be ready about 1 August.

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The Sub-Commission representatives inspected Simeto bridge 11 July and most of the base piling is in, and after this is completed work will be speeded up, as this is the most difficult part of the construction. All necessary material is on the job.

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For the Regional Commissioner:

4235

H. Lindberg, Jr. Col.
O. H. LINDBERG, R. E.,
Lt. Col. Trans. Sub-Comm. ACC,
Rep. at HQ. Region I.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref : PR/CHL/23
Date: June 9, 1944

TO : Director, Transportation Sub-Commission
HQ. Allied Control Commission
Trans.Sub-Comm. APO 394

SUBJECT : Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday May 29, 1944
to 2400 hours Sunday June 4, 1944

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains (coal)	205	13926	168	17661	34	1278	407	32865
(diesel)	78	7358	-	-	-	-	78	7358
(b) actually run (coal)	225	15633	316	26711	42	2286	583	44620
(diesel)	190	15218	-	-	-	-	190	15218

2. Additional to Basic schedule

(coal)	20	1707	148	9050	8	1008	176	11765
(diesel)	112	7860	-	-	-	-	112	7860

Increase in basic schedule was due to new time table being put into effect/ Mileage in addition to Basic Schedule was run for special military and civilian needs.

3. Tonnage Moved:

Allied Force	A.C.C.	Italian Force	Civil	TOTAL
3005	1583	28	21007	25623

(a) Brief Particulars of

Predominant Commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:

6600.

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

NONE.

SUBJECT : Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday May 29, 1944
to 2400 hours Sunday June 4, 1944

1. Basic schedule of trains
Standard Number

	Pass. No.	Km.	Freight		Mixed		TOTAL	
			No.	Km.	No.	Km.	No.	Km.
(a) of trains (coal)	205	13926	168	17661	34	1278	407	32865
(diesel)	78	7358	-	-	-	-	78	7358
(b) actually run (coal)	225	15633	316	26711	42	2286	583	44620
(diesel)	190	15218	-	-	-	-	190	15218

2. Additional to

	Pass. No.	Km.	Freight No.	Km.	Mixed No.	Km.	TOTAL No.	Km.
Basic schedule (coal)	20	1707	148	9050	8	1008	176	11765
(diesel)	112	7860	-	-	-	-	112	7860

Increase in basic schedule was due to new time table being put into effect. Mileage in addition to Basic Schedule was run for special military and civilian needs.

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	Allied Force	A.C.C.	Italian Force	Civil	TOTAL
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(a) Brief Particulars of

Predominant Commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:
6600

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open for traffic with reasons:

Same as previous report.

5. Coal Position:

Tonnage used	Tonnage on hand	Prospective receipts
2162	12995	3000

Coal Position appears to be good.

1294

- 1 -

6. MOBILE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Frts.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesels</u>
(a) in service	113	34	26	173	16
(b) Stored in good condition	33	6	5	44	---
(c) Waiting heavy repairs	77	12	18	107	3
(d) rebuilding	<u>44</u>	<u>10</u>	<u>0</u>	<u>54</u>	<u>---</u>
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	11	7	18
(b) stored in good condition	13	3	16
(c) waiting heavy repairs	7	2	9
(d) rebuilding	<u>7</u>	<u>12</u>	<u>19</u>
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY.

<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
518	676	372	47	42	1595

7. General statement indicating progress of track and station building and repair work:
 5 jobs completed, 16 started, 5 offered for bid, 57 in course of completion. Repair of line San Agata to Pretello Acquadolci completed on the Palermo Messina line shortening the gap to 19.5 kms but transfers will be made at S. Agata and San Stefano for convenience.
8. Any items of special interest or difficulty not covered by above:
 (a) Bus Service between San Stefano and San Agata.
 Arrangements are being made between I.N.T. and the railway to establish regular bus and truck service with restrictions between San Stefano and San Agata thereby establishing limited thru service between Palermo and Messina. This Sub-Com. mission is pushing this arrangement and it is expected the service will be in effect within a few days.

- (b) Coal Allotment
 An additional 1500 tons monthly allotment of coal has been applied for, effective 1 July 1944, so that advantage can be taken of our accomplishments in rehabilitating of addi-

NARROW GAUGE LOCOMOTIVES (All freight)

	Adhesion	Rack	Total
(a) in service	11	7	18
(b) stored in good condition	13	3	16
(c) waiting heavy repairs	7	2	9
(d) rebuilding	7	12	19
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY.

BOX	GON	FLAT	TANK	OTHERS	TOTAL
518	676	372	47	42	1595

7. General statement indicating progress of track and station building and repair work:

5 offered for bid, 57 in course of completion. Repair of line San Agata to Fretello Acquadolci completed on the Palermo Messina line shortening the gap to 19.5 kms but transfers will be made at S. Agata and San Stefano for convenience.

8. Any items of special interest or difficulty not covered by above:

(a) Bus Service between San Stefano and San Agata.
Arrangements are being made between I.N.T. and the railway between San Stefano and San Agata thereby establishing limited thru service between Palermo and Messina. This Sub-Com. mission is pushing this arrangement and it is expected the service will be in effect within a few days.

(b) Coal Allotment

An additional 1500 tons monthly allotment of coal has been applied for, effective 1 July 1944. So that advantage can be taken of our accomplishments in rehabilitating of additional lines.

(c) Repairs to tunnels

The work on the Ferro tunnel at Campo Franco will be completed within a week and it is expected that the line Roccapalumba to Agrigento will be opened for traffic on 15 June 1944.

(d) Repair work at Catania and Acquicella workshops.

When in Catania on 3 June, I discovered that these 2 shops were only working 3 days a week on account of power cut

I called a meeting for Monday 5 and this was attended by Major Crowther, A.C.C. Electricity, the Railway Engineer and the manager electric works.

I pointed out that there were 150 men at one shop and 200 at the other working only 3 days a week, on account of the ration scheme for electric power for the machines.

After discussion, it was agreed that the two shops in question will be given the necessary 25 kilo each for 6 days a week instead of three days.

This new arrangement was effective as from 5 inst.

For the Regional Commissioner:

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

*good
12/6*

SECRET

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : PR/PGM/29

SUBJECT: Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday 10 July 1944 to
2400 hours Sunday 16 July 1944.

TO : Director, Transportation Sub-Commission
HQ. Allied Control Commission
Trans. Sub-Comm. APO 394.

Date : July 20, 1944.

1. Basic schedule of trains
Standard Number

	Standard Number	Pass		Freight		Mixed		TOTAL
		No.	Km.	No.	Km.	No.	Km.	
(a) of trains	(coal) 208	14680	166	17720	38	2495	412	34895
	(diesel) 68	6011	-	-	-	-	68	6011
(b) actually run	(coal) 213	15115	396	32066	38	2495	647	49676
	(diesel) 120	10374	-	-	-	-	120	10374

2. Addition to Basic schedule

(coal)	5	435	230	14346	-	-	235	14781
(diesel)	52	4363	-	-	-	-	52	4363

Mileage in addition to Basic schedule was run for special Military and Civilian needs.

3. Tonnage Moved

Allied Force	A.C.C.	Italian Force	Civil	TOTAL
4396	280	317	18471	23464

(a) Brief Particulars of
Predominant Commodities: Army material, Foodstuff, Wine, Salt,
Oils, Sulphur, Fruits, Vegetables, Grain, Flour.

(b) No. of Personnel moved on train additional to Basic schedule:
6000

4. Section of line not open for Traffic with reasons:

Date : July 20, 1944.

1. Basic schedule of trains
Standard Number

	Pass	Freight	Mixed	TOTAL
	No. Km.	No. Km.	No. Km.	No. Km.
(a) of trains	208 14680	166 17720	38 2495	412 34895
(diesel)	68 6011	-	-	68 6011
(b) actually run	213 15115	396 32066	38 2495	647 49676
(diesel)	120 10374	-	-	120 10374

2. Addition to
Basic schedule

(coal)	5 435	1 14346	-	235 14781
(diesel)	52 4363	-	-	52 4363

Mileage in addition to Basic schedule was run for special Military and Civilian needs.

3. Tonnage Moved

Allied Force	A.C.C.	Italian Force	Civil	TOTAL
4396	280	317	18471	23464

(a) Brief Particulars of

Predominant Commodities: Army material, Foodstuff, Wine, Salt, Oils, Sulphur, Fruits, Vegetables, Grain, Flour.

(b) No. of Personnel moved on train additional to Basic schedule:
6000

4. Section of line not open for Traffic with reasons:

Same as previous report except line opened up ~~to~~ from Fiume - Preddo to Taormina a distance of 9 Kms on the Catania - Messina line. The break of this line is now only 21 Kms.

5. Coal Position

Tonnage consumed	Tonnage on hand	Prospective Receipts
2099	10750	4800

6.

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Frt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	112	36	24	172	16
(b) spare	38	7	5	50	---
(c) awaiting heavy repairs	73	9	20	102	3
(d) rebuilding	44	10	0	54	---
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>TOTAL</u>
(a) in service	13	7	20
(b) spare	10	4	14
(c) awaiting heavy repairs	8	2	10
(d) rebuilding	7	11	18
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

Heavy Repairs:	<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
	486	594	377	44	11	1512
Light Repairs:	811	409	58	149	18	1445
TOTAL	1297	1003	435	193	29	2957

7.

GENERAL STATEMENT INDICATING PROGRESS OF TRACK AND STATION BUILDING AND REPAIR WORK:

3 jobs completed, 13 jobs started, 50 jobs offered for bid, 61 jobs in course of construction. Track maintenance is progressing favorably consistent with material available.

8.

Any items of special interest or difficulty not covered above:

- (a) Conferences & Meetings
 (1) Move of Petrol. I attended a Conference on 18th^N connection with a movement of Petrol from MISERNI TO PALERMO. The question of making use of the Narrow Gauge Railway was discussed. I suggested this would be un-economic, as the distance is only 9 miles & would entail double handling. I then accompanied Major Askew, D.A.Q.M.G. Movements Sicily and Capt. Lowe, 7 BPFC, to the dump. There are a lot of Drums

	<u>Adhesion</u>	<u>Rack</u>	<u>TOTAL</u>
(a) in service	13	7	20
(b) spare	10	4	14
(c) awaiting heavy repairs	8	2	10
(d) rebuilding	7	11	18
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

Heavy Repairs: BOX	GON	FLAT	TANK	OTHERS	TOTAL
486	594	377	44	11	1512
Light Repairs: 811	409	58	149	18	1445
TOTAL	1297	1003	193	29	2957

7. GENERAL STATEMENT INDICATING PROGRESS OF TRACK AND STATION BUILDING AND REPAIR WORK:

3 jobs completed, 13 jobs started, 50 jobs offered for bid, 61 jobs in course of construction. Track maintenance is progressing favorably consistent with material available.

8. Any items of special interest or difficulty not covered above:

- (a) Conferences & Meetings
- (1) Move of Petrol. I attended a Conference on 18thth connection with a movement of Petrol from MISELMERI TO PALERMO. The question of making use of the Narrow Gauge Railway was discussed. I suggested this would be un-economic, as the distance is only 9 miles & would entail double handling. I then accompanied Major Askew, D.A.Q.M.G. Movements Sicily and Capt. Lowe, 7 BPFC, to the dump. There are a lot of Drums near the Narrow Gauge line & I informed them that I could arrange for Rail cars to be placed in position if they so wished, I pointed out, however, that on account of the gradients, an engine could only haul 4 loaded rail cars (80 tons) or if double headed, 8 rail cars 160 tons. I now await their decision, but have warned the Railway people of possible requirements. I attended the Regional Commissioner's Conference on 17th July and the Provincial Commissioner's Conference on 19th July, and gave information as regard train services, restrictions and prospects etc.

