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

ACC AC 25/3/TNH 10000/145/2000 REPORT ON JARDON
NOV. 1944

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

00/148/2000 REPORT ON SARDINIA RAILWAYS
NOV 1944

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

25/3/2
21st November 1944.

Subject: Reports on Sardinian Railways.

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

1. Enclosed is a report on the private or Narrow Gauge lines of Sardinia.
2. The Monthly Report covering the State Railway for October was mailed several days ago.
3. My work here is practically completed. I am still working on further reduction of schedules on the State Railway and have one more inspection trip to make on the Narrow Gauge lines.
4. The Railways here are in good condition and they can struggle along without any assistance from us. An occasional visit is suggested.
5. The Regional Transportation Officer, Capt. J. H. Newby and First Sergeant A. De Francisco of the 2675th Regiment have been working with me and they can manage to handle the remaining duties.
6. I would like to remain here until the last of the month so I can get paid and then proceed to Headquarters via Sicily as I left some of my belongings in Palermo and I would like to check up on the provisional bridge for the Olbia Ferry Slip which is supposed to be in Sicily.

PGM/cjm

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

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

19th November 1944

Subject: Report on Narrow Gauge Railways.

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

1. Following is a report on the Narrow Gauge Railways of Sardinia; the figures and data is reported separately for each line.

Ferrovie Complementari
615 kms or 46% of the
islands rail mileage

a) Train Kilometers Run

	Passenger	Freight	Mixed	Total
1944				
August	10752	19075	18836	37911
September	10752	17925	19936	37859
October	10752	17121	12774	29895
	12096			12096

b) Tonnage Handled.

	Allied Force	Italian Force	Civilian	Total
August	none	467	3908	4375
September	none	596	3903	4449
October	none	599	4226	4627

c) Passengers Handled.

August	81467
September	79198
October	60817

d) Imported Coal Consumed.

August	488 tons
September	491 tons

Following is a report on the Narrow Gauge Railways of Sardinia; the figures and data is reported separately for each line.

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615 kms or 46% of the
islands rail mileage

a) Train Kilometers Run.

1944	Passenger	Freight	Mixed	Total
August	10752	13075	18836	37911
September	10752	17925	19926	37653
October	10752	17121	12774	29895
	12096			12096

b) Tonnage Handled.

	Allied Force	Italian Force	Civilian	Total
August	none	467	3908	4375
September	none	596	3903	4449
October	none	399	4226	4627

c) Passengers Handled.

August	81467
September	79128
October	60817

d) Imported Coal Consumed.

August	468 tons
September	491 tons
October	286 tons

e) Locomotive and Diesel Situation.

	Locos	Diesel
In service	25	3
Spare	3	0
Due for light repairs	14	2
Due for heavy repairs	16	1
Total	58	6

Three Diesels are the regular Fiat - 40 seat narrow gauge Coaches three are small O M type - capacity 20

f) Car Situation.

	Box	Con	Flat	Tanks	Total
In Service	128	136	167	11	442
Small Repairs	20	70	4	2	23
Heavy Repairs	14	5	6	-	28
Reconstruction	9	9	11	-	29
Total	171	160	188	13	532

71 Passenger Coaches and 20 Baggage Cars generally in bad condition owned by this line but satisfactory for local purposes.

g) All lines are open for traffic and no restrictions placed on the movement of civilian freight or passengers. The freight consists of foodstuffs, wood, lumber, coal, construction material and farm products.

h) This line serves a large thinly populated mountainous farming area but is important at this time to the ISLANDS WELFARE on account of reduction in road transport.

i) The coal allotment for this line has been reduced by 40% for November and 55% for each month thereafter. Wood is now being used as much as possible and it will be noted the improvement shown in October when increased tonnage was moved with over 100 tons less coal consumption compared with two previous months.

j) Shops are located at Salurli, Cagliari and Macomer. The shops are fifty years old but they are complete and efficiently operated.

k) The management of the line is very aggressive, efficient and co-operative.

l) Diesel coaches are used for passenger service on the Northern Division between Borsa - Macomer - Nuoro. Considering the mileage of this line (615 kms) their coal allotment of 225 tons monthly is

In Service	Box	Con	Flat	Trucks	Total
Small Repairs	128	136	167	11	442
Heavy Repairs	20	70	4	2	96
Reconstruction	14	5	6	-	25
	9	9	11	-	29
Total	171	160	188	13	532

71 Passenger Coaches and 28 Baggage Cars generally in bad condition owned by this line but satisfactory for local purposes.

g) All lines are open for traffic and no restrictions placed on the movement of civilian freight or passengers. The freight consists of foodstuffs, wood, lumber, coal, construction material and farm products.

