

ACC 10000/148/180

170/A/TW/1

MONTHLY REPORTS - TRANSPORTATION + SHIPPING E

Jan. - Nov. 1946

MONTHLY REPORTS - TRANSPORTATION + SHIPPING BRANCH

Jan. - Nov. 1946

HEADQUARTERS ARMED FORCES COMMISSION

APO 784

ECONOMIC DIVISION

Transportation Sub - Division

MONTHLY SUMMARY AND REPORT

FOR NOVEMBER 1946

(GENERAL SUMMARY FOR OCTOBER 46)

1. Rail.

Locomotives.

At the end of October there were 12 more steam and 4 more electric locomotives in service than at the end of September and a reduction of 55 serviceable steam locomotives in store.

There were 29 more steam locomotives and 24 fewer electric locomotives awaiting repair.

Passenger Rolling Stock.

The condition and shortage of passenger stock is still causing grave concern. Statistics show that 50% of the prewar services of passenger trains are available in the British and American zones of Germany, whilst it is only possible to run 24% of the prewar Italian service on which a large % of the locomotives are in goods wagons, 2470 being used for this purpose whilst only 1435 coaches were available. It would appear that coaches for the Austria - Calais and Bouillon - Calais services could be more equitably supplied by Germany than by Italy, which up to now has been called on to supply this stock.

All efforts so far to obtain the return of passenger stock belonging to the IGR and to present requisitioned by the military has been unsuccessful.

Freight Stock.

There were on balance 6241 more freight cars available for service at the end of October than at the end of the previous month.

Traffic Freight.

During October the average daily loadings were 7240 as compared to 7034 in September.

Imports were on average of 163 cars daily compared to 109 in September. Port clearance during October required 1622 wagons daily compared to 1657 in September.

Coal requiring 629 and grain 112 wagons, 65 wagons were loaded daily for Switzerland and 19 for Austria.

The Port of Trieste is not included in the above figures. At Trieste 5075 wagons were loaded during the month for various destinations.

Pool - Situation.

Locomotives.

At the end of October there were 42 more steam and 4 more electric locomotives in service than at the end of September and a reduction of 53 serviceable steam locomotives in store.

There were 29 more steam locomotives and 24 fewer electric locomotives awaiting repair.

Passenger Rolling Stock.

The condition and shortage of passenger stock is still causing grave concern. Statistics show that 50% of the prewar services of passenger trains are available in the British and American zones of Germany, whilst it is only possible to run 20% of the prewar Italian service on which a large % of the locomotives is in goods wagons, 20% being used for this purpose whilst only 10% coaches were available. It would appear that coaches for the Austria - Gelaia and Goulen - Gelaia services could be more equitably supplied by Germany than by Italy, which up to now has been called on to supply this stock.

All efforts so far to obtain the return of passenger stock belonging to the ICR and a present requisitioned by the military has been unsuccessful.

Freight Stock.

There were on balance 6241 more freight cars available for service at the end of October than at the end of the previous month.

Freight Traffic.

During October the average daily loadings were 7260 as compared to 7034 in September.

Imports were on average of 163 cars daily compared to 159 in September. Port clearance during October required 1622 wagons daily compared to 1657 in September.

Coal requiring 629 and grain 112 wagons, 65 wagons were loaded daily for Switzerland and 19 for Austria.

The Port of Trieste is not included in the above figures.

At Trieste 5075 wagons were loaded during the month for various destinations.

Fuel - Situation.

Fuel consumption was slightly higher during October showing an increase of 0.17 kg. per train kilometer whilst the consumption of liquid fuel was reduced by 0.52 gals per train kilometer.

Electric Power.

Due to the critical situation in the electrical power output the state railways were requested to effect the following economies:

Rail Traction.....100
Subsidiary services, light etc.....250
Workshops.....350

This to apply to private companies engaged in work for the IRR.
A reduction of 35% for workshops will seriously hinder the repair
of rolling stock.

The IRR propose to reduce the amount used for traction by 15% thus
allowing the same savings without any cut to the amount supplied to the workshops.

Lease Repair.

During October, 15,773 wagons, 253 coaches and 51 railcars were
required.

2. ROAD TRANSPORT.

Of the 24,000 kilometers of national highways 1297 are in bad
condition whilst total of 186 bridges still await permanent repair whilst 4594
permanent repairs have been effected.

Patrol and tyres are still in very short supply and are a hindrance
to extended road transport.
An expansion gives the regular freight road services in operation
by the state.

3. SHIPPING.

During October 174602 tons of countries shipping was handled in
vessels of over 300 tons of which Sanabria steel accounted for 22,111 tons.
Progress has been made with the repairs to trains and it is
expected that they will be completed in March 47.

Clearance of the Port of Venice and Civitavecchia by large ships
a considerable improvement for October 12,610 tons being moved from the former port
compared to 9996 in September and 12,069 tons compared to 12,556 for the latter.

[Handwritten signature]
A. H. S. R. R. R.
Lt. Colonel,
Director.

Railway System - II. C. (Summary)

TABLE 1.

Period: OCTOBER 1956
 RAILWAY SITUATION IN GERMANY

I. a. LOCOMOTIVES.	IN USE				STOCK		TOTAL	
	Steam	Elect	Steam	Elect	Steam	Elect	Steam	Elect
1. Total Stock available.....	4381	1449	85	54			4424	1505
2. Stock in use:								
a. Goods.....								
b. Passenger.....	1896	875	37	25			1733	900
c. Shunting.....	574	-	-	4			474	4
Total	2470	875	37	29			2207	904
3. Stock stored:								
a. Serviceable.....	194	3	14	-			208	3
b. Under or awaiting repair.....	1977	571	34	15			2009	595
c. Damaged beyond repair.....	-	-	-	-			-	-
d. Inaccessible.....	-	-	-	-			-	-
Total	2171	574	46	25			2247	598
4. Average daily kilometers covered by locomotives:	-	-	-	-			-	-

I. b. EMIGRATING LOCOMOTIVES AND RAILCARS

I. b. EMIGRATING LOCOMOTIVES AND RAILCARS	IN USE			STOCK		TOTAL	
	Steam	Elect	Steam	Elect	Steam	Elect	
1. Total stock available.....	690	314	10	-	700	314	
2. Stock in use:							
a. Goods.....							
b. Passenger.....	191	163	4	-	195	165	
c. Shunting.....	-	-	-	-	-	-	
Total	191	163	4	-	195	165	
3. Stock stored:							
a. Serviceable.....	6	3	-	-	6	3	
b. Under or awaiting repair.....	493	115	6	-	499	115	
c. Damaged beyond repair.....	-	-	-	-	-	-	
d. Inaccessible.....	-	-	-	-	-	-	
Total	499	118	6	-	505	118	
4. Average daily kilometers covered	-	-	-	-	-	-	

Railway System: ITALY (Summary)

Page 1, (2)

Period: 06.08.1946
RAILWAY LOCATION: ROME

I. RAILROADS:

1. Total stock available.....
2. Stock in use.....
3. Stock on hand for:
- a. Military requirements.....
- b. Military operations.....
- c. Commercial undertakings.....
- d. Transport for use of military system.....
4. Average number of wagons located entering country.....
- Total.....

5. Stock stored:

- a. Serviceable.....
- b. Under or awaiting repair.....

Total.....

6. Down run of wagons:

- a. Average number of serviceable wagons
average number located for day
number of wagons entering Italy.....

- b. Total serviceable wagons
average number located for day.....

III. C.O.A. C.H.E.S.:

1. Total stock available.....

2. Stock in use.....

3. Stock stored:

- a. Serviceable.....
- b. Under or awaiting repair.....

Total.....

IV. RAILROADS:

1. Total stock available.....

2. Stock in use.....

3. Stock stored:

C	N	AVAIL	TOTAL
61,313	10,753		121,868
60,326	26,362		86,688
-	-	-	323
-	-	-	6,329
-	-	-	922
-	-	-	6,080
-	-	-	163
-	-	-	8,243
20,487	412		102
20,687	64,309		34,996
20,687	11,324		35,108

$$a) \text{ average number of serviceable wagons } = \frac{61,313}{60,326} = 10.14$$

$$b) \text{ total serviceable wagons } = \frac{61,313}{60,326} = 10.14$$

C	N	AVAIL	TOTAL
5,334	597		6,428
2,297	90		2,387
30	-		31
5,563	507		4,036
3,234	507		4,036

C	N	AVAIL	TOTAL
2,453	308		2,761
967	192		1,159

a. Commercial unloading.....	-	-	6,829
b. Transport for use of Rly system.....	-	-	928
c. Average number of wagons loaded entering country.....	-	-	8,080
d. Total.....	-	-	8,213
e. Stock stored:			
1. Serviceable.....	112	112	112
2. Under or awaiting repair.....	14,303	14,303	14,303
f. Total.....	20,657	14,421	35,408

6. Turn round of wagons:

a. Average number of serviceable wagons	=	86,654	-	475	=	104,211
Average number loaded per day		3000	+	183		
b. Total serviceable wagons	=	86,654	-	3475	=	104,211
Average number loaded per day		3000				

III. C O C H E S:

1. Total stock available.....			
2. Stock in use.....			
3. Stock stored:			
a. Serviceable.....	31	-	31
b. Under or awaiting repair.....	3,503	507	4,010
Total.....	3,534	507	4,041

IV. PASSENGER VANS:

1. Total stock available.....			
2. Stock in use.....			
3. Stock stored:			
a. Serviceable.....	-	-	-
b. Under or awaiting repair.....	1,512	116	1,628
Total.....	1,512	116	1,628

V. POSTAL VANS:

1. Total stock available.....			
2. Stock in use.....			
3. Stock stored:			
a. Serviceable.....	-	-	-
b. Under or awaiting repair.....	162	170	170
Total.....	162	170	170

Report on Condition of Allied Zone "A"

WHEELS AND RAILS

Month of October 1945

CLASS 4A

LOCOMOTIVES

1. Total Stock available

2. Stock in use:

- a. Goods
- b. Passenger
- c. Shunting

WHEELS

3. Stock stored:

- a. Serviceable
- 1. Under or awaiting repair
- b. Damaged beyond repairs
- c. Inaccessible

Total

4. Average daily kilometers
cranked by locomotives

WAGONS

1. Total Stock available

2. Stock in use

3. Wagons loaded daily for:

- a. Military requirements
- 1. Military sponsored: (a) WMA 100 (21) etc.
- b. Commercial undertaking
- c. Transport for use of Rly system

4. Average number daily wagons loaded entering

5. Stock stored:

- a. Serviceable
- b. Awaiting repair or under repair
- c. Damaged beyond repair
- d. Inaccessible

6. Turn round of wagons

OWN	LOCATION			TOTAL	
	Steam	Elect.	Steam	Elect.	Elect.
68	13	3	28	37	
22	15	1	22	16	
-	13	-	-	14	
11	-	2	11	2	
33	23	3	33	32	
2	-	-	3	-	
45	12	-	12	12	
7	-	-	7	-	
-	-	-	-	-	
25	40	-	25	-	
4803	4613	17	-	-	

OWN	LOCATION	TOTAL
		1,465
		1,058
		5
		121
		24
		14
		261
		25
		372
		-
		444
		1
		2

b. Respected	10	-	2	11	2
c. Dismantling	71	-	-	-	-
Total	81	2	3	35	52
d. Stock stored:					
a. Serviceable	3	-	-	3	12
b. Under or awaiting repair	40	11	-	51	-
c. Damaged beyond repair ..	7	-	-	7	-
d. Irrecoverable	-	-	-	-	-
Total ..	50	11	-	61	12
4e. Average daily kilometers covered by locomotives ..	2003	4513	17	-	-

V. WAGONS.					
1. Total Stock available					1,463
2. Stock in use					1,069
3. Wagons loaded daily for:					0
a. Military requirements					141
i. Military sponsored : (a) WFLA 181					84
(21) AMT					44
c. Commercial undertaking					157
d. Transport for use of fly system					35
4. Average number daily wagons loaded entering					372
5. Stock stored:					-
a. Serviceable					444
b. Awaiting repair or under repair					1
c. Damaged beyond repair					2
d. Irrecoverable					-
Total ..					447

6. Turn round of wagons : ---					
VII. COACHES.					
1. Total Stock available in the zone					92
2. Stock in use					72
3. Stock stored:					-
a. Serviceable					34
b. Under or awaiting repair					2
c. Damaged beyond repair					-
d. Irrecoverable					-
Total ..					36
					328

Report on Position in Allied Zone "A" - VENETIAN GILLES
Month of OCT. 1945.

Table 2.4.

ROAD TRAINS.

1. Number of trains daily in use
2. Number of trains hrs. per day
3. Number ton kms. per day

37168205

TABLE 2.5.

1. Number of trains daily in use:
 - a. For international service
 - b. For international/international
2. Number of train hrs. per day
3. Number of passenger kms. per day

Primary Traffic	Civilian Traffic	Total
8	43	51
178	2495	2673
62433	244635	307068

TABLE 3.

Average monthly repairs of Locomotive.

Locomotive	Usable	Repairs in Workshops			Newly built	Total
		Heavy	Medium	Light		
1. Diesel	32	-	-	-	-	-
a. Electric	33	1	3	2	-	6
b. Steam	-	-	-	-	-	-
c. Diesel	-	-	-	-	-	-
2. Light	-	-	-	-	-	-

RAIL INFORMATION.

1. General.

Electric working has continued uninterrupted well during the month, although the shortage of box wagons has retarded the loading of Austrian and Czech rail traffic in the port of Trieste.

A close accident occurred at Trieste on 12 Oct. involving in fatal injuries to British personnel and blockage of all lines for several hours.

Several incidents occurred during the month, one of which involved the blockage of the running line.

And loadings in the port of Trieste were interrupted on 28 Oct. due to one way strike by the staff of Magazzini Generali, work however proceeded normally after the men resumed work and there were no further difficulties during the month.

The terminus of the rail line movement from the port of Trieste on 4 October 1945 was as follows:

Austria	17554	tons
Czech	2878	"
Yugoslav	44	"

3. Factor of economy has varied ...

reaches a monthly total of 20 live fish.

References

General

Several incidents occurred during the month, one of which involved the blockage of

1. Write a note on the following:

Austria	1735	tions
Czech	2500	"
Yugoslav	744	"
Hungary	1008	"

THE STAFF

..... ATTENTION

Cost	Price Paid
75.45	Callena
4.22	1937
21.3	83.99

Railway System : Summary (Summary)Table 2.

Period : OCTOBER 1946

RAILWAY SUMMARY SUMMARYI. CORE TRAINS.

1. Number of trains daily used...
2. Number of train-miles per day....
3. Number of train-miles per day.....

Military Traffic	Civilian Traffic	Total
142	1,157	1,305
5,671	94,663	99,894
3,262,307	51,254,789	54,517,096

II. PASSENGER TRAINS.

1. Number of trains daily in use...
 - a. For internal services.....
 - b. For international services.
2. Number of train-miles per day
3. Number of passenger-miles per day

Military Traffic	Civilian Traffic	Total
186	3,070	3,256
6	16	22
8,957	158,424	167,381
-	-	-

I. COMM TRAFFIC.

1. Number of engine daily use...	148	1,137	1,305
2. Number of tele-alarms per day.....	5,671	54,525	39,894
3. Number of tele-alarms per day.....	3,262,307	51,254,729	54,517,995

II. PASSENGER TRAFFIC.

1. Number of trains daily in use for internal services.....	76	3,400	3,326
2. Number of trains per day for international service.....	8	16	24
3. Number of train-miles per day	8,957	158,104	167,361
4. Number of passengers per day	-	-	-

(4) Fuel oil is burnt exclusively on oil burning steam locomotives, whilst gas oil is used for diesel cars, etc.

=====

2. - SUMMARY & REMARKS:

LINE IN QUESTION							Line- miles and lines not over.
	Single track		Double track		Total		Total Line, miles.
	S.M.	D.M.	S.M.	D.M.	S.M.	D.M.	
31 October 1946	2,726.1	2,923.9	1,362.0	1,315.8 (1)	114,269.7	15,358.6	95.3
Component of "directe zone "B"	154.5	57.-	-	56.5	1134.5	268.-	52.1
Remarks: (1) of which 52 line-double track, only single track electrified							

Reconstruction of new lines:

Single track:	Component:	Line:	Location:	Ins.
Steam tract, 1946	Arto-Contichols	Arto-Contichols	Arto-Contichols	3
1946	Arto-Contichols	Arto-Contichols	Arto-Contichols	4
1946	Arto-Contichols	Arto-Contichols	Arto-Contichols	10
1946	Arto-Contichols	Arto-Contichols	Arto-Contichols	1
Double track:	Arto-Contichols	Arto-Contichols	Arto-Contichols	4
Steam tract, 1946	Arto-Contichols	Arto-Contichols	Arto-Contichols	5
1946	Arto-Contichols	Arto-Contichols	Arto-Contichols	5
1946	Arto-Contichols	Arto-Contichols	Arto-Contichols	5
1946	Arto-Contichols	Arto-Contichols	Arto-Contichols	5

REMARKS:

1946	Arto-Contichols	28
------	-----------------	----

=====

Railway System : ITALIAN STATE RAILWAYS (supplementary information)

PERIOD: OCTOBER 1944 - OCTOBER 1945

Repair in Rolling Stock in I.R. shops, Roundhouses, Gang shops and private workshops.

	Steam Locomotives		Electric Locomotives		Gasoline		Passenger Cars		Box Cars		Open-toppers		Low Deck & Flat		Quantity for use
	H	M	H	M	H	M	H	M	H	M	H	M	I	E	
Italian State Railways.....	27	32	24	7	43	194	10	43	42	280	22	290	13	123	67
Private Workshops.....	17	-	9	-	54	15	12	14	343	414	305	334	21	84	24
	44	32	33	7	97	209	22	57	385	694	383	424	34	207	91

1681

STATION D. 12. 12. 12. (Sub Inventory Information)
 PERIOD: OCTOBER 1945 - NOVEMBER 1945

APPENDIX V.

Rolling Stock in I.R. shops, Roundhouses, Shop shops and private workshops.

Rolling Stock in I.R. Shop, Roundhouse, Shop													Quantity of repair for for preceding month Vehicles				
Electric Locomotives			Steam Locomotives		Passenger Cars		Box Cars		Open wagons			Quantity of repair for for preceding month Vehicles					
</																	

Railway System : ITALIAN STATE RAILWAYS. (Supplementary Information)

Appendix 3

Average distance run by locomotives - ton miles and weight of complete trains
Average weight of trains: April 1946

	Average of locomotives and Rail cars used during the month.		Actual distance run		Weighting distances covered by locomotives & Railcars	Total with trains and shunting	Average daily distance run by locomotives and Railcars		Tons weight per loco
	Booked for trains	Booked and banking	For passenger & freight trains	Banking locos			With trains	With trains and shunting	
	Number		KILOMETERS						
<u>NORMAL GAUGE :</u>									
Steam Traction	1,280	1,680	1,794,003	332,651	947,009	3,073,063	55,4	61,0	85
Electric Traction	728	-	2,269,655	455,224	117,421	2,820,300	123,7	129,1	135
Railcars	84	-	249,140	151,270	471	401,419	199,0	189,2	2
Petrol driven engines	150	-	422,638	181,582	2,787	607,057	143,3	134,2	
Diesel Electric Locomotives	24	31	11,363	17,393	42,826	71,582	39,9	77,0	
Oil burning Locomotives (ETR)	13	13	36,263	3,824	2,379	42,462	102,3	108,3	2
Steam traction (Alpi)	169	172	678,636	90,787	13,452	782,875	151,7	151,7	44
<u>NARROW GAUGE :</u>									
Steam Traction	26	26	27,309	2,607	1,947	31,463	37,1	49,3	

STATE RAILWAY. (Supplementary information)

Appendix 3.

Average distance run by locomotives - tons hauled and weight of complete trains
 Average weight of trains, JUNE 1946

Average of locomotives and Rail cars used during the month.		Total distance run		Shunting distance covered by locomotives & Railcars	Total with trains and shunting	Average daily distance run by locomotives and Railcars		Tons hauled and weight of complete trains		Average weight	
Loaded for trains	Loaded and banking	For passenger per 100 freight	Banking per 100			with trains	with trains and shunting	Tons hauled	Weight of complete trains	per train	per locomotive
Number		KILOMETERS						Millions tons		Tons	
1,226	1,620	1,794,003	332,651	247,009	3,073,063	55,4	61,0	854,9	1313,3	564	362
728	-	2,269,655	453,224	117,424	2,820,300	123,7	129,1	3339,3	1573,1	552	395
54	-	219,210	151,278	571	401,189	159,0	159,2	27,1	45,3	151	57
150	-	422,688	181,582	2,787	607,057	143,3	144,9	2,7	23,5	40	78
21	31	11,363	17,383	12,826	71,587	39,9	77,0	7,6	10,1	650	330
13	13	36,269	3,824	2,318	42,432	102,2	108,8	21,3	29,0	718	522
149	172	678,636	90,787	10,452	782,875	151,7	156,7	443,0	627,0	816	562
26	26	27,309	2,607	1,547	31,463	37,1	40,3	4,4	11,4	137	53

APPENDIX 4

Railway System - JAMAICA RAILWAYS

Period October 1946

REPORT ON PASSENGER RAILROADS WITH FOREIGN CONNECTIONS

EXCHANGE OF PASSENGER RAILROADS WITH FOREIGN COUNTRIES

3

Country or Zone	Imports		Exports		Total
	Loaded	Unloaded	Loaded	Unloaded	
British Zone (Australia)	1,767	3,360 (1)	5,127	5,009	151
French Zone (Australia)	875	1,939	2,511	1,397	(2) 1,078
Yugoslavia	5,314	4,611	7,925	6,500	1,426
Latvia/Lithuania	1,956	6,695 (3)	8,151	9,373	345
Denmark	576	1,511	2,057	392	(4) 790
	8,428	18,116	26,611	22,771	3,791
					25,523

Passenger statistics registered at home and foreign railroads are not necessarily identical as these statistics are in 2000 B.

- (1) Includes 1,144 passengers in 1946.
- (2) " 969 " 1946.
- (3) " 313 " 1946.
- (4) " 313 " 1946.

SUBSTITUTE NO 4 D - COMPLETION ON 30 OCT. 1946.

U.S. H. 095450101

[illegible]

[illegible]

100

ROADWAYS AND AIR COMMISSION
JPO 734
NEW ORLEANS DIVISION
Communication sub - Division

MOBILE MAILBOX REPORT

FOR OCTOBER 1945

(ATTACHED SHEET AND FOR SEPTEMBER 1945)

1. MAIL.

The statistical report for the month of September are appended. The month of September was for the State Railways and Private Railways are combined.

Locomotives.

There were 74 more steam and 51 more electric locomotives in service during September than during the previous month, with a reduction of 40 and 37 for electric and steam respectively.

Rolling Stock.

Passenger - The decrease and condition of the passenger stock is causing grave concern, as due to the lack of material and rolling stock is expected during the approaching winter.

All attempts to obtain the return of passenger stock held by the military have proved unsuccessful.

The amount of stock in service during the month was 3,100 tons during the month. This was made up of 40 ton coaches, 1,000 ton flatcars, and 37 passenger coaches that had not been collected during the month.

It must be borne in mind that there is a possibility of all foreign stock being withdrawn on the signing of the peace treaty.

Freight Stock.

There were 929 fewer tons available during September than during the preceding month. The turn round time was identical.

Traffic - Freight.

During September 7034 tons were loaded compared to 6900 during August; this shows an increase of 134 tons daily with a reduced freight of 920 tons, one which indicated freight loading as the turn round time of freight has not varied. The increased loadings were due to civilian traffic on military lines. It showed a reduction of 35 tons daily.

International movement showed a slight decrease during the month both imports and exports were very considerably less than expected.

Passenger Traffic.

The locomotive 13 was for the month of November are expected, the locomotive 13 was for the State Railway and Puerto Allende are combined

Locomotives.

There were 74 more steam and 34 more electric locomotives in service during November than during the previous month, whilst a reduction of 40 and 57 respectively within the air is shown.

Rolling Stock.

Reason for the shortage and condition of the various or stock in country have concern, as due to the lack of vehicles and having trouble in a stock during the transportation winter.

All attempts to obtain the return of stock or stock held by the military have proved unsuccessful.

The amount of stock in service during the month was 5 less than during in that this was made up of 40 less coaches, 10 less passenger cars, 10 less coaches that had not been returned to service.

It must be borne in mind that there is a possibility of all foreign stock being withdrawn on the return of the peace front.

Freight Stock.

There were 529 fewer wagons available during November than during the preceding month whilst the turn round time was identical.

Traffic - Freight.

During the month 7034 wagons were loaded compared to 6900 during August; this shows an increase of 134 wagons daily with a reduced availability of 529 wagons which indicated heavier loading on the turn round time of which has not varied. The increased loadings were due to civilian traffic as military traffic showed a reduction of 5 wagons daily.

International movement showed a slight decrease during the month both imports and exports were very considerably less than expected.

Passenger Traffic.

Conditions of travel were bad and delays frequent very late due to failure of electric power. A bad slide on the Chiriqui - Pailon Chiriqui line caused considerable delay (10 days) to traffic on the west coast.

The following new season or services were started during the month:
Return to the daily Rango - Pailon - Pailon instead of Rango - Pailon -

Pailon.

Daily return service by electric motorcars Rango - Casimiro - Pailon.
Daily return by electric motor car Rango - Pailon - Pailon.
2 return services daily during the month.

Fuel.

Coal : Consumption during September was 116,317 tons compared to 116,518 tons during August, whilst stock increased from 226,447 tons at the end of August to 344,994 tons at the end of September.

The increased consumption of coal is due chiefly to a tanklifter increase from 45.90 in August to 45.74 in September. No adequate reason has been given for this increase.

Liquid Fuel : An increase of liquid fuel from 4,563,393 tons in August to 4,712,440 tons during September, this being due to an increase from 5.73 to 5.05 tons per train kilometer.

Reconstruction Programme.

The following electrification was completed during the month:

Porto Maurizio - San Remo (line 61)
2nd track : Pinerolo - Fosanova (line 90)
2nd track : Pinerolo - Castellucio (line 5)

Wagon Repair.

The attached table shows state of damaged wagons at 30th September:

Damaged wagon	I.R.P.	Repair	Total
August 31st	21,025	16,107	40,133

Repaired and received during September : 2,193

Overhauled during September : 2,928

Net loss :

735

State 30th September 22,539 14,501 37,220

Thus allowing for the return of 2928 wagons to the main countries for a net increase of 1,402, the allowance for the return of 2,193 damaged Italian wagons there was a reduction of 3,580 I.R.P. due to repair.

Thus during September an increase of 2173 wagons were returned to service. During September the following new rolling stock was put into service:

3 coaches
644 freight cars.

2. RCAF.

The reduction of all classes of road vehicles which had decreased during the month of July and August increased from a total of 2,840 vehicles during that month to a total of 5,125 during September.

The following electrification was completed during the month:

Paro Rauriz - San Romé (line 84)
 2nd track : Priverno - Nosanova (line 90)
 2nd track : Tiberio - Castelcello (line 5)

Repair

The attached table shows state of damaged vehicles at 30th September:

Damaged vehicles	I.R.	Repair	Total
At end Sept	24,022	16,107	40,133

Required and received during September :

2,193

Dispatched during September :

2,920

Net loss :

735

State 30th September

22,539

14,501

37,220

Thus allowing for the return of 2920 vehicles to the main country stock in various condition repair increased by 1,402, but allowing for the return of 2,193 damaged Italian vehicles there was a reduction of 3,580 I.R. vehicles during repair.

During the month of September 2173 vehicles were returned to service. During September the following new rolling stock was put into service:

3 coaches
 641 freight cars.

2. Road.

The reduction of all classes of road vehicles which had decreased during the month of July and August increased from a total of 2,110 vehicles during that month to a total of 3,125 during September.

Road transport is seriously handicapped due to the shortage of tires.

3. Shipping.

During the month of October the following tonnages were handled by countries shipping.

- 5 -

	OFFICE	REPORT
SACRAMENTO COAL	73,655	41,090
TRUCKS	52,123	45,472
RAIL	5,169	3,002
WAGONS	14,160	5,570
TRUCKS	16,030	22,665
WAGONS	6,122	4,582
IRON	-	-
STEEL	1,000	300
LEAD	3,300	-
WAGONS	10,755	15,112
GRAIN & FLOUR	7,550	8,002
P.O.L.	28,204	24,058
VARIOUS	-	1,765
UNIDENTIFIED VARIOUS	-	-
Totals	226,330	177,143

This shows a considerable increase in commerce in commodities shipped, during the month, the following was handled by schooner traffic to and from foreign ports:
120,836 tons.

J. H. McEachern

J. H. McEachern
L. S. Schuchel,
Director.

10,122	15,142
7,556	5,002
20,204	24,050
-	1,705
226,500	177,145

Totals

This shows a considerable increase in countries shipping during the month. The following was handled by schooner traffic to and from French ports: 120,936 tons.

J. H. Meek

ASSISTANT
Lt. Colonel,
Director.

TABLE 1.

Railway system: INDIA (Summary)Period: September 1952
MONTHLY SITUATION REPORT

I. C. LOCOMOTIVES.	OWN		POWERS		TOTAL	
	Steam	Electric	Steam	Electric	Steam	Electric
1. Total stock available...	4475	1170	360	54	4435	1,524
2. Stock in use:						
a. Goods.....	1517	869	209	30	1726	899
b. Passenger.....						
c. Shunting.....	467	-	-	5	467	5
Total	1984	869	209	35	2493	904
3. Stock stored:						
a. Serviceable.....	241	3	20	-	261	3
b. Under repair or awaiting repair ...	1850	598	131	19	1981	617
c. Damaged beyond repair						
d. Inaccessible.....						
Total	2091	601	151	19	2242	620
4. Average daily kilometers covered by locomotives	-	-	-	-	-	-

I. E. ELECTRIC MOTOR CARS & RAILCARS.	OWN		TOWNSHIP		TOTAL	
	Railcars	Electric Mot. C.	Railcars	Electric Mot. C.	Railcars	Electric Mot. C.
1. Total stock available...	639	301	10	-	699	308
2. Stock in use:						
a. Goods.....	-	1	-	-	-	1
b. Passenger.....	180	155	4	-	184	155
c. Shunting.....	-	-	-	-	-	-
Total	180	156	4	-	184	156
3. Stock stored:						
a. Serviceable.....	4	5	-	-	4	5
b. Under repair or awaiting repair...	505	147	6	-	511	147
c. Damaged beyond repair	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	509	152	6	-	515	152
4. Average daily kilometers						

a. Goods.....	157	867	209	30	1726	899
b. Passenger.....						
c. Shutting.....	467	-	-	3	467	5
Total	1984	868	209	35	2193	904
3. Stock stored:						
a. Serviceable.....	244	3	20	-	261	3
b. Under repair or awaiting repair...	1850	598	131	19	1981	647
c. Damaged beyond repair						
d. Inaccessible.....						
Total	2094	601	151	19	2242	680
4. Average daily kilometers covered by locomotives	-	-	-	-	-	-

1. 3. INDICATOR MOTOR CARRIES 2. RAILCARS

	O W N		R E N T A L		T O T A L	
	Railcars	Electric Mot. C.	Railcars	Electric Mot. C.	Railcars	Electric Mot. C.
1. Total stock available...	639	308	10	-	699	308
2. Stock in use:						
a. Goods.....	5	1	-	-	-	1
b. Passenger.....	130	155	4	-	104	155
c. Shutting.....	-	-	-	-	-	-
Total	130	156	4	-	184	156
3. Stock stored:						
a. Serviceable.....	4	5	-	-	4	5
b. Under repair or awaiting repair...	505	147	6	-	511	147
c. Damaged beyond repair	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	509	152	6	-	515	152
4. Average daily kilometers covered.....	-	-	-	-	-	-

Railway System : ITALY (summary)

Table 1 (2)

Period : 1 SEPTEMBER 1946
MONTHLY SUMMARY REPORT

II. WAGONS:

	OWN	FOREIGN	TOTAL
1. Total stock available.....	78,575	39,279	117,854
2. Stock in use.....	34,296	21,183	55,479
3. Wagons loaded daily for:			
a. Military requirements.....	-	-	434
b. Military sponsored.....	-	-	-
c. Commercial undertaking.....	-	-	6,298
d. Transport for use of Rly System.....	-	-	1,167
Total.....	-	-	7,899
4. Average number of wagons loaded entering country (see details in Appendix).....	-	-	152
Total.....	-	-	3,058
5. Stock stored:			
a. Serviceable.....	23,579	112	112
b. Awaiting repair or under repair.....	-	44,734	30,760
c. Damaged beyond repair.....	-	-	-
d. Inaccessible.....	23,759	11,293	35,052
Total.....	-	-	-

6. Turn round of wagons:

a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day}} = \frac{78,575 - 10,319}{3058} = 2 \text{ days } 15 \text{ hrs.}$

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{78,575 - 10,319}{7899} = 2 \text{ days } 12 \text{ hrs.}$

III. COACHES:

	OWN	FOREIGN	TOTAL
1. Total stock available.....	5,013	597	5,610
2. Stock in use.....	5,292	75	5,367
3. Stock stored:			
a. Serviceable.....	25	-	25
b. Under repair or awaiting repair.....	3,516	322	3,838
c. Damaged beyond repair.....	-	-	-
d. Inaccessible.....	5,561	522	6,083

IV. RAILCAR WAGONS:

	OWN	FOREIGN	TOTAL
1. Total stock available.....	2,459	308	2,767
2. Stock in use.....	955	105	1,060
3. Stock stored:			
a. Serviceable.....	1,504	123	1,627
b. Under repair or awaiting repair.....	-	-	-
c. Damaged beyond repair.....	-	-	-
Total.....	1,504	123	1,627

4. Average number of man on loaded containers
country (see details in Appendix).....
total

-	-	159
-	-	0.050
23,579	112	112
-	14,704	50360
-	-	-
23,799	14,895	38,172

5. Stock stored:

- a. Serviceable.....
b. Under repair or under repair.....
c. Damaged beyond repair.....
d. Inaccessible.....