(b) Regional Commissioners Visit to Marsala.

The Regional Commissioner asked for a Diesel Rail car to take him on the recently opened line Trapani - Marsala on 16th inst. We lent him our U.S. Army - 400 car & he afterwards thanked us and said he had been able to ~~car~~ carry his programme, and he was also pleased to see the newly opened section of line.

(c) Visitors.

Lt. Col. Brown and Capt. Serieno of D.G.M.R.S. arrived in Palermo on 19th inst. on a special mission.

(d) Opening of new lines.

On July 19, line was opened Fiumefreddo to Taormina a distance of 9 Kms. Train service will be extended to Taormina on July 22nd. The break in the Messina - Catania line is now Taormina - Scaletta, a distance of 21 Kms. and the entire line should be repaired and ready for operation about Sept. 30, 1944.

FOR the Regional Commissioner:

O. H. Lindberg, Lt. Col.
O. H. LINDBERG, R. E.,
Lt. Col. Trans. Sub-Comm. A. C. C.,
Rep. at Region 1. HQ.

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/gth

16B/17

Our Reference : ACC Tn/16/10/2

Date : 16 July 44

TO : Col. O.H. Lindberg,
c/o H.Q., ACC., Region I - Sicily.

SUBJECT : Opening up of Narrow Gauge Lines - Sicily.

1. Reference is to your report FR/IGM/27, paragraph 8 (b).
2. Provided the Railway authorities can put the Dittania-Leonforte and Lercara Basse-Bovina into operation without material assistance, I agree to this being done.
3. Please let me have time-table prepared, details of stock, and say if the service is intended for permanent operation, or only to cover the period of grain crops.
4. If permanent operation is intended, full justification must be produced.

adp.

D.S. ADAMS,
Colonel, C.E.,
Director, Transportation Sub-Comm.

Copy to :- Sicilian Reports File 16B.
Private Lines File.

6229

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PCM/er

Ref : PR/PCM/27

SUBJECT : Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday 26 June 1944 to
2400 hours Sunday 2 July 1944.

Date : July 7, 1944

TO : Director, Transportation Sub-Commission, ACC.

1. Basic schedule of trains

Standard Number	Pass No.	Km.	Freight		Mixed		Total	
			No.	Km.	No.	Km.	No.	Km.
(a) of trains	(coal) 208	14480	156	17720	38	2495	412	34695
	(diesel) 76	6730	-	-	-	-	76	6730
(b) actually run	(coal) 216	15826	320	24161	38	2495	574	42482
	(diesel) 143	11713	-	-	-	-	143	11713
2. Additional to Basic schedule	(coal) 8	1346	154	6441	-	-	162	7787
	(diesel) 67	4983	-	-	-	-	67	4983

Mileage in addition to basic schedule was run for special military and civilian needs:

Difference in basic schedule, Mileage caused by establishing train service over the newly opened line Agrigento-Roccapalumba, and cancellation of the Licata Diesel on Sunday and cancellation of the Licata-Gela diesel entirely.

3. Tonnage moved:

Allied Force	ACC	Italian Force	Civil	Total
5917	1833	4500	15208	27458
				<u>27458</u>

(a) Brief Particulars of
Predominant Commodities: Army materials, foodstuffs, wine, salt, oils, fruits, vegetables, grain, flour, salvage.

(b) No. of personnel moved on train additional to basic schedule:
3700.

(c) Particulars of any essential freight or personnel movement not covered out or not completed according to program with reasons:

1. Basic schedule of trains

Standard Number	Pass		Freight		Mixed		Total	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	208	14480	156	17720	38	2495	412	34695
(diesel)	76	6730	-	-	-	-	76	6730
(b) actually run								
(coal)	216	15826	320	24161	38	2495	574	42482
(diesel)	143	11713	-	-	-	-	143	11713
2. Additional to Basic schedule								
(coal)	8	1346	154	6441	-	-	162	7787
(diesel)	67	4983	-	-	-	-	67	4983

Mileage in addition to basic schedule was run for special military and civilian needs:

Difference in basic schedule, Mileage caused by establishing train service over the newly opened line Agrigento-Roccapalumba, and cancellation of the Licata Diesel on Sunday and cancellation of the Licata-Gela diesel entirely.

3. Tonnage moved:

Allied Force	ACC	Italian Force	Civil	Total
5917	1833	4500	15208	27458

(a) Brief Particulars of

Predominant Commodities: Army materials, foodstuffs, wine, salt, oils, fruits, vegetables, grain, flour, salvage.

(b) No. of personnel moved on train additional to basic schedule:
3700(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.4. Section offline not open for traffic with reasons:

Same as previous report.

4228

5. Coal position

Tonnage used	Tonnage on hand	Prospective receipts
1893	11487	3000

LOCOMOTIVE POWER AND ROLLING STOCK POSITIONSTANDARD GAUGE LOCOMOTIVES

	<u>Frts.</u>	<u>Pass</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	114	34	24	172	16
(b) spare	34	7	5	46	--
(c) awaiting heavy repairs	75	11	20	106	3
(d) rebuilding	44	10	0	54	0
<u>TOTAL</u>	<u>267</u>	<u>62</u>	<u>49</u>	<u>378</u>	<u>19</u>

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	13	7	20
(b) spare	10	4	14
(c) awaiting heavy repairs	8	2	10
(d) rebuilding	7	11	18
<u>TOTAL</u>	<u>38</u>	<u>24</u>	<u>62</u>

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
490	597	373	52	11	1553

7. General statement indicating progress of track and station building and repair work:
 4 jobs completed, 7 jobs started, 8 jobs offered for bid, 55 jobs in course of construction. Track maintenance is progressing favorably consistent with material available.
8. Any items of special interest or difficulty not covered by above:

(a) Steel for Petrace bridge?

The Railway has officers and men now assembling and loading the steel for the Petrace bridge. The Navy stopped the Railway from loading on 26 June due to their stocks being required for their own needs, but the Sub-Commission, Representatives were able to get Navy to release sufficient steel for the Petrace bridge.

(b) Opening up of Narrow Gauge lines

We are being pressed to open narrow gauge lines between Dittania-Leonforte and Lercara Basso-Bovina to handle the grain crops and save tires and gasoline. Request has been submitted to the Director Trans. Sub-Commission ACC for permission to establish the service mentioned. Increased monthly kms will be 1508 and additional monthly

	in service	spare	awaiting heavy repairs	rebuilding	TOTAL
(a)	13	10	8	7	38
(b)	7	4	2	11	24
(c)	20	14	10	18	62
(d)					

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

BOX	GON	FLAT	TANK	OTHERS	TOTAL
490	597	373	52	11	1553

7. General statement indicating progress of track and station building and repair work:
 4 jobs completed, 7 jobs started, 8 jobs offered for bid, 55 jobs in course of construction.
 Track maintenance is progressing favorably constant with material available.

8. Any items of special interest or difficulty not covered by above:

(a) Steel for Petrace bridge?

The Railway has officers and men now assembling and loading the steel for the Petrace bridge. The Navy stopped the Railway from loading on 26 June due to their stocks being required for their own needs, but the Sub-Commission, Representatives were able to get Navy to release sufficient steel for the Petrace bridge.

(b) Opening up of Narrow Gauge lines

We are being pressed to open narrow gauge lines between Dittania-Leonforte and Lercara Passa-Bovina to handle the grain crops and save tires and gasoline. Request has been submitted to the Director Trans. Sub-Commission ACC for permission to establish the service mentioned. Increased monthly kms will be 1508 and additional monthly coal consumption will be 64 tons.

(c) Embargo on civilian traffic.

For the time being civilian traffic has been practically stopped on the Trapani-Messina line, due to other heavy traffic being handled. Particulars of this will be mentioned in a subsequent progress report. In the meantime, the refugees have had to be diverted to Syracuse. The heavy traffic referred to has called for a good deal of attention on the part of your Representatives.

For the Regional Commissioner:

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

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ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APC 394

PGM/er

Ref: PR/PGM/26

Date: June 29 - 1944

SUBJECT : Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday 19 June 1944 to
2400 hours Sunday 25 June 1944.

TO : Director, Transportation Sub-Commission, ACC.

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	205	13956	166	17585	32	1833	403	33374
(diesel)	78	7358	-	-	-	-	78	7358
(b) actually run								
(coal)	208	14000	302	23149	32	1833	542	38982
(diesel)	203	17496	-	-	-	-	203	17496
2. Additional to Basic schedule								
(coal)	3	44	136	5564	-	-	139	5608
(diesel)	125	10138	-	-	-	-	125	10138

Mileage in addition to basic schedule was run for special military and civilian needs.

3. Tonnage Moved:

Allied Force	A.C.C.	Italian Force	Civil	TOTAL
11928	1894	361	15383	29566

(a) Brief Particulars of
Predominant Commodities: Army materials, foodstuffs, wine,
salt, oils, fruits and vegetables, rations, flour.

(b) No. of personnel moved on trains additional to basic schedule:

4600

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

NONE.

4. Section of line not open for traffic with reasons:

Same as previous report except line opened Trapani-Marsala

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains	(coal) 205	13956	166	17585	32	1833	403	33374
	(diesel) 78	7358	-	-	-	-	78	7358
(b) actually run	(coal) 208	14000	302	23149	32	1833	542	38982
	(diesel) 203	17496	-	-	-	-	203	17496
2. Additional to Basic schedule	(coal) 3	44	136	5564	-	-	139	5608
	(diesel) 125	10138	-	-	-	-	125	10138

Mileage in addition to basic schedule was run for special military and civilian needs.

3. Tonnage Moved:

Allied Force	A.C.C.	Italian Force	Civil	TOTAL
11928	1894	361	15383	29566

(a) Brief Particulars of Predominant Commodities: Army materials, foodstuffs, wine, salt, oils, fruits and vegetables, rations, flour.

(b) No. of personnel moved on trains additional to basic schedule:
4600

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open for traffic with reasons:

Same as previous reports except line opened Trapani-Marsala 27 June 1944.

5. Coal Position.

Tonnage used	Tonnage on hand	Prospective receipts
1921	13064	2000

7/10/44

LOCOMOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	Frnt.	Pass.	Switch.	Total	Diesel
(a) In service	113	35	25	173	16
(b) Spare	33	5	4	42	--
(c) Awaiting heavy repairs	77	12	20	109	3
(d) Rebuilding	44	10	0	54	0
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All freight)

	Adhesion	Rack	Total
(a) In service	11	7	18
(b) Spare	12	3	15
(c) Awaiting heavy repairs	8	2	10
(d) Rebuilding	7	12	19
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

BOX	GON	FLAT	TANK	OTHERS	TOTAL
492	593	378	54	41	1558

7. General statement indicating progress of track and station building and repair work:

3 jobs completed, 1 job started, 8 offered for bid, 62 in course of construction. Track maintenance is progressing favorably consistent with materials available.

8. Any items of special interest or difficulty not covered by above:

(a) Freight service.

Effort is being made to obtain trucks and transvery certain classes of freight as well as passengers between San Stefano and San Agata over break in the Palermo Messina line.

(b) Refugees.

Refugees are again beginning to arrive, 1000 are arriving Messina 29-30 June for Termini.

(c) Inspection.