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j) Shops are located at Salurli, Cagliari and Macomer. The shops are fifty years old but they are complete and efficiently operated.

k) The management of the line is very aggressive, efficient and co-operative.

l) Diesel coaches are used for passenger service on the Northern Division between Borsa - Macomer - Nuoro. Considering the mileage of this line (615 Kms) their coal allotment of 225 tons monthly is low therefore their allotment of Diesel oil (4 tons monthly should not be reduced.

m) A general shortage of essential material especially Carbide but the condition is not serious enough to effect operations for the time being.

n) This line is doing a good job serving civilian needs and the management is doing well to get along with what they have, however, they still move quite a number of passengers and this can be reduced if civilian foodstuffs or fuels are delayed. For the time being no changes are recommended as you will note a considerable reduction in steam Kms was made during October.

Ferrovia Strada Ferrata Sarde.161 Kms 13% of islands rail
mileage

2.

a) Train kilometers Run (all imported coal)

1944	Passenger	Freight	Mixed	Total
August	70	6222	9988	16280
September	105	3862	10109	14076
October	140	2596	10294	13030

b) Lounage Handled

	Allied Force	Italian Force	Civilian	Total
August	6768	1359	1326	9433
September	1554	462	1267	3283
October	1558	130	1042	2730

c) Passengers Handled.

August	58197
September	57015
October	44814

d) Imported Coal Consumed.

August	289 tons
September	246 "
October	261 "

e) Locomotive Situation.

In Service	7
Spare	4
Due for light repairs	3
Due for heavy repairs	5
Total	19

f) Car Situation.

	Box	Con	Flat	Tank	Others	Total
In Service	51	40	26	4	1	132
Small repairs	6	12	3	-	-	23
Heavy repairs	2	-	-	-	-	2
Reconstruction	-	1	-	-	-	1
Total	61	53	39	4	1	158

62 Passenger Coaches and 5 Baggage Cars owned by this line
are in bad condition but satisfactory for local purposes.

	Ally force	Italian force	Civilian	Total
August	6768	1339	1326	9433
September	1554	462	1267	3283
October	1556	130	1042	2730

c) Passengers Handled.

August	23,117
September	57,615
October	49,814

d) Imported Coal Consumed.

August	269 tons
September	246 "
October	261 "

e) Locomotive Situation.

In Service	7
Spare	4
Due for light repairs	3
Due for heavy repairs	5
Total	19

f) Car Situation.

	Box	Con	Flat	Wank	Others	Total
In Service	51	40	26	4	1	132
Small repairs	8	12	3	-	-	23
Heavy repairs	2	-	-	-	-	2
Reconstruction	-	1	-	-	-	1
Total	61	53	39	4	1	158

62 Passenger Coaches and 57 Baggage Cars owned by this line generally in bad condition but satisfactory for local purposes.

g) All lines are open for traffic and no restrictions placed on the movement of passengers and freight. Commodities moved consist mostly of grain, flour vegetables, wine, gasoline, oils, coal, wood, building materials.

h) While the Alghero Air Base was in operation, this line served a most useful purpose and handled considerable Allied tonnage but the base has been discontinued so the line now is only a civilian necessity.

i) Coal Allotment. The coal allotment has been reduced by 44% and wood is difficult to obtain in this territory, however some is used. Essential schedules and service can be arranged on the present allotment of 150 tons monthly plus what wood that can be obtained.

j) Shops. The shops are located at Sassari and are in good condition.

k) Management. The line is well managed, however, the management may lead one to believe some of their operating problems are serious but for the immediate future there is nothing to interfere with ordinary operation.

l) Passenger Service. No passenger trains are now being operated. All service is either straight freight or mixed. The trend may be to carry more and more passengers on their mixed trains, however, if freight is not moved properly, some passenger coaches can be cut off the mixed trains if necessary. For the time being everything is in order.

m) Materials. Essential materials are short as is the case on all railways but nothing immediately serious enough to hamper ordinary operation except Carbide is needed so that welding of the old material can continue.

