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223/T N.2 Reports Planning Staff

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From: July '45
To: Sept 45

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Ext.613 Pal/cm

HEADQUARTERS ALLIED COMMISSION
A.C. 384
TRANSPORTATION SUB-COMMISSION

Ref. 223/5/Tn.2 16 October 1945

SUBJECT: Abridged Monthly Report for September 1945.

TO : Economic Section.

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1. General

(a) During September the foundations were laid for handing over to the Italian Authorities the control of movement of all civilian traffic. From October 1, Minister of Transport will authorize financial expenditure on all new rail projects, without reference to Allied Commission. From October 15, the ISR will be authorized to move civilian traffic as they desire, subject to meeting first the military requirements stated by Military Railway Service, and movement of essential priority civilian traffic as notified by Allied Commission. An Italian Authority to lay down priorities of movement and also to coordinate movement by sea and rail will be established. With the return of Venice, Ancona, Brindisi and Taranto to Italian Administration on 30 September, the only military controlled ports are now Trieste, Leghorn, Naples and Bari and the last two have an Italian operated section dealing with civil cargoes. Federazione Italiana dei Consorzi Agrari has accepted an increasing share of responsibility for warehouse functions. The transfer of the Truck Pools to the Italian Government has been completed and all are now civilian staffed and operated by the Ministry of Transport.

(b) Tonnages moved increased substantially. Civilian rail traffic on the Mainland amounted to 368,540 tons, a 27% increase over August. Coastwise shipping and schooners carried 168000 tons of civilian freight, 21% increase over August. Returns are not available for road transport, but withdrawal of the military from civil transport increased the traffic going by civilian trucks. Controlled movement of refugees showed an increase over the previous month. But September saw the end of the major flow of refugees through the Brenner Pass, which was averaging 6,000 people daily at its peak.

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1. General

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(b) Tonnages moved increased substantially. Civilian rail traffic on the Mainland amounted to 369,540 tons, a 27% increase over August. Coastwise shipping and schooners carried 153000 tons of civilian freight, 21% increase over August. Returns are not available for road transport, but withdrawal of the Military from civil transport increased the traffic going by civilian trucks. Controlled movement of refugees showed an increase over the previous month. But September saw the end of the major flow of refugees through the Brenner Pass, which was averaging 8,000 people daily at its peak.

2. Rail

(a) The month has been spent in consultation with Military Railway Service and independently to find ways and means of giving maximum freedom of control to Italian State Railways.

(b) Rail repair work estimated to cost 1,014,153,000 lire was authorized.

(c) Line 61 was opened for traffic between Genoa and Ventimiglia, but connection with French frontier is not yet complete.

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(d) A Time Table Committee was set up and 19 new services, including a number of long distance urgently needed connections, were authorized.

(e) Release of captured enemy material in the North has received special attention. It is intended that A.F.H.Q. will turn over to I.S.R. stores responsibility for disposing these materials, irrespective of ownership.

(f) Availability of fuel will determine whether additional services can be introduced.

(g) Naples Compartimento continues to be a sore spot in wagon distribution.

(h) Despite shortages of materials, wagon repair shops have continued to do a splendid job. The Italians have shown commendatory ingenuity in improvising materials and tools.

3. Roads

Vehicles transferred to the Italian Government in September 1945 included

(1) 81 trucks, 10 ton, 6x4

(2) 722 trucks, 1½ ton, 4x4

(3) 338 3-ton British Cargo from theatre stocks.

(4) 30 1/4 ton trucks (jeeps)

In addition 1474 trucks and 774 trailers of the 20,000 ton lift authorized by AFHQ/COS were turned over to the Italian Government for rebuilding and salvage operation.

4. Ports and Warehouses.

(a) September was a relatively quiet month at all Ports due mainly to falling off in inward grain cargoes.

(b) Clearance of wrecks and mines continued throughout the month and Italian Naval Authorities undertaking the work have made substantial progress.

(c) Total warehouse stocks increased during the month, apparently because the responsible Sub-Commissions have not worked out plans for the distribution of expected arrivals of merchandise.

(d) Warehouses in Genoa, Leghorn, Venice and

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(h) Despite shortages of materials, wagon repair shops have continued to do a splendid job. The Italians have shown commendatory ingenuity in improvising materials and tools.

