

ACC AC 16/5/TD4 10000/148/1976 MOTIVE POWERS -
APR - DEC. 1944

48/1976 MOTIVE POWERS - 510144
APR - DEC. 1944

16/5/4

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : M/T/54
Date: 9 Dec 44.

SUBJECT: Locomotive Repairs at PALERMO.

TO : HQ AC for att Tn Sub-Commission.

1. Attached is a list of the requirements of the US Naval Operating Base in connection with the repair and rebuilding of locomotives. Some of these requirements are also included in the list forwarded with my letter M/T/51 dated 5 Dec 44.

2. The Naval Officers concerned state that all the items listed are urgent & that heavy copper sheeting & the other copper items & leather belting mentioned in the list are extremely urgent.

3. In particular there is only sufficient heavy copper sheeting for two or three more locomotives i.e. about one month's work.

4. If no copper is available it will be necessary to construct fire boxes etc of steel and the Navy are going to test what steel is available for its suitability. If steel is used however the wear and tear on drills etc will be increased and the urgency of these items on the attached list increased.

5; The Naval Officers suggested that the shops at TARANTO probably had most, if not all, of the items listed to spare & that the Royal Naval authorities should be contacted on this.

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

RIVETS FOR TENDERS & LOCOMOTIVES

<u>Diam</u> <u>inches</u>	<u>Length</u> <u>inches</u>	<u>Quantity</u> <u>Kgs</u>
3/8	1 7/8	4000
3/8	2 3/8	1000
5/8	2 5/8	3000
25/32	2 7/8	2000
25/32	4 3/8	500

RAME DO PER TIRANTINI CALDAIE TOSCA IVS

ROUND - COPPER - STAY BOLT - BOILER - LOCOMOTIVE

RAME TANDO	
DIA.	KGS.
26	6000
28	4000
29	3000
30	2000
31	2000
32	2000
33	1000
TOTALE 18200.000	

ROUND - COPPER	
DIA.	LBS.
1 2.5/64"	12000
1 1/8"	6000
1 5/32"	6000
1 3/16"	4000
1 1/4"	4000
1 9/32"	4000
1 5/16"	2000
TOTAL	40.000

Copper check for stay bolts

TUBI DI RAME PER CANNOTTI TUBI BOLLITORI

COPPER - TUBING - OF - STEEL - TUBING -

TUBI DI RAME	
DIA.	KGS.
m/m 40 x 50	1500

COPPER - TUBING	
DIA.	LBS.
1 19/32" x 2"	3000

LAMIERINI DI RAME RAVESTIMENTO - CO CALDAIE

SHEET COPPER - BOILER - LOCOMOTIVE -

LAMIERINI DI RAME	
N	10 m/m
2100	x 2

SHEET - COPPER	
N	10 - 100 x 5'03" x 5/64"

FORTE BILCOBILI

BRILL

N	15	DIA	1
15	15	1.5	1.5
15	15	2	2
15	15	2.5	2.5
15	15	3	3
15	15	3.5	3.5
15	15	4	4
15	15	4.5	4.5
15	15	5	5
15	15	5.5	5.5
15	15	6	6

N	15	DIA	2.5/64"
15	15	1/16"	1/16"
15	15	5/64"	5/64"
15	15	3/32"	3/32"
15	15	1/8"	1/8"
15	15	4/32"	4/32"
15	15	5/32"	5/32"
15	15	3/16"	3/16"
15	15	13/64"	13/64"
15	15	7/32"	7/32"
15	15	1/4"	1/4"
15	15	1/4"	1/4"

4480

TUBI DI RAME PER CANNOTTI AUBI BOLLITORI

COPPER - TUBING - OF - STEEL - TUBING -

TUBI DI RAME

DIA. m/m 40 X 50 ¹⁵⁰⁰ 1500

COPPER - TUBING

DIA. 1 19/32" X 2" - LBS. 3000

LAMIERINI DI RAME RIVESTIMENTO - CO CALDAIE

SHEET COPPER - DOLLER - LOCOMOTIVE -

LAMIERINI DI RAME

N 10 m/m 2100 X 1600 X 2 -

SHEET - COPPER

N 10 - 7" 00 X 5'03" X 5/64"