Inspection of line East of San Stefano to km 105 was made by members of the Sub-Commission 26 June to see if transfer could be made at other than present locations to shorten the bus-truck mileage over the Break in the Palermo-Messina line, such a location was found at Km 104 which can be used for heavy

	Adhesion	Rack	Total
(a) In service	11	7	18
(b) Spare	12	3	15
(c) Awaiting heavy repairs	8	2	10
(d) Rebuilding	7	12	19
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

BOX	GON	FLAT	TANK	OTHERS	TOTAL
492	593	378	54	41	1558

7. General statement indicating progress of track and station building and repair work:

3 jobs completed, 1 job started, 8 offered for bid, 62 in course of construction. Track maintenance is progressing favorably consistent with materials available.

8. Any items of special interest or difficulty not covered by above:

(a) Freight service.

Effort is being made to obtain trucks and transfers certain classes of freight as well as passengers between San Stefano and San Agata over break in the Palermo Messina line.

(b) Refugees.

Refugees are again beginning to arrive, 1000 are arriving Messina 29-30 June for Termini.

(c) Inspection.

Inspection of line East of San Stefano to km 105 was made by members of the Sub-Commission 26 June to see if transfer could be made at other than present locations to shorten the bus-truck mileage over the Break in the Palermo-Messina line, such a location was found at Km 104 which can be used for heavy moves but not suitable for present traffic due to lack of terminal facilities for busses.

(d) Diesel Car Service.

In view of the fact that I.B.S. are moving and that there is very little military movement, we considered cutting out the Military Diesel Services. However, we discussed the matter with the Regional Commissioner, who pressed us to continue the service, his reasons being that he wishes to maintain his courier and mail services and also give a service for his Officers, Italian administrative Officials and a limited Italian Civilian Mail. We asked the Regional Commissioner for a letter from him to this effect, and this has now been received, and we are

therefore maintaining the service for a time being.

(e) Rehabilitation of Sicilian Railways.

On 27 June, the line between Trapani and Marsala was opened, and the Transportation Sub-Commission representatives and Railway Officials travelled over the line and inspected it.

All was found to be in order for a regular train service to be put into operation, and authority for 3 mixed trains per week has been received today from the Director of the Tn. Sub-Commission. We are therefore arranging for the service to commence on 1st July.

(f) Visit to ALCAMO Station.

We have recently visited Alcamo station to see if the Railway management have done any cleaning up, as was instructed by Deputy Director Lt.Col. Brown, on his recent tour of the Sicilian Railways.

We found that some attempt has been made to pick up some of small component parts of rail cars. We noticed a gang of men at work digging out sleepers etc., for use else where. It is hoped that Dr. Tuccio will commence some of the breaking up of damaged rail cars, at this station and remove all vehicles which can run on their own wheels.

For the Regional Commissioner;

A. Lindberg, Lt. Col.
O.H. LINDBERG, R.E.,
Lt. Col., Trans. Sub-Comm., ACC.,
Rep. at HQ. Region I

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/er
Ref : PR/PGM/25

SUBJECT : Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday 12 June 1944
to 2400 hours Sunday 18 June 1944.

Date : June 22 - 1944

TO : Director, Transportation Sub-Commission, ACC.

1. Basic schedule of trains
Standard Number

	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	205	13956	166	17585	32	1833	403	33374
(diesel)	78	7358	-	-	-	-	78	7358
(b) actually run								
(coal)	215	14792	304	24755	38	1863	557	41410
(diesel)	172	14159	-	-	-	-	172	14159
2. Additional to Basic schedule								
(coal)	10	835	138	7170	6	30	154	8036
(diesel)	94	6801	-	-	-	-	94	6801

Mileage in addition to basic schedule was run for special military and civilian needs: The variation in freight and mixed miles was caused by discontinuing freight trains no longer required and extending others over the newly opened line between Roccapalumba and Agrigento.

3. Tonnage Moved:

	Allied Force	A.C.C.	Italian Force	Civil	TOTAL
	15952	3237	66	19659	38914

(a) Brief Particulars of
Predominant Commodities: Vegetables, fruits, army material, salt, oils, fuels, salvage, sulphur, flour, rations, building and construction materials.

(b) No. of personnel moved on trains additional to basic schedule:
7600

(c) Particulars of any essential freight or personnel movement not

1. Basic schedule of trains

Standard Number	<u>Pass.</u>		<u>Freight</u>		<u>Mixed</u>		<u>TOTAL</u>	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	205	13956	166	17585	32	1833	403	33374
(diesel)	78	7358	-	-	-	-	78	7358
(b) actually run								
(coal)	215	14792	304	24755	38	1863	557	41410
(diesel)	172	14159	-	-	-	-	172	14159
2. Additional to								
Basic schedule								
(coal)	10	836	138	7176	6	30	154	8036
(diesel)	94	6801	-	-	-	-	94	6801

Mileage in addition to basic schedule was run for special military and civilian needs: The variation in freight and mixed miles was caused by discontinuing freight trains no longer required and extending others over the newly opened line between Roccapalumba and Agrigento.

3. Tonnage Moved:

<u>Allied Force</u>	<u>A.C.C.</u>	<u>Italian Force</u>	<u>Civil</u>	<u>TOTAL</u>
15952	3237	66	19659	38914

(a) Brief Particulars of

Predominant Commodities: Vegetables, fruits, army material, salt, oils, fuels, salvage, sulphur, flour, rations, building and construction materials.

(b) No. of personnel moved on trains additional to basic schedule:
7600.(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

NONE.

4. Section of line not open for traffic with reasons:

Same as previous reports.

5. Coal Position:

<u>Tonnage used</u>	<u>Tonnage on hand</u>	<u>Prospective receipts</u>
1960	12861	4400

6. LOCOMOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES

	<u>Ert.</u>	<u>Pass</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	114	34	25	173	16
(b) spare	32	6	4	42	--
(c) Awaiting heavy re-pairs	77	12	20	109	3
(d) Rebuilding	<u>44</u>	<u>10</u>	<u>0</u>	<u>54</u>	<u>--</u>
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>TOTAL</u>
(a) in service	13	7	20
(b) spare	10	3	13
(c) Awaiting heavy repairs	8	2	10
(d) rebuilding	<u>7</u>	<u>12</u>	<u>19</u>
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
501	598	376	51	42	1568

7. General statement indicating progress of track and station building and repair work:
 2 jobs completed, 2 jobs started, 7 jobs offered for bid, 64 in course of construction, Track maintenance is progressing favorably, consistent with material available.
8. Any items of special interest or difficulty not covered by above:
 (a) Bridge steel. Railway bridge inspectors together with Sub-Commission representatives inspected surplus steel stocks at the Navy Yard to determine if any of the surplus stocks could be used for the Petrace bridge on the line between Battipaglia and Reggio, Calabria. It was determined that plans for this bridge could be revised, so that considerable available steel would be satisfactory. The Navy Commander in charge of the Yard reports considerable surplus steel at Taranto, this should be investigated as it may be a source of supply for other projects.

(b) Embargo. An embargo has been placed on all Civilian goods for the Mainland, via the Messina Ferry, and any traffic offered to the Railway will be turned over to schooners.

TOTAL

	<u>Adhesion</u>	<u>Rack</u>	<u>TOTAL</u>
(a) in service	13	7	20
(b) spare	10	3	13
(c) Awaiting heavy repairs	8	2	10
(d) rebuilding	<u>7</u>	<u>12</u>	<u>19</u>
TOTAL	38	24	62

TOTAL	1568
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BOX	501	GON	598	FLAT	376	TANK	51	OTHERS	42	TOTAL	1568
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- (b) Embargo. An embargo has been placed on all Civilian goods for the Mainland, via the Messina Ferry, and any traffic of-
fense to the railway will be turned over to schooners.

- (c) Simeto Bridge. It is now~~is~~ estimated that trains will be able to pass over the Simeto bridge by August 20th. 1222

For the Regional Commissioner:

G.D. Lindberg, Lt. Col.

O. H. LINDBERG, R. E.;

Lt. Col., Trans. Sub-Comm., ACC.,

Rep. at HQ. Region I

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/er
Ref: PR/PGM/24

SUBJECT : Weekly Sicilian Transportation (Rail) report
from 0001 hours Monday 5 June 1944 to
2400 hours Sunday 11 June 1944.

Date : June 15, 1944
TO : Director, Transportation Sub-Commission
HQ. Allied Control Commission
Trans. Sub-Comm. APO 394

1. Basic schedule of trains	Standard Number	Pass.		Freight		Mixed		TOTAL	
		No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains	(coal)	205	13956	168	17661	38	1599	411	33216
	(diesel)	78	7358	-	-	-	-	78	7358
(b) actually run	(coal)	213	14981	296	25351	41	1977	550	42309
	(diesel)	198	14878	-	-	-	-	198	14878
2. Additional to Basic schedule	(coal)	8	1025	128	7690	3	378	139	9093
	(diesel)	120	7520	-	-	-	-	120	7520

The additional mileage in mixed column is due to service of two mixed trains daily operated over narrow gauge lines between Castelvetro and Burgo. Mileage addition to Basic schedule was run for special military and civilian needs.

3. Tonnage Moved:	Allied Force		A.C.C.		Italian Force		Civil		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.	No.	Km.
	4250		3122		79		15289		22740	

(a) Brief Particulars of
Predominant Commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:
7000

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

HQ. Allied Control Commission
Trans. Sub-Comm. APO 394

1. Basic schedule of trains
Standard Number

	Pass.	Freight	Mixed	TOTAL
	No. Km.	No. Km.	No. Km.	No. Km.
(a) of trains				
(coal) 205	13956	168 17661	38 1599	411 33216
(diesel) 78	7358	-	-	78 7358
(b) actually run				
(coal) 213	14981	296 25351	41 1977	550 42309
(diesel) 198	14878	-	-	198 14878
2. Additional to Basic schedule				
(coal) 8	1025	128 7690	3 378	139 9093
(diesel) 120	7520	-	-	120 7520

The additional mileage in mixed column is due to service of two mixed trains daily operated over narrow gauge lines between Castelvetro and Burgo. Mileage addition to Basic schedule was run for special military and civilian needs.

3. Tonnage Moved:

Allied Force	A.C.C.	Italian Force	Civil	TOTAL
4250	3122	79	15289	22740

(a) Brief Particulars of

Predominant Commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:
7000.

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open for traffic with reasons:

Same as previous report except service established on narrow gauge Castelvetro-Burgo not previously operated due to lack of fuel. Also line Roccapalumba-Agrigento opened for traffic.

