

225/TIV.2-Rails Planning (General) / 10000/1.

anning (General) / 10000/148/203

From: Sept '44
to: Oct '45

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2276

APPENDIX "C"

NEW PASSENGER SERVICES

TURIN--MILAN--VENICE
PESCARA--MANTOVA
VERONA--BOLOGNA
NAPLES--BARI tri-weekly increased to daily and extended to Lecce.

ROME--BOLOGNA via FALCONARA tri-weekly increased to daily.

ROME--CIVITAVECCHIA workers train converted to a local passenger train and extended to Pisa.

ORTE--AREZZO tri-weekly cancelled and daily local service Rome--Arezzo substituted.

TRENTO--VERONA

VERONA--ROVIGO

IMPERIA--SAVONA

BOLOGNA--CASALE S.P.

PISA--FLORENCE

Short runs Florence area cancelled and replaced by two round trips daily.

FOLIGNO--TERRACINA--FOLIGNO--CHIUSI--AREZZO workers trains converted to civilian passenger trains.

VENICE--PADOVA

CASARSA--TREVISO

MONTEBELLUNA--PADOVA

PERUGIA--TREVISO

MESTRE--CASTELFRANCO workers train extended to include Venice and Cison del Grappa and converted to a civilian passenger train.

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TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

5 October 45

Tel: 843238
Ref. AC/47/Tn 4

SUBJECT : Monthly Report - Rail Division, September 45.

TO : Chief,
Admin Division
Tn Sub-Commission HQ AC

Attached is monthly report of activities of Rail Division for month
of September 1945.

R. P. Moss

Chief,
Rail Division.

1 Enclosure

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ACP/204

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Fr) Main
C.M.F.

5 October 45

Tel: 843238
Ref: AC/47/Tn 4

ABBREVIATED MONTHLY REPORT

1. The month has been spent in consultation with Military Railway Services and independently to find ways and means of giving maximum freedom of control to Italian State Railways. We have been planning on turning over from supervisory to advisory as many functions as possible.
2. Power has been given to Minister of Transport to authorize financial expenditure on new works and reconstruction as from 1st October.
3. Authority has been given during the past month for rail repair work estimated as costing 1,014,153,000 lire.
4. Line 61 is open for traffic between Genoa and Ventimiglia, but connection to French frontier is not yet complete.
5. Inspection of various private workshops has been made during the month to ascertain productive capacity in repaired freight cars and steel rails.
6. The question of release of captured enemy material in the North has received special attention, and it is intended that AFHQ will turn over to ISR Stores the responsibility for disposal of all such materials, irrespective of ownership, as they have a satisfactory organization for such work.
7. A Time Table Committee has been set up, and 38 applications resulted in 19 new services, including a number of long distance urgently needed connections.
8. Availability of fuel is likely to influence introduction of additional services in future.
9. Naples Compartimento continues as a sore spot in wagon distribution and operation, and attention of Minister has been called in the hope that changes will be made.

Chief,
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Chief,
Rail Division.

TRANSPORTATION SUB-COMMISSION, N, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Ref: AC/47/Tn 4

4 October 45

MONTHLY REPORT OF ACTIVITIES, SEPTEMBER 1945
TRANSPORTATION SUB-COMMISSION, (RAIL DIVISION)

General
1. POLICY MATTERS:

(a) Careful attention has been given during the month to the possibilities of reducing the supervisory work of the various Branches. This is more difficult for the Rail Division than with other Sub-Commissions, because Military Railway Service has necessarily maintained an almost complete control over the Italian State Railways, and the latter are hardly in a position or prepared to accept major responsibilities. But *with* from October 18, the ISR will be authorized to move civilian traffic as they so desire, subject to meeting first of all the military requirements advised to them by Military Railway Service, and the fulfillment of movement of essential priority civilian traffic as notified by Allied Commission.

From October 1, power has been given to the Minister of Transports to authorize financial expenditure on all new rail projects, without reference to Allied Commission.

(b) The ninth Meeting of the Allied Railway Board was held on 20 Sept. 45 when ratification of various decisions of the five working Sub-Commissions was made. Proposals have been submitted to the Chairman of the Board for a re-adjustment of functions to meet the changing conditions.

2. CIVIL ENGINEERING:

(a) During the month, additional repair and rehabilitation of works, to a total estimated cost of 1,014,153,000 lire have been authorized.

L i r e

1.	ROSIANO-LEGNOR	(Line 50)	130,000,000
2.	ELLERA-CORTONA	(Line 244)	58,000,000
3.	AVEZZANO-PESCINA	(Line 88)	24,000,000
	PESCINA-SULMONA		180,000,000
	SULMONA-PESCINA		150,000,000
	Locomotive Sheds CROSSETO		1,350,000
4.	TERNI-AQUILA	(Line 277) (Balance)	53,803,000
5.	SAVONA-SANTUARIO S. GIUSEPPE	(Line 110)	95,000,000
6.	FOSSANO-CEVA	(Line 108)	297,000,000
+	CEVA-S. GIUSEPPE	(Line 110)	25,000,000
			<u>1,014,153,000</u>

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+ CEVA-S. GIUSEPPE		25,000,000
	Total	1,014,153,000

+ AMG territory

(b) Line 61 is now complete between Genoa and Ventimiglia, but the connection to the French frontier is not yet finished.

(c) The bridge over the Ticino river on line 161 between Milan and Voghera has been finished, leaving the Po river crossing to be completed.

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Line 244 and the private link to the Pietrafitta Lignite Mines was completed 15 September 45.

Various feeder lines to Line 86 (Ancona-Bari) are in service, as

- (i) Macerata-Civitanova
- (ii) Ascoli Piceno-Porto d'Ascoli
- (iii) Teramo-Giulianova

Line 294 is open for traffic between Avellino and Montemarano (36 Km).

The work of the contractors on this line, and on the Benevento-Avellino line is so unsatisfactory that the strongest action has been taken with ISR.

Field engineers have continued their work of supervising reconstruction of key lines in the North, but difficulties in cement supply and petrol have again hampered the contractors. The mal-distribution has been subject of correspondence with the Minister.

An inspection was made of track lay-out in Genoa Port, when it was found that 20 km of track were urgently required for improved lay-out in the Campasso Marshalling Yard. The matter is in hand with Military Railway Service, who have wired London for authority to release the track.

Numerous local repairs have been effected in the Northern areas, setting sections of line open to traffic.

MECHANICAL ENGINEERING :

Private Workshops are functioning as follows :

- (a) Wagon-Lits - Rome
The Wagon-Lits shop in Rome has under repair several heavy repair jobs requiring from 1000-1500 man-hours. This accounts for a slight drop from 9 coaches in August to 5 in September. They are repairing 1 sleeping car of which there is a need, and will continue to run a sleeping car per month through the shop during the next three months. At present there are awaiting shop several units from a British Ambulance train. These will be given priority and should all be in service during the next 15 days.

- (b) Bombrini-Parodi-Delfino, Colferro
This plant is doing an excellent job considering the continued shortage of materials and supplies.
The output of this shop is entirely war damaged equipment constituting heavy repairs and is, for the most part, new in service equipment when outshopped.
An effort has been made to increase the box car production but as a result of lumber shortage other types of equipment such as flats, had to be substituted.

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- (b) Bomrini-Parodi-Delfino, Colleferro
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The output of this shop is entirely war damaged equipment constituting heavy repairs and is for the most part, new in service equipment when outshopped.
An effort has been made to increase the box car production but as a result of lumber shortage other types of equipment such as flats, gondolas, etc. have had to be substituted.
The output for the last period was 77 wagons.
Special mention should be made of the initiative displayed in use of scrap and rough manufacture to fill in material shortages. For example they are making nails, bolts, screws, etc, for which they have very crude equipment.

- (c) Cecchetti-Works at Civitanova, Marche
The Cecchetti Works have had an average repair month turning out 79 cars. Timber, sheet iron, coke etc. necessary to their output have been very difficult to supply.

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The electric power situation as mentioned in previous reports is undergoing a gradual improvement. It is as yet not up to normal and this necessarily retards production.

(A) ISR Rialzo Shop - Rome Smistamento.
This shop is still undergoing a slow rebuilding program. It will be some months before this phase has progressed sufficiently to permit maximum output.

Rialzo Shops have put out for the period 15 medium and 178 light repairs.

The Locomotive and car situation in the Compartimentos of Calabria and Sicily are as follows :

(A) Reggio Calabria (Locomotives)

<u>TYPE OF LOCOMOTIVE</u>	<u>IN SERVICE</u>	<u>WAITING REPAIR</u>	<u>UNDER REPAIR</u>	<u>TOTAL</u>
ROAD LOCOMOTIVE	47	71	2	120
SWITCH LOCOMOTIVE	12	7	1	20
ELECTRIC LOCOMOTIVE	26	4	-	30
Total	85	82	3	170

During the period August 15 to September 15, 3 Electric and 11 Steam locomotives were outshopped in this Compartimento.

(B) Reggio Calabria (Cars)

During the month 45 units of passenger train equipment were given medium or heavy repairs. In addition to these above 15 units were recovered from previously inaccessible areas and either placed in service or moved to shops for light repairs. In addition to 18 43 medium repairs and 1417, light repairs, This does not include the 1893 pending repairs which

(B) Sicily (Locomotives)

<u>TYPE OF LOCOMOTIVE</u>	<u>IN SERVICE</u>	<u>WAITING REPAIR</u>	<u>UNDER REPAIR</u>	<u>TOTAL</u>
ROAD LOCOMOTIVE (Standard Gauge)	152	114	3	269
ROAD LOCOMOTIVE (Narrow Gauge)	31	28	-	59
SWITCH LOCOMOTIVE	25	24	1	50
Total	208	166	4	378

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ROAD LOCOMOTIVE (Standard Gauge)	152	114	3	269
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(D) Sicily (Cars)

During this period 62 units of passenger equipment were given light and medium repair *and received*. The freight equipment was handled through the shops at the rate of 45 heavy, 48 medium and 690 light repairs. In addition 1031 units were given running repairs *to 1031 units*.

(C) 3. General

A new private workshop, ~~has requested material aid from the Allied Commission~~, Officine di Casaralta at Bologna, through MRS submitted material requisitions which were handled through the Rail Division Stores section.

This shop is the only one of its kind undamaged in the Bologna area. The 163 Railway Workshop Company (Br) is billeted in the shop area and have been giving such supply help as they were able.