6. Turn round of man on:

a) Average number of serviceable man on = 79,422 - 1959 = 2 days 15 hrs.
Average number loaded per day + 8053

b) Total serviceable man on = 79,422 - 1959 = 2 days 12 hrs.
Average number loaded per day 7899

III. COMMODITIES:

1. Total stock available.....	2. Stock in use.....	3. Stock stored:	4. Serviceable.....	5. Under repair & awaiting repair.....	6. Damaged beyond repair.....	7. Inaccessible.....	TOTAL
5,823	597	5,226	25	3,516	-	-	6,130
5,292	73	5,219	25	3,516	-	-	2,367
5,292	73	5,219	25	3,516	-	-	4,058
5,292	73	5,219	25	3,516	-	-	4,058
5,292	73	5,219	25	3,516	-	-	4,058

IV. MAGAZINE WARE:

1. Total stock available.....	2. Stock in use.....	3. Stock stored:	4. Serviceable.....	5. Under repair & awaiting repair.....	6. Damaged beyond repair.....	TOTAL
2,159	308	1,851	1,504	123	-	1,627
955	185	770	1,504	123	-	1,627
955	185	770	1,504	123	-	1,627
955	185	770	1,504	123	-	1,627

V. PORTAL WARE:

1. Total stock available.....	2. Stock in use.....	3. Stock stored:	4. Serviceable.....	5. Under repair & awaiting repair.....	6. Damaged beyond repair.....	7. Inaccessible.....	TOTAL
320	167	153	163	2	-	-	170
320	167	153	163	2	-	-	170
320	167	153	163	2	-	-	170
320	167	153	163	2	-	-	170

1. RAILWAY SYSTEM: TRAINS (Summary).

Table 2.

PERIOD: SEPTEMBER 1945
HONOLULU AIRFIELD REPORT

I. GOOD TRAINS.

1. Number of trains daily in use....
2. Number of train - Kilometers per day.
3. Number of ton - Kilometers per day...

Military Traffic	Civilian Traffic	Total
193	1,134	1,332
7,555	90,090	96,445
4,554,270	42,597,600	53,457,950

II. PASSENGER TRAFFIC.

1. Number of trains daily in use.
 - a - For internal services.....
 - b - For international services...
2. Number of train - Km per day....
3. Number of passenger - kilometers per day.....

Military Traffic	Civilian Traffic	Total
67 6	3,054 20	5,143 26
9,332	148,396	157,673
-	-	-

3. Number of ton - Kiloms per day...

4,592,270 43,597,600 53,457,950

II. PASSENGER TRAINS.

1. Number of trains daily in use.
 - a - For internal services.....
 - b - For international services..
2. Number of trains - km per day.....
3. Number of Passengers - kiloms per day.....

Military Traffic	Civilian Traffic	Total
87 6	3,056 20	3,143 26
9,282	149,396	157,670
-	-	-

Line	MILES IN OPERATION			Reactive
	Single track	Double track	Total	
50 5000.46	2612	13606	110935.40550	154.7
Component of Chicago Zone	57	565	113.5	32.4

Remarks: (1) of which 70.3 km. of double track, only single track electrified.

Reactive line of not lines:

Single track	Component	Line	Section	Miles
Single track	VENICE	Venice-Porto Ruco	S. Roma-Corin	8
"	"	Bologna-Radova	Bologna-Belluno	15
"	"	Comana-Quarara	Valeriano-Pinone	4
"	"	Sacile-Pinone	Facile-Quarara	27
		Province-Campomaggiore	Province-Quarara	7
		(Only for Allied Military Traffic)		
	BOLOGNA	Forlino-Ravenna	Forlino-Ravenna	10
	VA RIES	Bologna-Avellino	Avellino	12
	PARMA	Solero-S. Maria	S. Maria-S. Maria	10
	TORINO	Modena-Ferrara	Modena-Ferrara	20

Electric

traction

Double track:

Single track:

VERONA (2)	MILANO-TORINO	Roma-Genova	Roma-Genova	12
GENOVA	Genova-Plaza	Genova-Plaza	Genova-Plaza	4
BOLOGNA	Bologna-Pinone	Bologna-Pinone	Bologna-Pinone	22
VERONA	Roma-Plaza	Roma-Plaza	Roma-Plaza	8
"	"	"	"	8
ROMA	Roma-Plaza	Roma-Plaza	Roma-Plaza	8
	MILANO	Milano-Pinone	Milano-Pinone	12
	GENOVA	Genova-Pinone	Genova-Pinone	6
	BOLOGNA	Bologna-Pinone	Bologna-Pinone	10
	ROMA	DD Roma-Plaza	P. Roma-Plaza	6
	GENOVA	Genova-Plaza	Genova-Plaza	25
	FERRARA	Ferrara-S. Stefano	S. Stefano	8
	"	"	"	11

(14) single track on bridges on Chicago and Reggio Calabria Rivers.

Railway system : Italian State Railways.
(Supplementary Information)

Period : September, 1946.

Repair of Rolling Stock in I.S.R. shops, Roundhouses, Car

H - Heavy L - Medium	Steam Locomotives		Electric Locomotives		Coaches		Baggage Vans		Box Cars		Open Wagons				Quantity of succeeding		
	H. M.		H. M.		H. M.		H. M.		H. M.		High Gondolas		Low Gond. & Flats		Step.	M.	Locos
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.			
Italian State Railways.....	21	29	26	-	32	210	13	32	42	297	42	300	10	93	68	44	26
Private Work-shops.....	13	-	2	-	43	40	18	20	342	447	314	269	55	73	27	7	10
Total	34	29	28	-	72	250	31	52	384	744	386	569	65	166	89	51	36

1705

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

Railways.
(Information)

Period : September, 1946.

Appendix 2.

in I.B.R. shops, Roundhouses, Car

Electric Locos	Coaches		Baggage Vans		Box Cars		Open Wagons				Quantity of repair foreseen for successing month :				
							High Gondolas		Low Gond. S. Flats		Step. Locos	Fl. Locos	Vehicles		
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.			Wagg Vans	Cars	
-	32	210	13	32	42	297	42	300	10	93	68	44	265	61	408,3
-	43	40	18	20	342	447	344	269	55	73	27	7	103	52	156,5
-	72	253	31	52	364	744	386	569	65	166	89	51	368	113	243,8

Appendix 2

Railway Station: Italian-Guido Railways

Period: September 46
 Period: Full Year 1946

TABLE OF INCOME AND EXPENSES FOR THE FULL YEAR 1946

Country or Zone	EXPENSES		INCOME		
	Locals	Empty	Total	Empty	Total
East Zone Austria	1914	5712	7653	616	7068
French Zone Austria	796	2535	3353	2533	3903
Yugoslavia	3863	4557	8420	1642	8255
Switzerland	1501	6735	8236	300	9056
Germany	367	253	620	814	1215
	6470	19012	20202	5932	29437

In order to traffic re-interchange items and payments in Germany and Austria at these stations or in zone 19.

1707

French zone Austria	790	2535	3353	1370	2533	3903
Yugoslavia	3063	4557	8420	6813	1640	8255
Switzerland	1531	6755	9236	9756	300	9056
France	367	253	620	374	843	1215
	8470	19012	20202	23565	5932	29457

Only traffic registered at these and certain in Germany included at these stations or in zone "B".

Appendix A.Report on Position in Allied Zone "A"
VICTIMIA GROUND POSITION
End of September 1945.1. GENERAL.

Working generally has been smooth during the month and no special difficulties have arisen, although the month was marked by an unfortunate plane crash on 19 Sept. 46 at 3150 HADAMING near UDINE in which three British military lost their lives and six were injured in addition to one ITALIAN civilian killed and one I.S.A. employee injured. Austrian U.S.A. traffic at TRIESTE Port has been cleared and as a result it is anticipated that control will be eased considerably.

The exchange of I.S.A. wagons for D.R. wagons has commenced and two train of 40 box cars was exchanged on 2nd September 46, in addition another 37 individual exchanges had been effected up to the middle of the month.

On 27 Sept. 46 the following tonnages remained in the port of TRIESTE for rail movement:

YUGOSLAV 6849
AUSTRIA 3550
GALICIAN 12050

2. LOADING IN TRIESTE.

	Yugoslav	Austria	Czech.	Hungary	Local	Local
	Gabornis					Gabornis
1/2. 7.9.46	795	335	70	-	42	26
14. 9. 46	234	151	63	1	32	41
21. 9. 46	356	714	128	14	168	19
28. 9. 46	376	584	345	-	261	43
Totals	1791	1814	534	15	503	129
	Grand total 4078.					

3. COMMENTS ON LOADINGS.(a) UNRA Traffic for Yugoslavia.

UNRA traffic continued to flow fairly heavily even Trieste Port although loadings have been less than during August. No difficulties, other than in supplying POC wagons, have arisen with this traffic.

During the week ending 24 Sept. 46 a loading of 19 locomotives and tenders from the "Bolner" commenced and by 28 Sept. 46 had been sent to Yugoslavia, 7 remained on dock and 4 were in Campo Marzio shed prior to movement to Trent.

(b) Loadings for Austria.

Although loadings for Austria were heavier than loadings to other countries no special difficulties have arisen during the four weekly period under review.

been cleared and as a result it is anticipated upon control will be eased considerably.

The exchange of P.O. numbers for D.B. numbers has commenced and one train of 40 box cars was exchanged on 2nd September. In addition another 37 individual exchanges had been effected up to the middle of the month.

On 27 Sept. 46 the following tonnage remained in the port of TRIESTE for rail movement:

YUGOSLAV	6040
AUSTRIA	3590
CZECHOSLOVAKIA	12350

2. LOADING IN TRIESTE.

Date	Yugoslav		Austria	Czech.	Hungary	Local	Local Centers
	Yugoslav	Centers					
13.7.46	725	-	355	70	-	62	26
14.8.46	234	-	151	63	1	38	41
21.9.46	356	-	724	120	14	100	19
28.9.46	376	42	534	315	-	251	43
Totals	1791	42	1814	524	15	503	129
Grand Total 4678.							

3. COMPLETION OF LOADINGS.

(a) RAIL Traffic for Yugoslavia.

This traffic continues to flow fairly heavily from Trieste port although loadings have been less than during August. No difficulties, other than in supplying POZ wagons, have arisen with this traffic.

During the week ending 21 Sept. 46 a loading of 19 locomotives and tenders from the "Belner" commenced and by 28 Sept., 8 had been sent to Yugoslavia, 7 remained on dock and 4 were in Campo Tressio shed prior to movement to Lesana.

(b) Loadings for Austria.

Although loadings for Austria were heavier than loadings to other countries no special difficulties have arisen during the four weekly period under review.

Appendix 5.

Monthly Progress Report on Transport
Activity in Italy.

PORT DISCHARGE AND CLEARANCE IN ANCONA, MONTEVIDEO
1 JANUARY 1945 - 30 JUNE 1945.

Discharge	Tons	W.P.D.	Clearance	Tons	W.P.D.
Intra-land.	149,507	3,009	Rail	196,100	6,326
Coal	142,936	2,603	Road	20,000	2,589
General	41,865	1,350	Sea	1,700	55
Grain	24,325	705			
	298,430	9,627		277,300	8,961
Discharge		S.W.M.A.	Clearance		
		T.P.D.			
Intra-land.	9,179	283			
Coal	87,695	5,138			
	105,674	5,421			
Discharge		TRIMITE	Clearance		
		T.P.D.			
Coal	22,503	726	Rail	79,051	2,550
Stores	89,517	2,087	Road	1,495	43
	112,020	5,243	Other Locals	7,891	234
				88,417	2,852
Discharge		VERICE	Clearance		
		T.P.D.			
Coal	53,180	2,685	Mail-Parit.	18,594	600
Grain	-	-	Road	1,450	46
General	29,779	260	Sea & Canal	2,835	92
			Total A	22,979	736
			Rail Port-hora	50,030	1,604
			Road	1,525	50
			Sea & Canal	2,624	278
			Total B	50,206	1,942
			Total A + B	83,085	2,880
			No factories in		
			Port's area	38,911	1,256
			GRAND TOTAL	121,996	3,936

General Grain	41,865 24,355 <u>298,156</u>	1,350 205 <u>9,527</u>	1,700 <u>277,300</u>	55 <u>8,961</u>
Discharge			Clearance	
Intermed. Coal	Tons 9,179 97,695 <u>105,874</u>	T.P.D. 263 2,132 <u>3,415</u>	Not available	
Discharge			Clearance	
Coal Stores	Tons 22,503 69,547 <u>112,020</u>	T.P.D. 723 2,687 <u>3,413</u>	Rail Road Other items Tons 79,034 1,455 7,891 <u>86,417</u>	T.P.D. 2,550 48 854 <u>2,852</u>
Discharge			Clearance	
Coal Grain General	Tons 83,160 23,772 <u>106,932</u>	T.P.D. 2,663 960 <u>3,623</u>	Rail-Imports Road Sea & Canal Tons 10,594 1,450 2,835 <u>14,879</u>	T.P.D. 600 46 92 <u>738</u>
			Total A Total B Total C Total D Total E Total F Total G Total H Total I Total J Total K Total L Total M Total N Total O Total P Total Q Total R Total S Total T Total U Total V Total W Total X Total Y Total Z Total AA Total AB Total AC Total AD Total AE Total AF Total AG Total AH Total AI Total AJ Total AK Total AL Total AM Total AN Total AO Total AP Total AQ Total AR Total AS Total AT Total AU Total AV Total AW Total AX Total AY Total AZ Total BA Total BB Total BC Total BD Total BE Total BF Total BG Total BH Total BI Total BJ Total BK Total BL Total BM Total BN Total BO Total BP Total BQ Total BR Total BS Total BT Total BU Total BV Total BW Total BX Total BY Total BZ Total CA Total CB Total CC Total CD Total CE Total CF Total CG Total CH Total CI Total CJ Total CK Total CL Total CM Total CN Total CO Total CP Total CQ Total CR Total CS Total CT Total CU Total CV Total CW Total CX Total CY Total CZ Total DA Total DB Total DC Total DD Total DE Total DF Total DG Total DH Total DI Total DJ Total DK Total DL Total DM Total DN Total DO Total DP Total DQ Total DR Total DS Total DT Total DU Total DV Total DW Total DX Total DY Total DZ Total EA Total EB Total EC Total ED Total EE Total EF Total EG Total EH Total EI Total EJ Total EK Total EL Total EM Total EN Total EO Total EP Total EQ Total ER Total ES Total ET Total EU Total EV Total EW Total EX Total EY Total EZ Total FA Total FB Total FC Total FD Total FE Total FF Total FG Total FH Total FI Total FJ Total FK Total FL Total FM Total FN Total FO Total FP Total FQ Total FR Total FS Total FT Total FU Total FV Total FW Total FX Total FY Total FZ Total GA Total GB Total GC Total GD Total GE Total GF Total GG Total GH Total GI Total GJ Total GK Total GL Total GM Total GN Total GO Total GP Total GQ Total GR Total GS Total GT Total GU Total GV Total GW Total GX Total GY Total GZ Total HA Total HB Total HC Total HD Total HE Total HF Total HG Total HH Total HI Total HJ Total HK Total HL Total HM Total HN Total HO Total HP Total HQ Total HR Total HS Total HT Total HU Total HV Total HW Total HX Total HY Total HZ Total IA Total IB Total IC Total ID Total IE Total IF Total IG Total IH Total II Total IJ Total IK Total IL Total IM Total IN Total IO Total IP Total IQ Total IR Total IS Total IT Total IU Total IV Total IW Total IX Total IY Total IZ Total JA Total JB Total JC Total JD Total JE Total JF Total JG Total JH Total JI Total JJ Total JK Total JL Total JM Total JN Total JO Total JP Total JQ Total JR Total JS Total JT Total JU Total JV Total JW Total JX Total JY Total JZ Total KA Total KB Total KC Total KD Total KE Total KF Total KG Total KH Total KI Total KJ Total KK Total KL Total KM Total KN Total KO Total KP Total KQ Total KR Total KS Total KT Total KU Total KV Total KW Total KX Total KY Total KZ Total LA Total LB Total LC Total LD Total LE Total LF Total LG Total LH Total LI Total LJ Total LK Total LL Total LM Total LN Total LO Total LP Total LQ Total LR Total LS Total LT Total LU Total LV Total LW Total LX Total LY Total LZ Total MA Total MB Total MC Total MD Total ME Total MF Total MG Total MH Total MI Total MJ Total MK Total ML Total MM Total MN Total MO Total MP Total MQ Total MR Total MS Total MT Total MU Total MV Total MW Total MX Total MY Total MZ Total NA Total NB Total NC Total ND Total NE Total NF Total NG Total NH Total NI Total NJ Total NK Total NL Total NM Total NN Total NO Total NP Total NQ Total NR Total NS Total NT Total NU Total NV Total NW Total NX Total NY Total NZ Total OA Total OB Total OC Total OD Total OE Total OF Total OG Total OH Total OI Total OJ Total OK Total OL Total OM Total ON Total OO Total OP Total OQ Total OR Total OS Total OT Total OU Total OV Total OW Total OX Total OY Total OZ Total PA Total PB Total PC Total PD Total PE Total PF Total PG Total PH Total PI Total PJ Total PK Total PL Total PM Total PN Total PO Total PP Total PQ Total PR Total PS Total PT Total PU Total PV Total PW Total PX Total PY Total PZ Total QA Total QB Total QC Total QD Total QE Total QF Total QG Total QH Total QI Total QJ Total QK Total QL Total QM Total QN Total QO Total QP Total QQ Total QR Total QS Total QT Total QU Total QV Total QW Total QX Total QY Total QZ Total RA Total RB Total RC Total RD Total RE Total RF Total RG Total RH Total RI Total RJ Total RK Total RL Total RM Total RN Total RO Total RP Total RQ Total RR Total RS Total RT Total RU Total RV Total RW Total RX Total RY Total RZ Total SA Total SB Total SC Total SD Total SE Total SF Total SG Total SH Total SI Total SJ Total SK Total SL Total SM Total SN Total SO Total SP Total SQ Total SR Total SS Total ST Total SU Total SV Total SW Total SX Total SY Total SZ Total TA Total TB Total TC Total TD Total TE Total TF Total TG Total TH Total TI Total TJ Total TK Total TL Total TM Total TN Total TO Total TP Total TQ Total TR Total TS Total TT Total TU Total TV Total TW Total TX Total TY Total TZ Total UA Total UB Total UC Total UD Total UE Total UF Total UG Total UH Total UI Total UJ Total UK Total UL Total UM Total UN Total UO Total UP Total UQ Total UR Total US Total UT Total UV Total UW Total UX Total UY Total UZ Total VA Total VB Total VC Total VD Total VE Total VF Total VG Total VH Total VI Total VJ Total VK Total VL Total VM Total VN Total VO Total VP Total VQ Total VR Total VS Total VT Total VU Total VV Total VW Total VX Total VY Total VZ Total WA Total WB Total WC Total WD Total WE Total WF Total WG Total WH Total WI Total WJ Total WK Total WL Total WM Total WN Total WO Total WP Total WQ Total WR Total WS Total WT Total WU Total WV Total WW Total WX Total WY Total WZ Total XA Total XB Total XC Total XD Total XE Total XF Total XG Total XH Total XI Total XJ Total XK Total XL Total XM Total XN Total XO Total XP Total XQ Total XR Total XS Total XT Total XU Total XV Total XW Total XX Total XY Total XZ Total YA Total YB Total YC Total YD Total YE Total YF Total YG Total YH Total YI Total YJ Total YK Total YL Total YM Total YN Total YO Total YP Total YQ Total YR Total YS Total YT Total YU Total YV Total YW Total YX Total YY Total YZ Total ZA Total ZB Total ZC Total ZD Total ZE Total ZF Total ZG Total ZH Total ZI Total ZJ Total ZK Total ZL Total ZM Total ZN Total ZO Total ZP Total ZQ Total ZR Total ZS Total ZT Total ZU Total ZV Total ZW Total ZX Total ZY Total ZZ	

HEADQUARTERS ALLIED COMMISSION

PO 794

Transportation and Shipping Branch

MONTHLY STATISTICAL REPORT

FOR SEPTEMBER 1946

(FIGURES GIVEN ARE FOR AUGUST 46)

1. Monthly Statistical Report.

The statistical tables for the month of August are forwarded herewith, Appendix 5 gives short report on Venezian Giulia Area (Zone A).

2. General Situation of Rolling Stock.

a) Locomotives:

The following table compares the position with that at the end of July:

Type	In service 31 Aug.	+ or -	In Store	+ or -	Under or awaiting repair 31 Aug.	+ or -
Steam	1941	+30	267	-9	1915	-27
Electric	822	+16	-	-	638	-13

The power available was sufficient to meet traffic requirements.

b) Freight Rolling Stock:

During August the LSC made an accurate check and found previous reports showed about 10,000 more wagons in use than were actually available. The difference was due mainly to incorrect figures of wagons repaired and frontier exchanges.

The following tables show figures as per wagon census, the adjusted situation on 31 July 1946 and situation on 31 August, full details being given in table I(2).

Wagons (incl. Foreign)	No. 17-3-46	17-3/31-7 Nett gain loss	31-7-46 No	31-7/31-8-46 Nett gain loss	No on 31-8-46
Serviceable:	76,353	659	75,812	692	74,500
repaired		2279		2376	
sent abroad		1772		372	
new construct					

1713

2. General Situation of Rolling Stock.

a) Locomotives:

The following table compares the position with that at the end of July:

Type	In service 31 Aug.	+ or -	In store	+ or -	Under or awaiting repair 31 Aug.	+ or -
Steam	1941	+30	267	-9	1915	-27
Electric	822	+16	-	-	638	-13

The power available was sufficient to meet traffic requirements.

b) Freight Rolling Stock:

During August the LSR made an accurate check and found previous reports showed about 10,000 more wagons in use than were actually available. The difference was due mainly to incorrect figures of wagons repaired and frontier exchanges.

The following tables show figures as per wagon census, the adjusted situation on 31 July 1946 and situation on 31 August, full details being given in table I(2).

Wagons (incl. Foreign)	No. 17-3-46	17-3/31-7		No. 31-7-46	31-7/31-8-46		No on 31-8-46
		Nett gain	Nett loss		Nett gain	Nett loss	
<u>Servicable:</u> repaired	76,353	659	2579	75,812	692	2376	74,500
sent abroad new construct		1779			372		
<u>Unservicable:</u> sent abroad	42,348		689	41,000		175	40,133
repaired			659			692	
Totals Nett	118,701	2438	4327	116,812	1064	3243	114,633
			1889			2179	

Based on above figures, the utilization figures of wagons during July and August compare as follows:

	JULY	AUGUST
Total stock available	116,812	114,633
Serviceable wagons in daylight service		
(excluding box-cars used for passenger service)	74,112	72,657
July 1946, August 1945)	63,444	63,69
Percentage of utilization	6,607	6,900
Wagons loaded daily	113	92
Wagons entering loadings		
Turn round of wagons		
a) July $\frac{74,112}{6,607+113}$, August $\frac{72,657}{6,900+92}$	11 d. 0 hrs.	10 d. 9 hrs.
b) July $\frac{74,112}{6,607}$, August $\frac{72,657}{6,900}$	11 d. 5 hrs	10 d. 12 hrs.

c) Passenger Rolling Stock.

The table below gives comparative figures with July:

	Serviceable		Under or awaiting repair	Box cars used for passengers
	Foreign	Total		
31 July 1946	56	1,439	3,763	1,700
31 August 1946	37	1,401	3,741	1,843
Net difference	- 1	- 16	+ 10	+ 143

Passenger travel conditions in Italy continue to be practically intolerable. Much of such stock as there is lacks windows, upholstery, lighting and heating whilst the roofs are not waterproof. As is shown above, coaches are becoming unserviceable faster than they can be repaired, whilst the Italian State Railways state that no appreciable number of new vehicles can be made available for service until next year. During the winter the situation is likely to deteriorate still further, as repairs will almost certainly fall further in arrears.

In order to meet only the minimum requirements, additional box wagons have had to be put into service and created over long journeys, including some mountainous sections. When the winter really sets in, these conditions will certainly lead to unrest, quite apart from serious damage to the health of the passengers on account of the hardships they are called upon to endure.

Apart from the special train, a daily of sleepers and railcars, which in being released at the end of October, the Military Authorities do not expect to be able to re-acquisition any coaching stock, either in or outside Italy.

Turn round of wagons
 a) July $\frac{74,412}{6607+113}$, August $\frac{72,657}{6500+92}$
 b) July $\frac{74,412}{6607}$, August $\frac{72,657}{6500}$

14 d. 0 hrs.
 10 d. 9 hrs.

14 d. 5 hrs.
 40 d. 12 hrs.

c) Passenger Rolling Stock.

The table below gives comparative figures with July:

	Servicing		Under repair	Box cars used for passengers
	Total	Person		
31 July 1946	1,365	54	3,763	1,700
31 August 1946	1,304	37	3,701	1,843
Nett difference	- 1	- 17	+ 18	+ 143

Passenger travel conditions in Italy continue to be practically intolerable. Much of such stock as there is lacks windows, upholstery, lighting and heating whilst the roofs are not watertight. As is shown above, coaches are becoming unserviceable faster than they can be repaired, whilst the Italian State Railways state that no appreciable number of new vehicles can be made available for service until next year. During the winter the situation is likely to deteriorate still further, our repairs will almost certainly fall further in arrears.

In order to meet only the minimum requirements, additional box wagons have had to be put into service and operated over long journeys, including some mountainous sections. When the winter really sets in, these conditions will certainly lead to unrest, and to a great many serious damage to the health of the passengers on account of the hardships they are called upon to endure.

Apart from the special trains, the majority of sleepers and saloons, which is being released at the end of October, the Military Authorities do not expect to be able to re-acquisition any coaching stock, either in or outside Italy.

3. Traffic on Italian State Railway System.

a) Freight:

On an average, 6900 wagons were loaded daily during August, as against 6607 wagons in July. There were 133 wagons loaded more for civilian account, 194 more for Railway Service Traffic, whilst military loadings decreased by 34 wagons.

- 3 -

Port traffic was heavier than ever before. Excluding Trieste, a daily average of 1745 wagons was loaded in August, the largest port of which was Italian import traffic (519 coal, 103 grain, 45 general cargo (including military), for Switzerland 18, for Austria 25).

The daily average of freight train-kms in August was 91,410 as against 92,173 in July (civilian 80,598, military 11,052). Distances run on steam operated lines increase whilst electric and oil burning locos had reduced distances run.

b) Passenger or.

the following services were introduced:

- One pair of fast electric letter coaches between Rome and Reggio Calabria with immediate connection with Syracuse and Palermo.
- One pair of fast electric letter coaches between Rome, Naples and Foggia.
- One pair of fast direct trains between Turin and Rome.
- One pair of direct trains between Ventimiglia and Genoa in connection with the new Turin-Rome service.
- One pair of direct trains between Milan and Venice.
- One pair of fast direct night trains between Milan and Rome.

Passenger traffic conditions improved during the month of August due to very heavy overhauling. Heavy work on the main lines are still frequent and will only be eliminated with reconstruction of double track and by improving the in stations in stations and on the lines. Overhauling is still very bad and cannot be eliminated until such coaching stock is brought into use, allowing an increase of services. These requirements are absolutely indispensable for the civilian passenger traffic requirements.

Train kms. in August show a considerable increase for all types of traction: Steam, electric and oil.

c) Comparison of Steam, Electric and Oil traction figures:

Type of traction:	Train-kms. (daily)		Diff.	Tons per km. (daily)		Diff.
	July	August		July	August	
STEAM - Passenger	35,959	44,272	+8,313	8,078,086	8,688,804	+610,718
Goods	35,654	37,090	+1,436	16,066,740	18,691,861	+2,625,121
ELECTRIC - Pass.	50,390	53,244	+2,854	10,646,197	12,285,374	+1,639,177
Goods	42,463	40,076	-2,387	24,345,650	23,271,895	-1,073,755
OIL - Passenger	22,207	25,250	+3,043	3,829,639	4,564,829	+735,190
Goods	17,056	14,442	-2,614	10,952,440	8,635,552	-2,316,888

4. Fuel Situation.

Coal consumption during August was 110,518 tons (96,376 tons in July); stocks increased to 226,247 tons (139,450 at the end of July).

- One pair of fast electric motor coaches between Rome and Positano with immediate connection with Syracuse and Palermo.
- One pair of fast electric motor coaches between Rome, Naples and Positano.
- One pair of fast direct train between Turin and Rome.
- One pair of direct train between Ventimiglia and Genoa in connection with the new Turin-Rome service.
- One pair of direct train between Milan and Venice.
- One pair of fast direct night trains between Milan and Rome.

Passenger traffic continued to increase during the month of August due to very heavy overcrowding. Because on the main lines are still frequent and will only be eliminated with reconstruction of double track and by improving the infrastructure in stations and on the lines. Overcrowding is still very bad and cannot be eliminated until such coaching stock is brought into use, allowing an increase of services. These presently are absolutely inadequate for the civilian passenger traffic requirements.

Train kms. in August show a considerable increase for all types of traction: Steam, electric and oil.

c) Comparison of Steam, Electric and Oil traction figures:

Type of traction:	Train-kms. (Daily)		Tons per km. (Daily)		Diff.
	July	August	July	August	
STEAM - Passenger	55,959	61,272	8,078,086	8,690,804	+ 610,718
Goods	35,654	37,090	16,066,740	18,694,864	+ 2,628,124
ELECTRIC - Passenger	50,380	53,944	10,646,197	12,285,574	+ 1,639,377
Goods	42,463	40,078	24,345,650	23,271,895	- 1,073,755
OIL - Passenger	22,207	23,250	3,829,639	4,564,829	+ 735,190
Goods	17,056	14,442	10,352,440	8,635,552	- 1,716,888

4. Fuel Situation.

Coal consumption during August was 410,518 tons (96,576 tons in July); stocks increased to 226,247 tons (159,450 at the end of July).

