

ACC AC 24/1/TN4 10000/148/1996 REGION VI RE-HABILIT

42/1996 REGION VI RE-HABILITATION OF SAEDIN (AN) RAILWAYS

0 6 5 6

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

II. COMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

TN SC

Originator's Reference: 147
Date/Time of Origin: NOV 26

Message Centre No: C/2100
Date Time Rec'd: NOV 28 1000
Precedence: PRIORITY

FROM: SARDINIA REGION FROM MATSON
TO: HQ AICOM FOR ADAMS

24/1/22

ACTION

CONFIDENTIAL.

Reference your 6822. Passenger rolling stock available for transfer to mainland
none repeat none



DIST

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

CONFIDENTIAL

0 4 5 71

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

SANDINIA REGION

ALCON FROM ADAMS
5842

21 NOV 44

ROUTINE

TH SHS COM ISSIO

CONFIDENTIAL PD

PARA ONE TD SIGNAL PARTICULARS OF ANY STANDARD GAUGE PASSENGER ROLL
STOCK AVAILABLE FOR TRANSFER TO MINNEAPOLIS PD PAREN TO SANDINIA REGION
FOR MATSON FROM ALCON FROM ADAMS PAREN

PARA TWO PD IMMEDIATE NEEDS ARE ONE EIGHT OZ BOSTON TYPE PD

NICHOLAS PICHINO,
CWO. USA
ASSISTANT ADJUTANT

COPY M.R.S.

28

ALCON FROM ADAMS
6822

21 NOV 14

ROCTIME

FM SUB COM ISSION

CONFIDENTIAL PD

PARA ONE PD SIGNAL PARTICULARS OF ANY STANDARD GAUGE PASSENGER ROLL
SHEET AVAILABLE FOR TRANSFER TO MINLAND PD FOR SARDINIA REGION
FOR MATSON FROM ALCON FROM ADAMS PAREN

PARA TWO PD IMMEDIATE NEEDS ARE ONE EIGHT CZ ROGIE TYPE PD

NICHOLAS PLOMBINO,
CWO. USA
ASSISTANT ADJUTANT

COPY H.R.S.

28

sub.

0659

ae/11/11/11

AGF/aa

HEAD OFFICES ALLIED COMMISSION

ATO 394

Transportation Sub-Commission

Ref: AC Tn/24/1

20 November 1944

TO : H.A. Corborea
Minister of Communications
(for Order Sec. State for Railways)

SUBJECT: Rehabilitation of Repair Shops and Building at Cagliari

1. Authority is given for the completion of repairs to the workshop of the I.R.M. at Cagliari, Sardinia, at a cost of 20 million lire.
2. This expenditure should be charged against Cap. 3. 20 expenses per repairs done at various dispendous in national buildings" in the budget of the Minister of Communications (Terrore delle Stato).

by Command of Commodore Stone

Support 02/4

B.G. Adams
Colonel, R.C.
Director, I.R.M.

Copy: Finance S/C.
Economic Section (Mr. Villa)
Capt. Watson, in S/C Sardinia
Major A.H. Street in S/C S.C.

24/1/19

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

11th November 1944.

Reference : Tptn/1606.

Subject : Finance for Railway.

To : Director Transportation Sub-Commission, Headquarters,
Allied Commission.

1. Today, D.R. SOLLANO sent a telegram to the Railway direction at ROME asking for 2¹ million Lire to finish the Repairs to the Shops and Railway buildings of Cagliari.

2. It is very important that Sollano get this money at once so that he can complete the necessary repairs by end of December, thereby getting the necessary machinery under cover and having the shop in condition during the winter.

3. It is requested that the Railway Direction be contacted by telephone asking them to honor SOLLANO'S request without delay.

4. Authority for this work to be done has already been given by the Railway Direction at ROME.

Peter G. Watson
PETER G. WATSON.
Captain TC,
Rep. Tn. Sub-Commission
Allied Commission
Sardagna Region.

FBM/ejs.

24/11/48
SECRET
 ALIEN COMMISSION
 INCOMING MESSAGE
 INFO - ACTION
9/1009

TO: AGO SARDINIA FOR ACTION. INFO: DIRECTOR TN SO AC ROME
 FROM: DARS
 SIGNAL MESSAGE CENTER No: 110/15
 CLASSIFICATION: ROUTINE
 PRECEDENCE:
 REFERENCE No: NO 96
 DATE AND TIME OF ORIGIN: NOV 15 1511Z OFFICE OF ORIGIN: CITE REF NO 96

SECRET.

Regarding message AGS A 243 subject position Signor SOLANO.
 Engineer SOLANO has left for SARDINIA where will resume duties as
 Director of the I.S.R. promotion of second class station master MARINI
 is being handled by Director General ISR according to the procedure
 and rules in force.

1715T
Info - Action - TN SEC (2)
INFO - Chief Commissioner
ECON SEC
File (2)
Front

HEADQUARTERS
 16 NOV 1944
 A. C.

INFO - ACTION

SECRET

FROM: DERS
 REFERENCE No: NO 96
 CLASSIFICATION: ROUTINE
 PRECEDENCE:
 DATE AND TIME OF ORIGIN: NOV 15 1211A OFFICE OF ORIGIN: CIME REF NO 96

SECRET.

Regarding message ASS A 243 subject position Signor SOLLANO.
 Engineer SOLLANO has left for SARDINIA where will resume duties as
 Director of the I.S.R. promotion of second class station Master MARINI
 is being handled by Director General ISM according to the procedure
 and rules in force.

LIST
 INFO - HETON - TM 30 (2)
 INFO - CHIEF COMMISSIONER
 ECON SEC
 FILE (e)
 FRONT

HEADQUARTERS
 14 NOV 1944
 A. C.

INFO - ACTION

SECRET

DATE and Time of RECEIPT NOV 0900/ 16

Distribution:

25

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

7th November 1944.

Subject: Ferrovia Meridionale.

To : H.C., A.C., Director Transportation Sub-Commission.

1. November 6th I inspected the shops of the Ferrovia Meridionale at Iglesias accompanied by Capt. Newby, Transportation Officer of H.C., A.C. Sardinia and we also met the Director of the line, Engr. Fosi.

2. The shops are in very good condition and the Railway is well able to take care of most of its problems, however, they are short of Carbide and Capt. Newby has agreed to provide this as it is most important Carbide should be furnished in order that old material may be welded and patched up instead of using new materials.

3. This line has twelve Sulcis coal burning locos, ten are in service, one is undergoing heavy repairs and one light repairs, so every effort is being made to keep Sulcis power in service.