PUNTE ELICOIDALI

DRILL

N 15	- DIA - 1
N 15	- DIA - 1.5
N 15	- DIA - 2
N 15	- DIA - 2.5
N 15	- DIA - 3
N 15	- DIA - 3.5
N 15	- DIA - 4
N 15	- DIA - 4.5
N 15	- DIA - 5
N 15	- DIA - 5.5
N 15	- DIA - 6
N 15	- DIA - 6.5
N 15	- DIA - 7
N 15	- DIA - 7.5
N 15	- DIA - 8.5
N 15	- DIA - 9
N 15	- DIA - 9.5
N 15	- DIA - 10
N 15	- DIA - 10.5
N 15	- DIA - 11
N 15	- DIA - 11.5
N 15	- DIA - 12
N 15	- DIA - 12.5
N 15	- DIA - 13
N 15	- DIA - 13.5
N 15	- DIA - 14

N 15	- DIA - 2.5/64"
N 15	- DIA - 1/16"
N 15	- DIA - 5/64"
N 15	- DIA - 3/32"
N 15	- DIA - 1/8"
N 15	- DIA - 4/32"
N 15	- DIA - 5/32"
N 15	- DIA - 3/16"
N 15	- DIA - 13/64"
N 15	- DIA - 7/32"
N 15	- DIA - 1/4"
N 15	- DIA - 17/64"
N 15	- DIA - 9/32"
N 15	- DIA - 15/64"
N 15	- DIA - 81/64"
N 15	- DIA - 3/8"
N 15	- DIA - 24/64"
N 15	- DIA - 25/64"
N 15	- DIA - 7/16"
N 15	- DIA - 27/64"
N 15	- DIA - 29/64"
N 15	- DIA - 15/32"
N 15	- DIA - 32/64"
N 15	- DIA - 1/2"
N 15	- DIA - 34/64"
N 15	- DIA - 17/32"

2480

PUNTE BILICOIDALI

Drill

PUNTE BILICOIDALI

N 10 - DIA - 15
 N 10 - DIA - 16
 N 10 - DIA - 17
 N 10 - DIA - 18
 N 10 - DIA - 19
 N 10 - DIA - 20
 N 10 - DIA - 21
 N 10 - DIA - 22
 N 10 - DIA - 23
 N 10 - DIA - 24
 N 10 - DIA - 25
 N 10 - DIA - 26
 N 10 - DIA - 27
 N 10 - DIA - 28
 N 10 - DIA - 29
 N 10 - DIA - 30
 N 10 - DIA - 31
 N 10 - DIA - 32
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 N 10 - DIA - 34
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 N 10 - DIA - 36
 N 10 - DIA - 37
 N 10 - DIA - 38
 N 10 - DIA - 39
 N 10 - DIA - 40
 N 10 - DIA - 41
 N 10 - DIA - 42
 N 10 - DIA - 43
 N 10 - DIA - 44
 N 10 - DIA - 45
 N 10 - DIA - 46
 N 10 - DIA - 47
 N 10 - DIA - 48
 N 10 - DIA - 49
 N 10 - DIA - 50
 N 10 - DIA - 51
 N 10 - DIA - 52
 N 10 - DIA - 53
 N 10 - DIA - 54
 N 10 - DIA - 55

Drill

N 10 - DIA - 19/32"
 N 10 - DIA - 5/8"
 N 10 - DIA - 21/32"
 N 10 - DIA - 45/64"
 N 10 - DIA - 23/32"
 N 10 - DIA - 25/32"
 N 10 - DIA - 7/8"
 N 10 - DIA - 27/32"
 N 10 - DIA - 29/32"
 N 10 - DIA - 15/16"
 N 10 - DIA - 1"
 N 10 - DIA - 1 2.5/64"
 N 10 - DIA - 1 6/63"
 N 10 - DIA - 1 1/8"
 N 10 - DIA - 1 5/32"
 N 10 - DIA - 1 3/16"
 N 10 - DIA - 1 1/4"
 N 10 - DIA - 1 9/32"
 N 10 - DIA - 1 5/16"
 N 10 - DIA - 1 23/64"
 N 10 - DIA - 1 3/8"
 N 10 - DIA - 1 27/64"
 N 10 - DIA - 1 15/32"
 N 10 - DIA - 1 1/2"
 N 10 - DIA - 1 17/32"
 N 10 - DIA - 1 19/32"
 N 10 - DIA - 1 5/8"
 N 10 - DIA - 1 21/32"
 N 10 - DIA - 1 45/64"
 N 10 - DIA - 1 23/32"
 N 10 - DIA - 1 25/32"
 N 10 - DIA - 1 7/8"
 N 10 - DIA - 1 27/32"
 N 10 - DIA - 1 29/32"
 N 10 - DIA - 1 63/64"
 N 10 - DIA - 2"
 N 10 - DIA - 2 2.5/64"
 N 10 - DIA - 2 5/64"
 N 10 - DIA - 2 1/8"
 N 10 - DIA - 2 5/32"
 N 10 - DIA - 2 3/16"

