

ACC

AC07/TN4

10000/140/2.142

SITUATION OF  
JAN-JUN 1945 STOC

0/148/2.192

SITUATION OF TRACTION AND POWER  
JAN-JUN 1945 STOCK. ITALIAN RAILWAYS.

1378

*Copy prepared*

*7/87/21*

COPY

9349

Tn.A.2/38

Subject: Allocation of Locomotive Power.

To : G-4 (Mov & Tn) AFHQ

Copy to: C.G. MTOUSA, through D.D.M.R.S., A.F.H.Q. (2 copies)  
Director, Tn Sub-Commission, AC  
D.D. Tn., Tn. (Br.) AFHQ

1. - Now that it has been possible to obtain a rough overall picture of the locomotive and rolling stock position of Italy, it is most desirable to prepare a scheme to cover the allocation of available power on a rather larger term basis than has hitherto been possible.
2. Apart from the many factors which have to be taken into account in preparing such a plan, it is essential to know to what extent the locos both USA and U.K., which have been imported during hostilities will be left in the country. By far the greater proportion are of U.S.A. origin (both steam and diesel).
3. The question of disposal of the 116 Diesel Locomotives has been referred to AC through G-5 and they have been asked to state whether they are prepared to accept these Diesels against requisitions being prepared to cover rehabilitation. I would also refer you to this office letter Tn.A.2/38 dated 7 June 45 which has a bearing on the subject.
4. That a decision is a matter of urgency is I think fairly obvious, as such questions as estimates for coal and almost all questions relating to repair and reconstruction work will be affected.

5893

sgd: F.D. WAGHORN

F.D. WAGHORN, Brigadier,  
Director, M.R.S.

*Waghorn*

~~SECRET~~

*May. 1945. At Tr. Sub Comm. 5*  
*File 87/20*

Subject : Electric Locomotive Situation.

Military Railway Service,  
C.M.F.  
Telephone : Firebox 52,  
Outside Line 843365.  
Tr.A.3(M)/14.  
15 June 1945.

To : D.M.R.S. (Bdg) (With map which please return to Tr.3(K))

D.D.M.R.S. (Bdg)

Supt. Transportation (Bdg)

D.A.D. Tr.3(Electric) (Bdg)

D.A.D. Tr.3(Ops) (Bdg)

A.D.D. Equipment (Bdg)

Director General, ISR (Bdg)

Ing. Corbellini, ISR (Bdg)

1. The attached map shows you the lines already electrified, those that will in due course be electrified, and is for the purpose of illustrating the following electric locomotive situation.

2. Already Electrified.

(a) TORRE ANUNZIATA - REGGIO CALABRIA, 3000 Volt D.C.  
Twenty-seven 626-Class and six 428-Class are in service on this section.

(b) NAPLES Area including CASERTA Loop and BENEVENTO - FOGGIA Line, 3000 Volt D.C.

Fifty-five 626-Class and one 428-Class are in use here. This figure is about steady as engines go in and out of shops.

(c) Line 87, ORTE - FALCONARA, 3000 Volt D.C.  
We have forty-five 626-Class and two 428-Class available, six more 626-Class in shops and twenty waiting. Twenty-nine 626-Class are in regular service leaving eighteen spare.

(d) GENOVA and TURIN Divisions, 3 Phase.

- Supt. Transportation (B&F)
- D.A.D. Tr. 3 (Electric) (B&F)
- D.A.D. Tr. 3 (Ops) (B&F)
- A.D.D. Equipment (B&F)
- Director General, ISR (B&F)
- Ing. Corbellini, ISR (B&F)

1. The attached map shows you the lines already electrified, those that will in due course be electrified, and is for the purpose of illustrating the following electric locomotive situation.

- 2. Already Electrified.
  - (a) TORRE ANNUNZIATA - REGGIO CALABRIA, 3000 Volt D.C.  
Twenty-seven 626-Class and six 428-Class are in service on this section.
  - (b) NAPLES Area including CASERTA Loop and BENEVENTO - FOGGIA Line, 3000 Volt D.C.

Fifty-five 626-Class and one 428-Class are in use here. This figure is about steady as engines go in and out of shops.

- (c) Line 87, ORTE - FALCONARA, 3000 Volt D.C.  
We have forty-five 626-Class and two 428-Class available, six more 626-Class in shops and twenty waiting. Twenty-nine 626-Class are in regular service leaving eighteen spare.

- (d) GENOVA and TURIN Divisions, 3 Phase.  
On lines open in these divisions we have one hundred and twenty-seven 3 phase locomotives of 431, 432, 550, 551 and 554 Classes in operation - more than sufficient - another sixty-six in shops and forty-nine waiting. On lines blocked at present there are an additional sixteen good order locos. 5892

- (e) MILAN - RHO - VARESE, 650 Volt D.C. 3rd rail.  
There are a total of thirteen locomotives, eight of which are in service and five under repairs.

- (f) MONZA - LECCO - CHIAVENNA, 3 Phase.  
This section has a complement of forty-seven locomotives of 3 Phase type, of which seventeen are in service, nine are under repairs and twenty-one waiting.

(g) MILAN - COMO, MILAN - PAVIA, and MILAN - CODOGNO, 3000 Volt D.C.

There are at MILAN twenty-three 428-Class in good order and thirty-one 626 and 636-Class. Also five 428-Class under repair and twenty-eight 626 and 636-Class. Finally, there are four 428-Class waiting repairs and four 626 and 636-Class. These quantities are in great excess of the user. There are also one 428-Class and three 626-Class at VOGHERA at present isolated from MILAN.

3. In process of Electrification.

(a) TRENTO - BOLZANO - BRENNERO, 3 Phase. (Due to open 30 June)  
There are seventy 554-Class 3 Phase locos available on this line plus fourteen more under repairs. This is more than sufficient for the job.

(b) BOLOGNA - VERONA - TRENTO, 3000 Volt D.C.  
Electrification TRENTO to VERONA is due to open 15 August, VERONA to OSTIGLIA 30 June and OSTIGLIA - BOLOGNA 15 August. We have available at VERONA nine 428-Class and one under repairs also fourteen 626-636-Class available, three under repairs and four waiting.  
This will form a sound nucleus but it may be necessary to bring six further locomotives from MILAN.

(c) BOLOGNA - FERRAZZA - CODOGNO, 3000 Volt D.C.  
This will probably be electrified in about four months time. It is a natural sequence of MILAN - CODOGNO already working and would be worked by engines from MILAN. The additional stretch would take some fifteen additional locos and MILAN can easily take this in from their pool.

(d) UDINE - PARVISIO, 3000 Volt D.C.  
UDINE to GEMONA is open and PONTEBA to PARVISIO, GEMONA to PONTEBA will be open when the civil works are complete, reputedly 1 July.  
For this job we have ample power in the shape of twenty 626-Class available, seven that can be repaired in less than thirty days and thirteen waiting heavy repairs.

