

ACC AC/13/13/TD4 10000/148/1984 COAL CONSUMPTION
AUG. 1944 - JUN. 1945

000/148/1984 COAL CONSUMPTION - SICILY
AUG. 1944 - JUN. 1945

ALLIED COMMISSION
Transportation Sub-Commission
Rail Section Palermo

CA/al

Ref : CL/84

Date: 24 June 45.

SUBJECT: Coal Returns

TO / HQ.AC. Transportation Sub-Commission
Rail Division

Reference your signal ACCOL 180 of 21 June 1945
and in reply RTC - 406 of 22 June 1945.

1. Herewith detailed returns of coal Consumption and stocks in this Island concerning the months of March, April and May, 1945.
2. In spite of all efforts it was practically impossible to contain consumption within the 9.000 tons allocation, on account of heavy demands for docks clearance, either grain or flour or coal, internal movements in connection with sea export, movements of fertilizers and asphalt and cement for public works, About 1000 tons of coal on each of the two months April and May were consumed for operating special trains to carry partisans, refugees and military arriving from the Mainland.

Enclosures:
3 returns

4810

A. CANNISTRACI
Tn. Sub-Commission Rep.
c/o U.S. Naval Operating
Base Palermo.

SUBJECT: Coal Returns

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c/o U.S. Naval Operating
Base Palermo.

Enclosures:
3 returns

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION (RAIL).
c/o U.S. Naval Operating Base
Palermo.

REPORT OF COAL CONSUMPTION MARCH, 1945.

Balance on hand at the end of February
Arrived in the Island during March, 1945

	Tons 2,091
	" 16,795
Total	Tons 18,886.

Consumption during March 1945:

For locomotives I.S.R.	Tons 10,308
Other uses I.S.R.	124
Circumetnea and Siracusa - Vizzini "	398
Total Consumption March, 1945	Tons 10,830

Balance on hand end of March Tons 8,056.

Consumption according to services:

		CIVILIAN	MILITARY	GRAND TOTAL
Passenger	Freight	Total		
2710	7471	10,181	127	10,308

RECEIVED:

S/S Sidney Lenice	Tons. 2,314
" Chaenisey	" 1,362
" Ocean Vision	" 4,045
" William D'Hoard	" 3,013
" Cape Wratt	" 3,456
" Benjamin Lundy	" 2,605
Total	Tons 16,795.

4809

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION (RAIL)
c/o U.S. Naval Operating Base.
Palermo.

REPORT OF COAL CONSUMPTION APRIL, 1945.

Balance on hand at the end of March	Tons 8056
Arrived in the Island during April	<u>17346</u>
Total	Tons 25402

CONSUMPTION DURING APRIL 1945.

For locomotives I.S.R.	Tons 10262
Other uses I.S.R.	" 108
Circumetnea and Siracusa-Vizzini	<u>" 287</u>
Total Consumption April, 1945	<u>Tons 10657</u>
Balance on hand end of April	Tons 14745

CONSUMPTION ACCORDING TO SERVICES:

CIVILIAN			MILITARY	GRAND TOTAL
Passenger	Freight	Total		
3010	7450	10160	102	10262

RECEIVED:

S/S Robert Bottey	Tons 7822
" Samannan	" 2662
" Samfoyle	" 2032
" Baron Elphinstons	" 1922
" Samlyth	<u>2608</u>
Total	Tons 17346

4808

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION (RAIL).
c/o U.S. Naval Operating Base.
Palermo.

REPORT OF COAL CONSUMPTION MAY 1945.

Balance on hand at the end of April	Tons 14745
Arrived in the Island during May	<u>8079</u>
Total	Tons 22824

CONSUMPTION DURING MAY 1945:

For locomotives I.S.R.	Tons 11098
Other uses I.S.R.	1185
Circumetnea and Siracusa-Vizzini	<u>321</u>
Total Consumption May, 1945,	<u>Tons 11604</u>
Balance on hand end of May	Tons 11220

CONSUMPTION ACCORDING TO SERVICES:

Civilian			Military	Grand Total
Passenger	Freight	Total		
3337	7132	10469	629	11098

RECEIVED:

S/S Samannam	Tons 2741
" Baron Elphinstone	" 3123
" Samlyth	" 1070
" Brander	<u>1099</u>
Total	Tons 8079.

2807

46/13/45
RGM/10

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

25 June 45

Tel. 843238
Ref. AC/16/13/Tn 4

SUBJECT : Coal Sicily

TO : ISR - Bldg.

1. It is noted that Sicily is still using coal in excess of their allowance.
2. For the week-ending 16 June 2464 tons were used. This is only 200 tons over the allotment but it must be definitely understood that Sicily should stay within their allowance of 9000 tons monthly.
3. Services should be reduced to make up for the amount of coal already used in excess.
4. The fact that we have a good stock of coal now in Sicily must not be looked upon as a possibility that this back log can be maintained because it is definitely known that ships recently discharged in Sicily were destined for Northern Italy but were unloaded in Sicily because Northern Ports were not in readiness to accept these ships. This indicates that present coal supply must be conserved to cover the period when ships will be diverted to the North instead of unloading in Sicily.
5. This is a most urgent matter and corrective action must be taken at once so that future transportation facilities will not be crippled.

Wm. M. Mays
Director

Copy to: Movement's Rail Tn S/C
" " Maj. Long Rail Div.
" " Commerce S/C Coal Div.

ALCOM ROME

127800



LYON TRANS. SUB-COMM. AC PALERMO PALAZZO DELLE FERROVIE

Major Long AC Supply (by hand)

Movement Rail In Sub-Comm. HE AC (by hand)

00(,)

NOTICE THAT WHEN COAL CONSUMED THIRTY TWO ONE ONE
THIS PERIOD DEFINITELY NECESSARY SLIGHTLY KEEP WITHIN
ALLOTMENT OF NINE THOUSAND TONS PER MONTH (,)

121603 Jw

IMPORTANT

4805

HEADQUARTERS ALLIED COMMISSION
AIC 394
TRANSPORTATION SUB-COMMISSION
(RAIL DIVISION)

16/13/44

Tel: 843238

30 April 1945.

Ref: AC/16/13/TB4.

SUBJECT: Allotment of coal for Sicily.

TO : H.E. P. Cerabona,
Minister of Transporta.

Dear Mr Minister,

Your letter ICMA 4063/43 dated 27 April 1945 has been received, and it is desired to emphasise that the need for coal for railway operation in Sicily is fully realised and we are at the present time, actively pursuing the question of obtaining an increase to 10,000 tons per month.

Palermo Compartimento has not been informed that there is likely to be a reduction to 8,000 tons per month and it is not expected that such a reduction will be made if circumstances remain normal. However, during April the Sardinian miners were on strike, and it was not found possible to supplement from other sources the shortage thus caused, with the result that only 8,000 tons of coal have been allotted to Sicily.

If Sardinian output is maintained, there is no reason to believe that the coal allocation to Sicily will be below 8,000 tons.

Yours very truly,

M.B. THOMAS, Colonel, 4833
Deputy Director.

Ministry of Transport
I B. General Direction

Rome 24 April 1945
ref 4063/43

Allied Commission

Transportation Sub Commission

Subject: Allotment of coal for Sicily

- 1) Palermo Compartimento inform me that the monthly allocation of coal for Sicilian railways will be shortly reduced from 9000 to 8000 tons.
- 2) Such measure would seriously affect the already difficult conditions of traffic in the Island, thus hampering even more the modest activities hardly rehabilitated from the liberation up to now. As a matter of fact, it is to be pointed out that even an allocation of 9000 tons can meet only a portion of the traffic required by the present exigencies; the passengers service is being operated in a pitiful way, and the few coaches are overcrowded; as for the freight traffic, the movements of building materials, as timber, stones, iron, tiles, cement, are absolutely inadequate to the requirements. The fertilizers, needed for agriculture and stored in the factories, cannot be transported; the same happens on regard of sulphur, needed for vine growing in the Island and in the mainland.
- 3) Please make any effort to meet Sicily's requirements, and continue to allocate 9000 tons of coal per month, if even a small increase cannot be granted.
- 4) Your acknowledgement would be greatly appreciated.

the Minister
sgd Uersabona

ng a. 27/4

coal for Sicilian railways will be shortly reduced from 3000 to 8000 tons.

2) Such measure would seriously affect the already difficult conditions of traffic in the island, thus hampering even more the modest activities hardly rehabilitated from the liberation up to now. As a matter of fact, it is to be pointed out that even an allocation of 3000 tons can meet only a portion of the traffic required by the present exigencies; the passengers service is being operated in a pitiful way, and the few coaches are overcrowded; as for the freight traffic, the movements of building materials, as timber, stones, iron, tiles, cement, are absolutely inadequate to the requirements. The fertilizers, needed for agriculture and stored in the factories, cannot be transported; the same happens on regard of sulphur, needed for vine growing in the island and in the mainland.

3) Please make any effort to meet Sicily's requirements, and continue to allocate 3000 tons of coal per month, if even a small increase cannot be granted.

4) Your acknowledgement would be greatly appreciated.

the Minister
sga Carabona

ne ca 27/4

4892

Roma 27 Aprile 1945
MFA 4063/43



IL MINISTRO DEI TRASPORTI

COMMISSIONE ALLEATA
Sotto Commissione Trasporti

Assegnazione carbone
alla Sicilia.

1) - Il Compartimento di Palermo mi informa che l'assegno mensile di carbone per le ferrovie della Sicilia verrebbe prossimamente ridotto da 9000 ad 8000 tonnellate.

2) - Un provvedimento del genere aggraverebbe sensibilmente le già difficili condizioni dei trasporti dell'isola e soffocherebbe ancora di più quelle modeste attività alle quali si è potuto faticosamente dar vita dalla liberazione ad oggi.

E' opportuno infatti tener presente che pur con l'assegnazione di 9000 tonn. non si può fronteggiare che solo una parte dei traffici richiesti dalle necessità del momento: il servizio viaggiatori si svolge in modo pietoso con affollamenti eccezionali delle poche vetture in circolazione; nei riguardi del servizio merci i trasporti dei materiali da costruzione quali le tegole, pietra, ferro, tegolame, cemento sono assolutamente inadeguati ai bisogni. Non si possono trasportare i concimi chimici indispensabili all'agricoltura e dei quali le fabbriche sono piene; altrettanto dicasi per lo zolfo che occorre per la viticoltura, nell'isola ed in continente.

3) - Nel far presente questo stato di cose prego codesta Commissione di fare ogni sforzo per venire incontro ai bisogni dell'isola mantenendo ferma l'assegnazione mensile di carbone nel quantitativo di 9000 tonn., se non è possibile aumentarla, anche di qualche poco.

4) - Mi sarà gradito un cenno di conferma.

IL MINISTRO

Cum

CRw/els

INTER-OFFICE MEMORANDUM

Tel : 470704

6 April 1949

290/15/IN 3

SUBJECT : Coal Consumption - Sicily

TO : Rail Division, TN. Sub-Commission

1. Reference your AC/10/15/IN 4 dated 3 April '49.
2. Arrangements will be made in future for requests for coal supply to Sicily to be submitted to Rail Division for action, the necessary information regarding expected traffic to be moved on the Island in support of any additional demands for coal will be furnished by this Branch.

C. R. Worthington
for M.B. THOMAS, Colonel *may*
Deputy Director
Transportation Sub-Commission

Copy to : Industry Sub-Commission - Coal Division

4800

16/13/41

ACF

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

3 April 1945

Tel. 843238
Ref. AC/16/13/Tn 4

TO : Movements Division (Rails)
Tn Sub-Comm. HQ AC

SUBJECT : Coal Consumption - Sicily.

1. It is suggested that requests for coal supply to Sicily be returned to this Division for action.
2. A recognised procedure has been agreed in respect of other territory covered by AC, and this system is working quite well.
3. Certain operational problems arise over estimating coal consumption to cover a given tonnage movement, and if you continue to provide information as to intended or desired movement, a satisfactory case can be made out to AFHQ by this Division.

G. Lindberg, Lt. Col.
G. H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

Copy to: Major G. M. Long, Stores Branch, Tn Sub-Comm. (Rails)

4799

JWB/elc

INTER-OFFICE MEMORANDUM

Tel : 478704

19 March 1945

296/13/Tn 3

SUBJECT : Coal for Sicilian Railways

TO : Rail Division, Tn. Sub-Commission

1. Under reference 134.9 COLAF dated 5 March 1945, QM (Coal Section) AFHQ advise that authority is given for the additional allocation of 2000 tons of Imported Coal for locomotive purposes in Sicily during month of March 1945.
2. It is not agreed to stabilize the additional 2000 tons per month, but requests must be made month by month.

M. J. Sieff
M.J. SIEFF, Colonel
Chief, Movements Division

4798

GRW/elc

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

28 February 1945

Tel : 478704

296/9/Tn 3

SUBJECT : Coal for Sicilian Railways

TO : Industry Sub-Commission
(Coal Division)

1. Further to my 295/7/Tn 3 dated 25 February '45 and to telephone conversation (Col. Oxley - Major Worthington) of 25 Feb '45.
2. Attached copy of letter just received from Sicilia Region HQ is forwarded for necessary action.

