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DEC 1942

243/1777 SARDINIA (DAL)
DEC 1943

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. ROHEL (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 ROHEL, 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 SPANN, CMP, 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 3/8") - 890 "

107

(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 PORTO TORRES from CHILIVANI.

Connections are made with narrow gauge lines at:
SASSARI, MONTI, CHILIVANI, MACOMER, SARLURI, IGLESIAS, SILIQUE and CAGLIARI.

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

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(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 COMPLIMENTARI)	
	(a) MACOMER DIVISION)	615 Km.
	(b) CAGLIARI ")	
(3)	FERROVIE MERIDIONALI SARDE (Salcia Coal District) (Coal traffic only, Mine to Ports)	11½ Km.

/ Continued.....

In March 1944 the narrow gauge lines passed to the Control of ISPETTORATO MOTORIZZAZIONE, an organisation 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, CHILIVANI and OLBIA.
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	360
Total	1,874

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 21,755,308 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 lir.
The wage bill in March and April 1944 was 8,308,850 lire.

7. Locomotives and Rolling Stock (Standard Gauge)

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7. Locomotives and Rolling Stock (Standard Gauge)

The figures in August 1944 are as under :-

	Imported Coal	Converted to burn Silcio Coal	Total
Locomotives, steam in use	41	12	53
Under repair or waiting normal repairs	13	9	22
In shops for conversion to Sardinian Coal	1	-	1
Shunting 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:-

Class.	Imported Coal	Sardinian Coal	Total	Used for
741	7	1	8	Passenger and Freight
740	33	12	45	Freight
625	18	5	23	Pass & Freight
851	6	-	6	Shunting
	64	18	82	

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

(b) Diesel Coaches

In use	18
In depot for re-fitting	2
To be re-fitted	21
In depot, spare	11
Un-repairable	2

Diesel Shunting Engines

In use	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 (bogie)	13	49	-
" " " (6 wheeled)	29	66	2
Mail Coaches	7	5	-
Special Prison Coach	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)	130	63	4
Long Bogie Waggons (to carry rails or long timber)	14	3	-
Water Tank Waggons	19	12	-
Waggons fitted with Hand crane	3	-	-
Mobile Work-shop Waggons	4	1	1
Total	1135	378	59 ~~16~~

Most of the freight cars are of 20 tons capacity.

(e) Locomotives and Rolling Stock (Narrow Gauge)

	Locos.	Coaches etc.	Freight Cars
(a) Ferrovie Complimentari	75	70	498
(b) Strada Ferrate Sarde	19	30	122
(c) Ferrovie Meridionali	39	-	270 (Coal)
	133		

Fuel used by (a) 3/4 burn 2/3rd imported coal and 1/3rd local anthracite

(b) Diesel Coaches

In use	18
In depot for re-fitting	2
To be re-fitted	21
In depot, spare	11
Un-repairable	2

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Total	72	149	2

(d) Freight Cars

	In use	Repairable	Un-repairable
Box Wagons	362	179	18
Open, High-sided	555	120	36
" Low-sided (gondolas)	180	63	4
Long Bogie Waggons (to carry rails or long timber)	14	3	-
Water Tank Waggons	19	12	-
Waggons fitted with hand crane	3	-	-
Mobile Work-shop Waggons	1	1	1
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Fuel used by (a) 37 burn 2/3rd imported coal and 1/3rd local anthracite
16 " Wood - or coal (imported)
22 " imported coal
(b) All burn imported coal.
(c) 8 burn local coal
31 " imported coal.

The freight cars are of various types of 6 to 8 ton capacity.

/Continued .....3.

8. FUEL and LUBRICANTS

(a) Coal. The Sardinian (Sulcis) Coal, which is produced in the CARBONIA 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. Sollaro last October, to the C.A.C. it was stated that in order to run a satisfactory service on all lines, the Railways would require 2500 tons of imported coal and 1600 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 Railwat 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.F.H.Q. About 1600 tons a month for Standard Gauge and 1400 tons for narrow gauge, total 3,000 tons a month.

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

Pre-War	429 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 [illegible] 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

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In addition another 300 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 locomtive 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 gaskets, 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 cannabilised 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 was 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.

These trips are made in 10 hours running time. 105

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.

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 a s under:

(a) Allied Forces. .A.C.C. Italian Forces. Civil. Total

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(a)	Allied Forces.	A.C.C.	Italian Forces.	Civil.	Total
	11,265 tons	2945 tons	7762 tons (chiefly Ammo)	13466	~~32,438~~ 34,438

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	5,169	tons
Civil	32,090	"
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 traffics.

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. Cannibilisation 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 traffics 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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During your Representative's few days stay in Cagliari, Dott. Ing. SOLLANO 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. SOLLANO will continue the co-operation which he is now giving to the Army.

O.H.Lindberg Lt-Col.

O.H.LINDBERG.
LT-COL RE.
Tn. SUB-COM. REP. in SARDINIA.

OHL/ajs.

Palau
Golfoaranci (305.063)
Golfoaranci Marina
Tempio
Luras
Terranova P.ma (283.326)
Terranova Marina Vecchia
Terranova Isola Bianca
Eras (273.46[illegible])
Monti (261.650)
Portotorres Marina
Portotorres (65.892)
Sorso
S. Giovanni (52.865)
S. Giorgio (51.362)
S. Orsola (49.222)
Sassari (46.588)
Canigа (42.910)
Scala di Giocca (32.788)
Campomela (26.347)
Ploaghe (19.521)
Berchidda (245.316)
Oschiri (235.318)
Ardara (10.273)
Fraigas (213.354)
Chilivani (213.320)
Ozieri
Mores (265.369)
Alghero
Tissi Usini (39.018)
Torralba (192.225)
Giave (186.587)
Bonorva (179.369)
Bosa
Campeda (162.597)
Macomer (153.734)
Tirso
Nuoro
Birori (144.311)
Borore (121.000)
Ghilarza (130.131)
Paulilatino (123.383)
Sorgono
Milis (112.960)
Solarussa (103.854)
Simaxis (100.858)
Oristano (94.057)
Arbatax
Ales
Gairo
Sarcidano
Terralba-Mussolinia (76.819)
Ierzu
Ussas (68.488)
Mandoso

25/36

ACP/

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

Tel. 843238
Ref. AC/25/TN 4

22 June 45

SUBJECT : Shipment of Rail material to Sardinia.

TO : Chief of Service
ISR General Direction

1. Reference your letter A 13/6/1680/139 of 20 June 45.

2. If you contact the Cogena representative at Civitavecchia there should be no difficulty in transhipping ISR Stores to Sardinia via Civitavecchia-Olbia.

Director

MINISTRY OF TRANSPORTS
I.S.R. GENERAL DIRECTION
STORES SERVICES.

Rome, 20 June 1945

Ref.A.13/6/1664/13.G

SUBJECT: Shipment of Rail material to Sardinia.

TO: Tn.Sub-Commission A.C., (Rail Division) Bldg.

1. I.S.R. stores Department of Rome must continually ship I.S.R. rail material from the Continent to Sardinia, needed for Railway operations on those lines.

2. Please give your authorization for loading such items on the ships operating on navigation line Civitavecchia-Olbia.=

The Chief of the Service.

Leather Belting 4 [illegible]

Get in touch with Cogema representatives at Civita[illegible]

DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Approvv.ti

Roma 20 giugno 1945 - A. 104
N. A. 13/G 1644/13 G.
Al N. del

OGGETTO: Spedizioni materiale ferroviario in sardegna

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI
DIVISIONE FERROVIARIA
S E D E

1.- Il Reparto Approvv.ti di Roma deve in continuazione spedire materiale F.S. dal continente alla Sardegna per sopperire alle necessità dell'esercizio ferroviario di quelle linee.

2.- Si prega autorizzare che tali materiali siano ammessi fra quelli caricati dal piroscafo che esercita la linea di navigazione Civitavecchia - Olbia .

IL CAPO DEL SERVIZIO
Motadobut 101

Stab. Tip. Pucci - Ancona

(1) Servizio.

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

5th February 1945.

Ref. : Tptn/1606.

Subject : Weekly Report on Rail Repairs and Buildings (Ferrovie dello Stato).

To : H.Q., Allied Commission, Director Transportation Sub-Commission.

Pursuant to instructions per Cable No. 3, your Headquarters, dated 4 January 1945, the following report is submitted for the period 22nd January to 28th January.

For the Regional Commissioner,

JHN/as.

JOHN H. NEWBY.
Captain.
Regional Transportation Officer.

100

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

5th February 1945.

Ref. : Tptn/1666.

Subject : New buildings and Repairs (Ferrovie dello Stato).

To : H. Q., Allied Commission, Director Transportation Sub-Commission.

1. Rail Repairs.

There is still a lack of rail-ties and small materials which are hampering full maintenance of the roads. However, the most needy portions of the lines have been repaired. Timber, to be used for traverses, is being bought from various lumber firms. A requisition for small materials, forwarded to the Director General of State Railways, is waiting to be fulfilled.

2. Building repairs and new structures.

A. Station of Cagliari.

i) The construction of two buildings to be used as billets by employees of the Ferrovie dello Stato is now 80% complete.
Constructors: Ditta Putzu Giuseppe.
Cost of construction: 150,000 lire.

ii) Repairs on the Maintenance Shop are progressing in a normal manner.

iii) A financial allotment has been granted by Rome to be expended for repairs on Waiting Rooms. Work will begin immediately. Construction both on the Maintenance Shop and Waiting Rooms is being done by Ing. Carlo Boero Firm.
Cost of construction: 4,400,000 lire.

iv) Repairs are still in progress on billets situated on the western side of the Waiting Rooms.
Constructors: Ing. Umberto Finzi Firm.
Cost of construction: 200,000 lire.
Percentage of work done: 45%

v) Purchases

a. More lumber and accessories, to be used for doors, windows, roofing, etc., are being bought from different concerns.

B. Station of Macomer.

i) Construction of an office building to be used as billets continues.
Constructors: Ing. Pirrone Firm.
Percentage of work completed: 60%.

ii) Work on the Vehicle Shop is once again proceeding normally since materials can be now be transported.

99

Constructors: Ing. Ansoldi Firm.
Cost of construction: 1,452,000 lire.

3. Signal and Communication Sets.

Repair on all communication and signal installations damaged by bombing is still going on.

4. Accidents and casualties affecting work.

NONE.

5. Conferences with Allied Authorities concerning work and repairs.

NONE.

6. Indications and proposals.

Proposals relating to future repairs and work on damaged structures are still being compiled.

For the Regional Commissioner,

JOHN H. NEWBY.
Captain.
Regional Transportation Officer.

JHN/as.

25/33

ACP/ic

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

Tel: 84.3207
Our Reference: AC/25/Tn

8 December 44.

TO : Ministry of Communications
Ispettorato Generale della Motorizzazione Civile
e dei Trasporti in Concessione.

SUBJECT : Portovik C complementari Serdo
Tronco Ozieri-Chilivani - numero copie 41 corno.

1. Reference is to your letter 3213 of 7 November.

2. Authority is given for the additional service Chilivani-Ozieri, provided wood is used for fuel.

3. Our representative has so informed your local representative, and the service has started as desired.

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

25/32

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

1st December 1944.

Subject: Sardinian Railways. (Increased schedules)

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

Reference A.C. In/25/

1. Request for additional service between Chilivani and Ozieri is approved.

2. It is understood that wood must be used in place of coal.

3. I have handled the subject with the parties concerned here and authorized service to start at once.

PGM/cjm

Peter G. Matson

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

96

EF/hl

25/31

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel:476704
Our Ref: AC/S/47/Tn/S

28 November 1944

SUBJECT: Rolling Stock from Cagliari

TO : A.F.H.Q. (Mov.& Tn.)

Further to our signal 6346 of 11 November, giving particulars of the rolling stock awaiting shipment to the Mainland from Cagliari, (Bid A 31) and your letter,..... informing this HQ that these vehicles were to be allotted to Priority List 7.

Attached is a copy of a letter received from our representative in Sardinia. It is therefore requested that G-2 A.F.H.Q. be given this information and that the necessary action be taken to ensure that the trucks can be loaded and that adequate supervision of this loading is given by the Military, in the absence of our representative who is shortly to be withdrawn from the Island.

E Fernandes J/Cmdr. AFS

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

Copy to : Rail Sec. ✓
(your AC/Tn/25 of
10 Nov.refers)

95

Enclosure: 1
(copy of letter from
Sardinia)

/aa

C O P Y

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

22nd November 1944

SUBJECT/ Export Rolling Stock.

TO : Headquarters, Allied Commission, Director Transportation Sub-Commission

Reference my letter 31 October 1944 Tptn/1606.

1. The large port "-ina Crane" is being dismantled and prepared for shipment from the port of Cagliari, therefore, no port equipment is now available that can load the Rolling Stock.

2. Any ship that comes in here for the Rolling Stock will have to be equipped with the necessary gear to load this cargo.

3. The heaviest car to be loaded is the "oogie flat" which weights 18 tons and is fifty feet long.

PETER G. PATSON
CAPTAIN T.C.
Tn. Sub-Commission A.C.
Rep. at H.Q. Region 6.

9

25/30

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

16th November 1944.

Subject: Private Railways, Sardinia.

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

Reference AC/Tn/25 - 14 November 1944.

1. I have been in touch with Ing. Giovanui Severino on all matters pertaining to the private railways here in Sardinia.

2. All the statistics that I have obtained and instructions I have put out to the private lines have been handled through his office.

PGM/cjm

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

ACP/hl

25/29

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

15 November 1944

Tel: 478701
Our Ref: AC.Tn/25/

TO : Capt.Matson
c/o Sardinia Region

SUBJECT: Sardinian Railways

Reference is to copy of letter attached.

Please let me have your remarks as to the desirability of the service.

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

Enclosure: 1.
(copy of transl. from
Min.of Communications)

92

Translation /nf

Ministry of Communications
General Inspectorate of
Civil Motorization and
Transports in concession

Rome 7 November 1944

Serv. V - Office 3rd
Ref. 3213
Encl: 1

To: Allied Commission
Transportation Sub-Commission
Via Veneto
Rome

SUBJECT: Railways 'Complementari Sarde' (Complementary railways of Sardinia).
Increase of couples of voyages on the Section Ozieri - Chilivani.

1 The Society operating the railways 'Complementari Sarde' (Complementary railways of Sardinia) has asked this Ministry to authorize the re-operation on the section Ozieri - Chilivani of the same railways of a second couple of steam trains with tri-weekly voyages.

2 This second couple of trains, added to the existing one, will operate in the even days of the week, to permit to the 150 employees of the"Galbani Society" which has a factory for the working of butchered meat, to go to work from Ozieri to the factory at Chilivani.