- ALLEGATORI CONICI PER CHIODI -

- RIVET - RIVET -

ALLEGATORI PER CHIODI

- RIVET - RIVET -

N 10 - DIA - 19/10"
 N 10 - DIA - 1"
 N 10 - DIA - 1 2.5/64"
 N 10 - DIA - 1 6/63"
 N 10 - DIA - 1 1/8"
 N 10 - DIA - 1 5/32"
 N 10 - DIA - 1 3/16"
 N 10 - DIA - 1 1/4"
 N 10 - DIA - 1 9/32"
 N 10 - DIA - 1 5/16"
 N 10 - DIA - 1 23/64"
 N 10 - DIA - 1 3/8"
 N 10 - DIA - 1 27/64"
 N 10 - DIA - 1 15/32"
 N 10 - DIA - 1 1/2"
 N 10 - DIA - 1 17/32"
 N 10 - DIA - 1 19/32"
 N 10 - DIA - 1 5/8"
 N 10 - DIA - 1 21/32"
 N 10 - DIA - 1 45/64"
 N 10 - DIA - 1 23/32"
 N 10 - DIA - 1 25/32"
 N 10 - DIA - 1 7/8"
 N 10 - DIA - 1 27/32"
 N 10 - DIA - 1 29/32"
 N 10 - DIA - 1 63/64"
 N 10 - DIA - 2"
 N 10 - DIA - 2 2.5/64"
 N 10 - DIA - 2 5/64"
 N 10 - DIA - 2 1/8"
 N 10 - DIA - 2 5/32"
 N 10 - DIA - 2 3/16"

N 10 - DIA - 24
 N 10 - DIA - 25
 N 10 - DIA - 26
 N 10 - DIA - 27
 N 10 - DIA - 28
 N 10 - DIA - 29
 N 10 - DIA - 30
 N 10 - DIA - 31
 N 10 - DIA - 32
 N 10 - DIA - 33
 N 10 - DIA - 34
 N 10 - DIA - 35
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 N 10 - DIA - 37
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 N 10 - DIA - 40
 N 10 - DIA - 41
 N 10 - DIA - 42
 N 10 - DIA - 43
 N 10 - DIA - 44
 N 10 - DIA - 45
 N 10 - DIA - 46
 N 10 - DIA - 47
 N 10 - DIA - 48
 N 10 - DIA - 49
 N 10 - DIA - 50
 N 10 - DIA - 51
 N 10 - DIA - 52
 N 10 - DIA - 53
 N 10 - DIA - 54
 N 10 - DIA - 55

- ALTERNATE CONJECT PER CHICHI -

- RIVET - RIVET -

4479

ALTERNATE PER CHICHI

- RIVET - RIVET -

N 15 - DIA - 1/8" X 1/4"
 N 15 - DIA - 5/32" X 9/32"
 N 15 - DIA - 3/16" X 5/16"
 N 15 - DIA - 1/4" X 23/64"
 N 15 - DIA - 9/32" X 3/8"
 N 20 - DIA - 5/16" X 27/64"
 N 20 - DIA - 23/64" X 15/32"
 N 20 - DIA - 3/8" X 1/2"
 N 20 - DIA - 27/64" X 12/32"
 N 15 - DIA - 15/32" X 19/32"
 N 20 - DIA - 1/2" X 5/8"
 N 20 - DIA - 17/32" X 21/32"
 N 15 - DIA - 19/32" X 45/64"
 N 20 - DIA - 5/8" X 23/32"
 N 20 - DIA - 21/32" X 25/32"
 N 20 - DIA - 45/64" X 7/8"

