

ACC

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LOCOMOTIVES - CONVERSION COAL TO
JUN 1944 OIL BURNING

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

CGB/cg.

Our reference: ACC Tn/255/2.
Date: 13 June 44.

TO: General Carl Gray,
D.S.M.R.3.

SMINT Naples,
Lombard-3001

SUBJECT: Conversion Locomotives Coal to Oil - Sicily.

1. On recent visit to Sicily, Deputy Director, Lt. Col. Brown, and Mechanical Engineer, Major Baister explored possibility of conversion.
2. Dr. Tuccio, Capo Compartimento of Sicily division of I.S.R. stated that oil fuel had been used in about 70 locomotives for about 14 months following World War I and that many of staff and personnel are familiar with oil burning. He also stated that he would have no difficulty in providing necessary tanks for storage and, in fact, pointed out several satisfactory tanks, including two of some 20,000 gallons capacity left by the retreating enemy.
3. There are available, in well equipped shops and engine-houses at Palermo, Messina and Catania, sufficient competent mechanics to make locomotive installations. One or two men might be brought to Naples for instruction, following which Dr. Tuccio feels that there would be no difficulty in carrying on the work.
4. There are in Sicily 127 locomotives of 740 class (2-8-0) which might be considered for conversion. Of these 73 are in service, 8 stored and 46 awaiting heavy running repairs. In addition there are 23 requiring rebuilding and 4 war ruined, 9 of which need be considered. The 740 class is most numerous, as well as best suited for current traffic.
5. Dr. Tuccio is ready to proceed promptly with the plan, so soon as he is given necessary instructions and blue-prints.

6. You very kindly agreed to give any mechanics sent over from Sicily the necessary training in Naples for the conversion of locos from Coal to Oil Burning.

LIEUT. VINING,
Lieut-Colonel.

Director, Transportation Sub-Commission, ACC.

4. There are an initial 124 observations of 740 claims (30-3-70) which might be considered for conversion. Of these 73 are in category 8 scored and 46 scoring heavy running repairs. In addition there are 23 requiring resampling and 4 with repairs. 3 of which need be considered. The 740 claims in most categories will be kept added for current trials.

2. Dr. House is ready to proceed promptly with plans, as soon as he is given necessary instructions and his flight.

Memo for Col. King:-

Subject: Conversion Locomotives from coal to oil burning - Sicily

1. Reference sec. 9 - page 10 - my report on Rys. in Sicily.
2. Many of Sicilian Ry personnel have had experience with oil fuel; there are adequate shop facilities & mechanics to make conversions.
3. Do not know what may have transpired on this project, with D.G.M.R.S., while I was on tour.
4. Major Baister and I conferred freely and are in accord on what can be done.
5. Should I prepare letter to D.G.M.R.S. giving resume of facts?

8-6-44

Brown
Lt. Colonel

Dy.

I spoke to D.G. M.R.S. about this. He was very pleased at the idea of the necessary mechanics coming for training if necessary to Naples. If however they know the job of converting Locomotives from coal to oil burn - we can inform D.G. M.R.S. accordingly and put up our proposals to him. Please put up rough draft explaining Position
17.8
2/18/46

C O P Y

CGB/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/249/1

Date. : 10 June 44

TO : Lt. Col. O.H. Lindberg,
Tn. Sub-Commission Rep.
H.Q., ACC Region I - Sicily.

SUBJECT : Tanks for Locomotive Fuel Oil.

1. On recent visit to Sicily, LT.Col. Brown and Major Baister discussed with Dr. Tuccio and his staff, matter of conversion of certain locomotives to oil fuel and provision of suitable tanks. Later, two large tanks were noted at Caltanissetta, both of which could be immediately available for storage purposes, one being loaded on a flat car. Dr. Tuccio indicated other tanks being available elsewhere, and agreed to have survey made.

2. It is desired to obtain accurate information, including dimensions, capacities and locations of all storage tanks which Dr. Tuccio has located. Sketches of tanks will be helpful, in showing construction, size and location of openings. This not only for use in Sicily, but for possible use elsewhere. Please procure information so promptly as possible and forward by quickest means.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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