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(c) Total warehouse stocks increased during the month, apparently because the responsible Sub-Commissions have not worked out plans for the distribution of expected arrivals of merchandise.

(d) Warehouses in Genoa, Leghorn, Venice and Ancona can function efficiently in the very near future without any Allied Military Personnel on duty.

For the Director:

WALTER P. SCOGGINS
Lt. Col., QMC
Chief, Admin. Div.

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Ext.613

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ESI/em

Ref. ESI/4/Tn.2

13 October 1945

SUBJECT: War Damage to Italian Facilities.

TO : Economic Section.

1. Reference your ES/15.14 of 6 October.

2. For obvious reasons no precise statement can be made of war damage to Italian transportation facilities. It is impossible in some cases to determine whether losses occurred because of normal depreciation or because of war. Inventories taken at various times have erred both in underestimating and in overestimating war damage. Underestimates have been occasioned by the fact that repair of war damage was, in some cases, begun immediately after it was inflicted. Overestimates have occurred because of the haste with which inventories have had to be made. Because of the instability of the lira and because its purchasing power continues to vary widely from one region to another of Italy, it has been almost impossible to determine the replacement value of war damaged property. Furthermore, restoration of war damage will require so many years that any estimate of its cost will almost certainly prove wide of the mark.

3. Although it is practically impossible to determine the money value of war damages, considerable information exists on the physical destruction occasioned by the war to Italian transportation facilities.

4. In 1940, Italy had 1330 merchant ships of 3,998,985 gross tons and 2967 sail boats, motor schooners and motor fishing vessels, of 142,831 gross tons. In September, 1945, the Italian Merchant Fleet had been reduced to 113 ships, of 348,404 gross tons and 1400 sail boats with 66,000 gross tons. Of the ships under the Italian flag on 10 June 1940, 83% over 500 tons and 98.5% under 500 tons, accounting for 94% and 90%, respectively, of the gross tonnage, have been sold, captured, confiscated, interned or

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1. Reference your M/1814 of 4 October.

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3. Although it is practically impossible to determine the money value of war damages, considerable information exists on the physical destruction occasioned by the war to Italian transportation facilities.

4. In 1940, Italy had 1330 merchant ships ~~with~~ of 3,233,935 gross tons and 2367 sail boats, motor schooners and motor fishing vessels, ~~with~~ 142,631 gross tons. In September, 1945, the Italian Merchant Fleet had been reduced to 113 ships, ~~with~~ 308,404 gross tons and 1400 sail boats ~~with~~ 86,000 gross tons. Of the ships under the Italian flag on 10 June 1940, 92% over 500 tons and 98.5% under 500 tons, accounting for 94% and 80%, respectively, of the gross tonnage, have been sold, captured, confiscated, interned or sunk. Known sinkings accounted for the loss of 82% in number and 49% in gross tonnage of ships over 500 tons. Of the 113 ships remaining on 1 September 1945, 38, accounting for 37% of the remaining tonnage, were not in operating condition. Losses from all causes to sail boats, motor schooners and motor fishing vessels, amounted to approximately 40% of that existing before the war. Details are presented in attached table.

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5. The Italian State Railways have estimated that the cost of reconstructing plant and destroyed or damaged equipment will be four hundred billions (400,000 millions) of lire. The breakdown of this expenditure is as follows:

Plants and Material	Billions of Lire
Lines and fixed plant, including workshops	260
Railway Material	6
Rolling Stock	130
Warehouses Materials	24
Total	400

6. For reasons indicated above, this estimate is questionable. But data on physical damage, although also subject to error, are reasonably reliable. In the attached tables are shown (1) the rolling stock situation in 1939 and on 15 July 1945, and (2) the same information for railway plant and the combined situation in 1944 for southern Italy and on 15 July 1945 for northern Italy.

7. Even after the considerable repairs made in rolling stock from the invasion of Sicily and the Italian Mainland to 15 July 1945, only 45% of the freight cars, 19% of the passenger coaches, 32% of the steam locomotives and 53% of the electric locomotives in operation in 1939 were in running order on 15 July 1945. In addition, approximately 30% of the 1939 rolling stock existed in various states of disrepair, some of it so badly damaged as to be useful only for cannibalization.