N 15 - DIA - 3 X 6
 N 15 - DIA - 4 X 7
 N 15 - DIA - 5 X 8
 N 15 - DIA - 6 X 9
 N 15 - DIA - 7 X 10
 N 20 - DIA - 8 X 11
 N 20 - DIA - 9 X 12
 N 20 - DIA - 10 X 13
 N 20 - DIA - 11 X 14
 N 15 - DIA - 12 X 15
 N 20 - DIA - 13 X 16
 N 20 - DIA - 14 X 17
 N 15 - DIA - 15 X 18
 N 20 - DIA - 16 X 19
 N 20 - DIA - 17 X 20
 N 20 - DIA - 18 X 21

ALISATORI CONICI PER CHIODI -

- RIVET - REAMER -

ALISATORI PER CHIODI

N 20 - DIA - 19 X 22
N 20 - DIA - 20 X 23
N 20 - DIA - 21 X 24
N 20 - DIA - 22 X 25
N 20 - DIA - 23 X 26

- RIVET - REAMER -

N 20 - DIA - 25/32" X 27/32"
N 20 - DIA - 25/32" X 28/32"
N 20 - DIA - 7/8" X 2 1/4 3/2"
N 20 - DIA - 27/32" X 1"
N 20 - DIA - 28/32" X 1 1/2 5/64"

CINQUE DI QUOIO PER MACCHINE

- LEATHER - BALL - OF - MACHINE -

- CINQUE DI QUOIO -

* - 1 DA m/m - 7200 X 65
* - 1 DA m/m - 6200 X 65
* - 2 DA m/m - 9200 X 65
* - 1 DA m/m - 5600 X 65
* - 1 DA m/m - 7320 X 65
* - 1 DA m/m - 8000 X 65
* - 1 DA m/m - 4300 X 65

- LEATHER - BALL -

* - 1 - 23 1/2" X 2 5/8"
* - 1 - 20 1/2" X 2 5/8"
* - 2 - 30 1/2" X 2 5/8"
* - 1 - 18 1/4" X 2 5/8"
* - 1 - 24 1/2" X 2 5/8"
* - 1 - 26 1/4" X 2 5/8"
* - 1 - 14 1/2" X 2 5/8"

2 - DA m/m - 8250 X 125
1 - DA m/m - 12200 X 100
1 - DA m/m - 4270 X 50
1 - DA m/m - 7625 X 60
1 - DA m/m - 8235 X 60
1 - DA m/m - 7320 X 65
2 - DA m/m - 5195 X 100
1 - DA m/m - 4580 X 60
1 - DA m/m - 5490 X 100
1 - DA m/m - 7015 X 25
1 - DA m/m - 5900 X 125
1 - DA m/m - 5670 X 125
1 - DA m/m - 6710 X 125
1 - DA m/m - 5670 X 125
1 - DA m/m - 6710 X 125
1 - DA m/m - 10400 X 125
1 - DA m/m - 8000 X 100
1 - DA m/m - 4880 X 60
1 - DA m/m - 3650 X 50
1 - DA m/m - 3770 X 50
1 - DA m/m - 5945 X 65
1 - DA m/m - 2300 X 100

2 - 27 1/2" X 5"
1 - 10 1/2" X 4"
1 - 14 1/2" X 2"
1 - 25 1/2" X 2 3/8"
1 - 27 1/2" X 2 3/8"
1 - 24 1/2" X 2 5/8"
2 - 17 1/2" X 4"
1 - 15 1/2" X 2 3/8"
1 - 12 1/2" X 4"
1 - 23 1/2" X 1"
1 - 19 1/2" X 5"
1 - 18 1/2" X 5"
1 - 22 1/2" X 5"
1 - 18 1/2" X 5"
1 - 22 1/2" X 5"
1 - 24 1/2" X 5"
1 - 26 1/4" X 4"
1 - 16 1/2" X 2 3/8"
1 - 12 1/2" X 2"
1 - 13 1/2" X 2"
1 - 19 1/2" X 2 5/8"
1 - 7 1/2" X 4"

1478

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

T/CC

Ref : Loc/T/9

Date: 30 Sept.44.

SUBJECT: Locomotives in Sicily.

TO : Director, Tn. Sub-Commission ACC.