Ferrovie Meridionali

114 kms - 9% of rail
mileage

a) Train Kilometers Run

	Passenger	Freight	Mixed	Total
August	8124	10017	15720	25737
September	8130	10115	15720	25895
October	7920	10410	15720	26130
				7920

b) Tonnage Handled.

	Allied Force	Italian Force	Civilian	Total
August	--	142	35295	35437
September	--	85	36898	36983
October	--	125	39565	39690

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l) Passenger Service. No passenger trains are now being operated. All service is either straight freight or mixed. The trend may be to carry more and more passengers on their mixed trains, however, if freight is not moved properly, some passenger coaches can be cut off the mixed trains if necessary. For the time being everything is in order.

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3. Ferrovie Meridionali

114 Kms - 94 of rail
mileage

a) Train Kilometers Run.

	Passenger	Freight	Mixed	Total
August	8124	10017	15720	25737
	Coal	--	--	8124
	Diesel	--	--	25685
September	8130	10115	15720	8130
	Coal	--	--	26130
	Diesel	--	--	7920
October	7920	10410	15720	7920
	Coal	--	--	7920
	Diesel	--	--	7920

b) Tonnage Handled.

	Allied Force	Italian Force	Civilian	Total
August	--	142	35295	35437
September	--	85	36898	36983
October	--	125	39565	39690

c) Passenger Handled.

August	110936
September	104919
October	126600

d) Coal Consumed.

	<u>Imported</u>	<u>Sulcis</u>
August	11	703
September	98	789
October	155	781

e) Locomotive Situation.

In Service	9
Spare	10
Due for light repairs	3
Due for heavy repairs	18
<u>Total</u>	<u>40</u>

Ten loco's are property of the State Railway.

Twelve are Sulcis coal burning, all in service except one undergoing light repairs and one heavy repairs.

f) Car Situation.

	<u>Box</u>	<u>Gon</u>	<u>Flat</u>	<u>Bank</u>	<u>Others</u>	<u>Total</u>
In Service	17	125	12	2	144	300
Due for light repairs	1	5	3	-	2	11
" " heavy	2	8	3	-	4	17
Reconstruction	-	2	-	-	-	2
<u>Total</u>	<u>20</u>	<u>140</u>	<u>18</u>	<u>2</u>	<u>150</u>	<u>330</u>

* Special Coal cars property of Coal Mines.

g) This line serves the "Sulcis Coal" district so from an A. C. C. point of view it is the most important line on the ISLAND. Service and operations depend almost entirely on the demand for Sulcis coal by industry.

h) Imported Coal Allotment. We cannot hold ourselves to a definite coal allotment on this railway, however, in the past three months their imported coal consumption has averaged 88 tons per month. If Sulcis coal production is stepped up as is anticipated and it becomes necessary to put more imported coal burning loco's in service then we will have to furnish an additional 100 tons per month for every 15000 ton of sulcis coal transported. In any event, we will have to furnish the imported coal in preference to this line when it is requested. The amount is small and industry should provide all over 50 tons. At present the situation is satisfactory in that there is enough imported coal on hand until the first of the year but 100 ton should be forwarded to them some time in December so it may be on hand for January.

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i) Commodities. The commodities transported consist of Sulcis coal, (31,000 ton monthly average past three months) mining timbers and machinery and the food for mine workers.

j) Condition of Line. The condition of the line is good generally and maintenance is satisfactory.

/Continued

k) Management - Materials. The Management is aggressive and efficient and do their best to keep up their plants with the scarcity of materials. Carbide is badly needed to repair old material and save on their low stock of new materials. At present we are trying to obtain some carbide from the mine at Carbonia.

l) The shop is located at Iglesias, is in good condition and complete in every detail.

m) The passenger service is almost entirely in connection with the Mines. Diesel service is operated and should not be disturbed as it releases a sulcus loco for heavier purposes. No straight steam passenger service is used, it is either mixed service or Diesel service.

n) The value of this little Railway must not be underestimated by us. They are well able to take care of practically all their own problems but when assistance is requested we should see that this line is not neglected.