It is felt that they should be in the same category as Colleferro and Cecchetti for supply and materials aid, and question of evacuation of military to allow development of the shop is in hand. *But also in the interest of providing development of the shop, evacuation of the military is handled by the military.*

(d) 4. Inspections trips

During the month inspection trips were made to Colleferro, Wagon Lits and to the Steel Mill at Bagnoli (ILVA).

The first shops named are covered previously in this report. *its*

The purpose of the inspection to the steel mill was to determine their state of rehabilitation and when it could be expected to produce steel rail of which there is a serious shortage.

As an overall picture, steel rail may be expected from this plant shortly after November 15 at the rate of 100-150 tons per day. ~~There to be made from~~ materials already in stock. On or about December 15 the furnaces should start and be able to supply billet material for the rolls at the rate of 250-300 tons per month. Failure to furnish coal in the proper quantity will delay ~~operational~~ *operation* of the furnace, until a supply is furnished.

4. STORES

(a) The question of release of War equipment in the North has been pursued with War Disposal Sub-Commission and Advance Headquarters, in order that ISR may speedily make use of valuable material. AFHQ authority has already been received for use of captured enemy signal equipment in 2 District.

(b) Inability of ISR to take constructive action is evidenced by failure to move cement, ~~it being stated no bags were available in Italy.~~ Allied Commission located one firm in Rome capable of producing 500,000 bags monthly, and another firm with 200,000 available; immediate steps have been taken for ISR to take over the output. The failure to obtain bags was reported at Allied Railway Board by Director General of State Railways. *Reported that the Allied Railway Board that no bags were available.*

(c) Effective 15 September 1945 at Coal Allocation Committee Meeting the ~~made~~ *the* allocation of coal and coke for Italy was made the responsibility of the Italian Ministry of Industry and Commerce. The supply of coal for ISR in Sicily, Sardinia and Reggio Campartments is allocated by the Ministry; the rest of ISR will still receive their allotment through the Military Railway Service.

(d) The Commerce Sub-Commission are now making a bulk allocations of tires to the Italian Ministry of Industry and Commerce which will require that the Italian State Railways receive and pay for their tyres directly with the Italian Government.

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- (d) The Commerce Sub-Commission are now making a bulk allocations of tires to the Italian Ministry of Industry and Commerce which will require that the Italian State Railways receive and pay for their tyres directly with the Italian Government.
- (e) During the month of October the MRS will not issue any materials except in case of an extreme emergency to ISR from their Tn Stores Depots in order to have ISR demonstrate their ability to produce supplies.
- (f) The Allied Forces have turned over many material dumps to the Italian Government, the material in these dumps will be taken care of for the Government by the Stores Service of the ISR, who are in a position to handle such work.

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5. TRAFFIC

(a) From the civilian passenger standpoint, the month of September has been most successful on record. On suggestion of Allied Commission, Traffic Sub-Committee of Allied Railway Board appointed a Time-Table Committee to deal with applications for additional passenger trains.

(b) Of 38 applications at the first meeting, 19 were conceded, and the second meeting was similarly successful.

(c) The following services became effective during the month.
New Passenger services are detailed in Appendix C

TURIN-MILAN-VENICE
PESCARA-MANOPELLO
VERONA-BOLOGNA
NAPLES-BARI tri-weekly increased to daily and extended to Lecce.

ROME-BOLOGNA via FALCONARA tri-weekly increased to daily.

ROME-CIVITAVECCHIA workers train converted to a local passenger train and extended to Pisa.

ORTE-AREZZO tri-weekly cancelled and daily local service Rome-Arezzo substituted.

TRENTO-VERONA

VERONA-ROVIGO

IMPERIA-SAVONA

BOLOGNA-CASALE S.P.

PISA-FLORENCE

Short runs Florence area cancelled and replaced by two Round trips daily.

FOLLIGNO-TERNI-FABRIANO-FOLLIGNO-CHIUSI-AREZZO Workers trains converted to civilian passenger trains.

VENICE-PADOVA

PADOVA-FOSSALFO

CASARSA-TREVISO

MONTebelluna-PADOVA

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APPENDIX C

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MESTRE-CASTELFRANCO workers train extended to include Venice and Cismon del Grappa and converted to a civilian passenger train.

- Based on the equipment*
- (d) Output of passenger coaching stock in the North has helped to provide equipment, but now that a fairly satisfactory skeleton service is ^{in being} throughout Italy, the dominating factor will become availability of coal and fuel oil *and electrification*. Re-electrification is therefore of paramount importance if additional services are to be obtained to meet heavy demands.

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(a) ^{been} Complaint has had to be registered at the growing practice of ISR to increasing number of passenger coaches on trains beyond authorised capacity, and on the trains from Bari to Ancona serious delays to services have been caused by the attachment of box freight cars, up to as many as 26, to the civilian passenger train.

(f) All civilian passenger trains carry mail vans when necessary and the carriage of civilian mails is given priority over the Movement of passenger trains. Military trains have assisted considerably in the movement of civilian mails but now that all Italy is served by civilian trains the handling of mail on military trains will gradually decrease. *The carrying of civilian mails is given priority over the movement of passenger trains.*

(g) The movement of refugees is decreasing rapidly and it is encouraging to know that this movement is drawing to a close as it has been a ~~most~~ *difficult problem* and a serious burden for the Railways. *in drawing*

(h) The question of de-requisitioning of privately owned vehicles has been carefully considered, and authority given to Minister of Transport to act as he thinks best in the matter. Certain vehicles built for conveyance of glass, molasses, formaldehyde, etc. can well be returned to the monopolies that own them, but the immediate soaring of hire costs for wine tankers following ~~the~~ introduction of a wine train from Puglie to the North has led the Minister to re-consider our recommendation that all wine tankers be requisitioned until the Puglie wine crop has been cleared.

This recommendation was given after careful consideration with Food Sub-Commission; the State Railway Officials were much divided amongst themselves.

(i) In spite of very short notice, suitable arrangements were made for the conveyance of the Consultants of the Government to and from Rome.

(j) Italian operation in Naples and Bari has been very bad during the month, and conditions have not been helped by a seeming preponderance of Feste in the Naples district. A five day block on all traffic for Naples had to be imposed owing to heavy backlog of loaded vehicles.

(k) The Wagon Control Committee, of which the chairmanship will pass to ISR on 1st October, is working smoothly and with the exception of Naples Compartimento, difficulties are ~~getting worse~~ *diminishing*, and, more important, we are able to ascertain exactly what and where those difficulties are. *Instructions from*

A frequent cause of difficulty is brought about by local Military authorities endeavouring to give instructions to ISR which are contrary to those of the Wagon Control Committee. This often applies in inter-compartmental moves, and although speedy action is taken when the position is brought to light, loss of civil loadings usually results. This is hardly satisfactory, when Allied Commission has taken every precaution to ensure adequate distribution.

One black spot, Warehouses 676 and 696 at Naples, is receiving very special attention, but until ISR can ensure that the local staff act in accordance with the position

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- One black spot, Warehouses 676 and 696 at Naples, is receiving very special attention, but until ISR can ensure that the local staff act in accordance with instructions from their Headquarters the position will continue to be difficult.

Chygwen *to Mr. Grady* *32 11/33*
225 *Re President Economic Section*
llr 29/16

Some Interesting Highlights of the Transportation Sub Commission:

In Sicily, perhaps the first real experiment of ACC supervision over a rehabilitated major industry is in operation. The Sicilian Railways, having lost their importance for military purposes, have been handed back to the Italian State Railways for operation under the supervision of originally three ACC officers, now two, and soon to be only one. The experiment has been highly successful, no less than 94% of the pre-war lines being in operation. One small gap between Palermo and Messina is being repaired, meanwhile even this gap is bridged by auxiliary road services. Road conveyances, too, are pooled, and operated by Italians under ACC supervision, and quite recently a detailed plan has been prepared to deal with this form of transport in the Island.

On the mainland, a system of partial autonomy has been granted to Transportation Sub Commission Officers in southern territory, inasmuch as when inter-divisional long haul rail traffic has been covered according to priority, surplus tonnage available can be allocated on a local bidding system. Soon the Reggio Division will follow the lead of Sicily, and our Divisional Superintendent is already appointed and ready to take over.

In the forward areas, the rail routes are following up behind the troops, and soon the Naples-Rome line will be open. It is a tantalising project, however, because military demands on the limited capacity of the line will preclude its use for ACC purposes for some time to come. Therefore the ingenuity of ACC must find other ways. By sea to Anzio, then by road to Rome. But road transport is in short supply, and the knowledge that Anzio will soon be linked to Rome by rail seemed to offer a solution of such difficulties. Again, however, ACC must bow to the prior needs of Military requirements, and until military supplies on the beachhead have been cleared this rail route will also not be available for ACC - a matter of at least six weeks. So ACC must think again, and this time the Port of Civitavecchia offers real prospects, because the rail route from there to

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Rome will not be needed for military supplies as it runs in a backward direction. The port itself will not be available for three weeks, but the railway Civitavecchia-Rome will be repaired by 1st July 44.

In three weeks, too, the changing line which marks the rapid progress of our liberation troops may throw open the big rail centres of Florence, Ancona, and the port of Leghorn. So ACC thinks ahead, and plans means of transport for the newly activated regions within the limits of its somewhat restricted capacity. Technical officers of ACC sit side by side with the organisation of the Director General of Military Railway Services, thus preparing themselves to take over as and when the essential military interest disappears on any given route. The cannibalisation of side lines of no movement use to the army sends ACC engineers to investigate the prospect of getting the forgotten lines back into service. Termoli-Campobasso is an example, and work is already in hand for the re-construction of that line.

For movement by water, a simple scheme has been brought into being whereby the operation of schooner fleets is performed by Italians under ACC supervision. Schooners are not as many as we might desire, but the pool is growing daily. Much of the economic life of the Southern provinces, somewhat restricted by the bottle neck of rail routes to the territories which demand their produce, is now able to find an outlet by water movement.

Road highlights are reflected in the untiring energy of a number of road transport experts, who take over vehicles, which are in good, bad, or indifferent condition, and bring them into use. In the forward areas, the trucks are formed into companies, manned by Italian drivers, and placed at the disposal of Regions and the AMG Armies to the best of our ability. In the southern territories, civilian pools of vehicles are created, aided by vehicles from ACC sources, and operated by Italians under ACC supervision. In Foggia, the bountiful harvest is being cared for by a fleet of trucks and such rail as can be obtained.

