

ACC

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SURVE

MAY-JUN

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SURVEY OF
MAY-JUN 1944

ITALIAN STREET
RAILWAYS-SICILY

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CGB/gfn

Our Reference : ACC Tn/240/1

Date : 8 June '44

TO : HQ., ACC.
Economic Section.

SUBJECT : Survey of Italian State Railways - Sicily

1. Attached are two copies of report made by Lieut. Col. Brown following his tour of Sicilian Railways.
2. There are a number of items in report which call for special consideration and these will be made a subject of separate letters.
3. Attention is drawn to the fact that at present only 94.9 kilometres, or 6.94% of the 1367.1 kilometres of standard gauge railways in Sicily are out of service, while 86.87% of total is currently in operation. Much of the re-opening work of the line has been carried on under supervision of officers of the Transportation Sub-Commission.

Ed L. Vining L.S. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION

Survey of
ITALIAN STATE RAILWAYS - SICILY DIVISION
(Ferrovia dello Stato - Compartimento di Palermo)

31 MAY 1944

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INTRODUCTION

1. Railways of Sicily were returned to civilian operation, under supervision of the Allied Control Commission, Transportation Sub-Commission, effective 18 March 1944.

(Authority letter order AFHQ, dated 17 March 1944, with reference to Administrative Memorandum No. 76, AFHQ, dated 9 November 1943 and G.O. No. 60, AFHQ, dated 22 October 1943.)

2. This report covers detailed survey of conditions existent on railways of Sicily as of 31 May 1944, with record of specific accomplishment since 18 March 1944, together with plans for proximate future. Special reference is made to stores and supply positions, locomotive and wagon situation, also to work in hand or required to complete restoration of service on war-damaged railways.

3. General Di Raimondo, Undersecretary of State for Railways, etc., of Italian Government, participated in number of field surveys. Ing. Dr. Pietro Tuccio, Capo Compartimento (Superintendent) of the railways and members of his staff, as well as A.C.C. Regional and Provincial Officers have extended fullest measure of cooperation in obtaining information.

4. Special appreciation is due Colonel A.N. Stubblebine, Jr., C.O., I.B.S., Captain C.L. Nichols, C.O., U.S. Navy Operating Base, Palermo and Major General C.A. Heydeman, G.O.C., No. 1 District, and their staffs, for their assistance in making available certain materials urgently required to permit advancing restoration of important rail service.

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1. Sicilian Railways.

The Italian State Railways system in Sicily comprises 1367.1 Km standard (4'8 1/2") gauge line and 701.0 Km narrow (3' 1 3/8") line. All lines are single track, with adequately large yard and siding installations.

There are no privately owned railway lines in Sicily except a short narrow (3' 1 3/8") gauge line about base of Mt. Etna and no special consideration is required, since those portions of such line of any necessity are in operation.

Many kilometers of Sicilian railways were destroyed, or rendered inoperative by damage to bridges, tunnels and structures, during Allied military action. However, repair work has been carried on actively.

As of 31 May 1944 situation is as follows :

	<u>Standard (4'8 1/2") gauge</u>	
	<u>Kms.</u>	<u>Per Cent.</u>
(a) In actual operation	1187.6	86.87
(b) Available - not operated because of fuel shortage	84.6	6.19
(c) Under repairs - damaged bridges and tunnels	94.9	6.94
	<u>1367.1</u>	<u>100.00</u>

It is pertinent to note that only 6.94% of total mileage is currently out of service. This is tribute to Allied military railwaymen as well as forces of the railway.

See Appendix "A" for map, giving further detail.

	<u>Narrow (3' 1 3/8") gauge</u>	
	<u>Kms.</u>	<u>Per Cent.</u>
(d) In actual operation	113.6	16.21
(e) Available - not operated because of fuel shortage	564.4	77.95
(f) Requiring major repairs to bridges, tunnels and line. Work not in hand account material shortage	41.0	5.84
	<u>701.0</u>	<u>100.00</u>

It is to be noted that portion of narrow gauge lines actually inoperable is even less than for standard gauge lines, while only a small percentage is actually in operation, due to secondary nature of lines and shortage of fuel and supplies.

2. Importance of Railways to Economic Life

Sicilian railways are currently assuming increasing, and vital, importance to economic life of the Island. Important factors are briefly noted as follows :

- (a) Wearing out of automobiles and trucks, with inability to obtain replacements or repair parts.
- (b) Exhaustion of stocks, of gasoline, lubricants and tires, largely from former German and Italian army reserves.
- (c) Transport of foodstuffs to areas formerly more self supporting. Distribution of relief supplies of major importance. Also, new crops of wheat and wine, generally large, from growing areas to cities.
- (d) Transport of refugees, ex Italian mainland. As Allied armies advance this becomes of increasing importance since large groups can be better controlled in movement by train rather than by trucks or lorries.
- (e) Shortage of other means of transport, including schooners. In normal times much civilian traffic was water-borne. Schooners have been sunk and diverted to military purposes; also there is shortage of fuel for auxiliary engines.
- (f) Military requirements of both Allied and Italian armies involve increased use of rail lines, since trucks and vehicles have had to be withdrawn for military operations on mainland.

3. Standard (4' 8 1/2") gauge lines versus. Narrow (3' 1 3/8") gauge lines

Standard gauge lines substantially encircle the island with an important artery across east central

section. Due to shortage of coal and lubricant, it is currently impossible to operate all of standard gauge lines. For the same reason, only small portion of narrow gauge trackage is operated. Hereafter, unless specifically mentioned, this report will refer only to standard gauge lines.