4. Diesel Cars are used by this line for passenger service as this relieves Sulcis locos for the Sardinian Coal traffic. Passenger traffic on this line consists almost entirely of moving workers to and from the Sulcis Coal Mines. Diesel Oil consumption is 1 1/5 tons per month; it is a good investment and should be incurred if and when required in order that Sulcis locos can be used for heavier purposes.

5. Capt. Newby and myself will travel over the entire line on November 10th on an inspection trip. This Railway is very important in that it serves the Sulcis Coal district and we have made a definite allotment of imported coal so that imported coal burning Locos can be put in service when the Sulcis power is inadequate to handle its traffic, but the traffic on this line depends almost entirely on the consumption of Sardinian Coal by industry and at present this seems to be on the increase, so we cannot hold imported coal down to a definite allotment on this Railway.

1. November 10th I inspected the shops at Meridionali at Iglesias accompanied by Capt. Newby, Transportation Officer of H.Q., A.C. Sardinia and we also met the Director of the line, Engr. Fosi.

2. The shops are in very good condition and the Railway is well able to take care of most of its problems, however, they are short of Carbide and Capt. Newby has agreed to provide this as it is most important Carbide should be furnished in order that old material may be welded and patched up instead of using new materials.

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PGM/cjm

Peter G. Matson 24

PETER G. MATSON.

Captain I.C.

In. Sub-Commission.

Rep. at H.Q. Region 6.

24 / 1 / 16

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

7th November 1944.

Subject: Dr. Ing. Sallano.

To : H.Q., A.C., Director Transportation Sub-Commission.

1. I want to thank you for acting on my letter of October 26th requesting that you contact the State Railway and notify them to locate and return Dr. Ing. Sallano to his position as head of the State Railway in Sardinia. Dr. Sallano returned November 4th.

2. Dr. Sallano made a trip over the line with me yesterday and I definitely know that it is to our interest to keep this Railway official on the job. He is very efficient and co-operative and has control over his employees and the other officials.

3. During his absence there seemed to be more or less of a "passive resistance" attitude on the railway, so I feel much relieved to see Sallano here as he seems to command respect from all and can accomplish what we desire without difficulty.

Peter G. Matson

PETER G. MATSON.
Captain I. C.
In. Sub-Commission.
Rep. at H.Q. Region 6.

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

31st October 1944.

To : Director, Transportation Sub-Commission,
Headquarters, Allied Commission.

Subject : Export of Rolling Stock.

Reference : Tntn/1606

1. Reference your Cables 5508/5560 dated 27th October 1944.

2. Following is information requested on Vehicles to be exported.

(a)	* 50 Ordinary Flat Cars		Length Bumper to Bumper	Total	Deadweight Long Tons
	Height	Width			
	5 ft 4 ins includes (16 ins low side folded up)	9 ft 10 ins	30 ft		407.90
	100 Gondolas 10 ft	9 ft 10 ins	26 ft 6 ins		831.05
	50 Box Cars 12 ft	9 ft 5 ins	31 ft		579.40
	6 Bogie Flats 4 ft 6 in	8 ft 6 ins	50 ft		100.89
	GRAND TOTAL DEADWEIGHT TONS				1919.24

(a) * 25 of these Flats have a Cupalo on one end. Measures 3 ft 7 inches long and 3 ft 2 ins wide and 5 feet 7 inches high above flat car sides or a total height at Cupalo from top of Rail 10 feet 11 inches.

(b) The Bogie Flat has a Cupalo on one end 3 1/2 ft long, 4 ft wide and 6 1/2 ft high, total height at Cupalo from top of rail 10 feet 6 inches opposite end has an end gate the width of the flat and 2 feet high, total height from top of Rail on end gate end is 5 feet 8 inches.

3. The Port Authorities here were shown this list today and the specifications were viewed and it was agreed that the loading equipment at the Port of Cagliari could load this rolling stock on a vessel without additional assistance.

John G. Manton

2. Following is information requested on Vehicles to be exported.

(a) * 50 Ordinary Flat Cars				Deadweight Long Tons.
Length	Width	Bumper to Bumper	Total	
5 ft 4 ins includes (loins flow side folded up)	9 ft 10 ins	30 ft		407.90
<u>100 Gondolas</u>				
10 ft	9 ft 10 ins	26 ft 6 ins		831.05
<u>50 Box Cars</u>				
12 ft	9 ft 5 ins	31 ft		579.40
<u>6 Bogie Flats</u>				
4 ft 6 in	8 ft 6 ins	50 ft		100.89
GRAND TOTAL DEADWEIGHT TONS				1919.24

(a) * 25 of these Flats have a Cupalo on one end. Measures 3 ft 7 inches long and 3 ft 2 ins wide and 5 feet 7 inches high above flat car sides or a total height at Cupalo from top of Rail 10 feet 11 inches.

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3. The Port Authorities here were shown this list today and the specifications were viewed and it was agreed that the loading equipment at the Port of Cagliari could load this rolling stock on a vessel without additional assistance.

pes/ajs.

22

Peter G. Watson
 PETER G. WATSON,
 Captain T.O.
 Tn. Sub-Commission,
 Rep. at H.Q. Region 6.

25/20

HEADQUARTERS ALLIED COMMISSION
APO 354
Transportation Sub-Commission

Tel: 478701
Our Ref: AG.In/25

4 November 1944

TO : Ministry of Communications
(for I.S.R. General Direction)

SUBJECT: Dr. Ing. SOLIANO

1. Our representative in Sardinia points out that the State Railways in Sardinia are not functioning too well, due to the absence of the Capo della Delegazione, Dr. Ing. Soliano.
2. It is understood this official is in Rome at the moment.
3. May he be informed when his return to Sardinia may be expected, please?

W.P.
D.S. ADAMS
Colonel, C.E.
Director, En. Sup. Comm.

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDINIA REGION

26th October 1944.

To : Director, Transportation Sub-Commission,
Headquarters, Allied Control Commission.

Subject : Dr. Ing. SOLLANO.

Reference : TPTN/1506.

1. Dr. Ing. SOLLANO, CAPO DELLA DELEGAZIONE of the State
Railway has not been here since my arrival, understand he is in
ROME.

2. The Railway Organisation over here is not working
too well due to the absence of this Railway Official.

3. Suggest that the Italian State Railway Headquarters
at ROME be contacted at once and SOLLANO located and returned
to his position here in SARDINIA.

Peter G. Matson
PETER G. MATSON.
Captain, TC.
Th. Sub-Commission,
Rep. at H.Q. Region 6.

PCH/135.

25/12
24/1/13

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 400
9 October 1944

Subject: Railway Rolling Stock - Sardinia

To : A.C.C., Transportation Sub-Commission, APO 394

ATTENTION: Colonel D. S. Adams, Director

1. The advance of Allied fronts in Italy, and the possibility that additional railway lines in the Po Valley may become available in the not too distant future, make it necessary to consider potential sources of rolling stock.