5. Coal Position:

Tonnage used	Tonnage on hand	Prospective receipts
2070	12843	4150

MOTIVE POWER AND ROLLING STOCK POSITION
STANDARD GAUGE LOCOMOTIVES

	<u>Frnt.</u>	<u>Pass.</u>	<u>Switch</u>	<u>Total</u>	<u>Diesel</u>
(a) in service	113	34	26	173	16
(b) spare	33	6	4	43	--
(c) waiting heavy repairs	77	12	19	108	3
(d) rebuilding	44	10	0	54	0
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All freight)

	<u>Adhesion</u>	<u>Rack</u>	<u>Total</u>
(a) in service	11	7	18
(b) spare	12	3	15
(c) waiting heavy repairs	8	2	10
(d) rebuilding	7	12	19
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
509	609	370	49	42	1581

7. General statement indicating progress of track and station building and repair work:
5 jobs completed, 1 started, 8 offered for bid, 66 in course of construction repair of ferro tunnel at Campo Franco was completed June 11, 1944. Track maintenance is progressing favorably consistent with material available.
8. Any items of special interest or difficulty not covered by above:
- (a) Bus service between San Stefano and San Agata. Effective June 12 passenger service was established between Palermo and Messina with I.M.T. operating busses over the break in rail line between San Stefano and San Agata. Four mixed trains per week have been arranged.
- (b) Train service Castelvetro-Burgio. Mixed train service has been put into effect on the narrow gauge line between Castelvetro and Burgio two days per week. Line has been out of service since the invasion due to lack of fuel.
- (c) Simeto Bridge. The plans for the Simeto bridge have been revised so that smaller timber obtainable in Sicily can be used. This had to do with the difficulty of obtaining timber from the Cala-

	Admission	Rack	Total
(a) in service	11	7	18
(b) spare	12	3	15
(c) waiting heavy repairs	8	2	10
(d) rebuilding	7	12	19
TOTAL	38	24	62

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

BOX	GON	FLAT	TANK	OTHERS	TOTAL
509	609	370	49	42	1581

7. General statement indicating progress of track and station building and repair work:
 5 jobs completed, 1 started, 8 offered for bid, 66 in course of construction repair of ferro tunnel at Campo Franco was completed June 11, 1944. Track maintenance is progressing favorably consistent with material available.
8. Any items of special interest or difficulty not covered by above:
 (a) Bus service between San Stefano and San Agata.
 Effective June 12 passenger service was established between Palermo and Messina with I.N.T. operating busses over the break in rail line between San Stefano and San Agata. Four mixed trains per week have been arranged.
 (b) Train service Castelvetro-Burgio.
 Mixed train service has been put into effect on the narrow gauge line between Castelvetro and Burgio two days per week. Line has been out of service since the invasion due to lack of fuel.
 (c) Simeto Bridge.
 The plans for the Simeto bridge have been revised so that smaller timber obtainable in Sicily can be used. This had to be done due to inability of obtaining timber from the Calabria area. Some timber has already arrived and the Contractor now has another piling apparatus working.
 (d) Instructions for the Movement of ACC and Civilian freight by schooners.

Lt.Col.Glanville of the Transportation Sub-Commission A.C.C. arrived in Palermo on Sunday afternoon, 11 June. His visit is in connection with schooners and he brought a directive headed

"Procedure for movement by Water Craft (Coasters and schooners".
Lt.Col.Glanville saw the Regional Commissioner on the 13
inst., and discussed the matter. He is also seeing other Officers,
during his visit, and he expects to return to his H.Q. about
the 18 inst.

For the Regional Commissioner:

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

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref : PR/OHL/22
Date: June 5, 1944

TO : Director, Transportation Sub-Commission
HQ. Allied Control Commission,
Trans.Sub-Comm.APO 394

SUBJECT : Weekly Sicilian Transportation (Rail) Report
from 0001 hours Monday May 22, 1944
to 2400 hours Sunday May 28, 1944.

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	191	11594	153	13066	2	198	346	24858
(diesel)	36	1850	-	-	-	-	36	1850
(b) Actually run								
(coal)	199	12074	541	25782	2	198	742	38054
(diesel)	206	11979	-	-	-	-	206	11979
2. Additional to Basic schedule								
(coal)	8	480	388	12716	-	-	396	13196
(diesel)	170	10129	-	-	-	-	170	10129

Passenger trains in addition to basic schedule were military and refugee trains. Freight trains in addition to basic schedule were run account basic schedule capacity being inadequate. Increase in basic schedule mileage due to opening of line Giampilieri to Scaletta a distance of 2.5 Kms

3. Tonnage Moved.

Allied Force	ACC	Italian Force	Civil	Total
3363	2201	32	22977	28573

(a) Brief Particulars of Predominant Commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:
4500

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	191	11594	153	13066	2	198	346	24858
(diesel)	36	1850	-	-	-	-	36	1850
(b) Actually run								
(coal)	199	12074	541	25782	2	198	742	38054
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3. Tonnage Moved.

Allied Force	ACC	Italian Force	Civil	Total
3363	2201	32	22977	28573

(a) Brief Particulars of

Predominant Commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:
4500.

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open for traffic with reasons:

Same as previous report except line opened between Giampilieri and Scaletta a distance of 2.5 kms on Messina-Catania line.

5. Coal Position:

Tonnage used	Tonnage on hand	Prospective receipts
2029	13034	4000

MOTIVE POWER AND ROLLING STOCK POSITION

Standard Gauge : LOCOMOTIVES.

	<u>Freight</u>	<u>Pass</u>	<u>Switch</u>	<u>Total</u>	<u>Diesels</u>
(a) in service	125	34	26	185	15
(b) Stored in good condition	33	6	5	44	--
(c) Heavy repairs	65	12	18	95	4
(d) Rebuilding	44	10	0	54	--
TOTAL	267	62	49	378	19

Narrow gauge: LOCOMOTIVES.

	<u>Freight</u>	<u>adhesion</u>	<u>Frt. Rack</u>	<u>TOTAL</u>
(a) in service	11	7	18	18
(b) stored in good condition	13	3	16	16
(c) Heavy repairs	7	2	9	9
(d) Rebuilding	7	12	19	19
TOTAL	38	24	62	62

Revamping of motive power report was requested by Lt. Col. Brown. The above includes all locomotives in Sicily. Diesel car figures include only those that can possibly be repaired and does not include 36 unrepairable coaches, 19 without motors but usable as coaches, and 9 unrepairable due to lack of materials.

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY.

<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
524	620	361	48	42	1595

7. General statement indicating progress of track and station building and repair work:

Track Giampilieri-Scaletta opened for traffic 2.5 kms May 23 - 1944. Repairs to track Capo D'Orlando - S. Agata completed and opened for traffic May 26. Distance 14 kms. 5 jobs completed. 1 started. 23 offered for bidding, 63 in course of completion, maintenance progressing favorably consistent with materials available and haulage of materials due to shortage of gasoline.

8. Any items of special interest or difficulty not covered by above:

(a) French para troopers destroyed six serviceable Railway cars and 500 feet of track at Trapani during a training maneuver May 20. This has been handled with proper autho-

(a) in service	11	7	18
(b) stored in good condition	13	3	16
(c) Heavy repairs	7	2	9
(d) Rebuilding	7	12	19
	38	24	62

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8. Any items of special interest or difficulty not covered by above:

- (a) French para troopers destroyed six serviceable Railway cars and 500 feet of track at Trapani during a training manœuvre May 27 and May 29. This has been handled with proper authorities so that there will be no repetition of the occurrence.
- (b) The movement of military personnel is increasing. Much personnel moves to Naples and is returned to Sicily by Rail.
- (c) Major Mole and Capt. Long are out on line making tie inspections.
- (d) Lt. Col. Lindberg is at Catania working with General Heydeman in order to speed up work on the Simeto bridge.

0 5 7 1

(e) The reduction in the interruption to 23.5 kms between San Stefano and San Agata has enabled the military to span the gap with trucks and save considerable truck mileage but throwing the load on the Railway. Repairs were completed to San Agata on May 26 and on May 31 the military started to use this route for a heavy personnel move.

Peter G. Matson
PETER G. MATSON,
Captain, T.C.,
Trans.Sub-Comm., ACC.

03721
Captain, T.C.,
Trans.Sub-Comm.,ACC.

1247

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref: PR/OHL/21
Date: 26 May 1944

TO : Director, Transportation Sub-Commission,
HQ. Allied Control Commission,
Trans. Sub-Comm., APO 394.

SUBJECT : Weekly Sicilian Transportation (Rail) Report from
0001 hours Monday 15 May 1944 to
2400 hours Sunday 21 May 1944.

1. Basic schedule of trains
Standard Number

	Pass.		Freight		Mixed.		TOTAL.	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	191	11544	153	13066	2	198	346	24308
(diesel)	36	1850	-	-	-	-	36	1850
(b) Actually run								
(coal)	201	112399	569	26000	4	450	774	38849
(diesel)	239	14174	-	-	-	-	239	14174
2. Additional to Basic schedule								
(coal)	10	855	416	12034	2	252	428	14041
(diesel)	203	12324	-	-	-	-	203	12324

Passenger trains in addition to Basic Schedule were military and refugee trains. Freight trains in addition to Basic Schedule were run account. Basic schedule capacity being inadequate.

3. Tonnage moved.

Allied Force	ACC	Italian Force	Civil	Total
4069	7762	None	31250	43081

(a) Brief Particulars of Predominant commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:
4600

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open for traffic with reasons:
Same as previous report.

One more locomotive reported hereon than on previous reports account one locomotive reclassified as repairable.

NO. OF CARS UNIT FOR SERVICE BUT REPAIRABLE LOCALLY.

<u>BOX</u>	<u>CON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
521	515	357	50	40	1593

7. General statement indicating progress of track and station building and repair work:

Six jobs were completed - four jobs started - 34 offered for bid - 63 in course of completion.
Track maintenance building and bridge repairs are progressing favorably consistent with materials available and haulage of materials due to shortage of gasoline.

8. Any items of special interest or difficulty not covered by above:
Report late account of all members of this Sub-Commission having been on an ISLAND WIDE INSPECTION TRIP with Lt.Col. BROWN and General DI RAIMONDO. Further detail will appear in next report.

For the Regional Commissioner:

W. Lindberg, Jr. Col.

C.H. LINDERBERG, R.E.,
Lt.Col., Trans. Sub-Comm., ACC.,
Rep. at HQ. Region 1

168/10

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref: PR/OML/20
Date: 19 May 1944

TO : Director, Transportation Sub-Commission,
HQ. Allied Control Commission,
Trans. Sub-Comm. APO 394

SUBJECT : Weekly Sicilian Transportation (Rail) Report from
0001 hours Monday 8 May 1944 to
2400 hours Monday May 14th 1944.

1. Basic schedule of trains

Standard Number		Pass.		Freight.		Mixed.		TOTAL.	
		No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains	(coal)	191	11544	153	13066	2	198	346	24808
	(diesel)	36	1850	-	-	-	-	36	1850
(b) actually run	(coal)	197	12032	659	29444	2	198	658	41674
	(diesel)	216	11221	-	-	-	-	216	11221

2. Additional to

Basic Schedule	(coal)	6	488	506	16378	-	-	512	16866
	(diesel)	180	9371	-	-	-	-	180	9371

Passenger trains in addition to Basic Schedule were military and refugee trains. Freight trains in addition to Basic Schedule, were run account Basic Schedule capacity being inadequate.

3. Tonnage Moved.

ALLIED Force	ACC	ITALIAN Force	Civil	TOTAL
1836	7018	None	29316	38170

(a) Brief Particulars of

Predominant commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:

4300

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

NONE.

4. Section of line not open for traffic with reasons:

Same as previous report.

1. Basic schedule of trains
Standard Number

	Pass.		Freight.		Mixed.		TOTAL.	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains (coal)	191	11544	153	13066	2	198	346	24808
(diesel)	36	1850	-	-	-	-	36	1850
(b) actually run (coal)	197	12032	659	29444	2	198	658	41674
(diesel)	216	11221	-	-	-	-	216	11221

2. Additional to Basic Schedule

(coal)	61	488	506	16378	-	-	512	16866
(diesel)	180	9371	-	-	-	-	180	9371

Passenger trains in addition to Basic Schedule were military and refugee trains. Freight trains in addition to Basic Schedule, were run account Basic Schedule capacity being inadequate.