1. Ref. your ACC Tn/16/5 dated 18 Sept.44. herewith detailed list of the position as regards locomotives in Sicily.
2. The figures in Cols. (g) & (h) are based on the requirements for the services in the Island as they are now. They take into account requirements of maintenance and normal routine repairs but ~~unusual~~ circumstances such as accidents.
3. With regard to possible recovery of war damaged locomotives all the locomotives so damaged are included in col. (f) or are so damaged as to be beyond repair. No allowance has been made for the possibility of repairing these & other locomotives in col. (h) pending further investigation of the spare parts situation which is becoming difficult.
4. A copy of the Attached list will be handed to Lt. Col. Lindberg on his arrival in Palermo.
5. It will be observed that the figures given on the attached list do not exactly agree with the figures of the weekly report dated 29 Sept.44. An explanation of this is being asked for from the ISR Officials.

W. S. C. 10/10/77

C. W. G. TAYLOR
Major RA.
Trans. Sub-Comm.

0957

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2. The figures in Cols.(g)&(h) are based on the requirements for the services in the Island as they are now. They take into account requirements of maintenance and normal routine repairs but ~~unusual~~ unusual circumstances; such as accidents.

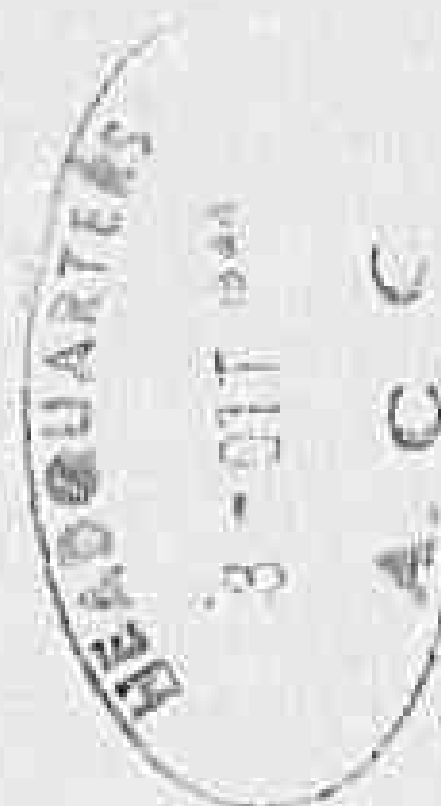
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W. G. Taylor 14.4.77

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



0958

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

28 Sep

LOCOMOTIVE SITUATION IN SICILY

TYPE (a)	KIND OF USE (b)	TOTAL (c)	SERVICEABLE (d)	NOT SERVICEABLE		REQUIRE THE I.S.
				Light Repairs (e)	Heavy Repairs (f)	(g)
471	Freight	34	20	8	6	20
476	"	17	12	3	2	8
480	Freight & Passenger)	7	5	1	1	5
625	do.	25	20	4	1	6
740	do.	150	72	44	34	60
735	Freight	4	-	2	2	-
744	Passenger	19	6	9	4	6
745	Fr. & Pass.	5	3	1	1	-
746	Passenger	7	3	1	3	3
800	Switching	1	1	-	-	-
851	do.	24	16	5	3	12
895	do.	9	7	2	-	7
896	do.	5	3	-	2	3
905	do.	10	6	-	4	-
940	Fr. & Pass.	14	9	3	2	8
	TOTALS	157	209	91	67	159

92576

APPENDIX 170

28 Sep 54

LOCOMOTIVE SITUATION IN SICILY

TOTAL (c)	SERVICEABLE (d)	NOT SERVICEABLE		REQUIRED IN THE ISLAND (g)	SPAREABLE (h)
		Light Repairs (e)	Heavy Repairs (f)		
34	20	8	6	20	-
17	12	3	2	8	4
7	5	1	1	5	-
25	20	4	1	6	14
150	72	44	34	60	12
4	-	2	2	-	-
19	6	9	4	6	-
5	3	1	1	-	3
7	3	1	3	3	-
1	1	-	-	-	1
24	16	5	3	12	4
9	7	2	-	7	-
5	3	-	2	3	-
10	6	-	4	-	6
14	9	3	2	8	1
<u>157</u>	<u>209</u>	<u>91</u>	<u>67</u>	<u>159</u>	<u>45</u>

09601

EWD/mb

16/5/6

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701

18 September 1944.

ACC Tn/16/5/

SUBJECT: Locomotives in Sicily.

TO : Divisional Sept, Transportation Sub-Commission
HQ ACC Region I

1. Please ascertain and let me have a comprehensive statement as to the present situation with regard to Locomotives in Sicily.