The increase in the total consumption is due to heavier traffic on steam operated lines, but nevertheless, consumption per unit (4,65 Kcs in July, 45,49 in August) increased, without convincing justification. Coal is probably being wasted or pilfered and the Administration must find out the reasons if major loss is to be prevented during the winter months when consumption is always higher.

Stocks increased due to large arrivals from overseas and over approximately two months requirements; but war stocks equalled one year's consumption.

- 4 -

5. Reconstruction of permanent plant and electrification of lines.

Reconstruction of lines and electrification continued at a high level in August (see Appendix 1, para 2)

6. Repair situation of Rolling Stock and New construction. (App. 2 & 3)

During the month of August, 1 electric motor coach was delivered to the ISR; the 372 freight cars delivered during the month, were of the following types:

Box cars, serie	F	No	243
" " " " " "	G	"	10
High sides	L	"	100
Plats	POZ	"	14

The repair figures for the private industries fell during the month due to numerous holidays whilst the output of the ISR shops remained at the normal level. It is felt that the output of the private industry could be considerably increased by a better organization and distribution of the work and by demanding a larger contribution from this industry. This matter is being continually impressed upon the D.G. ISR.

7. Rolling stock exchange:

a) Restriction of serviceable wagons.

An exchange of empty serviceable stock is taking place between the S.N.C.F. and the ISR at Valenciennes. During August, 514 wagons were received from France whilst 429 were sent there. It was not possible to obtain the exact balance as difficulties arose on the French side for the acceptance of trains from Italy.

The exchange by types was as follows:

T y p e s	Sent to France	Received from France
Box cars	306	426
High sides	93	59
Plats	12	109
Refrigerators	-	10
Cisterns	2	2
Large capacity Vans	1	6
	10	-
Total	429	614

b) Damaged vehicles exchanged with France during August were as follows:

T y p e s	Sent to France	Received from France
Coaches	3	2

1719
Plats " PCZ " 14

The repair figures for the private industries fell during the month due to numerous holidays whilst the output of the ISR shops remained at the normal level. It is felt that the output of the private industry could be considerably increased by a better organization and distribution of the work and by demanding a larger contribution from this industry. This matter is being continually impressed upon the D.C. ISR.

7. Wagon exchange:

a) Restriction of serviceable wagons.

An exchange of empty serviceable stock is taking place between the S.N.C.F. and the ISR at a rate of 1:1. During August, 614 wagons were received from France whilst 429 were sent to France. It was not possible to obtain the exact balance as difficulties arose on the French side for the acceptance of trains from Italy.

The exchange by type was as follows:

T y p e s	Sent to France	Received from France
Box cars	306	428
High sides	58	59
Plats	12	109
Refrigerators	-	10
Cisterns	2	2
Large capacity	1	6
Vans	10	-
Total	429	614

b) Damaged vehicles exchanged with France during August were as follows:

T y p e s	Sent to France	Received from France
Couches	3	2
Vans	4	2
Wagons	253	324
Total	260	328

c) Austria:

Total exchange figures at Brenner, Tarvisio and S. Candido Transits are as follows:

Sent to Austria.....Not 15,200
Received from Austria.....Not 14,261

The difference is caused by wagons directed to Czechoslovakia with pyrites to return bringing coal from Poland not having returned to Italy during the period.

- 5 -

ROADS:

The improvement in roads and the reconstruction of permanent bridges continue. Generally speaking, main roads are in reasonably good condition except from Novara to Genoa.

The introduction of road services proposed by Czechoslovakia to Trieste, by Sweden, for passenger via Milano and Chiasso, and by Holland through Switzerland for perishable goods, roads to the Italian representative at the Prague conference, are under consideration.

The Italian Government have again been pressed to enter into reciprocal negotiations with other countries for the introduction of the use of international petrol coupons.

RAILWAYS:a) Passenger Traffic.

Passenger traffic in respect to Italy was as heavy as in August and trains overcrowded without any exception.

The booking of seats on 1st and 2nd class coaches has been abolished, except for the post train R.24 and R.25 Rome-Milan. Booking on the mixed military civilian trains or trains remain in force.

b) Freight Traffic.

(i) Loading. Loading of internal and international traffic were very high also, in September. The port clearance (excluding Trieste) continued to be very intense, reaching a daily average of 1657 wagons (923 coal, 59 grain, 524 General, 40 to Switzerland, 6 to Austria.)

(ii) Demands. Bids for internal traffic were far in excess to the availability of wagons. Demand exceeded availability by no less than 1236 box cars, 4821 high sides, 224 flats and 50 special types wagons (cisterns, long flats etc).

Between September 11th and 28th, 640 wagons loaded with Polish Coal entered Italy via Tarvisio. These were loaded as follows:

406 ISR wagons
198 Czech wagons and
36 of other administrations.

It is hoped that this traffic developed satisfactorily and that as a result of agreements reached at Prague on the Ital-Czech) Polish traffic, the turn round of these wagons, presently exceeding 40 days, may be improved.

(iii) Czech-Italian Wagon Pool.

The arrangement made at the Prague Conference Klagofurt to set up a pool of wagons for handling Italy-Czech traffic and moving Polish coal to Italy, was confirmed at meetings held at Prague between the ISR and the CSD. These wagons are to be used exclusively for this traffic and will bear the following inscriptions in the German, Polish and Italian languages:
Italian-Czech Traffic on Box Wagons

RAILWAYS:c) Passenger Traffic.

Passenger traffic in September was as heavy as in August and trains over-crowded without any exception.

The booking of seats on 1st and 2nd class coaches has been abolished, except for the first train R.24 and R.25 Rome-Milan. Booking on the mixed military civilian R. 26 or Train remain in force.

b) Freight Traffic.

(i) Loadings. Loading for internal and international traffic were very high also in September. The port clearance (excluding Trieste) continued to be very intense, reaching a daily average of 1657 wagons (923 coal, 69 grain, 504 general, 40 to Switzerland, 6 to Austria.)

(ii) Demands. Bids for internal traffic were far in excess to the availability of wagons. Demands exceeded available facilities by no less than 1236 box cars, 4821 high sides, 221 flats and 60 special types wagons (cisterns, long flats etc).

Between September 11th and 26th, 640 wagons loaded with Polish Coal entered Italy via Tarvisio. These were loaded as follows:

1406 ISR wagons
197 Czech wagons and
36 of other Administrations.

It is hoped that this traffic develop satisfactorily and that as a result of agreements reached at Prague on the Italo-Czech) Polish traffic, the turn round of those wagons, presently exceeding 40 days, may be improved.

(iii) Czech-Italian Wagon Pool.

The arrangement made at the I CSD Conference Klagenfurt to set up a pool of wagons for handling Italo-Czech traffic and moving Polish coal to Italy, was confirmed at meetings held at Prague between the ISR and the CSD. These wagons are to be used exclusively for this traffic and will bear the following inscriptions in the German, Polish and Italian languages:
Italian-Czech Traffic on Box Wagons
Italian-Czech-Polish Traffic on Open Wagons.

The allocation of the pool was fixed as follows:

ISR	Box	400	CSD	Box	600
	Open	1000		Open	400

The Czech contribution is considered entirely inadequate and will undoubtedly result in serious congestion at ports. This fact was pointed out by the ISR delegates but the CSD stated that they are, firstly, short of stock, especially box cars, and secondly, because the pool is a new departure and the experiment should be tried. It was, however, agreed that the allocation may be modified in the light of experience.

- 6 -

Loadings ex Trieste from 1-23 September totalled 4,673 wagons. The breakdown was as follows:

Yugoslavia.....	1,791
Austria.....	1,814
Czechoslovakia.....	534
Hungary.....	15
Local.....	503

Origin Wagons

Yugoslavia.....	42
Local.....	129

On the 27 September, the following tonnages remained on the quay at Trieste:

Yugoslavia.....	6,840
Austria.....	3,550
Czechoslovakia.....	12,850

(iv) Wagons ... not with Austria:

The representatives of the Italian and Austrian Railways made a joint check on the transit movements between Italy and Austria at the three transit points, Crivisio, Brenner and S. Candido, between 4th October 45 and 15 September 46. The result showed the following nett balances in favour of Italy:

Box Wagons.....	611
Opens.....	1,475
Other types.....	795
Total.....	2,881

The debt has been slightly reduced since 15th September but there should be an advance of wagons by Austria to Italy of at least five days port loadings. On present figures, this amount to between 1,000 and 1,200 wagons. With the present wagon shortage in Italy, it is essential that Austria takes immediate steps to adjust matters.

PORTS.

Details of tonnages discharged and cleared during September at the Ports of GENOA, SAVONA, VENTIMIA and TRIESTE are shown in Appendix 5.

SHIPPING REPORT.

During the month of September the following transport was handled by coastwise shipping:

COAL (ANTHRAKITE).....	41,090 tons
SALE.....	8,002 "
BAUXITE.....	5,970 "
PYRITES.....	22,865 "
PHOSPHATES.....	45,472 "

Custom Wagon

Rumania..... 42
Local..... 129

On the 27 September, the following tonnages remained on the quay at Trieste:

Rumania..... 6,840
Austria..... 3,550
Czechoslovakia..... 12,850
(iv) Wagon..... into with Austria:

The representatives of the Italian and Austrian Railways made a joint check on the transit movements between Italy and Austria at the three transit points, Brivio, Brennero and S. Candido, between 4th October 45 and 15 September 46. The result showed the following nett balances in favour of Italy:

Box Wagon..... 341
Ovens..... 1,475
Other types..... 785
Total..... 2,597

The port has been slightly reduced since 15th September but there should be an advance of wagon by Austria to Italy, of at least five days port loadings. On present figures, this amount to between 1,000 and 1,200 wagons. With the present wagon shortage in Italy, it is essential that Austria takes immediate steps to adjust matters.

PORTS.

Details of tonnages discharged and cleared during September at the Ports of GENOA, SAVONA, VENTIM and NIMES are shown in Appendix 5.

SHIPPING REPORT.

During the month of September the following transport was handled by coastwise shipping:

COAL (SARDINIAN).....	41,090 tons
SALT.....	8,002 "
BAUXITE.....	5,970 "
PYRITES.....	22,665 "
PHOSPHATES.....	45,472 "
LEAD.....	500 "
ZINC.....	"
METALS (IRON).....	4,988 "
PETROLEUM PRODUCTS.....	8,002 "
FLOUR & GRAIN.....	15,142 "
MINERALS (VARIOUS).....	1,765 "
GOODS (VARIOUS).....	24,052 "
TOTAL.....	177,448 Tons

The following was handled by schooner traffic to and from Foreign Ports.
168,347 Tons.

W. H. Street
W. H. STREET
Lt. Colonel
Director

RAILWAY SYSTEM: ITALY (Supply)

TABLE I

PERIOD: AUGUST 1946

RAILWAY SITUATION REPORT

I. a. LOCOMOTIVES

1. Total Stock available

2. Stock in use:

- a. Goods.....
- b. Passenger.....
- c. Shunting.....

Total

3. Stock stored:

- a. Serviceable.....
- b. Under repair or awaiting repair.....
- c. Damaged beyond repair.....
- d. Inaccessible.....

Total

4. Average daily hrs. covered by locomotives

	OWN		FOREIGN		TOTAL	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total Stock available	4,001	1,476	360	54	4,441	1,530
2. Stock in use:						
a. Goods.....	1,176	838	194	27	1,670	865
b. Passenger.....	146	-	5	5	451	5
c. Shunting.....						
Total	1,922	838	199	52	1,121	870
3. Stock stored:						
a. Serviceable.....	267	4	29	-	296	4
b. Under repair or awaiting repair.....	1,092	634	132	22	2,024	656
c. Damaged beyond repair.....	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	2,159	638	161	22	2,320	660
4. Average daily hrs. covered by locomotives	-	-	-	-	-	-

I. b. ELECTRIC MOTOR COACHES & RAILCARS

1. Total Stock available

2. Stock in use:

- a. Goods.....
- b. Passenger.....
- c. Shunting.....

Total

3. Stock stored:

- a. Serviceable.....
- b. Under repair or awaiting repair.....
- c. Damaged beyond repair.....
- d. Inaccessible.....

	OWN		FOREIGN		TOTAL	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total Stock available	191	304	10	-	701	304
2. Stock in use:						
a. Goods.....	187	150	4	-	191	150
b. Passenger.....	-	-	-	-	-	-
c. Shunting.....	-	-	-	-	-	-
Total	187	150	4	-	191	150
3. Stock stored:						
a. Serviceable.....	2	4	-	-	2	4
b. Under repair or awaiting repair.....	502	450	6	-	508	150
c. Damaged beyond repair.....	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-

1. Total Stock available	4,441	1,476	560	54	4,441	1,530
2. Stock in use:						
a. Goods.....						
b. Passenger.....	1,476	838	194	27	1,670	885
c. Shunting.....	445	-	5	5	451	5
Total	1,922	838	199	52	1,121	870
3. Stock stored:						
a. Serviceable.....	267	4	29	-	296	4
b. Under repair or awaiting repair.....	1,682	634	132	22	2,024	656
c. Damaged beyond repair.....	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	2,159	638	161	22	2,320	660
4. Average daily km. covered by locomotives	-	-	-	-	-	-

I. B. ELECTRIC MOTOR COACHES & RAILCARS	OWN		RENTED		TOTAL	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total Stock available	391	304	10	-	701	304
2. Stock in use:						
a. Goods.....	157	450	4	-	191	150
b. Passenger.....	-	-	-	-	-	-
c. Shunting.....	-	-	-	-	-	-
Total	157	450	4	-	191	150
3. Stock stored:						
a. Serviceable.....	2	4	-	-	2	4
b. Under repair or awaiting repair.....	602	450	6	-	508	150
c. Damaged beyond repair.....	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	604	454	6	-	510	154
4. Average daily km. covered	-	-	-	-	-	-

TABLE I (2).

RAILWAY SYSTEM: ITALY (S. RAIL)

PERIOD: AUGUST 1946

RAILWAY SITUATION REPORT

OWN	FOREIGN	TOTAL
77,906	40,719	118,625
52,997	24,500	77,497
-	-	497
-	-	6,125
-	-	1,030
-	-	7,652
-	-	92
-	-	7,744
24,929	142	112
-	16,107	41,036
-	-	-
24,929	16,219	41,148

II. WAGONS:
1. Total stock available.....
2. Stock in use.....
3. Wagons loaded daily for:
a. Military requirements.....
b. Military sponsored.....
c. Commercial Undertaking.....
d. Transport for use of Rly. system..
4. Average number of wagons loaded entering country (see details in App)
Total
5. Stock stored:
a. Serviceable.....
b. Awaiting repair or under repair..
c. Damaged beyond repair.....
d. Inaccessible.....
Total

6. Turn round of wagons:
a) Average number of serviceable wagons = 77,497 - 1843 = 9 days 18 hours.
Average number loaded per day + number of wagons entering = 7744
b) Total serviceable wagons = 77,497 - 1843 = 9 days 24 hours.
Average number loaded per day = 7652

OWN	FOREIGN	TOTAL
5,769	597	6,366
2,201	37	2,238
27	-	27
3,461	560	4,021
3,488	560	4,048

III. COACHES:
1. Total stock available.....
2. Stock in use.....
3. Stock stored:
a. Serviceable.....
b. Under repair or awaiting repair..
Total

OWN	FOREIGN	TOTAL
2,459	506	2,965
1,032	152	1,184
1,426	156	1,582
1,426	156	1,582

IV. BAGGAGE VANS:
1. Total stock available.....
2. Stock in use.....
3. Stock stored:
a. Serviceable.....
b. Under repair or awaiting repair..
Total

OWN	FOREIGN	TOTAL
530	7	537
206	5	211

V. POSTAL VANS:
1. Total stock available.....
2. Stock in use.....

- a. Military requirements.....
- b. Military sponsored.....
- c. Commercial Undertaking.....
- d. Transport for use of RLY system..

4. Average number of wagons loaded entering country (see details in App)

-	-	497
-	-	-
-	-	6,125
-	-	1,030
-	-	7,652
-	-	92
-	-	7,744
-	112	112
24,929	16,107	41,036
-	-	-
24,929	16,219	41,148

Total

- 5. Stock stored:
- a. Serviceable.....
- b. Awaiting repair or under repair..
- c. Damaged beyond repair.....
- d. Inaccessible.....

Total

6. Turn round of wagons:

a) Average number of serviceable wagons = 77497 - 1043 = 76454
Average number loaded per day + number of wagons entering = 77497
b) Total serviceable wagons = 77497 - 1043 = 76454
Average number loaded per day = 76454

III. COACHES:

- 1. Total stock available.....
- 2. Stock in use.....
- 3. Stock stored:
- a. Serviceable.....
- b. Under repair or awaiting repair..

Total

OWN	FOREIGN	TOTAL
5,769	597	6,366
2,284	37	2,321
27	-	27
3,461	560	4,021
3,488	560	4,048

IV. BAGGAGE VANS:

- 1. Total stock available.....
- 2. Stock in use.....
- 3. Stock stored:
- a. Serviceable.....
- b. Under repair or awaiting repair..

Total

2,452	300	2,752
1,033	152	1,185
1,426	156	1,582
1,426	156	1,582

V. POSTAL VANS:

- 1. Total stock available.....
- 2. Stock in use.....
- 3. Stock stored:
- a. Serviceable.....
- b. Under repair or awaiting repair..

Total

220	7	227
206	5	211
-	-	-
124	2	126
124	2	126

Railway System : ITALY. (Summary)

Table 2.

Period : AUGUST 1946.
MONTHLY SITUATION REPORT.

I. GOODS TRAINS.

1. Number of trains daily in use ...
2. Number of train-kilometers
per day ...
3. Number of ton-kilometers
per day ...

Military Traffic	Civilian Traffic	Total
247	967	1,344
11,078	83,874	94,952
6,480,314	44,253,679	50,733,993

II. PASSENGER TRAINS.

1. Number of trains daily in use:
 - a. For internal services ...
 - b. For international services ...
2. Number of train-kms. per day ...
3. Number of Passenger-kilometers
per day ...

Military Traffic	Civilian Traffic	Total
126	2,907 27	3,007 35
9,606	141,798	151,404
-	-	-

1729

- 2. Number of train-kilometers per day ...
- 3. Number of ton-kilometers per day ...

11,078	83,874	94,952
6,480,314	44,253,679	50,733,993

II. PASSENGER TRAINS.

- 1. Number of trains daily in use:
 - a. For internal services ...
 - b. For international services ...
- 2. Number of train-kms. per day ...
- 3. Number of Passenger-kilometers per day ...

Military Traffic	Civilian Traffic	Total
1228	2,90727	3,00735
9,606	141,798	151,404
-	-	-

Railway system (Supplementary information)

APPENDIX 1.

Period: August, 1946.
MONTHLY SITUATION REPORT.

1) FUEL SITUATION:

Coal - metric tons
Fuel Oil - US Gallons
Gas Oil - US Gallons (1)

Consumption in August, 1946.
110,518
4,423,948
144,409

Stocks existing on 31 August, 1946.
226,247
1,338,844
162,530

(1) Fuel Oil is burnt exclusively on oil burning steam locomotives, whilst gas oil is used for Diesel cars, etc.

.. .. .

2) SITUATION OF LINES:

	LINES IN OPERATION						Reactivated lines not in operation	
	Single Track		Double Track		Total			
	S.T.	E.T.	S.T.	E.T.	S.T.	E.T.		
31 Aug. 46	9817.4	2735.5	1225.3	2210.4	1443.7	3255.9	15099.6	208.2
Compartment of Trieste Zone "B"	154.5	57.-	-	56.5	154.5	113.5	268.-	32.4

Reactivation of new lines:

Compartment	Line	Section	Kms.
Steam Traction: MILAN	Brescia-Pavia	Casalmaggiore-Pavia	24
VERONA	Treviglio-Ostiglia	Barabrano V. Grisignano	17
VINICE	Genova-Casarsa	Spilimbergo-Valeriano	6
"	Portogruaro-Venezia	S. Dona di Piave-Sponda destra Livorno	12
BOLOGNA	Ferrara-Finini	Ferrara-Portomaggiore	24
FIRENZE	Pisa-Volterra	Rivarbella-Saline di Volterra	21
"	Borgo S. Lorenzo	Ponatschieve - Rufina	7
ROMA	Pontassieve	Priverno-Terracina	17
Reactivation of double track:	Roma-Terracina		
Steam Traction: MILAN	Voghera-Piacenza	Voghera-Casteggio	9
GENOVA	Milano-Genoa	Stazzano-Arquata S.	4
FIRENZE	Firenze-Arezzo	Ponticino-Arezzo	16
ROMA	Roma-Flora	Rispecchia-Talamone	16
"	"	Albinia-Orbetello	7
Electric Traction:			
GENOVA	Milano-Genoa	Bivio Succursale-Compasso	3
BOLOGNA	Bologna-Ferrara	Piacenza-Pontenure	9
BOLOGNA	Bologna-Piacenza	Alseno-Fidenza	7

(1) fuel oil is burnt exclusively on oil burning steam locomotives, whilst gas oil is used for Diesel cars, etc.

2) SITUATION OF LINES:

	LINES IN OPERATION						Reactivated lines not in operation
	Single Track		Double Track		Total		
	S.T.	E.T.	S.T.	E.T.	S.T.	E.T.	
31 Aug. 46	9817.4	2735.5	1226.3	1113.7	3253.9	15099.6	208.2
Compartment of Trieste Zone "B"	154.5	57.7	-	56.5	113.5	268.-	32.4

Reactivation of new lines:

Compartment	Line	Section	Kms.
Steam Traction: MILAN	Brescia-Parma	Casalini-Maggiore-Parma	24
VERONA	Treviglio-Ostiglia	Barabrano V. Crisignano	17
VINICE	Gemona-Casarsa	Spilimbergo-Valeriano	6
"	Portogruaro-Venezia	S. Dona di Piave-Sponda destra Livorno	12
BOLOGNA	Ferrara-Rimini	Ferrara-Portomaggiore	24
FIRENZE	Pisa-Volterra	Riparbella-Salina di Volterra	21
"	Borgo S. Lorenzo	Pontassieve - Rufina	7
ROMA	Pontassieve	Priverio-Terracina	17
Reactivation of double track:	Roma-Terracina		
Steam Traction: MILAN	Voghera-Piacenza	Voghera-Casteggio	9
GENOVA	Milano-Genoa	Stazzano-Arquata S.	4
FIRENZE	Fidenza-Arezzo	Ponticino-Arezzo	16
ROMA	Roma-Fisa	Rispescia-Falamosa	16
"	"	Albiera-Orbetello	7
Electric Traction:			
GENOVA	Milano-Genoa	Bivio Succursale-Compasso	3
BOLOGNA	Bologna-Firenze	Piacenza-Pontenure	9
BOLOGNA	Bologna-Firenze	Alseno-Fidenza	7
Reactivation of Electric Traction:			
BOLOGNA	Bologna-Firenze	Verrido-Prato	20
FIRENZE	Bologna-Firenze	Prato-Firenze S.M.N.	16
ROMA	Roma-Firenze	Roma Termini-Fiumicino	34
"	Roma-Pescara	Tagliacozzo-Ivizzano	13

Railway system : Italian State Railways. (Supplementary Information) Appendix 2.

Period : August, 1946. MONTHLY SITUATION REPORT.

1. Newly built Rolling Stock delivered to the I.S.R. by private workshops.

Type of Rolling Stock	Delivered	
	August 1946	From 21/7/45 To 31/8/45
Blocked electric trainsets	-	4
Electric Motor Coaches	1	3
Coaches	-	1
Wagons.....	372	4,748

2. Situation of damaged wagons on 31 August (ATMP PRAGUE)

	Repairable			Irrepa- rable
	Cat. A Re- pairing Repairs	Cat. B Medium Repairs (30 - 100 h)	Cat. C Heavy Re- pairs (over 100)	Total Repair- able
German.....	1569	3165	7138	11872
French.....	221	253	716	1190
Belgian.....	90	190	425	706
Italian.....	3550	5374	15102	24026
Czech.....	98	115	357	570
Polish.....	-	3	8	11
Dutch.....	13	31	91	135
Austrian.....	27	65	149	230
U.S.A.....	132	32	37	201
Others.....	154	288	750	1192
Total	5854	9514	24765	40133
				1190 Total foreign 2511

Percentage of damaged Stock with regard to total Stock available: Italian: 28.9%
Foreign: 39.5%

3. Statement of Repairs executed during period: 1 - 31-8-1946. (Working Hours)

Repairs executed:	Cat. A	Cat. B	Cat. C	Total	Remarks
Railway Workshops	10080	3983	317	14380	
Private Workshops	-	760	883	1643	
Total	10080	4743	1200	16023	
Estimated monthly repairs in following 6 months :					
Railway Workshops.....	10100	4250	380	14730	
Private Workshops.....	-	900	1370	2270	

2. Situation of damaged wagons on 31 August (UTAP PRAGUE)

	Repairable			Irrepairable
	Cat. A Running Repairs	Cat. B Medium Repairs (30 - 100 h)	Cat. C Heavy Repairs (over 100)	Total Repairable
German.....	1569	3165	7138	11872
French.....	221	253	716	1190
Belgian.....	90	190	426	706
Italian.....	3550	5374	15102	24026
Czech.....	98	115	357	570
Polish.....	-	3	8	11
Dutch.....	13	31	91	135
Austrian.....	27	63	140	230
U.S.A.....	132	32	37	201
Others.....	154	288	750	1192
Total	5854	9514	24765	40133

Percentage of damaged Stock with regard to total Stock available: Italian: 28.9%
Foreign: 39.5%

3. Statement of Repairs executed during period: 1 - 31-8-1946. (Working Hours)

Repairs executed:	Cat A	Cat B	Cat C	Total	Remarks
Railway Workshops	10080	3983	317	14380	
Private Workshops	-	760	883	1643	
Total	10080	4743	1200	16023	
Estimated monthly repairs in following 6 months :					
Railway Workshops.....	10100	4250	380	14730	
Private Workshops.....	-	900	1370	2270	
Total	10100	5150	1750	17000	

4. Statement of Return of damaged Wagons - Period : 1 - 31 August 1946.

Nationality:	Damaged Wagons :			Across border of
	Number sent back to home country:	of:	Number received	
French.....	594 +	Ventimiglia	253 ++	Ventimiglia
Italian....	34	Brenner	620	Brenner
German.....				
Italian				
.....				
Total	1084		873	

+ plus 2 coaches and 4 Baggage Vans.
++ plus 3 coaches and 4 Baggage Vans.
+++ of which 1 coach frame.

1734

Electric Locomotives	Coaches	Passenger Vans	Box Cars	Flat Cars	Open Wagon	Quantity of repair foreseen for succeeding month				Locomotive	Coach	Passenger Van	Box Car	Flat Car	Open Wagon	Total
						Locomotive	Coach	Passenger Van	Box Car							
30	4	78	226	29	58	307	604	325	183	57	123	97	49	358	130	2342
1	-	39	33	47	30	235	317	302	214	52	46	29	9	98	65	465
29	4	39	193	12	28	22	257	46	275	5	77	68	40	280	65	377

In IR Shops, Roundhouses, Car shops and Private Workshops.

Period : AUGUST 1946

State Railways. Appendix 3

Railway System : Italian State Railways.

Appendix 3

Period : AUGUST 1946

Repair of Rolling Stock in ISR Shops, Roundhouses, Car shops and Private Workshops.

H=Heavy M=Medium	Steam Locos		Electric Locos		Coaches		Baggage Vans		Box Cars		Open Wagons				Quantity of rolling stock	
	H	M	H	M	H	M	H	M	H	M	High Gondolas		Low Gons & Flats		Steam Locos	Elect Locos
Italian State Rail- ways..	27	29	29	4	39	193	12	28	22	257	13	270	5	77	66	40
Private Workshops	17	-	1	-	39	33	17	30	255	377	302	214	52	46	29	9
Total	44	29	30	4	78	226	29	58	307	664	325	483	57	123	97	49

736

to Railways.

Appendix 3

Period: AUGUST 1946

MR Shops, Roundhouses, Car shops and Private Workshops.

Electric Locos	Coaches		Baggage Vans		Box Cars		Open Wagons				Quantity of repair foreseen for succeeding month				
	H	M	H	M	H	M	High Gondolas		Low Cons & Flats		Steam Locos	Elect. Locos	Vehicles		
							H	M	H	M			Coaches	Bagg. Vans	Cars
4	39	193	12	28	22	227	16	275	5	77	68	40	200	65	877
-	39	35	17	30	235	377	302	211	52	46	29	9	98	65	1465
4	78	226	29	58	307	664	325	483	57	123	97	49	356	130	2342

Monthly Progress Report on Transport
in Italy.

PORT DISCHARGE AND CLEARANCE IN PRINCIPAL NORTHERN ITALIAN PORTS
SEPTEMBER 1946.

Discharge	Clearance	Tons	T.P.D.
Intra-Med.		92,419	3,080
Coal	Rail	159,324	5,312
General	Road	38,312	1,278
Grain	Sea	28,117	948
		<u>315,172</u>	<u>10,618</u>

Discharge	Clearance	Tons	T.P.D.
Intra-Med.		6,710	224
Coal		224,681	7,410
		<u>231,391</u>	<u>7,634</u>

Discharge	Clearance	Tons	T.P.D.
Coal	Rail	4,900	163
Stores	Road	78,898	2,629
	Other Means	85,700	2,792
		<u>169,498</u>	<u>5,584</u>

Discharge	Clearance	Tons	T.P.D.
Coal	Rail-Marghera	110,445	3,681
Grain	Road	8,500	283
General	Sea & Canal	34,627	1,115
	Total A	<u>153,572</u>	<u>5,119</u>
	Total B	22,585	3,319
	Total A + B	<u>176,157</u>	<u>8,438</u>
	To factories in Port Area	52,044	1,735
	Grand Total	<u>175,562</u>	<u>5,852</u>

212,780 7,093
96,100 3,203
4,690 156
313,570 10,452

Tons T.P.D.

Not available

19,324 5,312
38,312 1,278
28,047 948
85,683 7,538

Clearance

SAVONA

Tons T.P.D.
6,710 284
224,687 7,150
231,397 7,434

Discharge

Intra-lid.
Ceal

TRIESTE

Clearance

Tons T.P.D.
4,933 163
78,848 2,629
83,781 2,792

Discharge

Coal
Stores

Tons T.P.D.
66,159 2,205
4,944 165
7,006 233
78,109 2,603

Discharge

Coal
Grain
General

Clearance

Tons T.P.D.
110,445 5,681
8,500 283
34,627 1,115
153,572 6,079

Tons T.P.D.
22,263 742
300 10
1,370 46
23,933 798

Rail -Maritt.
Road
Sea & Canal
Total A

87,605 2,920
2,750 92
9,230 307

Total B
Total A + B

99,585 3,319
123,518 4,117

To factories in
Port Area

52,044 1,735

Grand Total

175,562 5,852

Railway System : Italy

Appendix 5

Report of the Commission in Allied Zone "A"

VIENNA REGION

1st of August 1946

Complementary information:

1. Adoption of new routes etc. NIL
2. Internal and international relations newly established: NIL

3. Fuel Situation:

	Coal Tons	Diesel Oil Gallons
On hand 31 August 1946	4,429	15,515
Consumption monthly	2,400	6,000
Consumption.....		

4. Coal Situation in the Mines : NIL

5. IMPORTANT INCIDENTS, EVENTS, DISASTERS, ACCIDENTS, PERSONAL APPROPRIATION.

During the month the outstanding traffic for the future has been the reduction of the Austrian exchanges in the port from 13,377 tons at 31 July 1946 to 5,538 tons at 31 Aug 46. The difficulties following accumulations resultant upon the strike have been serious, such of the tonnage remaining at 31 Aug 46 having only arrived a short time prior to that date.