4. Permanent Way.

(a) War Damages.

The properties of the railway were extensively damaged by enemy operations, Allied air bombardment and shell fire. A total of 51 bridges and 10 tunnels were severely damaged, of these, 15 bridges and 5 tunnels were quickly and temporarily repaired for traffic. Extensive work on bridges has further reduced total damaged bridges not yet in service to 15; the major portion of this work was done under Transportation Sub-Commission supervision.

Approximately 400 buildings were damaged or destroyed, these include railway stations, engine houses, machine shops, freight houses, dormitories and section laborer dwellings. Necessary repairs have been made to roofs of important buildings and shops and other buildings are being repaired where no critical materials are required.

(b) Repair Projects.

The 94.9 kilometers of line under repairs are divided into the following four major groups.

- I - Palermo-Messina line: between S.Stefano and S.Agata 23.5 kilometers. Three bridges are under repair by contractors and one by the Railway's forces. Material is at bridge sites and good progress is being made. One bridge is estimated to be completed June 15, two bridges July 31, and the seven span masonry arch across the Furiano river is estimated to be completed by Sept. 30.
- II - Palermo-Catania line. Simeto bridge 0.2 Kils. Material for this important bridge has been secured from the U.S. Navy Yard; No.1 District and by removing a narrow gauge frame trestle bridge from near Siculiana. Work on this bridge will be pushed as it is highly necessary to have a direct connection between Palermo and Catania. This bridge is estimate to be completed by Aug.15.
- III - Trapani-Castelvetrano line, between Raga ⁵⁹¹ and Cisi

en (3. Nicola di Mazara, 1.2 kilometers. This line has four bridges under repair. The work has been slowed up account of lack of cement, but this matter has been corrected and work is now progressing. The line is estimated to be opened by July 15. IV - Catania-Messina line: between Fiumefreddo di Sicilia and Scaletta 33.0 kilometers. This line was severely damaged. Six bridges and five tunnels are still under repair with a completion date estimated for Sept. 30.

(c) State of Maintenance.

The maintenance of tracks is largely carried out by contract work and for systems as a whole conditions are fair. The maintenance work is slow due to cross-ties being covered with ballast. This is done for protection of the cross-ties which might be damaged by fire from locomotives ash pans. System is waste of ballast and makes high maintenance costs. Bridges are maintained by Railway Company forces. Gangs are well organized and have done excellent work on repairs to maintenance work. Heavy rains during winter months frequently cause severe damage to tracks in certain localities and also trouble with tunnels. Corrections are being made to improve these conditions where possible. The Railway Administration tends toward too much refinement in their work and any project requiring much work must now be placed on an "austerity" basis. Transportation Sub-Commission, A.C.C. officers have gained much experience, both prior to and after 18 March 1944, with certain undesirable, slow or time-wasting methods of Italian civilian railway men and are now vigorously pressing for improvement. It, of course, is impossible to change habits of years overnight, but it is properly noted that Italian State Railways officials have, in general, accepted suggestions by officers of Transportation Sub-Commission, A.C.C.

5. Locomotives & Rolling Stock

(a) General.

Allied military operations, especially air bombings, resulted in extensive damage to railways. Damage was more severe in certain areas than in others; so that when occupation was completed there

were found locomotives and rolling stock which could be placed in service immediately. Other units, temporarily immobilized, could be made serviceable with relatively light repairs, undertaken by troops of U.S. Military Railway Service and British Railway Operating Companies. Civilian employees returned to their positions in shops and engine houses and rehabilitation program began promptly after consolidation of invasion.

In accordance with instructions of Director General, Military Railway Service, Allied Forces, there have been sent to Italian mainland, for military purposes, 53 locomotives and 542 wagons, of various types. Locomotive position for Sicily, as of 31 May 1944 is shown in appendix "B", while rolling stock appears in Appendix "C".

There has been progress on both maintenance and repair of locomotives and rolling stock. Much has been done but much remains to be accomplished and every effort will be made to improve repair facilities and increase output. Only major locomotive rebuilding shop is located at Palermo, in Italian Navy Yard, now U.S. Naval Operating Base. U.S. Navy has been most cooperative, organizing special forces of civilian under naval supervision, and is endeavouring to increase output. All work is, of course, secondary to naval requirements; however these have recently been lighter and locomotive repairs have benefitted. A second shift was started in Boiler Shop, 30 May 1944, to relieve "bottleneck".

(b) Shop Facilities.

Facilities for light and medium repairs are located at :

- (i) - Messina - locomotives and cars
- (ii) - Catania - Locomotives and cars
- (iii) - Calanissetta - locomotives
- (iv) - Licata - Locomotives
- (v) - Castelvetro - Locomotives and cars
- (vi) - Palermo - locomotives and cars .

A small locomotive shop at Lercara Bassa was completely destroyed by military action.

Shops at Messina, Catania and Palermo, for both locomotives and cars, can be considered of

major character.

Equipment at all shops is in fairly good order for types of repairs normally handled, or is in process of repair. Shortage of belting, generally stolen by retreating Germans, has hampered operations. All shops hold small stocks of materials but shortages of certain items are becoming serious. (See section on Materials, later herein).

(c) Outstanding Favorable Conditions

At Catania there is well equipped wheel bay, capable of handling all types of locomotive and wagon wheels and tyres. At Messina and Catania are extensive stocks of spare wheels and tyres, many new.

At Catania, Messina, Castelvetro, Caltanissetta and Palermo civilian supervisors and employees have displayed real ingenuity and force in task of rehabilitation of their plants; Encouragement of their efforts and provision of most urgently needed items may be expected to pay big dividends.