2. At the same time, after consultation with the I.S.R. Officials concerned, please say what is considered to be the minimum number of locomotives, by classes required to operate the rail services on the island. Due allowance should be taken of maintenance and repairs necessary to maintain those services, and further, any possible recovery, say within the next six months, of war damaged motive power should be taken into account.

3. Please report fully as soon as possible.

ccf
D.S. ADAMS

Colonel, C.E.

Director, Tn. S/C

16/5/6

Copy: Major Baister

16/5/5

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
10 Sept 1944

Subject: Locomotives in Sicily

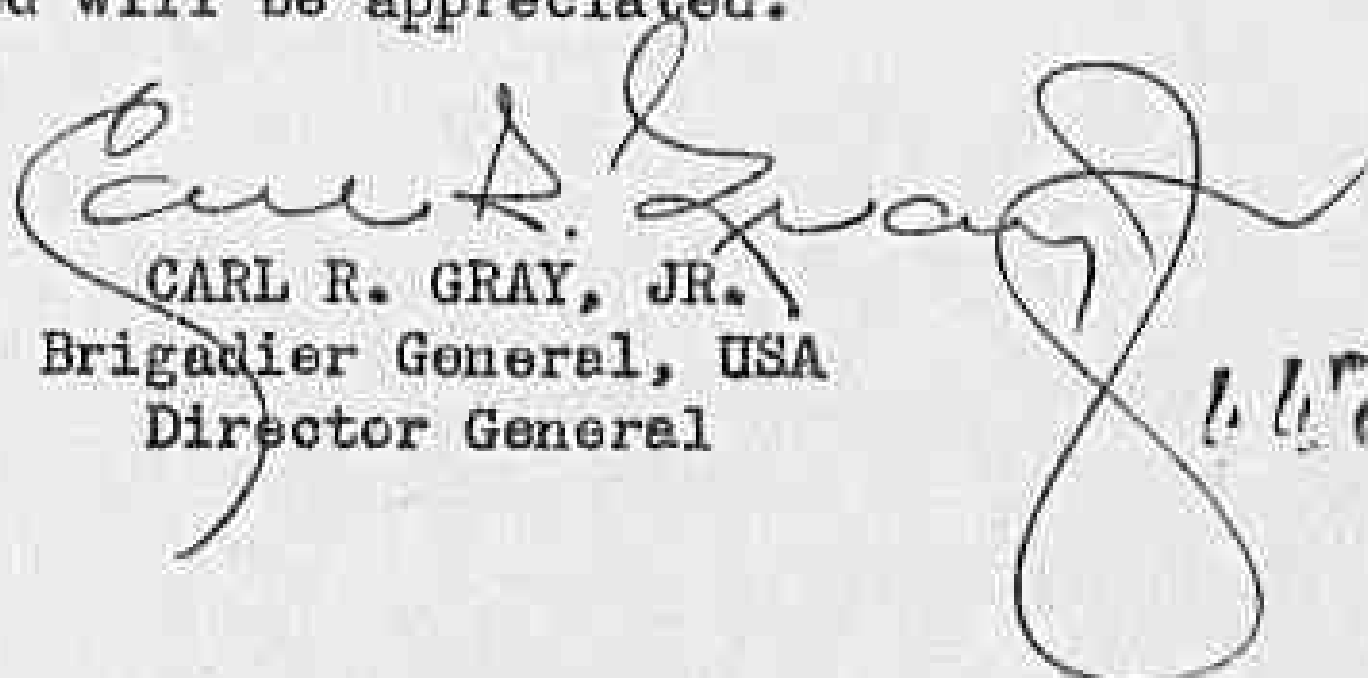
To: A.C.C. Transportation Sub-Commission, Colonel D. S. Adams,
Director, A. P. O. 394.

1. It appears desirable to have current survey of locomotive situation in Sicilian division of I.S.R.

2. Hitherto reference has been had to survey made by Lieut. Colonel Brown, dated 31 May 1944. However, in time intervening, certain engines have probably been reconditioned or others set aside for repairs, while reopening of lines released some for service.

3. It may be expected it will be necessary to transfer additional locomotives to mainland, and, incident to survey, it will be well to develop in conference with Sicilian officers of I.S.R., what they believe is minimum number of locomotives, by classes, required to operate rail service on island, giving due account to shoppings and prospective recovery within next six months of additional war damaged power. It is not desired to strip Sicilian railways of power below point where they can operate the reduced schedules made obligatory by fuel restrictions. At same time, it will be appreciated that general shortage of locomotives on mainland does not permit any maintenance of large unused reserve in Sicily.