3. Tonnage Moved.

ALLIED Force	ACC	ITALIAN Force	Civil	TOTAL
1836	7018	None	29316	38170

(a) Brief Particulars of

Predominant commodities: Army materials, various foodstuffs, salt, oils, salvage, sulphur, flour, rations, fuels, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:
4300

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open for traffic with reasons:
Same as previous report.

5. Coal position

Tonnage used	Tonnage on hand	Prospective receipts
2291	9766	2150

6.

MOTIVE POWER AND ROLLINGSTOCK POSITION

	Freight	Passenger	Switch	Diesels	TOTAL
(a) Serviceable	147	73	28	14	262
(b) Unserviceable	63	27	5	3	99
TOTAL...	210	100	34	17	361

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY:

<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
547	601	368	62	37	1615

7. General statement indicating progress of track and station building and repair work:

Four jobs were completed - 6 started - 27 offered for bidding - 63 in course of completion.

Track maintenance building and bridge repairs are progressing favorably consistent with materials available and haulage of materials due to shortage of gasoline.

8. Any items of special interest of difficulty not covered by above:

(a) Refugees: Approximately 900 refugees arriving San Stefano May 21-22 enroute to staging area at Termini.

(b) Sulphur: The movement still continues and is drawing heavily on our coal supply, however same difficulty is being experienced in obtaining transportation from mine to Railway due to cut in gasoline rationing.

(c) Gasoline Ration: The cut in gasoline ration is effecting the Railway to such an extent that it appears we will have to place an embargo on certain civilian goods, if the demand for rail transport continues to increase.

(d) Schooner bids: Recently bids were declined for the movement of ACC goods from Palermo to Catania and Siracusa by schooner. This Island is strategically situated for coastwise schooner traffic, and hauling goods across the Island by Rail is an economic waste. It takes four tons of coal to move ten tons of freight from Palermo to Catania. The fact that the Simeto bridge is not in operation is a serious handicap to us, and is a heavy drain on our coal supply.

(e) Inspection trip: The Regional Commissioner accompanied by his Executive Officer and some technical officers, and the High Commissioner, made a three day tour of the Island, by Diesel Coach. The journey was via Catania, Syracuse, Ragusa, Agrigento & Caltanissetta. The Regional Commissioner kindly invited me to accompany him, and I was therefore able to visit "Q" Movements, Catania, and make technical observations along the route. I also met the Provincial Commissioners and discussed rail facilities for the near future.

(f) Restcamps. I.R.S. has established a rest camp at Mondello near Palermo and Dist.MOI have established a similar camp at Taormina near Catania. Arrangements have been made to send American military personnel to Taormina, and British Military personnel to Mondello, for seven day periods of rest. This involves a considerable movement of military personnel which will continue thru-out the summer. The present Palermo-Catania Diesel service is now increased by

0579

(b) Sulphur: The movement still continues and is drawing heavily on our coal supply, however some difficulty is being experienced in obtaining transportation from mine to Railway due to cut in gasoline rationing.

(c) Gasoline Ration: The cut in gasoline ration is effecting the Railway to such an extent that it appears we will have to place an embargo on certain civilian goods, if the demand for rail transport continues to increase.

(d) Schooner bids: Recently bids were declined for the movement of ACC goods from Palermo to Catania and Siracusa by schooner. This Island is strategically situated for coastwise schooner traffic, and hauling goods across the Island by Rail is an economic waste. It takes four tons of coal to move ten tons of freight from Palermo to Catania. The fact that the Simele bridge is not in operation is a serious handicap to us, and is a heavy drain on our coal supply:

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For the Regional Commissioner:

A. Lindberg, Lt. Col.
C.H. LINDBERG, R.I.I.,
Lt. Col., Tn. Sub-Comm., ACC.,
Rep. at H.Q. Region I

0580

168/9

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref: PR/OHL/19

TO : Director, Transportation Sub-Commission,
HQ. Allied Control Commission
Trans.Sub-Comm.APO 394

Date : May 12, 1944

SUBJECT : Weekly Sicilian Transportation (Rail) Report from
0001 hours Monday May 1 - 1944 to
2400 hours May 7 - 1944.

1. Basic schedule of trains

Standard Number		Pass.		Freight.		Mixed.		TOTAL	
		No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains	(coal)	191	11544	153	13056	2	192	346	24808
	(diesel)	35	1850	-	-	-	-	36	1850
(b) Actually run	(coal)	213	13330	594	28483	2	198	809	42011
	(diesel)	221	12103	-	-	-	-	221	12103

2. Additional to Basic Schedule

(coal)	22	1786	441	15417	-	-	453	17203
(diesel)	185	10253	-	-	-	-	185	10253

The increase in the basic schedule mileage of trains was caused by opening the line between Ionia and Fiumefreddo, a distance of 8 kms. on May 1 - 1944. Passenger trains in addition to basic schedule were military and refugee trains. Freight trains, in addition to basic schedule, were run account of basic schedule capacity being inadequate.

3. Tonnage Moved

ALLIED Force	ACC	ITALIAN Force	Civil	TOTAL
3652	1687	360	19309	25008

(a) Brief Particulars of Predominant commodities: Army materials, various foodstuffs, salt, salvage, sulphur, flour, rations, fuels, vegetables, fruits, wine, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:

4500 6242

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

1. Basic schedule of trains

Standard Number	Pass.		Freight.		Mixed.		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	191	11544	153	13066	2	198	346	24808
(diesel)	36	1850	-	-	-	-	36	1850
(b) Actually run								
(coal)	213	113330	594	28483	2	198	809	42011
(diesel)	221	12103	-	-	-	-	221	12103

2. Additional to Basic Schedule								
(coal)	22	1786	441	15417	-	-	463	17203
(diesel)	185	10253	-	-	-	-	185	10253

The increase in the basic schedule mileage of trains was caused by opening the line between Ionia and Fiumefreddo, a distance of 8 kms. on May 1 - 1944. Passenger trains in addition to basic schedule were military and refugee trains. Freight trains, in addition to basic schedule, were run account of basic schedule capacity being inadequate.

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(a) Brief Particulars of Predominant commodities: Army materials, various foodstuffs, salt, salvage, sulphur, flour, rations, fuels, vegetables, fruits, wine, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule:

4500 6212

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open for traffic with reasons:

Same as previous report except the Section between Ionia and Fiumefreddo, on the Catania to Messina line has now been opened for traffic, a distance of 8 kms. The blocked portion of this line is now 39.5 kilometers.

5. Coal Position

Tonnage used	Tonnage on hand	Prospective receipts
2422	7016	5448

6.

MOTIVE POWER AND ROLLING STOCK POSITION

(a) Serviceable	<u>Freight</u>	<u>Passenger</u>	<u>Switch</u>	<u>Diesels</u>	<u>TOTAL</u>
	158	78	27	14	277
(b) Unserviceable	<u>52</u>	<u>22</u>	<u>7</u>	<u>3</u>	<u>84</u>
	210	100	34	17	361

The difference in the No. of freight and Passenger engines is on account of 4 passenger Locomotives being reclassified as freight.

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
535	615	380	80	35	1645

7. General statement indicating progress of track and station building and repair work:

Four jobs were completed - 9 started - 50 in course of completion - 1 awarded to contractors - 29 submitted to contractors for bidding.

No word has been received in regard to timber for the Simeto bridge. Track maintenance work is progressing favorably. Building repair work is progressing consistent with available materials. Repairs to bridges is progressing favorably consistent with haulage of cement and shortage of oxygen.

8. Any items of special interest or difficulty not covered by above:

(a) Movement of Refugees: No Refugees have been received since our last report but we have information that approximately 1000 are due San Stefano about May 18th.

I invited the Italian Military Transportation Delegation to accompany us to San Stefano to witness the entrainments and Capt. Giovanni Alonzo went with us. I have now received a copy of a letter of appreciation of all that was done by the Allied Authorities for the travelling, comfort, etc. of the refugees.

The original letter was sent by Lt. Col. F. Giordano, of the Delegation, to his Headquarters.

(b) Italian Railway Conference. Dr. Tuccio informed me that he and his assistant had been instructed to attend a very important Conference, called by the under Secretary of State, in charge of Railways. It was necessary that they should travel by plane, on 11 May, to Naples. Knowing there were a number of Priority 1 and 2 Officers waiting for seats, the chances for Dr. Tuccio to obtain 2 seats appeared to be hopeless. I felt that you would consider that it was in A.C.C. interests also that Dr. Tuccio should attend this Conference, if possible.

I therefore went to I.B.S. Air Transportation Section and saw 1st Lt. T.E. LEWIS (a) and explained to him the importance of getting Dr. Tuccio 2 seats on the plane. Lt. Lewis went down to the Airdrome himself, and was able to arrange that they got 2 seats. I think you will be glad to know of the help this Officer gave and he went out of his way to assist us at short notice. This is only one example of the assistance

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(b) Italian Railway Conference. Dr. Tuccio informed me that he and his assistant had been instructed to attend a very important Conference, called by the under Secretary of State, in charge of Railways. It was necessary that they should travel by plane, on 11 May, to Naples. Knowing there were a number of Priority 1 and 2 Officers waiting for seats, the chances for Dr. Tuccio to obtain 2 seats appeared to be hopeless. I felt that you would consider that it was in A.C.C. interests also that Dr. Tuccio should attend this Conference, if possible. I therefore went to I.B.S. Air Transportation Section and saw 1st Lt. T.E. LEWIS (a) and explained to him the importance of getting Dr. Tuccio 2 seats on the plane. Lt. Lewis went down to the Airdrome himself, and was able to arrange that they got 2 seats. I think you will be glad to know of the help this Officer gave and he went out of his way to assist us at short notice. This is only one example of the assistance we receive from I.B.S. and they are always ready to co-operate with us, and help us in every possible way.

(c) Sulphur. The sulphur movement is still going to continue in smaller quantities. We will move 2200 tons to ports during May and the same amount for June.

(d) Locomotive repairs. Heavy repairs to locomotives ^{are} being slowed up on account of the Navy here in Palermo using their facilities on higher priority work. We have made inspections of the heavy repair shops of the Railway here, which were taken over by the Navy and we have recommended that additional shifts be employed to get full use out

of the repair facilities. There are three locomotive frames now awaiting boilers. Palermo has the only shop on the Island, which is equipped to make heavy repairs to locomotives. We have seen Dr. Tuccio and pressed him to find additional boiler makers and mechanics, and when these men are engaged then the Navy have promised additional space and plant in the shops.

(e) Cistern wagons; The repair to cistern wagons is progressing favorably. Since our last report, six cisterns have been repaired. We are repairing first those which do not require heavy repairs. The work will be slowed up some, due to the lack of oxygen. H.Q. Movements No. 1 District has made a demand upon us for 38 cistern wagons to be transferred from western to Eastern Sicily for operational purposes. This naturally will effect us if we are asked for more cisterns for the mainland.

Basic schedule:

(f) The approval of the new basic schedule of trains has been received, and will be put into effect within a few days.

(g) Messina Ferry. The diesel engines on the Messina Ferry require repairs to the engine heads. This work has been done at Messina but the work is not satisfactory and only lasts from 15 to 20 days. We have contacted the Navy Yards at Palermo and have requested them to cast new heads. The plans of the heads are being sent here from Messina and it is believed that the work can be done in the Navy Shop.

For the Regional Commissioner:

O. H. Lindberg, Lt. Col.
O. H. LINDBERG, Lt. Col.,
Lt. Col. In. Sub-Comm. ACC.,
Rep. at H.Q. Region I

168/8

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref: PR.OHL/18

TO : Director, Transportation Sub-Commission, ~~Att~~
HQ. Allied Control Commission
Trans. Sub-Comm. APO 394

Date : 4 May 1944.