At U.S. Naval Yard, Palermo, in addition to Boiler, Erecting and Machine shops there is a well equipped Iron Foundry capable of producing iron castings up to 5,000 lbs. weight and a useful Brass Foundry which can produce brass castings up to 700 or 800 lbs. Some Railroad work is already being done in these foundries. There is also a Pattern shop and store, the latter containing a large number of patterns for parts of locomotives normally in service in Sicily.

The Naval Yard forge, in the same building as the locomotive Erecting Shop, is capable of making locomotive forgings and has already done so to a limited degree. It is hoped that cooperative liaison now established with the U.S. Naval officers will result in increased help being given to the Sicilian railways, and, to this end arrangements have been made for the presence of an I.S.R. Engineer in the Yard to maintain close liaison.

6. Material

(a) At Lolli, Palermo, is a well kept and well arranged Stores Depot which stocks material for all Sicilian railway requirements.

There are fair stocks of many spare locomotive parts, tools and material, but there are serious shortages of certain items. The position with regard to belting, referred to in Para 5 (b) is very bad. There is none ⁱⁿ stock, many machine tools in the loco and car shops are out of use for lack of belting and those in use are driven by belts in extremely poor condition. Efforts are being made to obtain belting from manufacturers in the Island who, however are short of material for tanning and dressing leather. The position respecting High speed and Carbon Steel for cutting tools is very poor and small stocks must be obtained as early as possible to enable essential work to proceed.

Hack saw blades, wood screws and nails also small size drills and reamers are in short supply as are many sizes of bolts, nuts and rivets. Small hand tools are needed as the result of much plundering in the invasion stage.

Lumber stock is NIL.

Stocks of lubricating oils and greases are NIL and have been obtainable only by monthly ⁱⁿidents in small quantities. Some indication noted of incipient damage by lack of lubricants.

(b) Engineering (track) and telegraph and electrical stores substantially NIL and must have replenishment at earliest possible date. Train delays, with consequent waste of locomotive coal, are noted due to damaged telegraph and signal circuits.

(c) In conjunction with I.S.R. management, officers of Transportation Sub-Commission, A.C.C. are preparing list of materials and stores urgently and immediately required, as well as those to be furnished during 6, 12 and 18 months periods, commencing 1 July 1944. (It is believed that some of urgently required materials may be obtainable through Director General, Military Railway Service, Allied Forces). The matter of materials and stores for Sicilian Railways will be given close supervision, to provide the necessities, while preventing hoarding.

7. Reclamation and Salvage of Usable Material 589

Very little has been done up to date to recover and re-condition usable material from locomotives Diesel rail cars and passenger and freight cars

which have been too badly damaged to be worth repairing.

Strong representations have been made to the I.S.R. officials during course of survey, and General Di Raimondo has given orders that this salvage work must be put in hand at once and energetically pursued. There is undoubtedly a large quantity of material and spare parts to be recovered and these should be concentrated at one point, preferably Lelli, Palermo, for re-issue.

Requests for spare parts and new material will not be accepted in future by Transportation Sub-Commission, A.C.C. until it has been ascertained that items cannot be obtained promptly and efficiently, by recovery from damaged stock.

During survey it was clearly impressed on Italian State Railway officials that materials can be obtained from United States or Great Britain only sacrifice on part of already overburdened railways of those countries. This understanding had not heretofore been fully had possibly because of "open handed" attitude of certain military or other Allied personnel.

Officers of Transportation Sub-Commission, ACC, will actively police Reclamation and Salvage programme, to insure maximum recovery.

8. Reduction of Numbers of Types of Locomotives.

Reference to Appendix "B" will show that there are currently 3 types of passenger, 7 types of freight and pusher and 4 types of switch locomotives in Sicily - a total of 14 types. This wide diversification complicates material and repair situations. Of some types there are relatively small numbers and study is now in progress by both local representatives and the Mechanical Engineer of Transportation Sub-Commission, A.C.C., to effect reduction. Parenthetically, it appears that some types of locomotives had not been in use in Sicily but were brought in by German and Italian armies in last days before invasion.

9. Conversion of locomotives from Coal to Oil Burning.

Suggestion having been made that there might be potential economy in fuel transport from over-

seas, by conversion of certain locomotives from coal to oil burning, exploration was made with Capo Compartimento and Capo Trazione of the railway. It was found that oil fuel had been used in Sicilian locomotives, (about 70 units) for about 14 months following World War I and that many of present staff are familiar with oil. There are available in Sicily sufficient oil tanks to provide storage. Also, there are available sufficient competent mechanics to make locomotive installations, after one or two instructors have been trained. Should it be decided to proceed with conversion, it is not believed any difficulty will be experienced.

10. Military Traffic.

On several occasions in the past, heavy military movements have taken place and during such times civilian traffic practically ceased, account no additional fuel being allotted for these moves.

At present only 10,000 tons of ammunition remains to be transported to Ports. The movement of personnel seems to be increasing which in turn will increase the movement of supplies. For example, now a heavy movement of personnel is taking place between Messina and Trapani. The break in the line being reduced to 28 Kms, has enabled the military to span the gap with trucks and save considerable truck mileage but throwing the load on the Railway. This route has not been used ~~as~~ for previous movements of this kind.

11. Coal Position.

Coal position in the past caused many difficulties due to improper or inadequate traffic forecast by the Military. Little or no reserve stocks were available: since the Transportation Sub-Commission A.C.C. took over Supervision, much has been accomplished. At present there is on hand 16,000 tons of coal which will last 1.8 months. Present consumption is 8,700 tons monthly. This comparatively favorable position was gained by close attention to consumption and positive control of traffic. Forecast of future position indicates that present allotment of 9,000 tons per month should be increased by 1,500 tons monthly commencing July 1, 1944.