3 We attach hereto a prospect from which that Commission will have all data necessary to examine said request.

4 This Ministry is of the opinion that mentioned request should be granted as the institution of this couple of trains while is convenient for the workmen of the factory Galbani, in the meantime is also useful to the numerous travellers who must go or are coming from the State railways line. 91

5 We are waiting for a decision of that Sub.Commission.

The Minister
(sgd Cerabona)

To: Allied Commission
Transportation Sub-Commission
Via Veneto
Rome

SUBJECT: Railways 'Complementari Sarde' (Complementary railways of Sardinia).
Increase of couples of voyages on the Section Ozieri - Chilivani.

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The Minister
(sgd Cerabona)

Translation /nf

COMPARTIMENTAL INSPECTORATE OF CAGLIARI

Operating Company	Complementary railway Society of Sardinia (Cagliari) (Company of "Ferrovie Complementeri" of Sardinia)
Railway line and section	line = Tirso - Chilivani - Section {Ozieri / Chilivani length = Km. 10
Requested programme	Number of couples of trains = one frequency = daily or tri-weekly kind of operation * (passengers-freight-misto) passengers. trains-km: 300 per month
Time-table of the requested increase.	Outwards {Dep. from Ozieri 7.00 / Arr. at Chilivani 7.20 Return {Dep. from Chilivani 9.30 / Arr. at Ozieri 10.00
Requirement of combustible and electric energy	Coal.....3 tons per month Diesel oil..... -- Lubrificants..... 10 kg. per month
	Electric energy { requested power / Hours of peak time / Max. power during peak-time

Steam-locos	n.	1
E.locos	"	-
E.cars	"	-
Diesel-cars	"	-
Luggage-vans	"	1
Bogie-coaches	"	3
open-cars	"	-
box-cars	"	-

The Compartimental Director
(sgd illegible)

I.G.M. 239

1 NOV 1944 XXII

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Div. Serv. V Uff. 3°
Prot. N.° 3213/ Allegati 1

Risposta al f.° del
Div. Sez. N.°

Al LA COMMISSIONE ALLEATA
DI CONTROLLO-Sottocommissione
per i Trasporti - Via Veneto
R O M A

OGGETTO Ferrovie Complementari Sarde
Tronco Ozieri -Chilivani- aumento coppie di corse.

La Società esercente le Ferrovie Complementari Sarde ha chiesto a questo Ministero di essere autorizzata a ripristinare, sul tronco Ozieri-Chilivani delle ferrovie stesse, una seconda coppia di treni a vapore con corse trisettimanali.

Tale seconda coppia di treni verrebbe effettuata, in aggiunta a quella già esistente, nei giorni pari della settimana, per consentire alle maestranze della Società Galbani, composte di circa 150 operai, che gestisce a Chilivani uno stabilimento per la lavorazione delle carni macellate, di recarsi da Ozieri a lavorare allo stabilimento in Chilivani.

Si allega all'uopo un prospetto dal quale codesta On.Commissione potrà ricavare tutti i dati occorrenti per l'esame della proposta avanzata.

Questo Ministero, da parte sua, esprime

R O M A

Div. Serv. V Uff. 3°
Prot. N.° 3213/ Allegati 1

Risposta al f.° del
Div. Sez. N.°

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Si allega all'uopo un prospetto dal quale codesta On.Commissione potrà ricavare tutti i dati occorrenti per l'esame della proposta avanzata.

Questo Ministero, da parte sua, esprime parere favorevole all'accoglimento della proposta stessa in considerazione anche

I.B.

89

del fatto che con la nuova coppia di treni verrebbero ad avvantaggiarsi, oltre agli operai dello stabilimento Galbani, anche i numerosi viaggiatori diretti o provenienti dalle linee della rete ferroviaria statale.

Si resta in attesa delle decisioni che codesta On.Commissione riterrà di adottare al riguardo.

IL MINISTRO

Cerabona

C O P I A

ISPETTORATO COMPARTIMENTALE DI CAGLIARI

Azienda Concessionaria: Società Ferrovie Complementari della Sardegna-(Cagliari)

Linea e tronco		estremi linea Tirso-Chilivani: Tronco Ozieri Chilivani Lunghezza Km. 10
Aumento proposto		numero coppie - Una frequenza (giornaliera) o trisettimanale) Trisettimanale tipo del servizio (viaggiatori-merci-mistp) viaggiatori treni-chilometro 300 mensili
Orario della proposta di aumento	Andata	parte da Ozieri 7 arriva a Chilivani 7,20
	Ritorno	parte da Chilivani 9,30 arriva a Ozieri 10
Fabbisogno combustibile ed energia per la proposta d'aumento		Carbone tonn. 3 mensili Nafta tonn. — Lubrificanti Kg. 10 mensili
	Energia Elettrica	Potenza occorrente Kw. — Potenza oraria Km. ora — Ora delle punte massime — Potenza massima durante le punte —

Locomotive a vapore	n.	1
Locomotori elettrici	"	—
Automotrici elettriche	"	—
Automotrici Diesel	"	—
Bagagliai	"	1
Carrozze viaggiatori	"	3 a carrelli
Carri merci aperti	"	—
Carri merci chiusi	"	—

IL DIRETTORE COMPARTIMENTALE
F/to.....

88

	Lunghezza Km. 10	
Aumento proposto	numero coppie - Una frequenza (giornaliera) o trisettimanale) Trisettimanale tipo del servizio (viaggiatori-merci-mistp) viaggiatori treni-chilometro 300 mensili	
Orario della proposta di aumento	Andata	parte da Ozieri 7 arriva a Chilivani 7,20
	Ritorno	parte da Chilivani 9,30 arriva a Ozieri 10
Fabbisogno combustibile ed energia per la proposta d'aumento	Carbone tonn. 3 mensili Nafta tonn. — Lubrificanti Kg. 10 mensili	
	Energia Elettrica	Potenza occorrente Kw. — Potenza oraria Km. ora — Ora delle punte massime — Potenza massima durante le punte —

Locomotive a vapore	n.	1
Locomotori elettrici	"	—
Automotrici elettriche	"	—
Automotrici Diesel	"	—
Bagagliai	"	1
Carrozze viaggiatori	"	3 a carrelli
Carri merci aperti	"	—
Carri merci chiusi	"	—

IL DIRETTORE COMPARTIMENTALE
F/to.....

88

I.B.

AGR/HT
25/28

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Zel: 478702
Our Ref: AC.Tn/25/

15 November 1944

TO : Regional Commissioner
Sardinia Region

SUBJECT: Increase in Train Fares, Sardinia

1. Reference is your letter Tpt/1004 of 10 Nov.44.

2. A Decree is in process of being brought into operation authorising increase in fares up to 100% over June 1943, on State Railways and all private concerns under concession from the State and this will be put into force in the near future.

D.B. ADAMS
Colonel, C.B.
Director, In.Sub.Comm.

Copy to: Ministry of Comm.
(Inspectorate for Civil Motors. & Transport in Concession)

87

ACP/ma

25/27

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref : AC Tn/25

14 November 1944

TO :Capt. P.G. Matson,
Tn. Sub/Comm - Sardinia Region.

SUBJECT:Private Railway, Sardinia.

1. The Ministry of Communications, Ispettorato Generale della Motorizzazione Civile e dei Transporti inConcessions have a representative in Sardinia to deal with matters relating to private railways. His name is Ing. Giovanni Severino, and he is resident in Cagliari.

2. It is suggested that you contact him in connection with any specific items you desire concerning the private railway system.

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

/nf

25/25

INTER OFFICE MEMO

Memo.

Cur ref. AC/TN/25

10 Nov 44

TO : Admin. officer TN. S/C
Executive Officer

SUBJECT: Officers arriving in Sardegna.

1 It is regretted that notification was not given to the Sardinian Regional Commissioner in respect of Capt. MATSON.

2 It is pointed out, however, that Lt.Col. Lindberg when in Sardinia indicated that another officer would be visiting the Island later, and the enclosed copy of D.O. letter from the Regional Commissioner to Lt.Col. Vining does not contain any suggestion of great inconvenience.

3 However, the omission is fully noted, and suitable arrangements have been made for advice to be sent in all future instances.

Capt.

85

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDINIA REGION

23rd October 1944.

To : Colonel VINING.
Transportation Sub-Commission,
Headquarters, Allied Control Commission.

Subject : Sardinian Railways.

Reference : Tptn/1606.

Dear Vining

We have attached to us temporarily, Captain P.G. MATSON, who is arranging the hand over of the Sardinian Railways from Allied Garrison Sardinia to the Italian Authorities.

It is likely that Allied Garrison Sardinia will leave between the 7th and 14th November after which Region VI, the RAF at MMAS and a few administrative installations only will be left. Until Allied Garrison Sardinia go Captain Matson has no executive responsibility and I would be very grateful if he could be left with Region VI until the end of November.

I think by then we shall be in a position to let the Italian Authorities take over, they need some quite firm handling, however, and have extravagant ideas on the cost they should have and the passenger service they should run and we must get this right after Allied Garrison Sardinia pull out.

I hope you are going strong and expect that your Sub-Commission is as busy as ever.

Yours sincerely
J.A.C. Yeomanson

JACY/ajs.

8/

/aa 25-24

EXTRACT from:

HEADQUARTERS ALLIED COMMISSION APO394

DAILY BULLETIN) N. 237 of the 8th Nov. 1944

2. VISITS TO SARDEGNA REGION:

In spite of requests and instructions to do otherwise, Officers of this Headquarters have recently visited SARDEGNA Region without giving previous warning of their arrival, or without ensuring that such warning could reach the Headquarters of the Region in time to be of any use.

In one case an Officer arrived 5 days before the order authorizing his journey.

In future Officers who wish to visit Sardegna will comply with the following instructions:

(a) They must send notice of their arrival, or request for permission to visit the Island, to reach the Regional Commissioner, SARDEGNA Region, at least 3 days before they expect to arrive themselves.

(b) The information sent ahead will include: Number of Officers and date of arrival and the work which they will be doing. This enables the necessary arrangements for accomodation and transport to be made.

(c) They must take with them Bedding and Mosquito Nets.

(Exec C (B))

By command of Commodore STONE:

NICHOLAS PIOPPIO
CWO, USA
Asst Adjutant

83

25/23

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

7 October 1944.

SUBJECT: Movement Order for Capt.P.G.Matson.

TO : Director,Transportation Sub-Commission ACC

1. Reference ACC TN/25/10 dated 17 Sept.1944.

2. As instructed by Lt.Col.Lindberg 27th Sept. by telephone I have remained and worked with him & Capt.Elwin in connection with obtaining Locos,bogie flats and certuin materials for the mainland.

3. There is nothing further that I can do to assist them at this time as they are leaving Palermo today to go,to Messina to see that the wagons,locos and material we have selected are forwarded to Reggio on the Ferry.

4. I have booked passage to Sardinia and will leave here October 9th. My arrival at Cagliari will be reported to your office.

Peter G. Matson

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

82

HEADQUARTERS ALLIED COMMISSION
SADINIA REGION

2 November 1944

Personal Note to;
Lt. Col. Vining;

The telegram to take over the Sardinian Railways is acknowledged and this will facilitate my work here considerable. The Railways,Military Units and others interested have been notified that the Sardinian Railways have passed to the Transportation Sub-Commission A.C. for control and supervision.

To Date the following is what has been accomplished:

300 percent reduction in the imported coal allotment.

The former office on the docks occupied by MRS has been taken over by me and the necessary personnel arranged for. The organization consists of one sergeant and one civilian besides myself.

Railway officials have been notifed to step up car and loco repairs and also to give first consideration to the repair of their shop at Cagliari. There is plenty of room for improvement. The railway management here on the state railway does not have the punch to it that it should have, it appears they had considerable faith in Sollano the director who has not been here to prod them along lately.

I have been in close touch with the Regional Commissioner and have attented all his meetings and conferences in regard to transport problems.

Repairs have been started to the Olbia Ferry Slip.

206 wagons have been earmarked for export.

I am now working on the revision of schedules, and expect to be out on the line considerable from now on.

The Port here is being cleared and there is considerable activity going on ~~here~~ at present.

- - - - - - - - - - - - - - - -

The regional organization here will be able to handle the rail activities after I leave with an occasional visit from a Tn. Sub.

Sub-Commission A.C. for control and supervision.

To Date the following is what has been accomplished:

300 percent reduction in the imported coal allotment.

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- - - - - - - - - - - - - - - - 81

The regional organization here will be able to handle the rail activities after I leave with an occasional visit from a Tn. Sub. com. Representative.

I have received the fullest cooperation from the Regional Commissioner, in fact he was very glad to have me here at this time, he is a fine gentleman and I like him very much and want to give him all the help I can so I woudd like to remain here for at least another thirty days if you can arrange to leave me here that long I can complete the necessary work and leave things in good condition.

I am finding this a good field for work because under Military Control conditions just simply have been too good and I beleive the civil population can get along with less and contribute more to the war effort by getting along with a little less transportation

Peter G. Matson Capt TC Tn Sub Com
Rep at HQ Reg 6.

22-12

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DEPUTY DIRECTOR -ITALY

A P O 400
27 October 1944

Subject: Sardinia Railways.

To: Commanding General, A.C.C., APO 394, U S Army.
Attn: Col. D. S. Adams, Director, Tn. Sub-Committee.

1. Reference your letter 23 October 1944, ACC/TN/25.

2. It is agreed that Sardinia Railways are to be taken over by A.C.C. at this time.

W. P. WILSON
Lt. Col. T.C.
Deputy Director

ACF/elc

25

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

23 October 1944

Our Ref : ACC/TN/25

Director General

TO : M.R.S.

SUBJECT : Sardinia Railways

1. Reference is to your letter of 29 August '44, copy attached.

2. Our representative is in Sardinia and prepared to arrange for taking over of Sardinia Rlys by ACC. Will you please say if this is now possible at an early date, as the particular officer is scheduled for important work elsewhere shortly, and it is desired if possible to settle the matter whilst he is available.

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

ENCLOSURE 1:
Copy of letter 29 Aug.44.

25/15

SARDINIA REGION

ACC FROM ADAMS

5116

PRIORITY

19 OCT 44

TTTH SC

CONFIDENTIAL FD ARRIVAL NOTED FD PARES TO SARDINIA REGION FOR CAPT F G MATSON ACJ TH KEF FROM ACC FROM ADAMS SIGNED STORS PARES REPORT BY SIGNAL IF CONSIDERED POSSIBLE FOR ACC REGIONAL ORGANIZATION TO SUPERVISE RAILWAY OPERATION OR IF NECESSARY FOR THIS SUB COMMISSION TO APPOINT REPRESENTATIVE FD REPORT COMPREHENSIVELY ON ANY AVAILABLE ROLLING STOCK SURPLUS TO REQUIREMENTS AND AVAILABLE FOR SHIPMENT TO MAINLAND FD

L.T. MONTANT
1st Lt AGD
Adjutant

78

MILITARY RAILWAY SERVICES
(for Hond)

25/28

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION
APO 397.