2. It has come to our attention that there may be rolling stock in Sardinia, serviceable and beyond any current requirements of that island. It is understood that several representatives of your Sub-Commission have been in Sardinia in the recent past, and it would be much appreciated if you will advise the exact rolling stock situation as it was found by them, together with their analysis as to whether any of the rolling stock could be considered for transfer to the Mainland.

For the Director:


CHARLES G. BROWN
Lt. Col., T.C.
Superintendent Transportation
Transportation Department

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL
REAR ECHELON

A. P. O. 400
16 SEPTEMBER 1944

SUBJECT: SHIPMENT OF LOCOMOTIVES TO SARDINIA
TO : A.C.C., TRANSPORTATION SUB-COMMISSION

1. ADVICE HAS BEEN RECEIVED THAT I.S.R. COAL-BURNING LOCOMOTIVES - NEW NUMBERS 4747, 4753, 4793, AND 4874 - WERE LOADED ON SHIP AT NAPLES PORT, 12 SEPTEMBER 1944, FOR MOVEMENT TO SARDINIA. COAL-BURNING LOCOMOTIVES 4762 AND 4871 HAVE BEEN PREPARED FOR SIMILAR MOVEMENT AND WILL GO FORWARD SO PROMPTLY AS SHIPPING SPACE IS AVAILABLE.

2. THIS FOR YOUR INFORMATION SINCE YOU WILL NO DOUBT WISH TO CORRECT YOUR RECORD OF LOCOMOTIVES NOW IN SARDINIA.

FOR THE DIRECTOR:


CHARLES G. BROWN
LT. COL., T.C.
SUPERINTENDENT TRANSPORTATION
TRANSPORTATION DEPARTMENT

24/1/44

HQ BARBEGNA REGION

AGG FROM ADAMS

3673

PRIORITY

TO GET 44

TFTH HQ

CONFIDENTIAL PD

PARA ONE PD YOU ARE EMPOWERED TO TAKE OVER SUPERVISION OF SARDINIAN
RAILWAYS ON BEHALF OF ALLIED COMMISSION PD

PARA TWO HQ BARBEGNA REGION FOR MATRON FROM AG FROM ADAMS SIGNED STONE PARE

CONFIRMATION FOLLOWS PD

cc R. Cap
NICHOLAS FIORINO
CWO. U.S.A.
Asst. Adjutant

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION
APO 397

23rd October 1944.

To : Director Transportation Sub-Commission,
Headquarters, Allied Control Commission.

Subject : Sardinian Railways.

Reference : Tyn/1606.

1. The Military Railway Service Representative, Capt. W.A. ROLL,
has received instructions to leave Sardinia on or about 27th October 1944.

2. I am arranging to take his work over and establishing the
necessary organisation so that the Railways will function properly.

3. We are in need of the necessary instructions to take the
Railways over for Allied Control Commission.

4. Practically all Military Traffic has been moved and there
is no justification for further control of the Railways by the
Military Railway Service.

Peter G. Matson
PETER G. MATSON.
Captain, TC.
Tr. Sub - Com
Rep. at H.Q. Region 6.

PGH/ajs.

9465

CLASSIFICATION:

PRECEDENCE:

PRIORITY

ACTION

SECRET

OCT 29 21 12A

Distribution:

BEST COPY POSSIBLE

File

24/1/8

SARDINIA REGION

ACT FROM ADAMS

5550

PRIORITY

17 OCT 44

15TH 00

CONFIDENTIAL PD WAF BY SIGNAL FIVE FIVE ZERO EIGHT PD PART 10
ACT SARDINIA REGION FOR MATCH FROM ACT FROM ADAMS SIGNED NIGHT PART
SHIPPING BRUTON REQUIRES TO KNOW DEAD WEIGHT AND WITH HEIGHT AND
LENGTH OF VESSELS PD IS SUCH INFORMATION EXACTLY AVAILABLE PD
PLEASE WRITE POLY PD

14

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

CONFIDENTIAL

24/1/7

Allied Force
MILITARY RAILWAY SERVICE
Office of Deputy Director, Italy

A. P. O. 400
27 October 1944

Subject: Movement of Rolling Stock From Sardinia

To : Transportation Sub-Commission, A.C.C., APO 394

ATTENTION: Col. D.S. Adams, Director

1. Reference conversation 27 October between Capt. Ping and Capt. London regarding transfer of surplus rolling stock from Sardinia to Italy.

2. It is not desired that the locomotives requiring Class 3 and 4 repairs be transferred, but it is urgently requested that the following listed rolling stock be transferred in the order named with all possible haste.

- a. 6 - 40 Ton Bogie Flats
- b. 50 - Box Cars
- c. 100 - Gons
- d. 50 - Flats

206 Total.

3. The current pool of rolling stock on the mainland is in need of immediate augmentation to meet the rapidly growing loading demands and it will be appreciated if prompt and sustained action is taken to effect the transfer of the equipment in question.

4. Please advise dates shipments leave Sardinia and individual numbers of cars in each consignment.


W. P. WILSON
Lt. Col., T.C.
Deputy Director, MRS, Italy

cc - CO, 701 Railway Grand Division, APO 400
Gen. Di Raimondo, Director Gen'l., I.S.R., Building
Lt. Col. E.F. Barnes, A.F.H.Q., APO 512

13

CONFIDENTIAL

0 6 7 8

0 24/1/6

SANITARY SECTION

ACT FROM ADAPT
5506

PRIORITY

27 OCT 44

17TH 50

SECRET PD MILITARY RAILWAY SERVICE URGENTLY IN NEED OF STAPLED
GIVEN FOLLOWING STOCK IN FOLLOWING ORDER SIX BOXES PLATE AND FIVE CASE
BOX LINE AND ONE CASE CASE CONTROL AND FIVE CASE PLATE TO PAGE 13
SANITARY SECTION FOR MATRONS FROM ACT FROM ADAPT 5506 2.1.1.1
AR UNDERTAKING TO ARRANGE VEHICLE FOR SHIPMENT TO MAINLAND AND
MILITARY RAILWAY SERVICE CONFIRMATION WIL FOR ON TO

WILSON CLARK TARRANT
CRO. 4.4.4.
Asst. Adjutant

12

MILITARY RAILWAY SERVICE (by hand)
TO FOR CASE SHIPMENT SECTION (by hand)

INTER-OFFICE MEMO

ACF/lr

MEMO TO : Shipping Section

ACC Tn/24/1

We are advised by our representative at present in Sardinia that there is a surplus of rolling stock in the Island as under:

6	40 ton bogie flats
50	Box cars
100	Gondolas
50	Flats

Military Railway Services are urgently in need of this equipment in the priority order set out above.