Ed Worthington
HERBERT H. TAYLOR
Director, Transportation Sub-Commission

Copies to : Regional Commissioner, Sicilia Region
(Attn. AG Transportation Rep.)
Rail Division ✓

4797

C O P Y

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/co
Ref : CL/IL/44
Date: 20 Feb 45

SUBJECT: Coal

TO : Trans Sub-Commission AC (Rail Section)
c/o Trans Increment C.M.F.

1. In reply to previous correspondence I do not consider that 9,000 tons of coal a month is sufficient for the Railways in Sicily which is the second largest working division in the ISR.

2. I have checked the coal situation very carefully every week. On looking over our files I note that in a survey report issued on the 31 May last the Lt Col put the figure at 15,000 per month.

- (1) In view of the break down of the schooners allocation.
- (2) The enormous demands of the Military
- (3) Increase of freight & passenger service
- (4) And compensate us for the shortage of wagons.

3. I suggest a figure of 10,000 & an additional allowance to cope with these mile trains & call up specials for the Italian Military.

4. Just at present we have had to draw on our coal reserves as in addition 3 grain ships arrived without proper warning & exports have been rushing Citrus Fruits to the Ports.

sgd. IRVINE-LYNCH
Capt R.E.'s (M.C. Sec)
Chief Trans Officer.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CITE RTC 181
Date/Time of Origin: FEB 28 NET

Message Centre No: D/3702
Date Time Rec'd: FEB 28 2000A
Precedence: PRIORITY

FROM: ALCOM SICILY (GARR)
TO: HQ ALCOM TRANS SC FOR: IVINE LYNCH

CONFIDENTIAL

CONFIDENTIAL.

1. Local coal situation as follows.
2. On hand 1700 hours 26 February 1900 tons plus 1000 tons promised from local industry allotment.
3. Steamer expected due at PALERMO 28 February with 2500 tons and another same date at CATANIA with about 3000 tons.
4. Dr. TUCCIO recommends that arrivals be intensified in order to cover monthly allocation for February and March and to rebuild reserve.
5. Car situation unchanged.
6. Two locomotives type 625 have been dispatched to REGGIO and four additional locomotives same type are being sent same destination forthwith to relieve situation REGGIO department.
7. Nothing special in other fields since your departure.

Dist

ACTION

Action - Tn SC
Info - A/President
Chief Commissioner
Econ
File

CONFIDENTIAL



INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: *CITE RTC 183*
Date/Time of Origin: *FEB 28 NPT*

Message Centre No: *D/3809*
Date/Time Rec'd: *MAR 011845A*
Precedence: *PRIORITY*

FROM: *ALCOM SICILIA REGION PALERMO*

TO: *HQ ALCOM CITE ACTPT FOR IRVINE LYNCH*

CONFIDENTIAL

CONFIDENTIAL

1. *Ref my yesterday signal.*
2. *Two coal steamers arrived yesterday PALERMO and CATANIA and now unloading about 5500 tons.*
3. *Two additional steamers due here and CATANIA in about 2 days with unprecised amount of coal.*
4. *Railway service either passenger or freight restored prior conditions.*
5. *Nothing else of special importance to report.*

Dlst

Action - Tn SC

Info - A/President

Chief Commissioner

Econ Sec

File

ACTION



CONFIDENTIAL

348

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CITE RTC 177
Date/Time of Origin: FEB 24 1945A

Message Centre No: D/3190
Date Time Rec'd: FEB 24 2145A
Precedence: PRIORITY

FROM: PALERMO ALCON SICILIA (LYNCH)
TO: HQ ALCON TRANS INC FOR TRANS

RESTRICTED

RESTRICTED

1. Your signal Tn INC (Tn SC) dated 22 February act understood.
2. If 7000 tons in SICILY it is not available.
3. Only 2000 tons scattered over the ISLAND for railway use considerable waste in moving small quantities of coal from one Depot to another.

Dist

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

ACTION



RESTRICTED

*Showered Tn. 4
1145 hrs. 25 Feb.
[Signature]*

CRM/mb

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

25 February 1945

Tele : 476704

296/7/T.3.

SUBJECT : Coal for Sicilian Railways

TO : Industry Sub-Commission, (Coal Division)

1. Further to your AC/IND/CT/55/93 dated 24 January '45 and to this Sub-Commission's letter of 10 February '45.
2. Whilst it is not possible at the moment to give the tonnage hauled by the Sicilian Railways during the month of February '45, it is anticipated that the figures when they are available will compare favourable with previous months.
3. In view of the fact that considerable difficulty necessitating cancellation of trains on the Island, has been experienced during the month of February '45 on account of the late decision by AFHQ Coal Section to grant the additional 2,000 tons of Coal asked for it is requested that the additional 2,000 tons Coal granted in January & February '45 be authorised monthly in future and that any adjustments can be made monthly to reduce this figure conditional on the rise and fall of traffic hauled.
4. It is pointed out that the shortage of rolling stock on the Island is still acute and this factor obviously will affect the tonnage hauled. It can be stated however, that every effort is being made to increase the wagon availability which will result in additional tonnage being hauled.
5. Please give this matter your urgent consideration in order that the maximum tonnage can be hauled during the coming months.

For the Chief Commissioner.

4792

W. H. Taylor
for

HERBERT H. TAYLOR
Director, Transportation Sub-Commission

1350

1. Further to your 10/IN/CD/55/98 dated 24 January '45 and to this Sub-Commission's letter of 10 February '45.
2. Whilst it is not possible at the moment to give the tonnage hauled by the Sicilian Railways during the month of February '45, it is anticipated that the figures when they are available will compare favourable with previous months.
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For the Chief Commissioner.

4792

W. H. Taylor
for KENNETH H. TAYLOR
Director, Transportation Sub-Commission

Copy to : Rail Division ✓
Regional Commissioner Sicilia Region
(Attn. AS. Transportation Rep.)

TN INC (Tn Sub-Comm.)

221800

IRVINE LYNCH c/o HQ.AC.PALERMO

034 (.) RESTRICTED (.) UNDERSTAND THERE IS APPROX 7000 TONS
COAL IN SICILY (.) THIS SHOULD ~~ENABLE~~ SERVICES TO BE
MAINTAINED PENDING ARRIVAL OF FURTHER SUPPLIES (.) CONFIRM
TONNAGE ON HAND (.)

IMPORTANT

1700
4791

FOR ACTION ALSO SICILIA REGION FOR LYNCH AND HAYWARD FOR INFO
AFHQ PHOUP

2139

21 February 1945

PRIORITY

RESTRICTED PD

SUBJECT IS COAL FOR RAILWAYS SICILY PD

PARA TWO FOR ACTION ALSO SICILIA REGION FOR LYNCH AND HAYWARD FOR INFO
AFHQ PHOUP FROM ALCON CITY ASSET PAREN

PARA ONE PD REFERENCE YOUR SIGNAL ROOM TARE CHARLIE ONE SEVEN
ONE OF ONE EIGHT FEBRUARY REPORTS PD

PARA TWO PD ABLE FOR HQ QUEEN ADVISE US VERBALLY THAT THEY HAVE
ALLOCATED ONE THREE SIX ZERO ZERO TONS IMPORTED COAL FOR FEBRUARY
OF WHICH NINE ZERO ZERO ZERO TONS FOR RAILWAY USE

Copy to:-

Economic Section

Transportation Sub-Commission ✓

INDUSTRY

447

Lt. Col. G. Oxley

4720

NICHOLAS DIOMBINO,
CWO, USA,
ASST ADJUTANT

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CITE RTC-169
Date/Time of Origin: FEB 17 1815A

Message Centre No: D/2280
Date/Time Rec'd: FEB 18 0930A
Precedence: ROUTINE

FROM: ALCOM SICILIA (LYNCH)
TO: HQ ALCOM FOR TRANS SUBCOM

RESTRICTED

RESTRICTED.

I am informed by the railways that there is only 3800 tons of coal available and will have to curtail their train service. This is due I understand to the fact that they have had to draw on their coal reserve to meet military AC and civilian commitments and they they have not received their February allotment of coal. Capt HAYWARD has been advised.

ACTION

DIST

ACTION: Th S/C
INFO: A/President
Chief Commissioner
Econ Sec
Industry 2
File 2
Float

4789

Carroll's Lab & v. 1100 19/2
He will investigate with 4789
Sharp summary 24/2 +
Others to follow

RESTRICTED



BEST COPY POSSIBLE

1355

FILE
16/13/80

ALON SIGILLIA REGION

2063 19 FEB 45 AGUTINE

RESTRICTED PD

PAGE ONE PD REFERENCE YOU REFER FAR: CHARLIE ONE SIX NINE PD
PAGE TWO ALON SIGILLIA REGION FOR REGIONAL ONE ISSUED FOR LYNN FROM

ALON CITY OFFER PAPER

YOUR SO-L WILL ARRIVE TWO FOUR PAB WITH MORE TO FOLLOW PD

8828

TRANSPORTATION SC

NICHOLAS PIONEER
C/O. P.A.A.
Asst. Adjutant

1356

16/13/23

ALCOM SICILY

1692

14 FEB 49

PRIORITY

RESTRICTED TO
FARM ONE TO REFERENCE YOUR NO. ONE THREE ONE SEVEN DATED ONE ZERO
FEBRUARY FOUR FIVE PM
FARM TO ALCOM SICILY FOR BARR FOR LUNCH FROM ALCOM ONE ACTIVE BARR
RECOMMENDATIONS FOR ADDITIONAL TWO ZERO ZERO ZERO TONS LOCOMOTIVE COAL
FOR SICILY FOR FEBRUARY HAVE BEEN MADE TO INDUSTRY SUB COMMISSION
AND HAVE SUBMITTED REQUEST TO COAL SECTION ALSO FOR APPROVAL PM

INFO ECONOMIC SECTION
INDUSTRY
RAIL DIVISION ✓

4787

TRANSPORTATION NO

190

W. A. C. [Signature]

NICHOLAS FLORENO
CNO U.S.A.
Asst. Adjutant

FM INC (The Sub-Comm.)

061800



REGIONAL COMMISSIONER SIGILY FOR CAPT IRVINE LYNCH

011 (.)

PLEASE SIGNAL RAIL TONNAGE FOR JANUARY AND

JUSTIFICATION FOR COAL SUPPLY AT 9.000 TONS FOR FEBRUARY (.)

IMPORTANT

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

JWB/vb

10th February, 1945.

Tel: 478704

Ref: 296/3/Tn.3.

SUBJECT: Coal for Sicilian Railways.

TO : Industry Sub-Commission,
(Coal Division).

1. Reference your AC/AD/CD/55/98, dated 24th January, 1945.
2. The total freight tonnage hauled by Sicilian railways during the four weeks 1-28 January, 1945, was 127,310 tons as compared with 117,776 tons hauled during the four weeks 4-31 December, 1944.
3. These figures show an increase of 9,534 tons, but it is considered this is not a fair picture owing to the difficulties experienced in Sicily throughout the month of January caused by serious shortage of rolling stock.
4. Efforts are being made to bring about an early adjustment of rolling stock in order that the maximum tonnage possible can be hauled and, having regard to the heavy sulphur programme recently issued by Industry Sub-Commission (Sulphur Control), it is requested that the additional allocation of 2,000 tons of coal per month be maintained.
5. Please confirm that Sicilian railways will be allocated 9,000 tons of coal for February, 1945, and monthly thereafter.

[Signature]
Lt Col.
MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:-

Rail Division.

4785

16/13/26

ACF/13

TRANSPORTATION SUB-COMMISSION, A.C.
(WILL SMITH)C/o Transportation Movement
D.C.P.

Tel. 043238

Our Ref. AC/26/23/Tn 4

1st February 1945

TO : Regional Commissioner (for attention of Capt. Irvine Lynch)
SicilySUBJECT : Coal Consumption, Sicily.

1. The following is an extract of a letter from Industry and Commerce Sub-Commission, under reference AC/26/23/Tn 4 of 21 January 45.

"The requirements of the Sicilian Railway, has now been further examined and Mr. Riddell on a recent visit, has, on behalf of R.M., agreed to an additional allocation for January of 2000 tons on account of increasing export traffic, subsequent months to be separately considered."

2. The matter has been fully explained at telephone Major Watson-Capt. Irvine Lynch, and it is requested that earliest possible advice be given of total tonnage loaded during January 45, as compared with December 44, and an estimate for February.

3. The estimate should be based on the assumption that the normal flow of traffic through Reggio will be resumed as a result of repairs to the Horn Sir. Rep.

D. H. L. H. H. H.
Lt. Col. R.M.,
Chief, Rail Section

Copy for Movement (By Sub-Comm.)

SUBJECT: Coal Consumption, Sinaloa.

1. The following is an extract of a letter from Industry and Commerce Sinaloa, under reference 40/IND/22/55/98 of 24 January 45.

"The requirements of the Sinaloa Railway, has now been further examined and Mr. Hildell on a recent visit, has, on behalf of the Sinaloa Railway, agreed to an additional allocation for January of 2000 tons on account of increasing export traffic, subsequent months to be separately considered."

2. The latter has been fully explained to telephone Major Nelson-Dart, Irvine Lynch, and it is requested that a similar possible advice be given of total tonnage handled during January 45, as compared with December 44, and an estimate for February.