SUBJECT : Weekly Sicilian Transportation (Rail) Report from
0001 hours Monday 24 April 1944 to
2400 hours Sunday April 30, 1944

1. Basic schedule of trains	Standard Number	Pass.		Freight		Mixed		TOTAL	
		No.	km.	No.	km.	No.	km.	No.	km.
(a) of trains	(coal)	191	11320	153	13002	2	198	346	24520
	(diesel)	36	1850	-	-	-	-	36	1850
(b) actually run	(coal)	217	13042	654	28109	2	198	873	41349
	(diesel)	213	11741	-	-	-	-	213	11741
2. Additional to Basic schedule	(coal)	26	1722	501	15107	-	-	527	16829
	(diesel)	177	9891	-	-	-	-	177	9891

Passenger trains additional to basic schedule were military and refugee trains. Freight trains in addition to basic schedule were run on account of basic schedule capacity being inadequate.

3. Tonnage Moved			
Allied Force	ACC	Italian Force	Civil
2950	330	134	20543
			<u>23957</u>

(a) Brief Particulars of Predominant commodities: Sulphur, Army materials, foodstuffs, salt, salvage, fuels, oils, fruits, vegetables, wine, construction materials.

- (b) No. of personnel moved on trains additional to Basic schedule
3600
- (c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open to traffic with reasons:
Same as previous report.

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	km.	No.	km.	No.	km.	No.	km.
(a) of trains (coal)	191	11320	153	13002	2	198	346	24520
(diesel)	36	1850	-	-	-	-	36	1850
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3. Tonnage Moved

Allied Force	AOC	Italian Force	Civil	TOTAL
2950	330	134	20543	23957

(a) Brief Particulars of

Predominant commodities: Sulphur, Army materials, foodstuffs, salt, salvage, fuels, oils, fruits, vegetables, wine, construction materials.

(b) No. of personnel moved on trains additional to Basic schedule
3600(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.4. Section of line not open to traffic with reasons:

Same as previous report.

5. Coal Position

Tonnage used	Tonnage on hand	Prospective receipts
2124	8320	5448

6209

6.

MOTIVE POWER AND ROLLING STOCK POSITION				
Freight	Passenger	Switch	Diesels	TOTAL
155	80	27	14	276
51	24	7	3	85
TOTAL	206	34	17	361

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

<u>BOX</u>	<u>GON</u>	<u>FLAT</u>	<u>TANK</u>	<u>OTHERS</u>	<u>TOTAL</u>
529	521	373	86	29	1638

7. General statement indicating progress of track and station building and repair work:

Repairs have been completed during the week on 7 jobs, 4 new jobs were started, and 4 awarded to contractors, 65 jobs are in course of completion, 29 jobs submitted to Contractors for bidding and 2 jobs in course of assignment. The maintenance of track is proceeding regularly but the deficiency of cross ties is slowing up the tie program.

The repairs to buildings and bridges are progressing favorably, consistent with the availability and transportation of materials. The only source of cement at present is at the Villafranca cement plant near Messina and as we have no open line to either Palermo or Catania, this requires considerable trucking on the highway. We are endeavoring to get water transportation for 1000 tons to be moved to Palermo for use on the west part of the island.

8. Any items of special interest on difficulty not covered by above:

(a) Movement of Refugees: 600 refugees arrived San Stefano April 29 and 30 by lorry and were transported from San Stefano, to Termini staging area by train. The movement was very satisfactory except that refugees had with them too much unnecessary baggage such as bedsprings, cots, GI gasoline cans, "C" Ration cans and large rolls of bedding. Capt. Matson and I were in attendance at San Stefano and Termini on both days, and the moves were punctual.

(b) Financial Situation: The Sicilian Railway is operating at a loss of over fifty million lire per month. Other forms of transport have been permitted to increase their tariff but the Railway is still operating under the 1939 tariff which is out of line with prices and conditions. Suitable increase in tariff is recommended. This would decrease continuous increasing demand for Rail transport which is desirable in view of a limited coal allotment.

(c) Cistern wagons: An inventory of cisterns disclose that 152 are serviceable and suitable for handling petrol and used as follows:

40	are used by the Railway
112	" " " A.C.C. for oil distribution
152	total

We have 43 cisterns suitable for handling petrol which can be repaired within a short time locally and possibly 25 serviceable cisterns can be spared at any time they are required. The Railway is giving cistern repairs first priority.

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152	total

We have 43 cisterns suitable for handling petrol which can be repaired within a short time locally and possibly 25 serviceable cisterns can be spared at any time they are required. The Railway is giving cistern repairs first priority.

(d) Gasoline Ration. The gasoline ration has been cut by 72.98% lorries. This will throw additional traffics on to the railway, which we cannot well stand due to the fact that we must remain within a certain coal allotment.

For the Regional Commissioner:

M. Lindberg, Lt. Col.
O.H. LINDBERG, R.E.,
Lt. Col. Tn. Sub-Comm. ACC.,
Rep. at H.Q. Region I

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APC 394

Ref: PR/OHL/17

TO : Director, Transportation Sub-Commission, ACC,
c/o Movements & Transportation,
HQ. AAI (Adm.Echelon) CMF.

Date : April 28, 1944

SUBJECT : Weekly Sicilian Transportation (Rail) Report from
0001 hours Monday April 17, 1944 to
2400 hours Sunday April 23, 1944.

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains (coal)	191	11320	153	13002	2	198	346	24520
(diesel)	36	1850	-	-	-	-	36	1850
(b) actually run (coal)	211	112162	604	26189	2	198	817	38549
(diesel)	204	11280	-	-	-	-	204	11280
2. Additional to Basic schedule (coal)	20	842	451	13187	-	-	471	14029
" (diesel)	168	9430	-	-	-	-	168	9430

Passenger trains additional to basic schedule were military and refugee trains. Freight trains in addition to basic schedule were run on account of basic schedule capacity being inadequate. The increase in basic schedule mileage was due to opening of line between Patti and Capo D'Orlando on the Palermo-Messina line.

3. Tonnage Moved

Allied Force	ACC	Italian Force	Civil	Total
3304	2870	None	11678	17852

(a) Brief Particulars of
Predominant commodities: Sulphur, army materials, foodstuffs, salt, salvage, fuels, oils, fruits, vegetables, wine, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule
2600.

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open to traffic with reasons:

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains								
(coal)	191	11320	153	13002	2	198	346	24520
(diesel)	36	1850	-	-	-	-	36	1850
(b) actually run	211	12162	604	26189	2	198	817	38549
(coal)								
(diesel)	204	11280	-	-	-	-	204	11280

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(a) Brief Particulars of
Predominant commodities: Sulphur, army materials, foodstuffs, salt, salvage, fuels, oils, fruits, vegetables, wine, construction and building materials.

(b) No. of personnel moved on trains additional to basic schedule
2600.

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open to traffic with reasons:
Same as previous report.

5. Coal Position

Tonnage used	Tonnage on hand	Prospective receipts
2106	5300	5000

6.

MOTIVE POWER AND ROLLING STOCK POSITION					TOTAL
(a) Serviceable	Freight	Passenger	Switch	Diesels	
	155	77	28	14	274
(b) Unserviceable	51	27	6	3	87
	206	104	34	17	361
TOTAL					

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

BOX	GON	FLAT	TANK	OTHERS	TOTAL
519	615	376	88	28	1626

7. General Statement indicating progress of track and station building and repair work:

Repairs completed on 1 job; 68 in course of completion, 4 started, 8 awarded to Contractors, and 33 submitted to Contractors for bidding.

Very essential that material for Simeto bridge be received promptly as construction of this bridge will shorten the line Palermo to Catania by 270 kilometers, which is of great importance for coal economy. Maintenance is progressing favorably, taking into consideration the availability of materials.

8. Any items of special interest or difficulty not covered by above:

(a) Movement of sulphur. The heavy movement of sulphur has been completed. A total of 11080 tons were moved to ports. It is now understood that the movement of sulphur will continue but in smaller lots.

(b) Movement of Refugees: No new batches of refugees have arrived on the Island since our last report, but dispersal movements from staging areas to permanent locations have been taking place. Approximately 1000 refugees are arriving San Stefano by lorry for entrainment Termini April 29 and 30th.

There are only 106 serviceable passenger coaches on the Island most of which are in poor condition. Due to the shortage of this class of rolling stock we have been compelled to use some box wagons for refugee movements which has been very unsatisfactory especially for handling women and children owing to:

- (a) lack of Sanitary facilities
- (b) danger of children falling
- (c) higher tare weight to passenger rates.
- (d) need of additional escorts
- (e) Slower speed.

(c) Spare parts for Locomotives. We have been asked by No.3 stores Transportation, Brindisi, for spare parts for "480" class locomotives and especially springs, but we only have six of this class in service in Sicily and not very many spare parts. This class of locomotive was used extensively on the mainland prior to the occupation we are making available what few spare parts we have and will forward them to Brindisi. As you know, we included eleven "480" class locomotives to the mainland amongst the 50 which we were instructed to send.

(d) Cistern wagons. It is understood that a demand for cistern wagons for the mainland may be made upon us shortly. We have on the Island 252 serviceable cisterns for all purposes and 199

ration the availability of materials.

8.

Any items of special interest or difficulty not covered by above:

- (a) Movement of sulphur. The heavy movement of sulphur has been completed. A total of 11080 tons were moved to ports. It is now understood that the movement of sulphur will continue but in smaller lots.
- (b) Movement of Refugees: No new batches of refugees have arrived on the Island since our last report, but dispersal movements from staging areas to permanent locations have been taking place. Approximately 1000 refugees are arriving San Stefano by lorry for entrainment Termini April 29 and 30th. There are only 106 serviceable passenger coaches on the ISLAND most of which are in poor condition. Due to the shortage of this class of rolling stock we have been compelled to use some box wagons for refugee movements which has been very unsatisfactory especially for handling women and children owing to:
- (a) lack of Sanitary facilities
 - (b) danger of children falling
 - (c) higher tare weight to passenger rates.
 - (d) need of additional escorts
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- (d) Cistern wagons. It is understood that a demand for cistern wagons for the mainland may be made upon us shortly. We have on the ISLAND 252 serviceable cisterns for all purposes and 199 damaged cisterns. The Railway has been instructed to repair as many cisterns as possible and to give this work preference.

(e) Scrap metal from damaged rail cars. I reported to you on the 22 April, that I.B.S. salvage Officer wishes to arrange to break up the irreparable rail cars in the Island. He has cabled CG. SOS Natousa for his instructions, informing them that I have submitted the matter to you. The Railway management has now agreed that they would give the scraps to the Allied Forces, in exchange for the salvaging of the good parts.

For the Regional Commissioner:

C.H. Lindberg
C.H. LINDBERG, R.E.,
Lt.Col., Tn. Sub-Comm., ACC,
Rep. at Hq. Region No.1

Copy to:

Regional Commissioner, ACC, Reg.1

Copy to:

Regional Commissioner, ACC, Reg.1

C.H. Lindberg
C.H. LINDBERG, R.E.,
Lt.Col., Tn. Sub-Comm., ACC,
Rep. at HQ. Region No.1

4205

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

TO : Director, Transportation Sub-Commission, ACC,
c/o Movements & Transportation,
HQ. AAI. (Adm. Ech.) CME.