At one time traffic from Italy to Austria was so heavy (including loading from Venice Port) that between 10th August and 16th August it became necessary to send traffic via Verona, Trieste and Civilian traffic subsequently going via Montebelluna and S. Canale and military traffic via Brenner.

A similar diversion was effected during the complete closure of Arnoldstein Bridge between 28 and 31 August. The diversions in this instance actually commenced on 25th August and the last train to be diverted passed on the morning of the 30th, after which time traffic was re-directed towards Trieste in anticipation of the bridge opening.

On 31 Aug 46 the following tonnages remained at Trieste Port:

Austria	5583
Yugoslavia	3320
Czechoslovakia	1063
Other	743

Arrival units have been made for the complete month of exchanges of 152 wagons for Austrian and urban wagons on a 'like for like' basis with a view to returning them to their country of origin and so facilitating maintenance etc.

2. Internal and inter-territorial relations newly established: NIL

3. Fuel Situation:

	Coal Tons	Diesel Oil Gallons
On hand 31 August 1945	4,800	15,515
Average monthly consumption.....	2,400	6,000

4. Coal Situation in the Mines: NIL

5. IMPORTANT INCIDENTS, FACTS, DISSENTING OPINIONS, AND RECOMMENDATIONS.

During the month the outstanding traffic for the future has been the reduction of the Austrian exchanges in the port from 18,337 tons at 31 July 1945 to 5,508 tons at 31 Aug. 45. The difficulties following accumulations resultant upon the strikes have been serious, such of the tonnage remaining at 31 Aug. 45 having only arrived a short time prior to that date.

At one time traffic from Italy to Austria was so heavy (including loading from Venice port) that between 10th August and 16th August it became necessary to send traffic via Verona, Bressanone and Civilian traffic subsequently going via Innsbruck and S. Candido and military traffic via Brenner.

A similar diversion was effected during the complete closure of Arnoldstein Bridge between 26 and 31 August. The diversions in this instance actually commenced on 25th August and the last train to be diverted passed on the evening of the 30th, after which time traffic was re-directed towards Tarvis in anticipation of the bridge opening.

On 31 Aug 45 the following tonnages remained at Trieste Port:

Austria	5508
Yugoslavia	3300
Czechoslovakia	1003
Other	548

Arrangements have been made for the commencement of exchanges of ISR wagons for Austrian and German wagons on a 'like for like' basis with a view to returning them to their country of origin and so facilitating maintenance etc.

Relations with the local Yugoslav authorities have not noticeably changed. On 22 Aug. 45 a wagon examination post was brought into effect at SESAM with a view to mutual agreement as to the condition of wagons and avoidance of unnecessary working of wagons which cannot be loaded.

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

MONTHLY STATISTICAL REPORT

FOR AUGUST 1946

(FIGURES GIVEN ARE FOR JULY 46)

I) Rail

1. GENERAL SITUATION OF ROLLING STOCK.

a) Locomotives

(i) Steam : 1867 Italian and 224 foreign steam locomotives were in service on 31st July compared to 1937 and 209 on 30th June this shows a decrease of 70 Italian and an increase of 15 foreign locomotives during the month.

(ii) Electric : 824 Italian and 30 foreign electric locomotives in service on 31st July compared to 814 and 33 on 30th June this shows an increase of 13 Italian and a decrease of 3 foreign electric locomotives in service.

The Italian steam locomotives awaiting repair have increased from 1917 to 1924 whilst the foreign locomotives awaiting repair have decreased from 138 to 127.

Italian electric locomotives awaiting repair have decreased from 654 to 645, whilst the foreign have increased from 24 to 24 a net gain of 6 during the month.

The net loss of available steam locomotives during the month was 70 showing that present repair facilities are unable to keep pace with the current wear and tear.

b) Freight Rolling Stock

The goods wagons available for service increased during July from 87,371 to 88,472 an increase of 1,101 during the month. The increase is not nearly sufficient to cope with the increased demands for transportation and the wagon situation is very acute, it should be noted that there are at present 41,903 wagons awaiting repair.

c) Passenger Stock

The passenger stock available for traffic during July showed a slight improvement there being 2,389 vehicles in service as compared to 2,308 during June. The situation here is also very acute especially with the approach of winter as many coaches are without windows and also a large number of box

1. GENERAL SITUATION OF ROLLING STOCK.

a) Locomotives

(i) Steam: 1867 Italian and 224 foreign steam locomotives were in service on 31st July compared to 1937 and 209 on 30th June this shows a decrease of 70 Italian and an increase of 15 foreign locomotives during the month.

(ii) Electric: 824 Italian and 30 foreign electric locomotives in service on 31st July compared to 814 and 33 on 30th June this shows an increase of 13 Italian and a decrease of 3 foreign electric locomotives in service.

The Italian steam locomotives awaiting repair have increased from 1917 to 1928, whilst the foreign locomotives awaiting repair have decreased from 138 to 127.

Italian electric locomotives awaiting repair have decreased from 654 to 645, whilst the foreign have increased from 24 to 24 a net gain of 6 during the month.

The net loss of available steam locomotives during the month was 70 showing that present repair facilities are unable to keep pace with the current wear and tear.

b) Freight Rolling Stock

The goods wagons available for service increased during July from 87,371 to 88,472 an increase of 1,101 during the month. The increase is not nearly sufficient to cope with the increased demands for transportation and the wagon situation is very acute, it should be noted that there are at present 41,903 wagons awaiting repair.

c) Passenger Stock

The passenger stock available for traffic during July showed a slight improvement there being 2,389 vehicles in service as compared to 2,308 during June. The situation here is also very acute especially with the approach of winter as many coaches are without windows and also a large number of box cars are used for passenger transportation due to the scarcity of coaches.

2. TRAFFIC.

a) Freight Traffic

Average number of cars loaded daily was 7,303 during July compared to 6,448 during June. The ton kilometers per day during July was 51,996,133 compared to 46,393,601 during June.

b) Passenger Traffic

Passenger traffic was also very heavy during July, 140,957 train kms. being run compared to 125,938 during June.

502

- 2 -

3. FUEL SITUATION.

Coal consumption during July was 96,376 tons as compared to 87,133 tons during June. The stock at 31st July was 139,450 as compared to 127,423 at 30th June.

Fuel Oil: the consumption during July was 4,606,513 gals compared to 4,619,949 in June whilst stocks at 31st July were 1,035,540 gals compared to 1,221,210 at 30th June.

II) Road

The following road vehicles were put into service during July:

BUSES	-	71
CARS	-	1320
TRUCKS	-	2098
MOTORCYCLES	-	1007
TRAILERS	-	5116
ROAD TRACTORS	-	11
AGRICULTURAL TRACTORS	-	5

III) Shipping

The following tonnages were moved by coastwise shipping during July:

SARDINIAN COAL	58,275	Tons
SAIT	8,935	"
BAUWITE	9,305	"
PIRITES	7,950	"
PHOSPHATES	10,572	"
SULPHUR	-	"
ZINC	2,150	"
GRAIN	14,505	"
PETROL PRODUCTS	8,681	"
FERROUS MATERIAL	5,770	"
VARIOUS	15,164	"
Total	141,307	

A.H. STREET
Lt. Colonel
Director.

II) Road

The following road vehicles were put into service during July:

BUSSES	-	71
CARS	-	1320
TRUCKS	-	2098
MOTORCYCLES	-	1137
TRAILERS	-	5116
ROAD TRACTORS	-	11
AGRICULTURAL TRACTORS	-	5

III) Shipping

The following cargoes were moved by coastwise shipping during July:

SARDINIAN COAL	53,275	Tons
SALT	8,935	"
BAUXITE	9,305	"
PYRITES	7,950	"
PHOSPHATES	10,572	"
SULPHUR	-	"
ZINC	2,150	"
GRAIN	14,505	"
PETROL PRODUCTS	8,681	"
FERRIC MATERIAL	5,770	"
VARIOUS	15,164	"
Total	144,307	

A. H. STREET
Lt. Colonel
Director.

501

TABLE 1.

Railway System : ITALY (Summary)

Period: J U L Y 1946

MONTHLY SITUATION REPORT.

I. a) Locomotives.

	OWN		FOREIGN		TOTAL	
	Steam	Electric	Steam	Electric	Steam	Electric
1. Total Stock available	4087	1473	360	54	4447	1527
2. Stock in use:						
a) Goods.....	1438	824	220	22	1658	846
b) Passenger.....	429	-	4	8	433	8
c) Shunting.....						
Total	1867	824	224	30	2091	854
3. Stock stored:						
a) Serviceable.....	296	4	9	-	305	4
b) Under repair or awaiting repair.....	1924	645	127	24	2051	669
c) Damaged beyond repair.....	-	-	-	-	-	-
d) Inaccessible.....	-	-	-	-	-	-
Total	2220	649	136	24	2356	673

I. b) Electric Motor Coaches & Railcars.

	OWN		FOREIGN		TOTAL	
	Steam	Electric	Steam	Electric	Steam	Electric
1. Total Stock available	694	311	10	-	704	311
2. Stock in use:						
a) Goods.....	186	147	2	-	188	147
b) Passenger.....	-	-	-	-	-	-
c) Shunting.....	-	-	-	-	-	-
Total	186	147	2	-	188	147
3. Stock Stored:						
a) Serviceable.....	2	4	-	-	2	4
b) Under repair or awaiting repair.....	506	160	8	-	514	160
c) Damaged beyond repair.....	-	-	-	-	-	-
d) Inaccessible.....	-	-	-	-	-	-
Total	508	164	8	-	516	164

2. Stock in use: a) Goods..... b) Passenger..... c) Shunting.....	1436	824	220	22	1658	846
	429	-	4	8	433	8
	1867	824	224	30	2091	854
Total						
3. Stock stored: a) Serviceable..... b) Under repair or awaiting repair..... c) Damaged beyond repair..... d) Inaccessible.....	296	4	9	-	305	4
	1924	645	127	24	2051	669
	-	-	-	-	-	-
	-	-	-	-	-	-
Total	2220	649	136	24	2356	673

1. b) Electric Motor Coaches & Railcars.		OWN		FOREIGN		TOTAL
1. Total Stock available		Steam	Electric	Steam	Electric	Steam Electric
2. Stock in use: a) Goods..... b) Passenger..... c) Shunting.....	694	311	10	-	701	311
	186	147	2	-	188	147
	-	-	-	-	-	-
	186	147	2	-	188	147
Total						

3. Stock Stored: a) Serviceable..... b) Under repair or awaiting repair..... c) Damaged beyond repair..... d) Inaccessible.....	2	4	-	-	2	4
	506	160	8	-	514	160
	-	-	-	-	-	-
	-	-	-	-	-	-
Total	508	164	8	-	516	164

1747

785021

Railway System : ITALY (Summary)

TABLE

PERIOD : J U L Y 1946

MONTHLY SITUATION REPORT

	G/N	FOREIGN	TOTAL
II. Wagons:			
1. Total Stock available.....	83,693	44,794	130,487
2. Stock in use.....	59,264	28,848	88,112

3. Wagons loaded daily for:			
a) Military requirements.....			533
b) Military sponsored.....			-
c) Commercial Undertaking.....			5,905
d) Transport for use of Rly System.....			865
Total			7,303
4. Average number of wagons loaded entering country (see details in Appendix).....			113
Total			7,416

5. Stock stored:			
a) Serviceable.....		112	112
b) Awaiting repair or under repair.....	26,069	15834	41,903
c) Damaged beyond repair.....	-	-	-
d) Inaccessible.....	-	-	-
Total	29,069	15946	42,015

6. Turn Round of Wagons:			
a) Average Number of serviceable wagons = 88,112 - 2631 = 11 d, 14 hrs			
Average number loaded per day +	7436		
number of wagons entering loaded			
b) Total serviceable wagons = 88,112 - 2361 = 11 d, 19 hrs			
Average number loaded per day	7303		

III. Coaches:

	G/N	FOREIGN	TOTAL
1. Total Stock available.....	5,852	597	6,429
2. Stock in use.....	2,335	54	2,389
3. Stock stored:			
a) Serviceable.....	19	-	19
b) Under repair or awaiting repair.....	3,478	543	4,021
c) Damaged beyond repair.....	-	-	-
d) Inaccessible.....	-	-	-
Total	5,497	543	4,040

IV. Luggage Vans:

	G/N	FOREIGN	TOTAL
1. Total stock available.....	2,459	303	2,767
2. Stock in use.....	1,085	104	1,249
3. Stock stored:			
a. Serviceable.....	-	-	-
b. Under or awaiting repair.....	1,374	144	1,518

3. Wagons loaded daily for:	
a) Military requirements.....	533
b) Military sponsored.....	-
c) Commercial Undertaking.....	5,905
d) Transport for use of Rly System.....	865
Total.....	7,303
4. Average number of wagons loaded entering country (see details in Appendix).....	113
Total.....	7,416

5. Stock stored:	
a) Serviceable.....	112
b) Awaiting repair or under repair.....	15834
c) Damaged beyond repair.....	-
d) Inaccessible.....	-
Total.....	15946
	42,015

6. Turn Round of Wagons:	
a) Average Number of serviceable wagons = 88,472 - 2631 = 11 d. 14 hrs	
Average number loaded per day +	7416
number of wagons entering loaded	
b) Total serviceable wagons = 88,472 - 2361 = 11 d. 19 hrs	
Average number loaded per day	7303

III. Coaches:

	OWN	FOREIGN	TOTAL
1. Total Stock available.....	5,832	597	6,429
2. Stock in use.....	2,335	54	2,389
3. Stock stored:			
a) Serviceable.....	19	-	19
b) Under repair or awaiting repair.....	3,478	543	4,021
c) Damaged beyond repair.....	-	-	-
d) Inaccessible.....	-	-	-
Total.....	3,497	543	4,040

IV. Luggage Vans:

	OWN	FOREIGN	TOTAL
1. Total stock available.....	2,459	303	2,767
2. Stock in use.....	1,085	104	1,249
3. Stock stored:			
a) Serviceable.....	-	-	-
b) Under or awaiting repair.....	1,374	144	1,518
c) Damaged beyond repair.....	-	-	-
Total.....	1,374	144	1,518

V. Postal Vans:

	OWN	FOREIGN	TOTAL
1. Total Stock available.....	330	7	337
2. Stock in use.....	183	4	187
3. Stock stored:			
a) Serviceable.....	-	-	-
b) Under or awaiting repair.....	147	3	150
c) Damaged beyond repair.....	-	-	-
d) Inaccessible.....	-	-	-
Total.....	147	3	150

Railway Station : ITM (Summary)TABLE 2.PERIOD : JULY 1946MONTHLY SITUATION REPORTI. GOODS TRAINS.

	Military Traffic	Civilian Traffic	TOTAL
1. Number of Trains daily in use....	264	1,085	1,349
2. Number of train-kms per day.....	11,920	84,422	96,342
3. Number of Ton-kms per day.....	6,750,681	45,245,452	51,996,133

II. PASSENGER TRAINS.

	Military Traffic	Civilian Traffic	TOTAL
1. Number of trains daily in use:			
a. For internal services.....	99	2,557	2,656
b. For international services..	3	-	3
2. Number of train-kms per day....	9,604	131,353	140,957
3. Number of passenger-kms per day.....	-	-	FIGURES NOT AVAILABLE

2. Number of train-kms per day.....	11,720	45,245,452	51,996,133
3. Number of ton-kms per day.....	6,750,681		
II. PASSENGER TRAINS.			
1. Number of trains daily in use:			
a. For internal services.....	99	2,557	2,656
b. For international services..	3	-	3
2. Number of train-kms per day....	9,604	131,353	140,957
3. Number of passenger-kms per day.....	FIGURES NOT AVAILABLE		

Railway System : Italian State Railways

Appendix 1

(Supplementary Information)

PERIOD : JULY 1946

MONTHLY SITUATION REPORT

1) FUEL SITUATION : Consumption in July 1946 Stock existing on 31st July 1946

Coal - metric tons	96,376	159,450
Fuel Oil - US Gallons (1)	4,606,513	1,035,540
Gas Oil - US Gallons (1)	122,753	108,705

(1) Fuel Oil is burnt exclusively on oil burning steam locomotives, whilst Gas Oil is used for Diesel Cars, etc.

2) SITUATION OF LINES:

	Lines in Operation						Re-activated lines not in operation.
	Single Track		Double Track		Total		
	S.T.	H.T.	S.T.	H.T.	S.T.	H.T.	
31 July 46	9,783.9	2724.1	1303.7	1105.6 (1)	11087.6	3909.9	14997.3
Compartiment of Trieste Zone B	154.5	57	-	56.5	154.5	113.5	268
							32.4

Remarks : (1) of which Km. 96.5 double track, only single track electrified

REACTIVATION OF NEW LINES.

Steam Traction.

COMPARTIMENT	LINE	SECTION	LENGTH
TURIN	Domodossola-Arcore	Cusago-Ornavasso	4
VERONA	Treviso-Ostiglia	Colonna V-Barbarano V	18
BOLOGNA	Padova-Bologna	Occhieppo-Pontelagoscuro	2
BOLOGNA	Imvanzola-Paenza	Laivesola-Massalombarda	15
FLORENCE	Lucca-Pisa	Lucca-Moriano	9
FLORENCE	Civitella-Montepescali	Civitella-M. Pescali	24

Electric Traction.

TURIN	Acqui	Asti-S. Marcanetti R	6
-------	-------	----------------------	---

REACTIVATION DOUBLE TRACK.

Steam Traction.

VERONA	Venezia-Milano	Verona IV-Verona EV	4
GENOVA	Spezia-Genoa	Sestri-Mareglia	10
FLORENCE	Florence-Arezzo	Florence-Pontassieve	16

Fuel Oil - US Gallons(1) 4,506,512

1,032,240

Gas Oil - US Gallons(1) 122,733

168,705

(1) Fuel Oil is burnt exclusively on oil burning steam locomotives, whilst Gas Oil is used for Diesel Cars, etc.

=====

2) SITUATION OF LINES:

	Lines in Operation						No- activated lines not in operat- ion.	
	Single Track		Double Track		Total			
	S.T.	M.T.	S.T.	M.T.	S.T.	M.T.		
31 July 46	9,783.9	2724.1	1303.7	1185.6 (1)	11087.6	3909.9	14997.3	234.6
Compartment of Trieste Zone B	154.5	57	-	56.5	154.5	113.5	268	32.4
Remarks : (1) of which 86.5 double track, only single track electrified								

REACTIVATION OF NEW LINES.

Steam Traction.

COMPARTMENT	LINE	SECTION	LENGTH
TURIN	Domodossola-Arona	Cusago-Gravasso	4
VERONA	Treviso-Ostiglia	Colonna V-Berzano V	18
BOLOGNA	Padova-Bologna	Cecchiello-Pontelagoscuro	2
BOLOGNA	Lavazzola-Padua	Lavazzola-Massalombarda	15
FLORENCE	Lucca-Pisa	Lucca-Moriano	9
FLORENCE	Civitella-Montepescali	Civitella-M. Pescali	24

Electric Traction.

TURIN	Asti-Aqui	Asti-S. Marzanotti R	6
-------	-----------	----------------------	---

REACTIVATION DOUBLE TRACK.

Steam Traction.

VERONA	Venezia-Milano	Verona FN-Verona FV	4
GENOA	Spezia-Genoa	Sestri-Monoglia	10
FLORENCE	Florence-Arezzo	Florence-Pontassieve	16
FLORENCE	"	Buccino-Laterina	5

Electric Traction.

TRIESTE	Trieste-Venice	Villa Vicentina-Cervignano	4
TRIESTE	"	Ronchi-Monfalcone	4
GENOA	Spezia-Genoa	Lavagna-Sestri	5
NAPLES	Naples-Battipaglia	Naples-Torre del Greco	12

REACTIVATION ELECTRIC TRACTION.

GENOA	Ventimiglia-Genoa	Imperia-Albenga	28
NAPLES	Torre Annunziata-Capriano		40

498

PERIOD: J U L Y 1946

MONTHLY SITUATION REPORT

EXCHANGE OF FREIGHT WAGONS WITH FOREIGN COUNTRIES

Country or Zone	I M P O R T S		E X P O R T S	
	Loaded	Empty	Total	Loaded Empty Total
Brit. Zone Austria	836	7105	7941	10,122 283 10,405
French Zone Austria	928	1335	2263	2,274 1232 3,506
Yugoslavia	2930	6494	9424	7654 1561 9215
Switzerland	969	5995	6964	7743 178 7921
France	312	767	1079	240 925 1165
Total	5975	21,696	27,671	26,033 4179 32,212

Yugoslav traffic registered at Fiume and Postumia, is generally unloaded at these stations or in Zone B.

Country or Zone	IMPORTS		EXPORTS	
	Loaded	Empty	Total	Loaded Empty Total
Brit. Zone Austria	836	7105	7941	10,122 283 10,405
French Zone Austria	928	1335	2263	2,274 1232 3,506
Yugoslavia	2930	6494	9424	7654 1561 9215
Switzerland	969	5995	6964	7743 178 7921
Franco	312	767	1079	240 925 1165
Total	5975	21,696	27,671	28,033 4179 32,212

Yugoslav traffic registered at Fiume and Postumia, is generally unloaded at these stations or in Zone B.

PERIOD J U L Y 1946.

Appendix 3

Repair of Rolling Stock in ISR shops, Roundhouses, Cars Shops and Private Workshops.

	Steam Locomotives		Electric Locomotives		Coaches		Baggage Vans		B. & M. Cars		Open Cars				Quantity of succeeding	
	H	M	H	M	H	M	H	M	H	M	H	M	H	M	Steam Locomotives	El. Locomotives
Italian State Railways	27	26	24	5	37	181	9	32	37	373	42	337	12	115	56	23
Private Workshops	19	1	4	-	44	48	24	22	316	426	323	298	46	82	24	11
Total	46	27	38	5	81	229	33	54	355	801	365	635	60	197	80	36

VEREZA GIULIA.

GENERAL.

The month's work was entirely dislocated by the general strike in Trieste, which commenced on July 1st and continued till 13th July. Although employees of the ISR only joined the strike for first half day loading and despatch were negligible.

On 8th July shipping was diverted to Venice and consequently difficulty was experienced in obtaining sufficient wagons for Austria.

As a result of the strike the following tonnages could not be moved by rail and remained in warehouses:

Yugoslavia	7,120 Tons
Austria	18,357 "
Hungary	60 "

On 8th July shipping was diverted to Venice and consequently difficulty was experienced in obtaining sufficient wagons for Austria.

As a result of the strike the following tonnages could not be moved by rail and remained in warehouses:

Yugoslavia	7,120 Tons
Austria	18,357 "
Hungary	80 "

HEADQUARTERS ALLIED COMMISSION

AFPO 794

Transportation and Shipping Branch

PROGRESS REPORT FOR JULY 1946.

Monthly Statistical Railway Report, Figures for June 46.

The statistical tables for the month of June are forwarded herewith. Figures for the I.G.R. and the Private Railways are combined in a summary.

Table 1, para I Locomotives, as done in the previous report, has been divided into a. Locomotives (steam and electric) and b. Electric Motor Coaches and Railcars. Table 2 shows Wagons (para II) and Coaches (para III). To complete the picture, para IV Baggage Vans and Para V Postal Vans, were added.

A limited report on the position in the Allied Zone "A" of Venezia Giulia is included at Appendix 8, and it is hoped to submit further figures in subsequent reports.

2.

General Situation of Rolling Stock. (Italian State Railways)

a) Locomotives:

TABLE 1.

(i) Steam Engines: ISR Steam Locomotives in service on 30 June 1946 were 4764, as against 4345 on 31 May 1946; decrease 81. The serviceable stock stored increased from 155 to 190 units. The number of Locomotives "under or awaiting repair" increased by 23 to 1803 units.

(ii) Electric Locomotives: ISR electric locomotives in use increased from 736 to 767 units. Those "under or awaiting repair" decreased by 46 units.

FOREIGN

(i) Steam Engines: Foreign Steam engines in use decreased by 10 to 209 units. The serviceable foreign locos stored increased from 7 to 13 units and those "under or awaiting repair" from 134 to 158 units.

(ii) Electric Locomotives: In the foreign electric locos there was a movement of 1 unit from the stock "under or awaiting repair" to the stock in use.

There is no improvement in the overall situation of steam engines, although the increase of serviceable stock stored does show a favorable condition of the park with regard to traffic requirements. This situation, however, is bound to change with the elimination of traffic restrictions on steam operated lines. These restrictions were lifted by the middle of June and it must be expected that in the near future, the limited number of steam engines available will not allow full use of the capacity of lines and available Freight Stock.

On the other hand, the Park of Electric Locomotives improved also in June, thus going hand in hand with the extension of electrified track. The increase in this stock will result in an increase of traffic on electrified lines, subject, of course, to the availability of electric power.

for the I.S.R. and the Private Railways are combined in a summary.

Table 1, para I Locomotives, as done in the previous report, has been divided into a. Locomotives (steam and electric) and b. Electric Motor Coaches and Railcars. Table 2 shows Wagons (para II) and Coaches (para III). To complete the picture, para IV Baggage Vans and Para V Postal Vans, were added.

A limited report on the position in the Allied Zone "A" of Venezia Giulia is included at Appendix 8, and it is hoped to submit further figures in subsequent reports.

2.

General Situation of Rolling Stock. (Italian State Railways)

a) Locomotives :

ITALY I.

(i) Steam Engines: ISR Steam Locomotives in service on 30 June 1946 were 1764, as against 1345 on 31 May 1946; decreased 81. The serviceable stock stored increased from 133 to 192 units. The number of Locomotives "under or awaiting repair" increased by 23 to 1803 units.

(ii) Electric Locomotives: ISR electric locomotives in use increased from 736 to 767 units. Those "under or awaiting repair" decreased by 46 units.

FOREIGN

(i) Steam Engines: Foreign Steam engines in use decreased by 10 to 209 units. The serviceable foreign locos stored increased from 7 to 13 units and those "under or awaiting repair" from 134 to 138 units.

(ii) Electric Locomotives: In the foreign electric locos there was a movement of 1 unit from the stock "under or awaiting repair" to the Stock in use.

There is no improvement in the overall situation of steam engines, although the increase of serviceable Stock scored in... favourable condition of the park with regard to traffic requirements. This situation, however, is bound to change with the elimination of traffic restrictions on steam operated lines. These restrictions were lifted by the middle of June and it must be expected that in the near future, the limited number of steam engines available will not allow full use of the capacity of locos and available Freight Stock.

On the other hand, the Park of Electric Locomotives improved also in June, thus going hand in hand with the extension of electrified track. The increase in this stock will result in an increase of traffic on electrified lines, subject, of course, to the availability of electric power.

b) Freight Rolling Stock.

ISR owned serviceable freight cars on 30 June 1946 amounted to 55,324, showing an increase of 1495. The stock "under or awaiting repair" increased by 401 to 24,766 units. The total stock available therefore increased by 1896, due mainly to the repatriation of damaged Italian stock from abroad, stock repaired and normal exchange of wagons at frontiers.

Serviceable freight cars of Foreign Administration increased by 137 to 29,217. Damaged foreign wagons decreased by 626 units.

The available stock could have met heavier traffic than was actually accounted, if loading restrictions due to shortage of coal had not shown their result. The turn round of wagons is still high for the same reason. (It must also be noted that due to the lack of port clearance traffic with its low turn round of wagons, the average turn round is remaining high).

c) Passenger Rolling Stock.

ISR owned serviceable Passenger Coaches on 30 June 1946 amounted to 1307, as against 1374 on 31 May 1946, with a decrease of 67 units. The Coaches "under or awaiting repair" increased by the same figure to 3278.

There was a decrease of 13 units in the serviceable foreign stock (from 99 to 86) and a corresponding increase in those "under or awaiting repair".

360 serviceable coaches are still used by the Allied Forces. The situation of this stock continues to cause grave concern, as there are no new constructions and repairs, due to the bad state and the extensive use of coaches, do not even cover the number of coaches coming out of circulation for running repairs.

As said in my report, if the quantity of this stock cannot be increased, by returning to civilian use the portion at present used for other purposes in the country and abroad and if the repair work cannot be intensified, the situation during next winter will become critical.

Apart from the unavailability of materials for coach constructions, there is no direct incentive to produce good stock, as there is no guarantee that such new stock will not be requisitioned for military purposes.

It must be noted that probably many more box cars are used for passenger services than is actually shown (155) and this, during the winter months might lead to disorders.

3. Traffic on Italian State Railway System.

a) Freight:

The average number of wagons loaded daily was 5824 against 5911 in May. The decrease is due to lower military loadings, whilst civilian loadings show a slight increase from 4559 to 4615 wagons per day.

In June, some of the traffic restrictions were still effective.

The movement of loaded and empty wagons at frontier stations (app. 7) has decreased from 57,549 in May to 51,477 in June, due mainly to lighter port clearance traffic.

The available stock could have not heavier traffic than was actually needed, if loading restrictions due to shortage of coal had not shown their result. The turn round of wagons is still high for the same reason. (It must also be noted that due to the lack of port clearance traffic with its low turn round of wagons, the average turn round is remaining high).

c) Passenger Rolling Stock.

ISR owned serviceable Passenger Coaches on 30 June 1946 amounted to 1307, as against 1374 on 31 May 1946, with a decrease of 67 units. The Coaches "under awaiting repair" increased by the same figure to 3278.

There was a decrease of 13 units in the serviceable foreign stock (from 99 to 86) and a corresponding increase in those "under or awaiting repair".

360 serviceable coaches are still used by the Allied Forces. The situation of this stock continues to cause grave concern, as there are no new constructions and repairs, due to the bad state and the extensive use of coaches, do not even cover the number of coaches coming out of circulation for running repairs.

As said in May report, if the quantity of this stock cannot be increased, by returning to civilian use the portion at present used for other purposes in the country and abroad and if the repair work cannot be intensified, the situation during next winter will become critical.

Apart from the inavailability of materials for coach constructions, there is no direct incentive to produce good stock, as there is no guarantee that such new stock will not be requisitioned for military purposes.

It must be noted that probably many more box cars are used for Passenger services than is actually shown (155) and this, during the winter months might lead to disorders.

3. Traffic on Italian State Railway System.

a) Freight:

The average number of wagons loaded daily was 5824 against 5911 in May. The decrease is due to lower military loadings, whilst Civilian loadings show a slight increase from 4369 to 4617 wagons per day.

In June, some of the traffic restrictions were still effective.

The movement of loaded and empty wagons at frontier stations (app. 7) has decreased from 57,549 in May to 51,477 in June, due mainly to lighter port clearance traffic.

The loss of 2253 wagons in May has partially been balanced by a gain of 517 wagons in June.

mean 16.5 - 30.6, 1946 was:

the daily average of freight train tons covered in June is 90,685 as against 52,39 train - tons of

net 85,915 in May. The increase of 4,170 is recommended for the 1950-51 season.

Also call the services you introduced:

—1 daily Railcar service between Leghorn and Florence;

22 July 1946 (1946)
V.E.I. 15 June 1946;

-2 daily trains (instead of 14/15)

-2 daily trains (instead of three)

from some date, Vision-Lite Services between 1981 and 1983, and through coaches Venturing USA - Rome, Milan

Genco Roma and Genco - Venico, the second and third times
Genco Roma and Genco - Venico, the second and third times

Daily.

train - Kilometers run during June amount to 101,101 as against 92,320 in the previous year. The additional traffic, whilst increasing

slightly decreased.