May arrangements please be made for earliest possible shipment to mainland. Captain Watson is available in Sardinia to supervise forwarding.

L.E. Vining

L.E. VINING
Lt. Col.
Deputy Director
Tptn. S.C.

ALL ID CONTROL COMMISSION
INCOMING MESSAGE

9033

TO: HQ ACC FOR TRANSPORTATION
SIGNAL MESSAGE CENTER No: 92/25
FROM: ACC SARDINIA REGION FROM MATSON CLASSIFICATION:
REFERENCE No: ACC 562 PRECEDENCE: PRIORITY
DATE AND TIME OF ORIGIN: OCT 21 OFFICE OF ORIGIN:

ACTION



CONFIDENTIAL. Reference your 5116. Permanent representative not necessary but one should be here at time of handover and for at least 15 days thereafter. Available for immediate shipment to mainland 50 box wagons 100 gondolas 50 ordinary flats and 6 40 ton bogie flats. Locomotives generally in poor condition shipment not recommended. Surplus thirty all require class 3 and 4 repairs

ACC DIST

ACTION TN EC (2)
INFO A/CC
ECON SEC
FILE

10

OCT 25 1410

DATE and Time of RECEIPT

Distribution:

CONFIDENTIAL

24/1/3

Notes on JOC's Swathen's report on the Sudanese Railways.

① At present the Railways is being supervised by the military.

When they withdraw the Railways will be under the sole control of the Sudanese personnel.

~~The Sudanese are not yet capable of running the railways themselves. They need a lot of help from the military. The Sudanese are not yet capable of running the railways themselves. They need a lot of help from the military.~~

② The railway is good - a net profit of between 4 to 5 million lire for May & June 44.

What is the office of any other Sudanese in the railway?

③ In para 6. Wages of Railwaymen were increased by 70% - on what authority? Was the increase in the shape of a loan - or a straight-forward increase? We have papers on this point.

Para 7. What is meant under the heading "Imported coal" 41 locomotives in steam use? Something here which is not clear.

in para 7. (b) What are the details (18) used for? Note there are 11 spare - are these passengers and worked locomotives like to have any

The Sole Control of the Station personnel.

~~The question of an expenditure for the maintenance of the station is a matter of great importance and the station should be kept in the best possible condition for the use of the railway.~~
The financial position is good - a net profit of between 4 to 5 million lire for many years.
What traffic is any other than military is carried free?

3. In para 6. wages of Railwaymen were increased by 70% - on what authority? Was this increase in the shape of a loan - or a straight-forward increase? We have papers on this point.

Para 7. What is meant under the heading "Imported coal" 41 locomotives in steam use? Something here which is not clear.

in para 7. (b) What are the details (18) used for?

I note there are 11 spares - are these passengers and worked locomotives like to have any transferred to the main line?

9

in para 7 (B) It would appear that rolling stock can be reduced - I should like - in view of the urgent necessity for specially box cars on the mainland. This might be suggested to the T.G.M.P.s who is being sent a copy of this report.

Para 7(1) same applies to locomotives.

in Para 8. As there is a hand to mouth basis of Coal stock.

It is to be considered whether all but essential service be cut down to a minimum.

in Para 10. Sleepers are required in Sicily & Australia on the main land. The supply of good Sleepers should be rounded up & figures of how many available should be obtained. This is of course to be done concerned - but his attention can be to it and he be asked whether any can be spared for use elsewhere.

Why cannot the air brake pipes be removed from irreparable vehicle if pipes are urgently required.

in Para 12 Train Service - steam & diesel seem to be more than have necessitated warrents this is borne out by Para 16.

DN 26/8

Transportation
SECRET7318*(3 copies)**24/1/2*HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 6APO397

My Ref. L/S/2.

21st August 1944.

To : Director,
Transportation Sub-Commission
Allied Control Commission, A.P.O. 397

Subject : Re - habilitation of Sardinian Railways.

1. Reference is made to your letter, dated 17th July 1944,
(Your reference ACC Tn/24/1/1, which I received on 24th July 1944.

2. Unfortunately, I contracted Sand - Fly fever on 23rd
July 1944 and was removed to Hospital on 27th July. I was
discharged from hospital on 2nd August as an out - patient,
for daily treatment, and was passed fit for duty on 8th August.
I left Palermo on 10th August and arrived in Cagliari, Sardinia
on 12th August 1944.

3. I now enclose 3 copies of my Survey of the Sardinian
Railways.



OHL/ajs.

A. Lindberg Lt. Col.
O.H. LINDBERG, Lt. Col.
LT-COL, RE
Tn. Sub-Com. ACC. Rep.
at Region 6.

0 6 8 5

Copy No. 1.

SECRET

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB - COMMISSION

NOT TO BE
CIRCULATED

A
S U R V E Y
OF THE
ITALIAN STATE RAILWAYS
and
PRIVATE RAILWAYS
in
S A R D I N I A

---oOo---

COMPILED in AUGUST

1944.

---oOo---

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

A
S U R V E Y
OF THE
ITALIAN STATE RAILWAYS
and
PRIVATE RAILWAYS
in
S A R D I N I A

—oOo—

COMPILED in AUGUST
1944.

—oOo—

SARDINIAN OFFICE of
Transportation Sub-Commission
Allied Control Commission.

I N D E X.

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Not to be
CIRCULATED

1.

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION

SECRET

Survey of

Italian State Railways and Private Railways,

SARDINIAN DIVISION

21st August 1944

Sardinian Office of
Transportation Sub-Commission
Allied Control Commission.

Introduction

1. The Railways of SARDINIA are at present being supervised by the Allied Military Authorities.

The Transportation Officer is Lt-Col CONINE (A) and Captain W.A. ROEHL (A) represents the D.G.M.R.S.

2. Special appreciation is due to the following for their assistance in making available much detailed information which has been embodied in this Survey. Lt-Col CONINE, Transportation Officer, Allied Garrison Sardinia Tn. Section, Captain ROEHL, D.G.M.R.S. Representative, Dott. ING. SOLLANO, Capo della Delegazione Ferrovie Stato, also, useful information was extracted from a Report made by Major SPART, CWP, who was Transportation Officer, dated November 1943.

THE SARDINIAN RAILWAYS

1. General Description

The Railways in SARDINIA consist of two general types of lines, viz :-

- (a) Standard Gauge Track (4' - 8 1/2") - 429 Kilometers
- (b) Narrow " (3' - 1 5/8") - 290 "

(a) The Standard Gauge lines are owned and operated by the Italian Government, and are called "FERROVIE dello STATO". There are no double track lines in the Island. The main line runs from CAGLIARI to OLBIA, and there are branch lines to IGLESIAS from DECIMO, and to PORCO TORRES from CHILLIVANI.