Soon, ACC's own tyre retreading plants will go into operation at Bari,

3
samples, and it is hoped, Rome, and further steps in the resuscitation
of the economic transport life of Free Italy will have been taken.

32
Shumf
JL Cor
Director In Sub Com.
29/4/44

COPY

ALLIED FORCE HEADQUARTERS
APO 512

AG 531 TPN-C

17 October 1945

SUBJECT: Operation and Control of the Italian Railways.

TO: All concerned.

627

1. Transfer of Control - The traffic control and traffic operation of the Italian railway system including the maintenance of railway stock and the maintenance of permanent way will be handed over to the Italian State Railways effective 1 November 1945.
2. From that date the Italian State Railways will be fully responsible for the efficient working of the railways and the movement of all traffic.
3. Area of responsibility - The Italian railway system, for the purpose of this instruction, is defined as all railways in ITALY and SICILY except those in the present TRIESTE Compartmento and the line TRIESTE-UDINE-TARVISIO (the main-British L of C into Austria). The latter will continue under the control of the Director, Military Railway Service, ITALY.
4. This headquarter retains the right to resume control or operation of any section of the Italian railways, if it considers it necessary for military reasons.
5. Military traffic - The Italian State Railways will at all times give first priority to the movement of Allied-military traffic, unless authority has been given in a specific case by this headquarters to alter the priority.

6. Movements and Transportation Section, AFHQ (or subordinate Movements/Transportation (US)), headquarters as appropriate will place demands for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will nominate a senior official in each compartmento to be the link between the local Movements or Transportation (US) Headquarters and the railways.

8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at Headquarters of Italian State Railways and representatives in those compartmenti, in which there is major military traffic moving.

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8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at Headquarters of Italian State Railways and representatives in those compartments in which there is major military traffic moving.

9. As the Director, Military Railway Service is satisfied that control by the Italian State Railways is working smoothly, he may withdraw these representatives progressively from compartments. Prior notice of withdrawal will be given to this headquarters.

Ltr, AFHQ, AG 531 TPN-C
dated 17 October 1945

10. The Director, Military Railway Service will also be responsible for carrying out, or supervising, as he considers necessary such railway reconstruction and maintenance of permanent way as are required for the movement of Allied military traffic.

11. Civilian Traffic - It will be the responsibility of the Italian Government to coordinate bids for the movement by rail of essential civil traffic (in territory returned to its jurisdiction) and place demands for the movements of this traffic on the Italian State Railways.

12. Allied Commission will continue to give technical advice to the Italian State Railways on the reconstruction and operation for civil purposes of the railways so long as its technical staff remains.

13. Maintenance of Railway Equipment - The Italian State Railways will be responsible for the maintenance of all railway equipment.

14. The Director, Military Railway Service, will be responsible for supervising the upkeep of US and British equipment being used by the Italian State Railways until disposal instructions for this equipment are issued.

15. Railway Stores - Separate instructions will be issued on the hand-over of control and future supply of railway stores.

16. Details of Transfer - The Director, Military Railway Service will be responsible for the detailed hand over of control to the Italian State Railways.

BY COMMAND OF THE ACTING SUPREME ALLIED COMMANDER :

G.W. CHRISTENBERRY
Colonel, AGD
Adjutant General

DISTRIBUTION :

"B"
50 - M & Tm
25 - DMRWL
2 - CAO
2 - G-4 (AUTO)
2 - G-5
2 - Tpn. Sec. Comm. AG
2 - AG Records

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Colonel, AGD
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"B"
50 - M & Tn
25 - DMRWI
2 - CAO (MTC)
2 - G-4
2 - G-5
2 - Tpn. Sub. Comm. AG
2 - AG Records

225/ ACP/Lml 31

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (RR) MAIN, C. M. F.

Tel. 845238
Ref. AC/74/Tn4

14 September 1945

SUBJECT : Rail Papers.

TO : Administration Division.

626

1. With the winding up of the Planning Division, there will be numerous papers concerning matters relative to the Rail Division, and it will be appreciated if you could arrange for all such papers to be sent to Rail Division for perusal as to their usefulness.

Arthur May
for ~~Director~~
Chief, Rail Div

513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

30
CRR/em

Ref. 225/8/Tn.2

30 August 1945

SUBJECT: Tires.

TO : Rail Division
(Attn. Maj. C. M. Long).

625

1. Reference is to your AC/Mat/4/135/Tn 4 of 16 August 1945.

2. Herewith please find attached copy of AFHQ letter of 28 August 1945, reference T-12 which answers paragraph 4 of yours.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

225 IN 5/6 2822 30

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-12

28 August 1945

SUBJECT: Tires

TO : Headquarters, Allied Commission, APO 394
(Attn: Transportation Sub-Commission)

Reference your 225/7/Tn.2 of 20 August.

1. No stocks of tires in Bolzano have been frozen by G-4 excepting such CEM stocks as may have been found in that area, which will be released to AC after Military requirements have been met.

2. Tires and tubes being produced in the Michelin plant were released by AFHQ for use on new cars. It is believed that some of these may still be available.

For the Assistant Chief of Staff, G-5:



R. V. Grady
R. V. GRADY,
Major, G.S.C.,
Economics & Supply.

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

29
CAR/em

Ref. 225/7/Tn.2

20 August 1945

SUBJECT: Tires.

TO : Allied Force Headquarters, G-5 Section
(Attn. Captain D. E. Lathrope).

623

1. Attached are copies of M.R.S. signal and Transportation Sub-Commission Rail Division's letter which explain a situation existing in I.S.R. road vehicle section.

2. Will you please ascertain from G-4 if they control stocks at Bolzano and if so can Para 4 of Rail Division's letter be acted upon.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:

Rail Division
(Attn. Maj. Long).
Commerce Sub-Commission
(Attn. Lt. Divine).

29
CML/av

INTER-OFFICE MEMO

File N. AC/Mat/^{4 138}~~62~~/Tn 4

622

SUBJECT : Tires

TO : Planning Staff Tn 2.
Attn: Mr. C.R. Ryan

1. Attached is copy of signal received by M.R.S. from M.R.S. Milan with reference to availability of tires for new cars purchased by I.S.R. from the Fiat Co.
2. The only source of tires known to this Division were under control of A.M.G. and as stated in the signal the stocks are exhausted.
3. A.F.L.R.S. does not know of any tires under control of A.F.H.Q. but advise their G-4 may have control of some stocks in the North.
4. Will you please inquire of G-4 A.F.H.Q. of any availability as referred to in the attached signal.

for *Carling - May, CE.*
Chief
Rail Division

Incl: Copy of Signal referred to in para 1.

Transp. Sub-Commission (Rail Div.)
16 August 1945
Tel: 843191-11

29
COPY OF SIGNAL (Original on File Tn.A.2/76/1)

IMMEDIATE

FROM : M.R.S. MILAN

TO : D.M.R.S. ROME

621

M26. RESTRICTED. I.S.R. here advise that 6 new cars type 1100 Fiat have been made available by Fiat Company. These vehicles without tyres or tubes and inquiries with A.M.G. reveal that no assistance whatever can be given due to exhaustion of stocks. It is understood stocks tyres and tubes available at Bolzana but controlled by A.F.H.Q. If this is case will appreciate your assistance in obtaining release of following.

- (1) 30 tyres 500 x 15 and 30 tubes same size.
- (2) Any other tyres and tubes suitable for I.S.R. vehicles.

BT 08 - 0946.

TRANSMISSION

EC/SS

MINISTRY OF INDUSTRY, COMMERCE
AND LABOUR

General Department of Industry and Mines.

Div. III

Ref : 01175

Rome 1 July 1945

TO : ALLIED COMMISSION
Commerce Sub-Commission
ROME

SUBJECT: Report on iron scraps.

1. This Ministry has received numerous applications, concerning the allocation of iron scraps, submitted by the State Departments thru the concerned Sub-Commissions of the A.O. with the Mat No 10 (Ministry of Transports, Ministry of Public Works for constructions electric plants.)

2. This Ministry in spite of the urgency and the importance of the works is unable to satisfy said requests owing to shortage of stocks.

3. The new production of iron scraps which the Industry Sub-Commission has allocated to this Ministry for civil uses, has covered only partially said requirements.

4. However this Ministry considering the requirements of the above mentioned Department as extremely important, has allocated during the month of April the following amounts of iron-scraps to the State Departments :

Ministry of Transports	260 tons
Ministry of Public Works	30.4 "
Electric Enterprises	30.

5. The following allocations have been made from the remnants of iron scraps of old production :-

"Building and Construction Companies" for works	
of the Ministry of Public Works.....	236 Tons
Electric Enterprises	52 "

6. With regard to the production of the month of May, this Ministry requested to the Industry Sub-Commission a detailed

SUBJECT: Report on iron scraps.

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"Building and Construction Companies" for works of the Ministry of Public Works.....	236 Tons
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6. With regard to the production of the month of May, this Ministry requested to the Industry Sub-Commission a detailed request of the iron-scrap production which ought to have been assigned for works concerning the above mentioned Departments: cut down the allotments of the State Departments.

./.

28

7. In accordance with the meeting held at the Allied Commission on May 22nd, the new production for the month of June will be allocated for military purposes and if these requirements will be reduced, the available production will be totally assigned to the "ISR".

During the next months the production of iron scraps will be allocated to the Railways and to the iron-work Industry according to said instructions.

8. Therefore this Ministry, in spite of the serious requirements of said Departments, has only the possibility to consider the requirements of those materials whose sizes and tyres are similar to the syderurgic products, which are still available in wholesale companies or in iron factories.

9. This Ministry thinks necessary to point out to the concerned Departments the real productive situation and the stocks of the iron materials and to explain the reasons why many requests have not been accepted.

THE MINISTER
(sgd) Gronchi

Copy to :

Allied Commission
Industry Sub-Commission
Transportation Sub-Commission

Ministry of Public Works.
Ministry of Transports. ROME



Ministero dell'Industria
del Commercio e del Lavoro

Dir. Gen. Industria e Minerio
Divisione III^a

Prot. N. 011435 Allegati

Roma 1 luglio 1945

ALLA COMMISSIONE ALLIATA
Sottocommissione Commercio

O, per conoscenza:
Sottocommissione Industria
Sottocommissione Trasporti

REPUBBLICA DEL LL.FF.
DEL MINISTERO DEI TRASPORTI

OGGETTO: Situazione ma-
teriali ferrosi.