3. The estimate should be based on the assumption that the normal flow of traffic through Sinaloa will be resumed as a result of repairs to the Sinaloa Sinaloa.

Handwritten signature

C. H. LINDENBACH
Lt. Col., R.A.
Chief, Rail Section

Copy for Movements (In sub-Jones.)

4784

JWB/hl

I N T E R O F F I C E M E M O

Our Ref: AC/296/2/Tn.3.

27 January 1945.

SUBJECT: Coal for Sicily

TO : Rail Division
Transportation Sub-Commission

1. Attached copy Industry Sub-Commission letter AC/IND/CD/55/98 dated 24 January 1945, is forwarded for information.

2. Please arrange to give earliest possible advice of total tonnage hauled during January 1945 as compared with figures for December 1944.


Lt. Colonel, R.A.
Chief, Movements Division

Enclosure: copy of letter from
Industry Sub.Comm.
AC/IND/CD/55/98.

4783

C O P Y

GWO/gv/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry Sub-Commission
Coal Division

Tel:478489

24 January 1945.

Ref: AC/IND/CD/55/98

SUBJECT: Coal for Sicily

TO : Transportation Sub-Commission

1. The following is an extract of letter received from A.F.H.Q., Coal Section:

" The requirements of the Sicilian Railways, has now been further examined and Maj.Riddell on a recent visit, has, on behalf of Q.M. agreed to an additional allocation for January of 2000 tons on account of increasing export traffics, subsequent months to be separately considered."

For the Chief Commissioner:

S.W.VAUGHAN
Director
Industry Sub-Commission

1502

Ministry of Transports
I.S.R. General Directorate

Rome - 6 GEN 1945
M. 3309915/310/49 *Dec* / 1998/43

Subject:
Supply of coal for trains -
Sicily.

Allied Commission
Transport Sub Commission

R o m e

1. 9.000 tons of coal were monthly allotted, until the end of September 1944, to operate passenger and freight trains on the lines of Palermo Compartimento. The most urgent necessities of civil traffic could be met by the above said stock, and even some extra trains could be operated, although several requests for movement could not be granted.
2. After an enquiry made by Lt.Col. C.W. Oxley of your Commission, the allotment of coal for the following three monthly period (October - December) was reduced from 9000 to 7000 tons, whereof 5500 for freight trains and 1500 for passenger trains (including 100 tons for the "Ferrovia Circumetnea, and the Siracusa - Ragusa line).
3. Consequently, the number of passenger and freight trains on behalf of civilians was reduced, with a serious damage for the public, and the acceptance of movements was restricted to the most important foodstuffs, fuels, lubricating oils, pit coal for I.S.R. Administration and industries, and fertilizers.
4. We are in possession of complete data concerning the last month of October, and it results that, by availing entirely of the freight trains locomotives, some 126.000 tons (net weight) of commodities have been transported, as indicated:

for civil traffic	111.200 tons
for Allied Military and A.C. Transports	14.000 tons
for Italian Military Transports	800 tons

Total 126.000 tons.

Considering, however, that some 7000 tons of I.S.R. service movements; 1200 tons of fuel and 5000 tons of mineral coal are to be deducted from the 111.200 tons of civil traffic, the whole transports on behalf of civilians are actually reduced to 98.000 tons.

5. Therefore, by dividing proportionally the 5500 tons of coal allotted for freight service on behalf of civilians, it results that on the considered month 4270 tons only were actually used for such purpose, while the remaining 1230 tons were needed for Allied and Italian military transports, service movements, fuel and coal transports.

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4. We are in possession of complete data concerning the last month of October, and it results that, by availing entirely of the freight trains locomotives, some 136,000 tons (net weight) of commodities have been transported, as indicated:

for civil traffic	111,300 tons
for Allied Military and A.C. Transports	14,000 tons
for Italian Military Transports	800 tons

Total	126,000 tons.
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6. Considering that the allotment of the above coal stock, made in accordance with the average consumption concerning civil transports from May to August 1944, appeared to be inadequate for the increasing traffic foreseen by Lt. Col. Oxley for the following months, please examine again said allotment to grant again 9000 tons or, at least, to dispose that the 7000 tons be used for civil transports only; for other movements, concerning A.C., Allied and Italian troops, pit coal, fuel, I.S.R. stores, another allotment should be made.

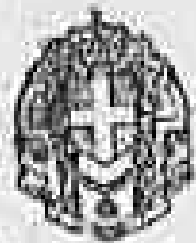
Ca.5.cb.

./.

7. Please say what decisions will be taken.

Director General

Signed: Di Raimondo



MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 6 GEN 1945 194 A

N. M. 323/9915/310/49 *Decca*

1998/43

Al N.

del

COMMISSIONE ALLEATA

Sotto Commissione Trasporti

R O M A

OGGETTO

Assegnazione carbone
per treni della Sicilia -

ALLEGATI N.

1 - Per l'esercizio delle linee del Compartimen-
to di Palermo, fino a tutto settembre 1944 furono assegnate mensilmente
9000 tonnellate di carbone, da impiegarsi nell'effettuazione dei treni
viaggiatori e merci.-

Con tale quantitativo, pure rimanendo insoddisfatte parecchie
richieste di trasporti, era stato possibile far fronte alle necessità
più urgenti del traffico civile ed effettuare anche qualche treno straor-
dinario.-

2 - In seguito ad uno studio fatto dal Tenente Colonnello C.W OXLEY,
di codesta Commissione, l'assegnazione di carbone per il successivo tri-
mestre ottobre-dicembre, venne ridotta da 9000 a 7000 tonnellate, di cui
5.500 per i treni merci e 1500 per i treni viaggiatori (ivi comprese 100
tonnellate per la Ferrovia Circumetnea e la Siracusa - Ragusa).-

3 - In conseguenza di ciò, si è dovuta ridurre la quantità dei treni
viaggiatori - con grave disagio per il pubblico - e quella dei treni mer-
ci per conto civili, limitando l'accettazione dei trasporti ai soli ge-
neri alimentari di prima necessità, ai carburanti e lubrificanti, al car-
bone fossile per conto dell'Amministrazione e delle industrie, ai ferti-
lizzanti.-

4 - Pel decorso mese di ottobre, del quale si possiedono finora dati
completi, risulta che, utilizzando al massimo la prestazione delle loco-
motive dei treni merci, sono state trasportate circa 126.000 tonnellate

4789

nette di merce, così ripartite:

-per traffico civile	-	tonn. 111.200
-per trasporti militari Al) leati e conto A.C.	-	" 14.000
-per trasporti militari italiani	"	800
TOTALE"		126.000

Tenuto conto, però, che dalle 111.200 tonnellate attribuite al traffico civile, devono detrarsi circa 7000 tonnellate di trasporti in servizio, 1.200 tonnellate di carburante e 5000 di carbone minerale, il complesso dei trasporti in conto privati si riduce effettivamente a 98.000 tonnellate.-

5 - Pertanto, ripartendo proporzionalmente le 5.500 tonnellate di carbone assegnate per il servizio merci in conto civile, risulta che nel mese in esame soltanto 4.270 furono impiegate effettivamente a tale scopo, mentre le rimanenti 1230 tonnellate occorsero per i trasporti militari (Alleati ed Italiani), trasporti in servizio, carburante e carbone.-

6 - Considerato che l'assegnazione del quantitativo di carbone suddetto (fatta in base al consumo medio verificatosi per i trasporti civili nel quadrimestre maggio-agosto 1944), appariva già insufficiente anche nelle previsioni del maggior traffico che lo stesso Ten.Col. C. OXLEY aveva fatte per i mesi successivi, si prega riprendere in esame l'assegnazione in questione per riportarla alle 9000 tonnellate precedenti o, quanto meno, stabilire che le 7000 tonnellate devono servire unicamente per i trasporti civili propriamente detti, mentre per gli altri trasporti (A.C., militari Alleati e militari Italiani, carbone fossile, carburanti, materiali dell'Amministrazione Ferroviaria) dovrà essere fatta un'assegnazione a parte.-

7 - Si resta in attesa di conoscere le decisioni adottate.-

IL DIRETTORE GENERALE

Udi Ruvoroli

ACP/ag

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

Tel: 483238

3 January 1945

Our reference: AC/Tn/16/13/20

TO : Director,
Tn. Sub-Commission.

SUBJECT: Coal Shortage in Sicily.

1. Sicily was moving towards normality, when coal supplies to the railways ~~were~~ reduced. The repairs to the Palermo-Catania, and Palermo-Messina lines were completed in September 44, and ~~the~~ the Marsala-Castelvetrano ~~line~~. Thus, the hard work put in to link all Sicily with the mainland was considerably nullified by a coal reduction, which not only set a limit on the new services, but reduced others.

2. AC's job is to develop the rear areas, so that they can be of some use to the forward areas and restrict imports. We are thus paying a heavy price for the saving of two thousand tons of coal a month, because traffic is restricted and cannot pass freely.

3. The political events which have developed in Sicily have prompted urgent visits from the Under Secretary of State and the Director of the Italian Railways in respect of the insufficient coal allocation to the Island. They expressed fears that the inadequate train service, coupled with the reduction in fuel supplies and the lack of efficient road transport would be likely to cause further disorders, which for reasons of State, they were anxious to avoid.

4. Whilst these political reasons are real enough, ^{there} ~~there~~ are other more potent reasons why the coal supply to Sicily should be put back to the original 9,000 tons per month.

5. The industry of Sicily is mainly one of export, and the Island is a source of regular supply of food and other essential products to the mainland, and of fruit to the UK. The burden placed on the railways is a difficult one, for it has to meet both the internal trade which helps Sicily to live, and the external trade which helps it to obtain money. It is useless to allocate

1. Sicily was moving towards normality, when coal supplies to the railways ~~were~~ reduced. The repairs to the Palermo-Catania, and Palermo-Messina lines were completed in September 44, and ^{also} the Marsala-Castelvetrano ^{lines}. Thus, the hard work put in to link all Sicily with the mainland was considerably nullified by a coal reduction, which not only set a limit on the new services, but reduced others.

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6. The report of the Coal Division's representative listed fairly lengthily the many materials to be moved by freight train. The cut in freight movement commensurate with the coal reduction is 1445 kilometres a week, a considerable distance over a small single track island. The Ragusa Asphalte Mines have already signalled this HQ. concerning shortage of traffic, and unless some increase can be promised at least 200 of the 900 employees will

have to be discharged. (Authority, Regional Property Control). Any such increase can only be met at the present time by cutting other priority traffic.

7. Citrus fruit growers and other smaller industries are being placed in an impossible position by this stricture of traffic. Additional trains have to be run to meet the prevalent shortage of box cars. To meet demands of shipping to the UK, special trains have to be run, absorbing coal allocated for ordinary traffic. Vessels do not call at the most convenient ports, nor give long notice of their arrival. The "turn round" of wagons becomes lengthened, and an artificial shortage is created.

8. As to passenger traffic, no less than 4885 kilometres a week have been cut from the schedules. These schedules were built up carefully over a long period, based on the expert knowledge of officers who were in Sicily from the beginning, with experience of the needs and terrain. The allocation of 9,000 tons was fixed after long consultation between myself, when in charge of Rail Transportation in the Island, and Major Reeve, of the Coal Section, and the figure was considered equitable by both sides.

9. A passenger service conveys many small growers and their produce to and from market. It does not convey frivolous traffic, but men and women anxious to habilitate themselves. It is estimated that the price of meat in Palermo is 100 lire per kilo higher than it would be with adequate rail transport (authority, Economics and Supply Division) purely because inadequate transport diverts meat to the black market.

10. There are only two through trains a week linking Palermo with Messina, and that is the link between the capital and the mainland. Applications for seats on Diesels so far exceed the capacity that ugly demonstrations develop. 228

11. AG has publicised its task of rehabilitation of Italy. The present coal position is putting Sicily in a most difficult position, and the economic salvation of the Island, and from it the mainland, has been retarded considerably. The riots and troubles in the island would doubtless be considerably less with the opportunity of developing internal trade to the full, which the allocation of 9,000 tons of coal per month would permit.

12. In the meantime, it is estimated that 700 tons of coal during the months of October and November were consumed purely for military purposes, as per statement attached. Request is

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12. In the meantime, it is estimated that 700 tons of coal during the months of October and November were consumed purely for military purposes, as per statement attached. Request is made for allocation of this tonnage in addition to the normal figure.

O.H. Lindberg, Lt. Col.

O.H. LINDBERG

Lt. Col., R.E.,

Chief, Rail Section.