Date : 21 April 1944.

Subject : Weekly Sicilian Transportation (Rail) Report from
OOO1 hours Monday 10 April 1944 to 2400 hours Sunday
16 April 1944.

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains	(coal) 191	11128	153	12858	2	198	346	24184
	(diesel) 36	1850	-	-	-	-	36	1850
(b) actually run	(coal) 216	11999	617	25970	2	198	835	38167
	(diesel) 171	13361	-	-	-	-	171	13361
2. Additional to Basic schedule	(coal) 25	871	464	13112	-	-	489	13983
"	(diesel) 135	11511	-	-	-	-	135	11511

Passenger trains additional to Basic Schedule were military and refugee trains. Freight trains in addition to basic schedule were run on account of basic schedule capacity being inadequate. The increase in basic schedule mileage was due to opening of line between Patti and Capo D'Orlando on the Palermo-Messina line and regular trains were extended over repaired line.

3. Tonnage Moved

Allied Force	ACC	Italian Force	Civil	Total
2797	258	None	9869	12924

(a) Brief Particulars of

Predominant commodities: Army materials, various foodstuffs, salt, salvage, sulphur, rations, fuels, vegetables, flour, fruits, wine, construction and building material.

(b) No. of personnel moved on trains additional to basic schedule
2900

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

NONE.

4. Section of line not open to traffic, with reasons:

Same as previously reported with following exception:

Palermo-Messina line - On April 14, 1944 this line was extended from

(a) of trains	(coal) 191	11128	153	12858	2	198	346	24124
	(diesel) 36	1850	-	-	-	-	36	1850
(b) actually run	(coal) 216	11999	617	25970	2	198	835	38167
	(diesel) 171	13361	-	-	-	-	171	13361
2. Additional to Basic schedule	(coal) 25	871	464	13112	-	-	489	13283
"	(diesel) 135	11511	-	-	-	-	135	111511

Passenger trains additional to Basic Schedule were military and refugee trains. Freight trains in addition to basic schedule were run on account of basic schedule capacity being inadequate. The increase in basic schedule mileage was due to opening of line between Patti and Capo D'Orlando on the Palermo-Messina line and regular trains were extended over repaired line.

3. Tonnage Moved

Allied Force	ACC	Italian Force	Civil	Total
2797	258	None	9869	12924
(a) Brief Particulars of Predominant commodities: Army materials, various foodstuffs, salt, salvage, sulphur, rations, fuels, vegetables, flour, fruits, wine, construction and building material.				

(b) No. of personnel moved on trains additional to basic schedule
2900

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line not open to traffic, with reasons:

Same as previously reported with following exception:
Palermo-Messina line - On April 14, 1944 this line was extended from Patti to Capo D'Orlando a distance of 23 kilometers thus shortening the blocked line to 41 kilometers.

5. Coal position

Tonnage used	Tonnage on hand	Prospective receipts
2003	5016	2000

1204

6.

MOTIVE POWER AND ROLLING STOCK POSITION

	Freight	Passenger	Switch	Diesels	TOTAL
(a) Serviceable	154	78	28	14	274
(b) Unserviceable	52	26	6	3	87
TOTAL	206	104	34	17	361

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

BMI	GON	FLAT	TANK	OTHERS	TOTAL
529	620	394	97	31	1671

7. General statement indicating progress of track and station building and repair work:

Repairs were completed on 3 projects during the week, 65 are in course of completion, 1 started, 13 awarded to Contractors and 35 offered for bidding. A part of the timber requirements for the Simeto river bridge, already contracted for in Sila, which is in free territory, is still blocked. We are pressing for the release and priority of this timber, urgently needed for the construction of Simeto bridge on Palermo-Catania line. Maintenance of track is progressing normally.

8. Any items of special interest or difficulty not covered by above:

- (a) Movement of sulphur. The movement of sulphur is practically completed. To date we have moved 7800 tons which leaves only 2200 tons left to move.
- (b) Movement of Refugees. Approximately 3000 Refugees have been moved to date and these have all been handled Via Siracusa. It is expected the next lot will move via San Stefano and all arrangements are complete for taking care of this move on short notice.
- (c) SIMETO bridge. On the 19 April, Capt. Long and I visited the Simeto bridge. We had arranged to meet Col. LINDSEY, C.E.No.1 District on the bridge but he had left when we arrived. We took Dr. Tuccio and his chief Engineer with us, and Lt. Col. Bolick also travelled with us, so that he could see what is required as regards a low level temporary road bridge, as it is understood that the Bailey bridge will be removed in the near future. Piling apparatus for the new timber bridge is on the site. If the Bailey bridge is taken away, Dr. Tuccio can arrange for a foot bridge (temporary) to be erected for transfer of passengers.
- (d) Threatened Railway Strike. On Monday 17, there were signs of a threatened Railway Strike, and I immediately reported this to you, the Regional Commissioner, and the Regional Labour Officer. It is not now thought that the Mens' representatives will call the men out.
- (e) Meetings etc. I have arranged to attend meetings as follows;
 Every Monday. Regional Commissioner.
 All Meetings. Local Resources (Sicily) Board.

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- (e) Meetings etc. I have arranged to attend meetings as follows;
Every Monday. Regional Commissioner.
All Meetings. Local Resources (Sicily) Board.

For the Regional Commissioner:

4203

O.H. Lindberg
O.H. LINDBERG, R.E.
Lt. Colonel,
Trans. Sub-Comm. A.C.C.
Rep. at H.Q. Reg. No 1

0399

16B/2

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

TO : Director Transportation Sub-Commission, ACC,
c/o Movements and Transportation,
HQ. AAI. Adm. Echelon, CMF.

Date : 14 April 1944.

Subject : Weekly Sicilian Transportation (Rail) Report from
0001 hours Monday April 3rd to 2400 hours Sunday
April 9th 1944. (No. 3 Report).

1. Basic schedule of trains
Standard Number

	Pass. No.	Km.	Freight No.	Km.	Mixed No.	Km.	TOTAL No.	Km.
(a) of trains	191	11032	153	12810	2	198	346	24040
(coal)								
(diesel)	36	1850	-	-	-	-	36	1850
(b) Actually run	226	11901	428	29142	2	198	656	41241
(coal)								
(diesel)	86	8502	-	-	-	-	86	8502
2. Additional to								
Basic schedule	35	869	375	17332	-	-	310	17201
"	50	6652	-	-	-	-	50	6652
(coal)								
(diesel)								

Passenger trains additional to Basic schedule were military trains and refugee trains. Freight trains in addition to basic schedule were run account basic schedule being inadequate, also heavy movement of sulphur and foodstuffs was handled.

3. Tonnage Moved

Allied Force	ACC	Italian Force	Civil	Total
2545	6006	304	5346	14201

(a) Brief Particulars of
Predominant commodities: Army material, Foodstuffs, Salt, salvage, sulphur, ration, fuels, vegetables, flour, fruits, wine, building material.

(b) No. of personnel moved on trains additional to Basic schedule
2286.

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line, not open for traffic with reasons:
Same as previous report.

1. Basic schedule of trainsStandard Number

		<u>No.</u>	<u>Pass.</u>	<u>Freight</u>	<u>Mixed</u>	<u>TOTAL</u>
		<u>Km.</u>	<u>No.</u>	<u>Km.</u>	<u>No.</u>	<u>Km.</u>
(a) of trains	(coal)	191	11032	153	2	124040
	(diesel)	36	1850	-	-	1850
(b) Actually run	(coal)	226	11901	428	2	41241
	(diesel)	86	8502	-	-	8502
2. Additional to						
Basic schedule	(coal)	35	869	375	-	17201
"	(diesel)	50	6652	-	-	6652

Passenger trains additional to Basic schedule were military trains and refugee trains. Freight trains in addition to basic schedule were run account basic schedule being inadequate, also heavy movement of sulphur and foodstuffs was handled.

3. Tonnage Moved

<u>Allied Force</u>	<u>ACC</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
2545	6006	304	5346	14201

(a) Brief Particulars of
Predominant commodities: Army material, Foodstuffs, Salt, salvage, sulphur, ration, fuels, vegetables, flour, fruits, wine, building material.

(b) No. of personnel moved on trains additional to Basic schedule
2286

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

4. Section of line, not open for traffic with reasons:

Same as previous report.

5. Coal position

<u>Tonnage used</u>	<u>Tonnage on hand</u>	<u>Prospective receipts</u>
---------------------	------------------------	-----------------------------

2089 6520 2500

6. MOTIVE POWER AND ROLLING STOCK POSITION

	<u>Freight</u>	<u>Passenger</u>	<u>Switch</u>	<u>Diesels</u>	<u>TOTAL</u>
(a) Serviceable	151	78	22	14	265
(b) Unserviceable	55	26	12	3	96
TOTAL	206	104	34	17+	361

+ Repairs were completed to 2 additional diesels due to salvage of starting motors from navy vessel used on diesels.

NO. OF CARS NEET FOR SERVICE BUT REPAIRABLE LOCALLY

BOX	GON	FLAT	TANK	OTHERS	TOTAL
548	622	387	103	34	1694

7. General statement indicating progress of track and station building maintenance and repair work:

Repairs have been completed during the week on 8 jobs, 67 are in course of completion, 5 started, 14 awarded to Contractors and 32 submitted to Contractors for bidding. Maintenance of tracks is progressing regularly and with the end of the rainy season in sight good progress will be made. The cross tie inventory is low, but purchases are being made locally in the vicinity of Messina which will help this condition. As a matter of interest, I enclose drawings showing how a railway bridge has been repaired viz. by building up with concrete and using a shorter position of the original span of metal (app.1).

8. Any items of special interest or difficulty not covered by above:

(a) Movement of sulphur. The movement of sulphur is progressing very satisfactorily; to date a total of 6,099 tons has now been moved to ports out of the total of 10,000 tons to be moved. This traffic has been given first priority after Military traffic and Mr. Hitchen, Representative from the Ministry of Supply is well pleased with the service received by the Railway. The unloading at the ports is satisfactory, and we are seeing that wagons are released to traffic quickly.

(b) Movement of Refugees. It is now planned to move some refugees by road from Messina to San Stefano thence by train to the temporary camp at Termini. The ground has been gone over by me and this method can be used. Unfortunately this will use more coal than if they were handled Via Palermo, as originally planned. Approximately 1800 refugees have been handled to date via Siracusa, but none have been handled yet via San Stefano or Palermo, but all plans are complete. There will be no difficulty in the latest plan at San Stefano, providing sufficient notice is received of their arrival because power and rolling stock will have to be dispatched from Palermo.

(c) Short haul of Freight Traffic by Rail. The Railway is being asked to transport much short haul goods which formerly moved by road.

(d) Messina Ferry. The Messina Ferry, formerly controlled by the British Navy, has been handed over to the Railway for operation.

(e) Meetings, etc; During the week I attended various meetings, etc., at HQ. Region I, and I also visited Termini with the Regional Public Health Officer, in connection with refugees.

bridge has been repaired viz. by building up with concrete and using a shorter position of the original span of metal (app.1).

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(d) Messina Ferry. The Messina Ferry, formerly controlled by the British Navy, has been handed over to the Railway for operation.

(e) Meetings, etc; During the week I attended various meetings, etc., at HQ. Region I, and I also visited Termini with the Regional Public Health Officer, in connection with refugees, to satisfy myself that the railway stations & yards were suitable for the handling of the refugees. In this connection also, San Stefano was visited.