ROMA

- 1) - Pervengono a questo Ministero numerose richieste di assegnazione di materiali ferrosi inviate dalle Pubbliche Amministrazioni per il tramite dello rispettive Sottocommissioni dell'A.C. con i MAT n. 10 (Ministero dei Trasporti, Ministero del LL.FF.), per costruzioni edilizie, per impianti elettrici, etc.).
- 2) - Questo Ministero, pur riconoscendo l'urgenza e l'importanza dei lavori cui i materiali stessi sono destinati, si trova, quasi sempre, nella impossibilità di soddisfare tali richieste per mancanza di adeguate disponibilità.
- 3) - La nuova produzione di materiali ferrosi che la Sottocommissione dell'Industria, con apprezzabile sforzo, è riuscita a far assegnare a questo Ministero, per gli usi civili, non ha potuto, che in minima parte, soddisfare tali necessità.
- 4) - Tuttavia questo Ministero considerando con assoluto carattere di priorità le esigenze segnalate per le predette Amministrazioni, sulla prima quota di 524 tonnellate di laminati veri, di nuova produzione per il mese di aprile, ha assegnato alle Pubbliche Amministrazioni i seguenti quantitativi:

Proposta di legge del LL.PP.

del Ministero dei Trasporti

ROMA

OGGETTO : Situazione nei
materiali ferrosi.

- 1) - Pervenivano a questo Ministero numerose richieste di assegnazione di materiali ferrosi inviate dalle Pubbliche Amministrazioni per il tramite delle rispettive Sottocommissioni dell'A.C. con i MM n. 10 (Ministero dei Trasporti, Ministero del "LL.PP.", per costruzioni edilizie, per impianti elettrici, etc.).
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- | | | |
|-------------------------|-------|--------|
| Ministero dei Trasporti | Tonn. | 260, = |
| Ministero del "LL.PP." | " | 130,4 |
| Aziende Elettriche | " | 30, = |

/.

5) - Sulle giacenze di materiali ferrosi di vecchia produzione ha altresì disposto altre assegnazioni nella misura seguente:

Imprese di Costruzioni per Lavori del Ministero
"LL.PP." Tomm. 234

Aziende Elettriche

" 32

6) - Per la quota di produzione attinente al mese di maggio, questo Ministero aveva richiesto alla Sottocommissione dell'Industria una dettagliata richiesta di materiali ferrosi da destinare in massima parte a lavori interessanti le Amministrazioni sopraindicate, ma se, come pare, la quota predetta sarà ridotta, dovranno necessariamente decurtarsi le assegnazioni previste per le Pubbliche Amministrazioni.

7) - La nuova produzione per il mese di giugno, in base ai criteri fissati nella riunione tenuta presso la Commissione Allocated il 22 maggio u.s., dovrà essere destinata ai fabbisogni militari e se tali esigenze potranno ridursi, la produzione disponibile sarà assegnata per intero alle "FF.SS.".

Per i prossimi mesi, l'eventuale disponibilità di produzione, se resteranno ferme le direttive sopraindicate, dovrà essere assegnata alle Ferrovie ed all'Industria siderurgica.

8) - In tale situazione questo Ministero, pur compenetrandosi delle gravi necessità delle predette Amministrazioni, ha la sola possibilità, almeno per ora, di intervenire in considerazione quelle richieste di materiali le cui dimensioni e caratteristiche coincidono o si avvicinano a quelle dei prodotti siderurgici, che in assai limitata quantità sono tuttora presso ditte pressiate o sono giacenti presso ferriere, perché di dimensioni non correnti.

9) - Questo Ministero ritiene opportuno mettere in rilievo quanto sopra, affinché sia esattamente conosciuta dagli Enti

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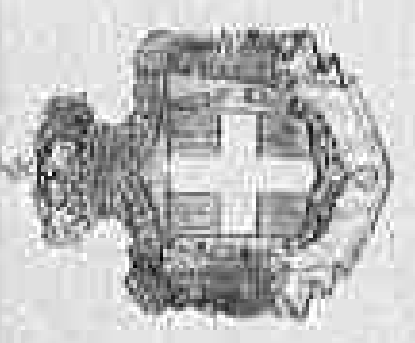
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0111



Ministero dell'Industria
del Commercio e del Lavoro

Roma 19

Prot. N. 2 Allegati

Proposta all'V.C.
del 617

OGGETTO

- 3 -

interessati l'effettiva situazione produttiva e di giacenze
di materiali ferrosi e siano appieno valutate le ragioni del
manco accogliimento di molte richieste inviate allo scrivano
to degli enti predetti.

IL MINISTRO

F.to GRONCHI

e p.c.c. IL CAPO DIVISIONE

Wassberg

1005

27

EX-100

HEADQUARTERS ARMY COMMISSION
APO 508
TRANSPORTATION SUB-COMMISSION

EX-100

Ref. 100/5/100

7 AUGUST 1945

SUBJECT: Wagon sheets.

618

TO : Second Section, Regulation Branch
(Attn. Lt. Col. Quarter).

1. Reference attached 100/5/100/100 of Transport-
ation (Mr) Main C.S.P. and 100/5/100/100 of Allied
Commission, Transportation sub-commission, Rail Division.

2. We should appreciate your preparation of
regulation for subject item in the amount shown.

3. Justification should reflect comments shown
in Para. 2 and 3 of second reference letter, adding that
closed wagons are in originally short supply and losses
than pilferage and spoils of materials carried in open
wagons will be materially reduced by acquisition and use
of wagon sheets.

For the Director

CHARLES HYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:

- 0-5 (Civil Affairs) Branch, A.P.H.O.
- Transportation (Mr) Main C.S.P.
(Attn. Capt. A. B. Hitchcock).
- Rail Division
(Attn. Maj. G. H. Long).

1. Reference attached MB/MS/MT/MS of Transport-
ation (US) Main C.I.F. and AG/Int/10/10/10 of Allied
Commission, Transportation Sub-Commission, Rail Division.

2. We should appreciate your preparation of
regulation for subject items in the amount above.

3. Justification should reflect comments shown
in Para 2 and 3 of recent reference letter, adding that
closed wagons are in critically short supply and losses
from pilferage and spoilage of materials carried in open
wagons will be materially reduced by acquisition and use
of wagon sheds.

For the Director

CHARLES EYEN
Chief, Planning Staff
Transportation Sub-Commission

copies to:

C-5 (Civil Affairs) Branch, A.F.H.Q.
Transportation (US) Main C.I.F.
(Attn: Capt. A. S. Hitchcock).
Rail Division
(Attn: Maj. C. M. Long).

GML/av

27

INTER-OFFICE MEMO

File N. AC/Mat/14/15/Tn 4

615

SUBJECT : Wagon Sheets.

TO : Planning Staff Tn
Attn: Mr. C.R. Ryan

1. Attached is copy of letter from D.M.R.S., Med/Tn 2/ME.83 dated 28 July 45 in regard to their cancellation of an order for 4000 wagon sheets which are available at a Transportation Stores Depot in the Middle East.
2. The Italian State Railways have a great need for these wagon sheets and it is requested that a requisition be made through C-5 A.P.R.Q. to secure them.
3. The Ramp Control Division have advised on several occasions that they cannot supply the material in the weights required.
4. Will you please advise if it will be possible to initiate the requisition for 4,000 wagon sheets 15 ft x 30 ft so we may answer paragraph 3 of attached letter.

Philip H. E. E.
for Chief
Rail Division

Incl: Letter referred to in para 1.

Transp. Sub-Commission (Rail Div.)
1 August 1945
Tel: 843191-11

Subject: Wagon Sheets.

27
Transportation (Br) Main,
C.M.F.

Tel. Firebox 9328.

File: MED/TN2/ME.83.

28 July 45.

To: A.C. Tn., Sub-Commission.

614

1. In January 1945 we placed a demand on the D.Tn., G.H.Q., M.E.F., for 4,000 Wagon Sheets 30 FT. x 15 FT. for sheeting Railway Wagons containing Military stores. These sheets are now available in Transportation Stores Depot in the Middle East, but as we no longer require them, we have cancelled shipment to Italy.

2. Will you please advise us if these Wagon Sheets are required by the I.S.R., and if so arrange with H.Q. ALCOM to place a demand through G.5(Civil Affairs) Branch, A.F.H.Q.

3. Please let us have your reply as early as possible in order that we can advise D.Tn., G.H.Q., M.E.F. that the Wagon Sheets should be declared surplus to Military requirements.

A. S. Hitchcock

A.S. Hitchcock, S/Capt.,
for Brigadier,
Director of Transportation.

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. E25/5/Tn.2

27 July 1945

SUBJECT: Bicycles for Italian State Railways.

TO : Rail Division
(Attn. Maj. Long).

613

1. Reference your AC/Mat/36/8/Tn.4 of 26 July 1945.

2. Reference your para 2 it is our opinion that requisition would be possible but we strongly recommend that items of this character should be referred back to I.S.R. with the suggestion that I.S.R. utilize their right of local purchase.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

25
CML/av

INTER-OFFICE MEMO

File N. AC/Mat/33/8/Tn 4

SUBJECT : Bicycles for I.S.R. 612

TO : Planning Staff Tn 2
Attn: Mr. Charles R. Ryan

1. Attached is letter in A.1/223 dated 22 July 45 from D.M.R.S. in regard to furnishing 12 bicycles for electricians employed on maintenance of high tension lines.
2. Will it be possible to requisition these through Reqn. Division from either the British or U.S. Army?

Curbing May. 22
for Chief
Rail Division

Incl. Letter referred to in para 1.

Transp. S/C. (Rail Div.)
25 July 1945
Tel: 843191-11

25
Tel. ROME 943191/5 (Firebox) ①
EXT 27

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject:- Provision of Bicycles for
Italian State Railways.

Tn. A.1/223.

To :- H.Q.,
Allied Commission.

611
22 July 45

1. The Italian State Railways have requested the provision of 12 bicycles for the use of their electricians employed on maintenance of high tension lines. In many cases these men cover sections of line beyond reasonable walking distance but insufficient to warrant the use of M.T.
2. Application has been made to Q(A.E.) for the issue of these bicycles from military sources on repayment. Q(A.E.) have replied that they consider it is an A.C. responsibility.
3. Will you please say whether you can meet the I.S.R. requirements.

P.G.W. Clarke
(P.G.W. CLARKE)
Major. R.E.
for Brigadier.
Director, Military Railway Service.
Italy.

ref: 225/4/Tn.2

INTER OFFICE MEMO

FPR/id

24th July 1945

610

Subject : Handing over of office duties.