16th October 1944.

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

Subject : Sardinian Railways.

1. I am arranging for the regular Reports to be made to conform with the same reports that were rendered in Sicily. Reports are now being made for August and September and I am instructing that these reports be made Monthly for the time being. I will collect and forward them direct to your office while I am here.

2. A Transportation Sub-Commission Representative should be here at the time that the Railways are handed over to A.C.C. and a short time thereafter but a permanent representative is not necessary.

3. It is my opinion that the necessary supervision could be handled by the Div. Supt. of Sicily and monthly visits would be sufficient.

4. If this meets with your approval I would like to return to Sicily within the next 30 days and give Major Taylor the benefit of my observations here and also see how he is getting along in Sicily.

5. The Railways in Sardinia are in good condition. At present consideration is being given to the reduction of passenger trains on the State Railways and the substitution of wood in the place of coal for the narrow gauge line Ferrovia ComplimentaRi.

6. A meeting will be called some time this week to determine what the future coal allotment will be for the various Railways of Sardegna.

7. I will report on conditions of interest as they develop.

Peter G. Matson

PETER. G. MATSON.
Captain, T.C.
Rep. at H.Q.
Sardegna Region A.C.C.

77

PGM/ajs.

LEV/nf
File 25/1/9
24/1/43

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC.Tn/24/1/

31 October 1944

TO : Col. J.A.C. Pennycuick
Regional Commissioner
Sardinia Region

Dear Pennycuick,

I have been informed by M.R.S. that they have withdrawn Capt. Roell from Sardinia and have therefore sent Capt. Watson a signal authorising him to take over the railways for ACC.

As far as I know Capt. Newby will not be recalled for the time being, and I would suggest Capt. Watson should work with him.

Certain important operational plans may require Capt. Watson's immediate withdrawal, but I am quite prepared for him to stay to assist you until such time as that may occur.

L.S. VINING
Lt. Col. R.E.
Tn. Sub.Comm.

76

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION

23rd October 1944.

To : Colonel VINING.
Transportation Sub-Commission,
Headquarters, Allied Control Commission.

Subject : Sardinian Railways.

Reference : Totn/1606.

Dear Vining -

We have attached to us temporarily, Captain P.G. MATSON, who is arranging the Hand over of the Sardinian Railways from Allied Garrison Sardinia to the Italian Authorities.

It is likely that Allied Garrison Sardinia will leave between the 7th and 14th November after which Region VI, the RAF at ELMAS and a few administrative installations only will be left. Until Allied Garrison Sardinia go Captain Matson has no executive responsibility and I would be very grateful if he could be left with Region VI until the end of November.

I think by then we shall be in a position to let the Italian Authorities take over, they need some quite firm handling, however, and have extravagant ideas on the coal they should have and the passenger service they should run and we must get this right after Allied Garrison Sardinia pull out.

I hope you are going strong and expect that your Sub-Commission is as busy as ever.

Yours ever,
J.E. Jamieson

JACP/ajs.

75

25/1
1345

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION
APO 397

19th October 1944.

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

Subject : Sardinian Railways.

Reference : Tptn/1606.

1. The shop facilities of the Ferrovie Complementari and Ferrovie Dello Stato in Cagliari have been thoroughly inspected and the situation is very encouraging.

Ferrovie Complementari : (NARROW GAUGE)

The shop is fifty years old but exceptionally complete, in first class condition and even has its own Sawmill and Foundry. The shop is very efficiently managed and the Officials are of a high calibre - one noticeable difference between this Railway and the State Railways is that there are no excess employees and no loafers.

Ferrovie Dello Stato : (BROADGAUGE)

This shop was entirely destroyed by bombing but the machinery was practically all salvaged and can be put in working condition. Considerable effort is being made to put this shop in working order and it should be entirely restored to its original capacity within 60 days.

2. There is still considerable work here for me to do and it is my policy to take no ones word about Railway conditions here, so I am going around personally looking into all angles, of course the Military Railway Service still have control but when the lines are released to A.C.C. I will then have more freedom to put my ideas into effect.

3. Unless you have some urgent need for my services elsewhere I would like to remain here until I have completed my observations and will advise you when this is done.

Col Malsom should remain in Sardinia until his inspection has been completed
N.W.
25/X

4. The information I am giving you from time to time in letter form is only preliminary and to keep you advised of my activities. A regular Report will be made when all the necessary information has been accumulated.

7 1/2

5. Dr. Ing. Sollano, Capo Della Delagazione, of the State Railways, has not been in Sardinia since my arrival, understand he has been in Rome for the past two weeks.

HEADQUARTERS

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Cdt Malson Showed reluctance in Sardinia until his inspection has been completed MN 29/X

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HEADQUARTERS 2 SOIT 1944 A. C. C.

Peter G. Matson
PETER G. MATSON.
Captain, T.C. Tn. Sub-Com.
Rep. H.Q. Sardegna Region.

PGM/ajs.

Effective Oct 21 arrangements have been completed for a reduction of 8610 KMS monthly in Steam passenger service on the Caqiari - olbia line of the State Railway PGM

5/13

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION
APO 397

October 14th 1944.

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

Subject : Orders - Captain Peter G. Matson.

1. Reference ACC TN/25/10 dated 17th September 1944.

2. I arrived in SARDINIA October 13th and reported to the Regional Commissioner.

3. The Military Railways Service Representative advises that their work will be completed within a week, so I am making arrangements to take the railway over for A.C.C. as soon as instructions to that effect are received.

Peter G. Matson

Peter G. MATSON Capt, TC.
Transportation Sub-Commission A.C.C.
Rep. at Headquarters, Region six.

PGM/ejs.

23

ACP/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701

ACC TN/25/10.

17 September 1944

SUBJECT : Orders - Captain P.G. Matson.

TO : Captain P.G. Matson,
ACC tptn. S.C. Rep.,
C/o Sicily Region HQ.

1. Your letter of 10th September has been noted.

2. Orders are being published for you to travel to this Headquarters via Sardinia, as outlined in mine of 8th Sept.

3. Please notify this Hq. your departure from Sicily and your arrival at Sardinia.

D.S. ADAMS,
Colonel, C.E.,
Director, Tptn. S.C.

Copy to : Admin. Officer,
Tn. S/C/

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File
2519
ACP/re

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

8 September 1944.

Tele : 478701

ACC Tn/25/

SUBJECT : Withdrawal of Military Service Personnel - Sardinia

TO : Capt. P.G. Matson,
Sicily Region HQ.

1. The Director General Military Railway Services has indicated that his existing personnel is likely to be withdrawn from the Island of ~~Sicily~~ Sardinia during this month or next.

2. It is therefore suggested that as soon as you feel able to leave Major Taylor in Sicily, you give indication by signal to this office, when movement orders to Sardinia will be arranged.

3. It is desired that you continue the survey work carried out by Lt. Col. Lindberg and shown in the enclosed copy of report, and make ready for ACC to take over control.

4. It is assumed from the report that only periodical visits will be necessary by Tn. Sub-Commission Staff, as the railways appear to be in good order.

5. Such visits could be periodically made from Sicily or this H.Q. accordancy to the nature of your report.

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L.E. VINING
Lieut-Colonel,
Tn. Sub-Comm. (Rails)

25/8

Sardinian Railways

The supervision of the Railways in Sardinia will be undertaken by Major Taylor who has charge of the Calabrian Rys

He will make visits to Sardinia periodically and ascertain from the Regional Commissioner what essential freight for the rehabilitation of the Country is proceeding Satisfactorily.

He will also see that no unnecessary train service is being operated & that wagons to Locos & wagons, & heavy maintenance is being satisfactorily carried out

L.V.

I am seeing Gen Di Raimondo and will ask him to say whether he considers the Italians in charge of the Railways are fully able to operate the Railways in all its branches, & suggest that D.V. Trucco General manager Sicilian Rys should be given Supervising Charge of the Sardinian Rys.

L.V. 1/9

He will make visits to Sardinia periodically and ascertain from the Regional Commissioner whether essential freight for the rehabilitation of the Country is proceeding Satisfactorily. He will also see that no unnecessary harm service is being Operated & that efforts to Locos & wagons, & their maintenance is being satisfactorily carried out-

DDV

I am seeing Gen Di Raimondo and will ask him to say whether he considers the Italians in charge of the Railway are fully able to Operate the Railway as all its branches, & suggest that D.V Tucco General manager Sicilian Rys should be given Supervising Charge of the Sardinian Rys.

DDV 1/9

SECRET

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. F. O. 400
29 August 1944

Subject: Withdrawal of Military Railway Service personnel from Sardinia.

To: Director, Transportation Sub-Commission, APO 394, U. S. Army.

1. Coincident with the expected withdrawal of Allied personnel from Sardinia sometime in September or October, the Director General expects to withdraw Military Railway Service personnel from there (one Captain and two enlisted men), and, as contemplated in AFHQ General Order 60 and Administrative Memorandum 76, turn over the operation of the railways to the I.S.R. under the supervision of the A.C.C.

2. This advice is given you so that you may be making your plans toward that end.

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

cc - Colonel C. K. Harding
Allied Garrison Sardinia
A.F.O. 528, U. S. Army.

69

SECRET

File 8/5

CONFIDENTIAL

FABLE

ACC MAIN FOR VINING
6065
11 JUNE 44

CONFIDENTIAL
PRIORITY
TRANSPORTATION SUB-COMM.

REF YOUR TPTN [illegible] ONE SIX ZERO SIX JUNE ONE ST PASSED TO FABLE FOR [illegible] SIX FOR SPANN FROM ACC MAIN FOR VINING SIGNED MACFARLANE PARTN. FURTHER DUPLICATES [illegible] LISTS [illegible] REQUIRED BY FOURTEEN JUNE URGENT PD

Noted [illegible] 11/6/44.

L.T. [illegible] JR.
1st Lieut. AGD
Adjutant

LN VINING LT COL

CONFIDENTIAL.

Sponsee he
Spoont file at 14 June 44.

2514

EXTRACTS FROM LISTS OF MATERIALS

No. of order	Description of material	Quantity
		No. 10
4	Axis of motors, steel	
7	Bushings for greater axis for different	" 55
	locomotives	
11	Fire tubes for steam boilers of diffe-	" 2.500
	rent locomotives	" 14
	Tube copper plates for ovens diff.locom.	" 8
14	Posterior copper plates "	" 12
	Copper sheet for roof and walls	" 28
15	Supply pipes, copper, diff.loc.	" 16
20	Steam escape tubes, copper diff.loc.	" 40
21	Central tubes " "	" 10
22	Pipe sections	" 7
23	Superheating tubes complet equipment	" 12
24	Throttle valves for distribution "Caprotti"	" 154
25	Fellies, steel, for larger axis, diff.loc.	" 22
30	" " for steerings " "	" 90
31	Semielliptical springs, diff. loc.	
32	Copper in tube for cannon primers of fire	" 330 ml
34	tubes	
35	Round bars, copper, for braces of steam	" 300
	boilers	" 560
36	Brake shol, cast iron, diff.loc.	" 1.100
38	Small bars, cast iron, for firebox grates	" 200
49	Volute springs, diff. loc.	
48	Grooved steel for springs of different	Kg. 4.000
	measures	" 300
	Copper in different cannon primers	" 500
54	Tubes for locomotive head-lamps	No. 150
56	Burners	Kg. 20
57	Wick tissue	No. 200
58	Level tube, glass, diff.loc.	Kg. 3.000
59	Soda salvay	" 300
61	Bronze for soldering; for cannon primers	" 500
62	Irone for soldering	" 300
63	Metal for anticlutch	" 100
65	Copper, wires, for packing	" 20
66	Packing plastic metal	" 500
67	Annealed brass, wires of mm.9 and 5-4-3-2	Gr. 1.000
68	Greasing brush for locomotives	
69		

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No. of order	Description of material	Quantity	
70	Breechblocks for axlebox	No.	1.000
71	Cord, asbestos	Kg.	60
72	Lubricating cord	"	800
77	Tubes to wash with siding	Kg.	24
78	Small locomotive head-oil lampe	"	100
82	Cotton parings to clean	Kg.	6.000
83	Joning pieces for belts	"	300
84	Leather belts	Kg.	100

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No. of order	Description material	Quantity	
4	Duck cloth	mq.	2.000
5	Wax	Kg.	.300
6	Linseed cooked oil	"	900
7	Points of Paris	"	350
10	Cristals	mq.	600
11	Semi-double glasses	"	700
19	Marline for trunk racks nets	Kg.	200
21	Hide glue	Kg.	150
33	Steel fellies	No.	200
34	Brake bands, different sorts	"	500
35	Volute springs for suspension of carriages pulmann	"	250
	Volute springs of buffers	"	100
	" " for steering gears of carriages pulmann	"	50
	Volute springs	"	150
36	Oiling brushes	"	1.200
37	Breechblocks for bushings	"	1.200

No. of order	Description of material		Quantity	
4	Sheet iron,	mm. 3 * 4 * 5	No.	250
5	C - iron,	mm. 200	ml.	100
	" "	mm. 150	"	75
	angular	mm. 100 x 100	"	140
		90 x 90	"	150
		70 x 70	"	150
		50 x 50	"	150
		40 x 40	"	150
	T - iron	mm. 70	"	75
	L - iron	mm. 50 x 30	"	150
		75 x 50	"	150
	flat bar iron (50x12), (70x12),(50x15), (35x15),(30x5),(70x6),(40x10)		"	1.000
9	Oiling brushes		No.	2.000
10	Breechbocks for bushings		"	2.000
15	Fine-larch wood for boxes		mq.	60
16	Semi-double glasses		"	50
17	Duck cloth		"	3.500
18	Wax		"	500
19	Linseed oil		Kg.	2.000
20	Points of Paris		"	2.000
21	Hide glue		"	150
23	Different electrobes for soldering		"	6.000
24	Band saws		ml.	500
27	Triangles for saws		No.	300
28	Saw - blades for carpenter		"	200
29	Borax		Kg.	100
30	Disoxydating		"	100
31	Composition for ebullition		"	200