Connections are made with narrow gauge lines at: SASSARI, MONTE, CHILLIVANI, MACOSTER, SARURI, IGLESIAS, SILLIQUE and CAGLIARI.

(b) The Narrow Gauge lines are operated and owned by three private Companies.

Introduction

1. The Railways of SARDINIA are at present being supervised by the Allied Military Authorities.

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THE SARDINIAN RAILWAYS

1. General Description

The Railways in SARDINIA consist of two general types of lines, viz :-

- (a) Standard Gauge Track (4' - 8 1/2") - 429 Kilometers
- (b) Narrow " " (3' - 1 5/8") - 890 "

(a) The Standard Gauge lines are owned and operated by the Italian Government, and are called "FERROVIE dello STATO".

There are no double track lines in the Island.

The main line runs from CAGLIARI to ORBIA, and there are branch lines to IGLESIAS from DECIMO, and to PORTO TORRES from CHILIVANI.

Connections are made with narrow gauge lines at:

SASSARI, MONTI, CHILIVANI, MACOMER, SARURI, IGLESIAS, SILIQUE and CAGLIARI.

(b) The Narrow Gauge lines are operated and owned by three private Companies, and were co-ordinated by the State Railways Supt. (Dr. SOLLANO) up to February 1944.

- (1) SOC. STRADE FERRATE SARDE (Northern District), 161 Km.
- (2) FERROVIE COMPLEMENTARI)
(a) MACOMER DIVISION) 615 Km.
(b) CAGLIARI ")
- (3) FERROVIE MERIDIONALI SARDE (Salcio Coal District)
(Coal traffic only, Wino to Ports) 114 Km.

/ Continued.....

In March 1944 the narrow gauge lines passed to the Control of ISPETTORATO NOTARIZZAZIONE, an organization of the Ministry of Transportation supervising all private narrow gauge lines, tramways, road transport and inland water transport.

Hereafter, this Survey will only deal with Standard gauge lines, except where specially specified.

There is an excellent telephone and telegraph system on all sections. All lines are open for traffic.

2. Damage by Air Raids etc.

The Sardinian Railways were only very slightly damaged by Air Raids and Shell Fire.

No bridges and no tunnels were destroyed nor even damaged. The only buildings to suffer were the Station buildings in Cagliari, CHIVIVARI and ORISTANO.

As regard damage to rolling stock, only two locomotives were disabled by machine gun fire, 61 rail cars were totally destroyed and 527 were damaged, but these are repairable and some have already been repaired. The Locomotive workshops at CAGLIARI were destroyed.

3. Railway Employees

The total number of Employees now working on the Standard Gauge lines is 1,874 made up as under :-

Officials and Clerks	236
Traffic and Commercial Department	614
Locomotive & Engineering Departments	664
Labourers	380
Total	<u>1,874</u>

Compared with 1939 the figures are about the same.

4. Financial Position

The Sardinian Railways are in a good financial position and are making money. The nett profits for May and June 1939 were between 4 and 5 million lire. The nett profits for May and June 1944 were 21,735,808 lire. Cash in hand at Bank 7,587,205 lire, August 1944.

The reasons for the bigger earnings in 1944 were on account of more people travelling by rail, and more freight diverted to rail on account of shortage of Road Transport facilities, and very little petrol.

5. Tariffs

In January 1944, the passenger fares were increased by 100%, and the freight tariffs were also increased by 70% as from 1st November 1943.

6. Wages

On 1st November 1943 the wages of all grades of railwaymen were increased by 70% and this also applied to the narrow gauge lines. The wage bill in July and August 1943 was 4,432,000 lire. The wage bill in March and April 1944 was 8,036,850 lire.

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No bridges and no tunnels were destroyed nor even damaged. The only buildings to suffer were the Station buildings in Cagliari, ORISTANO and OLBIA. As regard damage to rolling stock, only two locomotives were disabled by machine gun fire, 51 rail cars were totally destroyed and 527 were damaged, but these are repairable and some have already been repaired. The locomotive workshops at CAGLIARI were destroyed.

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7. Locomotives and Rolling Stock (Standard Gauge)

The figures in August 1944 are as under :-

	Imported Coal	Converted to burn 5 Metric Tons Coal	Total
Locomotives, stored in use	41	12	53
Under repair or waiting normal repairs	13	9	22
In shops for conversion to Sardinian Coal	1	-	1
Sorting Engines	6	-	6
Total	61	21	82

/Continued The

7. (Contd.)

The types are:-

Class of Engines

The classification of the locomotives is as follows:-			Used for	
Class.	Imported Coal	Sardinian Coal	Total	Passenger and Freight
744	7	1	8	Passenger and Freight
740	33	12	45	Freight
625	12	5	17	Pass & Freight
351	6	1	7	Shunting
	64	13	77	

The majority of the locomotives are 2 - 6 - 0, 2 - 4 - 4.

(b) Diesel Coaches

In use	Diesel Shunting Engines
15	2
In depot for re-fitting	
2	
To be re-fitted	
21	
In depot, spare	
11	
Un-repairable	
2	

Note. One Diesel Coach has been specially fitted up for the use of Allied Military Authorities.

(c) Coaching Stock

	Good	Repairable	Un-repairable
Passenger Coaches in use (basic)	13	49	2
" " (6 wheeled)	29	66	1
Mail Coaches	7	5	1
Special Prison Coach	1	1	1
Baggage Coaches	22	29	1
Total	72	149	2

(d) Freight Cars

	In use	Repairable	Un-repairable
Box Wagons	362	179	18
Open, High-sided	533	120	36
" Low-sided (zondolas)	180	65	4
Long Bogie Wagons (to carry rails or long timber)	14	3	1
Water Tank Wagons	19	12	1
Wagons fitted with hand crane	3	1	1
Mobile Work-shop Wagons	4	1	1
Total	1135	378	59

Most of the freight cars are of 20 tons capacity.

(e) Locomotives and Rolling Stock (Narrow Gauge)

	Locomos.	Coaches etc.	Freight Cars
(a) Ferrovie Complementari	75	70	498
(b) Strada Ferrata Sarda	19	30	122
(c) Ferrovie Meridionali	39	1	270 (Coal)
	133		

Fuel used by (a) 37 tons 2/3rd imported coal and 1/3rd local anthracite

The majority of the locomotives are 2-6-0, 2-6-2, 2-8-2.