To : Chief,
Planning Staff.

(1) In view of my demobilisation, it is anticipated I shall leave before the I.S.R. meeting on 8th August 1945 and I therefore feel that I should give, up to date, a resumé of the action I have taken to ensure collation of the data required for the Rehabilitation programme.

(2) Immediately the present programme to cover all Italy was proposed, to facilitate the rehabilitation of the Rail, Road, Ports and sea transport, I called on the Italian Ministries concerned and explained, through an interpreter, the details required to complete the programme. These meetings were confirmed by letter.

(3) With the exception of the Ministry of Marine, which you are tackling, I have kept in constant touch with these Ministries ever since.

In addition I toured the North, accompanied by Major Ping, to ensure that every effort was being made by the Ministries. Capi were visited in their Compartimenti and the programme explained in detail, with the exception of Verona, which was then non-existent and Trieste, which was still occupied by the Yugoslavs. A meeting was held in Milan at which the Capi, the I.S.R. Director General and M.R.S. were present. General di Raimondo undertook to secure all data from Verona and Trieste.

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(4) In addition to I.S.R. Capi, all Capi of Private Railways and Highways were interviewed and the programme explained at length. On my return I reported my visit to Ing. di Cupis, Director General of Private Railways and Highways, who immediately sent out instructions concerning the data required and I sent those letters to destination in the North through A.C. channels.

- 2 -

(5) From the above, you will appreciate that every channel has been followed to ensure that the information required is forthcoming.

(6) Rehabilitation Programme.
Unfortunately the I.S.R. only delivered one set of Allegati, in Italian; these had to be translated, causing delay; on 15 July the I.S.R. promised 15 additional copies by noon 19 July; these I brought back personally from the Ministry of Transport on 21st July. This too has caused delay in presenting copies for checking and inspection by the Sub-Committees concerned of the Allied Railway Board.

(7) Cpl. Lynch, who will take a check of their distribution, has taken over these allegati, together with the files of 255/Tn.2 which concern the statistical figures for 1936, 1939 and 1945 at present percolating in from the ministries.

(8) Salvage.
As agreed with Col. Thomas, Lt. Col. Scoggins, Administration Division, Tn.1, has taken over file 271/Tn.2 and he will handle salvage in the future.

(9) Rail Reconstruction.
File 233/Tn.2 which covers Finance and Rehabilitation of the I.S.R. and Private Railways will be explained to you; as I understood, in Col. Thomas's office, that you would handle this personally.

(a) Construction. The Priority List, issued monthly, indicates a target date. Progress of construction can be readily followed by consultation with Lt. Col. Street, who receives his contractors' periodical reports. Progress of lines Nos 242, 245 and 246 must be watched on account of wheat haulage; also line 14, Bastia - Ellera, in conjunction with construction of new line. Ellera - Pietrafitta, for the release of lignite this winter. Work on lines of less importance is reviewed periodically.

(b) Finance. The Director General, I.S.R. applies to AC/Tn.4 for proposed rehabilitation projects. AC/Tn.4 study the estimated cost and materials required and write to Director, Transportation Sub Commission, giving their views and apply for financial authority.

In agreement with the Director, the Finance Sub-Committee and I.S.R. are advised of authority for the expenditure of the importance

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In agreement with the Director, the Finance Sub Commission and I.S.R. are advised of authority for the expenditure of funds and construction. Dependant upon the importance of the line, a priority number is given and target date given by the C.E. Tn.4.

J.R. Richardson
may.

F. P. RICHARDSON, Major,
Planning Staff.

copy to: Col.M.B.Thomas, Deputy Director, Transportation S/C.

Mr. Richardson

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION

225/

file

Price Memorandum No. 6
19 July 1945

REF: DS/48.05

SUBJECT: Railroad Passenger and Freight Rate Increases in Northern Italy

TO: See distribution below

608

A SECTION - Purpose

1. The purpose of this memo is to inform Economic and Supply Officers of the action taken by Civil Affairs Section and the Plans and Liaison Sub-Commission pursuant to Article 6-d General Order No. 44 increasing railroad passenger and freight rates in North Italy.

B SECTION - General Policy

1. The eventual need for a uniform rate structure throughout all Italy has always been recognized. For a period of time Northern rates were maintained at a lower rate than those in force in the South because it was desired to establish the uniform rate structure on a basis which would not require frequent future revisions. It now appears that the operation outlook for the Northern railroads is not one which would permit a rate structure lower than the one prevailing in the South.

2. The Decrees described below, providing for a 400% increase in railroad passenger and freight rates over June 1943 rates are now applicable to both North and South Italy.

3. So far as urban tramway systems are concerned, each application for advance in rates and fares is to be dealt with individually by the respective local price organizations upon the basis of local conditions.

C SECTION - Decrees implemented

1. The following Italian Government Decrees have been implemented in the North by order of the C.C.A.A.O.

a. Ministerial Decree, 31 October 1944. Published in Official Gazette No. 83, dated 18 November 1944. This Decree applied to Italian State Railways, private railways and extra-urban tramways in concession and provided for a 100% increase over 30 June 1943 rates. This Decree was implemented in Northern Italy by Ordinanza No. 2 published in Supplemento Ordinario to the Official Gazette No. 51, dated 28 April 1945.

b. D.L.L. No. 151, 29 March 1945. Published in Official Gazette No. 32 dated 30 April 1945. Applied to Italian State Railways, private railways, extra-urban tramways, and inland water transport in concession, and provided for a further 100% increase over existing rates and fares. This Decree was implemented in Northern Italy by an AIG order

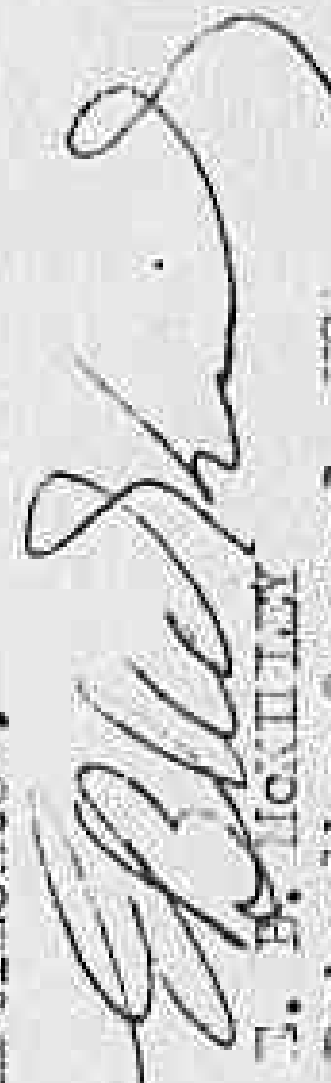
1. The purpose of this memo is to inform Economic and Supply Officers of the action taken by Civil Affairs Section and the Transportation Sub-Commission pursuant to Article 6-d General Order No. 41 increasing railroad passenger and freight rates in North Italy.

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2. The Transportation Sub-Commission has instructed railroads to commence charging the new rates provided for above, as of 1 July 1945.
3. Information with regard to particular tariffs and rates may be obtained from any Italian "Capo Stazione" or "Capo Compartimento".


J. B. McHALE
Brigadier General, USA
Acting Vice President

BEST COPY POSSIBLE

U.S. 812/82
E.S. 1/1/82

第 11 卷第 4 期

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- Lettering May
for ~~1900~~

Representatives:

- Director Mr. W.L.
- Deputy Director Mr. J.C.
- Mr. C.E. Jones, (Chief Clerk)
- Major General
- Colonel Adams
- Major General
- Mr. (Chief) (Mr. Gen. Baker)
- Assistant Mr.
- Eng. H. Henderson Esq.

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (sr) Main,
C.M.F.

Tel.: 843230

Ref.: AC/274/Tn.4

4 July 1945

SUBJECT: Italian Railways, unemployment.

TO : Planning Division
In Sub-Comm.

1. Reference is to your letter of 22nd June 45.

2. It is quite obvious that this Division, which is specialist in one particular field, would find it very difficult to estimate the ultimate employment likely to result from the repair of any particular line.

3. Apart from the reconstruction of rail tracks which form the life-lines of the country, our policy in repair work is to fulfill the dictates of the Planning Division and the Movements (Rail) Division, based on their decisions as to priority of repair. The priority of repair is in the main established in order to meet economic needs of the country. We are, for instance, repairing line 88 from Rome to Avezzano, in order to permit more satisfactory movement of the potato crop from Avezzano into Rome, but we would find it difficult to state what additional employment that would give to potato growers and their helpers, and we could not state with any certainty that the many trucks drivers used last year would be unemployed, because possibly they could well be used elsewhere.

4. One might perhaps venture to suggest that the development of rail lines does, in fact, cancel out the hundreds of small-part road operators who are endeavouring to enrich themselves whilst the prospect offers, but how long it will be before the rail facilities offered are adequate and comfortable enough, is difficult to determine, because the Italian apparently appears to regard travel as an essential part of his daily life.

5. Attached hereto is a list of the various works that Allied Commission has in hand. Most of these works are in the hands of contractors, and when the contractor finishes one job, if he has been of an enterprising nature, he can rest assured that there will be other work awaiting him and his employees. So that on construction alone, we can reasonably expect that there will be a field of employment for skilled,

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ACP/af

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- 2 -

6. The extremely low position of locomotives, rolling stock, passenger vehicles, also means that a great scope for employment exists within the firms capable of undertaking repair and building work of this kind. We have re-activated a number of such firms, and in some cases, as with the Bombrini Delfino firm at Colferro, they have entirely changed the type of work they previously performed, which was in the main the preparation of materials and chemicals for war purposes, into the efficient repair of such damaged rolling stock as we have been able to place in their yards.

7. This in fact results in the position that the restitution of the State Railways, with all their facilities for the movement of traffic, will be the source of future employment for some time to come, but it is beyond our scope to be able to submit estimates of outside workers and their prospects.

8. We can, however, furnish some figures concerning the employees of the State Railways themselves. It is our opinion that the Fascist determination to abolish unemployment was achieved by the rather simple method of excessive employment in State industries. Without having quotable statistics, it is not unreasonable to suggest that the ISK probably had more employees per kilometre than any other railway, and that those employees in the larger numbers performed simple tasks which did not bring excessive remuneration.