The reasons for this are :

- (a) breaking down of truck transport and gas rationing
- (b) inadequate schooner space
- (c) opening of new lines
- (d) increase of military traffic, especially for personnel, without provision of extra coal allowance.

In order to utilize to full extent facilities that will be gained when the Palermo-Messina and Messina-Catania-lines are opened, additional coal allotment is very necessary.

Reasonably adequate passenger service has not been maintained in the past due to the lack of fuel. An adequate passenger service is an important factor, if the progress of the economics of the Island is to be continued.

12. Messina Ferry.

In April 1944, the Messina Ferry was handed back to the Railways, and therefore now comes under supervision of the Transportation Sub-Commission A.C.C.

At present, the ferry is making two round trips in morning and two in evening daily.

It conveys Allied road vehicles, also Allied and Italian personnel. Civilian passenger traffic is also carried, and is controlled by permit system.

Authority was obtained for introduction of a tariff to be paid by civilians, excess baggage, road vehicles, etc.

This tariff makes some approximate return for cost of service rendered and helps to reduce deficit incurred in operation.

The Railway authorities have been instructed that if more locomotives and rail cars are to be transferred to the Mainland, then the Ferry will be exclusively used for that purposes. Heretofore 53 locomotives and 542 rail-cars have been sent across by ferry.

13. Theft, Pilferage and Necessity for Increased Protection.

Theft and pilferage from railway cars, stations and warehouses, has caused great concern. Sealed

cars have been broken into at stations with loss of the contents. The civilians are not only offenders as unfortunately railway employees have been arrested in act of stealing from the property. Organizing of special railway police force now in progress should do much to correct this condition but it will require concerted action in order to protect freight in transit and at stations.

Considerable coal and material has been taken by Allied military personnel, without permission, who refuse to give identity of organizations or sign receipts.

The Commanders of No.1 District and I.B.S. have recently taken very strong corrective action and at present situation is improving. The greatest portion of stolen materials and food stuffs go into "Black Market" and in order to assist in combating this source of supply for the market it is essential that railway property and freight in transit be well guarded. Transportation Sub-Commission, A.C.C. officers now in Sicily are actively urging all consistent protective measures.

14. Export Trade Dependent on Railways.

While Sicily has no major industries, it had in normal times, a considerable export trade. Fresh citrus fruit was exported to the Mainland and to the United Kingdom as were dried figs, almonds and other nuts, raisins and wine. Dried fish was also an important export.

These export trades must be completely dependent, especially under present condition of road transportation, on the railway system for carriage. Restoration of such trade to full usefulness cannot, therefore completely materialise until the rail facilities are improved beyond present state, which work as earlier indicated, is in progress.

Sicily currently has some, or all, of products above referred to available for export and it is understood that plans for export are being made by various agencies. Representations of Transportation Sub-Commission, A.C.C., in Sicily will readily assist in any plans for rail movement of such products. It is suggested that they be more freely consulted.

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15. Railway Tariffs.

The passenger tariffs at present in force in

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Sicily are too low, and do not cover the costs, therefore every passenger kilometer is run at a loss. There has been no increase in passenger rates coincident with increase in working costs.

The present rate is about one quarter of a Lira per kilometer. This encourages public to travel excessively, which is undesirable.

Railway management in Sicily have appealed on more than one occasion for increased tariffs and pointed out that a 100% increase had been granted on the Mainland in the PUGLIA Area, effective 1st Jan. 1944.

It is strongly urged that prompt attention be given to this matter, if, for no other reason than to increase the revenue, which the Railways so desperately require.

The re-adjustment would tend to reduce unnecessary and "black market" travel, and also would bring into line policy adopted in the PUGLIA Area,

16. Water Softening.

Water softening plants (lime-soda system) as installed at Palermo, Licata, Syracuse and Siracusa but are out of action for lack of common soda. They should be brought into use in order to reduce boiler maintenance work and save fuel. Emergency requisitions will be prepared by Transportation Sub-Commission, A.C.C., for submission through channels.

17. Storage of Surplus Locomotives.

There is a surplus of engine power in the Island and A.C.C. Transportation Sub-Committee representatives are strongly representing to I.S.R. that as engines are repaired at Naval Yard they should not be put in service but should be white-leaded or tallowed down and stored until required for use in Sicily or elsewhere.

18. Assistance to Railways.

Capo Compartimento Tuccio and his stores organization presented list of urgently required materials. This list was much abridged version of list submitted several months ago, which included all manner of "luxury" materials, e.g. velvet for 1st class coach seats, and similar items unnecessary under austerity operation.

It was noted, both in tour of shops and store-

houses as well as in list submitted. There was real need for rivets. It was found U.S. Navy Operating Base, Palermo, had surplus of rivets; in fact, had shipped some to U.S. as scrap. Arrangements were immediately effected to obtain one carload, (approximately 8 tons) of rivets, assorted, with more to follow.

It is believed that Transportation Sub-Commission, A.C.C., officers will be able to obtain other vitally needed materials for the railway from U.S. or British Army in Sicily or U.S. Navy stores and this possibility will be explored actively, together with salvage and reclamation by railway.

By this means, shipping space to the Island will be conserved.