C 1/2

No. of order	Description of material	Quantity	
1	Storage batteries, 12 volts ampere/ Hour 180	No.	6
3	Electric bulbs, 24 volts (bayonet)	"	200
11	Sprinklings heads Fiat (332623)	"	50
15	Motor nose OM/BL.D	"	1
19	Sprinklings heads Bosch	"	24
22	Positive plates group for accumula-tors Marelli	"	108
	Negative plates group for accumula-tors Marelli	"	108
24	Insulators, ebonyte	"	1.520
26	Motor oil, dense	Kg.	1.000
32	Hoses from the unloading to heating	No.	12

No. of order	Description of material	Quantity	
2	Pegs	Kg.	60.000
3	Nails	"	60.000
4	Bolts with armament Grower	No.	18.000
7	Steel shovels	"	1.000
8	Peak-saps	"	1.000
9	Hammer-peaks	"	1.000
10	Large forks for gravel	"	1.000
13	Tracks Vignolo, m.9 and m.8,90 ; Kg. 21 every ml.	"	1.000
14	Sickles for grass	"	500
15	Sickles for hay	"	200
16	Chains for grade crossing	Kg.	1.000
17	Armament drills	No.	1.000
18	Points for drills	"	2.000
19	Torches	"	4.000
21	Large saws	"	60
22	Mounted saws, complete	"	100
23	Blades for mounted saws	"	300
24	Levels, bubble	"	200
25	Marline	"	100
26	Points of Paris	"	500
30	Red and green cloth for signal flags	mq.	300
31	Steel rope for disks	ml.	2.000
32	Galvanized iron wire	Kg.	500
34	Meters, wood	No.	300
37	Cornets for watchmen	"	200
38	Red and green glasses for signal lanterns	"	1.000
39	Twisted wick	Kg.	30

No. of order	Description of material		Quantity
1	Dry cells, 70 and 90 volts	No.	200
2	Electric bulbs	"	500
3	Tubes for lights, disks, trains	"	500
4	Small machines for lights	"	500
5	Wick tissue	Kg.	30
7	Ink for telegraph	"	100
8	Ink for stamps	"	100
9	Paper for telegraph Morse	m.	600
10	Tarpaulings for cars	"	70
11	Copper sulphate	Kg.	500
12	Zinc plates for cells	"	300

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION VI

1 June 1944

TO : Transportation Sub-Commission, H.Q.
Allied Control Commission, APO 394.
SUBJECT : Material Needs of Railroads.
REFERENCE: ETT/1606

1. In accord with conversation with Col. Fitch in March, we are transmitting herewith a list of materials submitted by the Ferrovie Complementari, one of the secondary (narrow gauge) railways. We have previously sent in such lists submitted by the State and Meridionali Railway lines.

For the Regional Commissioner,

W.H. STAM.
Major AUS.
Regional Transportation Officer.

W.S/pd

CO

2.5/3

ELENCO DEI MATERIALI OCCORRENTI PER RIMETTERE IN EFFICIENZA IL MATERIALE ROTABILE IN DOTAZIONE DELLA RETE, NONCHE' L'ARMAMENTO DELLE LINEE ED IL SERVIZIO TELEGRAFICO NELLE STAZIONI

N.B. Si è ritenuto opportuno segnalare anche il fabbisogno dei materiali indispensabili per la manutenzione delle linee (binario) e del servizio telegrafico nelle Stazioni, entrambi strettamente legati all'esercizio ed al suo regolare funzionamento.
Si sono sottolineati in rosso i materiali occorrenti d'urgenza per la manutenzione del materiale rotabile, del binario e degli impianti telegrafici onde assicurare almeno la continuità dell'attuale servizio ridotto dei treni.
Per tali urgenti occorrenze saranno sufficienti i quantitativi esposti ridotti ad un terzo.

Chondas. Aprile 1944.

ELENCO DEI MATERIALI OCCORRENTI PER RIMETTERE IN EFFICIENZA IL MATERIALE ROTABILE IN DOTAZIONE DELLA RETE, NONCHE' L'ARMAMENTO DELLE LINEE ED IL SERVIZIO TELEGRAFICO NELLE STAZIONI

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Chambas. Aprile 1944.

FERROVIE COMPLEMENTARI DELLA SARDEGNA
L'Ispettore Superiore

P 9

Materiali occorrenti per rimettere in efficienza il materiale rotabile della intera Rete, nonchè il binario ed il servizio telegrafico (non si è tenuto conto dei tronchi Monti-Tempio e Sassari-Alghero passati sotto la Direzione delle Strade Ferrate Sarde - Sassari)

PER N. 58	N. 3 KASSEL a 2 assi da.....	100 HP
LOCOMOTIVE DI	N.39 WINTERTHUR a 3 assi e sterzo.....	150 "
DOTAZIONE COSI'	N. 2 MALLET a 4 assi.....	250 "
DISTINTE	N. 3 BREDA a 3 assi e sterzo.....	250 "
	N. 4 " " " " "	300 "
	N. 3 REGGIANE a 3 assi e sterzo.....	300 "
	N. 4 KOPPEL a 4 assi e sterzo.....	350 "
TOTALE	N.58 di cui 41 possono attualmente prestare servizio	

N. d'ord.	DESCRIZIONE DEI MATERIALI	Quantità
1	Cilindri di ghisa per locomotive diverse	N. 26
2	manovelle per assi motori Winterthur	" 10
3	" " " accoppiati "	" 20
4	assi motori d'acciaio	" 10
5	" accoppiati "	" 20
6	pistoni completi per locomotive diverse	" 35
7	boccole per assi maggiori locomotive diverse	" 55
8	gabbie per bielle motrici per locomot.diverse	" 16
9	" " " accoppiate Winterthur	" 15
10	iniettori per locomotive diverse	" 32
11	tubi bollitori per caldaie di locomot.diverse	" 2500
12	forni completi di rame per locomot.Winterthur	" 10
13	portaforni completi in ferro	" 5
14	piastre tubolari di rame per forni locom.div.	" 14
15	" posteriori " " " " "	" 8

LOCOMOTIVE DI	N.39 WINTERTHUR a 3 assi e sterzo.....	150 "
DOTAZIONE COSI'	N. 2 MALLET a 4 assi.....	250 "
DISTINTE	N. 3 BREDA a 3 assi e sterzo.....	250 "
	N. 4 " " " " "	300 "
	N. 3 REGGIANE a 3 assi e sterzo.....	300 "
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7	boccole per assi maggiori locomotive diverse	"	55
8	gabbie per bielle motrici per locomot.diverse	"	16
9	" " " accoppiate Winterthur	"	15
10	iniettori per locomotive diverse	"	32
11	tubi bollitori per caldaie di locomot.diverse	"	2500
12	forni completi di rame per locomot.Winterthur	"	10
13	portaforni completi in ferro	"	5
14	piastre tubolari di rame per forni locom.div.	"	14
15	" posteriori " " " " "	"	8
16	lamiere di rame per cielo e pareti " "	"	12
17	piastre tubolari di ferro per locomotive diverse (camera a fumo)	"	20
18	lamiere ferro da m/m 13 per anelli corpo cilindrico locomotive Winterthur	"	15

58

N. d'ord.	DESCRIZIONE DEI MATERIALI		Quantità
19	piastre a cavalletto per locomotive Winterthur	N.	8
20	tubi d'introduzione in rame per locom.diverse	"	28
21	" di scarico " " " " "	"	16
22	" di presa vapore " " " " "	"	40
23	" di mandata " " " " "	"	10
24	equipaggiamenti completi di tubi surriscaldatori	"	7
25	valvole d'introduzione per distribuzione "Caprotti"	"	12
26	valvole scarico per distribuzione "Caprotti"	"	12
27	apparati diversi " " "	"	8
28	valvole Coale per loc.Breda-Reggiane e Koppel	"	6
29	" " " " Mallet	"	6
30	cerchioni acciaio per assi magg.locom.diverse	"	154
31	" " " sterzo " "	"	44
32	molle a balestra complete per locomotive diverse		90
33	Assi acciaio per sterzo " " " "		22
34	Rame in tubo per cannotti tubi bollitori	ml.	330
35	barre tonde di rame per tiranti caldaie	"	300
36	ceppi freno in ghisa per locomotive diverse	N.	560
37	binde per locomotive diverse	"	20
38	barrotti di ghisa per griglie focolai	"	1100
39	ganci di trazione	"	24
40	Molle a bovolo per locomotive diverse	"	200
41	" a spirale " Reggiane e Koppel	"	20
42	manometri	"	20
43	rubinetti diversi	"	150
44	Rete ferro per parascintille	Kg.	800
45	ferro tondo da mm.45 (m.100) 35 (100) 30 (100) mm.8 (200) 16 (100) 55 (100)		

23	" di mandata " " " " " "		10
24	equipaggiamenti completi di tubi surriscaldatori"		7
25	valvole d'introduzione per distribuzione "Caprotti"	"	12
26	valvole scarico per distribuzione "Caprotti"	"	12
27	apparati diversi " " " "		8
28	valvole Coale per loc.Breda-Reggiane e Koppel	"	6
29	" " " " Mallet	"	6
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44	Rete ferro per parascintille	Kg.	800
45	ferro tondo da mm.45 (m.100) 35 (100) 30 (100) mm.8 (200) 16 (100) 55 (100)		
46	ferro quadro da mm.90 (m.50) 60 (100) 70 (100)	Kg.	9500
47	ferro piatto da mm.35x4 (m.200) 30x4 (200)		
48	acciaio rigato per molle di misure diverse	Kg.	4000
49	acciaio per fucniare	"	4000
50	acciaio per attrezzi	"	200
51	acciaio rapido per torni e operatrici in genere"		50

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N. d'ord.	DESCRIZIONE DEI MATERIALI	Quantità	
52	Bronzo (rottame) per fonderia	Kg.	3000
53	bolloni di ferro assortiti e dadi	"	2000
54	rame in cannette diverse	"	300
55	chiodi di ferro (ribadini)	"	3500
56	tubi per fanali di locomotiva	"	500
57	macchinette per fanali "	N.	150
58	lucignolo tessuto " "	Kg.	20
59	tubo di livello di vetro per locomotive diverse	N.	200
60	piombaggine	Kg.	1000
61	Soda solvay	"	3000
62	Bronzo per saldare - per cannotti e speciale	"	300
63	ferro per saldare	"	500
64	ghisa per saldare	"	200
65	metallo per antifrizione	"	300
66	rame in filo per guarnizioni	"	100
67	guarnizione metallo plastiche	"	20
68	ottone ricotto in filo da mm.9 e 5-4-3-2	"	500
69	spazzole ungitrici per locomotive	N.	1000
70	otturatori per boccole "	N.	1000
71	cordone amianto	Kg.	60
72	corda lubrificante	"	800
73	corda isolante	"	50
74	molle per tachimetri	N.	24
75	zone (carta) per tachimetri	N.	100
76	nettatubi d'acciaio	"	200
77	tubi di lavaggio con raccordi	"	24
78	fanaletti ad olio per locomotive	"	100
79	fanali a petrolio " " completi	"	50
	[illegible] fonderia bronzo	"	12

55	chiodi di ferro (ribadini)	"	3500
56	tubi per fanali di locomotiva	"	500
57	macchinette per fanali "	N.	150
58	lucignolo tessuto " "	Kg.	20
59	tubo di livello di vetro per locomotive diverse	N.	200
60	piombaggine	Kg.	1000
61	Soda solvay	"	3000
62	Bronzo per saldare - per cannotti e speciale	"	300
63	ferro per saldare	"	500
64	ghisa per saldare	"	200
65	metallo per antifrizione	"	300
66	rame in filo per guarnizioni	"	100
67	guarnizione metallo plastiche	"	20
68	ottone ricotto in filo da mm.9 e 5-4-3-2	"	500
69	spazzole ungitrici per locomotive	N.	1000
70	otturatori per boccole "	N.	1000
71	cordone amianto	Kg.	60
72	corda lubrificante	"	800
73	corda isolante	"	50
74	molle per tachimetri	N.	24
75	zone (carta) per tachimetri	N.	100
76	nettatubi d'acciaio	"	200
77	tubi di lavaggio con raccordi	"	24
78	fanaletti ad olio per locomotive	"	100
79	fanali a petrolio " " completi	"	50
80	crogniolì di grafite per fonderia bronzo	"	12
81	stagno vergine	Kg.	100
82	cascame di cotone per pulizia	Kg.	6000
83	agraffe per cinghie	"	100
84	cinghie di cuoio	"	300

PER N.85 VETTURE DI DOTAZIONE COSI' DISTINTE:

" 1 vettura salone a carrelli
" 32 vetture a carrelli di 1^ e 3^ classe
" 15 " " " di 3^ classe
" 4 " a 2 assi di 1^ classe
" 11 " a 2 " " 1^ e 3^ classe
" 22 " a 2 " " 3^ classe

TOTALE N.85 di cui 58 possono attualmente prestare servizio

N. d'ord.	DESCRIZIONE DEI MATERIALI	Quantità
1	Legname di noce	mc. 12
2	" svezia	" 20
3	" abete	" 15
4	tela olona	mq. 2000
5	cera vergine	Kg. 300
6	olio di lino cotto	" 900
7	punte di Parigi	" 350
8	viti d'ottone assortite	Kg. 150
9	viti di ferro assortite	" 150
10	cristalli	mq. 600
11	vetri semidoppi	" 700
12	rubinetti	N. 100
13	vasi per ritirate	" 100
14	serrature con maniglie	" 250
15	cerniere d'ottone	" 1000
16	molle per divani	" 1500
17	stoffa per divani: fodere diverse	mq. 600
	stoffa di crine	" 250
		" 800

" 22 " a 2 " " 3ª classe

TOTALE N.85 di cui 58 possono attualmente prestare servizio

N. d'ord.	DESCRIZIONE DEI MATERIALI	Quantità
1	Legname di noce	mc. 12
2	" svezia	" 20
3	" abete	" 15
4	tela olona	mq. 2000
5	cera vergine	Kg. 300
6	olio di lino cotto	" 900
7	punte di Parigi	" 350
8	viti d'ottone assortite	Kg. 150
9	viti di ferro assortite	" 150
10	cristalli	mq. 600
11	vetri semidoppi	" 700
12	rubinetti	N. 100
13	vasi per ritirate	" 100
14	serrature con maniglie	" 250
15	cerniere d'ottone	" 1000
16	molle per divani	" 1500
17	stoffa per divani: fodere diverse	mq. 600
	stoffa di crine	" 250
	velluto	" 800
18	stoffa per tendine	" 1000
19	spago (merlino) per reti porta bagagli	Kg. 200
20	filo diverso	" 50
21	colla da falegname	" 150
22	batterie accumulatori	N. 100