9. It has not been the policy of the State Railways to dismiss employees due to lack of work, and they are probably carrying a number vastly in excess of their actual requirements. To their credit, the railwaymen so concerned have banded themselves into an organisation called "Eriavor" which voluntarily undertakes simple repair jobs, the tidying of yards, and their record since the beginning of the year is very creditable.

10. One interesting result of the war is that whereas before the war very few personnel were not considered on the regular staff, nowadays the non-regular personnel is as high, and in some cases higher, than the somewhat depleted regular employees. Details are not yet available for the north, but the prospect of operation of the lines there, the predominance of electrification where coal supply will not affect operation, and the international character of the northern lines would suggest that there will be ample scope for employment on the railways there, and dismissals are not likely to be high.

11. The table attached hereto reveals the interesting fact that permanent plus temporary employees today in the Southern territories in spite of the restricted traffic, are in excess of pre-war in a number of areas. During the critical period when the Southern areas were short of areas, there were employed a number of retired employees, and

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11. The table attached hereto reveals the interesting fact that permanent plus temporary employees today in the Southern territories in spite of the restricted traffic, are in excess of pre-war in a number of areas. During the critical period when the Southern areas were short of men, the railways re-employed a number of retired employees, and these are now being dismissed on pension. Incidentally, these employees are concerned about their dismissal, because they claim that the pensions given them are inadequate.

12. In the main, some dismissals have taken place to some extent in respect of women, youths under 18 years, personnel who were working under contracts which have expired, and additional staff engaged after 8th September 1943, and of course, such employees who have been found guilty of fascist activities in the past.

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13. The methods of recruitment to the ISR are broadly in three categories.

- a, by public application, through examination, or by virtue of qualifications based on schooling, and also for non-commissioned officers who have served 12 years in the army and are entitled by law to civil employment.
- b, by law decree which requires State organisations to employ wounded soldiers in such work as they can undertake.
- c, by additions to the "casual" staff who may have some particular qualifications for the work in hand.

14. The general opinion of the ISR is that the personnel on duty is at the moment in excess of immediate need, but that the re-development of the railway and the re-birth of trade will place them in the position of offering employment in the future.

15. So far as the private railways are concerned, some unemployment has occurred, and the figures shown below are not inclusive of Northern Italy, for which statistics are not yet available. However, in the main, the private railways in the North are in a good state of repair, and only shortage of coal is likely to cause any difficulty in employment.

Number of employees			
	1939	1940	1941
Privately owned Railways	17,500	16,575	19,091
			13,780
Extra-urban Railways	8,291	8,530	8,936
			6,275

16. The private railways have powers to dismiss employees, and in fact in such cases as the Siena-Monteantico and Arezzo-Sinalunga lines, both of which have been heavily damaged, they have dismissed all staff with the exception of a few watchmen. By a Decree in Italian Government territory, Private Railways have the right to apply for Government loans to reconstruct their lines, and some of them have done so, especially where the damage has been light. However, the limited economic interest of these lines prevents us allocating coal, but where electricity is available, we have authorised the Ministry to allow the lines to operate as much as they can.

17. The State has an interest in all these private lines, for they are in concession from the State, and under subsidy where necessary, so that the Government should be interested in speedy recovery.

18. The question of rehabilitation is, however, linked in many cases with the lack of rolling stock and the shortage of materials needed for reconstruction. We cannot permit the use of essential materials on repair of lines which have no current importance, and therefore the employees of

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18. The question of rehabilitation is, however, linked in many cases with the lack of rolling stock and the shortage of materials needed for reconstruction. We cannot permit the use of essential materials on repair of lines which have no current importance, and therefore the employees of such lines are likely to remain unemployed unless they can get themselves absorbed in the State Railway machine.

19. It is our considered opinion that if the Government proceeds with a plan for the speedy recovery of railways as the essential means of linking productive areas, then the railways will not only be able to hold all their own existing employees, but give additional employment both directly and indirectly as they develop.

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- 4 -

20. The obvious plan is to follow on the lines we have adopted, to schedule lines for repair which can either give employment to lignite mines, cement factories and the like, or serve the productive factories at the other end where those materials can be used to the full.

L. Delving May
Chief,
Rail Division.

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

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APPENDIX "A"

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 439081

430/52/Tn 1

6 July 1945

SUBJECT: Rail Construction Priorities

TO : Addressees shown below

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission and M.R.S. auspices. Construction under M.R.S. control takes precedence over AC commitments. The list is revised monthly and issued the first week of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

2. M.R.S. commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
71		Gemona - Pontebba - Villach	15-7-45
86/188		Trieste - Cervignano - Udine	15-7-45
71		Venice - Treviso - Udine - Gemona, permanent bridges	15-7-45
53		Vicenza - Mestre	15-7-45
65/59		Bologna - Alessandria	31-7-45
69		Verona - Brenner - Innsbruck	31-7-45
66		Fortezza - S. Candido - Villach	31-7-45

3. Allied Commission commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
1	69	Bologna - Verona	Uncertain
1	219	Pisa - Empoli - Florence	15-10-45
1	55	Orte - Cassini (perm. reconstr.)	30-10-45
1	65	Rio Porto - Viaduct	30-8-45
1	246	Giulianova - Teramo	15-8-45
1	242	Albaione - Civitanova	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	Priv. Rly.	Laurie Viaduct	--
1	Priv. Rly.	Terni - Todi - Perugia	30-10-45
1	244	Castis - Ellera	30-9-45
1	Priv. Rly.	Ellera - Pietrafitta	30-8-45
1	Priv. Rly.	Cancello - Benevento	4-7-45
1	65	Pt River Bridge Piacenza (temp. repairs)	15-3-45
1	65	Florence - Arezzo	30-3-45
1	61	Genoa - Ventimiglia	31-7-45

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65/59		Bologna - Alessandria	31-7-45
69		Verona - Brenner - Innsbruck	31-7-45
66		Fortezza - S. Candido - Villach	31-7-45

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1	65	Orte - Chiusi (perm. reconstr.)	30-10-45
1	65	Rio Torto - Viaduct	30-8-45
1	246	Stallena - Perano	15-8-45
1	242	Albano - Civitavecchia	30-8-45
1	245	Porto D'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	Priv. Fly.	Lauria Viaduct	--
1	Priv. Fly.	Terni - Todi - Perugia	30-10-45
1	244	Bastia - Ellera	30-9-45
1	Priv. Fly.	Ellera - Pietrafitta	30-8-45
1	Priv. Fly.	Cancello - Benevento	4-7-45
1	65	Po River Bridge Piacenza (temp. repairs)	15-2-45
1	65	Florence - Arezzo	30-3-45
1	61	Genoa - Ventimiglia	31-7-45
1	65	Florence - Bologna	Uncertain
1	Permanent Bridge	Over River Ostiglia	Uncertain
2	281	Avellino - Benevento	15-9-45
2	294	Avellino - Rocchetta	30-9-45
2	291	Torre Annunziata - Cancelli	15-7-45
2	Viaduct	Ofanto	30-8-45
2	88	Pescara - Chieti	30-7-45
2	Bridge	Biferno	30-7-45
2	Bridge	Naples Central - Naples Scala	30-7-45
2	88	Rome - Avezzano	15-7-45
2	50	Spezia - Genoa	28-2-46
2	50	Viareggio-La Spezia	Uncertain

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-2-

Priority	No. of Line	Section of Line	Target Date
2	50	Dispensa River Bridge	Uncertain
2	279	Ferrassano Tunnel (Campobasso)	Uncertain
3	W/Shops	Cagliari	30-7-45
3	260	Rome - Ciampino - Albano	15-7-45
3	Loco Depot	Livorno Centrale	30-8-45
3	Loco Depot	Rome Smistamento	30-7-45
* 220		Chiusi - Sinalunga - Empoli	30-2-46
3	Central Station	Civitavecchia	15-9-45
3	Loco Round House	Rome, S. Lorenzo	30-7-45
3	Warehouse	Rome, Tiburtina	30-7-45
3	Yard	Rome Smistamento	30-7-45
3	Priv. Rly.	P. San Giorgio - Anagnina	30-7-45
* 279		Campobasso - Benevento	--
3	Various Bldgs.	Naples	30-9-45
3	Priv. Rly.	Antrodoto - Aquila	30-8-45
3	Bridge	Torre Annunziata - Castellammare	15-11-45
3	256	Caserta - Velletri	Uncertain
3			Uncertain
Deferred	90 Permanent repair, second track	Rome - Ceprano	
Deferred	90 Permanent repair, second track	Cassino - Caserta	

NOTE *Line 220 (Chiusi - Sinalunga - Empoli) and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

Only Phase 1 work is now in progress.

For the Chief Commissioner:

M. S. THOMAS, Colonel
Deputy Director

DISTRIBUTION:

Economic Section
Transportation Sub-Commission:

Director
Planning Staff (Tn 2)
Movements Division (Tn 3)
Rail Division (Tn 4) - (4 copies)

G-4 (Mov & Tn), AFHQ
All Regional Commissioners
Senior Transportation Officers:

Bari
Reggio
Naples

3	Warehouse	Rome, Tiburtina	30-7-45
3	Yard	Rome Sniamento	30-9-45
3	Priv. Rly.	P. San Giorgio - Amandola	30-8-45
3	* 279	Campobasso - Benevento	15-11-45
3	Various Bldgs.	Naples	Uncertain
3	Priv. Rly.	Antrodoto - Aquila	Uncertain
3	Bridge	Torre Annunziata - Castellammare	
3	258	Cecina - Velletri	

Deferred	90 Permanent	Rome - Ceprano
	repair, second	
	track	
Deferred	90 Permanent	Cassino - Caserta
	repair, second	
	track	

NOTE *Line 220 (Chiusi - Sinalunga - Empoli) and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

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For the Chief Commissioner:

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Deputy Director

DISTRIBUTION:

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Transportation Sub-Commission:
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Industry Sub-Commission
Commerce Sub-Commission
Food Sub-Commission
Communications Sub-Commission
D.M.R.S. - (3 copies)
Secretary, Allied Railway Board,
c/o D.M.R.S.

C-4 (Mov & Tn), AFHQ
All Regional Commissioners
Senior Transportation Officers:

Bari
Reggio
Naples
Ancona
Rome
Florence
Leghorn

APPENDIX "B"

SIMULATION OF RAILWAY PERSONNEL OF ISZ.