4. The private railways come under the Ispettorato Generale della Motorizzazione Civile. Much better co-ordination could be had if all the Sardinian Railways come under one Italian Railway official. As it is now, Allied Commission has to deal with the head of the State Railways, the head of the Motorizzazione Civile and also the managers of the private lines. The private lines naturally think first of profits and this must be taken into consideration when dealing with them.

PGM/cjm

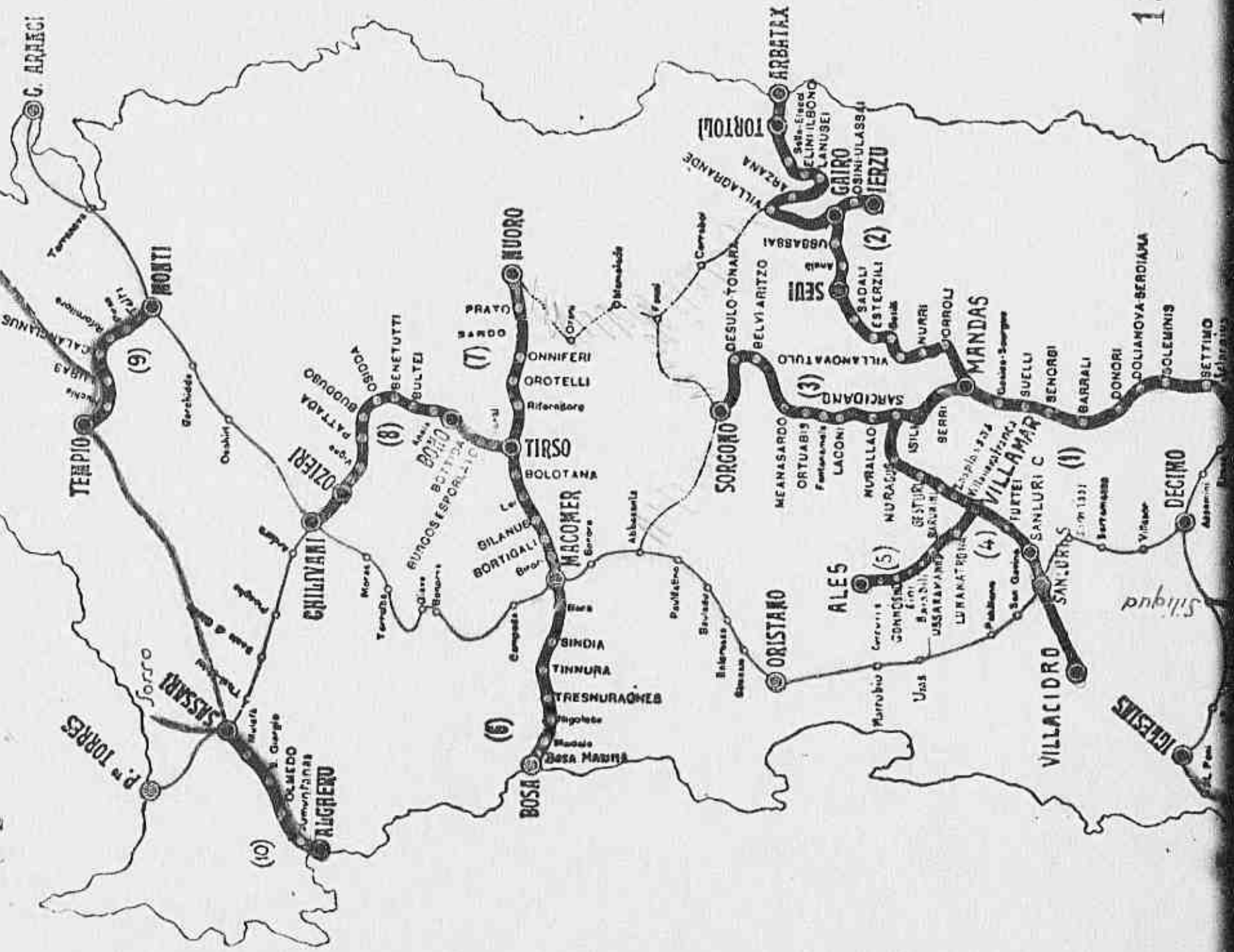
Peter G. Watson

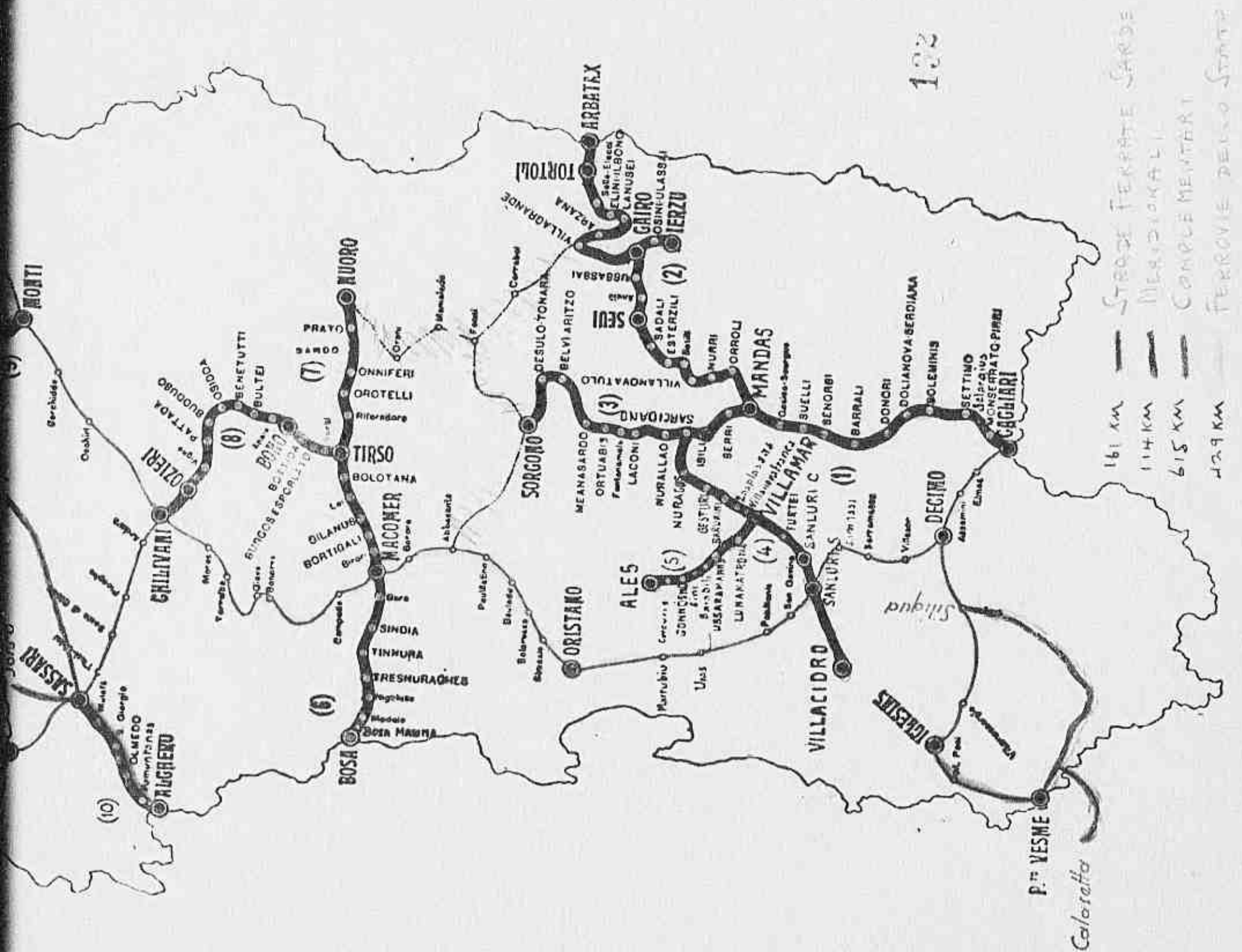
PETER G. WATSON
Captain I. C.

In. Sub-Commission A. C.
Rep. at H. Q. Region 6.



SOCIETÀ PER LE FERROVIE COMPLEMENTARI
DELLA SARDEGNA
SEDE IN ROMA





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