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N. d'ord.	DESCRIZIONE DEI MATERIALI	Quantità	
23	Lampadine elettriche per vetture	N.	700
24	materiale diverso per impianto illuminazione elettrica vetture (conduttore-interruttori-lampadari		
25	linoleum per pavimenti vetture	mq.	400
26	crine animale per cuscini	Kg.	700
27	smalti colorati per esterni	"	500
28	" bianco per interni	"	400
29	vernici flatting e nera per ferramenta	"	1200
30	diluente	"	150
31	discrostante	"	150
32	boccole complete di ghisa	N.	160
33	cerchioni di acciaio	"	200
34	ceppi freno dei diversi tipi	"	500
35	molle a bovolo per sospensione vetture pulmann	"	250
	" " di respingenti e trazione	"	100
	" " di sterzo vetture pulmann	"	50
	" " a balestre di sospensione	"	150
36	spazzole ungitrici	"	1200
37	otturatori per boccole	"	1200
38	ganci di trazione	"	24
39	tenditori assortiti	"	40
40	anelli di ferro per tendine	"	3000
41	occhielli ottone per tendine	"	3000
42	merletti copri schienale e braccioli	"	400
43	lavabi per ritirate	"	40
44	globetti maiolica per vetture	"	700
45	punte per tappezziere	Kg.	70

	elettrica vetture (conduttore-interruttori-lampadari		
25	linoleum per pavimenti vetture	mq.	400
26	crine animale per cuscini	Kg.	700
27	smalti colorati per esterni	"	500
28	" bianco per interni	"	400
29	vernici flatting e nera per ferramenta	"	1200
30	diluente	"	150
31	discrostante	"	150
32	boccole complete di ghisa	N.	160
33	cerchioni di acciaio	"	200
34	ceppi freno dei diversi tipi	"	500
35	molle a bovolo per sospensione vetture pulmann	"	250
	" " di respingenti e trazione	"	100
	"" " di sterzo vetture pulmann	"	50
	" " a balestre di sospensione	"	150
36	spazzole ungitrici	"	1200
37	otturatori per boccole	"	1200
38	ganci di trazione	"	24
39	tenditori assortiti	"	40
40	anelli di ferro per tendine	"	3000
41	occhielli ottone per tendine	"	3000
42	merletti copri schienale e braccioli	"	400
43	lavabi per ritirate	"	40
44	globetti maiolica per vetture	"	700
45	punte per tappezziere	Kg.	70

PER N.532 CARRI DI DOTAZIONE COSI' DISTINTI:

N. 28	carri	bagagliai	a 2	assi	della	portata	di tonn. 6
" 143	"	chiusi	: 2	assi	"	"	" 6
" 157	"	sponde alte	2	"	"	"	" 6
" 151	"	" basse	2	"	"	"	" 8
" 53	"	" "	2	"	"	"	" 6

TOTALE N.532 di cui N.448 possono attualmente prestare servizio

N. d'ord.	INDICAZIONE DEI MATERIALI	Quantità
1	Dischi per ruote	N. 80
2	boccole di ghisa	" 160
3	mensole di ghisa	" 150
4	fogli lamiera ferro da mm.3-4-5	" 250
5	ferro a C da m/m 200	ml. 100
	" " " " 150	" 75
	angolare da m/m 100 x 100	" 140
	90 x 90	" 150
	70 x 70	" 150
	50 x 50	" 150
	40 x 40	" 150
	a T da mm. 70	" 75
	a L " " 50 x 30	" 150
	75 x 50	" 150
	piatto (50 x 12),(70 x 12), 60 x 15),(35 x 15) 30 x 5),(70 x 6), (40 x 10)	" 1000
	tondo da mm. 60 - 50 - 25 - 24 - 22 - 12	" 1000
6	copiglie diverse	Kg. 400
7	bulloni assortiti	" 5000

TOTALE N.532 di cui N.448 possono attualmente prestare servizio

N. d'ord.	INDICAZIONE DEI MATERIALI	Quantità
1	Dischi per ruote	N. 80
2	boccole di ghisa	" 160
3	mensole di ghisa	" 150
4	fogli lamiera ferro da mm.3-4-5	" 250
5	ferro a C da m/m 200	ml. 100
	" " " " 150	" 75
	angolare da m/m 100 x 100	" 140
	90 x 90	" 150
	70 x 70	" 150
	50 x 50	" 150
	40 x 40	" 150
	a T da mm. 70	" 75
	a L " " 50 x 30	" 150
	75 x 50	" 150
	piatto (50 x 12),(70 x 12), 50 x 15),(35 x 15) 30 x 5),(70 x 6), (40 x 10)	" 1000
	tondo da mm. 60 - 50 - 25 - 24 - 22 - 12	" 1000
6	copiglie diverse	Kg. 400
7	bolloni assortiti	" 5000
8	tirafondi	" 2500
9	spazzole ungitrici	N. 2000
10	otturatori per boccole	N. 2000
11	molle a bovolo	" 500
12	molle a balestra	" 500

N. d'ord.	INDICAZIONE DEI MATERIALI	Quantità	
13	tenditori	N.	200
14	ganci di trazione	"	50
15	legname di pino larice per casse	mc.	60
16	vetri semidoppi	mq.	50
17	tela olona	mq.	3500
18	cera vergine	Kg.	500
19	olio di lino	Kg.	2000
20	punte di Parigi assortite	"	2000
21	colla da falegname	"	150
22	carta vetrata	"	70
23	elettrodi diversi per saldatura	"	6000
24	lame seghe a nastro	ml.	500
25	lame seghe a metallo	N.	1000
26	lime assortite	"	1000
27	triangoli per seghe	"	300
28	lame seghe da falegname	"	200
29	borace	Kg.	100
30	disossidante	"	100
31	composizione per bollire	"	200
32	cenerino composto	"	3000
33	carbolineum	"	500

16	vetri semidoppi	mq.	50
17	tela olona	mq.	3500
18	cera vergine	Kg.	500
19	olio di lino	Kg.	2000
20	punte di Parigi assortite	"	2000
21	colla da falegname	"	150
22	carta vetrata	"	70
23	elettrodi diversi per saldatura	"	6000
24	lame seghe a nastro	ml.	500
25	lame seghe a metallo	N.	1000
26	lime assortite	"	1000
27	triangoli per seghe	"	300
28	lame seghe da falegname	"	200
29	borace	Kg.	100
30	disossidante	"	100
31	composizione per bollire	"	200
32	cenerino composto	"	3000
33	carbolineum	"	500

PER N. 6 AUTOMOTRICI COSI' DISTINTE:

N. 3 Fiat a carrelli da..... 160 HP

N. 3 O.M. a 2 assi da..... 100 HP

TOTALE N. 6 di cui N.4 possono attualmente prestare servizio

N. d'ord.	INDICAZIONE DEI MATERIALI		Quantita
1	Batterie accumulatori da 12 V amp/ora 180	N.	6
2	lampadine elettriche 12 V (a baionetta)	"	90
3	" " 24 " " "	"	200
4	cuscinetti per biella	"	40
5	" " banco	"	12
6	" a sfere	"	8
7	autoflux	"	13
8	polmoncini per detti	"	10
9	bobine per autoflux	"	10
10	indotte dinamo	"	5
11	teste di spruzzatori Fiat (332623)	"	50
12	carboni per dinamo	"	50
13	carboni per motorino	"	50
14	cannette riessioili	"	50
15	testata motore OM/BLD	"	1
16	carboni per dinamo Bosch	"	40
17	" " motorino Bosch - 24 v.	"	40
18	cuscinetti a sfere per OM.10.B	"	5
19	teste di spruzzatori Bosch	"	24
20	acciaio per molle a balestra (mm.50x9)	ml.	20
21	mica in fogli	Kg.	2
22	gruppi piastre positive per accumulatori Marelli	N.	108

N. d'ord.	INDICAZIONE DEI MATERIALI		Quantità
1	Batterie accumulatori da 12 V amp/ora 180	N.	6
2	lampadine elettriche 12 V (a baionetta)	"	90
3	" " 24 " " "	"	200
4	cuscinetti per biella	"	40
5	" " banco	"	12
6	" a sfere	"	8
7	autorlux	"	13
8	polmoncini per detti	"	10
9	bobine per autorlux	"	10
10	indotto dinamo	"	5
11	teste di spruzzatori Fiat (332623)	"	50
12	carboni per dinamo	"	50
13	carboni per motorino	"	50
14	cannette flessibili	"	50
15	testata motore OM/BID	"	1
16	carboni per dinamo Bosch	"	40
17	" " motorino Bosch - 24 v.	"	40
18	cuscinetti a sfere per OM.10.B	"	5
19	teste di spruzzatori Bosch	"	24
20	acciaio per molle a balestra (mm.50x9)	ml.	20
21	mica in fogli	Kg.	2
22	gruppi piastre positive per accumulatori Marelli	N.	108
23	" " negative	"	108
24	separatori di ebanite	"	1520
25	" di legno	"	1520
26	olio per motore denso	"	1000
27	olio per ponti	"	300

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N. d'ord.	INDICAZIONE DEI MATERIALI	Quantita	
28	Cerchioni per automotrici OM	N.	8
29	acciaio per molle a balestra (mm.80x11)	mi.	20
30	dischi Hardy	n.	6
31	cuscinetti (S.K.F.22314.K.70x150x51)	n.	4
32	tubi flessibili dallo scarico al riscaldamento	n.	12

N.B. Per le automotrici i materiali sottosegnati in rosso sono indispensabili per mantenere l'attuale esercizio nei prossimi mesi ed i quantitativi indicati, da non ridurre, sono strettamente indispensabili.

30	dischi Hardy	n.	6
31	cuscinetti (S.K.F.22314.K.70x150x51)	n.	4
32	tubi flessibili dallo scarico al riscaldamento	n.	12

N.B. Per le automotrici i materiali sottosegnati in rosso sono indispensabili per mantenere l'attuale esercizio nei prossimi mesi ed i quantitativi indicati, da non ridurre, sono strettamente indispensabili.

PER KM. 617 DI LINEE ESERCITATE COSI' DISTINTE:

CAGLIARI=ARBATAX=IERZU E MANDAS=SORGONO.....Km. 331
BOSA=MACOMER=NUORO E TIRSO=CHILIVANI....." 189
VILLACIDRO-ISILI-ALES....." 97

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N. d'ord.	INDICAZIONE DEI MATERIALI	Quantità	
1	Piastre di ferro per l'armamento	Kg.	60000
2	caviglie " " "	"	60000
3	chiodi " " "	"	20000
4	bulloni con riparella Grower per armamento	"	18000
5	scambi completi	N.	10
6	bulloni e perni per scambi	Kg.	1000
7	pale d'acciaio	N.	1000
8	picchi a zappa	"	1000
9	" a martello	"	1000
10	forconi per ghiaia	"	1000
11	ascie	"	200
12	zappe	"	200
13	rotaie tipo Vignolo da m.9 e 8,90 peso Kg.21 a ml.	"	1000
14	falcette per erba	"	500
15	falci ricenaie	"	200
16	catena per passaggi a livello	Kg.	1000
17	trivelle d'armamento	N.	1000
18	punte per trivelle	N.	2000
19	torcie a vento.	"	4000
		"	120

N. d'ord.	INDICAZIONE DEI MATERIALI		Quantità
1	Piastre di ferro per l'armamento	Kg.	60000
2	caviglie " " "	"	60000
3	chiodi " " "	"	20000
4	bulloni con riparella Grower per armamento	"	18000
5	scambi completi	N.	10
6	bulloni e perni per scambi	Kg.	1000
7	pale d'acciaio	N.	1000
8	picchi a zappa	"	1000
9	" a martello	"	1000
10	forconi per ghiaia	"	1000
11	asce	"	200
12	zappe	"	200
13	rotaie tipo Vignolo da m.9 e 8,90 peso Kg.21 a ml.	"	1000
14	falcette per erba	"	500
15	falci fienaie	"	200
16	catena per passaggi a livello	Kg.	1000
17	trivelle d'armamento	N.	1000
18	punte per trivelle	N.	2000
19	torcie a vento.	"	4000
20	assi montati per vagoncini	"	120
21	segoni	"	60
22	seghe montate complete	"	100
23	lame per seghe montate	"	300
24	livelli a bolla d'aria	"	200

N. d'ord.	INDICAZIONE DEI MATERIALI	Quantità
25	Merlino per lenze	Kg. 100
26	punte di Parigi	" 500
27	Tavole-travi e listelli d'abete	mc. 50
28	fanali e segnali ad olio	N. 700
29	lamiera ferro stirato per soffitti	mq.2000
30	Drappi rossi e verdi per bandiere	mq. 300
31	fune d'acciaio per dischi	ml.2000
32	filo ferro zincato	Kg. 500
33	barili per acqua	N. 200
34	metri di legno	" 300
35	tubi ferro per condotte acqua da cm.3./.4	ml.1000
36	" ghisa " " " " 5	" 4000
37	cornette per guardiani	N. 200
38	vetri colorati per fanali a segnali rosso e verde	N. 1000
39	lucignolo ritorto	Kg. 30
40	rete metallica per protezione antimalarica	" 500

27	Tavole-travi e listelli d'abete	mc.	50
28	fanali e segnali ad olio	N.	700
29	lamiera ferro stirato per soffitti	mq.	2000
30	Drappi rossi e verdi per bandiere	mq.	300
31	fune d'acciaio per dischi	ml.	2000
32	filo ferro zincato	Kg.	500
33	barili per acqua	N.	200
34	metri di legno	"	300
35	tubi ferro per condotte acqua da cm.3./.4	ml.	1000
36	" ghisa " " " " 5	"	4000
37	cornette per guardiani	N.	200
38	vetri colorati per fanali a segnali rosso e verde	N.	1000
39	lucignolo ritorto	Kg.	30
40	rete metallica per protezione antimalarica	"	500

PER N. 93 STAZIONI E FERMATE (per rimettere in efficenza il servizio telegrafico-telefonico e di illuminazione ed i copertoni per la protezione delle merci caricate nei carri aperti.

N. d'ord.	INDICAZIONE DEI MATERIALI	Quantità	
1	Pile a secco da 70 e 90 Volts	N.	200
2	lampadine elettriche	"	500
3	tubi per lumi - dischi - treni	"	500
4	macchinette per lumi	"	500
5	lucignolo tessuto	kg.	30
6	lampade ad acetilene	N.	50
7	inchiostro per telegrafo	kg.	100
8	inchiostro per timbri	"	100
9	zone (carta) per telegrafo morse	"	600
10	copertoni impermeabili per carri	"	70
11	solfato di rame	kg.	500
12	zinco in lastre per pile	"	300

N. d'ord.	INDICAZIONE DEI MATERIALI	Quantità	
1	Pile a secco da 70 e 90 Volts	N.	200
2	lampadine elettriche	"	500
3	tubi per lumi - dischi - treni	"	500
4	macchinette per lumi	"	500
5	lucignolo tessuto	kg.	30
6	lampade ad acetilene	N.	50
7	inchiostro per telegrafo	kg.	100
8	inchiostro per timbri	"	100
9	zone (carta) per telegrafo morse	N.	600
10	copertoni impermeabili per carri	"	70
11	solfato di rame	Kg.	500
12	zinco in lastre per pile	"	300

2/2

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 6.