19. Excessive Personnel.

From Capo Compartimento there was obtained list of employees, by occupations and departments, as follows:

	Active Employees	In army or P.W.	Total on rolls
May 31, 1942	11.410	572	11.982
May 31, 1944	12.408	416	12.824

It will be noticed that, in spite of fact that operations in 1944 are on scale far under 1942, (only about 100%), there has been increase of active employees of 998.

From conditions observed on tour of system, many employees are patently unnecessary and there can be no possible justification for increases, all of which contribute to financial deficit.

It is appreciated that this is matter for higher command to decide policy to be pursued, but it is sincerely urged that there be corrective action.

20. Conclusion.

Progress in restoration of Sicilian railway system has been made by civilian staff and employees. Further progress may now be expected in light of positive directions issued by Under Secretary General Di Raimondo.

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Dr. Tuccio, Capo Compartimento, has expressed keen appreciation of help given in obtaining materials needed for repairs to bridges and tunnels and has promised best efforts on part of all concerned, to complete line-opening programme at earliest possible date.

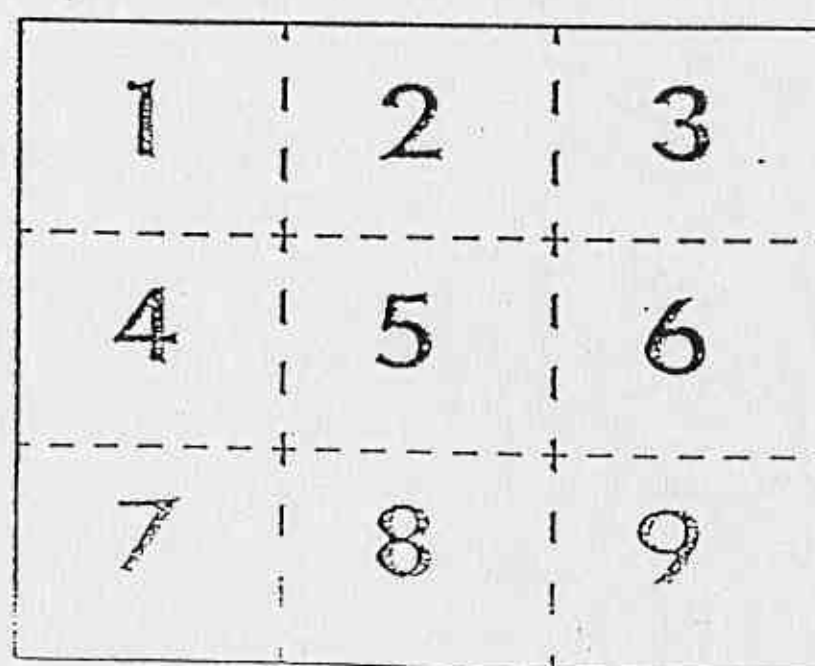
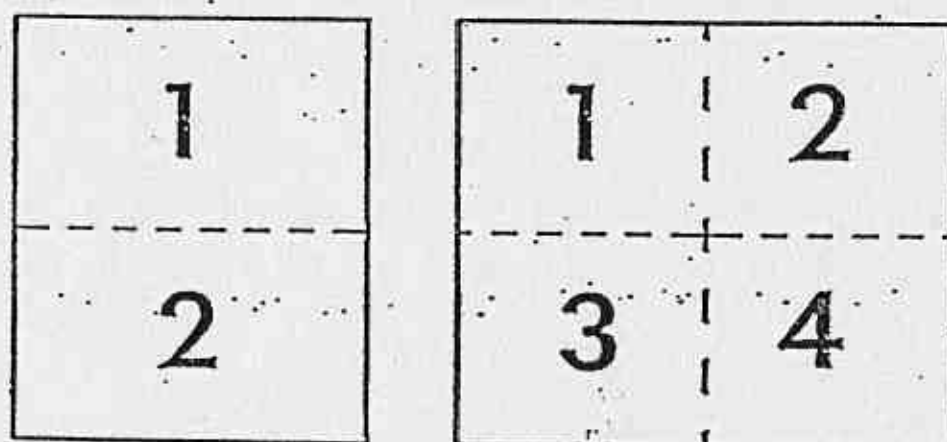
Officers of Transportation Sub-Commission, A.C.C., are now spending more time out on railway, observing operations, progress of repairs and making suggestions for improvement.

It is felt that Lieutenant Colonel O.H. Lindberg, Captain C.M. Long and Captain F.G. Matson deserve commendation for results already accomplished, often under discouraging conditions.