(b) Diesel Coaches		Diesel Shunting Engines	
In use		In use	
In depot for re-fitting	16		2
To be re-fitted	2		
In depot, spare	21		
Un-repairable	11		
	2		

Note. One Diesel Coach has been specially fitted up for the use of Allied Military Authorities.

(c) Coaching Stock		Good		Repairable		Un-repairable	
Passenger Coaches in use (excl.)		13		149		-	
" " (6 wheeled)		29		66		2	
Mail Coaches		7		5		-	
Special Prison Coach		1		1		-	
Baggage Coaches		22		29		-	
Total		72		149		2	

(d) Freight Cars		In use		Repairable		Un-repairable	
Box Wagons		362		179		18	
Open, High-sided		553		120		36	
" Low-sided (gondolas)		180		63		4	
Long Basic Wagons (to carry rails or long timber)		14		3		-	
Water Tank Wagons		19		12		-	
Wagons fitted with hand crane		3		-		-	
Mobile Work-shop Wagons		4		1		1	
Total		1135		378		59	

Most of the freight cars are of 20 tons capacity.

(e) Locomotives and Rolling Stock (Narrow Gauge)		Locos.		Coaches etc.		Freight Cars	
(a) Ferrovio Complementari		75		70		498	
(b) Strada Ferrata Sarda		19		30		122	
(c) Ferrovio Meridionale		32		-		270 (Coal)	
		135					

Fuel used by (a) 37 turn 2/3rd imported coal and 1/3rd local anthracite
 16 " Wood - or coal (imported)
 22 " imported coal
 (b) All turn imported coal.
 (c) 8 turn local coal
 31 " imported coal.

The freight cars are of various types of 5 to 8 ton capacity.

/Continued.....3.

8. FUEL AND LUBRICANTS

(a) Coal. The Sardinian (Sulcis) Coal, which is produced in the CALZONIA area is not suitable for the locomotives as a fuel, used alone, as it contains a high sulphur content. This has a corrosive action on the tubes and fire-boxes, unless the locomotives have been converted for its use. The Railways therefore have to depend on a certain amount of imported coal.

About 25% of the Locomotives have been converted but shortage of materials is now limiting further conversion.

In a report, submitted by Supt. Solinas last October, to the C.A.O. it was stated that in order to run a satisfactory service on all lines, the Railways would require 2500 tons of imported coal and 1300 tons of Sardinian coal per month.

It would appear that no reserve of coal, either imported or Sardinian, has been built up, and the Railways are running on a hand-to-mouth basis.

The fuel consumption figures here-under were taken from Railway Records:

Average consumption of Coal per Month:-

	Imported	Sardinian	Total
Pre-War (1939)	2100	600	2700
War Years	4000	600	4600
September (1943)	1700	1600	3300
July (1944)	1650	1200	2850

The imported coal is supplied by Coal Section, A.T.H.Q. About 1500 tons a month for Standard Gauge and 1400 tons for narrow gauge, total 3,000 tons a month.

(b) Diesel Oil used in Rail Cars per Month:-

	Standard Gauge
Pre-War	5000 litres
September (1943)	1450 "
July (1944)	5000 "

Standard Gauge

It is drawn from Petroleum Division in Cagliari. No payment has been made by the Italian Railways.

(c) Lubricants used per month:-

	Imported	Sardinian	Total
Pre-War	5000 litres		
September (1943)	1450 "		
July (1944)	5000 "		

It is drawn in the same way as Diesel Oil.

The coal stock position at the end of July 1944 was as under:-
(Standard Gauge)
Broad.

	Imported	Sardinian	Total
Tonnage consumed in July 1944	1650	1000	2650
Tonnage on hand	900	800	1700
Prospective Receipts	1600	1000	2600

In addition another 300 tons of imported coal was consumed in July.

C.A.O. it was stated that in order to run a satisfactory service on all lines, the Railways would require 2500 tons of imported coal and 1760 tons of Sardinian coal per month.

It would appear that no reserve of coal, either imported or Sardinian, has been built up, and the Railways are running on a hand-to-mouth basis.

The fuel consumption figures here-under were taken from Railway Records:

Average consumption of Coal per month:-

	Imported	Sardinian	Total
Pre-War (1939)	2100	600	2700
War Years	4000	600	4600
September (1943)	1700	1600	3300
July (1944)	1650	1200	3850

The imported coal is supplied by Coal Section, A.E.E.Q. About 1600 tons a month for Standard Gauge and 1400 tons for narrow gauge, total 3,000 tons a month.

(b) Diesel Oil used in Rail Cars per Month:-

Pre-War	72 tons
September (1943)	40 "
July (1944)	45 "

Standard Gauge

It is drawn from Petroleum Division in Cagliari. No payment has been made by the Italian Railways.

(c) Lubricants used per month:-

Pre-War	5000 litres
September (1943)	1450 "
July (1944)	5000 "

It is drawn in the same way as Diesel Oil.

The coal is in the position at the end of July 1944 was as under:-
(Standard Gauge)
Broad.

	Imported	Sardinian	Total
Tonnage consumed in July 1944	1650	1000	2650
Tonnage on hand	900	800	1700
Prospective Receipts	1600	1000	2600

In addition another 800 tons of imported coal was consumed on the Narrow Gauge.

9. Capacity Loading of Trains

Owing to heavy gradients, train loads in certain sections are limited to a gross load of 170 tons, or 325 tons double-headed.

On the Cagliari to Oristano line however, the gradients are not severe and a gross load of 500 tons can be hauled.

Sidings and passing points do not exceed 35 rail car clearances.

/Continued.....10.

10. Material.

There is a small stock of spare parts of all kinds in the Island, including locomotive parts for Standard and Narrow Gauge Engines. A supply of good sleepers is scattered at various places. The loco. repair shops were destroyed and no other shops are available except one on the adjacent narrow gauge line, so repair facilities are slow, likewise the conversion of locos to burn Sardinian coal. There is however, a small round house and repair shop at Sassari, where, in a small way, repairs can be effected. As regards materials asked for by the Railway Management a complete list was sent to the Transportation Sub-Commission a few months ago.

There is however a scarcity of certain supplies and materials and the Military Railways representative informs me that this is becoming serious. I refer to machine tools, engine magnets, acetylene welding apparatus and air brake pipes, also brake shoes are getting worn out.

As regards the air brake pipes, it is suggested that a number could be cannibalised from the hundreds of damaged rail cars now standing idle all round Sicily. Some of these would be invaluable in Sardinia and would place more vehicles in traffic at once.

11. Export Trade Dependent on Railways.

The main industry of Sardinia is coal mining. Lead is also produced, and there are extensive chrome properties, red and yellow, also zinc mines. Nearly all of this is exported to Italy. Wine is also produced for export. Hard wheat for pasta is grown and 70% of this is exported. Sheep and wool are also exported.