16th April 1944.

To : Transportation Sub-Commission,
H.Q.Allied Control Commission,(Attention Col Fitch)
APO 394.

Subject : Transportation - Needs of Railway in Region 6.

Reference : FPTN/1606

1. We have had conferences with all Railroad Officials in Region 6, in connection with their needs for continuing operations. All of the railroads are willing to ~~correct~~ convert locomotives to use of local coal if they can get the materials. However, shop facilities are limited on the Island, due to damage by air raids. Written reports have been received from the State Railways (Standard Gauge) and the S.A. Ferrovie Meridionale Sarde (narrow gauge). The latter road is operated by Ing. Edoardo Fosi, a mechanical engineer, who designed the conversion system used here. He has an excellent shop at Iglesias and his list covers his request for materials for the conversion of 3 locomotives, which he thinks will make his line independent of imported coal.

2. Ing Sollaro of the State Railways (Standard gauge) has given us a copy of his report of 20 March 1944, which he thinks covers his requirements in full. He says that if he can repair his rolling stock so that he can have 45 locomotives (17 are operating at present) he can meet all normal traffic needs. He has a total of 76 standard gauge locomotives (as shown in report by Major Mole) so that if continental needs are urgent there are some 31 here that can be repaired and used.

3. Data on the Ferrovie Complementari and the Ferrote Sarde will be forwarded for your information as soon as available.

For Regional Commissioner.

46

William M. Haas

1. We have had conferences with all Railroad Officials in Region 6, in connection with their needs for continuing operations. All of the railroads are willing to ~~correct~~ convert locomotives to use of local coal if they can get the materials. However, shop facilities are limited on the Island, due to damage by air raids. Written reports have been received from the State Railways (Standard Gauge) and the S.A. Ferrovie Meridionale Sarde (narrow gauge). The latter road is operated by Ing. Edoardo Rosi, a mechanical engineer, who designed the conversion system used here. He has an excellent shop at Iglesias and his list covers his request for materials for the conversion of 3 locomotives, which he thinks will make his line independent of imported coal.

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For Regional Commissioner.

46

William M. Spann

W.M.SPANN.
Major AUS.
Regional Transportation Officer.

Enclosures - 2.

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DELEGAZIONE DI BORORE
UFFICIO MATERIALE E TRAZIONE

Macomer 20 marzo 1944

N.T.II/31

alla nº T.1703 del 1/3/1944

OGGETTO:
Trasformazione locomotive comuni in autarchiche.-

Alleg. 2

AL SOTTOSEGRETARIATO DI STATO PER LE FERROVIE-MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

REPARTO F.S.UFFICIO MAT.E TRAZIONE

N A P O L I

Per rispondere in modo esauriente alle questioni prospettate nella lettera T.1703 in data 1/3 c.a. pervenuta il giorno 16 corrente sembra necessario premettere qualche chiarimento sulla situazione delle locomotive autarchiche qual'era verso la fine dello scorso anno, quando, cessata in Sardegna le azioni di guerra, fu possibile, con gli scarsissimi mezzi rimasti, avviare una certa ripresa e qual'è nel momento attuale, in cui tale ripresa è in atto.-

Alla fine dello scorso anno, dunque, delle 18 locomotive autarchiche (5 del gruppo 625,12 del gruppo 740 e 1 del gruppo 744) esistenti in Sardegna, 2 gruppo 740 messe in grande riparazione prima delle incursioni del febbraio 1943, sono rimaste nel distrutto Deposito di Cagliari, dove ancora si trovano; 2 altre, pure del gruppo 740, avevano subito danni considerevoli ed erano state lasciate da parte essendo più urgente la manutenzione di quelle rimaste attive, alle quali soltanto si riusciva a provvedere, essendo morti molti operai, fra i quali vari calderai esperti , la cui mancanza è tuttora particolarmente sentita.-

L'impiego intenso delle locomotive autarchiche rimaste attive le aveva ridotte più o meno tutte in cattivo stato, specie per la impossibilità di provvedere alla riparazione e sostituzione dei tubi bollitori e surriscaldatori, essendo andato distrutto l'impianto relativo di Cagliari che provvedeva in passato ai bisogni dell'intero parco.-

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Esistevano in Sardegna 5 caldaie autarchiche nuove, avute dal continente e non ancora montate e cioè 2 del gruppo 625, 2 del gruppo 740 e 1 del gruppo 744; una delle 740 era stata danneggiata abbastanza seriamente dalle offese belliche.- Non si era potuto sostituirne alcuna ad altre in opera perchè la grande gru di Cagliari, gravemente danneggiata, restava in una parte pericolante delle vecchia caldereria e come mezzi di sollevamento atti alla bisogna ri-

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Vi sono infine in Sardegna anche due forni d'acciaio sciolti, nuovi, gruppo 740, ma di questi, come pure di due delle delle tre caldaie gruppo 625 e di quella gruppo 744, mancano i grigliati completi di traverse, appoggi e comandi, nonchè i ceneratoi, cje sono stati impiegati per sostituirli in locomotive in esercizio e quelli lo-

propri resi inservibili dall'uso.-

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La ripresa si iniziò con l'allestamento a Sassari di un nuovo impianto di riparazione dei tubi bollitori, che funziona ormai dal gennaio scorso, invero fra molte difficoltà per la penuria, ogni giorno più grave, del carburo di calcio occorrente per la saldatura dei cannotti e per la mancanza, ormai quasi totale, dei cannotti speciali d'acciaio occorrenti appunto per le tuberie delle locomotive autarchiche, cannotti che invano si è da tempo richiesti di inviarci dal continente.-

Frattanto, dal dicembre, riparata la caldaia nuova danneggiata, si è avviata la sostituzione di questa e di un'altra, pure del gruppo 740 in due locomotive e cioè in quella delle due danneggiate di cui s'è detto in principio, (i cui danni riesedevano essenzialmente nella caldaia, ormai inutilizzabile) ed in un'altra non autarchica. Queste due locomotive 740 saranno pronte una fra pochi giorni e l'altra entro il mese prossimo.-

Frattanto anche la seconda locomotiva gruppo 740 danneggiata è stata riparata, senza cambiarne la caldaia, ed è già in esercizio.

Ricapitolando;

a) sono attualmente in esercizio: 5 locomotive gruppo 625
9 " " 740
1 " " 744

Totale n. 15

b) entreranno in esercizio: fra pochi giorni 1 locom.gruppo 740 un'altra dello stesso gruppo fra circa un mese.

c) due locomotive gruppo 740 sono tuttora montate a Cagliari in attesa di R.C.

d) restano disponibili(3 caldaie gruppo 625
(1 " " 744
2 forni sciolti gruppo 740

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Salvo che per una delle tre 625, mancano i grigliati completi di traverse, appoggi e comandi nonchè i ceneratoi; traverse e comandi si potrebbero occorrendo costruire anche in Sardegna, ma i grigliati occorre siano inviati dal continente.-

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In questi giorni si è messa in lavorazione a Macomer, una locomotiva gruppo 625 per sostituirne la caldaia con quella delle tre autarchiche nuove disponibili che pressapoco è completa.-

Si è riusciti, pure in questi giorni, a portare la grande gru di Cagliari fuori dalla zona pericolosa e se ne è iniziata la riparazione, sia della struttura portante che della parte elettrica; la quale riparazione richiederà non poco tempo, trattandosi, fra l'altro, di riparare i cosciagli spezzati, di sostituire le ruote e accessori d'un fianco e di ripristinare con mezzi di ripiego gli avvolgimenti d'un motore elettrico.-

Si è infine ripristinato a Cagliari l'impianto di compressione

dell'aria, da cui la lavorazione delle caldaie sarà grandemente facilitata, quando la si possa riprendere sul posto essendo riattati i capannoni necessari.-

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Fatto così un quadro completo della situazione attuale, la risposta alle richieste espresse nella lettera N.T.1703 del 1 corrente viene, in certo modo, a risultarne come segue/:

1) Gli impianti della Sardegna sono in grado di provvedere alla sostituzione dei forni in rame esistenti con quelli di acciaio che venissero inviati dal continente; però l'applicazione in opera delle caldaie e dei forni già esistenti nell'Isola assorbirà senza dubbio il lavoro disponibile a tale scopo per l'intero anno corrente.- Non sembra quindi che per ora l'invio in Sardegna di altri forni possa essere utile, nè conveniente.-

Occore piuttosto, ed anzi è necessario, che vengano inviati i materiali mancanti per completare le caldaie ed i forni esistenti e cioè;

a) i grigliati, possibilmente completi degli accessori già indicati;

b) non meno di 600 cannotti tipo 1 d'acciaio dolce speciale per tubi bollitori d'acciaio da m/m 50 x 45 (cat.107/808);

c) carburo di calcio in forte quantità, occorrente per la lavorazione dei tubi bollitori e anche per le moltissime altre lavorazioni d'ogni genere in cui si usa la saldatura autogena;

d) possibilmente un motocompressore o un elettrocompressore trasportabile, che faciliterebbe grandemente le lavorazioni di calderia, consentendo l'uso degli attrezzi pneumatici. Le caratteristiche della corrente industriale locale sono Volt. 260 = periodi 50.-

2) Per ovvie ragioni dopo la distruzione dell'officina di Cagliari si è stati costretti a lavorare in economia, ma evidentemente converrà costituire il sistema a cottimo non appena le condizioni dell'officina siano divenute tali da renderlo possibile e proficuo, tenendo però conto delle maggiori difficoltà d'organizzazione che per lungo tempo continueranno a sussistere.

Sostituire il forno significa infatti, come è ben noto, eseguire una grande riparazione.- Quando l'Officina era piena efficienza la media di ore di lavoro che occorrevano per una R.G. era di circa 3500 effettivamente impiegate, su 4500 as-

opera delle caldaie e dei forni già esistenti nell'isola assorbirà senza dubbio il lavoro disponibile a tale scopo per l'intero anno corrente.- Non sembra quindi che per ora l'invio in Sardegna di altri forni possa essere utile, nè conveniente.-

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Gli operai che si potranno impiegare per ogni locomotiva (e non si potrebbe, per ora ripararne contemporaneamente più di una) a meno di non ricevere rinforzo di mano d'opera dal continente) sono 6, e quindi le ore utili in un semestre, calcolate con la nota formula 16 x 8 x h x (100 - p) risultano 5616, ove si valuti al 35% le percentuali di assenze per malattia, congedi, ecc. Si noti che questa percentuale

è piuttosto bassa rispetto alla realtà, perchè invero tale percentuale nella stagione estiva sale di più, in conseguenza della malaria e anche delle infelissime condizioni di vita e di sostentamento in cui versa il nostro personale.-

Naturalmente ripristinando il premio di maggior produzione nelle condizioni attuali dell'officina occorrerebbe in un primo tempo aumentare le tariffe si ritiene di non meno del 50%; queto sia per ragioni d'equità in vista dei diminuiti mezzi di lavoro, sia per invogliare il personale, con l'incentivo del guadagno, a mostrarsi solerte ed attivo; salvo a ridurre poi gradatamente tale percentuale via via che le condizioni di lavoro procedono verso la normalità.-

E' pure da prendersi in considerazione la necessità di migliorare i mezzi di nutrimento, almeno per gli operai suddetti al lavoro di caldareria, che è ben noto come assai pesante.-

3) Le locomotive non autarchiche che rimarranno in Sardegna quando siano messe in opera le caldaie ed i forni ora disponibili sono:

per servizio dei treni gruppo	625	n. 15
" " " " "	740	" 30
" " " " "	744	" 6
	Totale	N. 51

da manovra gruppo 851 N. 6

Delle 6 locomotive di manovra, una ha subito tali danni, specie nel carro, che converrà demolirla e se non è anzi già avanzata la proposta.-

Le caldaie vecchie tolte d'opera vengono tenute a disposizione per l'eventualità che se ne richieda l'invio in continente.-

I mod.TV.6 richiesti,relativamente alla prima quindicina del mese corrente di Marzo vengono allegati alla presente.-

S. [redacted] FERROVIE MERIDIONALI [redacted]

MATERIALI OCCORRENTI PER LA COSTRUZIONE DI N° 3 FORNI IN ACCIAIO PER LOCOMOTIVE R.370 E PER METTERE IN ESERCIZIO TRE ALTRE LOCOMOTIVE CON CARENE SULZER.

LAMIERE.

per le P.T. n° 3 da mm. 1640 x 1450 x 20 = Kg. 347 x 3 = Kg. 1041
" " P.T. " 3 " " 1300 x 1450 x 12 = " 176 x 3 = " 528
" T'inviluppo 3 " " 3780 x 1550 x 12 = " 847 x 3 = " 1641

Totale peso complessivo lamiere forno Kg. 3210

Lamiere per camera a fumo N°3 da mm. 1600 x 1600 x 23 = Kg. 1400

Le lamiere da impiegarsi debbono essere di acciaio speciale con le seguenti caratteristiche meccaniche e chimiche:

Caratteristiche Meccaniche:

R=32 ÷ 38 x mmq. allungamento 25 su 10 di Ø - limite di snervamento 20.

Caratteristiche Chimiche:

Carbonio 0,10 - Manganese 0,40 ÷ 0,55 - Fosforo 0,035 - Zolfo 0,035 - Silicio: tracce.

Barre tonde di acciaio laminato a caldo per costruzione tiranti laterali e verticali.

Per i tiranti laterali N°3 x N°480 x mm. 130 del Ø 26 = ml. 190
" " " " " 3 x " 480 x " 130 " Ø 27 = " 190
" " " " " 3 x " 480 x " 130 " Ø 28 = " 190
" " " " " 3 x " 480 x " 130 " Ø 29 = " 190
" " " " " 3 x " 480 x " 130 " Ø 30 = " 190

Per i tiranti verticali n°3x " 70 x 3 600 " Ø 32 = " 130
" " " " " 3x " 70 x " 600 " Ø 35 = " 130

Laminato tondo per chiodi da ribadire a caldo:

Per chiodi quadro base N° 3 x N°125 x mm.150 del Ø 22 = ml. 60
" " " " " 3 x " 125 x " 150 " Ø 23 = " 60
" " boccaporta " 3 x " 30 x " 160 " Ø 22 = " 15
" " " " " 3 x " 30 x " 160 " Ø 25 = " 15

Tubi bollitori n° 600 del Ø mm. 40 x 45 x mm. 3000.