Passenger - kilometers

oil traction figures:

1

Type of Traction:	Train - tons. (daily)			Tons per Kilometer (daily)		
	May	June	Difference	May	June	Difference
STEAM - Passenger	30,849	32,036	+1,187	7,177,742	6,931,705	- 246,037
Goods	31,054	33,179	+2,125	15,449,482	15,415,847	- 33,635
ELECTRIC- Passenger	41,483	47,991	+6,508	12,603,034	9,673,909	- 2,929,125
Goods	36,291	40,488	+4,197	21,705,515	22,346,201	+ 640,686
- Passenger	20,581	21,514	+ 933	3,768,952	2,934,511	- 834,441
Goods	17,772	17,016	- 756	11,464,322	7,999,294	- 3,465,028

During June the following services were introduced:

- 1 daily Railcar service between Bologna and Florence;
- 2 daily trains (instead of 4 times weekly) between Rome and Genoa w.e.f. 15 June 1946;
- 2 daily trains (instead of three weekly) between Turin and Venice w.e.f. 15 June 1946;
- 2 daily trains (instead of three weekly) between Naples and Toronto w.e.f. 15 June 1946;
- from the same date, Wagon-Lits services between Turin and Rome, Milan Genoa Rome; the second class through coaches Ventimiglia - Rome, Milan Genoa Rome and Genoa - Venice, the second and third class through coaches Rome - Lecce, Rome - Toronto via Poggia and via Naples - Potenza were run daily.

Train - Kilometers run during June amount to 101,101 as against 92,916 in May. The increase is totally accounted for by Civilian traffic, whilst Military traffic slightly decreased.

Passenger - Kilometers increased heavily due to resumption of the issue solely and monthly season tickets.

c) Comparison of steam, electric and oil traction figures:

Type of traction:	Train - Pass. (daily)			Tons per Kilometer (daily)		
	May	June	Difference	May	June	Difference
STEAM - Passenger	30,849	32,036	+1,187	17,177,742	6,931,705	-10,246,037
STEAM - Goods	31,054	33,179	+2,125	15,449,482	15,415,847	-33,635
ELECTRIC - Passenger	41,483	47,221	+5,738	12,603,034	9,673,909	-2,929,125
ELECTRIC - Goods	36,291	40,488	+4,197	21,705,313	22,346,201	+640,888
OIL - Passenger	20,581	21,514	+933	3,768,952	2,934,511	-834,441
OIL - Goods	17,772	17,016	-756	11,464,322	7,999,294	-3,465,028

d) Internal Italian Wagon-Lite services:

	May 1946 Passengers	June 1946 Passengers
Bologna - Bari	124	355
Rome - Venice	435	387
" - Bologna	459	196
" - Brindisi	445	837
" - Milan (via Palermo)	834	885
" - " (via Genoa)	610	832
" - Bologna	923	1446
" - Reggio Calabria	1568	86
" - Taranto	79	995
" - Turin	826	751
Milan - Rome (via Florence)	1329	516
" - Bari	477	

Fuel Situation.

Coal consumption during June 1946 was 37,133 tons (93,728 tons in May); existing stocks on 30 June 1946 decreased to 127,423 (185,199 end of May). Although coal consumption was reduced, stocks fell heavily, due to very small arrivals in Italian ports.

It will be noted that train - kms, on steam operated lines were higher in June than in May; consequently coal consumption per unit was considerably reduced. This is due:

- (i) to a strict control over the fuel consumption of locomotive personnel;
- (ii) to a smaller use of isolated locomotives in a division;
- (iii) to the substitution of steam shunting by electric shunting in station where electric traction is available;
- (iv) to making the maximum use of trains in order to avoid the running of special trains;
- (v) to intensification in the maintenance of locomotives in order to improve services.

Reconstruction Progress of permanent plant and electrification of lines.

During June the lines in operation increased by 64 kms; (single track 29 kms., double track 35 kms.) Electrification was extended to 315 kms of single track and 6 kms of double track lines.

Steam Traction:

- (i) Single Track: The reconstruction of the Firenze - Grosseto line, the section Luzzano - Ravenna of Ferrara - Bologna line and Luni - Piediluco of the Luni - Sulmona line were the most important events.
- (ii) Double Track: Double track was restored between Caldiero - S. Benedetto on the Verona - Vicenza line and Cesena - S. Arcangelo on the Bologna - Ancona line.

Electric Traction:

The electrification of the Parma - Bologna and the Roma - Villa Literno line has gone a long way towards the through electrification between Milan - Reggio Calabria, over which line some of the heaviest traffic of the Italian System is moved.

6. Repair Situation of Rolling Stock.

Appendix 2 gives under chart 1 the newly built Rolling Stock delivered to the various regions and no coaches were delivered to the regions.

- Taranto	79	86
- Turin	826	995
- Rome (via Florence)	1329	751
- Bari	477	516

Fuel Situation.

Coal consumption during June 1946 was 37,453 tons (93,728 tons in May); existing stocks on 30 June 1946 decreased to 427,423 (485,199 end of May). Although coal consumption was reduced, stocks fell heavily, due to very small arrivals in Italian ports.

It will be noted that train - kms. on steam operated lines were higher in June than in May; consequently coal consumption per unit was considerably reduced. This is due:

- (i) to a strict control over the fuel consumption of locomotive personnel;
- (ii) to a smaller use of isolated locomotives in circulation;
- (iii) to the substitution of steam shunting by electric shunting in stations where electric traction is available;
- (iv) to making the maximum use of trains in order to avoid the running of special trains;
- (v) to intensification in the maintenance of locomotives in order to improve services.

Reconstruction Progress of permanent plant and electrification of lines.

During June the lines in operation increased by 64 kms. (single track 29 kms., double track 35 kms.) Electrification was extended to 305 kms of single track and 10 kms of double track lines.

Steam Traction:

(i) Single Track: The reconstruction of the Pienza - Grosseto line, the section Arezzo - Ravenna of Ferrara - Bologna line and Terni - Piediluco of the Terni - Sulmona line were the most important events.

(ii) Double Track: Double track was restored between Cagliari - S. Bonifacio on the Verona - Vicenza line and Cosena - S. Arcangelo on the Bologna - Ancona line.

c) Electric Traction:

The electrification of the Parma - Bologna and the Roma - Villa Literno line has gone a long way towards the through electrification between Milan - Reggio Calabria, over which line some of the heaviest traffic of the Italian System is moved.

6.

Repair Situation of Rolling Stock.

Appendix 2 gives under chart 7 the newly built Rolling Stock delivered to Private Workshops. During June, only freight cars and no coaches were delivered to them. Charts 2,3,4, Give the situation of damaged wagons, Statement of repairs and return to damaged wagons to other countries, as submitted to RMT on 31st of Jul. 24/4.

Road.

MOTOR VEHICLES.

In June the output of the Italian motor Vehicles industry comprised:

Constructing Firms:	Tourist Cars	BUSES	Small Vans	Trucks		Total
				Medium	Heavy	
FIAT	531	39	414	244	190	1418
ALFA ROMEO	-	1	-	143	3	147
LANCIA	134	22	72	-	101	329
PIAGGIO	9	19	-	52	27	107
SCATIA TRASCHINI	-	-	-	52	12	64
REARDO BLANCHI	-	-	-	41	-	41
O.I.	-	-	-	105	-	105
BRIDA. MINISTO	-	-	-	-	-	-
MASSALATI	1	-	-	-	-	1
S.A. LANCIA	12	-	-	-	-	12
	687	81	486	637	333	2224

The following road vehicles were put into service during June:

BUSES - 45
CARS - 1014
TRUCKS - 1712
MOTORCYCLES - 1481
TRAILERS - 299
ROAD TRACTORS - 9
AGRICULTURAL TRACTORS - 42

3.

Shipping.

The following tonnages were moved by coastwise shipping during June.

STEEL COAL	44,695 Tons
SALT	7,291 "
BAUXITE	4,050 "
PYRITES	2,400 "
PHOSPHATES	45,715 "
SULPHUR	500 "

STATE	531	39	414	244	190	1216
CL	-	1	-	143	3	127
CL	134	22	72	-	101	323
CL	9	19	-	52	27	107
BOVA TRACCHINI	-	-	-	52	12	64
EDUARDO BLANCHI	-	-	-	41	-	41
S.M.	-	-	-	105	-	105
ALDO. MULLATO	-	-	-	-	-	-
MASTROTTI	1	-	-	-	-	1
S.M.M.M.	12	-	-	-	-	12
	687	81	486	637	333	2224

The following road vehicles were put into service during June:

BUS - 45
 CARS - 1014
 TRUCKS - 1712
 MOTORCYCLES - 1481
 TRAILERS - 299
 ROAD TRACTORS - 9
 AGRICULTURAL TRACTORS - 42

3.

Shipping.

The following tonnages were moved by coastwise shipping during June.

DOMINIAN COAL	14,695 Tons
SALT	7,291 "
BAUXITE	4,050 "
PYRITES	2,400 "
PHOSPHATES	45,715 "
SULPHUR	580 "
ZINC	4,160 "

1769

- 6 -

	40 Tons
LEAD	
MINERALS	7,577 "
P.O.L.	8,308 "
GRAIN	9,393 "
VARIOS	25,084

=====

Total 159,290

W. H. Street
A.H. STREET
Lt. Colonel
Director.

Railway System : ITALY. (Summary).

TABLE I. (2)

PERIOD : JUNE 1946
MONTHLY SITUATION REPORT.

II. WAGONS :

1. Total stock available.....

2. Stock in use.....

3. Wagons loaded daily for :

a. Military requirements.....

b. Military sponsored.....

c. Commercial Undertaking.....

d. Transport for use of Rly system.....

Total

4. Average number of wagons loaded entering country (see details in Appendix).....

Total

5. Stock stored :

a. Serviceable.....

b. Awaiting repair or under repair.....

c. Damaged beyond repair.....

d. Inaccessible.....

Total

6. Turn round of wagons :

a) Average number of serviceable wagons =

Average number loaded per day +

number of wagons entering loaded

b) Total serviceable wagons

Average number loaded per day

III. COACHES :

1. Total stock available.....

2. Stock in use.....

3. Stock stored :

a. Serviceable.....

b. Under repair or awaiting repair.....

c. Damaged beyond repair.....

d. Inaccessible.....

Total

IV. BAGGAGE VANS :

1. Total stock available.....

2. Stock in use.....

3. Stock stored :

a. Serviceable.....

b. Under repair or awaiting repair.....

c. Damaged beyond repair.....

OWN	FOREIGN	TOTAL
83,846	45,201	129,047
58,154	29,217	87,371
		618
		5,166
		604
		6,448
		77
		6,525
	117	117
25,692	15,867	41,559
-	-	-
-	-	-
25,692	15,984	41,676
87371 - 1553	= 13 d. 3 hrs.	
6525		
87371 - 1553	= 13 d. 7 hrs.	
6448		

OWN	FOREIGN	TOTAL
5,831	597	6,428
2,222	86	2,308
40	-	40
3,569	511	4,080
-	-	-
-	-	-
3,609	511	5,120

OWN	FOREIGN	TOTAL
1,075	161	1,236
1,384	147	1,531
	117	1,531

3. Wagons loaded daily in:			618
a. Military requirements.....			-
b. Military sponsored.....			5,166
c. Commercial Undertaking.....			664
d. Transport for use of Rly system.....			6,440
Total			77
4. Average number of wagons loaded entering country (see details in Appendix).....			6,525
5. Stock stored:			
a. Serviceable.....	117		117
b. Awaiting repair or under repair.....	15,867		44,559
c. Damaged beyond repair.....	-		-
d. Inaccessible.....	-		-
Total	15,984		44,676
6. Turn round of wagons:			
a) <u>Storage number of serviceable wagons</u> =	87371 - 1553	= 13 d. 3 hrs.	
<u>Average number loaded per day +</u>	6525		
<u>number of wagons entering loaded</u>			
b) <u>Total serviceable wagons</u>	87371 - 1553	= 13 d. 7 hrs.	
<u>Average number loaded per day</u>	6448		

III. COACHES:

	OWN	FOREIGN	TOTAL
1. Total stock available.....	5,834	597	6,428
2. Stock in use.....	2,222	86	2,308
3. Stock stored:			
a. Serviceable.....	40	-	40
b. Under repair or awaiting repair.....	3,569	511	4,080
c. Damaged beyond repair.....	-	-	-
d. Inaccessible.....	-	-	-
Total	3,609	511	5,120

IV. BAGGAGE VANS:

	OWN	FOREIGN	TOTAL
1. Total stock available.....	2,159	208	2,767
2. Stock in use.....	1,075	161	1,236
3. Stock stored:			
a. Serviceable.....	-	-	-
b. Under or awaiting repair.....	1,384	147	1,531
c. Damaged beyond repair.....	1,384	147	1,531
Total			

V. POSTAL VANS:

1. Total stock available.....	330	7	337
2. Stock in use.....	205	-	205
3. Stock stored:			
a. Serviceable.....	-	-	-
b. Under or awaiting repair.....	125	7	132
c. Damaged beyond repair.....	-	-	-
d. Inaccessible.....	-	-	-
Total	125	7	132

Railway System : ITALY. (Summary)

TABLE 1.

Period : JUNE 1946.

MONTHLY SITUATION REPORT.

I. a. LOCOMOTIVES.

	OWN		FOREIGN		TOTAL	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total stock available	4075	1457	360	54	4435	1521
2. Stock in use :						
a. Goods.....	1453	811	205	19	1658	830
b. Passenger.....	484	-	4	14	488	14
c. Shunting.....						
Total	1937	811	209	33	2146	844
3. Stock stored :						
a. Serviceable.....	221	2	13	-	234	2
b. Under repair or awaiting repair.....	1917	654	133	21	2054	675
c. Damaged beyond repair.....	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	2138	656	151	21	2289	677
4. Average daily kilometers covered by locomotives.	-	-	-	-	-	-

I. b. ELECTRIC MOTOR COACHES AND RAILCARS.

	OWN		FOREIGN		TOTAL	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total stock available	693	313	10	-	703	313
2. Stock in use :						
a. Goods.....	189	141	2	-	191	141
b. Passenger.....	-	-	-	-	-	-
c. Shunting.....						
Total	189	141	2	-	191	141
3. Stock stored :						
a. Serviceable.....	2	6	-	-	2	6
b. Under repair or awaiting repair.....	502	156	8	-	510	166
c. Damaged beyond repair.....	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-

1. Total stock available	4075	1467	360	54	4435	1524
2. Stock in use :						
a. Goods.....	1453	811	205	19	1658	830
b. Passenger.....	484	-	4	14	483	14
c. Shunting.....						
Total	1937	811	209	33	2146	844
3. Stock stored :						
a. Serviceable.....	224	2	13	-	234	2
b. Under repair or awaiting repair.....	1917	654	130	21	2054	675
c. Damaged beyond repair.....	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	2133	656	151	21	2289	677
4. Average daily Kilometers covered by Locomotives.	-	-	-	-	-	-

I. b. ELECTRIC MOTOR COACHES AND RAILCARS.	CAN		FOREIGN		TOTAL	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total Stock available	695	313	10	-	705	313
2. Stock in use :						
a. Goods.....	189	141	2	-	191	141
b. Passenger.....	-	-	-	-	-	-
c. Shunting.....						
Total	189	141	2	-	191	141
3. Stock stored :						
a. Serviceable.....	2	6	-	-	2	6
b. Under repair or awaiting repair.....	502	166	8	-	510	166
c. Damaged beyond repair.....	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	504	172	8	-	512	172
4. Average daily Kilometers covered.....	-	-	-	-	-	-

Railway System - ITALY. (Summary)

TABLE 2.

Period: JUNE 1946.

MONTHLY SITUATION REPORT.

I. GOODS TRAINS.

1. Number of trains daily in use..
2. Number of train-kilometers per day.....
3. Number of ton-kilometers per day.....

Military Traffic	Civilian Traffic	Total
331	1005	1336
15163	78557	93720
8,008,506	38,384,095	46,393,601

II. PASSENGER TRAINS.

1. Number of trains daily in use:
 - a. For internal services.....
 - b. For international services.
2. Number of train-kms per day....
3. Number of passenger-kilometers per day.....

Military Traffic	Civilian Traffic	Total
102	2,599	2,701
5	-	5
9,141	116,797	125,938
-	40,025,546	-

1775

I. GOODS TRAINS.

- 1. Number of trains daily in use..
- 2. Number of train-kilometers per day.....
- 3. Number of ton-kilometers per day.....

Traffic	Traffic	Total
331	1005	1336
13163	78557	93720
8,000,506	38,384,095	46,393,601

II. PASSENGER TRAINS.

- 1. Number of trains daily in use:
 - a. For internal services.....
 - b. For international services.
- 2. Number of train-kms per day....
- 3. Number of passenger-kilometers per day.....

Military Traffic	Civilian Traffic	Total
102	2,599	2,701
5	-	5
9,141	116,797	125,938
-	40,025,546	-

Railway System : Italian State Railways.Appendix 1.

(Supplementary information)

Period : J U N E 1946.MONTHLY SITUATION REPORT.1) FUEL SITUATION :Stocks existing
on 30 JUNE 1946.Consumption in
J U N E 1946.

Coal - metric tons	87,133	127,423
Fuel Oil - U.S. Gallons (1)	4,619,949	1,231,210
Gas Oil - U.S. Gallons (1)	114,407	233,964

(1) Fuel oil is burnt exclusively on oil burning steam locomotives, whilst gas oil is used for Diesel cars, etc.

== == ==

2) SITUATION OF LINES:

	LINES IN OPERATION						Re- activated lines not in operation
	Single Track Double Track				Total		
	S.T.	D.T.	S.T.	D.T.	S.T.	D.T.	Total Kms.
30 June 1946	9,708.3	2702.2	1272.2	1176.4 (1)	10980.5	3878.6	14859.1
							262.5
Compartment of Trieste Zone B	154.5	57.-	-	56.5	154.5	1135	268.-
							32.4
Remarks: (1) of which Km. 97.6 double track, only single track electrified.							

Reactivation of new lines:

Compartment	Line	Section	Kms.
Team T. Milan	Fidenza - Cremona		34
Bologna	Ferrara - Rimini	Mazzone - Ravenna	11
Ancona	Terni - Sulmona	Torini - Piodiluco	18
Loc. T. Genoa	Genoa Samp - Genoa S. Liribania		2
Reactivation of double track:			
Team T. Verona	Verona - Venezia	Calliario - S. Bonifacio	8

Coal - metric tons 87,133 127,425

Fuel Oil - U.S. Gallons (1) 4,619,949 1,221,210

Gas Oil - U.S. Gallons (1) 114,407 233,964

(1) fuel oil is burnt exclusively on oil burning steam locomotives, whilst gas oil is used for Diesel cars, etc.

== == ==

2) SITUATION OF LINES:

	LINES IN OPERATION					Re-activated lines not in operation
	Single track		Double track		Total	
	S.T.	E.T.	S.T.	E.T.	S.T.	
30 June 1946	9,708.3	2702.2	1272.2	1176.4	10980.5	262.5
			(1)		3878.6	148591
Compartment of Trieste Zone B	154.5	57.-	-	36.5	134.5	1135
					268.-	32.4
Remarks: (1) of which Km. 97.6 double track, only single track electrified.						

Reactivation of new lines:

Compartment	Line	Section	Kms.
toam T. Milan	Fidenza - Cremona	Messano - Ravenna	34
Bologna	Ferrara - Rimini	Torino - Piediluco	11
Ancona	Torino - Sulmona		18
Leo. T. Genoa	Genoa Samp - Genoa S. Imberta		2
Reactivation of double track:			
toam T. Verona	Verona - Venezia	Calviro - S. Bonifacio	8
Bologna	Bologna - Ancona	Cesena - S. Arcangelo di R.	19
Leo. T. Milan	Alessandria - Voghera	S. Giuliano P. - S. Tortona	9
Genoa	Genova Sampierdarena - Genoa S. Imberta		2
Reactivation of electric traction:			
Verona	Verona - Trento	Ala - Cernusco	26
Bologna	Milan - Bologna	Parma - Bologna	90
"	Fidenza - Salsomaggiore		10
Florence	Parma - La Spezia	Berceto - Borgo Val di Taro	15
"	"	Gravellato G. - Pontremoli	9
Roma	Roma - Naples	Roma - Formia	129
Naples	Roma - Naples	Formia - Villa Literno	489

Appendix 7.Railway System : Italian State Railways.Period : J U N E 1946.MONTHLY SITUATION REPORT.EXCHANGE OF FREIGHT WAGONS WITH FOREIGN COUNTRIES.

Country or Zone	I m p o r t s		E x p o r t s		Total
	Loaded	Empty	Loaded	Empty	
Brit Zone Austria	645	5572	5124	80	58
French Zone Austria	884	1556	3103	342	344
Yugoslavia	1519	7639	7852	1155	9007
Switzerland	1042	5693	6190	238	6428
France	189	1248	216	1190	1406
Total	4279	21708	22465	3005	25490

Yugoslav traffic registered at Fiume and Iostumia, is generally unloaded at the stations or in Zone B.

EXCHANGE OF FREIGHT WAGONS WITH FOREIGN COUNTRIES.

Country or Zone	Imports			Exports		
	Loaded	Empty	Total	Loaded	Empty	Total
Brit Zone Austria	645	5572	6217	5124	80	5204
French Zone Austria	884	1356	2240	3103	342	3445
Yugoslavia	1519	7639	9158	7352	1155	9007
Switzerland	1042	5693	6735	6190	238	6428
Prance	189	1213	1402	216	1190	1406
Total	4279	21768	25987	22485	3005	25490

Yugoslav traffic registered at Rijm and Iostunia, is generally unloaded at these stations or in Zone B.

REPORT ON POSITION IN ALLIED ZONE "A"
VIENNA GIULIA REGION.
Appendix 8.

1. UNRA TRAFFIC FOR YUGOSLAVIA.

There has been a steady increase of traffic during the month, due to arrival of bulk grain at the beginning and horses and cattle towards the end of the month. The supply of empties has been well sustained and no difficulty was experienced to meet increased traffic.

The consignment of 30 Unra locomotives has been completed.

2. UNRA TRAFFIC FOR AUSTRIA.

Traffic during the first week, due to the arrival of bulk grain was slow.

The interruption of the Tarvisio line, initially created some difficulty but re-routing via Portofino-S. Candido was organised and soon traffic moved smoothly and the supply of empties over these routes was good.

3. UNRA TRAFFIC FOR CZECHOSLOVAKIA.

Traffic was heavy at the beginning, due to large arrivals of Phosphates and Phosphates, but decreased towards the end of the month.

4. UNRA TRAFFIC FOR HUNGARY.

Only a very small quantity of traffic is passing.

5. LOCAL TRAFFIC. Is on a very reduced scale.

6. AVERAGE DAILY LOADINGS.

Yugoslav	165 wagons
Austria	107 "
Czech	52 "
Hungary	6 "
Cisborne	36 "
Local	8 "

WAGON BALANCES on 29 June 1946:	Box	U.S.	L.S.
Sosna (Yugoslav Zone B)	+ 476	+107	+72
Tarvisio (Brit Zone Austria)	- 645	-531	-291
Vicenza (Italy proper)	+349	-37	+1553

7. WAGON SUPPLY AND WAGON REPAIR.

At Gorizia a wagon examination pool is working and repair facilities provided to ensure that all boxcars arriving in the port are in sound condition and fit for loading. A pool of 200 wagons is maintained and arriving trains of empties leave all wagons for examination and pick-up reformed trains of sound wagons

9. <u>Trains loaded</u>	3.6. - 19.6.46	Total tons nett.
Daily average		(3.6. - 29.6.46.)
Trains	Wagons	Nett tons
70	70	8960

UNRRA TRAFFIC FOR AUSTRIA.

Traffic during the first week, due to the arrival of bulky grain was

The interruption of the Tarvisio line, initially created some difficulty but re-routing via Portofino-S. Candido was organized and soon traffic moved smoothly and the supply of empties over these routes was good.

UNRRA TRAFFIC FOR CZECHOSLOVAKIA.

Traffic was heavy at the beginning, due to large arrivals of Pyrites and Phosphates, but decreased towards the end of the month.

UNRRA TRAFFIC FOR HUNGARY.

Only a very small quantity of traffic is passing.

LOCAL TRAFFIC. Is on a very reduced scale.AVERAGE DAILY LOADINGS.

Yugoslav	165 wagons
Austria	107 "
Czech	32 "
Hungary	6 "
Cisleithania	33 "
Local	8 "

WAGON BALANCES on 29 June 1946:

Sesana (Yugoslav Zone E)	Box	U.S.	U.S.
Tarvisio (Brit Zone Austria)	+ 476	+ 407	+ 72
Vicenza (Italy proper)	- 645	- 531	- 291
	+ 5849	- 537	+ 1553

WAGON SUPPLY AND WAGON REPAIR.

At Gorizia a wagon examination pool is working and repair facilities provided to ensure that all box cars arriving in the port are in sound condition and fit for loading. A pool of 200 wagons is maintained and arriving trains of empties leave all wagons for examination and pick-up returned trains of sound wagons

TRAINS HANDLED (3.6. - 19.6.46)

Station	Daily average			Total tons nett.
	Trains	Wagons	Nett Tons	
Trieste-Cervignano	1	30	320	8960
Cervignano-Trieste	1	25	160	4480
Trieste-Sesana	9	262	5650	102200
Sesana-Trieste	7	250	149	4187
Trieste-Gorizia	6	205	2839	79495
Gorizia-Trieste	6	246	720	20156
				(3.6. - 19.6.46.)

1782

Railway System : Italian State Railways.

Appendix 3.

Period : JUNE 1946.

Repair of Rolling Stock in I. S.R. shops, Roundhouses, Car shops and Private Workshops.

Repair or Rolling Stock in P. & A. Shops, Roundhouses, or Shops															
H. Heavy M. Medium	Steam Locos		Electric Locos		Coaches		Baggage Vans		Box Cars		Open wagons				Quant for s
											High Gondolas		Low Cars & Flats		Steam Locos
	H	M	H	M	H	M	H	M	H	M	H	M	H	M	
Italian State Railways...	26	37	20	5	44	147	9	35	51	308	50	343	11	88	56
Private Workshops..	12	3	3	-	41	44	25	30	289	348	296	318	39	82	17
Total	38	40	23	5	85	191	34	65	340	656	346	661	50	170	73

Alian State Railways.

Appendix 3.

Period : JUNE 1946.

air of Rolling Stock in L. R. shops, Roundhouses, Car shops and Private Workshops.

Steam Locos	Electric Locos		Coaches		Baggage Vans		Box Cars		Open wagons				Quantity of repair foreseen for succeeding month:				
									High Gondolas		Low Gons & Flats		Steam El. Locos Loc.		Vehicles		
															Coa- ches	Bagg. Vans	Cars
M	H	M	H	M	H	M	H	M	H	M	H	M					
37	20	5	44	147	9	35	51	308	50	343	11	88	56	19	246	81	1073
3	3	-	41	44	25	30	289	348	296	318	39	82	17	9	89	70	1565
40	23	5	85	191	34	65	340	656	346	661	50	170	73	28	335	151	2638

June

PROGRESS REPORT FOR ~~May~~ 1946.

1. Monthly Statistical Railway Report.

The statistical report for the month of May is forwarded herewith. Figures for the ISR and the Private Railways are combined in a summary.

Attention is drawn to the fact, that Table I, para II Wagons, now covers freight cars only; coaches, baggage vans and postal vans are shown under III, IV & V respectively.

Locomotives (Table I, para 1) included in the previous reports Locomotives, Electric Motor coaches and Railcars, but for clarity, they will from now on be shown separately.

2. General Situation of Rolling Stock (Italian State Railways).

(a) Locomotives:

(i) Steam Engines: ISR Locomotives in service on 31 May 1946 were 1845, as against 1878 at the end of April, decrease 33. The serviceable stock stored increased from 78 to 113, including 22 rebuilt engines. Locomotives under or awaiting repair decreased by 23 to 1780.

(ii) Electric Locomotives: ISR electric locomotives in use increased from 700 to 736. Those under or awaiting repair decreased by 51 units, comprising 36 repaired, 11 scrapped and 5 missing.

Foreign Locomotives in use decreased from 34 to 32 with a corresponding increase in those "under or awaiting repair".

There are sufficient Steam Locomotives to meet immediate needs but every effort must be made to increase the Park of Electric Locomotives as the re-electrification of several of the heavy through traffic lines will shortly be completed.

More electric Motor Coaches and Railcars are required to improve Passenger Services.

(b) Freight Rolling Stock:

ISR owned serviceable freight cars on 31 May amounted to 53829, as against 53254 in April, showing an increase of 575. Serviceable freight cars of foreign Administrations increased by 150 to 29080. Runged Foreign Stock decreased by 1386 units, of which 150 were put into circulation and 1236 exchanged with Foreign Administrations. ISR damaged wagons show an increase of 536 units, resulting from damaged Italian stock received from abroad being in excess of repairs effected.

The stock available for loading would have permitted a larger volume of traffic, if there had not been a limitation in the acceptance of freight due to the necessity of reducing coal consumption on steam operated lines. This also explains the increase in the turn round of wagons from 12 days to 13 days 12 hrs and 13 days 19 hrs calculated respectively according to formula (a) and (b).

Locomotives (Table I, para 1) included in the previous reports Locomotives, Electric Motor coaches and Railcars, but for clarity, they will from now on be shown separately.

2. General Situation of Rolling Stock (Italian State Railways).

(a) Locomotives:

(i) Steam Engines: ISR Locomotives in service on 31 May 1946 were 1845, as against 1876 at the end of April, decrease 33. The serviceable stock stored increased from 78 to 143, including 22 rebuilt engines. Locomotives under or awaiting repair decreased by 23 to 1760.

(ii) Electric Locomotives: ISR electric locomotives in use increased from 700 to 736. Those under or awaiting repair decreased by 51 units, comprising 36 repaired, 14 scrapped and 5 missing.

Foreign Locomotives in use decreased from 34 to 32 with a corresponding increase in those "under or awaiting repair".

There are sufficient Steam Locomotives to meet immediate needs but every effort must be made to increase the Park of Electric Locomotives as the re-electrification of several of the heavy through traffic lines will shortly be completed.

More electric Motor Coaches and Railcars are required to improve Passenger Services.

(b) Freight Rolling Stock:

ISR owned serviceable freight cars on 31 May amounted to 53829, as against 53254 in April, showing an increase of 575. Serviceable freight cars of foreign Administrations increased by 150 to 29080. Damaged Foreign Stock decreased by 1386 units, of which 150 were put into circulation and 1236 exchanged with Foreign Administrations. ISR damaged wagons show an increase of 538 units, resulting from damaged Italian stock received from abroad being in excess of repairs effected.

The stock available for loading would have permitted a larger volume of traffic, if there had not been a limitation in the acceptance of freight due to the necessity of reducing coal consumption on steam operated lines. This also explains the increase in the turn round of wagons from 12 days to 13 days 12 hrs and 13 days 19 hrs calculated respectively according to formula (a) and (b).

70
485

(c) Passenger Rolling Stock:

ISR owned serviceable passenger coaches on 31 May amounted to 1374 as against 1346 in April, showing an increase of 56 units, whilst those "under or awaiting repair" decreased from 3267 to 3244 units. There was a decrease of 24 units in the serviceable foreign stock and a corresponding increase in "damaged stock".

On the above total 360 coaches are in use by the Military in Italy.

The situation of Passenger Stock is giving grave concern, due in part to the lack of new construction and the very small output of repair shops. If the repair work, especially during the summer months, is not intensified, conditions during the winter months will become worse, due to the bad state of a large part of the stock now in circulation.

(d) Irreparable wagons:

The census revealed 3074 irreparable wagons. An organized campaign is being conducted to break these up, retrieve serviceable spare parts and dispose of scrap. Spare parts are ready for return to foreign Railway Administrations.

It is not felt that the extra work involved in recording disposal of irreparable wagons would produce useful monthly statistics, and it is not proposed therefore to include figures in subsequent reports.

3. Traffic on Italian State Railway system.

(a) Freight:

Due to the restrictions tending to reduce the consumption of coal on steam operated lines, the acceptance of civilian freight traffic has been limited, whilst the restrictions in passenger traffic were maintained.