CONSUMPTION OF COAL USED FOR MILITARY TRAFFIC ON RAILWAYS IN SICILY DURING MONTHS OF
OCTOBER AND NOVEMBER 1944

		<u>OCT.</u>	<u>NOV.</u>	<u>TOTAL</u>
(i)	Coal used for special trains for Allied Forces : Tons	75	35	110
(ii)	Coal used in hauling Allied Military Traffic on : normal freight trains.	" 258	249	507
(iii)	Coal used for special trains for Italian Forces : "	-	7	7
(iv)	Coal used in hauling Italian Military traffic on : normal freight trains.	" 36	38	<u>74</u>
				698 tons

2227

12/13/19

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

File

Tel: 220

WHT/h1
(AC/TN/GHS)
26 Dec. '44

SUBJECT: Coal for Sicilian Railways

TO : Industry Sub-Commission - Att: Coal Division

1. Attached hereto is study showing minimum tonnage lift required on the Sicilian railways to be 252,259 tons per month. These figures have been prepared by various Sub-Commissions and carefully screened by Priorities & Movements Division, Economic Section.
2. With available coal under the 7,000 ton allotment, it is only possible to lift approximately 120,000 tons per month.
3. Special attention is being given to reduction in passenger service to supplement the possible freight lift, altho this would not suffice even if all passenger service were discontinued.
4. It is urgently requested by Transportation Sub-Commission that coal requirements of Sicilian railways be reviewed in light of statistics presented herewith.
5. An increase from 7,000 to 9,000 tons per month would help in relieving the most urgent transportation requirement, altho it is obvious that 9,000 tons of coal per month would not be adequate to meet minimum requirements.
6. Under present conditions, it is not possible to meet minimum food requirements alone, disregarding all industrial, agricultural, and other requirements, including export of citrus fruit to the U.K.

MURPHY E. TAYLOR,
Director.

incl: (1) study min. tonnage lift for Sic. Ry.

4776

PGM/ic

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

Tel: 843191 Ext.11
Our Reference: AC/16B/Tn

2 January 1945

TO : Director Transportation Sub-Commission
AC.

SUBJECT : Passenger Traffic (Sicily)

1. Replying to note made on Buck slip attached to SICILIAN MONTHLY REPORT dated 8 December, by Mr Taylor, stating that "it appears passenger service is being run at expense of freight".

2. Some passenger traffic is essential. SICILY has a population of five million people with large cities scattered throughout the ISLAND, so some communication is necessary to keep the population quite and restore some sort of a normal condition. Especially after the Military moves out passenger service is necessary to keep passengers from storming freight trains which leads to heavy pilferage.

3. The average passenger schedule in Sicily is two trains per week so a reduction could not be very well made without total discontinuance being made on certain lines.

4. Any further reduction in passenger service in Sicily would be a serious mistake and it is suggested that the skeleton passenger service we do have be maintained.

John S. Lindberg
O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Section

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46/13/22

PGM/1c

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

Tel: 843191-11

Our Reference: AC/16/13/Tn

3 January 1945

TO : Ministry of Communications
Building

SUBJECT : Fuel for Sicily.

1. Your letter T.V. W.R.MAT/S/9/IOCA/1755/43.

2. The Transportation Sub-Commission AC. realizes the difficulty of train operation in Sicily due to the lack of fuel and is doing everything in its power to receive an increased allowance.

3. A very strong appeal has already been made for an increase in the coal allotment and we hope our request will be granted in the near future.

O.H. Lindberg
for

O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

4774

Ministry of Communications
I.S.R. Direction General
R. Eng Stock and Traction Service
Maison Group - Rome.

Rome 19 Dec. 1943 16/13/43
OV. RR. Mat/5/9/100A/1755/43

Subject:
Fuel for Sicily

To A.C. Transp. Sub-Commission
R o m e

1. The High Commissioner for Sicily points out that frequent inconveniences, concerning passenger train operation happen in Sicily due to the lower supply of coal to that I.S.R. as well as the lower supply of naphtha and gasoline for motor car transportations (consequently reduced). Such inconveniences could bring some troubles for the public order.
2. Your HQ. is therefore requested to arrange for a larger supply of fuel for Sicily.

Ca.19.ccb.

For the Director General
Signed: Lo Cigno

4773



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
Servizio Materiale e Trazione
(1) Nucleo di Collegamento - Roma

13 LUG 1944 194 - A
ROMA N. TV.NR/Mat.5/9/CCA/1755/43
Al N. del

OGGETTO: Combustibile per la Sicilia

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE DEI TRASPORTI

1-L'Alto Commissario per la Sicilia segnala che la diminuita assegnazione di carbone alle Ferrovie dello Stato della Sicilia, anche a causa della contemporanea diminuzione dell'assegnazione di nafta e di benzina per i trasporti automobilistici (di conseguenza rarefatti), produce frequenti inconvenienti nel servizio treni viaggiatori, inconvenienti che potrebbero turbare l'ordine pubblico.

2-Pregasi pertanto codesta Commissione di voler provvedere per una maggiore assegnazione di combustibili per la Sicilia.

IL DIRETTORE GENERALE

Voligno

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Stab. Tip. Ducci - Ancona - Ord. N. 3054/XX - 1.001.020 5/1

Servizio

ACP/ag

16/13/20

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

3 January 1945

Tel: 483238

Our reference: AC/Tn/15/13/20

TO : Director,
Tn. Sub-Commission.

SUBJECT: Coal Shortage in Sicily.

1. Sicily was moving towards normality, when coal supplies to the railways was reduced. The repairs to the Palermo-Catania, and Palermo-Messina lines were completed in September 44, and the Marsala-Castelvetrano. Thus the hard work put in to link all Sicily with the mainland was considerably nullified by a coal reduction which not only set a limit on the new services, but reduced others.

2. AC's job is to develop the rear areas, so that they can be of some use to the forward areas and restrict imports. We are thus paying a heavy price for the saving of two thousand tons of coal a month, because traffic is restricted and cannot pass freely.

3. The political events which have developed in Sicily have prompted urgent visits from the Under Secretary of State and the Director of the Italian Railways in respect of the insufficient coal allocation to the island. They expressed fears that the inadequate train service, coupled with the reduction in fuel supplies and the lack of efficient road transport would be likely to cause further disorders, which for reasons of State they were anxious to avoid.

4. Whilst these political reasons are real enough, there are other more potent reasons why the coal supply to Sicily should be put back to the original 3,000 tons per month.

5. The industry of Sicily is mainly one of export, and the island is a source of regular supply of food and other essential products to the mainland, and of fruit to the UK. The burden placed on the railways is a difficult one, for it has to meet both the internal trade which helps Sicily to live, and the external

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4. Whilst these political reasons are real enough, there are other more potent reasons why the coal supply to Sicily should be put back to the original 9,000 tons per month.

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6. The report of the Coal Division's representative listed fairly lengthily the many materials to be moved by freight train. The cut in freight movement commensurate with the coal reduction is 1445 kilometres a week, a considerable distance over a small single track island. The Ragusa Asphalte Mines have already signalled this HQ. concerning shortage of traffic, and unless some increase can be promised at least 200 of the 900 employees will

- 2 -

have to be discharged. Authority, Regional Property Control). Any such increase can only be met at the present time by cutting other priority traffic.

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8. As to passenger traffic, no less than 4885 kilometres a week have been cut from the schedules. These schedules were built up carefully over a long period, based on the expert knowledge of officers who were in Sicily from the beginning, with experience of the needs and terrain. The allocation of 9,000 tons was fixed after long consultation between myself, when in charge of Rail Transportation in the Island, and Major Revue, of the Coal Section, and the figure was considered equitable by both sides.

9. A passenger service conveys many small growers and their produce to and from market. It does not convey frivolous traffic, but men and women anxious to rehabilitate themselves. It is estimated that the price of meat in Palermo is 100 lire per kilo higher than it would be with adequate rail transport (authority, Economics and Supply Division) purely because inadequate transport diverts meat to the black market.

10. There are only two through trains a week linking Palermo with Messina, and that is the link between the capital and the mainland. Applications for seats on Diesels so far exceed the capacity that ugly demonstrations develop.

11. AG has publicised its task of rehabilitation of Italy. The present coal position is putting Sicily in a most difficult position, and the economic salvation of the Island, and from it the mainland, has been retarded considerably. The riots and troubles in the Island would doubtless be considerably less with the opportunity of developing internal trade to the full, which the allocation of 9,000 tons of coal per month would permit.

12. In the meantime, it is estimated that 700 tons of coal during the months of October and November were consumed purely for military purposes, as per statement attached. Request is

2779

8. As to passenger traffic, no less than 4855 kilometres a week have been cut from the schedules. These schedules were built up carefully over a long period, based on the expert knowledge of officers who were in Sicily from the beginning, with experience of the needs and terrain. The allocation of 9,000 tons was fixed after long consultation between myself, when in charge of Rail Transportation in the Island, and Major Revve, of the Coal Section, and the figure was considered equitable by both sides.

9. A passenger service conveys many small growers and their produce to and from market. It does not convey frivolous traffic, but men and women anxious to rehabilitate themselves. It is estimated that the price of meat in Palermo is 100 lire per kilo higher than it would be with adequate rail transport (authority, Economics and Supply Division) purely because inadequate transport diverts meat to the black market.

10. There are only two through trains a week linking Palermo with Messina, and that is the link between the capital and the mainland. Applications for seats on Diesels so far exceed the capacity that ugly demonstrations develop.

11. AC has publicised its task of rehabilitation of Italy. The present coal position is putting Sicily in a most difficult position, and the economic salvation of the Island, and from it the mainland, has been retarded considerably. The riots and troubles in the Island would doubtless be considerably less with the opportunity of developing internal trade to the full, which the allocation of 9,000 tons of coal per month would permit.

2720

12. In the meantime, it is estimated that 700 tons of coal during the months of October and November were consumed purely for military purposes, as per statement attached. Request is made for allocation of this tonnage in addition to the normal figure.

O.H. LINDBERG
Lt. Col., R.A.,
Chief, Rail Section.

CONSUMPTION OF COAL USED FOR MILITARY TRAFFIC ON RAILWAYS IN SICILY DURING MONTHS OF
OCTOBER AND NOVEMBER 1944

		<u>OCT.</u>	<u>NOV.</u>	<u>TOTAL</u>
(i)	Coal used for special trains for Allied Forces : Tons	75	35	110
(ii)	Coal used in hauling Allied Military Traffic on : normal freight trains.	" 258	249	507
(iii)	Coal used for special trains for Italian Forces : "	-	7	7
(iv)	Coal used in hauling Italian Military traffic on : normal freight trains.	" 36	38	<u>74</u>
				698 tons

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : CL/T/38
Date: 21 Dec 44.

SUBJECT: Coal Consumption (Military Movements)
SICILY.

TO : HQ AC for att Tn Sub-Commission (Capt Ping)

Reference your AC/16/13/Tn dated 23 Nov 44
& my reply CL/T/32 dated 30 Nov (Para 2)

1. In view of the Industry Sub-Commission letter AC/IND/CD/41/81 dated 18 Nov 44 to Economics Section (para 2) the statement that the Sicilian Railways monthly coal allocation does not include coal used for Military movements; I attach statement showing consumption of coal during the months of October and November for:

- (i) Special trains for the Allied Military Forces.
- (ii) Military traffic which was hauled as part of normal Freight trains.
- (iii) Special trains for Italian Forces.
- (iv) Italian Military traffic hauled on normal trains.

2. It will be remembered that I put up as a special case in letter MG/T/53 dated 30 Oct 44 a request for the coal consumed in 2 POL Movements in August & October. Of the 482 tons of coal consumed in these two movements 95 tons is included in the figures under head (i) in the Statement attached. The Railway Officials state that owing to peculiar coal accounting system of the ISR part of this 95 tons which was used for the POL movement in Oct is included in the Oct figures & part in the Nov ones.

3. May a request now be made for the coal allocation of SICILY to be increased by 603 tons i.e. the total coal used during the months Oct and Nov for Military movements less 95 tons already applied for.

1 3 8 4
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& my reply CL/T/32 dated 30 Nov (Para 2)

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W. G. Taylor 17/11/44
C.W.G. TAYLOR
Major RA
Trans Sub-Comm
Div Supt AC.

16/13/48

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : CL/T/37
Date: 19 Dec 44.

SUBJECT: Coal Consumption - Sicily.

TO : HQ AC for att Trans Sub-Commission
(Capt Ping)

Reference your AC/16/13/Tn dated 23 Nov 44
HQ Signal 8295 dated 16 December 1944.

1. The delay in replying to your letter is regretted - I have been waiting for the comments of the Capo Compartimento on the coal situation. I now have these and they are attached in the form of a memorandum. *Your correspondence is also attached.*

2. The Passenger Train weekly mileage in SICILY was in September last (before the coal reduction) 18230 kilometers. It is now 13345, a reduction (excluding Mixed Trains) of 4885 kilometers per week which, it will be appreciated, is considerable.

This has had the result of increasing market prices (both white & black) as much of the produce is brought to the cities by small producers in the Passenger Trains. For example the present price of meat in PALERMO, to take an average, is 250 lire per kilo. It is estimated by Economics & Supply this Region that the price with adequate rail transport would about 150 lire per kilo.

It should be remembered that the bulk of the cut in the Passenger Schedules has been made to the trains that would carry the small producers - the worker's trains have not been cut to any extent. The passenger trains that are running are loaded to a dangerous extent & the railway officials are quite unable to control the situation. On one occasion passengers prevented a train from starting until an extra coach had been coupled. After this the Capo Compartimento ordered that this would not be done again and, on the next occasion the passengers

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As an example of the Schedules now in operation there are only two through steam trains per week from PALERMO to MESSINA and two the other way.

The number of applications for seats on the Diesel trains is ten times the number of seats that can be given & a large number of persons who are unable to travel should do so if SICILY is to recover economically.