C. G. BROWN,
Lieut-Colonel, A.U.S.
Deputy Director,
Transportation
Sub-Commission, A.C.C.

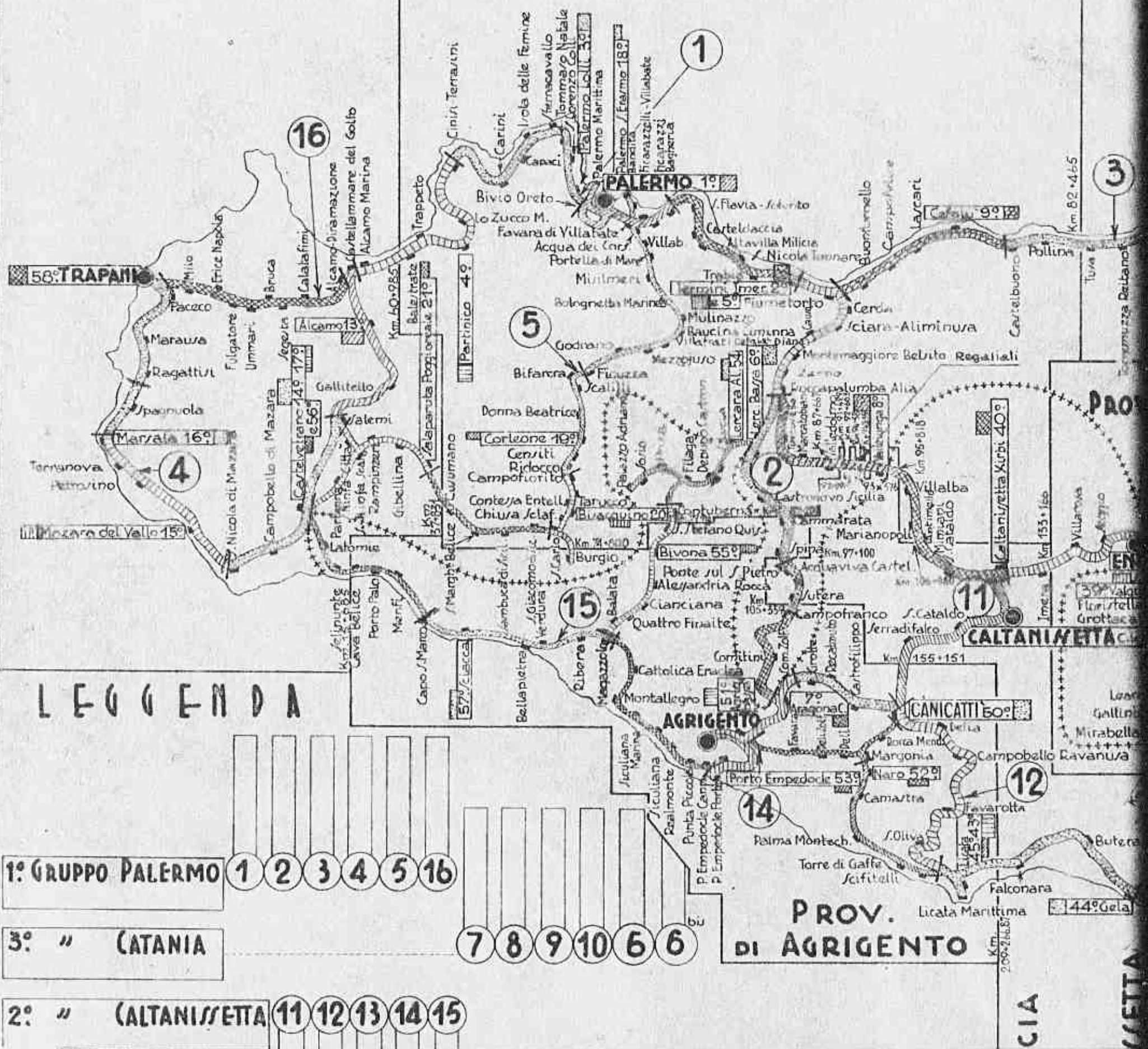
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