(e) TRIESTE - MONFALCONE - UDINE, 3000 Volt D.C.  
TRIESTE to MONFALCONE is already electrified and open. MONFALCONE - UDINE will be ready when the civil works are ready.

891

3. In process of Electrification.

(a) TRENTO - HOLZANO - BRENNERO, 3 Phase. (Due to over 30 June) there are seventy 554-Class 3 Phase locos available on this line plus fourteen more under repairs. This is more than sufficient for the job.

(b) BOLOGNA - VERONA - TRENTO, 3000 Volt D.C. Electrification TRENTO to VERONA is due to open 15 August, VERONA to OSTIGLIA 30 June and OSTIGLIA - BOLOGNA 15 August. We have available at VERONA nine 426-Class and one under repairs also fourteen 626-636-Class available, three under repairs and four waiting.

This will form a sound nucleus but it may be necessary to bring six further locomotives from MILAN.

(c) BOLOGNA - FIACENZA - CODCENO, 3000 Volt D.C. This will probably be electrified in about four months time. It is a natural sequence of MILAN - CODCENO already working and would be worked by engines from MILAN. The additional stretch would take some fifteen additional locos and MILAN can easily take this in from their pool.

(d) UDINE - TARVISIO, 3000 Volt D.C. UDINE to GEMONA is open and PONTERRA to TARVISIO. GEMONA to PONTERRA will be open when the civil works are complete, reputedly 1 July. For this job we have ample power in the shape of twenty 626-Class available, seven that can be repaired in less than thirty days and thirteen waiting heavy repairs.

(e) TRIESTE - MONFALCONE - UDINE, 3000 Volt D.C. TRIESTE to MONFALCONE is already electrified and open. MONFALCONE - UDINE will be ready when the civil works are ready. We know of eight 626-Class in good order on this line.

(f) GRIZZANA - BOLOGNA (Line 65), 3000 Volt D.C. Will be electrified 15 August. Present plans are to operate it with six to eight 626-Class of the surplus of eighteen at FOLIGNO (See para. 2(c)).

(g) Line 89, ROIE - NAFFLES. This will probably be electrified in about 3 1/2 to 4 months. I figure we should utilize the remaining ten to twelve spare 626-Class from FOLIGNO added to which we should have repaired at least another dozen, probably more. If further locos are required there should be no difficulty in taking six from CALABRIA's twenty-seven 626-Class. This would give them about thirty which should be ample.

3.

4. Finally, we have twenty-nine assorted 626, 636 and 428-Class locos at ROVIGO at present isolated. I have asked D.D.Tn. (Constr) to examine the question of their rescue as they are all only very minor repair jobs.

We also know of forty-three 626 and 428-Class locos in AUSTRIA which were removed by the Germans and are stated to have only very slight damage. I shall see about having these returned to ITALY as there is no known 3000 Volt D.C. line in AUSTRIA or Southern GERMANY. Reputedly ten 551-Class 3 Phase engines are also in AUSTRIA.

5. The foregoing will indicate that the electric locomotive situation can be regarded as better than fair.

*W. P. ...*

Colonel,  
D.D.Tn. (Mech),  
for Brigadier,  
Director Military Railway Service.

580

1384

WIRE

18 April 1945

FROM: DMRI

TO : CO, 701 RGD, FLORENCE  
CO, 715 ROE, FLORENCE  
CO, 719 ROE, FICMORN  
Joint Railway Control, Rome

Italian coal burning locomotives 735012, 735083 and 735201 serviceable and on hand at Florence. 701 arrange dispatch these three (3) locomotives under steam to San Lorenzo roundhouse, Rome Wednesday 18 April where locomotives will be inspected and ISR forward locomotives to Chiusi and Arezzo to relieve three (3) USR diesel locomotives in switcher and pusher service at those stations. CS 193 Signed London

cc - Ing. Corbellini, ISR, Bldg.  
DAD Tn 3 (O) Bldg.  
AD Tn 3 (M) Bldg.  
Equip. Sec., 774 RGD  
Sgt. Temple  
Trans. Sub-Comm, AC, Bldg.

*Received April 18*

H. H. HEADLEE  
Captain, TC  
774 RGD  
1500

Subject : Transfer of Locomotives.

Military Railway Service,  
C.M.F.  
Telephone : Firebox 52,  
Outside Line 843365.  
In.A.3(M)/19.  
17 April 45.

To : Ing. Corbellini,  
ISR (Edg)

Copy to : D.D. En. RlyB. (Er.), C.M.F.

Supt. Transportation (Edg).

In.3(C) (Edg).

A.D.D. Equipment (Edg).

In. Sub Commission. AC (Edg).

R & H Comp. Fly. Op. Con. SAEC, FLORENCE.

Capt. Wordsworth, In.3(M) (Edg).

C.O., No2 Fly. Op. Group SE (Edg).

1. In order to produce sufficient locomotives to give effect to D.D.Ops. directive of 16 April, i.e. operate Line 89 with ISR coalburners as from 10 May, it is necessary to reallocate and distribute certain motive power. Whilst doing this it is desired also to endeavour to concentrate certain types of locomotives at certain depots, instead of having some of each type at each round-house. Please, therefore, ~~submit~~ <sup>advise</sup> the following transfers which have been agreed with Ing. Corbellini :- *see page 19*

From CATANIA (Sicily) to ROME.

746.016, 746.034, 746.036. *april 18 19*

From BARI to ROME.

746.017, 746.031, 746.033, 746.013, 746.032 (When it leaves FOGGIA Shops).

746 Class engines are then concentrated on ROME where they can turn on the table and are eliminated from Sicily and BARI where they cannot turn and have to be split after every round trip.

From TARANTO to ROME.

471.008, 471.104, 471.115, 471.240.

From NAPLES to ROME.

740.051, 740.055, 735.464, 735.

Tn. 3(0) (Edg).

A.D.D. Equipment (Edg).

Tn. Sub Commission, AC (Edg).

R & H Comp. Flv. Op. Cor. SAEC, FLORENCE.

Cent. Wordsworth, Tn. 3(M) (Edg).

C.O., R<sup>o</sup>2 Flv. Op. Group RE (Edg).

1. In order to produce sufficient locomotives to give effect to D.D.Ops. directive of 16 April, i.e. operate line SS with ISR coalburners as from 10 May, it is necessary to reallocate and distribute certain motive power. Whilst doing this it is desired also to endeavour to concentrate certain types of locomotives at certain depots, instead of having some of each type at each round-house. Please, therefore, advise the following transfers which have been agreed with Ing. Corbelli :- *at 18-19*

FROM CATANIA (Sicily) to ROME.

746.016, 746.034, 746.038.

FROM BARI to ROME.

746.017, 746.031, 746.033, 746.013, 746.032 (When it leaves

FOGGIA Shops).