The average loading of freight cars decreased by 813 per day (Military traffic 149 wagons or 17.67% - Commercial traffic 424 wagons or 6.45% - Railway service traffic 243 wagons or 27.52%).

The movement of loaded and empty wagons at frontier stations reveals a loss of 2253 wagons during the month, against a loss of 393 units in April. There was an increase of 768 wagons entering loaded, whilst wagons leaving loaded, decreased by 2295.

Traffic to Yugoslavia, British and French Zone Austria is mostly imported by UNTERA; the bulk of the Swiss traffic is represented by Swiss coal imports through Savona.

Appendices 4 & 5 show the trend of Wagon Exchange with Switzerland and France according to reports submitted to BHM Paris.

Balancing movements ordered were the following:

Period:	8 - 10 May 1946	: From Brno to Italy	- 50 box cars
	11 - 17 May 1946	: " " "	- 100 " "
	18 - 24 May 1946	: " " "	- 50 high sides
	25 - 31 May 1946	: No movement ordered.	

(b) Passenger:

(i) The following fast auto rail or electric car services were introduced:
Autoreil or electric railway daily services between Rome and Florence -
average time of journey 5 h. 50 m. - stops at Chiusi and Arezzo - 1st
class service - 15% supplement - booking fee lire 50.

A week day service between Naples and Reggio - average time of journey
3 h. 55 m. - stops at Avella, Caserta and Benevento - 1st and 2nd class
service - booking fee lire 50.

(ii) The following through coaches or international services were introduced,
w.e.f. 6 May 1946:

Ventimiglia - Rome	1 Co (four times weekly)
Paris - Rome	1 WL and 1 ABZ French (daily)
Paris - Venice	1 WL and 1 ABZ French (daily)
Calais - Milan	1 WL (daily)
Berno - Milan	1 ABZ Swiss (daily)

(iii) Through coaches were also introduced on 24 long distance runs.

With effect from 20 May, 2nd class services were re-introduced on through
coaches with booking of seats from departure stations. The stock used, however, is
not of very high standard.

(c) Effect of measures taken to save coal.

The total of train - tons, run during May has slightly increased compared
with April. Train - tons, for Civilian Passenger and Freight services increased, whilst
Military Services decreased. At first sight this would appear to be at a variance
with the reduction of the number of freight trains on steam operated lines.

It must, however, be emphasized that the economy in the coal consumption
has not been obtained only by reducing the number of steam operated trains but by
changing the normal routes of freight traffic and making the fullest use of electri-
fied lines. The increase in train - tons, over electrified lines thus more than
offset the reduction over steam operated lines. To haul less freight greater distances
was, of course, uneconomical but coal could not be saved in any other way.

The increase in the turn round of wagons is due to this reason and also
to the deliberate restriction of loadings.

(d) Comparison of steam, electric and rail traction figures.

Type of traction	Train-kilometers (daily)		Tons per Kilometer (daily)		Diff. tonnes
	April	May	April	May	
STEAM- Passengers Goods	32,004 24,226	39,819 31,634	7,099,420 16,223,574	7,777,712 15,449,482	578,368 -877,892
	39,342 18,524	44,403 27,006	13,670,090 27,415,864	12,605,034 24,705,512	-1,065,056 -2,710,352
ELECTRIC- Passengers Goods					

Ventimiglia - Rome 1 C1 (See time weekly)
 Paris - Rome 1 VL and 1 ABs Branch (daily)
 Paris - Vercin 1 VL and 1 ABs Branch (daily)
 Calais - Milan 1 VL (daily)
 Berns - Milan 1 ABs Swiss (daily)

(iii) Through coaches were also introduced on 21 long distance runs.

With effect from 20 May, 2nd class services were re-introduced on through coaches with booking of seats from departure stations. No attack used, however, is not of very high standard.

(c) Effect of measures taken to save coal.

The total of train - kms. run during May has slightly increased compared with April. Train - kms. for Civilian Passenger and Freight services increased, whilst Military Services decreased. At first sight this would appear to be at a variance with the reduction of the number of freight trains on steam operated lines.

It must, however, be emphasized that the company in the coal consumption has not been obtained only by reducing the number of steam operated trains but by changing the normal routes of freight traffic and utilizing the fullest use of electrified lines. The increase in train - kms. over electrified lines thus was then offset the reduction over steam operated lines. To haul less freight greater distances was, of course, uneconomical but coal could not be saved in any other way.

The increase in the turn round of waggons is due to this reason and also to the deliberate restriction of loading.

(d) Comparison of steam, electric and oil traction figures.

Type of traction	Train-kilometers (daily)		Tons per kilometer (daily)		Differ- ence:
	April	May	April	May	
<u>STEAM</u> - Passengers Goods	32,064 54,220	30,819 51,534	-1,245 -2,712	7,177,712 15,149,182	-7,386 -837,492
<u>ELECTRIC</u> - Passengers Goods	39,519 32,251	41,403 36,201	+1,884 +3,950	12,603,034 21,705,513	+1,087,024 +4,557,712
<u>OIL</u> - Passengers Goods	15,825 18,370	20,534 17,772	+4,709 -688	3,768,952 11,434,322	+ 55,215 - 464,107

- 4 -

4. Fuel Situation.

Coal consumption during May was 93,728 tons (110,378 tons in April), whilst stocks existing at the end of May were 185,199 tons (229,060 tons at the end of April).

5. Reconstruction progress of permanent plant and electrification of lines.

(a) During May, the lines in operation increased by 89 kms., (31 single and 58 double track).

(b) Steam operated lines:

(i) The reconstruction of the section Roccontrato - Pontremoli (Km 28), resuming direct connection between LA SPEZIA and PARMA over the Appennines was the most important event.

(ii) The reopening of the section Ardenna - Antignano (Km 19), restoring the main line ROME - PISA. The elimination of the detour VIDA-COLLE SALVETTI - LECORNI will save much time and mileage.

(iii) The opening of the section Cortemara-Forentola-Elmera (Km 33) of the Terontola - Folligno line, apart from serving the important Umbrian mining region, offers a deviation for traffic in case the direct line Orte - Terontola is interrupted.

(c) Electrified lines:

The electric traction has been extended from Carsoli to Tagliacozzo (Km. 17) on the Rome - Pescara line. The section Tagliacozzo-Pescara is steam operated and the reconstruction of the line between Pescara and Pescara is not yet complete.

(d) Doubling of lines.

Double track was restored on several sections of the Rome-Florence-Milan line and on Pisa - La Spezia (steam) and on several sections of the Giovi Appennine crossing between Genova-Milan and Turin (electric).

6. Repair Situation.

Appendix 2 gives under chart 1 the newly built Rolling Stock delivered by private Workshops. It will be noted that no new Passenger Stock has been delivered to the I.S.R.

Charts 2, 3, 4 give the situation of damaged wagons, Statement of Repairs and Return of damaged wagons to owner countries, as submitted to WEMP meeting of June 13, 1946.

Appendix 3 shows repair output of ISR and Private Workshops during May.

- 5 -

7. MOTOR VEHICLES.

In 1957 the output of the Italian Motor Vehicle industry comprised:

Constructing Firms:	Tourist cars	Industrial vehicles		Small vans	Lorries		TOTAL
		Medium	Heavy		Medium	Heavy	
PIAT	441	284	283	463	57	-	1523
S.P.A.	-	170	4	-	-	-	174
LANCIA	135	-	112	67	-	25	339
ALFA ROMEO	8	34	12	-	18	-	72
ISOTTA Fraschini	-	40	14	-	-	-	54
EDUARDO BIANCHI	-	43	-	-	-	-	43
O.N.	-	180	-	-	-	-	180
BREDA BREUSTO	-	-	2	-	-	-	2
IGERATI	5	-	-	-	-	-	5
S.A.M.E.M.	8	-	-	-	-	-	8
	597	751	427	530	75	25	2435

8. INLAND WATERWAYS.

As the result of the investigation made, it transpires that the repair of GWANELLA D'ARCE locks is held up through lack of cement. All the other materials are on the site. This matter has been taken up strongly with the Minister of Public Works, since cement has been removed from the list of controlled commodities and vast quantities are being used for non essential building.



LT. COLONEL
Lt. Colonel,
Deputy Director.

EDOLFINO BIANCHI
O.M.
BRENDA ERNESTO
MASERATI
S.A.M.T.M.

EDOLFO BIANCHI	45	-	-	-	-	-	75	25	0425
O. M.	180	-	-	-	-	-	-	-	-
ERDA ERMESTO	-	-	2	-	-	-	-	-	-
MASSERATI	-	-	-	-	-	-	-	-	-
S. A. M. T. M.	-	-	-	-	-	-	-	-	-
	597	751	427	530	75	25	0425		

8. INLAND WATER WAYS.

As the result of the investigation made, it transpires that the repair of OMBRELLA DRYERS looks is held up through lack of cement. All the other materials are on the site. This matter has been taken up strongly with the Minister of Public Works, since cement has been removed from the list of controlled commodities and vast quantities are being used for non-essential building.

Reed
W. H. Reed
Lt. Colonel,
Deputy Director.

TABLE 1.

I. a. LOCOMOTIVES.

1) Total stock available	4083	1479	360	54	4445	1533
2) Stock in use:						
a) Goods and Passengers ...	1526	778	213	27	1739	805
b) Shunting	494	-	6	5	500	5
Total	2020	778	219	32	2239	810
3) Stock stored:						
a) serviceable	171	2	7	-	178	2
b) under or awaiting repair	1892	699	134	22	2026	721
Total	2063	701	141	22	2204	723

Locomotives owned by Locomotives: (will be given later)

T. b ELECTRIC MOTOR COACHES.

1) Total Stock available	-	312	-	-	312
2) Stock in use	-	142	-	-	142
3) Stock stored:					
a) serviceable	-	6	-	-	6
b) under or awaiting repair	-	166	-	-	166
Total	-	172	-	-	172

I. C RAILCARS.

	691	-	10	-	701	-
1) Total Stock available	185	-	1	-	186	-
2) Stock in use						
3) Stock stored:						
a) serviceable	2	-	-	-	2	-
b) under or awaiting repair	504	-	9	-	513	-
Total	506	-	9	-	515	-

TT WAGONS. (Freight only)

WAGONS. (Freight only)			
	Italian	Foreign	Total
1) Total Stock available	81416	45575	126891
2) Stock in use	56178	29080	85258
3) Wagons loaded daily for:			
a) Military requirements	-	-	712
b) Commercial undertaking	-	-	5064
c) Transport for use of Railway system..	-	-	681
			6455
4) Stock in store:			
a) serviceable	-	-	-
b) under or awaiting repair.....	25238	16495	41633

Imports		Exports	
Loaded	Empty	Loaded	Empty

a) serviceable
b) under or awaiting repair
Total

1892	699	134	22	2026	721
2063	701	141	22	2204	723

4) Average daily kilometrage covered by Locomotives: (will be given later)

I. b ELECTRIC MOTOR COACHES.

1) Total Stock available
2) Stock in use
3) Stock stored:
a) serviceable
b) under or awaiting repair
Total

-	312	-	-	-	312
-	142	-	-	-	142
-	6	-	-	-	6
-	166	-	-	-	166
-	172	-	-	-	172

I. c RAILCARS.

1) Total Stock available
2) Stock in use
3) Stock stored:
a) serviceable
b) under or awaiting repair
Total

691	-	10	-	701	-
185	-	1	-	186	-
2	-	-	-	2	-
504	-	9	-	513	-
506	-	9	-	515	-

II. WAGONS. (Freight only)

1) Total Stock available
2) Stock in use
3) Wagons loaded daily for:
a) Military requirements
b) Commercial undertaking
c) Transport for use of Railway system..
4) Stock in store:
a) serviceable
b) under or awaiting repair.....
5) Number of wagons entering
and leaving the country:

Italian	Foreign	Total
81416	45575	126891
56178	29080	85258
-	-	712
-	-	5064
-	-	689
-	-	6465
25238	16495	41633

British Zone Austria.....
French Zone Austria.....
Yugoslavia.....
Switzerland.....
France

Imports		Exports	
Loaded	Empty	Loaded	Empty
112	6624	7336	7344
199	1283	1482	974
1391	8130	9521	10025
2388	6060	7494	7785
204	651	855	301
4894	22754	27648	26429
Total		3472	3901

Total

TOTAL ITALIAN RAILWAY SYSTEM (Summary) - 2 -
II. WAGONS.

TABLE 1.

6) Turn round of wagons: (When calculating the turn round, 1450 ISR wagons used for Civilian and Military Passenger services, were deducted from the total stock available (85258).)

Average number of serviceable wagons $\frac{85258 - 1450}{12.74} = 6465$ (12 d. 18 hrs.)
 a) Average number loaded per day + number of wagons entering loaded
 Total serviceable wagons $\frac{85258 - 1450}{12.93} = 6465$ (12 d. 22 hrs.)
 b) Average number loaded per day

III. COACHES.

- 1) Total Stock available
- 2) Stock in use
- 3) Stock in store:
 - a) serviceable
 - b) under or awaiting repair
- Total

Italian	Foreign	Total
5691	597	6288
2281	99	2380
10	-	10
3400	498	3898
3410	498	3908

IV. BAGGAGE VANS.

- 1) Total Stock available
- 2) Stock in use
- 3) Stock in store:
 - a) serviceable
 - b) under or awaiting repair
- Total

Italian	Foreign	Total
2459	308	2767
1121	181	1302
-	-	-
1338	127	1465
1338	127	1465

V. POSTAL VANS.

- 1) Total Stock available
- 2) Stock in use
- 3) Stock in store:
 - a) serviceable
 - b) under or awaiting repair
- Total

Italian	Foreign	Total
330	5	335
198	-	198
-	-	-
132	5	137
132	5	137

1795

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

III. COACHES.

- 1) Total Stock available
2) Stock in use
3) Stock in store:
a) serviceable
b) under or awaiting repair
Total

Italian	Foreign	Total
5691	597	6288
2281	99	2380
10	-	10
3400	498	3898
3410	498	3908

IV. BAGGAGE VANS.

- 1) Total Stock available
2) Stock in use
3) Stock in store:
a) serviceable
b) under or awaiting repair
Total

Italian	Foreign	Total
2459	308	2767
1121	181	1302
-	-	-
1338	127	1465
1338	127	1465

V. POSTAL VANS.

- 1) Total Stock available
2) Stock in use
3) Stock in store:
a) serviceable
b) under or awaiting repair
Total

Italian	Foreign	Total
330	5	335
198	-	198
-	-	-
132	5	137
132	5	137

TOTAL ITALIAN RAILWAY SYSTEM (Summary)

Table 2.

MONTHLY SITUATION REPORT from 1 May to 31 May 1946.

I. GOODS TRAINS.

- 1) Number of trains daily in use
- 2) Number of trains per kilometer per day.
- 3) Number of tons per kilometer per day ..
- 4) Average number of goods trains shunted daily for more than 8 hours

II. PASSENGER TRAINS.

- 1) Number of trains daily in use:
 - a) For internal services
 - b) For inter-continental services
 - c) For special services
- 2) Number of trains per kilometer per day
- 3) Number of passengers per kilometer per day
- 4) Average delay of passenger trains (in minutes)

Military traffic	Civilian traffic	Total
293	994	1287
11925	77013	88938
7541460	41945896	49487356
-	240	-
978	2384	2481
-	-	8
-	30	30
8930	110325	119255
-	37167887	-
-	-	-

4) Average number of goods trains shunted daily for more than 8 hours

II. PASSENGER TRAINS.

1) Number of trains daily in use:

- a) For internal services
- b) For inter-continental services
- c) For special services

2) Number of trains per kilometer per day

3) Number of passengers per kilometer per day

4) Average delay of passenger trains (in minutes)

-	240	-
97 8	2384 -	2481 8
-	30	30
8930	110325	119255
-	37167887	-
-	-	-

480

ITALIAN STATE RAILWAYS (Suppl. Information)

Appendix A.

MONTHLY SITUATION REPORT FROM 1 May to 31 May 1946.

1) FUEL SITUATION:

	Consumption in May :	Stocks existing on 31 May 1946:
COAL - metric tons	93,728	185,199
FUEL OIL - U.S. Gallons	4,722,769	1,079,252
GAS OIL - "	81,513	190,694

2) SITUATION OF LINES:

	Lines in operation					Reacti- vated lines not in opera- tion
	Single Track		Double Track		Total	
	S.T.	E.T.	S.T.	E.T.	Total Kms.	
31 May 1946	9,993.7	2,387.7	1,265.4	1,148.3 (1)	13,536.1	14,795.1
Compartment of Trieste - Zone B.	154.5	57.-	-	56.5	113.5	268.-
(1) of which Kms. 122.7 Double Track with one track only electrified.						

Compartment:	Line:	Section :	Kms.
--------------	-------	-----------	------

REACTIVATION OF NEW LINES:

Steam Traction:

MILAN	Lecco	- Rovato	Crumello - Palazzone	4
VERONA	Verona	- Modena	Mantova - Borgoforte	13
BOLOGNA	Florence	- Ravenna	Ravenna - Faenza	45
FLORENCE	Fornovo	- S. Stefano	Roccarata - Pontenoli	28
"	Rome	- Pisa	Ardenza - Antignano	19
ANCONA	Cortona	- Foligno	Cortona - Elera	35

REACTIVATION OF DOUBLE TRACK:

Steam Traction:

TURIN	Alessandria	- Turin	Villanova d'Asti - Villafrenca d'Asti	11
FLORENCE	Pisa	- Genoa	Sarzana - Apuania Massa	15
ROME	Rome	- Naples	Privero F. - P.M. Montorso	10.7
"	"	- "	Fondi - Itri	13

Electric Traction:

GENOVA	Genoa	- Alessandria	Mignanego-Q. Torbella	6.4
"	"	- "	Isola del Cantone-Rosso	

2) SITUATION OF LINES:

	Lines in operation					Reactivated lines not in operation
	Single Track		Double Track		Total	
	S.T.	E.T.	S.T.	E.T.	S.T. E.T. Kms.	
31 May 1946	9,993.7	2,387.7	1,265.4	1,148.3 (1)	12,259.1 3,536.-	14,795.1 762.5
Compartment of Trieste - Zone B.	154.5	57.-	-	56.5	154.5 113.5	268.- 32.4
(1) of which Kms. 122.7 Double Track with one track only electrified						

Compartment: Line: Section: Kms.

REACTIVATION OF NEW LINES:

Steam Traction:

MILAN	Lecco	- Rovato	Grumello - Palazzo	4
VERONA	Verona	- Medina	Montenap - Borgoforte	13
BOLOGNA	Florence	- Ravenna	Ravenna - Faenza	45
FLORENCE	Fornovo	- S. Stefano	Roccamare - Pontremoli	28
"	Rome	- Pisa	Ardenza - Antignano	19
ANCONA	Cartona	- Poligno	Cortona - Elera	33

REACTIVATION OF DOUBLE TRACK:

Steam Traction:

TURIN	Alessandria	- Turin	Villanova d'Asti - Villafranca d'Asti	11
FLORENCE	Pisa	- Genoa	Sarzana - Apuendia Massa	15
ROME	Rome	- Naples	Priverno F. - P.M. Monterosso	10.7
"	"	- "	Fondi - Itri	13

Electric Traction:

GENOA	Genoa	- Alessandria	Mignanego-C.Torbella	479
"	"	- "	Isola del Cantone-Renoo	

REACTIVATION OF ELECTRIC TRACTION:

ROME	Rome	- Avezzano	Carsoli - Tagliacozzo	17
------	------	------------	-----------------------	----

1800

ITALIAN STATE RAILWAYS (Suppl. Information)MONTHLY SITUATION REPORT from 1 Mar to 31 May 1946.

Repair of Rolling Stock in I.S.R. shops, roundhouses and Car Shops and Private Workshops.

	Steam Locos		Electric Locos		Coaches		Baggage Vans		Box Cars		Open wagons				Quan for
											High Gondolas		Low Gondo- las & Flats		
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.			
H = Heavy. M = Medium.															
Italian State Railway shops	20	26	10	3	35	214	4	52	40	444	50	406	19	137	53
Private Workshops	10	3	5	1	43	29	25	36	291	331	286	368	78	70	16
Total	30	29	15	4	78	243	29	88	331	775	336	774	97	207	69

815

Appendix 3.

... Information)

AILY SITUATION REPORT from 1 May to 31 May 1946.

lock in I.S.R. shops, roundhouses and Car Shops and Private Workshops.

[illegible]

HEADQUARTERS ALLIED COMMISSION

APO 794

Transportation and Shipping Branch

MONTHLY REPORT FOR MAY 19461. RAIL.a. Lines in Operation I.S.R. and Private Railways.

- 1938 -

<u>Date</u>	<u>Single Track</u>		<u>Double Track</u>		<u>Total</u>	
	<u>Steam</u>	<u>Elec.</u>	<u>Steam</u>	<u>Elec.</u>	<u>Steam</u>	<u>Elec.</u>
-	13,061.5	5,327.5	1,875.0	2,703.9	14,936.5	8,031.4
						22,967.9
30-3-46	13,021.1	5,484.7	1,265.4	1,328.4	14,286.5	6,813.1
30-4-46	12,958.1	5,497.5	1,231.3	1,305.4	14,189.4	6,802.9
31-3-46	12,869.4	5,506.5	1,250.8	1,163.2	14,119.9	6,669.7
						20,809.6
Difference	+89.0	-9.0	-19.5	+122.2	+69.5	+143.2
	+62.0	-128.0	+34.1	+230.0	+197.1	+102.2
						+182.7
						+102.2

It will be seen that as compared with the year 1938 91% of the total network of the railway system is now in operation but that the percentage of electric traction is only 24% and that the double track available for service is only 55%. It must be borne in mind however that a large proportion of the track has only had temporary repairs.

During the month the most important line opened to traffic was the Anzono - Florence line which gives the shortest route between Rome and the North.

b. Locomotive Situation.

Total Stock.

- 1938 -

<u>Date</u>	<u>Italian</u>		<u>Foreign</u>		<u>Total</u>	
	<u>Steam</u>	<u>Elec.</u>	<u>Steam</u>	<u>Elec.</u>	<u>Steam</u>	<u>Elec.</u>
-	4,882	1,447	-	-	4,882	1,447
31-5-46	4,083	1,479	360	54	4,443	1,533
30-4-46	4,696	1,832	371	54	5,067	1,886
31-3-46	4,686	1,851	377	49	5,063	2,000
	-613	-353	-11	-	-624	-363
						477

1803

Date	Single Track		Double Track		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
-	13,061.5	5,327.5	1,875.0	2,703.9	14,936.5	8,031.4
						22,967.9
31-5-46	13,021.1	5,484.7	1,265.4	1,328.4	14,286.5	6,813.1
30-4-46	12,958.1	5,497.5	1,231.3	1,305.4	14,189.4	6,802.9
31-3-46	12,869.1	5,506.5	1,250.8	1,183.2	14,119.9	6,689.7
Difference	+89.0	-9.0	-19.5	+122.2	+69.5	+113.2
	+62.0	-128	+34.1	+23.0	+97.1	+102.2
						+482.7
						+102.2

It will be seen that as compared with the year 1938 91% of the total network of the railway system is now in operation but that the percentage of electric traction is only 34% and that the double track available for service is only 55%. It must be borne in mind however that a large proportion of the track has only had temporary repairs.

During the month the most important line opened to traffic was the Arezzo - Florence line which gives the shortest route between Rome and the North.

b. Locomotive Situation.

Total Stock.

- 1238 -

Date	Italian		Foreign		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
-	4,882	1,447	-	-	4,882	1,447

31-5-46	4,083	1,479	360	54	4,443	1,533
30-4-46	4,696	1,832	371	54	5,067	1,886
31-3-46	4,686	1,851	377	49	5,063	2,000
Difference	-613	-353	-11	+5	-614	-353
	+10	-19	-6	+5	+4	-14
Available for service.	778	915	219	27	2,230	805
31-5-46	2,182	915	230	34	2,412	949
31-3-46	2,144	871	240	27	2,384	898
Difference	-62	-144	-11	-7	-173	-144
	+33	+44	-10	-7	+28	+51

- 2 -

Awaiting Repair.

<u>Date</u>	<u>Italian</u>		<u>Foreign</u>		<u>Total</u>	
	<u>Steam</u>	<u>Elec.</u>	<u>Steam</u>	<u>Elec.</u>	<u>Steam</u>	<u>Elec.</u>
31-5-46	1892	999	139	22	2031	1021
30-4-46	2,412	907	130	20	2,542	927
31-3-46	2,433	973	136	22	2,569	995
Difference	-520	-208	-4	+3	-524	-206
	-24	-66	+2	-2	-19	-68

The locomotive situation shows an improvement over March as there are considerably fewer locomotives awaiting repair.

It should be noted that only 55% of the tractive power compared to 1938 is available, and that only 2,412 steam locomotives are available compared to 4,277 in 1938 whilst the kilowattage steam operated is 14,189 as compared to 14,936 in 1938.

c. Wagon Situation.

- 1938 -

<u>Date</u>	<u>Italian</u>	<u>Foreign</u>	<u>Total</u>
31-12-38	131,188	-	131,188

- 1946 -

<u>Date</u>	<u>Italian</u>	<u>Foreign</u>	<u>Total</u>
31-5-46	80,158	46,811	126,969
30-4-46	81,857	44,099	125,956
31-3-46	-699	+1,712	+1,013

Difference

<u>Date</u>	<u>Italian</u>	<u>Foreign</u>	<u>Total</u>
31-5-46	56,876	28,930	85,806
30-4-46	53,038	28,955	82,993
31-3-46	+3,030	+25	+3,055

Difference

<u>Date</u>	<u>Italian</u>	<u>Foreign</u>	<u>Total</u>
31-5-46	24,475	17,881	42,356
30-4-46	27,947	15,144	43,091
31-3-46	-3,472	+2,637	-735

Thus only 50% of the stock available in 1938 for service can now be used.

d. Passenger Stock.

- 1938 -

<u>Date</u>	<u>Pass. Coaches</u>	<u>Passage Wans</u>	<u>Pass. Wans</u>
31-12-38	7,245	3,968	513

Total Stock Available

fewer locomotives awaiting repair. It should be noted that only 55% of the tractive power compared to 1938 is available and that only 2,412 steam locomotives are available compared to 4,277 in 1938 whilst the kilometrage steam operated is 14,189 as compared to 14,936 in 1938.

c. Wagon Situation.

- 1938 -

	Date	Italian	Foreign	Total
Total Stock Available	31-12-38	131,106	-	131,188
	31-5-46	- 12,146 -		
Wagons in Italy	30-4-46	80,158	46,814	126,969
"	31-3-46	84,857	44,099	125,956
Difference		-699	-4,712	-4,013
Available for Service	31-5-46	56,876	28,930	85,806
"	31-3-46	53,838	28,955	82,793
Difference		-3,038	+25	+3,063
Awaiting Repair	31-5-46	24,175	17,881	42,356
"	31-3-46	27,947	15,141	43,091
Difference		-3,472	+2,637	-735

Thus only 50% of the stock available in 1938 for service can now be used.

d. Passenger Stock.

	Date	1938 - Pass. Coaches	Passenger Wagon	Postal Wagon
Total Stock Available	-	7,203	3,966	518
	31-5-46	- 12,146 -		
Available for Service	30-4-46	1,141	1,322	153
Awaiting Repairs	30-4-46	3,744	1,445	139

It will be seen that the passenger rolling stock situation is very serious as only 20% of the prewar stock of passenger coaches is available and only 33% of Baggage and 28% of Postal Wagon.

e. Wagons loaded daily.

	Military	Civilian	Railway	Total
During May				
During April	854	5,637	920	7,411
" - March	994	5,522	840	7,356
Difference	-140	+115	+80	+35

This shows a considerable drop in military traffic during the month.

Two round trips for wagons.

	I.S.R. 12 days	Private Railways 5 days
During May		
During April		
" - March	-44 days-44 hrs	-4 days-5 hrs

This shows a slight increase in the turn round time for the I.S.R. and a reduction for the Private Railways.

f. Traffic Handled.

Goods Traffic.

	1933 -	1916 -
Train Kiloms. daily	181,213	
Ton Kiloms. daily	35,099,759	
Trains daily	No data available	

Ton Kms daily May

	Military	Civilian	Total
Ton Kms. daily April	8,341,780	39,512,314	47,854,094
" " - March	8,874,564	39,786,915	48,661,479
Difference	-532,784	-274,601	-807,385
Train Kiloms. daily April	14,462	76,635	91,097
" " - March	15,804	76,802	92,606
Difference	-1,342	-167	-1,509
Ton Kms daily May			
Trains daily April	343	1,007	1,350
" " - March	390	1,041	1,431
Difference	-47	-37	-84

International Traffic.

During April 7,235 passengers made use of the international services compared to 6,946 during March.

Passenger Traffic.

	1930 -	1920 -	
Passenger Kiloms. daily			
Train Kiloms. daily			
Trains daily			
	Military	Civilian	Total
	-	36,783,984	36,783,984
	-	359,480	359,480
	-	No data available	

During April

March 12 days 3 days
14 days 5 days

This shows a slight increase in the turn round time for the I.S.R. and a reduction for the Private Railways.

f. Traffic Handled.

Goods Traffic.

Train Kiloms. daily	181,213
Ton Kiloms. daily	35,099,759
Trains daily	No data available

1938			
Ton Kms daily March	Military	Civilian	Total
Ton Kms. daily April	8,311,780	39,512,314	47,824,094
" " March	8,671,561	39,786,915	48,458,479
Difference	-559,781	-274,601	-834,385
Train Kiloms. daily March	14,462	76,635	91,097
" " April	15,801	76,602	92,403
Difference	-339	-167	-506
Trains daily March	343	1,007	1,350
" " April	390	1,044	1,434
Difference	-47	-37	-84

International Traffic.

During April 7,235 passengers made use of the international services compared to 6,946 during March.

Passenger Traffic.

1938			
Passenger Kiloms. daily	Military	Civilian	Total
Train Kiloms. daily	-	36,783,984	36,783,984
Trains daily	-	359,480	359,480
Passenger Kms daily March	-	No data available	-
" " April	-	34,217,186	-
Difference	-	-599,986	-
Trains in use daily March	102	2,206	2,308
" " April	140	2,305	2,445
Difference	-38	-99	-137
Train Kms daily March	10,375	103,390	113,765
" " April	14,003	109,641	123,644
Difference	-628	-1,251	-1,879

It will be seen that both for military and civilian purposes fewer trains were in service during April.
With only 50% of passenger stock available 93% of passenger kilometres were run.

L. Fuel Consumption.
- 1938 -

Coal.
Average monthly consumption was 104,582 tons or 21.19 kilograms per train kilometre.
Fuel Oil.
This was not used during 1938.
Petrol.
The average monthly consumption of petrol was 2,265 tons or 679,500 gals U.S.