4201

H. H. Lindberg
S. H. LINDBERG, R.E.,
Lt. Col.,
Trans. Sub-Comm.

16 B/t

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

TO : Director Transportation Sub-Commission, ACC,
c/o Movements and Transportation,
HQ. AAI. Adm. Echelon, CMF.

Date : 7 April 1944.

Subject : Weekly Sicilian Transportation (Rail) Report from
0001 hours Monday 27 March to 2400 hours Sunday
2 April 1944.

1. Basic schedule of trains

Standard Number		Pass.		Freight		Mixed		TOTAL	
		No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) of trains	(coal)	191	11032	153	12810	2	198	346	24040
"	(diesel)	36	1850	=	=	=	=	36	1850
(b) Actually run	(coal)	197	11723	270	22643	2	198	469	34564
"	(diesel)	45	2720	=	=	=	=	45	2720
2. Additional to Basic Schedule	(coal)	6	691	117	9833	=	=	123	10524
"	(diesel)	9	870	=	=	=	=	9	870

The difference in the Basic Schedule of trains compared with last week is accounted for by 35 trains shown as mixed which should have been in passenger column, also 24 weekly passenger trains for Western Sicily were not included in passenger column. Passenger trains additional to Basic Schedule were Military trains. Freight trains in addition to Basic Schedule were run on account of our basic schedule being insufficient to handle normal traffic. Military traffic moves in preference on Basic schedule.

3.	<u>Tonnage Moved</u>	<u>Allied Force</u>	<u>ACC</u>	<u>Italian Force</u>	<u>Civil</u>	<u>Total</u>
		3144	622	150	13705	17621

(a) Brief Particulars of

Predominant commodities: Army materials, foodstuffs, salt, salvage, rations, fuels, vegetables, flour, oranges, wine, wheat, lemons, building materials.

(b) No. of personnel moved on trains additional to basic schedule
800 military personnel.

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:
NONE.

1. Basic schedule of trains

Standard Number	Pass.		Freight		Mixed		TOTAL	
	No.	Km	No.	Km	No.	Km	No.	Km
(a) of trains	191	11032	153	12810	2	198	346	24040
"	36	1850	=	=	=	=	36	1850
(b) Actually run	197	11723	270	22643	2	198	469	34564
(diesel)	45	2720	=	=	=	=	45	2720
2. Additional to								
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Tonnage	Allied Force	ACC	Italian Force	Civil	Total
Moved	3144	622	150	13705	17621

(a) Brief Particulars of

Predominant commodities: Army materials, foodstuffs, salt, salvage, rations, fuels, vegetables, flour, oranges, wine, wheat, lemons, building materials.

(b) No. of personnel moved on trains additional to basic schedule
800 military personnel.

(c) Particulars of any essential freight or personnel movement not carried out or not completed according to program with reasons:

NONE.

4. Section of line, not open for traffic with reasons:

Same as previous report.

Coal position	Tonnage used	Tonnage on hand	Prospective receipts
1907	6106	4700 tons	200

6. MOTIVE POWER AND ROLLING STOCK POSITION

	Freight	Passenger	Switch	Diesels	TOTAL
(a) Serviceable	169	78	22	11	280
(b) Unserviceable	37	26	12	4+	79
TOTAL	206	104	34	15	359

+May repair 2 diesels (not incl. in figure) provided locate starting motors.

NO. OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

BOX	GON	FLAT	TANK	OTHERS	TOTAL
543	592	380	104	30	1649

6(c) 7. General statement indicating progress of track and station building maintenance and repair work: Seven jobs were completed during the week under review, one started, 19 awarded to contractors, 35 are under bidding, 70 in course of completion. Timber for Simeto bridge, which when completed will cut the mileage of the present run Catania - Caltanissetta Xirbi - Palermo short by 269 kms, with a sensible saving of fuel, is now released, and transportation from mainland is being arranged.

8. Any items of special interest or difficulty not covered by above:

(a) Movement of Sulphur. The loading and movement of sulphur, which commenced at the beginning of last week, has been very satisfactory. The following gives details of the dispatch of loaded wagons:

28 March	21 wagons	with 333 tons
29 "	Nil.	- Rain caused roads to mines impassable
30 "	27 wagons	521 tons
31 "	4 "	80 "
1 April	27 "	493 "
2 "	21 "	380 "
3 "	9 "	153 "
4 "	25 "	486 "
5 "	29 "	534 "
6 "	29 "	559 "
TOTAL	192 wagons	3539 tons

A total of 10,000 tons has to be loaded on ship before the end of April. 1,000 tons of that amount was already at the port, so therefore, we still have to work another 5,461 tons, and this should be easy.

Lt. Cummings, RTO, Caltanissetta, has looked after the supply and dispatch of wagons and has organized a very successful working.

Capt. Hambourg, of ACC, worked out the plan devised by Lt. Pollard (Mining Section) with road transport supplied by the RASC.

I will report on further loading and dispatches in next week's report.

(b) Movement of Evacuees: All arrangements have been completed and about 1100 evacuees are expected to arrive at Siracusa

8. Any items of special interest or difficulty not covered by above:

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I will report on further loading and dispatches in next week's report.

(b) Movement of Evacuees: All arrangements have been completed and about 1100 evacuees are expected to arrive at Siracusa today. I have been informed that the original figure of 240,000 was an exaggerated one. Considerable foodstuffs are being moved to where they will be stationed. During the week 7,900 tons of this has been dealt with.

(c) Visit of Brigadier LUSH; ACC: Brigadier LUSH was in Palermo last Monday, and I attended his talk to ACC Officers at HQ. Region I.

- 03031
- (d) Visit of Marshall Badgolio: Marshall Badgolio came to Palermo on Monday 27 March and left on 28 March.
- (e) Weekly passenger service: A weekly passenger service for western Sicily is inadequate and should be increased to tri-weekly service and this should be considered in the very near future.
- (f) Demand for Rail Transport: The demand is increasing because road transport is breaking down due to the lack of parts and tyres. Much traffic is offered for movement from the Catania area to the Palermo area, this involves a long round about haul, due to the fact that the Simeto bridge is out of commission.

A. Lindberg
O.H. LINDBERG, RE,
Lt. Col.,
Trans. Sub-Comm.

O. H. Lindberg
O.H. LINDBERG, RE,
Lt. Col.,
Trans. Sub-Comm.

4198

16B/3
Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAT (Adm Echelon),
C.M.F.

Our reference : ACC Tn/16B/3

Date : 7 Apr 44.

TO : Regional Commissioner, Region I.
(for Lt.Col. O.H. Lindberg).

SUBJECT : Weekly Transportation Rail Report - week ending 26 Mar 44.

1. Please arrange for item No. 1 of weekly report to give the information as requested in Appendix "A" which accompanied our letter ACC Tn/35/18 dated 17 Mar 44.


S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

4197

WEEKLY SICILIAN TRANSPORTATION RAIL REPORT

From 0001 hours Monday March 20, 1944, to
2400 hours Sunday " 26, 1944.

	Passenger		Freight		N°	Mixed		Total	
	N°	Kms	N°	-kms		-kms	N°	-kms	
1. Basic Schedule of trains.....	168	10301	153	12816	37	908	358	24025	
Number actually run.....	181	11152	251	20865	37	908	469	32925	
2. Trains additional to basic schedule.	13	851	98	8049			111	8900	+

(A) Explanation of difference: Military traffic moves in preference on scheduled freight trains and our basic schedule is inadequate to take care of traffic requirements. Additional passenger trains were military trains

3. Tonnage moved:

(a)	Allied Forces	A.C.C.	Italian Forces	Civil	Total
	2229.	4420.	600.	6620.	13869

Brief particulars of predominant commodities: Salvage, Rations, Fuels, Vegetables, flour, oranges, wine, ammunitions, carrubbe, (Army materials).

(b) Number of personnel moved on trains additional to basic schedule: 540.

(c) Particulars of any essential freight or personnel movement not carried or not completed according to program, with reasons: NONE.

4. Section of line not open for traffic, with reasons:
Line Messina-Catania- Section Giampileri-Ionia- 12 bridges and 5 tunnels blown up
Line Palermo-Messina- Section S.Stefano-Patti - 11 bridges and 1 tunnel blown up
Line Trapani-Palermo- Section Castelvetro to Trapani- 4 bridges blown up

(A) Explanation of difference: Military traffic moves in preference on scheduled freight trains and our basic schedule is inadequate to take care of traffic requirements. Additional passenger trains were military trains

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(a)	Allied Forces	A.C.C.	Italian Forces	Civil	Total
	2229.	4420.	600.	6620.	13869

Brief particulars of

predominant commodities: Salvage, Rations, Fuels, Vegetables, flour, oranges, wine, ammunitions, carrubbe, (Army materials).

(b) Number of personnel moved on trains additional to basic schedule: 540.

(c) Particulars of any essential freight or personnel movement not carried or not completed according to program, with reasons: NONE.

4. Section of line not open for traffic, with reasons:

Line Messina-Catania- Section Giampileri-Ionia- 12 bridges and 5 tunnels blown up
 Line Palermo-Messina- Section S.Stefano-Patti - 11 bridges and 1 tunnel blown up
 Line Trapani-Palermo- Section Castelvetro to Trapani- 4 bridges blown up
 Line Roccapalumba-P.Empedocle-Section Campofranco to P.Empedocle- 1 tunnel blown up.
 All narrow gauge lines with exception of Palermo-Corleone and Dittaino-Caltagirone. General reason: Bivona-Alessandria, P.Empedocle-Siculiana, Sciacca-Castelvetro war damaged.

5. Coal position:

Tonnage used	Tonnage on hand	Prospective receipts
1815	6618	No information available

MOTIVE POWER AND ROLLING STOCK POSITION

6. Freight Passenger Switch Diesel Total

Motive power:

(a) Serviceable	158	78	21	10	267
(b) Unserviceable but repairable locally.....	48	26	13	5	92
<u>Total</u>	<u>206</u>	<u>104</u>	<u>34</u>	<u>15</u>	<u>359</u>

Number of cars unfit for service but repairable locally:

<u>Box</u>	<u>Gen.</u>	<u>Flat</u>	<u>Tank</u>	<u>Others</u>	<u>Total</u>
548	600	381	108	27	1664

7. General statement indicating progress of track and station building and repair work:

Maintenance cannot be carried on as requested for lack of materials, cross ties particularly. No lines closed for traffic, due to lack of maintenance. Reconstruction of bridges, tunnels, station premises slowed up by lack of materials and means of road communication. Work at Simeto held up for lack of timber. P.B.S. has now released timber from Calabria district and waiting water transportation.

Any items of special interest or difficulty not covered by above:

8. (a) Move of sulphur the loading of the sulphur for export to rail has been disappointing. We were asked to place 8 wagons a day at Villa Rosa, Dittaino and Immera commencing on 25th inst. up to and including 30th inst. A total of only 22 wagons have been loaded. I understand that difficulty is being experienced by the Transportation from the mines to the Railway stations.

+ Includes 39 diesel car trains 3490 kms.

1100

	<u>Box</u>	<u>Gon.</u>	<u>Flat</u>	<u>Tank</u>	<u>Others</u>	<u>Total</u>
	548	600	381	108	27	1664

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+ Includes 39 diesel car trains 3490 kms.

To/ Director, Transportation Sub. Commission }
C. Hov. & Tr. A.C.C.

H. G., A.A.I. (Admin. Echelon)

C. M. F.

31st March 1944.

J. V. Linders.
Sr. Col.

Tn. Sub. Com. Rep. A.C.C.

0 6 1 4