746 Class engines are then concentrated on ROME where they can turn on the table and are eliminated from Sicily and BARI where they cannot turn and have to be split after every round trip.

FROM TARANTO to ROME.

471.008, 471.104, 471.115, 471.240.

FROM NAPLES to ROME.

740.026, 740.021, 740.184, 740.251, 740.256, 735.588, 735.335.

FROM SALERNO to ROME.

740.123, 740.195, 740.393, 740.423, 740.134, 740.411.

FROM FOLLIGNO to ROME.

470.113, 470.127, 471.100.

FROM PIETRASA Shops to ROME.

740.219, 740.147.

2. In addition please transfer the following :-

FROM CATANIA (SICILY) TO TARANTO.

745.032, 745.033, 745.003. *appt*

FROM MESSINA (SICILY) TO TARANTO.

745.028. *appt 70 appt*

This will concentrate all 745 Class at TARANTO.

FROM TARANTO TO SALERNO.

744.014.

This will concentrate all 744 Class at SALERNO.

3. Mr. Corbellini to let me know early, the numbers of the five 625 Class to be transferred from Sicily to NAPLES thereby freeing five 740 Class at present on shunting duties there.

4. In order to provide six coalburning 735 or 740 Class at CHIUSI on Line 65 to replace the Diesels, transfer the following :-

FROM FLORENCE TO CHIUSI.

735.012, 735.063, 735.201, 735.265, 740.046, 740.339.

5. To cover the necessities of Line 86 Central when this opens, the matter has been discussed with Lt.Col. Sinclair and the following decided :-

- (a) Eight 735 or 740 Class available now from FOLIGNO Area.
- (b) Five 735 or 740 Class in FOLIGNO Shops becoming available during April.
- (c) Six 735 or 740 Class in FOLIGNO Shops becoming available during May.
- (d) Six engines available in PESCARA including two 685 Class.
- (e) Twelve 735 or 740 Class available ex FABRIANO when the electrification is through to FALCONARA which it is hoped will coincide with the opening of Line 86 Central.
- (f) Four additional 685 Class for passenger and troop trains to be transferred from elsewhere, probably from FLORENCE.
- (g) Four shunting locomotives from a source yet to be decided.

*Handwritten notes:*

745.032, 745.033, 745.003. *appt*

745.028. *appt 70 appt*

*Transfer from Catania to Taranto*

*Transfer from Messina to Taranto*

*Transfer from Taranto to Salerno*

*Transfer from Florence to Chiusi*

*Transfer from Pescara to Foligno*

*Transfer from Fabriano to Foligno*

*Transfer from Falconara to Foligno*

*Transfer from Florence to elsewhere*

*Transfer from elsewhere to Florence*

*Transfer from elsewhere to shunting*

5088

FROM TARANTO to SALERNO.

744.014.

This will concentrate all 744 Class at SALERNO.

3. Ing. Corbellini to let us know early, the numbers of the five 625 Class to be transferred from Sicily to NAPLES thereby freeing five 740 Class at present on shunting duties there.

4. In order to provide six coalburning 735 or 740 Class at CHIUSI on Line 65 to replace the Diesels, transfer the following :-

FROM FLORENCE to CHIUSI.

735.012, 735.083, 735.201, 735.265, 740.046, 740.339.

5. To cover the necessities of Line 86 Central when this opens, the matter has been discussed with Lt.Col. Sinclair and the following decided :-

- (a) Eight 735 or 740 Class available now from FOLLIGNO Area.
- (b) Five 735 or 740 Class in FOLLIGNO Shops becoming available during April.
- (c) Six 735 or 740 Class in FOLLIGNO Shops becoming available during May.
- (d) Six engines available in PESCARA including two 685 Class.
- (e) Twelve 735 or 740 Class available ex FABRIANO when the electrification is through to FALCONARA which it is hoped will coincide with the opening of Line 86 Central.
- (f) Four additional 685 Class for passenger and troop trains to be transferred from elsewhere, probably from FLORENCE.
- (g) Four shunting locomotives from a source yet to be decided probably Trastevere, ROME.

*[Handwritten signature]*  
 K.D. In. 3(M),  
 for Brigadier,  
 Director Military Railway Service.

1389

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

TRANSPORTATION SUB-COMMISSION, A.C., (RAIL DIVISION) 14 MAY 1945

SITUATION OF ROLLING STOCK IN SERVICE AT 16.00hrs., 13 MAY 1945

AREA.	PASS.	BOX.	H.G.	L.G.	FLAT.	REFS.	TANK.	OTRS.	TOTAL.
ROME	334	2955	606	337	27	64	2	7	3990
NAPLES	220	3260	3477	921	705	273	570	68	9262
E. ITALY	324	2825	3059	991	94	301	601	48	7919
CALABRIA	97	449	620	50	101	2	05	10	1371
G. ITALY	104	1795	2320	537	236	71	341	98	5390
FLORENCE	90	243	207	119	14	16	36	4	639
SICILY	359	1299	1801	811	97	122	410	16	4564
TOTAL	1536	12826	12090	3772	1334	849	2041	259	33171

SARDINIA	209	433	537	184	10	9	30	2	1414
G. TOTAL	1745	13259	12627	3956	1344	853	2071	261	34585
SUB EST.	835 SERVICEABLE CARS. 13 MAY 1945								835

35420

Total on 15 Mar 1945 33844

INCREASE 1576.

5887

13901

TRANSPORTATION SUB-COMMISSION, A.C., (RAIL DIVISION) 14 MAY 1945

SITUATION OF ROLLING STOCK IN SERVICE AT 16.00hrs., 13 MAY 1945

PASS.	BOX.	H.G.	L.G.	PLAT.	REFS.	TANK.	OTRS.	TOTAL.	T.P.O.
334	2955	606	331	21	64	2	7	3996	4052
220	3260	3477	921	705	273	578	68	9282	9246
324	2825	3059	991	94	301	601	48	7919	7650
97	449	620	56	161	2	65	10	1371	1303
104	1795	2320	537	236	71	341	98	5398	5600
90	243	207	119	14	16	36	4	639	550
359	1299	1801	811	97	122	410	16	4564	4564
1536	12826	12090	3772	1334	849	2041	259	33171	33171

209	433	537	184	10	9	30	2	1414	
1745	13259	12627	3956	1344	853	2071	261	34585	
								835	
								<u>35420</u>	
								33844	

Total on 15 Mar 1945

INCREASE 1576.

5887

A/A 8

WGF/em

87/

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB -COMMISSION  
RAILS

REF. *AC: Tm/87.*

December 5th 1944

SUBJECT : Electric locomotives.

TO : Major Baister  
c/o Movements, East Italy.

1. Attached please find copy of letter from A.D.Tn., D.M.R.S. for your information and action.

*to g file take Major.*  
for O.H. LINDBERG, Lt.Col., R.E.,  
Tptn.S.C., A.C. (Rails).