- 1943 -

Coal, Tons.	Petrol, U.S. Gals.	Consumption	Stock
I.S.R. and Private Railways	30-4-46	110,378	223,060
"	31-5-46	419,359	174,528
Difference		-8,977	-48,432
Diesel Oil, U.S. Gals.	31-5-46		
I.S.R. and Private Railways	30-4-46	5,703,300	1,108,800
"	31-5-46	5,776,759	1,086,171
Difference		-73,459	-177,371
Petrol, U.S. Gals.	31-5-46		
I.S.R. and Private Railways	30-4-46	190,377	109,190
"	31-5-46	76,295	156,309
Difference		-113,782	-46,909

2. ROAD.

a. The following motor vehicles were put in circulation during April 1946:

Private Cars	785
Buses	30
Trucks	1600
3 Wheel (Cargo and Personnel Carrying)	185
Total	2600

b. The following vehicles were manufactured during the month of April:

Private Cars	453
Small Trucks (Vans)	350
Trucks (Medium)	767
Trucks (Heavy)	231
Total	1801

c. The Director General of Civil Motorization in a letter dated 31 May gives the following figures for civilian vehicles as of 31 December 1945. It is an estimate and not based on a census. The corresponding figures for 31 December 1939, obtained from the

Coal, Tons.		Period	Consumption	Stock
I.S.R. and Private Railways		31-5-46 30-4-46	110,378	223,060
"		31-3-46	119,355	137,928
Difference			-8,977	+86,132
Diesel Oil, U.S. Gals.		31-5-46 30-4-46	5,703,300	1,406,800
I.S.R. and Private Railways		31-3-46	5,776,759	1,386,171
Difference			-73,459	+177,371
Petrol, U.S. Gals.		31-5-46 30-4-46	190,377	109,400
I.S.R. and Private Railways		31-3-46	76,595	156,309
Difference			+113,782	-46,909

2. ROAD.

a. The following motor vehicles were put in circulation during April 1946:

Private Cars	735
Buses	30
Trucks	1600
3 Wheel (Cargo and Personnel Carrying)	185
Total	2600

b. The following vehicles were manufactured during the month of April:

Private Cars	453
Small Trucks (Vans)	350
Trucks (Medium)	767
Trucks (Heavy)	231
Total	1801

c. The Director General of Civil Motorization in a letter dated 31 May gives the following figures for civilian vehicles as of 31 December 1945. It is an estimate and not based on a census. The corresponding figures for 31 December 1939, obtained from the same source are also shown:

Private Cars	31 Dec. 1945	31 Dec. 1939
Motor Buses	120,000	559,700
(Capacity up to 2 Tons)	5,200	8,328
Trucks (Capacity from 2 to 4 Tons)	50,000	54,320
(Capacity over 4 Tons)	21,000	31,900
Trailers (for Trucks)	11,000	12,680
Vans (3 wheels) and Motorcycles	8,500	14,000
	100,000	170,000
Totals	313,700	650,928

3. SHIPPING.

a. The following tonnages were moved by coastwise shipping during May:

Coal	70,335 tons
Salt - Edible	13,297 "
Salt - Industrial	11,690 "
Phosphate	53,403 "
Bauxite	4,490 "
Pyrites	17,720 "
Sulphur	1,300 "
Minerals	1,254 "
Iron Ore	7,423 "
Petroleum Products	3,997 "
General Cargo	13,563 "

Total 198,477 tons
1). The above figures show an increase of 46,376 tons over the previous month and an increase of 141,574 tons over May of 1945.

b. A total of 95 ships with UNRRA, Italian Program, Army and Swiss-account Cargo, carrying a total of 749,012 tons, arrived in Italian ports during May.

c. Reconstruction and rehabilitation of ports and harbours progressed satisfactorily during the month.

Walter P. Haggins
WALTER P. HAGGINS
Lt. Colonel, QMC
Director.

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

MONTHLY REPORT FOR MAY 1946

1. RAIL.

a. Lines in Operation I.S.R. and Private Railways.

- 1938 -

Date	Single Track		Double Track		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
-	13,061.5	5,327.5	1,875.0	2,703.9	14,936.5	8,031.4
						22,967.9

- 1946 -

30-4-46	12,958.1	5,497.5	1,231.3	1,305.4	14,189.4	6,802.9
31-3-46	12,869.1	5,506.5	1,250.8	1,183.2	14,119.9	6,689.7
Difference	+89.0	-9.0	-19.5	+122.2	+69.5	+113.2
						+ 182.7

It will be seen that as compared with the year 1938 91% of the total network of the railway system is now in operation but that the percentage of electric traction is only 34% and that the double track available for service is only 55%. It must be borne in mind however that a large proportion of the track has only had temporary repairs.

During the month the most important line opened to traffic was the Arezzo - Florence line which gives the shortest route between Rome and the North.

b. Locomotive Situation.

Total Stock.

- 1938 -

Date	Italian		Foreign		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
-	4,882	1,447	-	-	4,882	1,447

- 1946 -

30-4-46	4,696	1,832	371	54	5,067	1,886
31-3-46	4,686	1,851	377	49	5,063	2,000
						2,000

	Steam	Elec.	Steam	Elec.	Steam	Elec.	Steam	Elec.
-	13,061.5	5,327.5	1,675.0	2,703.9	14,936.5	8,031.4	22,967.9	
- 1946 -								
30-4-46	12,958.1	5,497.5	1,231.3	1,305.4	14,189.4	6,802.9	20,992.3	
31-3-46	12,869.1	5,506.5	1,250.8	1,183.2	14,119.9	6,689.7	20,809.6	
Difference	+89.0	-9.0	-19.5	+122.2	+69.5	+113.2	+182.7	

It will be seen that as compared with the year 1938 91% of the total network of the railway system is now in operation but that the percentage of electric traction is only 84% and that the double track available for service is only 55%. It must be borne in mind however that a large proportion of the track has only had temporary repairs.

During the month the most important line opened to traffic was the Arezzo - Florence line which gives the shortest route between Rome and the North.

b. Locomotive Situation.

Total Stock.

- 1938 -

Date	Italian		Foreign		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
-	4,882	1,447	-	-	4,882	1,447

- 1946 -

30-4-46	4,696	1,832	371	54	5,067	1,886
31-3-46	4,686	1,851	377	49	5,063	2,000 ⁵⁷¹
Difference	+10	-19	-6	+5	+4	-14
Available for service.						
30-4-46	2,182	915	230	34	2,412	949
31-3-46	2,144	871	240	27	2,384	898
Difference	+38	+44	-10	+7	+28	+51

- 2 -

Awaiting Repair.

<u>Date</u>	<u>Italian</u>		<u>Foreign</u>		<u>Total</u>	
	<u>Steam</u>	<u>Elec.</u>	<u>Steam</u>	<u>Elec.</u>	<u>Steam</u>	<u>Elec.</u>
30-4-46	2,412	907	138	20	2,550	927
31-3-46	2,433	973	136	22	2,569	995
Difference	-21	-66	+2	-2	-19	-68

The locomotive situation shows an improvement over March as there are considerably fewer locomotives awaiting repair.
It should be noted that only 55% of the tractive power compared to 1938 is available, and that only 2,412 steam locomotives are available compared to 4,277 in 1938 whilst the kilometrage steam operated is 14,189 as compared to 14,936 in 1938.

c. Wagon Situation.

- 1938 -

	<u>Italian</u>		<u>Foreign</u>	<u>Total</u>
	<u>Steam</u>	<u>Elec.</u>		
Total Stock Available 31-12-38	131,108	-	-	131,108

- 1946 -

Wagons in Italy	30-4-46	80,158	46,811	126,969
" "	31-3-46	81,857	44,099	125,956
Difference		-699	+1,712	+1,013
Available for Service 30-4-46		56,876	28,930	85,806
" "	31-3-46	53,838	28,955	82,793
Difference		+3,038	+25	+3,063
Awaiting Repair	30-4-46	24,475	17,331	42,356
" "	31-3-46	27,947	15,144	43,091
Difference		-3,472	+2,637	-739

Thus only 50% of the stock available in 1938 for services can now be used.

d. Passenger Stock.

- 1938 -

	<u>Pass. Coaches</u>		<u>Passenger Vans</u>	<u>Total Stock</u>
	<u>Steam</u>	<u>Elec.</u>		
Total Stock Available	-	7,265	3,966	11,231

The locomotive situation shows an improvement over March as there are considerably fewer locomotives awaiting repair.

It should be noted that only 55% of the tractive power compared to 1938 is available, and that only 2,412 steam locomotives are available compared to 4,277 in 1938 whilst the kilometrage steam operated is 14,189 as compared to 14,936 in 1938.

c. Wagon Situation.

- 1938 -

	<u>Date</u>	<u>Italian</u>	<u>Foreign</u>	<u>Total</u>
Total Stock Available	31-12-38	131,188	-	131,188

- 1946 -

Wagons in Italy	30-4-46	80,158	45,814	126,969
" "	31-3-46	81,857	44,099	125,956
Difference		-699	+1,712	+1,013
Available for Service	30-4-46	56,876	28,930	85,806
" "	31-3-46	53,853	28,958	82,793
Difference		+3,033	+29	+3,063
Awaiting Repair	30-4-46	24,475	17,801	42,356
" "	31-3-46	27,947	15,144	43,091
Difference		-3,472	+2,657	-755

Thus only 50% of the stock available in 1938 for service can now be used.

d. Passenger Stock.

- 1938 -

	<u>Date</u>	<u>Pass. Coaches</u>	<u>Baggage Vans</u>	<u>Postal Vans</u>
Total Stock Available	-	7,265	3,968	512

- 1946 -

Available for Service	30-4-46	1,441	1,332	133
Awaiting Repairs	30-4-46	3,741	1,445	107

It will be seen that the passenger rolling stock situation is very serious as only 20% of the prewar stock of passenger coaches is available and only 37% of baggage and 28% of Postal Vans.

e. Wagons loaded daily.

	<u>Military</u>	<u>Civilian</u>	<u>Railway</u>	<u>Total</u>
During April	854	5,637	920	7,411
" March	994	5,522	840	7,356
Difference	-140	+115	+80	+55

This shows a considerable drop in military traffic during the month.

Turn round time for wagons.

	<u>I.S.R. 12 days</u>	<u>Private Railways 3 days</u>
During April		
" March	11 days 11 hrs	4 days 5 hrs

This shows a slight increase in the turn round time for the I.S.R. and a reduction for the Private Railways.

f. Traffic Handled.

Goods Traffic.

Train Kiloms. daily	- 1958 -	161,213
Ton Kiloms. daily		35,099,759
Trains daily		No data available

	<u>Military</u>	<u>Civilian</u>	<u>Total</u>
Ton Kms. daily April	8,311,780	39,512,314	47,824,094
" " March	8,871,564	39,706,915	48,658,479
Difference	-559,784	-194,601	-854,385
Train Kiloms. daily April	14,462	76,635	91,097
" " March	15,801	76,802	92,603
Difference	-339	-167	-506
Trains daily April	343	1,007	1,350
" " March	390	1,044	1,434
Difference	-47	-37	-84

International Traffic.

During April 7,255 passengers made use of the international services compared to 6,946 during March.

Passenger Traffic.

	<u>Military</u>	<u>Civilian</u>	<u>Total</u>
Passenger Kiloms. daily	- 1938 -	36,783,984	36,783,984
Train Kiloms. daily	-	359,480	359,480
Trains daily	-	No data available	

Passenger Kiloms. daily April	- 1946 -	34,217,186	-
" " March	-	35,677,000	-

During April	12 days	11 days 14 hrs	Private Railways 5 days	4 days 5 hrs
" March				

This shows a slight increase in the turn round time for the I.S.R. and a reduction for the Private Railways.

f. Traffic Handled.
Goods Traffic.

Train Kiloms, daily	- 1938 -	
Ton Kiloms, daily	181,213	
Trains daily	35,099,759	
	No data available	

	- 1946 -	
	Military	Civilian
Ton kms. daily April	8,311,780	39,512,314
" " March	8,671,564	39,706,915
Difference	-559,784	-194,601
Train Kiloms. daily April	14,462	76,635
" " March	15,801	76,802
Difference	-339	-167
Trains daily April	343	1,007
" " March	390	1,044
Difference	-47	-37
Total		47,324,094
		46,658,479
Difference		-665,615

International Traffic.
During April 7,235 passengers made use of the international services compared to 6,946 during March.

Passenger Traffic.

	- 1938 -	
	Military	Civilian
Passenger Kiloms, daily	-	36,765,984
Train Kiloms, daily	-	359,480
Trains daily	-	No data available
Total		36,703,904
		359,480

	- 1946 -	
	Military	Civilian
Passenger Kiloms, daily	-	34,217,186
Train Kiloms, daily	-	33,647,000
Trains daily	-	+599,986
Difference	-	-
Trains in use daily April	102	2,206
" " March	140	2,305
Difference	-38	-99
Train Kiloms daily April	10,375	108,390
" " March	11,003	109,641
Difference	-628	-1,251
Total		118,765
		120,644
Difference		-1,879

It will be seen that both for military and civilian purposes fewer trains were in service during April.

With only 50% of passenger stock available 95% of passenger kilometres were run.

- 1938 -

g. Fuel Consumption.

Coal. Average monthly consumption was 114,562 tons or 21.49 kilograms per train kilometre.

Fuel Oil. This was not used during 1938.

Petrol. The average monthly consumption of petrol was 2,265 tons or 679,500 gals U.S.

- 1946 -

<u>Coal, Tons.</u>	<u>Date</u>	<u>Consumption</u>	<u>Stock</u>
I.S.R. and Private Railways	30-4-46	180,378	223,060
" "	31-3-46	148,555	174,928
<u>Difference</u>		-3,977	-48,132
<u>Diesel Oil, U.S. Gals.</u>			
I.S.R. and Private Railways	30-4-46	5,703,300	1,498,800
" "	31-3-46	5,776,759	1,686,171
<u>Difference</u>		-73,459	-177,371
<u>Petrol, U.S. Gals.</u>			
I.S.R. and Private Railways	30-4-46	120,377	109,400
" "	31-3-46	76,595	156,309
<u>Difference</u>		+43,782	+46,909

2. ROAD.

a. The following motor vehicles were put in circulation during April 1946:

Private Cars	785
Buses	30
Trucks	1600
3 wheel (Cargo and Personnel Carrying)	135
<u>Total</u>	2600

b. The following vehicles were manufactured during the month of April:

Private Cars	453
Small Trucks (Vans)	350
Trucks (Medium)	767
Trucks (Heavy)	231
<u>Total</u>	1801

c. The Director General of Civil Motorization in a letter dated 31 May gives the following figures for civilian vehicles as of 31 December 1945. It is an estimate and not based on a census. The corresponding figures for 31 December 1939, obtained from the

Coal, Tons.

	Date	Consumption	Stock
I.S.R. and Private Railways	30-4-46	110,378	223,960
"	31-3-46	119,555	134,928
Difference		-8,977	-88,132
Diesel Oil, U.S. Gals.			
I.S.R. and Private Railways	30-4-46	5,703,300	1,496,800
"	31-3-46	5,776,759	1,686,171
Difference		-73,459	-177,371
Petrol, U.S. Gals.			
I.S.R. and Private Railways	30-4-46	190,377	109,400
"	31-3-46	76,595	156,309
Difference		+113,782	-46,909

2. ROAD.

a. The following motor vehicles were put in circulation during April 1946:

Private Cars	785
Buses	30
Trucks	1600
3 Wheel (Cargo and Personnel Carrying)	185
Total	2600

b. The following vehicles were manufactured during the month of April:

Private Cars	453
Small Trucks (Vans)	350
Trucks (Medium)	767
Trucks (Heavy)	251
Total	1801

c. The Director General of Civil Motorization in a letter dated 31 May gives the following figures for civilian vehicles as of 31 December 1945. It is an estimate and not based on a census. The corresponding figures for 31 December 1939, obtained from the same source are also shown:

Private Cars	31 Dec. 1945	31 Dec. 1939
Motor Buses	120,000	359,700
Trucks (Capacity up to 2 Tons)	5,200	8,328
Trucks (Capacity from 2 to 4 Tons)	50,000	54,520
Trucks (Capacity over 4 Tons)	21,000	31,900
Trailers (for Trucks)	11,000	12,680
Vans (3 wheels) and Motorcycles	8,500	14,000
Totals	100,000	470,000
	313,700	650,928

3. SHIPPING.

a. The following tonnages were moved by coastwise shipping during May:

Coal	70,335 tons
Salt - Edible	13,297 "
Salt - Industrial	11,690 "
Phosphate	53,403 "
Bauxite	4,490 "
Pyrites	17,720 "
Sulphur	1,300 "
Minerals	1,254 "
Iron Ore	7,423 "
Petroleum Products	3,997 "
General Cargo	13,568 "

Total 498,477 tons
1). The above figures show an increase of 46,376 tons over the previous month and an increase of 141,871 tons over May of 1945.

b. A total of 95 ships with UNRRA, Italian Program, Army and Swiss-Account Cargo, carrying a total of 742,012 tons, arrived in Italian ports during May.

c. Reconstruction and rehabilitation of ports and harbours progressed satisfactorily during the month.

Walter F. Jennings
WALTER F. JENNINGS
Lt. Colonel, QMC
Director.

HEADQUARTERS / ALLIED COMMISSION

APO 394

Transportation and Shipping Branch

MONTHLY REPORT FOR APRIL 1946

i. RAIL.

a. I.S.R. Lines in Operation in Kilometers.

Date	Single Track		Double Track		Total		Total	Lines repaired but not in operation
	Steam	Elec.	Steam	Elec.	Steam	Elec.		
Italy	9949.7							
31-4-46	9,991.7	2,424.6	1,250.8	1,002.8	11,142.5	3,424.4	14,566.9	508.2
Zone B								
Trieste	154.5	57.0	-	56.5	154.5	113.5	268.0	32.4
31-3-46								
Total	101,032.2							
31-4-46	10,016.2	2,472.6	1,250.8	1,059.3	11,267.0	3,537.9	14,804.9	340.6
Total	10,016							
31-3-46	9,871.0	2,470.0	1,135.0	938.0	11,006.0	3,423.0	14,429.0	440.0
Difference	+145.2	+8.6	+115.8	+101.3	+261.0	+113.9	+375.9	-99.4

b. Locomotive Situation. I.S.R. and Private Owned.

	Date	Italian		Foreign		Total	
		Steam	Elec.	Steam	Elec.	Steam	Elec.
Total Stock in Italy	Mar. 30	4,686	1,851	277	49	5,063	1,900
" " "	Feb. 28	4,665	1,819	279	49	5,044	1,897
Difference		+21	+32	-2	-	+19	+3
In use Passenger and Good Trains	Mar. 30	1,621	671	230	25	1,851	396
" " "	Feb. 28	1,543	847	255	27	1,799	874
Difference		+78	-176	-25	-2	+52	-422
In use shunting	Mar. 30	523	-	10	2	533	2
" " "	Feb. 28	507	-	5	3	512	3
Difference		+16	-	+5	-1	+21	-1
Stored Serviceable	Mar. 30	109	7	1	-	110	7
" " "	Feb. 28	144	13	9	3	153	16
Difference		-35	-6	-8	-3	-43	-9
Awaiting Repair	Mar. 30	2,433	973	136	22	2,569	995
" " "	Feb. 28	2,471	988	109	16	2,580	1,004
Difference		-38	-15	+27	+6	-11	-9

c. Wagon Situation. I.S.R. and Private Owned.

	Date	Italian		Foreign		Total	
		Steam	Elec.	Steam	Elec.	Steam	Elec.
Total Stock in Italy	Mar. 30	84,537		44,099		128,636	
" " "	Feb. 28	81,637		41,671		123,308	
Difference		+2,900		+2,428		+5,328	

31-4-46	2,121.6	1,250.8	1,002.8	11,112.5	3,421.4	14,536.9	308.2
Zone B							
Trieste	154.5	-	56.5	154.5	113.5	268.0	32.4
31-3-46							
Total	101,032						
31-4-46	10,016.2	1,250.8	1,059.2	11,267.0	3,527.9	14,804.9	340.6
Total							
31-3-46	2,871.0	1,135.0	950.0	11,006.0	3,428.0	14,304.0	440.0
Difference	+445.2	+115.8	+101.5	+261.0	+109.9	+500.9	-99.4

B. Locomotive Situation, I.S.R. and Private Owned.

	Date	Italian		Foreign		Total	
		Mar. 30	Feb. 28	Steam	Loc.	Steam	Loc.
Total Stock in Italy							
" " "							
Difference							
In use Passenger and Good Trains							
" " "							
Difference							
In use shunting							
" " "							
Difference							
Stored Serviceable							
" " "							
Difference							
Awaiting Repair							
" " "							
Difference							

C. Wagon Situation, I.S.R. and Private Owned.

	Date	Italian		Foreign		Total	
		Mar. 30	Feb. 28	Steam	Loc.	Steam	Loc.
Total Stock in Italy							
" " "							
Difference							
In Use							
" " "							
Difference							
Wagons loaded daily							
" " "							
Difference							

- 2 -

	Mar. 30 Feb. 28	Italian	Foreign	Total
Awaiting repair "		27,947 27,124	15,144 14,361	43,091 41,485
Difference		+823	+783	+1,606

Average time of turn round of wagons during March, 11 days 14 hours for I.S.R. and 3 days for private railways; during February the figures were for I.S.R. 11 days 5 hours and for private railways 4 days 5 hours.

This gives an increase of 9 hours for the I.S.R. and a reduction of 1 day 5 hours for the private railways. The difference in the turn round time on the two systems is due to the much shorter hauls on the private railways. The increase in the I.S.R. turn round time was due to delays in unloading.

d. Traffic Handled. I.S.R. and Private Owned.

(1). Goods Traffic.

	Date	Military	Civilian	Total
Trains run daily "	Mar. Feb.	390 374	1,044 997	1,434 1,371
Difference		+16	+47	+63
Train Kiloms. daily "	Mar. Feb.	15,801 16,471	76,802 71,312	92,603 88,115
Difference		+1,330	+5,460	+6,790
Ton Kiloms. daily "	Mar. Feb.	8,874,534 8,705,363	39,786,913 35,859,276	48,658,447 44,564,639
Difference		+166,201	+3,927,639	+4,094,840

(2). Passenger Traffic.

Internal Traffic.

	Mar. Feb.			
Trains run daily "	127 98	2,305 2,212		2,432 2,340
Difference	+29	+93		+92

International Service

	Mar. Feb.			
Trains run daily "	13 12	-		13 12
Difference	+1			+1

hours for the private railways. The difference in the turn round time on the two systems is due to the much shorter hauls on the private railways. The increase in the I.S.R. turn round time was due to delays in unloading

d. Traffic Handled. I.S.R. and Private Owned.

(1). Goods Traffic.

	<u>Date</u>	<u>Military</u>	<u>Civilian</u>	<u>Total</u>
Trains run daily	Mar.	390	1,044	1,434
" " "	Feb.	374	997	1,371
Difference		436	447	+63
Train Kiloms. daily	Mar.	15,601	76,802	92,603
" " "	Feb.	14,471	71,342	85,813
Difference		+1,330	+5,460	+6,790
Ton Kiloms. daily	Mar.	8,871,564	39,786,915	48,658,479
" " "	Feb.	8,705,363	35,859,276	44,564,639
Difference		+166,201	+5,927,639	+4,094,840

(2). Passenger Traffic.

Internal Traffic.

Trains run daily	Mar.	127	2,305	2,432
" " "	Feb.	98	2,242	2,340
Difference		+29	+63	+92

International Service

Trains run daily	Mar.	13	-	13
" " "	Feb.	12	-	12
Difference		+1	-	+1

Railway Service

Trains run daily	Mar.	-	38	38
" " "	Feb.	-	38	38
Difference		-	-	-

- 3 -

Train Kiloms, daily " "	Mar. Feb.	Military 11,003 11,614 -611	Civilian 109,847 107,118 +2,523	Total 120,844 118,732 +1,912
Difference				
Passenger Kiloms, daily " "	Mar. Feb.	- -	33,617,200 34,824,539 +1,207,339	33,617,200 34,824,539 +1,207,339
Difference				

0. The following are the number of passengers carried by the various services run by the "Wagon Lits" during March.

Milan - Rome	2,626
Rome - Bologna	750
Rome - Reggio Calabria	1,544
Rome - Turin	851
Rome - Venezia	576
Bologna - Fri	599
Total	6,946

2. Fuel Situation, I.S.R. and Private Owned

	Date	Consumption	Stock
Coal in Tons	Mar. 30	149,355	134,928
" "	Feb. 28	109,600	88,159
Difference		+49,755	+46,769
Fuel Oil Gals. U.S.	Mar. 30	5,776,759	1,636,171
" "	Feb. 28	7,431,964	1,245,317
Difference		-1,655,205	+440,354
Gas Oil Gals. U.S.	Mar. 30	76,595	156,309
" "	Feb. 28	44,809	122,020
Difference		+31,786	+35,289

2. A study of the foregoing figures for the railway network of Italy as a whole considering both state and private railways shows:

- (1) The locomotive repairs are more than taking care of wear, there being a total of 52 fewer locomotives awaiting repair than during the preceding month but this cannot be said of the wagon repairs as there were a total of 1,606 more wagons awaiting repair

Difference	-	1,207,539	1,207,539
The following are the number of passengers carried by the various services run by the "Wagon Lits" during March.			
Milan - Rome	2,626		
Rome - Bologna	750		
Rome - Reggio Calabria	1,544		
Rome - Turin	854		
Rome - Venezia	576		
Bologna - Bari	599		
Total	6,946		

g. Fuel Situation, I.S.R. and Private Owned

	Date	Consumption	Stock
Coal in Tons	Mar. 30	119,355	154,928
" " "	Feb. 28	109,600	88,159
Difference		+9,755	+46,769
Fuel Oil Gals. U.S.	Mar. 30	5,776,759	1,686,171
" " "	Feb. 28	7,431,964	1,245,817
Difference		-1,655,205	+440,354
Gas Oil Gals. U.S.	Mar. 30	76,595	156,309
" " "	Feb. 28	44,009	122,030
Difference		+31,786	+33,289

A study of the foregoing figures for the railway network of Italy as a whole considering both state and private railways shows:

- (1) The locomotive repairs are more than taking care of wear, there being a total of 52 fewer locomotives awaiting repair than during the preceding month but this cannot be said of the wagon repairs as there were a total of 1,606 more wagons awaiting repair.
- (2) Goods traffic. Both Military and Civilian traffic shows an increase in both the number of trains and the ton kilometers handled.
- (3) Passenger traffic. Whilst the number of passenger trains run shows an increase the number of passenger kilometers is considerably less, showing either that trains were less overcrowded or that the average journey was shorter.
- (4) Fuel situation. Whilst the coal consumption during March was higher the stock at the end of the month also showed an increase, with fuel oil the consumption was less and the stocks higher. There was increased consumption of gas oil and also a larger stock on hand at the end of the month.

- 4 -

(5) Materials for repairs. The supply of materials for rehabilitation of the truck and for repair of wagons is fairly satisfactory. All the cement required is available, steel is in short supply and whilst timber is available, it is not sufficient either for ties or wagon repairs and it would be of great help if the zone still controlled by the British in Reggio Calabria could be released. Petrol in sufficient quantity for private contractors still remains difficult to obtain.

2. ROAD.

- a. A total of 44,037 load carrying vehicles and 3,340 buses were in circulation as of 31 March. This is an increase of 1,117 load carrying vehicles and 30 buses over the 28 February figures. These figures do not include the three wheel and small motor cars adjusted for goods transport. The figure of 95,544 vehicles in operation on 31 March, submitted in last month's report, was in error.
- b. There were approximately 90,000 load carrying vehicles and 7,500 buses in operation in Italy before the war.
- c. Fuel is in short supply. Only 225,000 gallons of gasoline or petrol and 182,000 gallons of diesel oil is allotted monthly for the operation of motor transport.
- d. Tires are in short supply. The Pirelli and Michelin Tire Factories are in production but their output cannot meet demands as both raw rubber and coal are in short supply.
- e. A total of 244,125 tons were moved in old Venetia Region by road during the month of April.

3. SHIPPING.

- a. The following tonnages were moved by coastwise shipping during April :

Coal	62,864	tons.
Salt-Babblo	11,167	"
Salt-Industrial	8,330	"
Phosphate	38,914	"
Bauxite	5,665	"
Pyrites	6,900	"
Sulphur	1,530	"
Kaolin	1,080	"
Minerals	500	"
Iron Ore	3,440	"
Cast Iron	1,500	"
Petroleum Products	2,560	"
General Cargo	7,651	"
Total	152,101	tons.

(1) The above figures show a total decrease of 52,045 tons from the previous month and an increase of 92,101 tons over April of 1945. The decrease was due to the non-

- a. A total of 41,037 load carrying vehicles and 3,340 buses were in circulation as of 31 March. This is an increase of 1,447 load carrying vehicles and 30 buses over the 28 February figures. These figures do not include the three wheel and small motor cars adjusted for goods transport. The figure of 95,541 vehicles in operation on 31 March, submitted in last month's report, was in error.
- b. There were approximately 90,000 load carrying vehicles and 7,500 buses in operation in Italy before the war.
- c. Fuel is in short supply. Only 225,000 gallons of gasoline or petrol and 182,000 gallons of diesel oil is allotted monthly for the operation of motor transport.
- d. Tires are in short supply. The Pirelli and Michelin Tire Factories are in production but their output cannot meet demands as both raw rubber and coal are in short supply.
- e. A total of 211,125 tons were moved in old Venezia Region by road during the month of April.

3. SHIPPING.

- a. The following tonnages were moved by coastwise shipping during April:

	tons.
Coal	52,864
Salt-Soluble	11,167
Salt-Industrial	8,330
Phosphate	36,914
Bauxite	5,865
Pyrites	6,900
Sulphur	1,550
Kaolin	1,080
Minerals	500
Iron Ore	3,440
Cast Iron	1,500
Petroleum Products	2,560
General Cargo	7,656

Total 152,101 tons.

- (1) The above figures show a total decrease of 52,045 tons from the previous month and an increase of 92,101 tons over April of 1945. The decrease was due to the non-availability of commodities at ports for loading. A total of 196,050 tons of shipping was allocated for April and was available but was not all used. As an example, there was a total of 55,000 tons allocated for coal but only 52,864 tons moved.
- b. A total of 127 ships with U.S. and Italian Program Cargos of 964,127 tons arrived in Italian ports during April.

- c. A total of 26 ships of different kinds and sizes were repaired and put back into operation by Italian shipyards during the month.
- d. A total of 65 Italian cargo, tanker and passenger ships of over 500 tons carrying capacity each, are now being used for civilian traffic.
- e. The capacity of important ports greatly improved during the month as a result of both increase in number of piers available and repair of quay fittings and tracks as well as additional dredging.
- f. The discharge rate in the smaller ports increased during the month also. Of the twelve smaller ports, eleven showed a definite increase, some of which amounted to as much as 60 percent over previous months.

William P. Stockton
WILLIAM P. STOCKTON
Lt. Colonel, OTC
Director.

697

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation and Shipping Branch

23 April 1946.

MONTHLY REPORT FOR MONTH OF MARCH 19461. RAIL.

a. Lines in operation. About 86% of the lines of the Italian Railway system are now available for traffic, although long stretches of what were double track are being operated as single lines; while a large number of the bridges destroyed have so far only been opened to traffic by means of temporary bridges.

b. On 30 March the Arezzo-Florence line was reopened, thus saving about three hours running time between Rome and Florence.

c. The Parma-La Spezia line should be opened to traffic in May.

d. The Bologna-Padua line should be ready for traffic by 30 April and the International line Italy-France, with the completion of the Mt. Cenis tunnel will be ready by the middle of June.

e. Rolling stock is still in short supply but when the results of the European census of rolling stock completed on 26 March are available, it is hoped that a considerable part of the rolling stock removed by the Germans, will be returned.

f. At the present time only about 40% of the prewar total of steam and electric locomotives are available.

g. During the month congestion of loaded wagons occurred in the Naples and Rome area, requiring a curtailment of civil loadings.

2. ROAD.

On 31 March a total of approximately 95,541 load carrying vehicles were in operation.

3. SHIPPING.

a. The following tonnages were moved by coastwise shipping during the month:

Citrus fruits	915 tons	258
Wine	5,925 "	
Salt - Edible	16,035 "	
Salt - Other	10,648 "	
Pyrites	4,900 "	
Bauxite	4,060 "	
Minerals	4,400 "	
		400

Railway system are now available for traffic, although long stretches of what were double track are being operated as single lines; while a large number of the bridges destroyed have so far only been opened to traffic by means of temporary bridges.

b. On 30 March the Arezzo-Florence line was reopened, thus saving about three hours running time between Rome and Florence.

c. The Parma-La Spezia line should be opened to traffic in May.

d. The Bologna-Padua line should be ready for traffic by 30 April and the International line Italy-France, with the completion of the Mt. Cenis tunnel will be ready by the middle of June.

e. Rolling stock is still in short supply but when the results of the European census of rolling stock completed on 26 March are available, it is hoped that a considerable part of the rolling stock removed by the Germans, will be returned.

f. At the present time only about 40% of the prewar total of steam and electric locomotives are available.

g. During the month congestion of loaded wagons occurred in the Naples and Rome area, requiring a curtailment of civil loadings.