I tubi bollitori debbono essere di acciaio di qualita' laminati e tra lati a caldo, lisci alle estremita' e senza saldature.

TUBI DI INTRODUZIONE

41

Lamiere per camera a fumo N°3 da mm. 1600 x 1600 x 23 = Kg. 1400

Le lamiere da impiegarsi debbono essere di acciaio speciale con le seguenti caratteristiche meccaniche e chimiche:

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" " "	"	"	3	x "	480	x "	130	" Ø 29 = "		190
" " "	"	"	3	x "	480	x "	130	" Ø 30 = "		190
Per i tiranti verticali	n°3	x "	70	x "	600	" Ø 33 = "		130
" " "	"	"	3	x "	70	x "	600	" Ø 35 = "		130

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TUBI DI INTRODUZIONE

da mm. 95 x 105 - ml. 50

TUBI DI SOFFIAMENTO

da mm. 145 x 150 - ml. 20.

S.A. FERROVIE MERIDIONALI SARDE

ALTRO MATERIALE OCCORRENTE PER LA ORDINARIA MANUTENZIONE DELLE LOCOMOTIVE IN SERVIZIO.

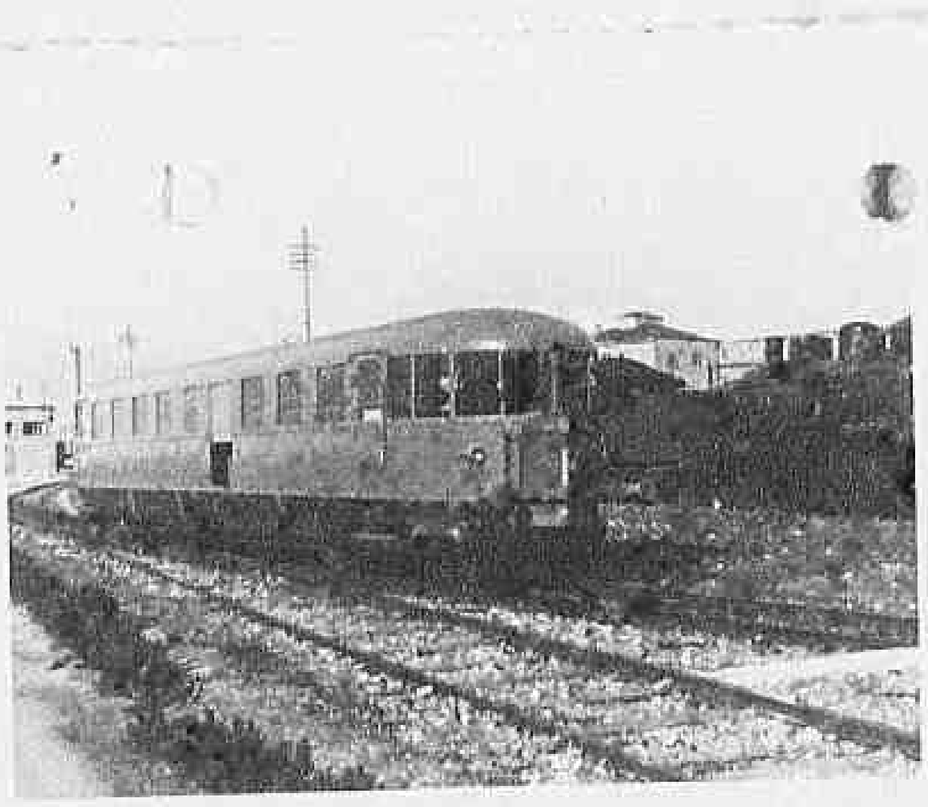
Acciaio comune superiore in verghe - laminato quadro							da	mm.	35	-Kg.	500
"	"	"	"	"	"	tondo	"	"	40	- "	400
"	"	"	"	"	"	"	"	"	65	- "	200
Acciaio in lamiere da mm. 0,5										- "	50
"	"	"	"	0,1						- "	100
"	"	"	"	1,5						- "	100

L'acciaio di cui sopra deve avere le stesse caratteristiche meccaniche di quello delle lamiere.

Bullette assortite per falegnami	-Kg. 200
Elettrodi Stabilend per saldatura forni nuovi e riparazioni forni acciaio locomotive in servizio del N°4 e 12 (urgentissimo)	N°50000
Metallo antifrizione	Kg. 500
Sale ammoniaco in pani o in polvere	" 20
Amiantite in fogli da mm. 1,5	" 50
Canapa pettinata	" 10
Olio di lino cotto	" 400

SOC. FERROVIE MERIDIONALI SARDE
Il Direttore dell'Esercizo

F/to Ing. Edoardo Fosi



ITALIAN STATE RLY. DIESEL COACH.

25/1

HEADQUARTERS
ALLIED COMMISSION FOR SARDINIA

Sassari.8.Dec.43.

TRANSPORTATION SECTION

RAILWAYS

Owing to the mountainous nature of the Island, railway construction has not been easy, and to avoid excessive expenditure in deep cuttings, tunnels, embankments and bridges the lines have severe grades, long detours with many sharp curves and in consequence speeds are relatively low.

There are four separate systems owned and operated by the following companies:

(1) Italian State Railways (Ferrovie dello Stato)

(2) Ferrovie Complementari della Sardegna.

(3) Strade Ferrati Sarde.

(4) Ferrovie Meridionale Sarde.

Local reports state, however that the Ferrovie Complementari della Sardegna and the Strade Ferrati Sarde are under the same control, financially, of Count Pasquini with Offices at Rome.

At present the railways are under the direct control of the Italian Military Governor, General G. Magli, whose headquarters are at Bortigali. Capt. Saro Abis, stationed at Macomer, is the Italian Army Transportation Officer and the actual operation is directed by the Italian State Railways Superintendant of Line.- Sig. G. Sollaro, with temporary offices at Borore. The workings of the privately owned railways are officially co-ordinated by the State Railways Superintendant but actually no real help or control has been achieved.

Of the four systems, the State Railway is by far the most important system.

39

(a) Italian State Railway

This system is standard guage (1½ metre) single track with running loops for passing at numerous points. The line runs from Cagliari via the western side of the island to Cristano, Macomer and Chilivani where the line forks, one branch going north west to Sassari and Porto Torres and the other to Golfo Aranci via Olbia. In addition a line branches off north of

low.

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Due to Aerial attacks the original headquarters at Cagliari are destroyed. The marshalling yards are badly damaged and out of use with the exception of one single line through connection from the docks to the main line.

Little attempt has been made to restore the permanent way but this perhaps is explained by the fact that most of the civilian population evacuated itself from Cagliari and are now forbidden to return until such time as housing and feeding arrangements can be made. A small skeleton staff believed to be some 20-25 men are cleaning up and carrying out such small general maintenance work as day to day commitments require.

The only Loco and rolling stock repair system is at Cagliari adjacent to the terminal station and these sheds have been very badly damaged. At the present moment they have practically ceased to function. The Diesel Engine repair shop is intact but has never been well equipped for really heavy overhauls. Ordinary maintenance work and small overhauls are at present being done by a very small staff.

With regard to the steam locomotive shops which are fairly extensive and competant to handle nearly all type of work, approximately 25% of the sheds are completely destroyed, of the remainder 50% are roofless but could be repaired while the remainder, with cleaning up and good supervision, could be got into working order.

Permanent Way and Signalling

With the exception of the damage at Cagliari and a very small amount at Olbia, the entire system is in normal working order, but the general standard is very low. Flat bottom rails of a light weight varying from 37 to 42 kilograms per metre (approximately 79 to 90 lbs per yard), are used, spiked or screwed to rough wooden sleepers of which there are ample supplies available for current needs. Likewise small stocks of rail exist at various points for spot patching. Signalling is of the manual type and is in working order.

Rolling Stock

The following list gives the equipment to hand and would be sufficient to handle all near future traffic needs.

Locomotives

	For use with imported coal	Converted to Burn Sulcis coal		Total
Main Line Steam ready for service...	38	9		47
" " " Suitable for repairs.....	15	5		20
" " " Beyond Repair ..	5	4	38	9
		Total		76
Shunting Steam Engines: Ready for Service	2	-		2

got into working order.

Permanent Way and Signalling

With the exception of the damage at Cagliari and a very small amount at Olbia, the entire system is in normal working order, but the general standard is very low. Flat bottom rails of a light weight varying from 37 to 42 kilograms per metre (approximately 79 to 90 lbs per yard), are used, spiked or screwed to rough wooden sleepers of which there are ample supplies available for current needs. Likewise small stocks of rail exist at various points for spot patching. Signalling is of the manual type and is in working order.

Rolling Stock

The following list gives the equipment to hand and would be sufficient to handle all near future traffic needs.

Locomotives

		For use with imported coal	Converted to Burn Sulcis coal	Total
Main Line Steam	ready for service...	38	9	47
" " "	Suitable for repairs.....	15	5	20
" " "	Beyond Repair ..	5	4	38 9
			Total	76
Shunting Steam Engines:				
	Ready for Service..	2	-	2
	Suitable for Repair	2	-	2
	Beyond repair	2	-	2
			Total	6
Shunting Diesel Engines:				
	Ready for Service....			1
	Suitable for Repair...			1
			Total	2

/.....ctd.

Locomotives Continued:

Diesel Rail Coaches	Ready for Service...	14
" " "	Suitable for repair...	2
" " "	Laid up but could be brought into service.....	13
" " "	Laid up & require heavy Overhaul.	6
" " "	Beyond repair.....	11
	Total....	46

Diedel Combined Mail & Passenger Coaches:

Ready for Service.....	2
Laid up but could be brought into service.....	4
Total.	6

Rolling Stock

	Ready for Service	Require Repairs	Total.
Passenger Coaches	85	69	
Mail Vans	8	4	
Luggage Vans	27	24	
	120	97	217

Freight

Closed Waggons	394	165	
Waggons (common user type)	570	180	
Flat Waggons	166	78	
Tank Waggons	30	1	
	1160	424	1584

It will be noted from the schedule of Steam Locomotives that two types of coal are used, namely (1) Imported Coal (2) Local produced Sulcis Coal.

In the case of the Sulcis coal, due to high sulphur content, a loco in which any copper is used in the boiler tubes and/or fire box cannot use this coal owing to the excessive

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In the case of the Sulcis coal, due to high sulphur content, a loco in which any copper is used in the boiler tubes and/or fire box cannot use this coal owing to the excessive corrosive action of the sulphur fumes on the copper parts. Originally all the locomotives had copper ended boiler tubes and copper fire boxes but several locomotives have been converted to use sulcis coal by replacing the original boiler by a new one. of all steel construction and with a special fire bar system. All such boilers have been fabricated on the main-land and shipped over ready to place in the original frame. Actually the sulcis coal has not got good steaming qualities and it is stated that approximately double the quantity is required in comparison with imported steam coal.

/ .....contd.

At present the locos are not getting sufficient maintenance. Breakdowns are of common occurence and it is questionable how long the converted type, which are being used to the maximum owing to the acute shortage of imported coal, will continue to function unless a properly organized maintenance is put into operation, It is understood that a fair stock of spare parts are still available.

Operation

The Superintendant of line states that in ahl departments there is available adequate and competent staff to allow a resumption of normal services.

Passenger services are generally operated by the Diesel coaches due to their greater speed over the heavy grades. The present very limited services have resulted in serious overcrowding, which the railway officials are unable to control.

Freight services are entirely hauled by steam locos. From Cagliari to Cristano a single engine can haul 800 tons gross but if double headed, 1100 tons gross can be operated. North of Cristano, due to severe grades (1 in 40 or 2.5%) a train is limited to 170 ton gross when hauled by a single engine and 330 tons gross when double headed.

Pre war the daily average car miles run by Diesel Coaches was 3,000 kilometres and by steam hauled freight trains 3,900 kilometres car miles and set out below is a table giving the fuel consumption for the past years:

Year Monthly consumption	Imported Steam Coal	Local Produced Sulcis Coal	Total
1939 (pre war)	2100 tons	600 tons	2700 tons
During war years	4000 "	600 "	4600 "
September 1943	1700 "	1600 "	3300 "

Oil

Lubricants used per months for Steam Engines & Rolling Stock.

Dark mineral Oil	4	tons	Pre war
	8	"	During War years
Special Cylinder Oil..	300	Gallons	Pre War.
	700	"	During War years.

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Oil

Lubricants used per months for Steam Engines & Rolling Stock.

Dark mineral Oil 4 tons Pre war
8 " During War years

Special Cylinder
Oil.. 300 Gallons Pre War.
700 " During War years.

Diesel Engine Fuel & Lubricants used per month

Fuel 72 tons pre war No figures available for war years

Lubricating Oil 900 Gals Pre war No figures available for War years.

Secondary Railways

All the secondary lines are narrow gauge 95 cm. (3' 1⅜") and all routes are single track with passing loops at numerous points.

/.....contd.

Three separate companies form this group but at present the operation of same is officially co-ordinated by the Superintendant of Line of the Italian State Railways.

(1) Ferrovie Complimentari della Sardegna operates in four isolated groups with a total mileage of 696 kilometres. Head Offices in Rome.

(a) The Cagliari Division

The line runs from Cagliari through Mandas, Sarcidano to Sargono. At Mandas a branch line runs to Arbatax; At Sarcidano a branch line runs to Villamo from which radiates a line northwards to Ales and southwards to Sanluri (Junction wi for transhipment with Italian State Railway) ~~San Gavino (Junction with Ferrovie Meridionale~~) thence to Vallacidro.

(b) Macomer Division

The line runs from Bosa in the west thence to Tirso and Nuoro. At Tirso a branch runs north to Ozieri and Chilivani, a junction for transhipment of goods with the Italian State Railways.

(c) A small length running from Alghero to Sassari (35 kilometres).

(d) A small length running from Monti to Tempio (39 kilometres)

These last two sections are at present operated by the Strade Ferrati Sardi.

The whole of the above systems are laid with a light rail 21 km per metre (approximately 45 lbs per yard), and are reported to be generally 50 years old but isolated lengths have been re-railed. The permanent way, with the exception of that in the city of Cagliari, is in a fair state of maintenance and stocks of sleepers and rails for patch and re-railing are sufficient for immediate needs. It is estimated that no large renewals will be required for 2 years. Manual signalling is used and is in working condition.