5888

Subject : Electric Locomotives.

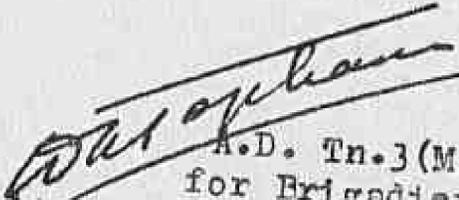
Military Railway Service,  
C.M.F.  
Telephone : Firebox 52,  
Outside Line 843867.  
Tn.A.3(M)/14.  
4 Dec. 44.

To : A.C. Tn. Sub Commission. (Bdg.)

Will you please see that as far as possible the six 626 class electric locomotives made available at BATTIPAGLIA for Line 87 are of the following gear ratios :-

24/73, 21/76, 21/65.

The gear ratio of 29/68 is not satisfactory for very heavy gradients.

  
A.D. Tn.3(M),  
for Brigadier,  
Director Military Railway Service.

5885

1393

87/16

NOV KEGGIC GALANNIA

7484

3 DEC 44

ROUTINE

CONFIDENTIAL PD

P RA ONE EE YOUR MESSAGE NOV THREE ZERO SLANT ONE TWO FIVE ZERO

ABLE NOT UNDERWOOD PD

PARK TO NOV REGIC GALANNIA FOR LYNCH FROM ALTON PARKER

PLEASE REPEAT CLEARLY

TRANSPORTATION DC

190

1884

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

1394

7484

3 DEC 44

CONFIDENTIAL PD

PARA ONE PD YOUR MESSAGE NOV THREE ZERO SEVEN ONE TWO FIVE ZERO  
WAS NOT UNDERSTOOD PD

PLEASE TO MY REGGIE CALABRETTA FOR LYNCH FROM NICO P. HEN

PLEASE REPEAT CLEARLY

785

TRANSPORTATION SC

390

NICHOLAS PIERRE  
CWO. U.S.N.  
Asst. Adjutant

[ 3 9 5 ]

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMM ION

*TW 3/0 8/ 15*

Originator's Reference: 1/6/7  
Date/Time of Origin: NOV 30/1250A

Message Centre No: C/2354  
Date Time Rec'd: NOV 30/1645  
Precedence: ROUTINE

FROM: LYNCH REGGIO  
TO: HQ AC FOR ADAMS, INFO: MAJOR BAISTER MOVETT

## ACTION

CONFIDENTIAL.

Your signal 7202 locos team stored RNNING ORDZIWCB under repair type 290 1. 625 12 851 1. 980 2. 981 3. Total 19. Electric stored running order nil. Under repairs type 626 4. Total 4. All above in commission this division.

### DISTRIBUTION

Action: Tn S/C (2)  
Info: Chief Commissioner  
Econ Sec  
File (2)  
Float

HEADQUARTERS  
30 NOV 1944  
5889

# CONFIDENTIAL

1396

87/14

407/10

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

Tel: 843207  
Our Reference: AC/87/Tn  
7 December 44.

TO: Chief of Traction Section I.S.R. Rome.

SUBJECT: War damaged locomotives, Calabria.

1. Referring to recent conversation between Ing. Palermo, Ing. De Martino and Major Baister of this Sub Commission.

2. It is suggested that 755 class engine No 333, Reggio, and 735 class engine No 191, Paola be sent to 163 Airways Workshops Co. R.A. at Foggia for repair or stripping according to their condition.

3. It is further suggested that, in regard to the war damaged 625 class engines waiting repair in Calabria:

- (a) All tubes remaining in the boilers of these engines should be cut out and sent to Pietrarsa for re-conditioning and return to Reggio. (Tubes to be clearly marked for return to Reggio).
- (b) That all boiler mountings not yet removed, should be taken off, re-conditioned in the shops of the Reggio Compartments and stored against future requirements.
- (c) That up to 10 in number of the most badly damaged engines should be brought into shops in the Reggio Compartments and completely stripped, all usable parts and material being re-conditioned for use and stored locally. The remaining material to be scrapped.

4. These suggestions have been approved by A.D.Tn. 2(M) Lieut. Col. Topham R.A. on behalf of D.M.R.S.

5882

*AK*

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

Tel: 043207

Our Reference: AC/87/Tn

7 December 44.

TO: Chief of Traction Section I.S.R. Rome.

SUBJECT: War damaged locomotives. Calabria.

1. Referring to recent conversation between Ing. Palermo, Ing. De Martino and Major Baister of this Sub Commission.
2. It is suggested that 735 class engine No 393, Reggio, and 735 class engine No 191, Paola be sent to 163 Railways Workshops Co. R.S. at Foggia for repair or stripping according to their condition.
3. It is further suggested that, in regard to the war damaged 685 class engines waiting repair in Calabria:
  - (a) All tubes remaining in the boilers of these engines should be cut out and sent to Pietrarsa for re-conditioning and return to Reggio. (Tubes to be clearly marked for return to Reggio).
  - (b) That all boiler mountings not yet removed, should be taken off, re-conditioned in the Shops of the Reggio Compartimento and stored against future requirements.
  - (c) That up to 10 in number of the most badly damaged engines should be brought into Shops in the Reggio Compartimento and completely stripped, all usable parts and material being re-conditioned for use and stored locally. The remaining material to be scrapped.

4. These suggestions have been approved by A.D.Tr. 3(M) Lieut.Col. Topham R.S. on behalf of D.M.R.S.

*AL*  
5882

O. U. LINDBERG  
Lt. Col. R.S.  
Chief, Rail Section.

Tn. Sub-Commission A.C.

H.I. I.S.R. Bari

L.C./3

27 Nov. 44

Subject: War damaged locomotives - Calabria.

To: Director Tn. Sub-Commission A.C.

for Lieut.-Col. Lindberg R.E.

A.P.O. 394.

1. Reference attached letter Tn. A. 3(M)64 dated  
12 Nov. 44 from Lieut.-Col. W.L. Topham R.E. A.D.  
Tn. 3 (M).

2. I enclose a draft letter which I suggest  
should be sent to the Chief of the Traction Section,  
I.S.R..

*S.L. Baister*

S.L. BAISTER Major

Tn. Sub-Commission A.C.

5881

DRAFT.

H. C. C. C. C.  
H.W. Allied Commission  
Tn. Sub Commission

87/13

Ref.

Subject : War damaged locomotives. Calabria.  
To : Chief of Traction Section I.S.R. Rome.