2. ROAD.

On 31 March a total of approximately 95,541 load carrying vehicles were in operation.

3. SHIPPING.

a. The following tonnages were moved by coastwise shipping during the month:

Citrus fruits	915	tons	468
Wine	5,925	"	"
Salt - Edible	16,035	"	"
Salt - Other	10,648	"	"
Pyrites	4,900	"	"
Bauxite	4,060	"	"
Minerals	4,400	"	"
Pitprops	400	"	"
Caolin	500	"	"
Sulphur	5,900	"	"
Phosphates	43,000	"	"
Coal	101,570	"	"
General Cargo	5,893	"	"
	204,146	tons	

- 2 -

- b. Three ships have been nominated for the Argentine grain run and will sail for their first trip during the month of April.
- c. Reconstruction and rehabilitation of ports is progressing satisfactorily and the loadings and discharges of ships have increased

W. L. R. P. Higgins
Lt. Colonel, AMC
Director.

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation and Shipping Branch

MONTHLY REPORT FOR FEBRUARY 1946.

1. MOVEMENTS.

- a. All remaining control over the movement of civilian traffic by rail and road was turned over to the Italian Ministry of Transport during February.
- b. The following tonnages of Commodities were moved by Coast-wise shipping during the month which was an increase of approximately 19,000 tons over the previous month :

Coal	60,938	tons
Salt-Edible	11,545	"
Salt-Industrial	3,600	"
Wine	4,850	"
Citrus Fruits	1,082	"
Phosphate	15,100	"
Bauxite	3,760	"
Pyrites	5,250	"
Sulphur	700	"
Pitprops	500	"
Caolin	632	"
Minerals	2,850	"
General Cargo	7,971	"
	118,776	tons

- c. The Movements Division closed on 28 February and all Military personnel in the Division, who have been attached to the Transportation and Shipping Sub-Commission A.C. from "Q" Movements, AFHQ, will move to the Ministry of Communications Building - Rome and will operate as "Q" Movements Liaison Office - Rome, dealing with Military Movements only

2. PORTS and WAREHOUSES.

- a. Repair of damage to Port and Warehouses installations at Torre Annunziata, caused by an explosion of Allied ammunition in January, progressed faster than was expected during the month. Roofs and other parts of buildings were repaired before any particular damage was done to the stocks of

407

a. All remaining control over the movement of civilian traffic by rail and road was turned over to the Italian Ministry of Transport during February.

b. The following tonnages of Commodities were moved by Coastwise shipping during the month which was an increase of approximately 19,000 tons over the previous month:

Coal	60,938	tons
Salt-Edible	11,545	"
Salt-Industrial	3,600	"
Wine	4,850	"
Citrus Fruits	1,082	"
Phosphate	15,100	"
Bauxite	3,760	"
Pyrites	5,250	"
Sulphur	700	"
Pitprops	500	"
Caulin	532	"
Minerals	2,850	"
General Cargo	7,971	"
	118,778	tons

c. The Movements Division closed on 28 February and all Military personnel in the Division, who have been attached to the Transportation and Shipping Sub-Commission A.C. from "Q" Movements, AFHQ, will move to the Ministry of Communications Building - Rome and will operate as "Q" Movements Liaison Office - Rome, dealing with Military Movements only.

207

2. PORTS AND WAREHOUSES.

a. Repair of damage to Port and Warehouse installations at Torre Annunziata, caused by an explosion of Allied ammunition in January, progressed faster than was expected during the month. Roofs and other parts of buildings were repaired before any particular damage was done to the stocks of Commodities stored in them.

b. The rehabilitation of ports continued to progress during the month as evidenced by the increase in loadings and discharges.

c. The Port and Warehouse Division closed on 28 February and all remaining functions were transferred to U.N.R.R.A. as of 1 March.

- 2 -

3. Rail.

a. The provision of rail facilities continued to improve during the month and new lines were reopened, the most notable being the Im Spezia - Genoa line, which was reopened to traffic on 16 February. This now provides an alternative rail route between North and South Italy, relieving the Bologna bottleneck.

b. There was a decrease in the movement of rail traffic during the month over January, which to a certain extent was due to excessive loadings and to shortage of engine power and affected the availability of wagons for priority loadings.

c. I.S.R. and Private Railways.

Lines in operation shown in Kilometers as of 28 February:

	Steam Elec.	Steam Elec.	Steam Elec.	Total
31 Jan. 10,323 1,984	1,200	801	11,325	2,785
28 Feb. 9,871 2,470	1,135	958	11,006	3,426
				14,434

Following lines completely electrified during February:

	14th Feb.	22nd Feb.
Rome - Orte		
Brennero - Varnio		

d. Fuel Situation.

	Consumption Feb.	Stock 28th Feb.
Coal Electric Tons	109,600	88,150
Fuel Oil U.S. Gals	7,431,954	1,225,317
Petrol	44,809	122,000

e. Traffic Handled.

	Military	Civilian	Total
Goods trains daily	374	891	1,255
Train Kiloms. daily	14,471	68,192	82,553
Ton Kiloms. daily	6,705,363	35,372,870	42,078,233

f. Passenger Trains.

	Military	Civilian	Total
Internal	98	1,558	1,656
International	12	-	12
Special		38	38
Train Kiloms. daily	11,614	80,763	92,377
Passenger Kiloms. daily		39,357,142	39,357,142
Average delay to trains min. 50		55	
Wagon turn round average, 11 days 5 hours			

g. Locomotive Position.

	Italian	Foreign	Total
Steam Elec.		Steam Elec.	Steam Elec.
		256	27
		1,641	755

b. There was a decrease in the movement of rail traffic during the month over January, which to a certain extent was due to excessive loadings and to shortage of engine power and affected the availability of wagons for priority loadings.

c. I.S.R. and Private Railways.

Lines in operation shows in Kilometers as of 28 February:

	Steam Elec.		Steam Elec.		Steam Elec.	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
31 Jan.	10,323	1,984	1,200	801	11,325	2,785
28 Feb.	9,871	2,470	1,133	958	11,066	3,428

Following lines completely electrified during February :

Rome - Orte	double track	14th Feb.
Brennero - Verrio		22nd Feb.

d. Fuel Situation.

	<u>Consumption Feb.</u>	<u>Stock 28th Feb.</u>
Coal metric Tons	109,600	80,155
Fuel Oil U.S. Gals	7,431,954	1,225,817
Petrol	44,809	122,000

e. Traffic handled.

	<u>Military</u>	<u>Civilian</u>	<u>Total.</u>
Goods trains daily	374	891	1,265
Train Kiloms.daily	14,471	68,192	82,663
Ton Kiloms.daily	6,705,363	35,372,870	44,078,233

f. Passenger Trains.

	<u>Military</u>	<u>Civilian</u>	<u>Total.</u>
Internal	98	1,558	1,656
International	12	-	12
Special		38	38
Train Kiloms.daily	11,614	80,763	92,377
Passenger Kiloms.daily		30,357,142	30,357,142
Average delay to trains Min.50		55	
Wagon turn-round average, 11 days 5 hours			

g. Locomotive Position.

	<u>Italian</u>		<u>Foreign</u>		<u>Total</u>	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
In use on trains	1,385	728	256	27	1,641	755
Shunting	491	-	5	3	496	3
Awaiting Repairs	2,375	952	109	16	2,484	968
Stored	116	-	9	3	125	3

- 3 -

Locomotive Repairs.

	Steam		Electric	
	Heavy	Medium	Heavy	Medium
I.S.R. Shops	14	39	13	2
Private Shops	8	6	3	-

h. Rolling Stock in use.

	Italian	Foreign	Total
In use	50,827	27,310	77,937
Awaiting Repair	26,437	14,361	40,828

i. Repairs to Rolling Stock.

	Coaches		Baggage Vans		Box Cars		Open Cars	
	Heavy	Med.	Heavy	Med.	Heavy	Med.	Heavy	Med.
I.S.R. Shops	34	226	11	51	39	454	33	634
Private Shops	16	54	17	10	175	286	220	333

j. The Rail Division was closed out on 28 February.

4. ROAD.

- a. All remaining control of road transport was turned over to the Ministry of Transport, Italian Government on 1 February.
- b. The general position seems to be satisfactory. There were no known reports of P.O.L. shortage during the month.
- c. The Road Division was closed out on 28 February.

5. GENERAL.

The A.C. Transportation Liaison Officers at Bologna and Ancona were withdrawn during the month.

sub

Walter P. Higgins
 WALTER P. HIGGINS
 Lt. Colonel, GNC
 Director

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation and Shipping Sub-Commission

MONTHLY REPORT FOR JANUARY 1946PART I - GENERAL1. TRANSPORTATION PERSONNEL

Attached herewith as Appendices A and B are lists of Transportation Officers at headquarters and in the field.

PART II - MOVEMENTS1. GENERAL

a. The policy of handing over transportation responsibilities to the Italian Government organizations is being continued and will shortly be completed. The majority of Italian ports are now under Italian control, and within a few weeks the only ports either partly or wholly under military control will be Trieste, Leghorn and Naples.

b. Arrangements have been concluded for northern Italian ports to accept relief supplies for Czechoslovakia, Austria and Yugoslavia during the coming months.

c. The functions of the Movements Division are expected to cease after 25 February and, with the termination of shipments of A.C. civil supplies and the commencement of the UNRRA program, a handing over to that organization of all shipping responsibilities is now in progress.

c. The rail traffic moved during the month showed an increased tonnage despite wagon shortage in various compartments.

2. RAIL

a. The I.S.R. became responsible for the movement of civilian traffic in the northern regions on 2nd December 1945 in the Compartimenti of Turin, Milan, Verona and Genoa, and, under A.M.G. supervision, for the compartimenti of Trieste and Venice.

b. I.S.R. figures are produced for the first time showing the overall tonnages moved by compartimenti in the Italian mainland during the first four weeks of January. Compared with the same period in December 1945, it will be noted that there is an increase in the tonnage moved.

Period 1-28 January 1946

TURIN	247,495
MILAN	131,588
VERONA	59,105

Period 1-28 January 1945

TURIN	382,941
MILAN	131,211
VERONA	19,387

PART II - MOVEMENTS

1. GENERAL

- a. The policy of handing over transportation responsibilities to the Italian Government organizations is being continued and will shortly be completed. The majority of Italian ports are now under Italian control, and within a few weeks the only ports either partly or wholly under military control will be Trieste, Leghorn and Naples.
- b. Arrangements have been concluded for northern Italian ports to accept relief supplies for Czechoslovakia, Austria and Yugoslavia during the coming months.
- c. The functions of the Movements Division are expected to cease after 25 February and, with the termination of shipments of A.C. civil supplies and the commencement of the UNRRA program, a handing over to that organization of all shipping responsibilities is now in progress.
- d. The rail traffic moved during the month showed an increased tonnage despite wagon shortage in various compartments.

2. RAIL

- a. The I.S.R. became responsible for the movement of civilian traffic in the northern regions on 2nd December 1945 in the Compartimenti of Turin, Milan, Verona and Genoa, and, under A.M.G. supervision, for the compartments of Trieste and Venice.
- b. I.S.R. figures are produced for the first time showing the overall tonnages moved by compartments in the Italian mainland during the first four weeks of January. Compared with the same period in December 1945, it will be noted that there is an increase in the tonnage moved.

Period 1-28 January 1946

TURIN	247,495
MILAN	131,588
VERONA	52,495
VENEZIA	61,034
TRIESTE	104,958
GENOA	273,392
BOLOGNA	31,155
FIRENZE	99,945
ANCONA	58,504
ROMA	92,820
NAPOLI	93,844
BARI	74,734
REGGIO	46,236
TOTAL	1,367,231

Period 1-28 January 1945

TURIN	182,941
MILAN	131,211
VERONA	49,387
VENEZIA	44,714
TRIESTE	111,603
GENOA	315,997
BOLOGNA	30,356
FIRENZE	75,186
ANCONA	57,094
ROMA	63,606
NAPOLI	91,366
BARI	54,566
REGGIO	35,067
TOTAL	1,343,094

465

c. It was hoped that the Bologna "bottleneck" would be eased by the opening of the La Spezia - Genoa line scheduled for mid-January, but owing to adverse weather conditions this line will not now be open until mid-February.

d. Internal movement of refugees continued throughout the month, 7,642 persons moving by ordinary services and in 3 special trains.

e. The daily wine tank car trains from Bari to the Emilia, Lombardia and Piemonte Regions did not run satisfactorily. Only 12 trains totalling 302 tank cars, and 55 tank cars attached to ordinary trains, were run from Bari.

Conflicting reports have been received from the Ministries of Food and Transport, and are now under investigation.

f. The daily salt train from Margherita di Savoia to the Emilia, Lombardia and Piemonte Regions continued to operate successfully; 24 trains were run totalling 603 wagons as compared with 159 wagons moved in December '45.

3. ROADS

a. The general position appears to be satisfactory, all requests being met by PMAC and into Transport.

The Minister of Transport was advised on 14 January '46 that as from 1st February '46 this Sub-Commission would cease to exercise any authority over the control of road transport.

b. All Uffici Transporti in N.E. Italy ex AMG territory were handed over to the Ministry of Transport during the month, and PMAC officials were appointed.

c. A complaint was received from the Sud-Est Truck Pool, operating under the Italian Government, that prices being charged for spare parts were exorbitant, and out of all proportion to the prices paid for the parts by the Italian Government to the Allies. This is being investigated.

d. The Truck Pools generally have now settled down. The usual complaint concerning shortage of P.O.L. was not evident this month and, as this has been one of the major difficulties in the past, this is considered to be a healthy indication.

4. SHIPPING

a. During January, arrivals from U.S.A. were again less than planned, especially ships carrying coal and grain. Crew shortages are still affecting arrivals. This was especially noticeable in Savona, where coal discharges for the month were less than 70,000 tons.

Weather conditions prevented ships working on one day in the port of Genoa.

b. Italian coalwise movement was roughly 100,000 tons, with a shortage of coal then during recent months. The

Lombardia and Piemonte Regions did not run satisfactorily. Only 12 trains totalling 302 tank cars, and 55 tank cars attached to ordinary trains, were run from April.

Conflicting reports have been received from the Ministries of Food and Transport, and are now under investigation.

f. The daily belt train from Margherita di Savoia to the Emilia, Lombardia and Piemonte Regions continued to operate successfully; 24 trains were run totalling 603 wagons as compared with 459 wagons moved in December '45.

3. ROADS

a. The general position appears to be satisfactory, all requests being met by ENAC and Auto Trasporti.

The Minister of Transport was advised on 14 January '46 that as from 1st February '46 this Sub-Commission would cease to exercise any authority over the control of road transport.

b. All Uffici Trasporti in N.W. Italy ex AMG territory were handed over to the Ministry of Transport during the month, and ENAC officials were appointed.

c. A complaint was received from the Sud-Est Truck Pool, operating under the Italian Government, that prices being charged for spare parts were exorbitant, and out of all proportion to the prices paid for the parts by the Italian Government to the Allies. This is being investigated.

d. The Truck Pools generally have now settled down. The usual complaint concerning shortage of P.O.L. was not evident this month end, as this has been one of the major difficulties in the past, this is considered to be a healthy indication.

4. SHIPPING

a. During January, arrivals from U.S.A. were again less than planned, especially ships carrying coal and grain. Crew shortages are still affecting arrivals. This was especially noticeable in Savona, where coal discharges for the month were less than 70,000 tons.

Weather conditions prevented ships working on one day in the port of Genoa.

b. Italian coastwise movement was roughly 100,000 tons, with larger tonnages of Sardinian coal than during recent months. The addition of 2 American vessels to the pool of shipping has enabled the stockpile of coal in S. Antiocho to be reduced considerably.

c. During the month the following commodities were shipped by coasters in the programme of Italian coastwise and intra-Mediterranean shipping.

Commodity	Tonnage moved
Coal	40,846
Phosphates	15,015
Edible salt	13,740
Industrial salt	5,096
Wine	5,077
Rock salt	2,300
Citrus	3,234
Pistons	1,520
Bauxite	1,630
Coke	1,653
Zinc	1,355
Tobacco	224
Various	7,900
	99,590

Schooners lifted an additional 18/20,000 tons.

d. 82 extra-Mediterranean vessels arrived in Italian ports carrying civil supplies; of these, 31 were colliers and 12 carried

Swiss cargoes.

There were only isolated instances of bad weather delaying discharge of

ships. In Genoa, Swiss wheat ships were delayed as there was a

marked "bunching" of ships.

A larger proportion of general cargoes of essential supplies for rehabilitation and reconstruction arrived during January. Heavy shipments of mail arrived from America for Italian civilians.

Two ships carrying rails were discharged.

e. Plans were made at a conference held in Rome for UNRRA supplies destined for Czechoslovakia, Austria and Yugoslavia to be received through the ports of Trieste and Venice. These ports will be used to their maximum capacities. The limiting factor is the onward despatch from the port by rail, and port clearance generally.

f. The port of Baroli was returned to Italian control on 9 January. The military port of Leghorn is now being used more for civil supplies, in view of diminishing military commitments.

g. The port of Torre Annunziata was damaged by an explosion on 21 January. Several rail wagons of ammunition, which was to be dumped in the sea, blew up causing about 53 fatal casualties and damage to the port installations and adjacent houses. The working of the port is hoped, to be normal by the first week of February.

h. Clearance of cargoes passing through Venice will be increased

at Opatowitz - Porto

Rock salt
Citrus
Pistons
Bauxite
Coke
Zinc
Tobacco
Various

2,300
3,214
1,530
1,630
1,652
1,355
224
7,900

99,590

Schooners lifted an additional 18/20,000 tons.

d. 82 extra-Mediterranean vessels arrived in Italian ports carrying civil supplies; of these, 30 were colliers and 12 carried Swiss cargoes.

There were only isolated instances of bad weather delaying discharge of ships. In Genoa, Swiss wheat ships were delayed as there was a marked "bunching" of ships.

A larger proportion of general cargoes of essential supplies for rehabilitation and reconstruction arrived during January. Heavy shipments of mail arrived from America for Italian civilians. Two ships carrying rails were discharged.

e. Plans were made at a conference held in Rome for UNRRA supplies destined for Czechoslovakia, Austria and Yugoslavia to be received through the ports of Trieste and Venice. These ports will be used to their maximum capacities. The limiting factor is the onward despatch from the port by rail, and port clearance generally.

f. The port of Bernolli was returned to Italian control on 9 January. The military port of Leghorn is now being used more for civil supplies, in view of diminishing military commitments.

g. The port of Torre Annunziata was damaged by an explosion on 21 January. Several rail wagons of ammunition, which was to be dumped in the sea, blew up causing about 50 fatal casualties and damage to the port installations and adjacent houses. The working of the port is hoped, to be normal by the first week of February.

h. Clearance of cargoes passing through Venice will be increased shortly, when the sweeping of the Po entrance at Chioggia--Porto Levante, now in progress, is completed. This will enable cargoes to be sent inland by canal.

482

- 4 -

i. A small passenger cargo vessel the "Libertà" (750 tons) commenced a regular service between various ports in Sicily, Sardinia and Italian mainland.

1. Agreement was reached between Allied Shipping Authorities and Ministry of Merchant Marine for schooners under 300 gr: tons to be given freedom to trade in the near future.

PART III - RAIL

1. GENERAL

Improvement in Italy's railway transportation system is progressing satisfactorily.

During the month, as much of the activities as possible of the Rail Division were passed to the I.S.R.. Stores Branch are now acting as liaison in the screening of stores demands made by I.S.R., and also for the bidding made for surplus military stores. Wagon distribution required much attention by Rail Division. The expected decrease in military requirements has only partially offset a rapid increase in import programmes and internal civil demands. As a result, there has been difficulty in meeting the total demand, and loadings have therefore been strictly controlled by priorities. Efforts are still being made to increase availability by speeding up the rate of repair and rebuilding of wagons and the I.S.R. have been asked to indicate any difficulties which they have in that direction.

The prohibitive withdrawal of military supervision in the field has created the need for this to be replaced by an effective civil supervision. It has been suggested to the I.S.R. that proper discipline in the use of equipment can only be effectively maintained by a special system of supervision and by spot checks at stations. For this purpose, a number of Inspectors should be appointed by the I.S.R., whose function would be to travel around all areas, ensuring the full and effective use of equipment and facilities, and checking wastage or abuse. These Inspectors would be based on, and responsible only to, I.S.R. Headquarters Rome.

2. ALLIED RAILWAY BOARD

The thirteenth meeting of the Allied Railway Board was held on 19 January 1946. It was agreed that control of coal distribution and stores would be handed over to the I.S.R. by 1 February. It was pointed out that the Transportation Sub-Commission was scheduled to close down in the near future and UNRRA was invited to join the Board. The Allied Railway Board will continue to function, together with the necessary Sub-Committees, for a further period of three months.

Improvement in railway transportation system is progressing satisfactorily.

During the month, as much of the activities as possible of the Rail Division were passed to the I.S.A. Stores Branch are now acting as liaison in the screening of stores demands made by I.S.E., and also for the bidding made for surplus military stores. Wagon distribution required such attention by Rail Division. The expected decrease in military requirements has only partially offset a rapid increase in import programmes and internal civil demands. As a result, there has been difficulty in meeting the total demand, and loadings have therefore been strictly controlled by priorities. Efforts are still being made to increase availability by speeding up the rate of repair and rebuilding of wagons and the I.S.A. have been asked to indicate any difficulties which they have in that direction.

The progressive withdrawal of military supervision in the field has created the need for this to be replaced by an effective civil supervision. It has been suggested to the I.S.A. that proper discipline in the use of equipment can only be effectively maintained by a special system of supervision and by spot checks at stations. For this purpose, a number of inspectors should be appointed by the I.S.A., whose function would be to travel around all areas, ensuring the full and effective use of equipment and facilities, and checking wastage or abuse. These inspectors would be based on, and responsible only to, I.S.A. Headquarters Rome.

2. ALLIED RAILWAY BOARD

The thirteenth meeting of the Allied Railway Board was held on 19 January 1946. It was agreed that control of coal distribution and stores would be handed over to the I.S.E. by 1 February. It was pointed out that the Transportation Sub-Commission was scheduled to close down in the near future and UNRRA was invited to join the Board. The Allied Railway Board will continue to function, together with the necessary Sub-Committees, for a further period of three months.

PART IV - PORT & WAREHOUSE

1. PORTS FRANCE.

a. General. During the month of January several preliminary discussions were held with representatives of the Italian Ministry of Marine and Air (the Italian Agency purchasing surplus materials from OFLC) by A.C. representatives, with a view to obtaining sufficient port gear so that incoming civilian supplies could be properly handled. A method of obtaining such equipment has now been worked out, and it is contemplated that the necessary gear can be obtained sometime in February. Other meetings

were held regarding the turnover of the AC program of civilian relief to UNRRA, the use of Sorveglianza as a receiving agent, the handling of incoming UNRRA cargo, and related problems connected with the UNRRA supply program.

b. Genoa - A general increase in port discharge was obtained, especially in the clearance of bulk wheat ships at the silos.

c. Savona - An agreement was reached with the Italian Ministry of Marine that standby crews would be furnished by the Italian Government, so that ships could be moved at night to and from coal discharging berth when such ships were short of regular crew members. Efforts were also made to use Savona for discharge of a greater number of coal ships, thereby lightening the load on Genoa, as Savona has not yet been used to full capacity.

d. Venice - Wheat ships are now discharging in Venice, both for Italy and for transshipment to the Venezia-Giulia region. Shipments of coal are increasing, and efforts are being made to increase port reception, in view of expected greater demand for port capacity, by clearance of canals for use by barge lines.

e. Civitavecchia - SS Nathaniel Bacon completed discharge of approximately 3500 tons of cargo, and negotiations are now under way to use this vessel, which has been towed into the port, for storage purposes. Negotiations are also under way to instal telephone communications throughout the port.

Grain baring machines for baring bulk wheat are now in the port and are being set up.

f. La Spezia - Effort is being made to get agreement of C in C Med. for the reception of lightened coal ships.

g. Torre Annunziata - Survey was made after the explosion, and the port may be used for lightened coal ships. Survey was made after refusal of shipping agencies to make such use of the port after the explosion occurring there. Port is also being used, but in a limited capacity, for food, but warehouses have been badly damaged by explosion and cannot accept full amount that port is capable of discharging.

h. Bagnoli - Port turned over to Italian authorities, but discharge slowed somewhat due to lack of current and rail wagons. Situation has now been remedied.

2. Warehouse Branch

a. Naples - Warehouse capacity is somewhat overtaxed, but efforts to obtain rail wagons has been more successful, and cargo is now moving out, some of it directly from ship to wagon.

Departure of army resulted in break in current for lights and in telephone service, but situation now normal at warehouses. Roads in front of warehouses also repaired making faster movement of trucks possible.

b. Civitavecchia - Former huts for temporary warehousing

a greater number of coal ships, thereby lightening the load on Genoa, as Savona has not yet been used to full capacity.

d. Venice - Wheat ships are now discharging in Venice, both for Italy and for transshipment to the Venezia-Giulia region. Shipments of coal are increasing, and efforts are being made to increase port reception, in view of expected greater demand for port capacity, by clearance of canals for use by barge lines.

e. Civitavecchia - SS Nathaniel Bacon completed discharge of approximately 3500 tons of cargo, and negotiations are now under way to use this vessel, which has been towed into the port, for storage purposes. Negotiations are also under way to install telephone communications throughout the port. Grain bearing machines for bagging bulk wheat are now in the port and are being set up.

f. La Spezia - Effort is being made to get agreement of C in C Med. for the reception of lightened coal ships.

g. Terre Annunziata - Survey was made after the explosion, and the port may be used for lightened coal ships. Survey was made after refusal of shipping agencies to make such use of the port after the explosion occurring there. Port is also being used, but in a limited capacity, for food, but warehouses have been badly damaged by explosion and cannot accept full amount that port is capable of discharging.

h. Barioli - Port turned over to Italian authorities, but discharge slowed somewhat due to lack of current and rail wagons. Situation has now been remedied.

2. Warehouse Branch

a. Naples - Warehouse capacity is somewhat overtaxed, but efforts to obtain rail wagons has been more successful, and cargo is now moving out, some of it directly from ship to wagon.

Departure of army resulted in break in current for lights and in telephone service, but situation now normal at warehouses. Heads in front of warehouses also received making faster movement of trucks possible.

b. Civitavecchia - Romney huts for temporary warehousing being obtained. Rail movements good, with the result that the limited warehouse capacity in port not fully utilized.

c. Genoa - Full warehouse capacity is gradually being used, as result of limited rail wagons. Cotton warehouse is approaching maximum capacity, and efforts are now under way to clear cotton faster. 63

d. Piombino - Capacity of warehouses is now sufficient to handle about 5,000 tons of cargo, and this port will be used as a possible distribution point, in case of overcrowding of other northern ports.

- 6 -

- e. Bari - Little activity.
- f. Ancene - Port is now being used for lightened coal ships, but there is little change in warehouse activity.

P. D. G. Buchanan

P.D.G. BUCHANAN
Colonel,
Director

APPENDIX 'A'TRANSPORTATION AND SHIPPING SUB-COMMISSIONMONTHLY REPORT FOR JANUARY 1946LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSIONA = American
B = British

<u>DIRECTOR</u>		
Colonel R.D.G. Buchanan	(B)	
<u>ADMINISTRATIVE DIVISION</u>		
Chief :		
Lt. Col. W.P. Secansins	(A)	
<u>MOVEMENTS DIVISION</u>		
Major C.F. Berridge	(B)	
<u>Rail-Head Branch</u>		
Capt. I.P. Clinzing	(B)	
Capt. A.A. Gower	(B)	
<u>Shipping Branch</u>		
Major M.P. Laranen	(B)	
Capt. J.H. Hazelton	(B)	
<u>RAIL DIVISION</u>		
Chief :		
Lt. Col. A.H. Street	(B)	
<u>Operations Branch</u>		
Major F.G. Matson	(A)	
Capt. E.A. Jeffreys	(B)	
<u>Civil Engineering Branch</u>		
Mr. E. Richard	(A)	
Lt. W.H. Skouge	(B)	
<u>Mechanical & Supply Branch</u>		
Major G.S. Barnes	(B)	
<u>ROADS DIVISION</u>		
Chief :		
Mr. G.S. Franklin	(C)	
Mr. J.D. DeJds	(B)	
<u>PORT & WAREHOUSE DIVISION</u>		
Chief :		
Mr. C.C. Crooks	(A)	
<u>Operations Branch</u>		
Mr. U.A. Ghilardi	(B)	
Mr. B. Mc Dannel	(NZ)	
<u>Port Branch</u>		
Mr. J.J. Ammiraglio	(A)	
<u>Warehouse Branch</u>		
1st Lt. Gerl Lester	(A)	

<u>DIRECTOR</u>		
Colonel P.D.G. Buchanan	(B)	
<u>ADMINISTRATIVE DIVISION</u>		
Chief :		
Lt. Col. W.P. Scoones	(A)	
<u>MOVEMENTS DIVISION</u>		
Major C.F. Herbridge	(B)	
<u>Rail-Head Branch</u>		
Capt. I.F. Clingman	(E)	
Capt. A.A. Gower	(B)	
<u>Shipping Branch</u>		
Major M.P. Laraman	(B)	
Capt. J.H. Hazelton	(B)	
<u>RAIL DIVISION</u>		
Chief :		
Lt. Col. A.H. Street	(B)	
<u>Operations Branch</u>		
Major P.G. Matson	(A)	
Capt. E.A. Jeffreys	(B)	
<u>Civil Engineering Branch</u>		
Mr. E. Richard	(A)	
Lt. W.H. Skousa	(B)	
<u>Mechanical & Sundry Branch</u>		
Major G.S. Barnes	(B)	
<u>ROADS DIVISION</u>		
Chief :		
Mr. G.S. Franklin	(C)	
Mr. J.O. Dodds	(E)	
<u>POST & WAREHOUSE DIVISION</u>		
Chief :		
Mr. C.C. Crooks	(A)	
<u>Operations Branch</u>		
Mr. U.A. Ghilardi	(E)	
Mr. B. Mc Donnell	(NZ)	
<u>Port Branch</u>		
Mr. J.J. Murriello	(A)	
<u>Warehouse Branch</u>		
1st Lt. Card Lester	(A)	

APPENDIX ETRANSPORTATION AND SHIPPING SUB-COMMISSIONMONTHLY REPORT FOR JANUARY 1946LIST OF TRANSPORTATION OFFICERS IN THE FIELDPIEMONTE

Naples	- Capt. T.E. Ramsey	(A)	Capt. Paul E. Hannon	(A)
Rome	- Capt. S.C. Hall	(A)	Capt. A.A. Penkretz	(A)
Ancona	- Capt. K.F. Vaucher	(B)		
Bologna	- Capt. W.H. Nunn	(B)		
Verona	- Maj. H.J.O. Prinsloo	(B)		
Venice	- Lt. W.J.D. Evans	(B)		
Udine	- Capt. W.C. Bickley	(A)		

VENEZIA-GIULIA (ANG 13 CORPS)

Major C.W. Lockwood-Tatham	(B)
Capt. D.L. Colahan	(A)
Capt. M.C. Polyblank	(B)
Capt. A.A. Harper	(B)
1st Lt. George Mitchell	(A)

LOMBARDIA

Major H.A. Symons	(B)
1st Lt. E.T. O'Donnell	(A)

LIGURIA

Capt. J.H. Lloyd Davies	(B)
-------------------------	-----

1851