8. Damage to lines and fixed plant was even more disastrous. If the condition in the South in 1944 and that of the North on 15 July 1945, be taken as indicative of the post-war situation of the Italian railways, war damage put out of operation 45% of all trackage, 85% of double trackage and 65% of electrified trackage, 50% of all telegraph and 40% of all telephone lines, 68% of all central switching facilities, and 34% of all bridges. As damage was generally concentrated on lines of heaviest traffic, with heavier rail and bridges of large capacity, the destruction was even greater than the above figures would indicate.

9. Information on war damage to Italian trucks is scanty. Total losses of trucks from all causes during the war can, however, be estimated with reasonable accuracy.

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6. For reasons indicated above, this estimate is questionable. But data on physical damage, although also subject to error, are reasonably reliable. In the attached tables are shown (1) the rolling stock situation in 1939 and on 15 July 1945, and (2) the same information for railway plant and the combined situation in 1944 for southern Italy and on 15 July 1945 for northern Italy.

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8. Damage to lines and fixed plant was even more disastrous. If the condition in the South in 1944 and that of the North on 15 July 1945, be taken as indicative of the post-war situation of the Italian railways, war damage put out of operation 42% of all trackage, 85% of double trackage and 69% of electrified trackage, 80% of all telegraph and 40% of all telephone lines, 66% of all central switching facilities, and 34% of all bridges. As damage was generally concentrated on lines of heaviest traffic, with heavier rail and bridges of large capacity, the destruction was even greater than the above figures would indicate.

9. Information on war damage to Italian trucks is scanty. Total losses of trucks from all causes during the war can, however, be estimated with reasonable accuracy. In 1939 there were approximately 110000 trucks with 220000 tons capacity in Italy. In May, 1945, Italy had about 65000 trucks of about 100000 tons capacity. Of these 65,000 trucks, only about 30,000 were in operating condition. Requirements for the rest ranged from small parts, through tires, to major overhauling. Many were useful only for purposes of cannibalization. Italian trucking capacity has been increased by sale to the Italian Government of captured enemy vehicles, motor truck pool vehicles,

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trucks imported directly from the United States and surplus and salvage British and American theatre stocks.

For the Director

WALTER P. SCOGGINS
Lt. Colonel, QMC
Chief, Admin. Div.

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CONDITION OF ROLLING STOCK ON ITALIAN STATE RAILWAYS, 1939 AND 15 JULY, 1945

Type	1939	15 July 1945	% Reduction
Freight and Wagons	126758	57718	55
Passenger Coaches	7049	1354	81
Baggage Cars	3958	1007	75
Dining Cars	80	8	90
Sleeping Cars	112	31	72
Total	137957	60118	56
Self Propelled Cars			
Gasoline	704	532	24
Electric	158	108	32
Electric Trains	14	6	57
Steam Locomotives	4225	2462	42
Diesel Locomotives	127	64	50
Electric Locomotives	1316	704	47

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CONDITION OF LINES AND FIXED PLANT OF ITALIAN STATE RAILWAYS, 1939, 15 JULY 1945, AND ON THE LATTER DATE FOR NORTH ITALY AND IN 1944, FOR SOUTH ITALY --

In Operation	1939	15 July 1945	% Reduction	North 15 July 1945 South 1944	% Reduction
Kms of track	16980	10664	37	9985	42
Kms of double track	4458	1018	77	665	85
Kms of station track	6168	4830	21		
Kms of electric track	4841	1918	61	1695	65
Steel bridges - N°	3275	3155	4	2410	26
Steel bridges - Kms	88	72	18	61	30
Concrete bridges - N°	10894	9234	15	6636	39
Concrete bridges - Kms	248	211	15	160	35
Tunnels	319	288	3	309	3
Kms of telegraph lines	50500	35190	30	25406	50
Kms of telephone lines	53600	40480	25	31694	40
Central Switching (electric)	8918	5145	42	4234	53
Central Switching (other)	17714	5300	70	4720	73