3. The mileage of Freight Trains has been cut to a much smaller extent than that of Passenger Trains, the cut being 1445 kilometers per week & the mileage of Mixed trains has increased by 136 kilometers per week. But the lack of freight trains has resulted in insufficient movement of all the commodities upon which the life of SICILY and the employment of its people depend. For instance the RAGUSA Asphalt Mines are now allotted one quarter of the traffic on the lines from RAGUSA (5 wagons per day) and more than this cannot be given without reducing other priority traffic. The Regional Property Control Officer who controls these Mines states that unless this traffic can be increased a minimum of 200 men, of the 900 now employed at the Mines, will have to be discharged.

This is only one case. The Citrus fruit growers, the wine manufactures and many smaller industries the movement of whose manufactures is not sponsored by AC are in an impossible situation. Unless traffic is increased there will be much unemployment and the recovery of Industries from the depression created by war (e.g. the fruit growers cannot afford to tend their trees) will be indefinitely postponed.

4. The box wagon situation in SICILY as I have reported, is serious. It is appreciated that the Island cannot at the present time have all the wagons required for easy and convenient working. The lack of these cars does however mean that many special trains have to be run to move wagons to the places required for loading AC traffic. AC has a large programme of export of citrus fruits to the UK. Little or no warning of the ship to be loaded is given & in the circumstances the ship has to depart half loaded or special trains have to be run to move wagons as soon as they are unloaded back to the producing areas for a new load. The coal used for such movements has to come out of that allocated for the normal train service.

The normal "turn round" of wagons is stated by the Capo Compartimento to be 5 days, now, due to the lack of trains, the turn round, apart from the times when special trains are necessary because the wagons are needed by the Army or AC, is 15 days.

W. Taylor
C.W.G. TAYLOR
Major RA

4768

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W. G. Taylor RA.
C. W. G. TAYLOR
Major RA
Trans Sub-Comm
Div Supt AC.
4766

1 3 8 9

TRANSLATION C. MEMORANDUM OF DR TUCCIO C O COMPARTIMENTO
SICILIA 19 DEC 1944

C O A L

The present railway service in Sicily does not cover the least requirements of the region, either for passengers or for goods.

PASSENGER SERVICE

Daily short distance trains are now lined up in the Provinces of Palermo, Messina, Catania and Siracusa only, connecting minor centers to the head town of the province. There are three times a week trains in the Province of Trapani. No service at all of this kind in the provinces of Caltanissetta, Agrigento, Ragusa & Enna.

No service at all available for passengers who are to go to minor centers and return the same day to the head town of Province.

Communications between provinces are scarce, in general bi-weekly.

As a consequence, these trains are crowded above any possible limit. A particular example is given by Palermo-Catania trains loaded with passengers sitting or standing even upon the roof of cars and coaches.

FREIGHT SERVICE.

This service is even less efficient. Only one third of the required traffic is carried.

Movements of Sulphur, cement, salt, asphalt, building material, citrus fruit, are made with difficulty and partially. It is almost impossible to move wine, carub, dried fruit, stone and other commodities, which if less important are however necessary for the economy of the island.

COAL CONSUMPTION.

The present situation leads to a coal consumption which is now sensibly larger than during the pre-war time. Reasons for higher consumption are:

- (a) locomotives conditions, maintenance being for several reasons, almost defective.
- (b) engine crews taking little interest in saving coal.
- (c) slow run of trains, due to condition of permanent way, inefficiency of telegraph and telephone circuits, lack of electric power and kerosene required for illuminating stations, signals etc.
- (d) pilfering of coal from locomotives or at loading stages, by railway employees and

in the Province of Trapani. No service at all of this kind in the provinces of Caltanissetta, Agrigento, Ragusa & Enna.

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- (d) pilfering of coal from locomotives or at coaling stages, by railway employees and others, due to insufficient allocation of ordinary coal for civilian use (cooking-heating).

Other reasons may be found:

- (i) In the impossibility of distributing rolling stock in a more reasonable way in harmony with requirements of normal traffic, due to frequent emergency cases, insufficient number of rolling stock, and inadequate notice,

such as in the case of box cars. Hence the necessity for special trains to move empties where needed.

(ii) Unloading of coal ships at ports, which are not the right place for distribution for railway use, which involves long distance hauling to carry this commodity where required. (From Palermo to Siracusa, from Catania to Messina etc.)

For all these particular reasons an increase in the coal allotment is indispensable.

C O P Y

16/13/17
MHT/emg

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

Tel : 513

18 November 1944

Ref : ES/15.12

TO : Transportation Sub-Commission
Attention: Capt. Ping

SUBJECT : Coal Consumption - Sicily.
Your Ref: AC.Tn/16/13

1. Reference is made to your communication of
10 November 1944.

2. Communication 18 November 1944, from Industry
Sub-Commission is forwarded for your information.

3. Should you desire in excess of 7,000 tons a
month for civilian transport in Sicily, excluding all military
movements, please forward to me your justifications for an
increase in tonnage, as suggested in 3 of letter referred to
in 2 above.

For the Chief Commissioner.

HARLAN CLEVELAND
Executive Director
Economic Section

Enclosure:
Tn File 16/13

6763

/aa

C O P Y

HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission
APO 394
Coal Division

COW/gv

Tel : 478489

Date: 18 November 1944

Ref : AC/IND/CD/41/81

SUBJECT : Coal consumption - Sicily.

TO : Economic Section - Mr. M.H. Taylor

1. Reference to attached papers and your letter ES/1512 of the 14 November 1944 and conversation of today (Mr. M.H. Taylor - Lt.Col.Oxley) enclosed herewith is a copy of the Sicilian report dealing with the consumption of coal on the Island. This report was produced after verbal instruction arising from AFHQ Admin. Memo n.34 dated 22 Aug. 1944 and in accordance with the telegram quoted therein. On completion it was circulated to the interested Sub-Commission and forwarded to G-5 AFHQ.

2. Subsequently by a letter dated 30 Oct., AFHQ stated the total quantity of coal to be allocated to Sicily was:

Imported 12,000 tons per month
Sardinian 15,000 " " "

and sub allocations are being made accordingly. This allocation does not include any coal for the movement of Military supplies and the 482 tons used for the movement of POL as ordered by "Q" Movement should be allowed as an additional quantity. Application is therefore being made to AFHQ to increase the quantity for December by that amount.

3. Should the Railways find it necessary to have their total monthly allocation increased a justification and figures should be submitted for consideration and further application to AFHQ.

For the Chief Commissioner:

2782

W.S. VAUGHAN

TO : Economic Section - Mr. M.H. Taylor

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For the Chief Commissioner:

2702

W.S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to: AFHQ Adv. (Coal Section)

ACE/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

14 October 1944

Tel. 478701

Our Ref: ACC.Tn/16/13

TO : Economic Section, HQ. ACC

SUBJECT: Coal consumption, SICILY

1. The railways of Sicily are practically at normal and our representative sends comprehensive reports of activities there, including a regular survey of coal consumption. In early August it was noticed that coal consumption had risen a little and a justifiable answer was given, based on harvest requirements.

2. The fact that all lines have been gradually brought into operation has naturally caused an increase in coal consumption, but it is felt that 9000 tons per month is not an unreasonable figure.

3. In early September a representative of the Coal Division of Industry Sub-Commission, visited Sicily in order to make arrangements for the railways to distribute coal for all consumers, in accordance with pre-war practice. At the same time, he suggested the railway coal consumption is excessive, in comparison with mainland consumption and intended to propose a reduction to 7000 tons a month, and further suggested the division to be arranged between passenger and freight traffic.

4. It is regretted that this information was not primarily conveyed to this Sub-Commission, when the matter could have been objectively discussed on the light of present day policy.

5. Road transport in Sicily is extremely difficult and the railways bear much of the burden. In spite of all the effects of war, the coal consumption in comparison with pre-war is reasonable as the following figures will show:

	Tonnage moved	Coal consumption (tons)
August 1937	232,800	20,761
		4761

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	<u>Tonnage moved</u>	<u>Coal consumption (tons)</u>
August 1937	232,800	20,761
August 1944	114,612	8,996
		<u>2761</u>

We are entering a phase when the policy of AFHQ and consequently of this Sub-Commission require that every possible effort shall be made to assist in the rehabilitation of the Italian Railways. The Sicilian lines are well managed and controlled, and play an important part in the economic life of Italy. This Sub-Commission considers it a retrograde step to consider reduction of coal at this important stage.

7. This Sub-Commission has recently been concerned with the provision of a plan for developing the railways and our proposed scheme has received the approbation of the Minister of Communications as indicative of the help we intend to give in a practical way. It is at least unfortunate that this reduction of coal was proposed locally without consultation with this Sub-Commission.

8. Full support is given to the Minister's protests at the interference which will be caused to the life of Sicily by this arbitrary reduction, and it is hoped that the tonnage allotment can be restored at least to the monthly figure of 9000 tons at the earliest possible moment.

D. S. Adams
D.S. ADAMS
Colonel, C.E.
Director, En. Sub. Comm.

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W. W. Winter
 D.S. ADAMS
 Colonel, C.E.
 Director, En. Sub. Comm.

/aa

D O F Y

S i c i l y

17 September 44

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

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

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

Part I

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

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

COAL CONSUMPTION

Month	Passenger Trains	Freight Trains	Military Trains	Total
May 1944	2,370 tons	5,866 tons	974 tons	9,210 tons
June "	2,763 "	4,834 "	904 "	8,501 "
July "	3,145 "	5,658 "	382 "	9,185 "
			424 "	8,996 "

SARDINIAN COALS TO BE USED AT THEIR DESTINATION ACCORDING TO THE MINIMUM NEEDS OF THE ISLAND PD WE ARE PREPARED TO SUPPLY 12000 TONS IMPORTED AND 13000 TONS SARDINIAN FOR THIS PURPOSE FOR THE FUTURE ON THE BASIS THAT MILITARY REQUIREMENTS ARE NIL AND CIVILIAN CONSUMPTION IS NOT TO EXCEED ITS PRESENT VOLUME PD REPORT THIS HEADQUARTERS RESULT OF DISCUSSIONS BEFORE HANDING OVER IMPORTATION TO ACC"

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4760

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July "	3,145 "	5,658 "	382 "	9,185 "
Aug. "	3,469 "	5,103 "	424 "	8,996 "
	11,747 "	21,461 "	2,684 "	35,892 "

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

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

	ALLIED FORCES	A. C. C.	ITAL. FORCES	CIVILIAN	Total
May 1944	40.265	12.455	404	106.785	159.909
June "	41.219	6.355	844	76.181	124.699
July "	25.677	530	1.555	86.786	114.612
Aug. "	18.078	940	546	95.048	114.748
	125.539	20.280	3.349	364.800	513.968

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

TONNAGE MOVED AND COAL CONSUMED DURING THE SAME PERIOD IN 1937

Month	Freight	Coal consumed
May 1937	207.803	15.068
June "	259.816	15.227
July "	262.922	17.460
Aug. "	232.800	20.761
TOTAL:	963.341	68.516

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

In considering the future allocation of coal for the railways, one has to consider that preparations are being made for the export of lemons, oranges and citrus fruits, in addition there is the movement and export of wine, sulphur, tartrates, almonds, mustard seed, linseed, gypsum stone, pumice stone, carbon bisulphide and various fruit oils, and it would appear that the amount of freight to be moved will increase. On the other hand military freight may tend to decrease. In considering the passenger service, there would appear to be no justification for any increase over the special worker's trains, or business trains, weekly or biweekly between the main towns. I recommend, therefore, that for October, November and December, the allocation of imported coal for the railways be reduced to 7000 tons for use as considered expedient by the Transportation-Sub-Commission, but with the recommendation that 5.500 tons be used for freight trains and 1500 tons for passenger trains, including 100 tons each to the Circum Etnea, Siragusa-Ragusa railway.

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TOTAL:	963.341	68.516

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

In considering the future allocation of coal for the railways, one has to consider that preparations are being made for the export of lemons, oranges and citrus fruits, in addition there is the movement and export of wine, sulphur, tartrates, almonds, mustard seed, linseed, gypsum stone, pumice stone, carbon bisulphide and various fruit oils, and it would appear that the amount of freight to be moved will increase. On the other hand military freight may tend to decrease. In considering the passenger service, there would appear to be no justification for any increase over the special worker's trains, or business trains, weekly or biweekly between the main towns. I recommend, therefore, that for October, November and December, the allocation of imported coal for the railways be reduced to 7000 tons for use as considered expedient by the Transportation-Sub-Commission, but with the recommendation that 5.500 tons be used for freight trains and 1500 tons for passenger trains, including 100 tons each to the Circum Etnea, Siragusa-Ragusa railways.

In considering the reduction of passenger trains it might be mentioned that the traffic rates for passengers remains unaltered at what appears a low and uneconomical level compared with the present value of the Lira and imported coal. Sicilians can move as far as 68 Km. for Lire 13

1403

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

a) Arenella Società Anonima Italiana - this firm produces Citric Acid and Essential Oils, total output which is taken by the Ministry of Food. Their allocation of coal has been 400 tons imported steam and 600 tons Sardinian nuts but a further application for an additional 600 tons for their works at Palermo and 100 tons for Messina and Catania has been approved. An examination of the Palermo plant shows an up to date factory with modern chained stocked furnaces, and the suggestion to the Director, Frasca Polara, that in the future he should only be allocated Sardinian coal, was protested, on the ground of high Sulphur and volatile content of Sardinian Coal. It was subsequently agreed that 75% Sardinian and 25% Imported Steam be supplied. I recommend that future allocation should total 1300 tons of Sardinian Modified run of mine and 400 tons of Imported Steam.