1. Referring to recent conversation between Ing. Palmerio, Ing. De Martino and Major Baister of this Sub Commission,
2. It is suggested that 735 class engine No 323, Reggio, and 735 class engine No 191, Paola be sent to I63 Railways WorkShops Co. R.E. at Foggia for repair or stripping according to their condition .
3. It is further suggested that, in regard to the war damaged 625 class engines waiting repair in Calabria :-
  - (a) All tubes remaining in the boilers of these engines should be cut out and sent to Pietrarsa for re-conditioning and return to Reggio. ( Tubes to be clearly marked for return to Reggio ).
  - (b) That all boiler mountings not yet removed, should be taken off, re-conditioned in the Shops of the Reggio Compartimento and stored against future requirements.
  - (c) That up to 10 in number of the most badly damaged engines should be brought into Shops in the Reggio Compartimento and completely stripped, all usable parts and material being re-conditioned for use and stored locally. The remaining material to be scrapped.
4. These suggestions have been approved by A.D.Tn. 3(M) Lieut. Col. Topham R.E. on behalf of D.M.R.S.

---ooOoo---

C.H. V. V. V.

5880

Subject:- War Damaged Locomotives: Calabria

Military Railway Service  
CMF  
Tele: Outside line 843867  
Tn.A.3(M)/64  
12 Nov 44

Director, Tn Sub Commission,  
HQ, AC.

I agree to the action suggested by Major Baister enclosed with your AC.Tn/87 of 6/11/44.

1. The two 735 class may be sent to Foggia for repair or stripping according to their condition on arrival.
2. There is not much call for 625 class boiler tubes but they may be removed and sent to Pietrarsa for repairs as and when that shop can do them. Do you want these tubes back in Calabria? If so they must be clearly labelled and wagon number and date of despatch advised.
3. Is it your intention to recondition the boiler mountings yourselves in Calabria or do you wish us to assist you by doing any in Naples?
4. I am advising 163 Rly Wksp Coy re the two 735 class and will advise other people concerned on hearing further from you on paras. 2 & 3.

*Stephan*  
AD Tn.3(M)  
for Brigadier  
Director, Military Railway Service

5879

1401

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMM. ION

*in file*  
*3069*

Originator's Reference: 1/6/14  
Date/Time of Origin: DEC 061030

Message Centre No: 3069  
Date/Time Rec'd: DEC 070800  
Precedence: ROUTINE

FROM: LYNCH REGGIO

TO: HQ AC FOR ADAMS

*87*  
*12*

# ACTION

CONFIDENTIAL

Your signal 7484. This signal was a loco return requested by Maj BAISTER showing types locos under repair and in running order at present in store. Copy to you for information at Maj BAISTERS request

*Acc. Dist*

*Act. TV sp (2)*  
*Inf. Chief Commission*  
*Gen. Sec*  
*File (2)*  
*Flint*

5878

**CONFIDENTIAL**



14021

13

NOV REGGIO CALABRIA

7434

3 DEC 44

ROUTINE

CONFIDENTIAL PD

P 21 021 PD YOUR MESSAGE NOV THREE ZERO BLANK ONE TWO FIVE ZERO

ABLE NOT UNDERSTOOD PD

P 21 021 PD NOV REGGIO CALABRIA FOR LUNCH FROM ALBON P 21 021

PLEASE REPEAT CLEARLY

1387

TRANSPORTECICH 20

390

NICOLAS PIGNINO  
CVC. V. S. S. S.

1403

ROUTINE

3 DEC 44

7454

CONFIDENTIAL PD

P KA ONE TO YOUR MESSAGE NOV THREE ZERO BLANK ONE TWO FIVE ZERO

AMLR NOT UNDERSTOOD PD

FAREW TO NOV NIGGIG CALABRIA FOR LYONH FROM LYONH VANW

PLEASE REPEAT CLEARLY

5377

TRANSPORTATION SC

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

190

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

*TW SK*

Originator's Reference: **1251**  
Date/Time of Origin: **DEC 051050A**

Message Centre No: **C/2861**  
Date Time Rec'd: **DEC 051240A**  
Precedence: **ROUTINE**

FROM: **MOVEIT FROM BAISTER**  
TO: **INFO: ALCOM FOR ADAMS**

*87/11*

**RESTRICTED.**

Your signal 7202 regers. <sup>attached</sup> Signal 1/6/7 from LYNCH not full information. Will signal after checking.

# ACTION

Dist

- Action - Tn SC (2) ✓
- Info - Chief Commissioner
- Econ
- File (2)
- Float



5876

# RESTRICTED

1495

87/

(1) MOVKIT (2) MOV REGGIO CALABRIA (ACTION)

7202

28 NOV 44

ROUTINE

CONFIDENTIAL PD

PARA ONE PD SUBMIT FIGURES AND TYPES ALL LOCOMOTIVES IN REGGIO CALABRIA DIVISION CMA ELECTRIC AND STEAM CMA RUNNING ORDER AND UNDER RUNNING REPAIR PD

REFER TO MOVKIT FOR BAISTRE TO MOV REGGIO CALABRIA FOR BLAIR  
FROM ALCOM HQ FROM ADMS PAREN

5875

Transportation S/O  
EXT 390

NICHOLAS PIOMBINO,  
CWO., USA.,  
ASST. ADJUTANT

87/9

**CONFIDENTIAL**

1/6/7  
NOV 30/1250A

9/2354  
NOV 30/1645  
ROUTINE

LYNCH REGGIO  
EQ AC FOR ADAMS, INFC: MAJOR BAISTER MOVDET

**CONFIDENTIAL.**

Your signal 7202 locos team stored ~~AMING~~ ORD/ITWCB under repair type 290 1. 525 12 851 1. 980 2. 981 3. Total 19. Electric tored running order nil. Under repairs type 626 4. Total 4. All above in commission this division.

DISTRIBUTION

Action: To S/C (2)  
Info: Chief Commissioner  
Locn Sec  
File (2)  
Float

*Copy sent  
Major's Street*

5874

**CONFIDENTIAL**

CONFIDENTIAL.

Your signal 7202 locos team stored RUNNING ORDNANCE under  
 repair type 290 1. 625 12 651 1. 980 2. 981 3. Total 19.  
 Electric tored running order nil. Under repairs type 626 4.  
 Total 4. All above in commission this division.

*(For your  
 Major's Stamp)*

DISTRIBUTION

Action: Ch S/O (2)  
 Info: Chief Commissioner  
 Econ Sec  
 File (2)  
 Float

5874

CONFIDENTIAL



1408

ACP/h1

File

87/17

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

6 November 1944

Tel: 478701  
Our Ref: AC.Tn/87

TO : Director, M.R.S.