Soft wheat is imported, also coal, and machinery.

All these commodities can only be moved by Railway.

12. Present Schedule of Trains

Cagliari and Iglesias 2 mixed trains a day, each direction, for military and civilians. (Steam)

Cagliari and Sassari 2 military trains a day (steam) each way.

Those trips are made in 10 hours running time.

Local Civilian and Military trains.

Cagliari and Sassari.

2 each way daily. Civilians pay fares, Allied Military personnel travel on Railway Warrants. If on duty, passes are issued by M.R.S. Representative.

Ortelle to Olbia.

One local train runs each way daily. (D.V. & Mil)

A number of diesel cars are run for civilians over various sections of the line.

One Italian Military Steam and Civilian Passenger train between Cagliari and Sassari is run tri-weekly. Each direction.

The Steam train between Cagliari and Macomer is run daily for civilians.

It will be noticed that the service at present given is liberal.

13. Tonnage Moved

During July 1944 the net tons of traffic moved was as under:

	Italian Forces.	Civilians.	Total

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These trips are made in 10 hours running time.

Local Civilian and Military trains.

Cagliari and Sassari.

2 each way daily. Civilians pay fares, Allied

Military personnel travel on Railway Warrants.

If on duty, passes are issued by M.I.S. Representative.

Chilivani to Olbia. One local train runs each way daily. (Civ & Mil)

A number of diesel cars are run for civilians over various sections of the line.

One Italian Military Steam and Civilian Passenger train between Cagliari and Sassari is run tri-weekly. Each direction.

The Steam train between Cagliari and Macomer is run daily for civilians.

It will be noticed that the service at present given is liberal.

13. Tonnage Moved During July 1944 the net tons of traffic moved was as under:

(a) Allied Forces.	A.C.C.	Italian Forces.	Civil.	Total
11,255 tons	2945 tons	7762 tons	13466	28452
		(chiefly Amc)		35,438

The Allied Military Traffic is increasing at present.

(b) Personnel.

Large numbers of Italian Troops continue to be moved to Mainland, 50,000 were moved previous to July and 39,500 during July.

It is expected another 30,000 Italian Troops have been or will be moved in August

/Continued 13 (c)

13. (c) Narrow Gauge

The tonnage moved in July, over the narrow gauge lines amounted to :-

Military	5,189 tons
Civil	32,020 "
Total	37,259 tons

The Civilian traffic was chiefly Coal.

14. Guards on Trains etc.

On all Military trains, the U.S. Army provide armed Military Guards, also for all rail cars standing loaded with military traffic.

On Civilian trains, guards are supplied by the local Carabinieri, and the Italian Army provide armed guards for bridges, tunnels etc.

There is a very inadequate Railway Police Force with the result that civilian freight gets pilfered, and standing Rail Coaches are stripped etc.

15. Importance of Railways to Economic Life

The people of Sardinia are entirely dependent on the Railways. In pre-war days they had a very good train service, and also road and tramway services.

Now, there is practically no road service. The Schooners are not allowed to move unless authorised by the Navy. Before the war, much civilian traffic was water-borne. Since ACC commenced importing flour and grain the distribution has all been effected by rail and this will continue.

16. Conclusion

The Railways are in a fortunate position, having suffered only trivial damage. The civilians are enjoying a generous train service, (probably too generous) and the financial position is good.

There are plenty of locomotives, rolling stock, and Diesel Coaches, but nearly all these require overhaul and it should be mentioned that the locomotives are old. Cannibalisation is being carried out as far as possible. It might be possible to take out some of the Engines from the diesel coaches and send them to Palermo to be fitted in good diesel coaches standing idle there, and then transfer them to the Mainland, or use them in Sicily and save coal.

The Army traffic are now at their peak, viz. gasoline, food and ammunition. The gasoline arrives by tanker and then goes forward by rail in drums. About 20 car loads a day are now being forwarded.

It is considered that a coal reserve should be built up at once, in case of any emergency and that, if necessary, the civilian train service should be reduced until a satisfactory coal reserve has been accumulated.

The Railroad is in good condition and is being well maintained. During the next few days your Representative hopes to travel over the line and obtain further information and also keep in touch with the Military Railway Authorities.

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The Railroad is in good condition and is being well maintained. During the next few days your Representative hopes to travel over the line and obtain further information and also keep in touch with the Military Railway Authorities.

During your Representative's few days stay in Cagliari, Dott. Ing. SOLLARO has been found to be willing to help and has given all the information asked for. When the Railways are handed back to Italian Civilian operation under A.C.C. Transportation Sub-Commission it is fully expected that Dott. Ing. SOLLARO will continue the co-operation which he is now giving to the Army.

CHL/ajc.