4. It will be appreciated if information on Sicilian position be obtained as promptly as possible, and your comments or suggestions as to locomotives which may be released will be appreciated.


CARL R. GRAY, JR.
Brigadier General, USA
Director General

6674

ACP/gfh

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/16/5/A
Date : 16 July '44

TO : Major S.L. Reister, *The Sub (Common Acc)*
US D.G.M.R.S. *Naples*

SUBJECT : Locomotive Stock in Sicily.

For your information, the following data sets out the locomotive position in Sicily as at w.e. 2 July '44.

MOTIVE POWER AND ROLLING STOCK POSITION
STANDARD GAUGE LOCOMOTIVES

	<u>Ext.</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	-	54	-
Totals	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All Freight)

	<u>Adhesion</u>	<u>Track</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
Totals	38	24	62

ad.
D.S. ADAMS,
Colonel, G.D.,
Director, Transportation Sub-Comm.

1173

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File
WSM/cg. 16/155
16/5/2

ACC Tn/16/
13 June 44. 9/16

TO : Director General,
Military Railway Service,
NAPLES.

SUBJECT: Motive Power in Sicily.

1. Attached is report of Standard Gauge locomotive position as of 31 May 44, for Sicily.
2. 13 Passenger, 20 Freight, 13 Pusher and 5 Switch, a total of 51 locomotives are noted as reported "stored in good condition."
3. It is also reported that the 746 Class (Passenger) and the 480, 625, 735 and 745 Class (Freight) locomotives were not "local" to Sicily before the war. These represent a total of 29 Freight and 2 Passenger locomotives, either in service or stored in good order. Capo Compartimento (Eng. Tuccio) is quoted as admitting these locomotives could be spared for use elsewhere, and a reduction in the number of different classes of engines would help their stores problem.
4. The situation is brought to your attention with the thought that you may want some of this power used elsewhere.

L. E. Vining

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

6672

LOCOMOTIVE POSITION AS OF MAY 31-44

STANDARD GAUGE

TYPE	Passenger				Freight				Pusher				Switch	
	685 12-6-2	744 12-8-0	746 12-8-2	480 12-10-0	625 12-6-0	735 12-8-0	740 12-8-0	745 12-8-0	940 12-8-2	471 10-10-0	800 2-2	851 0-60	89 10-8	
In service	22	12	0	5	7	3	73	2	12	23	1	10		
Stored in good condition	4	7	2	0	10	-	8	2	0	13	0	4		
Awtg.repairs	7	3	2	1	7	2	46	-	1	8	0	9		
(a)Hvy.Shop														
(b)rebuilding \$	3	4	2	1	1	4	23	1	1	6	0	0		
War ruined	0	0	1	0	0	0	4	0	0	3	0	0		
TOTAL	36	26	7	7	25	9	154	5	14	53	1	23		

\$ Figure approximate. Decision may be made to scrap certain locos. instead

LOCOMOTIVE POSITION AS OF MAY 31-44
STANDARD GAUGE

number	Freight										Pusher			Switch			TOTAL
	746	480	625	735	740	745	940	471	800	851	895	905					
1-0	12-8-2	12-10-0	12-6-0	12-8-0	12-8-0	12-8-0	12-8-2	10-10-0	2-2	10-60	10-8-0	10-6-0					
2	0	5	7	3	73	2	12	23	1	10	10	5					185
7	2	0	10	-	8	2	0	13	0	4	1	0					51
3	2	1	7	2	46	-	1	8	0	9	3	2					91
4	2	1	1	4	23	1	1	6	0	0	0	4					50
0	1	0	0	0	4	0	0	3	0	0	0	0					8
6	7	7	25	9	154	5	14	53	1	23	14	11					385

approximate. Decision may be made to scrap certain locos. instead of repairing.

7 JUNE 44

MEMORANDUM FOR LT. COL. VINING.

1. There are currently in Sicily 378 standard gauge locomotives, of 14 different classes. There are 185 locomotives currently serviceable and 44 stored in good condition, a total of 229 units. There are 141 requiring shop attention of varying degrees and 8 beyond practicable rebuilding by war.