SUBJECT: War damaged locomotives, Calabria

1. Attached is a copy of a submission by AC Locomotive engineer.
2. Please say if you agree to action proposed.

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

Enclosure: 1.  
(copy of submission)

5873



I.S.R. Class	No.	Location
625	024	Reggio
"	003	"
"	306	"
"	406	"
"	122	Comenza
"	129	"
"	515	"
"	019	Castellaro Garsino
"	025	"
"	030	"
"	059	"
"	061	"
"	312	"
"	315	"
"	328	"
"	337	"
"	339	"
"	360	"
"	371	"
"	412	"
"	426	"
"	437	"
"	449	"
"	453	"
"	481	"
"	497	"
"	508	"
"	511	"
"	514	"
"	532	"
"	542	"
"	548	"
"	735	Reggio
"	471	Prolo
"	895	Reggio
"	476	"
"	745	Paola
"	960	"

5873

2. It is unlikely that these systems can be repaired for many months to come and it is therefore suggested that, if D.C.M.R.S. agrees, action should be taken as follows:-

2 (Continued)

a) 735 class nos. 223 & 151 to be sent to IC3 Railways Workshop Coy. R.I. at Puzos for dismantling, all usable spares being re-conditioned and put into stock. (735 class are not in operation in Calcutta, but many are in service in the Bari Division).

b) 625 class.

i All tubes remaining in the boilers of these engines to be cut out and sent to Pietras for re-conditioning in view of shortage of boiler tubes.

ii All boiler mountings to be removed, re-conditioned and stored locally as spares.

iii Starting with the most badly damaged engines, dismantle 10 of these locomotives and re-condition all usable parts and material which should then be stored locally as spares for 625 class locomotives in service in Calcutta.

3. Remaining engines of classes 625, 471, 526, 476, 725, to be held for the time being and eventually repaired at earliest opportunity unless further dismantling becomes necessary.

4. 270 class engines No. 004 to be repaired as soon as possible for these engines are employed in the Back Railway Service between Raola and Gosens where a shortage of locomotives power is a source of difficulty.

Sgt. J. Halster, Major  
Transportation Sub. C. 200.

1871

b) 025 class.

i All tubes remaining in the boilers of these engines to be cut out and sent to Pietraroja for re-conditioning in view of shortage of boiler tubes.

ii All boiler mountings to be removed, re-conditioned and stored locally as spares.

iii Starting with the most badly damaged engines, dismantle 10 of these locomotives and re-condition all usable parts and material which should then be stored locally as spares for 025 class locomotives in service in Calabria.

3. Remaining engines of classes 025, 471, 096, 476, 747, to be held for the time being and eventually repaired at earliest opportunity unless further dismantling becomes necessary.

4. 900 class engines No. 004 to be repaired as soon as possible for these engines are employed in the Railways Service between Paola and Cosanzu where a shortage of locomotives power is a source of difficulty.

Sgt. B. Buletton, Major  
Transportation Sub. Comm.

5371

87/6

Subject: Boiler Tubes.

Transportation Increment,  
C.M.F.  
Tel: Firebox 58.

Tn.A.2/77.

20 Oct. 44.

To: - D.W.,  
H.Q., A.A.I.

Copies to: - H.Q., A.C.C. Transportation Sub-Commission.  
Rear H.Q., 3 Tn. Stores Group.

1. One of the most critical items of stores required for the maintenance of steam locomotives is boiler tubes. Stocks found in Italy have been comparatively small and extreme delay is being experienced in obtaining supplies from overseas sources.

2. At a recent meeting at Bari with representatives of A.C.C. Transportation Sub-Commission and I.S.R. it was reported by Capo di Compartimento that the tube works at Acciaiere perriere Pugliesi S. Cataldo, Bari were originally capable of producing all the boiler tubes required for the railways in Italy and would probably be able to meet the requirements of all Services in the Mediterranean.

3. It is understood that the works were partly dismantled and that a quantity of the specialised machinery together with all the raw materials was transferred some time ago to the works under your control at Giovinazzo. Other of the specialised machinery is still in situ or stored in buildings at the tube works.

4. If the premises were handed back to the firm and the machinery restored it would probably take some 6 months before production could be recommenced. It is considered that such a course merits serious consideration since the production of boiler tubes in Italy would save importing them both for civil requirements in areas handed back to the Italians and for military requirements in areas where railways are operated by the military.

5. Will you please examine this proposal and let me have your remarks.

*This is important  
to us. Keep in "Loco file"  
R.V. 28/7*



R.E. OGDARD, Lt. Col.,  
A.D.Tn. (Stores),  
for Brigadier,  
Director of Transportation.

Locomotive Distribution 87/5

Copy of letter from Transportation Dept. Military Railway Service to the C.Cs., 701 & 704 Railway Grand Divisions, dated 16 October 44

Subject Allocation of Power

1. The following allocation of power for your information and compliance therewith :-

SALERNO DIVISION 58 Road Engines  
24 22 Switch Engines

12 Electric  
8 Diesel  
26 0-10-0 476 class  
10 625 class  
2 740 class  
2 744 class  
2 480 class  
6 745 class  
2 290 class  
9 835 class  
1 895 class

BENEVENTO DIVISION 21 Road Engines  
4 Switch Engines

19 Electric  
1 744 class  
1 645 class  
2 905 switchers  
2 835 class

NAPLES DIVISION

24 2-8-0 USA oil burners including 7 old style burner equipment

19 Road Engines  
52 Switch Engines

5 USA switchers  
1 830 class  
15 835 class  
5 851 class  
4 290 class  
1 895 class  
2 896 class  
5 905 class  
14 625 class  
4 645 class  
3 685 class  
2 0-10-0 476 class  
4 735 class  
2 730 class  
4 744 class

NAPLES TERMINAL

BARI DIVISION

232 Road Locomotives (12 of which can be spared. Move these 12 to Rome, for delivery to Britis

SALERNO DIVISION

- 12 Electric
- 8 Diesel
- 26 0-10-0 476 class
- 10 625 class
- 2 740 class
- 2 744 class
- 2 480 class
- 6 745 class
- 2 290 class
- 9 835 class
- 1 895 class

BENEVENTO DIVISION

- 19 Electric
- 1 744 class
- 1 645 class
- 2 905 switchers
- 2 835 class

- 21 Road Engines
- 4 Switch Engines

NAPLES DIVISION

- 24 2-8-0 USA oil burners including 7 old style burner equipment

NAPLES TERMINAL

- 19 Road Engines
- 52 Switch Engines
- 5 USA switchers
- 1 830 class
- 15 835 class
- 5 851 class
- 4 290 class
- 1 895 class
- 2 896 class
- 5 905 class
- 14 625 class
- 4 645 class
- 3 685 class
- 2 0-10-0 476 class
- 4 735 class
- 2 730 class
- 4 744 class

BARI DIVISION

- 232 Road Locomotives (12 of which can be spared. Move these 12 to Rome, for delivery to Britis at Orte for use on Line 87)

- 78 735 class
- 27 740 class
- 42 625 class
- 47 685 class
- 38 Other classes

Lines 56 & 57 - 27 Locomotives including 75 Road and 12 switch  
50 735 class  
20 740 class  
5 other classes  
12 Switchers

CALABRIA 49 Locomotives

ROME POOL

USA oil-burning steam locomotives Total 86 (45 to line 30)  
(20 to line 59)  
(10 to line 65)