	AT 30 JUNE 1959			AT 30 APRIL 1945			
	Regular roster	Non regular roster	TOTAL	Regular roster	Non regular roster	Re-utilised	TOTAL
GENERAL DIRECTION	8524	899	9223	4872	746	123	6041
Comp. of TORINO	14115	1598	13011				
MILANO	12536	2437	14973				
VERGELA	10277	1733	12010				
TORINISTE	5099	1197	6296				
GENOVA	7797	1061	8858				
BOLOGNA	9231	1560	10791				
PIRELLA	11309	1857	13166	9368	8514	553	18415
ANCONA	5366	687	6075	4763	4617	130	9510
ROMA	8935	2036	10971	8232	7494	142	15868
NAPOLI	10137	1108	11245	8995	6692	296	15983
BARI	5232	534	5966	4858	5109	167	10134
FEDRIGIO C.	4538	610	5398	5958	3173	117	7248
PALERMO	7696	973	8669	5574	4789	318	11681
CANTIERI	1150	278	1428	1026	633	32	1751
TOTALS OF GOVERNMENT	110988	17869	128857	47834	41021	1735	90590
GENERAL TOTAL	119312	18768	138080	52706	41767	2158	96631

Number of ISZ personnel at 30 June 45 - 200,256 Officers and Agents.

COMO. OF TORINO	11413	1598	13011					
MILANO	12536	2437	14973					
VENEZIA	10277	1733	12010					
TRIESTE	5099	1197	6296					
GENOVA	7797	1061	8858					
BOLONGNA	9231	1560	10791					
FIRENZE	11309	1857	13166	9368	8544	533	18115	
ANCONA	5368	687	6075	4763	4617	130	9510	
ROMA	3935	2036	10971	8232	7494	142	15668	
NAPOLI	10137	1103	11245	3992	6692	296	15983	
BARI	5432	534	5966	4858	5109	167	10134	
REGGIO C.	4508	810	5398	3956	3173	147	7248	
PALERMO	7696	973	8669	6374	4739	318	11681	
CAGLIARI	1150	278	1428	1086	633	32	1751	
TOTALS OF COMPARTIMENTI	110938	17669	128857	47834	41021	1735	90590	
GENERAL TOTAL	119312	18768	138080	52706	41767	2158	96631	

Number of ISH personnel at 30 June 45 - 200,256 officers and Agents.

301

Tele : 454

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

AMKcc/fd

Our ref.: AC/528/19/Tn 3

30 June 1945

SUBJECT : Report on visit to Sardinia
23-28 June '45.

TO : See Distribution

1. LIVESTOCK

(a) A meeting was held in Cagliari on Monday 25 June at which were present the High Commissioner and his Agricultural adviser.

The High Commissioner expressed his regret at the situation which had arisen over the "FANNY BRUNNER", saying that he had to some extent been misinformed on the livestock position, and that when he returned to Sardinia after the meeting held in this office on 9 June, he found that owing to the doubling of the "LANGANO" schedule it would be impossible to make use of the "FANNY BRUNNER". A signal to this effect was sent by him to AC Headquarters on Sunday 24th June.

A further reason given was that during the period of re-fitting of the "FANNY BRUNNER" the situation deteriorated sharply and animals, particularly sheep, got so thin that it was impossible for them to travel in their weak state. The minimum live weight requirement in Rome was stated to be 350 Kilos for cattle and 30 kilos for sheep. This situation should have been visualised before hand.

On the question of price the main trouble was stated to be the cost of transportation. This applies mainly to sheep, for which the cost of transport from Sardinia to Rome, is approximately 1200 lire per head. The selling price of sheep varies with supply and demand, while that of cattle is fixed, and the cost of transportation for the latter is more in proportion. However by the end of July few cattle and probably no sheep, will be available, and it was therefore decided to cancel the schooner C.M. ANTONIO (which had been allocated to run between Olbia and Civitavecchia with sheep) as from 30th June. The "LANGANO" will continue to load to capacity until end of July when it is expected

1. LIVESTOCK

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The question of internal transportation does not constitute a major problem, though in the early days more animals could have been moved if there had been a larger allocation of railway coal. This situation no longer exists. Appendix "A" shows State Railway cars available in Sardinia.

(Info:- Mov Rail - Rail Div)

(b) On Tuesday 25th June a visit was paid to Sassari, where a meeting was held with the High Commissioner and the Chairman of the sheepgrowers' Association, at which the decisions regarding transportation made at the Cagliari meeting were confirmed. Further details of the meeting which was primarily of an agricultural nature, will be given in Major Freneman's report (Agricultural Sub-Comm.)

(c) On Wednesday 26th June a visit was made to Olbia by Italian seaplane, with a view to seeing livestock unloaded from trains and loaded into "LANGANO". The cattle were very thin, but generally speaking in not too bad a condition. All the sheep on the other hand were in a very bad state, and Major Freneman stated that in his opinion they were unfit for human consumption and he considered it a waste of shipping space to export any further sheep.

(d) The final situation is therefore that the transportation of livestock from Sardinia is from now on confined to the shipment of cattle per "LANGANO" from Olbia to Civitavecchia, and that this is likely to cease at the end of July, after which there will be no further call to ship livestock until the late autumn after there has been some rainfall.

For the future, the High Commissioner has been told that no further emergency moves will be considered by A.C. unless a certificate is forthcoming stating a) All prices are agreed, b) no internal transportation problems exist, c) the cargo to be moved is immediately available and that there will be no delays to shipping.

2. COAL

(a) A meeting was held in Cagliari on Monday 25th June at which were present the High Commissioner, the Head of the State Railways in Sardinia, and his Chief Engineer. They were apparently unaware that the allocation of imported coal for Sardinia was 1900/2000 tons per month, and requested confirmation of this from Coal Section A.C. This has already been given. Stock on hand at 1 January '45 was 1700 tons. 8346 were imported in January, making a total of 10,046 tons, which they understood had to last them until the end of September, which would allow them 1116 tons per month.

Up to the 25th June they have consumed 7862 tons at an average rate of 1310 tons per month. Appendix "B" shows the consumption of imported coal from March to June '45, during which period the average monthly consumption was

condition. All the sheep on the other hand were in a very bad state, and Major Froneman stated that in his opinion they were unfit for human consumption and he considered it a waste of shipping space to export any further sheep.

(d) The final situation is therefore that the transportation of livestock from Sardinia is from now on confined to the shipment of cattle per "LANCINO" from Olbia to Civitavecchia, and that this is likely to cease at the end of July, after which there will be no further call to ship livestock until the late autumn after there has been some rainfall.

For the future, the High Commissioner has been told that no further emergency moves will be considered by A.C. unless a certificate is forthcoming stating a) All prices are agreed, b) no internal transportation problems exist, c) the cargo to be moved is immediately available and that there will be no delays to shipping.

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Up to the 25th June they have consumed 7862 tons at an average rate of 1310 tons per month. Appendix "B" shows the consumption of imported coal from March to June '45, during which period the average monthly consumption was 1965 tons.

(Info-Action:- Coal Div. Commerce S/C
Rail Div)

(b) The question was raised whether the production of the Sardinian mines could be increased by increasing the allotment of imported coal for haulage of Sardinian coal.

The answer was in the negative, in view of the fact that the sulcis coal is carried by train to San Antiocho where it is loaded into ships for export, with the exception of 15,000 tons per month for the Island, for gas, electricity, etc. This is distributed by trains burning sulcis coal for the most part. (There are approximately 12 locos in service fitted with sulcis-burning fireboxes).

(Info:- Coal Div., Commerce S/C
Rail Div.)

(c) With regard to Seui mine, it is required to move 4000 tons of powdered coal before the anthracite can be reached. 300 tons of additional imported coal would clear this powdered coal from Seui to Arbatax after which about 25 tons of anthracite per day could be produced. This mine is served by a narrow-gauge line on which there are no sulcis-burning locos.

No other difficulties are being experienced with the railways from Seui to the distribution points.

(Info:- Coal Div., Commerce S/C
Rail Div.)

(d) At the present time four cattle trains per week are being run from Macomer to Olbia. These are operating within the present railways allocation of 2000 tons of imported coal per month, and in view of the drought conditions prevailing, with consequent shortage of livestock suitable and available for export, it is recommended that there should be no further increase in the coal allocation on this account.

(Info:- Coal Div., Commerce S/C
Rail Div.)

Alfred A. McClure
A.M. McCLURE
Major, R.A.

DISTRIBUTION:

Director

Deputy Director

Ports & Warehouse Div.

Technical Section

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(Info:- Coal Div., Commerce S/O
Rail Div.)

Arthur McClure
A.M. McClure
Major, R.A.

DISTRIBUTION:

Director
Deputy Director
Chief, Movements Div.
Planning Staff
Movements Rail
" Shipping
Rail Division (Tn 4)

Ports & Warehouse Div.
Economic Section
Agricultural S/C.
Coal Division, Commerce S/O
Food S/C
Public Relations Branch

600

APPENDIX "A"

State Railway Cars Available in Sardinia

150 - Open and flat (100 of which with damaged floors, and can therefore only be utilized for certain commodities :- hay in bales, timber etc.)

For ordinary requirements of transportation in the Island the following cars are in continuous use :-

200 - Closed cars for cereals - food - cattle for the Island moment - etc.

40 Closed cars for military transportation.

200 - Open cars with high sides for the transport of coal from Sulcis to Iglesias, coal imported for the consumption of the Island, military transportation etc.

100 - Open Cars with high sides (damaged floors) for military transportation, cork, straw, tiles etc.

COAL CONSUMPTION = MARCH TO JUNE 1945 (IN METRIC TONS) APPENDIX

	STATE RAILWAYS	SOUTHERN RAILWAYS	SUPPLEMEN- TARY RAIL	SARDINIAN RAILWAYS	GAS WORKS	
MARCH 1945 - Monthly consumption	1364	61	395	222	375	
Weekly average	273	12	79	44	75	
APRIL 1945 - Monthly consumption	884	100	284	151	300	
Weekly average	221	25	71	38	75	
MAY 1945 - Monthly Consumption	816	73	288	184	300	
Weekly average	204	18	72	46	75	
JUNE 1945 - Monthly Consumption	880	110	242	154	245	
Weekly average	220	27	60	38	61	
TOTAL CONSUMPTION - March	1364	61	395	222	375	
April	884	100	284	151	300	
May	816	73	288	184	300	
June	880	110	242	154	245	
	3944	344	1209	711	1220	
TOTAL.....	232	20	71	42	71	
	986	86	302	178	305	
Weekly average						
Monthly average						

N.B. June figures cover the period up to the 23/6/45, and do not include the last week of current month. Estimated consumption for this week equal to preceding averages (408 tons) the total June consumption would be 2039 and the total monthly average rises from 1.965 to 2.015 tons.