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CONDITION OF LINES AND FIXED PLANT OF ITALIAN STATE RAILWAYS, 1939, 15 JULY 1945, AND ON THE LATTER DATE FOR NORTH ITALY AND IN 1944, FOR SOUTH ITALY -

1939	15 July 1945	% Reduction	North 15 July 1945 South 1944	% Reduction
16080	10664	37	9085	43
4455	1018	77	665	85
6168	4869	21		
4241	1913	61	1699	65
3275	3155	4	2410	26
88	72	18	61	30
10394	8834	15	6626	39
248	211	15	160	35
919	889	3	889	3
50500	35190	30	25406	50
53600	40180	25	31694	40
8918	5145	42	4224	53
17714	5300	70	4720	73

Ext.813 HEADQUARTERS ALLIED COMMISSION BSL/em
APO 394
TRANSPORTATION SUB-COMMISSION

Ref. 223/3/Tn.2 30 September 1943

SUBJECT: Abridged Monthly Report for August 1943.

TO : Economic Section.

1. General.
Over all movement of civilian traffic continued to improve. Railroad civil freight traffic on the Mainland in Italian Government territory amounted to 291000 tons in July an increase of 3% over June. Coastwise shipping and schooners accounted for 176000 tons of civilian traffic an increase of more than 50% over the previous month. Returns are not yet available for road movement by organized road transport. The number of refugee trains moved during August was 64, an increase of 4 over the previous month, and 33,616 refugees were carried, an increase of 7% over the previous month. It is hoped that in the main the movement of refugees into Italy through Northern routes will be completed by the end of September, 1943.

2. Rail.
A.F.H.Q. agreed to increase the daily wagon allocation for movement of civilian traffic by 25%, to 1000 wagons exclusive of wagon allocations for movement of refugees.

As a result of the establishment of Joint Wagon Control, 20 August, it is now possible to obtain daily the wagon position in all compartments on the Mainland in Italy.

Line 344 Bastia-Ellera was completed, 30 August. Strengthening of many temporary repairs for the winter is well in hand. But during the month all rehabilitation operations have been seriously delayed by difficulties in obtaining cement, petrol and steel .

The I.S.R. have placed an order for 1000 type L freight cars with FIAT of Turin. Coke required for the construction of these cars has already been allocated. The car situation has been improved by the output of more than 500 freight cars and coaches by private shops under contract to the I.S.R. almost all had required heavy repairs.

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1. Civilian.

Over all movement of civilian traffic continued to improve. Railroad civil freight traffic on the Mainland in Italian Government territory amounted to 291000 tons in July an increase of 8% over June. Coastwise shipping and schooners accounted for 125000 tons of civilian traffic an increase of more than 50% over the previous month. Returns are not yet available for road movement by organized road transport. The number of refugee trains moved during August was 64, an increase of 4 over the previous month, and 81,615 refugees were carried, an increase of 7% over the previous month. It is hoped that in the main the movement of refugees into Italy through Northern routes will be completed by the end of September, 1945.

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Line 244 Bastia-Ellera was completed, 30 August. Strengthening of many temporary repairs for the winter is well in hand. But during the month all rehabilitation operations have been seriously delayed by difficulties in obtaining cement, petrol and steel .

The I.S.R. have placed an order for 1000 type L freight cars with FIAT of Turin. Coke required for the construction of these cars has already been allocated. The car situation has been improved by the output of more than 300 freight cars and coaches by private shops under contract to the I.S.R. almost all had required heavy repairs.

With the release of some forests from military control it is expected that all timber required for the repair of rolling stock and rehabilitation of bridges and buildings will now be available. Further increase in materials at the disposal of the I.S.R. will result if its request to War Disposal Sub-Commission for early release of materials looted by the Germans in the North is granted.

Much headway has been made in the introduction of new passenger services. On 23 August, the first

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connection with Northern Italy since the Allied entry into Rome was effected with the establishment of daily service between Rome and Alessandria. On 27 August the daily slow train between Reggio-Calabria and Naples was extended to Rome.

3. Roads

All truck pools and trucks, ex Motor Transport Group, operating in Northern Italy, have now been turned over to the Italian Government. Up to 1 September, 1945, 1600 captured enemy vehicles, 3330 Allied trucks and 125 jeeps had been transferred to the Italian Government. Transfer of some 7000 war weary vehicles to the Italian Government is progressing rapidly.