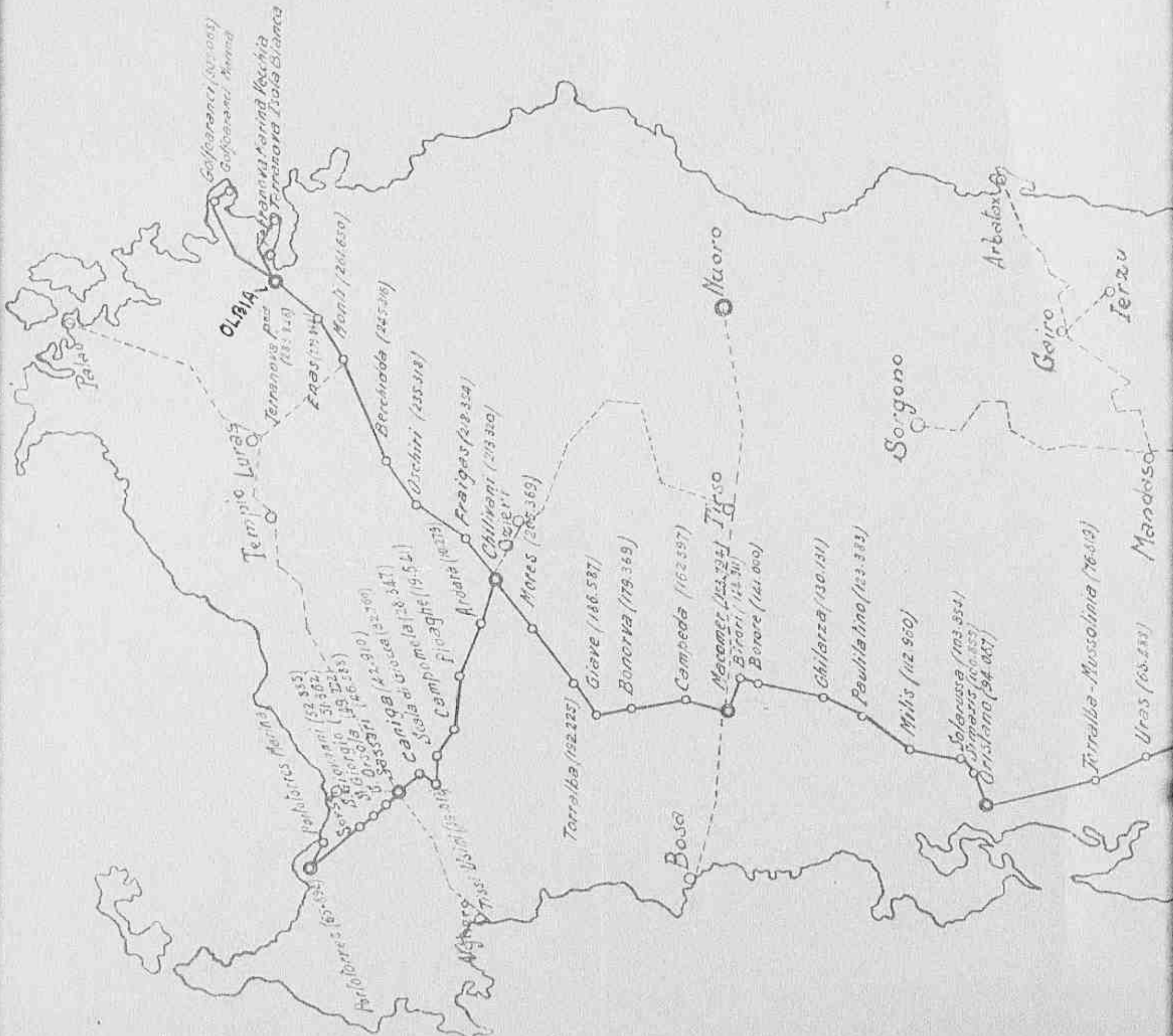
O. Lindberg Lt-Col.
O.E. LINDBERG.
LT-COL RE.
TR. SUB-COM. REP. in SARDINIA.

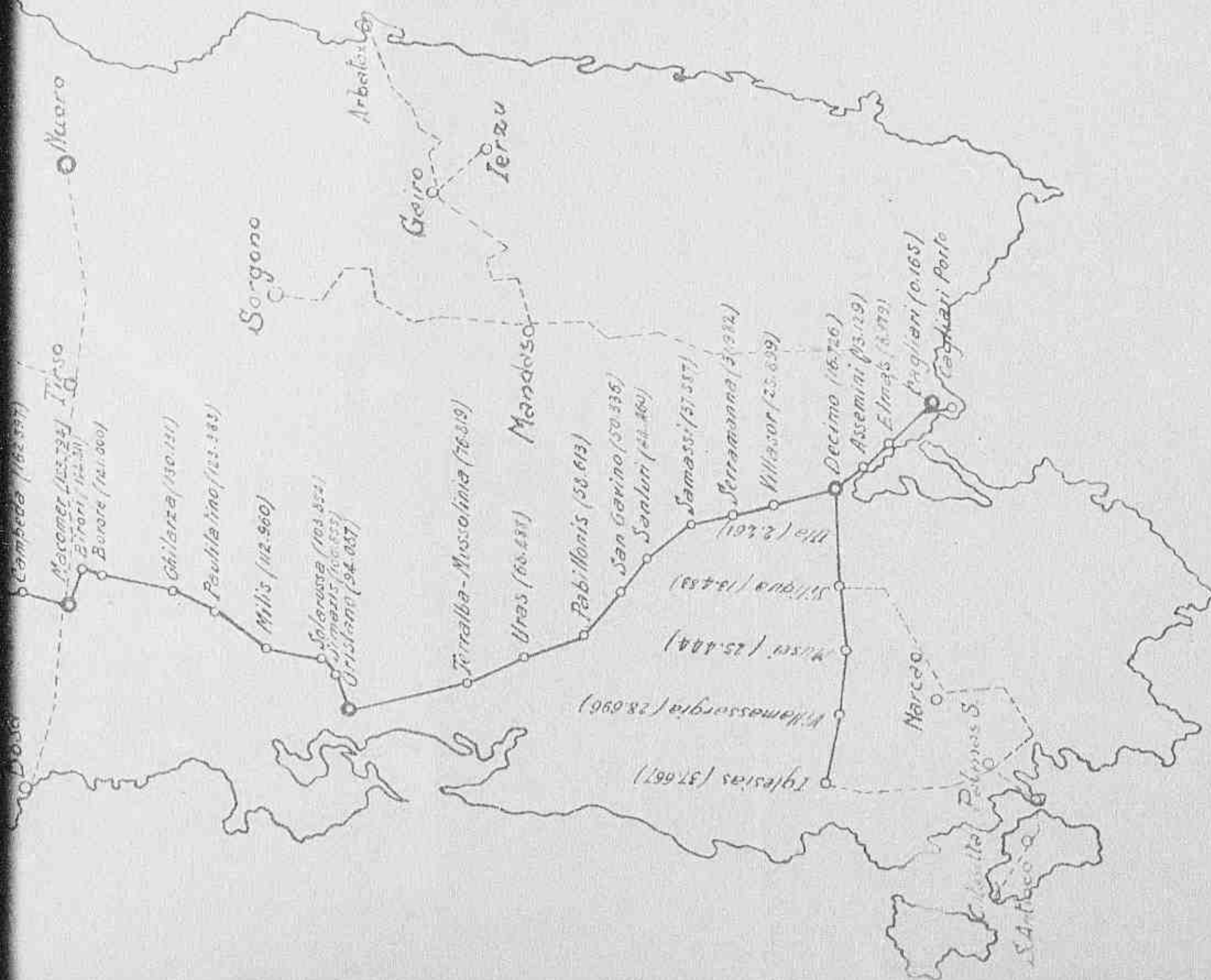
0700

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

APPENDIX "A":

MAP.





ACP/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APC 394

Our Reference : ACC Tn/24/1/1

Date : 17 July 44

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

SUBJECT : Re-habilitation of Sardinian Railways.

1. It is possible that in the near future the Sardinian Railways will be ready for handing over to ACC., for supervision.
2. Will you please make arrangements to proceed to Sardinia, when publication is given of travel authority, to investigate fully the position and submit your report, remaining in Sardinia until otherwise instructed.

L.H. JACO

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

Copy to :- D.G.M.R.S.,
Regional Commissioner - Region IV.
Lieut. R.E. Daxons (for travel authority)

0704