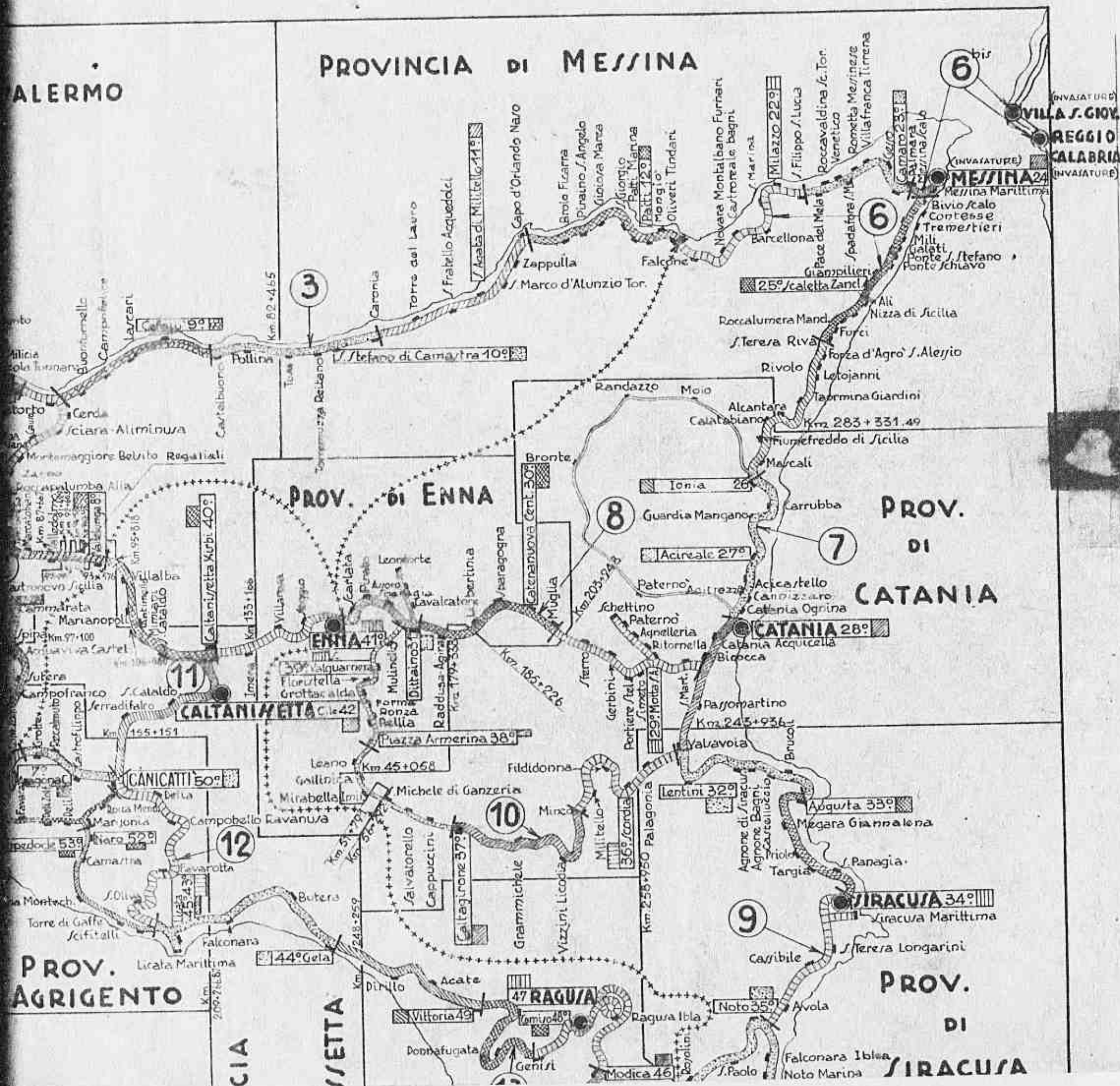
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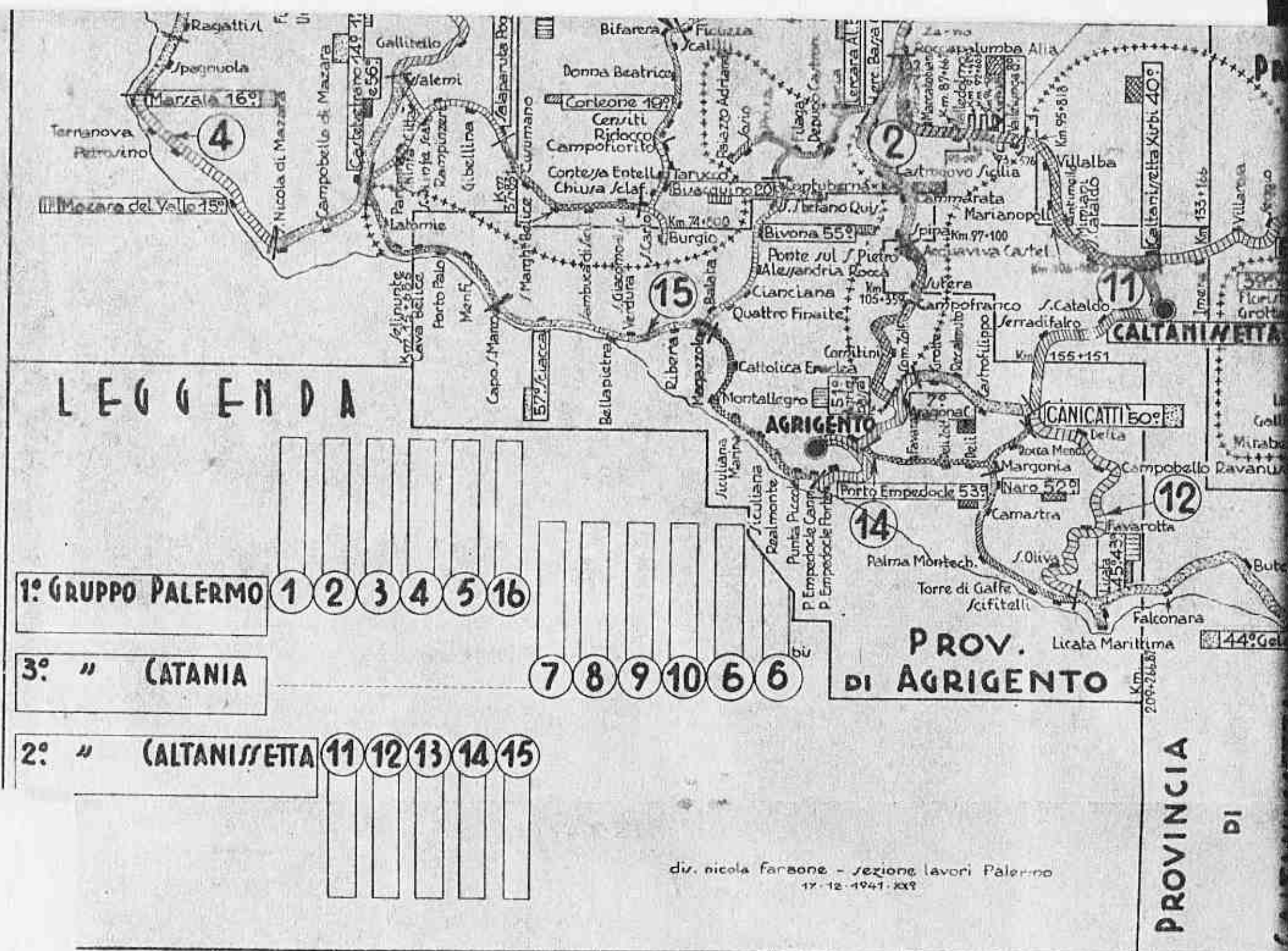