USA diesel locomotives Total 103  
(50 to line 59)  
(5 to line 20 for RH)  
(13 to line 65 for RH)  
(30 had ordered, which when repaired are to be assigned to the ROME POOL)

(4 delivered from Palermo to Rome to be assigned to the ROME POOL)

ITALIAN steam locomotives Total 54 - (28 Road engines)  
Locomotives now in the ROME POOL. There are 26 Switchers  
2000 Switch engines and 12 Road engines  
being used in switch service. 16 Road engines  
available and being used on Line 60 at various switching points  
All locomotives used on Lines 59 & 50, and 50 & 65 will be detached from Rome Central Pool under supervision of Capt Chinn, 1st  
and will be worked to the best advantage from that point to satisfy the fluctuating business from time to time on the various lines. It is figured that to get the most out of the power as a whole, there being an ample supply to fulfill all requirements in this particular section, if carefully dispatched. 53,000

3. There are now eight USA oil burners being used on line 65 to Mignone, and until such time as the bridge north of there is repaired to such an extent as to enable oil-burners to run through to P-R-Z-C, additional oil-burners may be supplied from the temporary excess in the ROME POOL due to the break in Line 30.
4. As far as repairs to the bad ordered diesels are concerned, there is a limited number of heads en route on a nearby convoy which will

ITALY 49 Locomotives

HOME POOL

<u>USA Oil-burning steam locomotives</u>	Total 86	(45 to line 90)
		(20 to line 50)
		(10 to line 65)
<u>USA diesel locomotives</u>	Total 102	(50 to line 69)
		(5 to line 40 for SH)
		(15 to line 35 for SH)
		(30 bad ordered, which when repaired are to be assigned to the HOME POOL)

USA diesel locomotives Total 102

ITALIAN steam locomotives Total 54 (28 Road engines)  
 Locomotives now in the HOME POOL. There (26 Switch " )  
 are 26 Switch Engines and 12 Road engines  
 being used in switch service. 16 Road engines  
 are reserved and being used on Line 40 at various switching points

All locomotives used on lines 89, 90, and 50 & 65 will be despatched from the HOME POOL under supervision of Supt. Quinn, 115 SH and will be worked to the best advantage from that point to satisfy the fluctuating business from time to time on the various lines. It is figured thus to get the most out of the power as a whole, there being an ample supply to fulfill all requirements in this particular section, if carefully despatched.

3. There are now eight USA oil burners being used on line 65 to Stimigliano, and until such time as the bridge north of there is repaired to such an extent as to enable oil-burners to run through to Trezzo, additional oil-burners may be supplied from the temporary excess in the HOME POOL due to the break in line 90.
4. As far as repairs to the bad ordered diesels are concerned, there is a limited number of heads en route on a nearby convoy which will permit repairs to be made to some of them, but it may be expected that a large percentage of diesels, for the time being, will be waiting, and under, repairs.
5. It is necessary to keep in mind the possibility of developments at the front in the near future, making it imperative that we move power forward; therefore it is desired that engineering Dept perfect coaling facilities on lines 89 & 90, and fuel oil facilities on lines 50 & 65. It is our understanding that preparations have already been

CG/ab

HEADQUARTERS  
ARMY CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Our reference: AGC Tn/37/A  
Date: 14 Aug. 44

TO : Major W.F. Blair  
c/o mov. Regio.

SUBJECT: Condition of Locomotive in Calabria Division.

1. Please arrange to have a canvass made of the Calabria Division, and furnish a detailed report of all 735, 740, and 685 class locomotives located in the Calabria Division, as to the condition of each by locomotive number.

*D.S. Adams*  
 D.S. ADAMS  
 Colonel, U.S.  
 Tn. Sub-Comm.

5867

*Request*

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Asst. To Director General

APC #100  
7 August, 1944

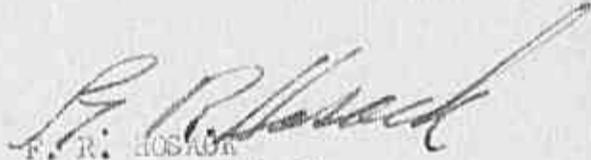
453.3

Subject: Condition of 735, 740 and 685 Class Locomotives Located on  
the Calabria Division.

To: Director Tn. Sub-Commission, A. C. C., APC #534

1. Please arrange to have a canvass made of the Calabria Division  
and furnish me with a detailed report of all 735, 740 and 685 class  
locomotives located on the Calabria Division as to condition of each  
individual locomotive by locomotive number.

For the Director General:

  
F. R. HOSACK  
Colonel, Transportation Corps  
Assistant General Manager-Equipment

5800

1420

*5104*  
*A.C.C.*

*Encl. (p. 1-5)*

*V-1087*

*87/2*

Subject : LOCO AND ROLLING STOCK RETURNS.

Transportation  
H.Q. No. 1 District  
Tn. 3/1b47/1

To : Internal Transportation,  
Sub-Committee Representative,  
c/o H.Q. A.C.C.,  
PALERMO

*29* Feb. 44

Attached are returns from the I.S.R. Catania giving details of Locomotives and Rolling Stock undergoing repairs and released from the Workshops during week ending 26 Feb. 44.

*Wm. Manzoni*  
*J.C.M.* 5800  
MAJOR R.E.,  
D.A.D.Tn.

*5 inc.*  
*30.*

COPY

LOCO REPAIRS DURING WEEK ENDING.....  
 LOCOMOTIVE DA RIPARARE DURANTE LA SETTIMANA  
 SPIRANTE IL

Dal 20/2/44 al 26/2/44.

	STABILIRE IL TIPO delle locomotive.
No. on hand at beginning of week to be repaired. No. in corso di riparazione al principio di settimana.	471 -2 - 480.2 685 -3 - 740.3 745.1
No. received during week for repairs. No. ricevuti per la riparazione duran- te la settimana.	744.1 - 746.1
	13
No. repaired and released during week. No. riparati e rilasciati durante la settimana.	480.1
No. left over at end of week to be repaired. No. da essere riparati e lasciati in sospeso alla fine della settimana.	471.2 - 480.1 685.3 - 740.3 744.1 - 746.1 - 745-1

N.B . Fare pervenire a questo ufficio due copie dei seguenti  
moduli ogni fine settimana.