Bids for movement of freight through the Roads Branch were considerably reduced as U.N.R.R.A. is assuming more responsibility in accepting direct bids.

4. Ports and Shipping.

Port traffic was affected by restrictions imposed by the Naval Authorities in order to facilitate mine sweeping operations. Simultaneously port and harbor improvements continued so that the capacity of the ports has been increased considerably.

Further progress in handing over port operations to Italian control was made when Genoa was made a Class "B" port, 15 August.

With a view to enlarging transportation capacity, an extensive survey of the means of transportation on the Po River, its tributaries and joining canals was made.

Tonnage received at warehouses increased from 74,535 tons in July to 97,867 tons in August. But warehouse issues did not increase correspondingly, with a resultant alarming increase in port warehouse stocks. An important reason for the increase in inventories is apparently the failure of Commerce Sub-Commission to execute proper distribution plans with the interested Italian agencies.

EDWARD S. LYNCH
Administrative Division

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Administrative Division

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Ext.513 HEADQUARTERS ALLIED COMMISSION ESL/em
AFO 394
TRANSPORTATION SUB-COMMISSION

Ref. 2SS/2/Tn.2 19 September 1945

SUBJECT: Italian Transport.

TO : Chief; Administrative Division.

1. In August civilian railroad freight tonnage on the Italian Mainland, south of the Pisa-Rimini line was about 27% of the monthly tonnage hauled in pre-war years. ~~In Sardinia railroad freight tonnage was approximately twice as great in August of this year as the monthly total in pre-war years.~~ Nothing is yet known about civilian rail freight traffic in North Italy.

2. If comparison be made in terms of ton-miles, rather than tons, the present situation is even less favorable than indicated above. Ton-miles of civilian railroad freight amounted to no more than 16% or 17% of the 1939 monthly total in August of this year.

3. We have no specific information on military railroad freight traffic. But the fact that a large amount of military traffic continues to move should be borne in mind in discussing the capacity of the Italian railroads.

4. In 1939, almost as much freight was pulled by electric locomotives as by steam locomotives. Since 1939, Italy has suffered a 60% reduction on the number of electric locomotives at her disposal. Moreover, the electric locomotives now in operation are less efficient than they were six years ago and many of those in operating condition cannot operate because of lack of electric power. On the other hand, there has been only a relatively slight reduction in the number of steam locomotives, although those in operation are also less efficient than they were six years ago. Nevertheless, if it were not for the loss of her electrics, Italy's locomotive situation would be favorable, for in 1939 almost 25% of her steam locomotives were in excess of needs.

5. Less than 40% of the freight cars in operation in 1939 are now in running order. Literally thousands of

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3. We have no specific information on military railroad freight traffic. But the fact that a large amount of military traffic continues to move should be borne in mind in discussing the capacity of the Italian railroads.

4. In 1938, almost as much freight was pulled by electric locomotives as by steam locomotives. Since 1938, Italy has suffered a 60% reduction on the number of electric locomotives at her disposal. Moreover, the electric locomotives now in operation are less efficient than they were six years ago and many of those in operating condition cannot operate because of lack of electric power. On the other hand, there has been only a relatively slight reduction in the number of steam locomotives, although those in operation are also less efficient than they were six years ago. Nevertheless, if it were not for the loss of her electrics, Italy's locomotive situation would be favorable, for in 1938 almost 30% of her steam locomotives were in excess of needs.

5. Less than 40% of the freight cars in operation in 1938 are now in running order. Literally thousands of freight cars lie idle because of war damage, most of which will require heavy repairs.

6. Only about 30% of the passenger cars operating in 1938 are now in running order. Almost all of them are in very poor condition and will soon require heavy repairs. Only a very small fraction of the pre-war passenger traffic is now carried by the railroad.

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6. The shortage of freight cars and passenger coaches has been made more serious by the extraordinary increase in turn around time of freight trains. In 1938 average turn around of freight cars was 3 days. It is now 12 days. Expressed otherwise, although Italy now has about 40% of her pre-war supply of freight cars, her effective supply is only about 10%.