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

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

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

e) Palermo Cement Works- has had spasmodic allocation of 200 tons of Sardinian No 4, but cannot operate without the addition of 400 tons of coke breeze. Should the latter become available, it is recommended that a monthly quantity of 200 tons of Sardinian No 4 be allocated.

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

1404

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

PROVINCE	PAST ALLOCATION Imported	Sardinian	RECOMMENDED Imported	ALLOCATION Sardinian
Palermo	450	800	110	1250
Agrigento	150	250	40	350
Enna	100	80	40	150
Caltanissetta	100	160	40	200
Trapani	110	200	40	300
Catania	200	600	110	800
Messina	125	360	40	450
Ragusa	100	200	40	300
Siracusa	100	440	40	500
	1,435	3,090	500	4,300

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

PUBLIC UTILITIES. There is no gas on the Island and electricity is very scarce. The general public has no electricity during the day and the 15,000,000 kWh., produced at the thermal stations in Palermo, Catania, Porto Empedocle and the hydro stations in various parts of the Island, is rationed to war and other essential needs.

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

TOWN	No OF CONSUMERS	Normal CONSUMPTION	RECOMMENDED ALLOC.
Palermo	20,000	1,700 tons	850 tons
Catania	5,000	400	200
Trapani	3,000	100	50

ELECTRICAL THERMAL STATIONS. The production at Palermo, Catania and Trapani during August was 6.5 million kWh., which

Palermo	170	200	40	300
Catania	200	600	110	800
Messina	125	350	40	450
Ragusa	100	200	40	300
Siracusa	100	440	40	500
	1.435	3.090	500	4.300

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

ELECTRICAL THERMAL STATIONS. The production at Palermo, Catania and Porto Empedocle during August was 6.5 million KWh., with a consumption of 3.650 tons of imported coal and 5.024 tons of Sardinian coal. Hydro stations produced the balance up to 15 million KWh. The months of September, October, November and December are the worst lowest. During the next three months the requirements from the Thermal stations varies from 8.6/9 million KWh. Palermo has three boilers in bad repair. Catania has six boilers, some good some bad. Porto Empedocle is more modern. The output from each station can be interchanged on the grid system and it is the practice to close down or open

certain boilers at each of the works for repairs and cleaning. It is not possible to arrive at an exact figure of the requirements of imported coal at any one place for the short period of one month. Considerable discussion with Engineer Colleani and an examination of pre-war figures of consumption of coal shows that all works are consuming a greater percentage of national coal than in the past. It was subsequently agreed after taking into account the high sulphur and volatile content of Sardinian coal that a monthly allocation as follows would meet the requirements and allow for the interchangeability of station:

<u>PLACE</u>	<u>IMPORTED</u>	<u>SARDINIAN</u>
Pakermo	1200 tons	1800 tons
Catania	2000 "	4000 " of which 1500 modified run of mine
Porto Empedocle	500 "	2000 " No 4

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

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

Pakermo Catania	1200 tons	1800 tons	No 4 of which 1500 mo- difed run of mine
	2000 "	4000 "	
Porto Empedocle	500 "	2000 "	No 4

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SUGGESTED MONTHLY ALLOCATION: OCTOBER NOVEMBER DECEMBER 1944

	IMPORTED		SARDINIAN		
	STEAM	GAS	MODIFIED RUN OF MINE	No 4	
<u>Railways</u>	7.000				
<u>Industry</u>					
Arenella	400		1.300		
three factories					
Villafraanca					
Cement					
Palermo Cement				1.600 200	plus 400 coke dust
Insulare Catania					
Sanderson Messina					
Provinces:					
Palermo	110		1.250		
Agrigento	40		350		
Enna	40		150		
Caltanissetta	40		200		
Trapani	40		300		
Catania	110		800		
Messina	40		450		
Ragusa	40		300		
Siracusa	40		500		
<u>Public Utilities</u>					
<u>Electric:</u>					
Palermo	1.200			1.800	
Catania	2.000		1.500	2.500	
Porto Empedocle	500			2.000	
<u>Gas:</u>					
Palermo		850	80		
Catania		200	20		
Trapani		50			
	11.600	1.100	7.900	8.100	6725

Arenella	400	1.300	1.600 200	plus 400coke dust
three factories				
Villafranca				
Cement				
Palermo Cement				
Insulare Catania				
Sanderson Messina				
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Palermo	110	1.250	500	
Agrigento	40	350	200	
Enna	40	150		
Caltanissetta	40	200		
Trapani	40	300		
Catania	110	800		
Messina	40	450		
Ragusa	40	300		
Siracusa	40	500		
Public Utilities				
Electric:				
Palermo	1.200		1.800	
Catania	2.000	1.500	2.500	
Porto Empedocle	500		2.000	
Gas:				
Palermo		80		
Catania		20		
Trapani				
	11.600	1.100	7.900	8.100

PART II

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

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

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

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

With regard to the future detailed allocation of coal arriving in Sicily, I propose that Captain Hayward should keep in touch through Major Taylor with the Railways, who will know the stocks of coal at any part of the Island from day to day, and that on

14121

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

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

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

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

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

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

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

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

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

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

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

Continuance of this responsibility will be conditional,

27-9

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

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

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

- a) The maintenance of reasonable rates of discharge,
- b) Adequate provision of labor and the supervision thereof,
- c) Avoidance on unreasonable delays to colliers owing to slow discharge, inadequate reception or handling facilities, etc."

You will be guided accordingly.

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

12 Sept. 1944

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

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

2025

- 9 -

ALCON SICILIA REGION

6255

16 DEC 44

ACUTINE

CONFIDENTIAL PD

PARA ONE PD RETURN AT OURS CORRESPONDENCE SENT WITH NINE TWO THREE

NOV FOUR FOUR ON COLL CONSTRUCTION PD

PARA TO ALCON SICILIA REGION FOR ACTION FROM ALCON BARRER

SUBMIT ALSO ADDITIONAL INFORMATION PROVIDED ON THREE ZERO NOV FOUR

FOUR PD MATTER IS URGENT PD

TRANSPORT TION SO

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

4751

16/13/16

1418

ROUTINE

15 DEC 64

8295

CONFIDENTIAL PD

PAGE ONE PD RETURN AT ONCE CORRESPONDENCE SENT WITH FIVE AND THREE

NOV FOUR FOUR ON COAL CONSUMPTION PD

PAGE TWO ALSO ADDITIONAL INFORMATION PROVIDED ON THREE ZERO NOT FOUR

STAFF ALSO ADDITIONAL INFORMATION PROVIDED ON THREE ZERO NOT FOUR

FOUR PD MATTER IS URGENT PD

4761

TRANSPORTATION SC

NICHOLAS FLOREANO
CRO...S...
Asst. Adjutant

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WEST/h1

Tel: 220

LC/TM/OMls

15 Dec. '44

SUBJECT: Coal Consumption in Sicily

TO : Rail Division, Att: Capt. Ping

1. You state in communication of 23 November 44 sent to Major C.W.G. Taylor, "It is felt that the case was clearly and fully made out for additional tonnage, but possibly you may have available additional arguments to support the case farther."

2. Request is made for copy of any case which you presented to proper authority in connection with obtaining additional coal for Sicilian railways.

3. Request is made as to what action you have taken on letter Executive Director, Economic Section, dated 18 November '44, reference MS/15.12.

MERRITT H. TAYLOR,
Director.

4750

Memorandum Mr Merritt H Taylor.

Coal Consumption for Sicily.

On 14th October, this Sub Commission submitted to Economic Section a protest at the arbitrary reduction in coal for railway use in Sicily, without consultation with Headquarters of the Sub Commission. No reply was received, and the papers were then submitted to yourself on 10th November, 44, for some definite action to be taken. The matter was further discussed with you, with the subsequent result that you had a meeting with Lt Col Oxley on the subject. If there were no case, it is not felt likely that you would have taken such a step.

Consequent upon your interview, a communication was received from Economic Section, dated 1st November 44, requesting justification of extra coal should be submitted.

Copy of this request with all papers was passed to Major Taylor, Sicily, on 23 November with request for additional information, which he promised in his letter 30 November. The additional information has not been received, and a signal has been sent Major Taylor to submit by return.

It is felt that the argument contained in the submission of Lt Col Oxley is in favour of additional tonnage and not against it, and it is intended to stress this point in any subsequent reply made possible by additional data from Major Taylor.

for Capt. Hutton to see, on his arrival on 18th

12/11/44 4749

*Lt Col Hutton
for approval
phase*

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/ec
Ref : CL/T/33
Date: 30 Nov 44/

SUBJECT: Coal Consumption in Sicily.

TO : HQ AC for att Trans Sub-Commission
(Capt.Ping)

Reference your AC/16/13/Tn dated 23 Nov 44.

1. It is agreed that the case was clearly & fully made out but I will write you further fully on the matter in the hope that you may be able to make a further application.

2. It is observed that in the Industry Sub-Commission letter AC/IND/CD/41/81 dated 18 Nov 44 to Economics Section, para 2, it is clearly stated that the monthly allocation of coal to the Railways here does not include coal for the movement of Military Supplies. I will therefore obtain from the Railway Authorities the figures of coal tonnage used in all Military Movements during October & November and forward them to you.

3. When Lt Col Oxley, AC Coal Div, visited this office neither I nor Capt Matson was aware that you had no knowledge of his visit or its purpose. In future when such visits take place I will at once send you a full report and I much regret this was not done on this occasion.

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

4758

ACT/ae

16/13/13

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

Ref : AC/13/13/Tn

23 November 1944

SUBJECT : Coal Consumption in Sicily

TO : Major C.W.G. Taylor
c/o Sicily Region H.Q.

1. Please see submission to Economic Section and reply received.

2. It is felt that the case was clearly and fully made out for additional tonnage, but possibly you may have available additional arguments to support the case further.

Sd Defing

D.S. ADAMS

Colonel, C.E.

Director, Tn. S/C.

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MHT/emg

16/13/12

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

Tel: 513

18 November 1944

Ref: ES/15.12

TO : Transportation Sub-Commission
Attention: Capt. Ping

SUBJECT: Coal Consumption - Sicily.
Your Ref: AC.Tn/16/13

1. Reference is made to your communication of 10 November 1944.
2. Communication 18 November 1944, from Industry Sub-Commission, is forwarded for your information.
3. Should you desire in excess of 7,000 tons a month for civilian transport in Sicily, excluding all military movements, please forward to me your justification for an increase in tonnage, as suggested in 3 of letter referred to in 2 above.

For the Chief Commissioner.

Harlan Cleveland
HARLAN CLEVELAND
Executive Director
Economic Section

Enclosure:
Tn File 16/13

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HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission
AFO 394
Coal Division

CCW/gv

Tel: 478489

Date: 18 November 1944.

Ref: AC/IND/CD/41/81

SUBJECT: Coal consumption - Sicily.

TO : Economic Section - Mr. M.H. Taylor

1. Reference to attached papers and your letter ES/1512 of the 14 Novembre 1944 and conversation of today (Mr. M.H. Taylor - Lt. Col. Oxley) enclosed herewith is a copy of the Sicilian report dealing with the consumption of coal on the Island. This report was produced after verbal instruction arising from AFHQ Admin. Memo n.34 dated 22 Aug. 1944 and in accordance with the telegram quoted therein. On completion it was circulated to the interested Sub-Commission and forwarded to G-5 AFHQ.

2. Subsequently by a letter dated 30 Oct., AFHQ stated the total quantity of coal to be allocated to Sicily was:

Imported	12.000 tons per month
Sardinian	15.000 " " "

and sub allocations are being made accordingly. This allocation does not include any coal for the movement of Military supplies and the 482 tons used for the movement of POL as ordered by "Q" Movement should be allowed as an additional quantity. Application is therefore being made to AFHQ to increase the quantity for December by that amount. **4743**

3. Should the Railways find it necessary to have their total monthly allocation increased a justification and figures should be submitted for consideration and further application to AFHQ.

For the Chief Commissioner:

W. H. Taylor 15-64

15.12/ES

1. Reference to attached papers and your letter IS/1512 of the 14 Novembre 1944 and conversation of today (Mr. M.H. Taylor - Lt. Col. Oxley) enclosed herewith is a copy of the Sicilian report dealing with the consumption of coal on the Island. This report was produced after verbal instruction arising from AFHQ Admin. Memo n. 34 dated 22 Aug. 1944 and in accordance with the telegram quoted therein. On completion it was circulated to the interested Sub-Commission and forwarded to G-5 AFHQ.

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3. Should the Railways find it necessary to have their total monthly allocation increased a justification and figures should be submitted for consideration and further application to AFHQ.

For the Chief Commissioner:

W. S. Vaughan

W. S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to: AFHQ Adv. (Coal Section)

12 Sept 1944

Edney.