5864  
 IL CAPO DELL'OFFICINA  
 E DEL RIPARTO TRAZIONE  
 MAJORANA

5 March  
30.

1422

*Unit Command by line*

Wagon Repairs during Week ending

Carri da riparare durante la settimana spirante il *dal 21/*

	Coaches Vetture	Baggage & Mail Carri Bag. e Post.	Box cars Carri merci coperti	Gondolas Carri merci scoperti	
No. on hand at beginning of week to be repaired					
Numero in corso di riparazione al principio di settimana	1	1		3	
No. received during week for Repairs					
Numero ricevuti per la riparazione durante la settimana	1		13	6	1
TOTAL					
TOTALE	2	1	13	9	1
No. repaired and released during week					
Numero riparati e rilasciati durante la settimana	1	1	4	8	1
No. left over at end of week to be repaired					
Numero da essere riparati e lasciati in sospeso alla fine della settimana.	1		6	1	1

*N.B. Nessun carro è proveniente da Racusa ad oggi.*

6

*Heaf*

Wagon Repairs during Week ending

Carri da riparare durante la settimana spirante il dal 21/12/20/2/44

	Coaches Vetture	Baggage & Mail Carri Bag. e Post.	Box cars Carri merci coperti	Gondolas Carri merci scoperti	Flats Piatte	TOTAL TOTALE
ending red	1	1		3	1	6
riparazione settimana						
week						
la ripa- settimana	1		13	6	1	21
	2	1	13	9	2	27
ceased						
lasciati ana	1	1	4	8	1	18
of week						
parati e alla na.	1		6	1	1	9

è in custodia da Racura adotto.

6

Heaps Dec 20/2/44

*[Signature]*

11/1  
 CEMPAGNIE FERMIERE DES CHEMINS DE FER TUNISIENS  
 (Does not include Sfax-Gafsa railroed line)

Situation of Traction and Rolling Stock  
as of 1 January 1944

	Number in Service					Total usable		
	In serviceable condition		Running but undependable					
	Stan- dard gauge	Nar- row gauge	Stan- dard gauge	Nar- row gauge	Stan- dard gauge	Stan- dard gauge		
Locomotives	47	166	13	46	3	10	16	56
Diesel powered interurbans	6	12	2	4	—	—	2	4
Coaches and baggage cars, high speed	69	266	28	145	—	—	28	145
Freight cars	822	2710	715	2200	—	—	715	2200

Estimated Situation of Traction and Rolling Stock as of 1 May 1944

	Estimated number repairable before 1 May 1944 of service		Estimated number going out on 1 May 1944, except for unforeseen events		Total estimated usable on 1 May 1944, except for unforeseen events				
	Standard gauge	Narrow gauge	Standard gauge	Narrow gauge	Standard gauge	Narrow gauge			
Locomotives	6	18	4	4	10	18	18	64	82
Diesel powered interurbans	3	1	1	1	1	4	4	4	8
Coaches and baggage cars, high speed	10	40	3	3	10	35	175	210	210
Freight cars	100	300	40	40	100	775	2400	3175	3175

Fuel Stock as of 1 January 1944

Type	Quantity	Consumption per month	Receipts per month
------	----------	-----------------------	--------------------

	<u>Guage</u>						
Loccmotives	47	166	13	46	3	10	16 56
Diesel powered interurbans	6	12	2	4	—	—	2 4
Coaches and baggage cars, high speed	69	266	28	145	—	—	28 145
Freight cars	822	2710	715	2200	—	—	715 2200

Estimated Situation of Traction and Rolling Stock as of 1 May 1944

Estimated number repairable before 1 May 1944 of service for unforeseen events

Estimated number repairable before 1 May 1944, except for unforeseen events

	<u>Standard</u>	<u>Narrow</u>	<u>Standard</u>	<u>Narrow</u>	<u>Standard</u>	<u>Narrow</u>	<u>Total</u>
	<u>Guage</u>	<u>Guage</u>	<u>Guage</u>	<u>Guage</u>	<u>Guage</u>	<u>Guage</u>	<u>Guage</u>
Loccmotives	6	18	4	10	18	64	82
Diesel powered interurbans	3	1	1	1	4	4	8
Coaches and baggage cars, high speed	10	40	3	10	35	175	210
Freight cars	100	300	40	100	775	2400	3175

Fuel Stock as of 1 January 1944

Type	Quantity	Consumption per month	Receipts per month
Briquettes	87 tons)	7,000 to	(Approximately equal (to consumption As required
Coal	1708 tons)	8,000 tons	As required
Wood	584 tons	—	As required
Alfa grass	930 tons	—	As requested
Gas oil	28,813 litres	27,000 litres	As requested

588

Report prepared by:  
 Capt. Joel H. Bowen, QMC  
 JICA Section, Tunis  
 (Tunis No. 143)

BYRON R. SWITZER  
 Colonel, A.C.  
 Chairman, JICANA

Restricted

Tunisia

Railroad Rolling Stock and Fuel as of 4540  
1 Jan. 1944  
6827 22 Jan. 1944

XXXX JIGANA

Traction and Rolling Stock Division, of the Compagnie  
Fermiere de Chemins de Fer Tunisiens (operating company of  
the Tunisian State Railways)

This report contains statistical data pertaining to  
the Tunisian State Railways (not including the independ-  
ent Sfax-Gafsa railroad line) on the following subjects:

1. Situation of the Traction and Rolling Stock as of 1  
January 1944, both standard gauge and narrow gauge.
2. Estimated Situation of Traction and Rolling  
Stock as of 1 May 1944, both standard gauge and narrow  
gauge.
3. Fuel Stock as of 1 January 1944. The railroad  
operates on a "hand to mouth" basis as far as coal is  
concerned, receiving each month approximately enough  
for one month's consumption. The gas oil situation is  
not so precarious in that officials state that they have  
no difficulty in obtaining requirements. Wood and alfa  
grass are used for starting the fires, though a few  
locomotives are equipped to operate on alfa grass alone.

Distribution by originator: JIARC: G-2, AEHQ: AMG: MGS: NAEB: FILE

Pouch No. \_\_\_\_\_  
 JIARC NO. \_\_\_\_\_  
 A \_\_\_\_\_  
 N \_\_\_\_\_  
 AAF \_\_\_\_\_  
 OSS \_\_\_\_\_

587

This report contains statistical data pertaining to the Tunisian State Railways (not including the independent Sfax-Gafsa railroad line) on the following subjects:

1. Situation of the Traction and Rolling Stock as of 1 January 1944, both standard gauge and narrow gauge.
2. Estimated Situation of Traction and Rolling Stock as of 1 May 1944, both standard gauge and narrow gauge.
3. Fuel Stock as of 1 January 1944. The railroad operates on a "hand to mouth" basis as far as coal is concerned, receiving each month approximately enough for one month's consumption. The gas oil situation is not so precarious in that officials state that they have no difficulty in obtaining requirements. Wood and alfa grass are used for starting the fires, though a few locomotives are equipped to operate on alfa grass alone.

Distribution by originator: JIARC: G-2, ATHQ: AMF: MGS: NAEB: FILE

Pouch No. \_\_\_\_\_  
 JIARC NO. \_\_\_\_\_  
 A \_\_\_\_\_  
 N \_\_\_\_\_  
 AAF \_\_\_\_\_  
 OSS \_\_\_\_\_  
 Signature \_\_\_\_\_

5871

Restricted

1 4 2 8