2. Of the 14 classes there are several which were not "local" to Sicily before the war and/or which Capo Compartimento Tuccio agrees can be spared, as follows.

Class	Passenger	480	Freight	735	745
	746	2-10-0	2-6-0	2-8-0	2-8-0
Wheel Arrgt.	2-8-2	2-10-0	2-6-0	2-8-0	2-8-0
In service	0	5	7	3	2
Stored in good order	2	0	10	-	2
Awaiting repairs					
(a) Heavy shop	2	1	7	2	-
(b) Rebuilding	2	1	1	4	1
War ruined	1	0	0	0	0
TOTAL	7	7	25	9	5 = 53

3. Removal of these locomotives would improve stores situation and assist in operations elsewhere.

4. Two alternatives seem possible ~~(a) To refer to General Gray~~ (b) To refer to General Gray (b) "sit tight" and plan to use such types as are suitable in areas to be turned over to this Sub-Commission in the near future.

5. Further details of locomotives position are found in "Appendix B" to my report of survey of Sicilian Railways, dated 31 May 1944.

6. My recommendation would be to issue instructions to Dr. Tuccio to withdraw all locomotives of above classes from service, placing serviceable units in best possible condition and advancing repairs to others so that as locomotives are needed they can be moved, over lines soon to be opened to Messina for move to mainland. Instructions as foregoing to be issued immediately, to be prepared for any eventuality and pending final decision per para 4 above.

C.G. BROWN
Lieut-Colonel.

6670

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

16/5/2
Ref: Loc/OHL/3
Date: 29 May 1944

SUBJECT : Spare parts for Locomotives.

TO : No.3 Transportation Stores Depot - Brindisi.

1. Reference our letter 27 April 1944 Loc/OHL/2 addressed to Hq. No.1 District, Transportation, copy of which was mailed to you.
2. Referring to paragraph 3, The spare parts for locomotives as listed were billed to you on May 16, 1944, accompanied by freight warrant No 18/53630.
3. Please advise receipt of the material.

ASW/16

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

Copy to:-

Director, Transportation Sub-Commission, ACC, APO 394. ✓
Hq. No.1 District, Transportation.

4409

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

16/10/5
16/5/1

21 April 1944.

SUBJECT: Military Diesel Schedule.

TO : Director, Transportation Sub-Commission, ACC,
c/o Mov. & Tn., HQ. AAI. (Adm.Ech.) CMF.

1. Attached herewith is a copy of a new Military Diesel service which went into effect as from 19 April 1944.

2. The service was reduced to three days per week on the Palermo - Licata run due to falling off of military business in the Licata area and increased from three days per week to seven days per week on the Palermo - Trapani run due to increase in military activity in that area.

For the Regional Commissioner:

O. Lindberg

O.H. LINDBERG, RE,
Lt. Col., Tn. Sub-Comm.,
Rep. at HQ. Reg. No. I.

4468

MILITARY DIESEL SCHEDULE (as from 15 April 1944)

PALERMO TO CATANIA: Mondays, Tuesdays, Thursdays & Saturdays.

Dep. Palermo (Centrale Station)	0745
Arr. Caltanissetta Xirbi	1020
Dep. Caltanissetta Xirbi	1030
Arr. Simeto Bridge	1300
Dep. Simeto Bridge (opposite side)	1330
Arr. Catania (Centrale Station)	1402

CATANIA TO PALERMO:

Dep. Catania (Centrale Station)	1228
Arr. Simeto Bridge	1300
Dep. Simeto Bridge (opposite side)	1330
Arr. Caltanissetta Xirbi	1610
Dep. Caltanissetta Xirbi	1620
Arr. Palermo (Centrale Station)	1855

PALERMO TO LICATA: Wednesdays, Fridays & Sundays

Dep. Palermo (Centrale Station)	0745
Arr. Caltanissetta	1100
Dep. Caltanissetta	1110
Arr. Licata	1225

LICATA TO PALERMO:

Dep. Licata	1425
Arr. Caltanissetta	1550
Dep. Caltanissetta	1600
Arr. Palermo (Centrale Station)	1855

PALERMO TO TRAPANI: Daily.

Dep. Palermo (Centrale Station)	0820
Arr. Trapani	1030

TRAPANI TO PALERMO:

Dep. Trapani	1530
Arr. Palermo (Centrale Station)	1740

0970