

ACC

AC 295/1/TN.4

10000/148/2392

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N, 4 10000/148/2392 DIESEL LOCOS —
Aug. 1945

9352

Subject:-Diesel Locos.

Ref.En.A.3(M)/109.

29th August 1945.

To:- Tn.Villach.

Copy to:-

A.G.Tn.Sub-Commission.

1. Reference your Tn.3/C/21 of 27th August 1945. I would advise you that the 49 Whitcomb Diesel Locomotives were of a lend-lease nature and have now been re-acquired by the U.S. who have stated their intention of handing them over to the Italian Government. Presumably A.G.Austria could put in a counter bid to Washington for them, but D.En. has expressed his desire that they remain in Italy.
2. As regards the saving of turn round of colliers this would not be effected since the coal would have to be brought to Italy anyway. The question of Italy being a market for British coal does not arise as coal is now of necessity imported from either British or U.S. sources whichever can supply.
3. These locomotives are only 690 H.P. and are consequently equal in power to only half of a normal steam locomotive.
4. As regards spares, the U.S. have categorically declared they will not and cannot supply any further spares for these 49 locomotives wherever they may be. It will therefore be a case of manufacturing spares which will be far more suitable in the large electrical firms in Northern Italy.
5. No difficulty was experienced last winter with oil burning locomotives except in the case of the Italian locomotives due to technical boiler considerations. The operation of the Whitcomb Diesels however has been a continual headache both here

To: - Tn. Villach.

Copy to: -

A.C. Tn. Sub-Commission.

1. Reference your Tn. 3/1/31 of 27th August 1945. I would advise you that the 49 Whitcomb Diesel locomotives were of a lease-lend nature and have now been re-acquired by the U.S. who have stated their intention of handing them over to the Italian Government. Presumably A.C. Austria could put in a counter bid to Washington for them, but E.M. has expressed his desire that they remain in Italy.
2. As regards the saving of turn round of colliers this would not be effected since the coal would have to be brought to Italy anyway. The question of Italy being a market for British coal does not arise as coal is now of necessity imported from either British or U.S. sources whichever can supply.
3. These locomotives are only 650 H.P. and are consequently equal in power to only half of a normal steam locomotive.
4. As regards spares, the U.S. have categorically declared they will not and cannot supply any further spares for these 49 locomotives wherever they may be. It will therefore be a case of manufacturing spares which will be far more suitable in the large electrical firms in Northern Italy.
5. No difficulty was experienced last winter with oil burning locomotives except in the case of the Italian locomotives due to technical boiler considerations. The operation of the Whitcomb Diesels however has been a continual headache both here and in Mideast due to cracked heads and it is only now that a fabricated head has been manufactured in Rome Smeamento Shops which looks like solving the difficulties and it is in this shop only that the difficulties are understood thoroughly.
6. I consider therefore that not only is there but slight chance of your obtaining these locomotives but also that you would be better off without them.

W. H. H. H.
DDMh (Mech),
for Brigadier,
Director Military Railway Service.

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