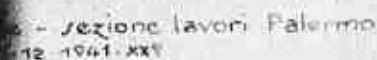
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Appendix "A"

Appendix "A"

NOTES TO ACCOMPANY EXHIBIT "A"

I. Palermo-Messina line-Blocked from bridge at Km. 99+800, 1.8 kilometers east of San Stefano to bridge at Km. 122+267, 3.0 kilometers west of San Agata; a blocked distance of 23.467 kilometers. The opening of this line is of first importance to secure a direct connection between Palermo and the mainland, also for freight, passenger and military traffic between Palermo and Messina.

II. Palermo-Catania line via Enna, line blocked at Simeto river bridge at Km. 220.995, 20 kilometers west of Catania. The construction of this bridge is necessary in order to have direct rail connection between Palermo & Catania for freight, passenger and military traffic and to eliminate the long haulage of necessary commodities via Ragusa. The route by Ragusa is 270 kilometers longer and the constructions of the bridge will result in a saving of 500 tons of coal per month.

III. Trapani-Marsala-Castelvetrano line-blocked from bridge at Km. 171+735, -17.3 kilometers south of Trapani to bridge at Km. 133+471, 18.5 kilometers west of Castelvetrano, a blocked distance of 38.264 kilometers. The opening of this line is necessary for the wine and agricultural industries in this part of the island.

IV. Catania-Messina line-blocked from bridge at Km. 280+173, 3.8 kilometers north of Calatabianco, to tunnel at Km. 313+795, 4.2 kilometers south of Scaletta, a blocked distance of 33 kilometers. Line is necessary for transportation of food, supplies, passengers & military traffic and direct connection to the Continent via the Messina Ferry.

V. Agrigento-Castelvetrano line-Narrow gauge-blocked between stations of Siculiana and Sciacca. This line will be repaired after the standard gauge lines are in service.

VI. Lercara-Magazzolo line-Narrow gauge-blocked between stations of Bivona and Alessandria. This line

will be repaired after the standard gauge lines are in service.

VII. Roccapalumba-Aragona line-blocked at "Ferro" tunnel south of Campofranco, this tunnel is practical completed and service will resumed during the first week of June.

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Appendix "B"
Part 1

LOCOMOTIVES POSITION AS OF MAY 31-44

STANDARD GAUGE

TYPE	Passenger					Freight					Husher	Switch		
	685	744	746	480	625	735	740	745	940	471	800	351	895	
	2-6-2	2-8-0	2-8-2	2-10-0	2-6-0	2-8-0	2-8-0	2-8-0	2-8-2	0-10-0	2-2	0-60	0-8-	
In service	22	12	0	5	7	3	73	2	12	23	1	10	10	
Stored in good condition	4	7	2	0	10	-	8	2	0	13	0	4	1	
Awtg. repairs														
(a) Hvy. Shop	7	3	2	1	7	2	46	-	1	8	0	9	3	
(b) rebuilding \$	3	4	2	1	1	4	23	1	1	6	0	0	0	
War ruined	0	0	1	0	0	0	4	0	0	3	0	0	0	
TOTAL	36	19	7	7	25	9	154	5	14	53	1	23	14	

\$ Figure approximate. Decision may be made to scrap certain locos. instead of

LOCOMOTIVES POSITION AS OF MAY 31-44STANDARD GAUGE

Passenger				Freight				Pusher		Switch				TOTAL	
585	744	746	480	625	735	740	745	940	471	800	851	895	905		
-6-2	2-8-0	2-8-2	2-10-0	2-6-0	2-8-0	2-8-0	2-8-0	2-8-2	0-10-0	2-2	0-60	0-8-0	0-6-0		
22	12	0	5	7	3	73	2	12	23	1	10	10	5	185	
4	7	2	0	10	-	8	2	0	13	0	4	1	0	44	
7	3	2	1	7	2	46	-	1	8	0	9	3	2	91	
3	4	2	1	1	4	23	1	1	6	0	0	0	4	50	
0	0	1	0	0	0	4	0	0	3	0	0	0	0	8	
36	19	7	7	25	9	154	5	14	53	1	23	14	11	378	

Figure approximate. Decision may be made to scrap certain locos. instead of repairing.

LOCOMOTIVE POSITION AS OF MAY 31-44

NARROW GAUGE

TYPE	ALL			FREIGHT		TOTAL
	Mallet 402 2+2-2+2	Adhesion 302 - 301 2-6-0	0-6-0	Rack-370 0-6-0		
Inservice	0	8	3	7		18
Stored in Good condition	5	6	2	3		16
Awtg. Repairs (a) HVY Shop	0	4	3	2		9
(b) rebuilding	0	5	2	12		19
War ruined	0	0	0	0		0
TOTAL	5	23	10	24		62

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APPENDIX "B" Part. 2

ROLLING STOCK POSITION AS OF MAY 31 1944

TYPE	IN USE	REPAIRABLE	TOTAL
BOX	1161	521	1682
GONDOLA	2598	615	3213
FLAT	1051	367	1418
TANK	152	60	212
CRANE	3	3	6
TOOL	6	1	7
COACHES	106	45	151
TOTAL	5077	1612	6689

CARS CONSIDERED UNREPAIRABLE & NOT INCLUDED ABOVE
1620

DIESEL & PETROL RAIL CAR POSITION AS OF 31 MAY 1944

TYPE	Group 56 H.P. 168	Group 772 H.P. 260	Group 48 (Petrol) H.P. 168	TOTAL
In service	13	2	1	16
Under repair	2	1	-	3
Unrepairable lack as coaches	9	-	-	9
Without motors usable as coaches	-	19	-	19
Not repairable or usable	21	15	-	36
TOTAL	45	37	1	83

Appendix "C"

Cars exported to the Mainland by Request
of Allied Headquarters
to and incl. 24 May 44.

Italian Cars			Foreign Cars			Total
Box	Open	Flat	Tanks	Box	Open	Tanks
195	139	21	14	24	128	21
						542

Appendix "D"

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