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

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

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

Month	Passenger Trains	Freight Trains	Military Trains	Total
May 1944	2,370 tons	3,855 tons	974 tons	9,219 tons
June "	2,753 "	4,834 "	304 "	8,501 "
			122 "	8,155 "

Part I of the report deals with the requirements for coal on the island and Part II with the transfer of the responsibility of the transportation, handling and distribution from the Coal Section to the and through them to the Italian State Railway.

Part I

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

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

COAL CONSUMPTION

Month	Passenger Trains	Freight Trains	Military Trains	Total
May 1944	2,370 tons	3,886 tons	974 tons	9,210 tons
June "	2,763 "	4,034 "	904 "	8,501 "
July "	3,145 "	5,456 "	133 "	9,135 "
Aug. "	3,459 "	5,703 "	424 "	8,996 "
	11,747 "	21,481 "	2,684 "	35,892 "

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

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

TONSAGE MOVED AND COAL CONSUMED DURING THE SAME PERIOD IN 1937

Month	Freight	Coal consumed
May 1937	207,203	15,058
June "	259,816	15,227
July "	262,922	17,460
Aug. "	232,800	20,751
TOTAL:	963,341	68,516

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

In considering the future allocation of coal for ^{47,23} always, one has to consider that preparations are being made for the export of lemons, oranges and citrus fruits, in addition there is the movement and export of wine, sulphur, tartarates, almonds, mustard seed, linseed, gypsum stone, pumice stone, carbon bisulphide and various fruit oils, and it would appear that the amount of freight to be moved will increase. On the other hand military freight may tend to decrease. In considering the passenger service, there would appear to be no justification for any increase over the special worker's trains, or business trains, weekly or biweekly between the main towns. I recommend, therefore, that for October, November and December, the allocation of imported coal for the railways be reduced to 7000 tons for use as considered expedient by the Transportation Sub-Commission, but with the recommendation that 5,500 tons be used for freight trains and 1500 tons for passenger trains, including 100 tons each to the Circum Etnea, Siracusa-Nagusa private railways.

In considering the reduction of passenger trains it might be mentioned that the tariff rates for passengers remains unaltered at what appears a low and uneconomical level compared with the present value of the lire and imported coal. Stillians can move as far as 68 km. for lire 13.

[illegible]

• When patients in our OCT unit begin to read the letters, we know that the macula is healthy.

of Lactium obtained run of nine.

the new legislation to the 1990s for the first time, a 6 percent reduction in pollution-related run of fish.

• 4. At an average rate of 1,000 tons per month of production are 4

Parliamentary 2004 be allocated.

of imported coal. Hospitals in other areas also

Sardinian coal, was protected, on the ground of high sulphur and volatile content of Sardinian coal. It was subsequently agreed that 75% Sardinian and 25% imported should be supplied. I recommend that future allocation should be total 1100 tons of Sardinian modified run of mine and 400 tons of imported steam.

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

c) Sandersons, engine producers civic acid for export and the new requirement for 200 tons per month is recommended and should be met with Sardinian modified run of mine.

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

e) Palermo Cement Works - has had spontaneous allocation of 200 tons of Sardinian No 4, but cannot operate without the addition of 400 tons of coke breeze. Should the latter become available, it is recommended that a monthly quantity of 200 tons of Sardinian No 4 be allocated.

4742

In addition to the above, allocation of both imported coal and Sardinian coal has been made to each of the nine provinces on the island for distribution to users approved firstly by the Chamber of Commerce and finally by AGC. An examination of the final destinations of the coal so allocated, shows that it is not being used to the best advantage. Bakeries in Palermo have had as much as 300 tons of imported coal. Hospitals in other parts of the island have had 10 tons etc. in my opinion, which has been confirmed by Brigadier Carr who was lately in Sardinia, and the local importers in Sicily, imported coal is necessary for use in forged or other metallurgical purposes, where it is necessary to have a low sulphur coal. In all cases where coal is required for steam raising or baking, I recommend that Sardinian modified run of mine coal be allocated.

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

PROVINCE	PAST ALLOCATION		RECOMMENDED ALLOCATION	
	Imported	Sardinian	Imported	Sardinian
Palermo	450	500	110	1250
Agrigento	150	250	40	350
Siracusa	100	80	40	150
Caltanissetta	100	100	40	200
Trapani	110	200	40	300
Catania	200	500	110	800
Messina	125	100	40	450
Reggio	100	250	40	300
Siracusa	100	440	40	500
	1,415	3,090	500	4,300

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

PUBLIC UTILITIES. There is no gas on the island and electricity is very scarce. The general public has no electricity during the day and the 15,000,000 kWh, produced at the thermal stations in Palermo, Catania, Porto Empedocle and the hydro stations in various parts of the island, is rationed to war and other essential needs.

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

TOWN	Nº OF CONSUMERS	NORMAL CONSUMPTION	RECOMMENDED ALLOC.
Palermo	20,000	1,700 tons	475 tons
Catania	5,000	400	250
Trapani	3,000	100	50

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

Catania	125	360	40	450
Messina	100	200	40	300
Reggio	100	440	40	500
Syracusa	1,415	1,090	500	4,300

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

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TOWN	N° OF CONSUMERS	TOTAL CONSUMPTION	ALLOTTED ALLOC.
Palermo	20,000	1,700 tons	475 tons
Catania	5,000	400	200
Trapani	3,000	100	50

HYDRO-ELECTRIC STATIONS. The production at Palermo, Catania and Porto Empedocle during August was 6.5 million kWh, with a consumption of 1,650 tons of imported coal and 3,024 tons of Sardinian coal. Hydro stations produced the balance up to 15 million kWh. The months of September, October, November and December are the worst for hydro production, as reservoir supplies of water are at their lowest. During the next three months the requirements from the Thermal stations varies from 6.5/3 million kWh. Palermo has three boilers in bad repair. Catania has six boilers, some good some bad. Porto Empedocle

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

PLACE	IMPORTED	SARDINIAN	
Palermo	1200 tons	1800 tons	No 4
Catania	2000 "	4000 "	of which 1500 modified run of mine
Porto Cervo	500 "	2000 "	No 4

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

No mention has been made of the Sulphur mine, as coal allocated for gas-producing and steam raising will be sufficient until the end of the year. Subsequent requirements will be 200 tons of steam coal and 100 tons of Sardinian modified run-of-mine per month. No recommendation has been made regarding the lignite mine due to the difficulties of distribution, but it is considered that where possible consumers in the neighborhood of Messina should be encouraged to use it. Army stocks consist of about 400 imported and 300 Sardinian coal sufficient for their requirements to the end of the year. Should there be a withdrawal of the army it is recommended these stocks be handed over to A.C.C.

2740

PLACES	IMPORTED	SARDINIAN	ST 4
Palermo	1200 tons	1400 tons	of which 1500 tons
Catania	2000 "	4000 "	filled run of
			mine
Porto Empedocle	500 "	2000 "	ST 4

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

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

2740

14381

SUGGESTED MONTHLY ALLOCATION: OCTOBER NOVEMBER DECEMBER 1944.

	REPORTED		CARDINAL		N° 4
	STEAM	GAS	CONDENSING RHS OF CHIM		
Railways	7,000				
Industry					
Arenella	400		1,300		1,600 plus 200 4000000 duet
three factories					
Villafraanca					
coast					
Palermo Cement					
Insulare Catania					
Sunderon Messina					
Provincet					
Palermo	110		1,250		
Agrigento	40		350		
Enna	40		150		
Caltanissetta	40		200		
Trapani	40		300		
Catania	110		500		
Messina	40		450		
Ragusa	40		300		
Siracusa	40		500		
Public Utilities					
Electric	1,200				1,800
Palermo	2,000		1,500		2,500
Catania	500				2,000
Morto Empedocle		850	80		
Gas Palermo		200	20		
Catania		50			
Trapani					
	11,500	1,100	7,900		4739
					8,100

14371

Industry					
Arenelle					
three factories	400			1,300	
Villafraanca					
ceement					1,500
Palermo cement					200 plus 400 coke dust
Innulare Catania					
Sanderson Messina				500	
Provinces:				200	
Palermo	110			1,250	
Agrianto	40			350	
Enna	40			150	
Caltanissetta	40			200	
Trapani	40			300	
Catania	110			800	
Messina	40			450	
Ragusa	40			300	
Siracusa	40			500	
Public Utilities					
Electric	1,200			1,500	1,500
Gas	2,000				2,500
Catania	500				2,000
Porto Cappelletto		850		80	
Gas Palermo		200		20	
Catania		50			
Trapani					
	11,500	1,100		7,900	8,100
					4739

PART II

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

The system at present is that the firm Giacomo Sinagra will undertake the discharge of all coal at steamers arriving in Sicily. Their office is in Palermo and they sublet the work in other ports to the importers and wholesale merchants. Coal allocated by AFHQ to the railways is discharged by Sinagra or his sub-contractors to whom payment is made by the railway. Coal allocated to the ACC is discharged and bought by Sinagra and subsequently resold to approved consumers through wholesale merchants. The contract between ACC and Sinagra came into operation on the 15th of November 1941. It will be seen from the above that in order to transfer the responsibility for the discharge and subsequent distribution to the Italian State Railways, all that is necessary is for the contract between ACC and Sinagra to be terminated, and the arrangement between the railways, Sinagra and other importers to be extended to cover all ships arriving in accordance with instructions given to the Ministero di Comunicazioni.

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

There is one steamer at present discharging and some other is expected to arrive before the middle of September, therefore I recommend that the change over of the responsibility of discharging take place on the arrival of the next and subsequent steamers. I further recommend that stocks on the quay be delivered to the various consumers as early as possible and that on completion of this delivery and the settlement of accounts and other items, that the contract between ACC and Sinagra be terminated.

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

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With regard to the future detailed allocation of ²⁷⁰⁰ 5475 arriving in Sicily, I propose that Captain Hayward should keep in touch through Major Taylor with the Railways, who will know the stocks of coal at any part of the Island from day to day, and that on being advised of a steamer, will arrange with "merchants" and get to have her berthed at the most suitable port and allocate the cargo according to agreed allocations and stocks.

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

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

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

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

- a) War effort, AOC controlled factories etc.
- b) Food factories, bakeries, pasta factories etc.
- c) Essential civil needs, hospitals, forges, etc.

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

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

Finally all arrangements to effect the change have been made and instructions are being given to carry it into effect in accordance with instructions contained in A.F.H.C. 3-5 Section. Letter Ref. C-53 dated 26 August 1944, which says:-

" The Coal Section, AFHQ, refers to par 2 of a/m memo and states 4737
Authority is hereby given to A.F.C. to assume responsibility for the reception, discharge ex ship, transport and distribution of coal in Sicily.

Authority will be conditional,

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

- a) War effort, war controlled factories etc.
- b) Food factories, breweries, paper factories etc.
- c) Essential civil needs, hospitals, prisons, etc.

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

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

Finally all arrangements to effect the change have been made and instructions are being given to carry it into effect in accordance with instructions contained in L.F.H.C. 0-3 Section. Letter Ref. C-58 dated 26 August 1944, which says:-

" The Coal Section, AFHQ, refers to par 1 of A/S memo and states 1527237
Authority is hereby given to A.S.C. to assume responsibility for the reception, discharge ex ship, transshipment and distribution of coal in Sicily.

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

- a) The maintenance of reasonable rates of discharge,
- b) Adequate provision of labor and the supervision thereof,
- c) Avoidance of unreasonable delays to colliers owing to slow discharge, inadequate reception or handling facilities, etc.

You will be guided accordingly.

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

12 Sept 1944.

H. B. Oxley
Lt. Colonel,
Coal Division,
A.D.C., H.Q.

9327

16/13/10

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APC 394

T/cc
Ref : MS/T/53
Date: 30 Oct.44.

SUBJECT: Excessive Rail movement of Military in
Sicily.

TO : HQ.ACC."For attention Trans.Sub-Comm."

1. Recently there have been two large movements of POL from PALERMO to SIRACUSA and TARGIA for loading on ships, i.e. a movement from one port to another, for which a total of 482 tons of coal was required.

2. The first movement, during the period 15-29 Aug. 44 required 19 special trains of a total of 184 wagons in which were carried 3166 tons POL. The amount of coal consumed was 387 tons. All but the last three of the special trains had to travel by way of LICATA as the SIRNETC bridge was not in use until after these trains had moved.

3. The second movement, during the period 12-14 Oct. 44 required 5 special trains of a total of 50 wagons which carried 763 tons of POL and which consumed a total of 95 tons of coal.

4. Both these movements were ordered by "Q" Movements. I have no further particulars in the case of the first, but in the second am informed that "Q" Movements were acting on instructions received from 70 Sub Area. In both cases the consignors were 7BFEC and/or 315 BPSS and the consignees LCC Siracusa, 235 Petrol Depot TARGIA (which is near SIRACUSA) or "SIRACUSA Docks".

5. In view of the facts that the Sicilian Railways are very short of coal, their allotment having been cut by nearly 25%, and to keep a reasonable schedule

4735-

the very greatest care has to be taken to economise in coal it will be appreciated that the loss of 482 tons of coal - more than two days average consumption for the freight passenger services of the Island - is a serious one.

6. May therefore a request be made to the coal section AFHQ for the re-imboursement of the 482 tons used for these movements?

C.W.B. Taylor RA.