7. The increase in turn around time noted above has been occasioned by many factors. Although repair of roadways, and tracks has proceeded at a remarkable rate, hundreds of kilometers of main line are still operating on a single track basis which were double tracked before the war. Entire stretches of main line trackage are still under repair and traffic must be hauled in round-about routes over branch lines of very light trackages. In a great many instances no connecting tracks exist and the Italian State Railways are operating more than 1800 trucks, most of which are engaged in shuttle service between freight trains. Freight trains must operate slowly over bridges that have been hastily and lightly repaired. But perhaps the most important single cause of the increase in turn around time has been the shortage of coal. In order to conserve coal, trains have had to operate at greatly reduced speeds and with greatly reduced loads.

Roads.

8. If adequate supplies of petroleum, tires and spare parts were available, the highway freight transportation situation would be quite favorable, although passenger transportation by road will probably be unfavorable for a long time.

9. Italy suffered about a 40% reduction in number and about 65% reduction in the capacity of her motor trucks during the war. If all of the trucks that the Allied Commission has been authorized to transfer to the Italian Government are actually transferred, Italy will have about 70% in number and about 60% in capacity of her 1939 trucking facilities. It is doubtful, however, that all the vehicles authorized will actually be transferred to the Italian Government, so that the Italian trucking capacity will be somewhat less than 60% of pre-war.

10. In general the Italian highway system survived the war very well. Perhaps as much as 90% of pre-war

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wrecked before the war. Entire stretches of main line trackage are still under repair and traffic must be hauled in round-about routes over branch lines of very light trackages. In a great many instances no connecting tracks exist and the Italian State Railways are operating more than 1800 trucks, most of which are engaged in shuttle service between freight trains. Freight trains must operate slowly over bridges that have been hastily and lightly repaired. But perhaps the most important single cause of the increase in turn around time has been the shortage of coal. In order to conserve coal, trains have had to operate at greatly reduced speeds and with greatly reduced loads.

Roads.

8. If adequate supplies of petroleum, tires and spare parts were available, the highway freight transportation situation would be quite favorable, although passenger transportation by road will probably be unfavorable for a long time.

9. Italy suffered about a 40% reduction in number and about 55% reduction in the capacity of her motor trucks during the war. If all of the trucks that the Allied Commission has been authorized to transfer to the Italian Government are actually transferred, Italy will have about 70% in number and about 60% in capacity of her 1939 trucking facilities. It is doubtful, however, that all the vehicles authorized will actually be transferred to the Italian Government, so that the Italian trucking capacity will be somewhat less than 60% of pre-war.

10. In general the Italian highway system survived the war very well. Perhaps as much as 90% of pre-war highway mileage is still in good operating condition. The damaged state of many bridges has, however, forced time-consuming detours and much of the highway mileage has had inadequate maintenance.

11. Existing statistics on truck operation are incomplete, even in that part of Italy south of the Pisa-Rimini line. On the basis of available statistics, however, it is likely that ton miles of freight handled by truck are less than 25% of the pre-war figure. As

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stated above, however, this low rate of operation is a result of lack of petroleum, tires and repair parts rather than to a shortage of trucks, under existing traffic conditions.

EDWARD S. LYNCH
Administrative Division

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Ext. 513

HEADQUARTERS ALLIED COMMISSION
AND SUB
TRANSPORTATION SUB-COMMISSION

GRC/em

Ref. 223/1/Tn.2

14 August 1945

SUBJECT: Acts and Aims of Planning Staff.

TO : Director,
Transportation Sub-Commission. 330

1. Pursuant to your request this a.m. 1045 hours - the following:

Our files carry the compilation of statistics portraying the Italian transportation system in "normal" times, immediately prewar and now. Using these statistics our responsibility is to screen requests for material submitted by the Italian Government and prepare and present requisitions for materials agreed as essential to rehabilitate Italian transportation to a point where it will no longer be a bottleneck in the revival of the national economy. It is also the division's responsibility to revise outstanding requisitions as changing conditions affect them and to exhaust local availability before placing strain on import shipping. We maintain a record of the supply position and a picture of the progress of reactivation in order to establish priority of materials either requisitioned or needed.

CHARLIE KHAN
Chief, Planning Staff
Transportation Sub-Commission

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

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