Rolling Stock (Present Stock) 35

(a) Cagliari Division

Steam Locomotives	37	
Freight Waggons	355	Mixed type of 6 to 8 tons capacity.
Passenger & Baggage Coaches .	42.	

(b) Macomer Division/

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Passenger & Baggage Coaches .	42.	
(b) Macomer Division/		
Steam Locomotives	18	
Freight Waggons	143	All 6 ton capacity
Passenger & Baggage Coaches..	28	
Diesel Coaches	5	

The main repair shops were at Cagliari and were seriously damaged by aerial attack. All salvageable machinery, which consists of light, old fashioned lathes, drilling and shaping machines, has been moved to Mandas, where a small repair depot exists.

At Macomer is situated another repair depot which was damaged by aerial attack. Some of the sheds are roofless but an effort has been made and repairs are being carried out in adjacent sheds, thus permitting maintenance of locos and rolling stock sufficient to cope with immediate future demands. In addition there are also small repair shops for running repairs at Sanluri and Senoribi, Alghero and Tempio. Spare parts such as boiler tubes, roller bearings and spring steel bars for manufacturing loco springs are in urgent demand as stocks are now completely exhausted.

Operation

There are available sufficient staff for all departments to permit a resumption of normal traffic.

With the exception of the Macomer Division, steam locos haul both passenger and freight traffic but due to steep grades and sharp curves the maximum gross load that can be hauled by a single engine is limited to 60 - 70 tons.

Pre war the average monthly coach and waggon mileage was 1,200,000 car kilometres but due to the complete absence of coal the services are practically stopped. Isolated attempts are being made to haul trains using wood as fuel but the results are far from satisfactory and further, the supplies of wood are nearly exhausted.

To resume normal running the following list of coal, oils etc; would be required: Monthly

Coal	900 tons	
Special cylinder lubricating oil	420 galls	
Grease	3 tons	
Diesel Fuel	6 tons	(to operate passenger service on Macomer Division)
Diesel Engine lubricating Oil...	60 Gals	

(2) Strade Ferrati Sarde

This line runs in the north of the island from Sassari to Palau with branch line from Sassari to Sorso, thus giving a total mileage of 161 kilometres. Transhipping facilities with the Italian State Railways exist at Sassari and Monti. Financial control is in the same private hands as the Ferrovie Complimentari.

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This line has suffered no damage with the exception of one very small incident near Bortigiadias, which has been temporarily repaired, and the permanent way is in very good condition, being relaid in 1930 with 27.3 kilo per metre rails. (approximately 58 lbs per yard).

All signalling is manual and in working order.

/.....contd.

Rolling Stock (Present Stock)

Steam locomotives	19	
Freight waggons	122	All 12 ton capacity
Passenger and Luggage Vans	30	
Diesel Coaches	2	(transferred at present to Macomer)

The only repair shop is at Sassari. This is a well equipped, small installation, capable of handling complete overhauls of locomotives and rolling stock, and is at present working under normal nours. The stock of spare parts such as boiler tubes, springs and roller bearings are however completely exhausted.

Operation

Staff are available for satisfacory manning of all departments. All services were steam hauled with a limit of 80 tons gross freight due to steep grades and sharp curves.

The average car mileage formerly run was 27;000 car kilometres per month on the Sassari to Palau section. In addition to this service, the sections of the Ferrovie Complimentari from Alghero to Sassari and Tempio to Monti were operated by this company with a monthly average figure of 6,500 and 5,000 car kilometres for each respective section.

Due to the complete cessation of coal supplies the line will be shut down, and in order to resume working, the following list of fuel and oils are required monthly:

Coal	300	tons
Cylinder Oil	80	gals
Grease	1½	tons

3. FERROVI MERIDIONALI

33

This company is owned by the AZIENDA CARBOUI ITALIANA whose head officers are in Rome.

The line commences at Iglesias where transhipment facilities with the State Railways exist, runs through Gonnesa - Bacu Abis - Palmas Suergiu- Trantallas - Narco to Siliqua, where transhipment with the State railways also exist.

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/.....contd.

Rolling Stock

Steam locomotives	39	8 converted to burn Sulcis Coal.
Special Coal waggons	150	25 ton capacity
Waggons	180	10 ton capacity
Passenger coaches	15	
Diesel Engine coaches	4	

The programme of the company calls for the conversion of all locomotives to burn Sulcis coal. The conversion was to have been carried out in the companies own workshops at Iglesias, but supplies of the new fire boxes and boiler tubes from Italy has been cut off with the result that only 8 locos have so far been converted.

The shops, completed in 1939, are well laid out, fully equipped with all the machines and tools required for every phase of railway locomotive heavy overhauls and maintenance.

Operation

Staffs are available for all departments to permit a resumption of normal traffic.

The principle traffic on this system was the coal freight from the mining area of Carbonia which it serves, and all freight services were steam hauled with a limit of 150 tons gross over the main line but on the branch line, due to steady down grade, coal trains of 600 tons gross are worked down to the port of S.Antioco.

On the main line, passenger services were formerly operated by the Diesel Coaches. Figures for car miles are not available but on the freight side 1,300,000 tons of coal were transported over the system in the year 1939 - 1940

To resume normal running the following list of supplies would be required monthly:

Imported steam coal	600 tons
Special cylinder lubricating oil	300 gals
Grease	2 tons
Diesel Engine fuel	4 tons
Diesel Engine Lubricating oil	50 gals.

SUMMARY

32

From the foregoing it will be observed that if the four railways systems are to be put into operation, certain supplies will have to be imported. The table given below gives the supplies required for normal running per month, and any supplies allowed should be on this basis or in the same proportional ratio:

Name	Coal	Diesel	Cylinder Lubricating	Lubricating

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Name	Coal	Diesel Fuel	Cylinder Oil	Lubricating Oil, Diesel	Lubricating Grease
State Railways	2,100	72 tons	300 gals	900 gals	4 tons
Ferrovie Compl.	900	8	420	60	3
Strada Ferr. Sarde	300	-	80	-	1½ "
Ferrovie Merid.	600	4	300	50	2
Totals	3,900 ton	82 tons	1,100 gals	1,100 gals	10½ tons

/.....contd.

The State railway is running a limited service on supplies imported by the American Army (General Webster, Commanding Officer). The allocation of such supplies is through the office of the Transportation Officer, Capt ROHEL. The coal supplied together with the coal produced locally (Sulcis) will in all probability take care of direct military requirements and also perhaps a certain amount of food stuff distribution, on the State Railways only, but ordinary civilian needs will not be catered for with the exception of skeleton passenger service run by the State Railwys with the Diesel Stock for which, for purposes of morale, a monthly allotment of 40 tons of fuel has been temporarily granted.

Since it is apparent that the railway systems are dependent upon the Allied military authorities for all essential supplies and the operation of the systems is necessary for both military and civilian needs, it would appear best for all parties concerned that the Allied Military Authorities should assume complete control as the only means of satisfactory and economical operation. Then by means of a close liaison between theMilitary and the Allied Commission Transportation Section, the two sides of the operational requirements could be satisfactorily solved to the advantage of each section.

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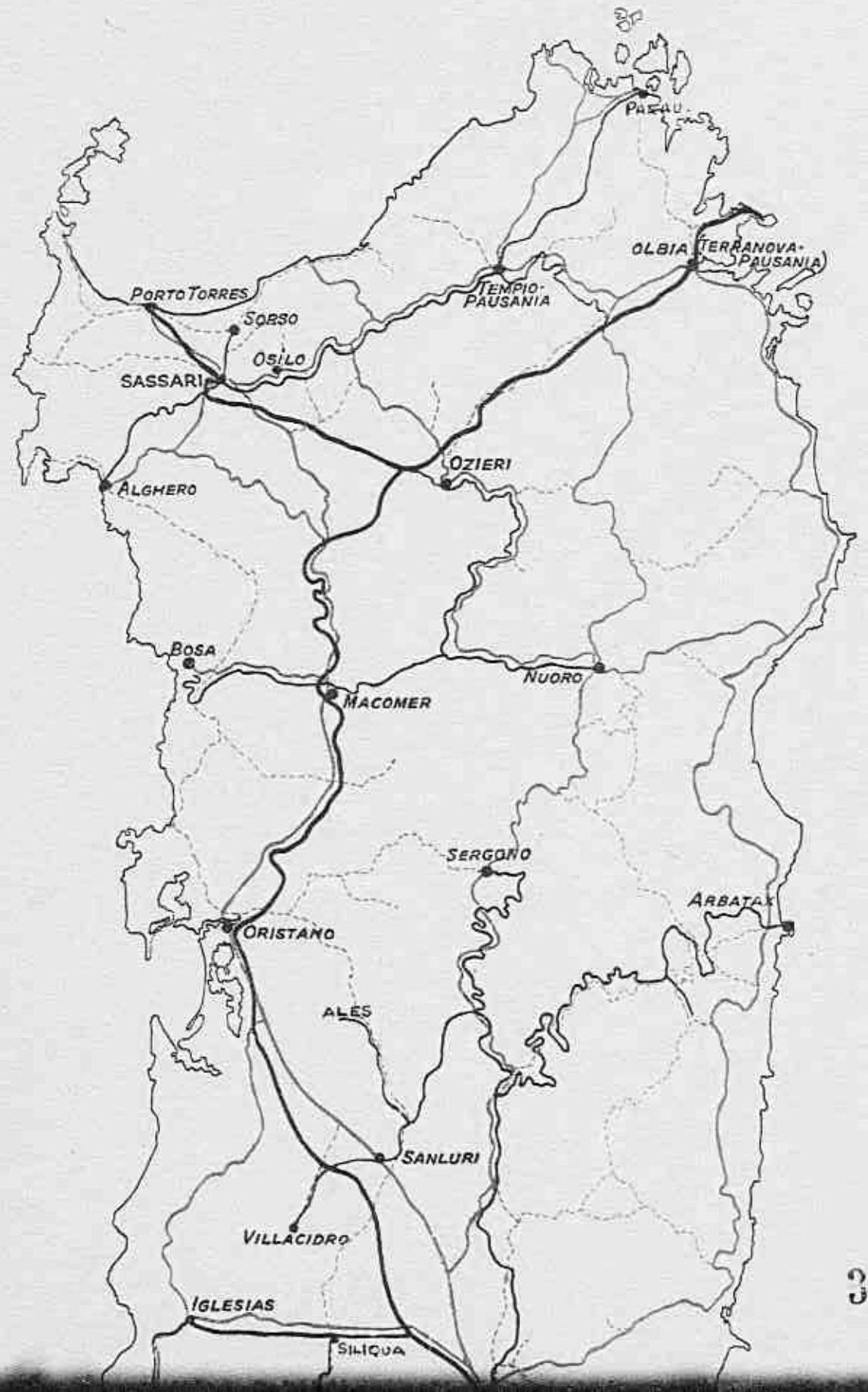
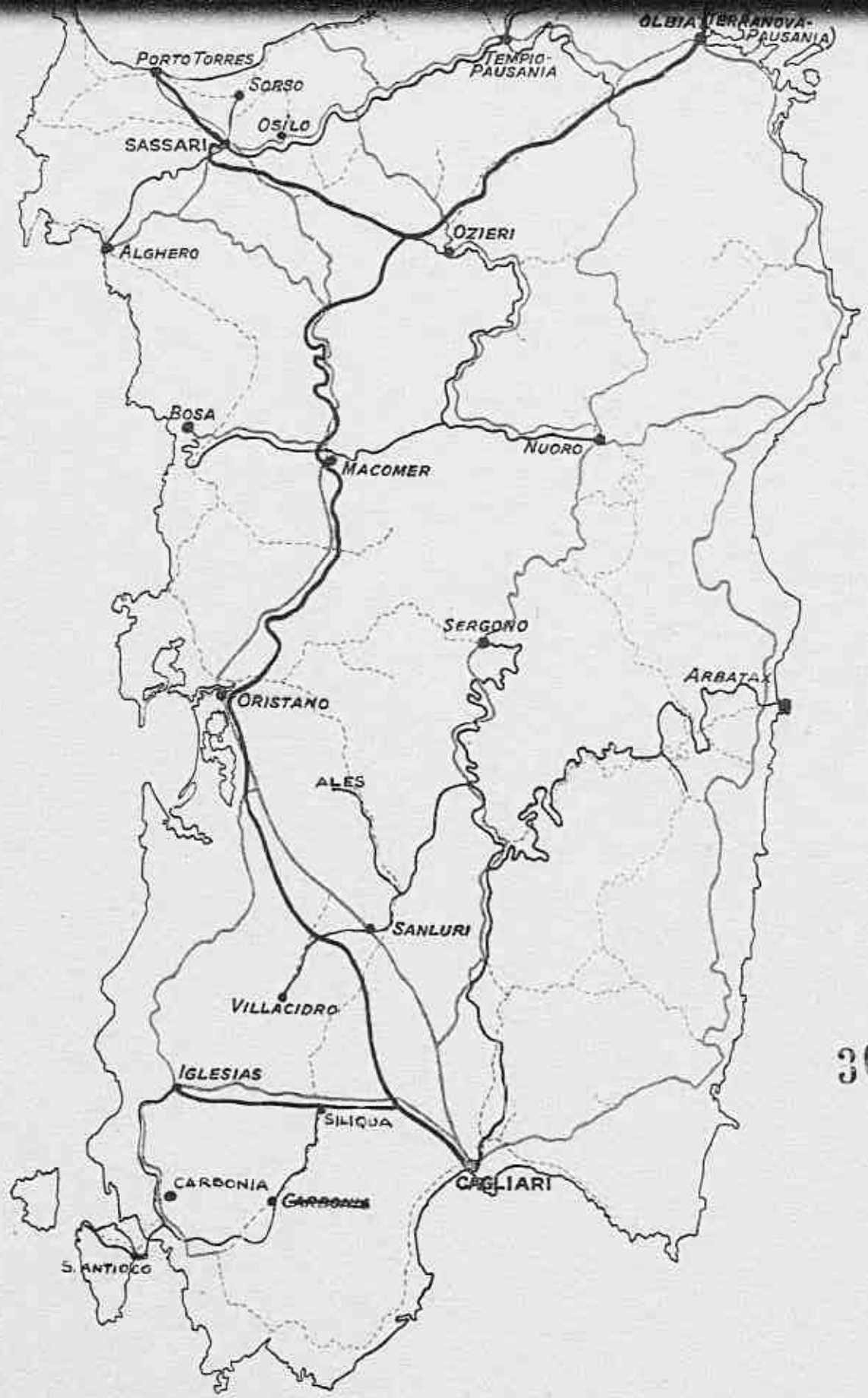
SARDINIA

Rail and Road Communications





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