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

CFC/jx. 17

In S/c

Info

Coal Division

TO : Coal Section
 Adv. I.F.R.C.
 c/o I.R.C.
 ATO 400

Our Ref: ATO/IND/CD/S/157
 Date : 12 October 1944.

SUBJECT: Italian State Railways Coal Distribution.

1. We refer you to our copy of letter of Sept. 2nd, 1944 Ref: ATO/Ind/CD/41/44, which gave you information of instructions that had been issued to the Italian State Railways. Statistics are being received accordingly but due to communications and other difficulties it is essential to the Railways that their departments, the Agenzia Marittima at Bari, Naples and Sicily be informed by the Coal Section Officers at those ports of arrival of coal carrying steamers, say the day, or day before their arrival.

2. As the Italian State Railways have taken over completely in Sicily and are about to take over the cash accounting of all coal for public utility and civilian use on the mainland (separate instructions are being issued to Southern Region by the Finance Sub-Commission) it is necessary that a copy of the letter allocating each cargo be given to the Agenzia Marittima of the Railways in each port and a copy to Coal Division ATO Hqs in order that the former and Head Offices can follow the coal destined for civilian consumption from the ships to the receivers.

3. The Head Offices of the State Railways also require this information to check their branch offices and to render a certificate to the Finance Sub-Commission that they have received such and such an amount of coal from each steamer.

4. Would you please issue the necessary instructions.

Copy to: Finance Sub-Commission
 Sicily Region
 Southern Region
 Industry Sub-Commission
 Economic Section

4733

W. J. VAUGHAN
 Director
 Industry Sub-Commission.

Not
 3

ACP/EL

16/12/9

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

14 October 1944

Tel. 478701

Our Ref: ACC.Tr/16/13

TO : Economic Section, HQ. ACC

SUBJECT: Coal consumption, SICILY

1. The railways of Sicily are practically at normal and our representative sends comprehensive reports of activities there, including a regular survey of coal consumption. In early August it was noticed that coal consumption had risen a little and a justifiable answer was given, based on harvest requirements.
2. The fact that all lines have been gradually brought into operation has naturally caused an increase in coal consumption, but it is felt that 9000 tons per month is not an unreasonable figure.

3. In early September a representative of the Coal Division of Industry Sub-Commission, visited Sicily in order to make arrangements for the railways to distribute coal for all consumers, in accordance with pre-war practice. At the same time, he suggested the railway coal consumption is excessive, in comparison with mainland consumption and intended to propose a reduction to 7000 tons a month, and further suggested the division to be arranged between passenger and freight traffic.

4. It is regretted that this information was not primarily conveyed to this Sub-Commission, when the matter could have been objectively discussed on the light of present day policy.

5. Road transport in Sicily is extremely difficult and the railways bear much of the burden. In spite of all the effects of war, the coal consumption in comparison with pre-war is reasonable as the following figures will show:

2732

Tonnage moved	Coal consumption (tons)
232,800	20,761

1947

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2. The fact that all lines have been gradually brought into operation has naturally caused an increase in coal consumption, but it is felt that 5000 tons per month is not an unreasonable figure.

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5. Road transport in Sicily is extremely difficult and the railways bear much of the burden. In spite of all the effects of war, the coal consumption in comparison with pre-war is reasonable as the following figures will show:

	<u>Tonnage moved</u>	<u>Coal consumption (tons)</u>
August 1937	232,800	20,761
August 1944	114,612	8,996

We are entering a phase when the policy of AFHQ and consequently of this Sub-Commission requires that every possible effort shall be made to assist in the rehabilitation of the Italian Railways. The Sicilian lines are well managed and controlled, and play an important part in the economic life of Italy. This Sub-Commission considers it a retrograde step to consider reduction of coal at this important stage.

7. This Sub-Commission has recently been concerned with the provision of a plan for developing the railways and our proposed scheme has received the approbation of the Minister of Communications as indicative of the help we intend to give in a practical way. It is at least unfortunate that this reduction of coal was proposed locally without consultation with this Sub-Commission.

8. Full support is given to the Minister's protests at the interference which will be caused to the life of Sicily by this arbitrary reduction, and it is hoped that the tonnage allotment can be restored at least to the monthly figure of 9000 tons at the earliest possible moment.

D. S. Adams

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

4721

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D. S. Adams
D.S. ADAMS
Colonel, U.S.
Director, Tn. Sub. Comm.

4731

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director - Italy

RBA/cl

APD 400
12 October 1944

SUBJECT: Sicilian Coal Consumption.

TO : Hq. Allied Control Commission, APD 304, U.S. Army.
ATTENTION: Transportation Sub-Commission.

1. The following information is required by this office in connection with consumption of coal by railways in Sicily:
 - a. Total consumed from invasion to 1 September 1944.
 - b. Percentage of total consumed for military use.
 - c. Percentage of total consumed for civilian use.
 - d. Monthly figures on consumption, showing percentage used for military purposes and civilian purposes, thereafter.
2. Inasmuch as Sicilian railroads have been returned to civilian operation, under supervision of the Transportation Sub-Commission, no doubt this information is available in this office.
3. Will you kindly advise at the earliest possible date.

For the Director:

R. R. ANDERSON
Major, TC
General Storekeeper



C O P Y

Roma, October 1944

F/X/2

Trasporti ferroviari in Sicilia
Railway transportation in Sicily

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION

ROME

We receive many intreaties for a larger number of trains to be operated in Sicily; the conditions of railway and car transports are there quite insufficient for the needs of the population. For the above mentioned reasons and considering that the resumption of economical life in this island is very important for our whole country, we entreat that the authorisations for the operations of trains might be granted in a larger number; these authorisations will be requested each time by the depending General Direction.

At the same time, we beg you kindly to dispose for a larger allotment of fuel for services of public utility of this island.

Awaiting your kind reply, we hope you may agree with us on the above mentioned requests.

COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI

ROMA

Viene da piu parti richiesta una maggiore concessione di treni da effettuarsi in Sicilia, dove le condizioni dei trasporti non sono sufficienti in relazione ai bisogni della popolazione.

Per le sopra indicate ragioni e tenuto conto che la ripresa economica dell'isola ha particolare importanza per tutto il paese in genere, si prega vivamente di voler concedere in maggior misura le autorizzazioni per effettuare treni; autorizzazioni che saranno man mano richieste dalla Direzione Generale dipendente.

In pari tempo si prega altresì di voler disporre perché l'assegnazione dei carburanti destinati per gli usi civili dell'isola sia aumentata.

Attendiamo una vostro gentile risposta nella speranza che possiate

14521

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At the same time, we beg you kindly to dispose for a larger allotment of fuel for services of public utility of this island.

Awaiting your kind reply, we hope you may agree with us on the above mentioned requests.

THE MINISTER

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8709
In pari tempo si prega altresì di voler disporre perché l'assegnazione dei carburanti destinati per gli usi civili dell'isola sia aumentata.

Attendiamo una vostro gentile risposta nella speranza che possiate accordare le sopra indicate richieste.

IL MINISTRO

Tel: 478489

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
APO 394
Coal Division

RWR/at

16/13/5

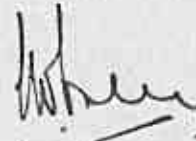
TO : Transportation Sub-Comm.
HQ. A.C.C.

SUBJECT : Coal for Sicilian Railways.

Our Ref: ACC/IND/CD/55/26

Date : 10 Octr 44

Further to our conversation we enclose herewith a communication from Ministry of Communications in connection with the Sicilian coal allotment.



W.S. VAUGHAN
Director,
Industry Sub-Commission

Copy to : Economic Section.

4728

Ministry of Communications
I.S.R. - General Direction
Supply and Stores Section -
Coal Central Section -
A/VCC/1/118 Deca. 955/43

Rome } October 1944

Allied Control Commission
Transport Sub-Commission
Coal Section

Subject

Allotment of coal for
Sicilian Railways

9th OCT 1944 R o m e
C.D. Via Veneto

The Chief of Compartimento of Palermo sent to this General Direction a letter, as here attached translation.

We beg this Commission kindly to examine again the allotments of coal for Railway in Sicily, in order to be able at least to keep unaltered the quantity of 9.000 tons per month granted up to now.

Even with the said quantity, the conditions of transportation in Sicily are extremely difficult and if these allotments would be reduced to 7.000 tons, a very serious situation for travellers transportation would result from this shortening.

P.V.7.o.b.

The Director General
Signed: Lo Cigno

4727



MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE

SERVIZIO APPROVVIGIONAMENTI - UFFICIO CENTRALE CARBONI

Indirizzo telegrafico: MONOCARBO - ROMA

N. A. MC/ A/UCC/I/118/3cc. 955/43

Roma, 7 Ottobre 1944-A

al N. _____ del _____

Oggetto

Assegnazione carbone
ferrovie della Sicilia.

COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI
Divisione Carboni

ROMA
Via Veneto

Allegato N° 1

Il Capo Compartimento di Palermo ha inviato a questa Direzione Generale la lettera di cui si allega traduzione.

Si prega codesta On. Commissione voler riprendere in esame le assegnazioni di carbone per le Ferrovie della Sicilia nell'intento di poter mantenere almeno inalterata la quantità sinora concessa di tonn. 9000 mensili.

Infatti anche con tale quantità, le condizioni dei trasporti in Sicilia si presentano oltremodo difficili e se l'assegnazione venisse ridotta a tonn. 7000 si verrebbe a creare una situazione assai grave per il servizio viaggiatori.

IL DIRETTORE GENERALE

[Handwritten signature]

4726

TRANSLATION

Chief Compartment's Office

-----CC.TC.750.2

COM PARTIMENTO DI PALERMO

Palermo, 13th Sept. 944

To the DIRECTOR GENERAL

ROME

The monthly allocation of coal for the Railways of Sicily has been up to now of 9,000 tons.

This allocation is evidently insufficient for the needs both of passenger and freight traffic. As you are aware, on some lines trains are run three times a week and on the secondary lines two times a week. Also the continuous connections between Palermo and Messina and Palermo-Catania take place three times a week.

The freight movement is limited, with great damage to the economy of Sicily, who cannot find in the Railways the carrier-often the only means of transport-by which the produce of Sicily might be brought to the consumer.

I have been informed to-day that as from the 1st October prox. the allocation of coal for Sicily will be reduced to 7,000 tons, with a decrease of 22%. By this reduction the conditions of transport will grow worse and worse, and as the intention of the Allies is that this reduction must be mainly borne by the passenger service, it will consequently happen that the said service, which is now insufficient, will become almost insignificant.

4723

.....
I beg therefore to ask Your Excellency to make suitable steps in order that this measure may not come into force and to obtain that in the distribution of all the coal which will be allocated to the State Railways of all liberated Italy, Sicily will continue to have, at least, the same quantity of coal that,

The monthly allocation of coal for the Railways of Sicily has been up to now of 2,000 tons.

This allocation is evidently insufficient for the needs both of passenger and freight traffic. As you are aware, on some lines trains are run three times a week and on the secondary lines two times a week. Also the continuous connections between Palermo and Messina and Palermo-Catania take place three times a week.

The freight movement is limited, with great damage to the economy of Sicily, who cannot find in the Railways the carrier-offer the only means of transport-by which the produce of Sicily might be brought to the consumer.

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4725

.....

I beg therefore to ask Your Excellency to make suitable steps in order that this measure may not come into force and to obtain that in the distribution of all the coal which will be allocated to the State Railways of all liberated Italy, Sicily will continue to have, at least, the same quantity of coal that, so far, has been supplied to her.



THE CHIEF OF THE COMPARTMENT

sgd. TUCCIO

1458

BWB/elc

16/13/4

C O P Y

Extract from report - para 8 (a) - for month of
Sept. 44 from Maj. Taylor Tn. S/C Rep. ACC. Sicily.

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 and 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/15/27 dated 30 Sept. received this morning) with details of reductions made.

6724

16/13/2
ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref :CL/PGM/19
Date:24 Aug.1944.

SUBJECT: Coal Consumption - Sicily.

TO : Director,Transportation Sub-Commission ACC.

1. Reference ACC/TN/16/21 dated 17 August 1944.
2. Coal consumption for May was 9210 tons and June 8501 tons, therefore 8556 tons for the July period mentioned is now out of line considering that crops had to be moved.
3. Our monthly allotment of coal is 9000 tons and we stay within our allotment which is not sufficient considering the opening of new lines and increased demand for rail transportation due to lack of road transport, therefore we have certain classes of traffic that still does not move if it uses up more than our coal allowance.

Peter G. Matson
PETER G. MATSON
Capt. T.C.
Trans. Sub-Comm.
Rep. at HQ. Region 1.

*copy 15 sent Rome.
27/8
L.S.*

4723

1460

cc/at

SECRET

16/12/1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC/TA/16/21

Date: 17 August 44

TO : Capt. P.G. Matson
Transportation Sub-Comm.
Sicily Region H.Q.

SUBJECT: Coal consumption - Sicily.

1. Reference your weekly report HR/PCM/31 dated 2 August 44.
2. In view of the fact that coal consumption for period 3-30 July 44 was 8556 tons, which is considered very high, please inform this office in full how this tonnage of coal was used, and what is the estimated future consumption, and justification therefore.

[Signature]
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

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