CAGLIARI 25 June 1945

APPENDIX "B"

COAL CONSUMPTION = MARCH TO JUNE 1945 (IN METRIC TONS)

STATE RAILWAYS	SOUTHERN RAILWAYS	SUPPLEMEN TARY RAIL	SARDINIAN RAILWAYS	GAS WORKS	MISCELL.	TOTAL CONSUMP.
1364	61	395	222	375	294	2711
273	12	79	44	75	58	542
884	100	284	151	300	120	1839
221	25	71	38	75	30	459
816	73	288	184	300	20	1681
204	18	72	46	75	5	420
880	110	242	154	245	=	1631
220	27	60	38	61	=	408
1364	61	395	222	375	294	2711
884	100	284	151	300	120	1839
816	73	288	184	300	20	1681
880	110	242	154	245	=	1631
3944	344	1209	711	1220	434	7862
232	20	71	42	71	25	462
986	86	302	178	305	108	1965
TOTAL.....						

Weekly average
Monthly average

For the period up to the 23/6/45, and do not include the last week of current month. With an option for this week equal to preceding averages (408 tons) the total June consumption reaches a monthly average rises from 1.965 to 2.015 tons.

20

CG/1c

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843402
Ref. AG/275/Tn 4

16 June 45

SUBJECT : Rehabilitation of Italian Railways -
Short and Long Term projects.

A meeting will be held in the Lower Conference Room,
HQ Allied Commission on WEDNESDAY next 20 June 45 at 0930 hours.

The Director desires that all Tn Sub-Commission and
ISR representatives on the five sub-Committees of the Allied
Railway Board should attend.

John R. May
Director

Dist: Director Tn Sub-Comm.
Deputy Director Tn Sub-Comm.
Tn Rail Div Lt Col Lindberg
Maj Street
Maj Long
Maj Maister
Maj (Rail) Lt Col Baker
✓ Planning Div
Ing of Railways ISR.

235

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: MAY

Message Centre No: E/1546

Date Time Rec'd: MAY 200940

Precedence: ROUTINE

FROM: TN/AC RAILS MILAN

TO: TN SIGNALS ROME FOR AC SUB COMMISSION

ACTION

RESTRICTED.

All tyres frozen by AC.

Requested obtain release and wire authority for ISR to purchase PIRELLI and MICHELIN covers and tubes 5 number 5.50 X 15. 10 Tipo Piloto. 15 number 400 X 14 reply to Major TALBOT C/O ELS 59 AREA. BUCKLEY. Pass on.

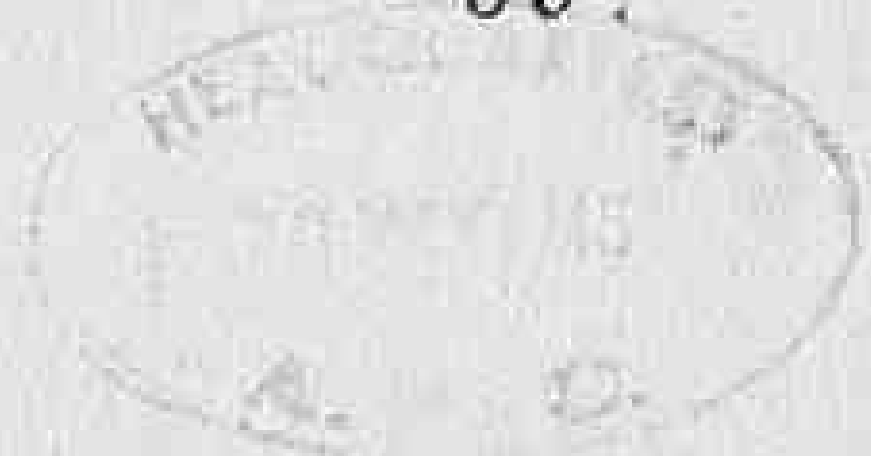
DIST

ACTION TN SC (2)
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
COMMERCE SC
FILE (2)
FLOAT

*Copy sent to
R.D. Davis 21/7/45
Maj Buckley has
copy for action 30 May 1945*

RESTRICTED

597



18

225/tn.2

8 June 1945

FILE MEMO : re attached wires

Consensus of opinion:

Lt. Col. Lindberg

Lt. Col. Harris

Maj. Baister

Maj. Long

Maj. Street

Maj. Ping

This has been determined by discussion/correspondence with above officers as pertaining to military requirements only no action taken by this division.

CHARLIE RYAN
TRANSPORTATION
Planning Staff

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 81693
Date/Time of Origin: MAY 251116

Message Centre No: E/2304
Date Time Rec'd: MAY 251535
Precedence: ROUTINE

FROM: AFHQ SIGNED MCNALLY CITE NAGDS
TO: AGWAR INFO: DMRS (I), AC

SECRET

SECRET.

Railway bridging requirements URAD W 76980 cite SLETO were placed through TROOPERS.

MRS advises military bridging requirements necessitate delivery through July phased program and 2100 ft. run UCRB in August.

MRS has advised TROOPERS that balance of demand Uk 147 not required as above may be cancelled.

Requirements are military and essential civil for prevention of disease and unrest. No civil affairs requirements are included.

DIST

INFO-ACTION - TM S/C 2
INFO -A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
REQ BR
FILE 2
FLOAT

SECRET

595

18

Y

02010 TH 2
May 080950E/315
May 111000
ROUTINE

TROOPERS

ROME AREA INFO FOR INFO FREEDOM, WASHINGTON

RESTRICTED.

FIRST MESSAGE

ROME AREA for In the FREEDOM for INFO.

In view changed circumstances request review bridging requirements August-December deliveries. Your 268TH 16 March and 174TH 25 April refer. June loadings covered.

SECOND MESSAGE

TO ALLIED COMMISSION ROME INFO FREEDOM WASHINGTON for CCAC.

PAT 80. Ref MOC 74. Marine biological laboratory wish to purchase following at prices quoted in telegram under reference amphioxus the whole stock IE 20 sets of 10 specimens of ABC and D types. Balanoglossus 2 dozen adults. These specimens should be consigned to Marine Biological Association of the UNITED KINGDOM the laboratory citadel Hill Plymouth. Please indicate extra charges for glass and packaging. Payment will be made into Italian Post Liberation sterling account in accordance with arrangements being made.

DISTRIBUTION:

Action: Requisition Br 5
Info: A/President
Chief Commissioner
Econ Sec
File 2
Float

Regn Br Dist:

Action: Commerce S/C (2)
Transportation S/C (1)
Info: Education S/C (1)
: Econ Sec (1) Y
: File (2)

394

17

SLB/1c

INTER-OFFICE MINUTE

Ref. AC/232/Tn 4

SUBJECT : Rolling Stock - Northern Italy

TO : Director Tn Sub-Comm. AC

Attached statement of Rolling Stock position in Northern Italy as known at 28 May 45 is forwarded for information.

S. L. Siskin May 45
Chief,
Rail Division

Transportation Sub-Comm. (Rails)

4 June 45

Tel. 543403

✓ Copy to: Planning Staff, Tn S/C AC
" " Movements Division, Tn S/C AC

TRANSPORTATION SUB-COMMISSION (RAIL DIVISION) ALLIED COMMISSION APO 394.

SUBJECT: ROLLING STOCK - NORTHERN ITALY

TO: DIRECTOR TRANSPORTATION SUB COMMISSION, A.C.

CHIEF RAIL DIVISION, TRANSPORTATION SUB-COMMISSION, A.C.

1. In the tables below is a summary of our reconnaissance reports covering cars available in North Italy submitted as information, and should not be considered as an accurate car census.

SERVICEABLE CARS								
DIVISION	PSGR	BOX	HIGH SIDERS	LOW SIDERS	FLATS	TANKS	MISCELLANEOUS	TOTAL
VERONA-BOLZANO LINE	-	538	953	125	171	-	-	130
BOLZANO-BRENNER LINE	97	1310	878	142	398	101	-	2326
VERONA	-	-	-	-	-	-	2000 +	2000
VENICE AREA	15	379	885	161	32	23	2	1507
TREVISO-UDINE-TARVISIO	8	-	-	-	-	-	1507 +	1515
GENOVA DIVISION	137	342	639	179	-	11	-	1308
TURIN DIVISION	225	300	350	309	300	-	-	1484
MILAN DIVISION	362	1287	4998	460	200	383	723	8413
TOTAL	904	4156	8703	1367	1101	518	4232	20981
CARS UNDERGOING REPAIRS AND AWAITING REPAIRS								
VENICE AREA	313	709	624	101	10	66	-	1823
TREVISO-UDINE-TARVISIO	34	-	-	-	-	-	933 +	967
GENOVA DIVISION	26	88	-	94	108	3	-	319
TURIN DIVISION	391	370	135	100	100	56	-	1152
MILAN DIVISION	269	544	232	200	100	56	-	1401
TOTAL	1030	1611	991	495	318	181	933	5559
GRAND TOTAL	1934	5767	9694	1862	1419	699	5165	26540

+ Types not reported.

R.C.BOWIE
Capt. N.A.
Rail Div

TRANSPORTATION SUB-COMMISSION (RAIL DIVISION) ALLIED COMMISSION AFO 394.

28 May 1945.

NORTHERN ITALY

SUB-COMMISSION, A.C.

TRANSPORTATION SUB-COMMISSION, A.C.

Below is a summary of car reconnaissance reports covering cars available in Northern Italy. These figures are estimates, and should not be considered as an accurate car census.

SERVICEABLE CARS

BOX	HIGH SIDERS	LOW SIDERS	FLATS	TANKS	MISCELLANEOUS	TOTAL
538	953	125	171	-	-	1387
1310	876	142	398	101	-	2926
-	-	-	-	-	2000 +	2000
379	885	161	32	23	2	1557
-	-	-	-	-	1507 +	1515
342	639	179	-	11	-	1308
300	350	300	300	-	-	1475
1287	4993	460	200	363	723	8413
4156	8703	1367	1101	518	4232	20981

CARS UNDERGOING REPAIRS AND AWAITING REPAIRS

709	624	101	10	66	-	1823
-	-	-	-	-	933 +	964
68	-	94	108	3	-	319
370	135	100	100	56	-	1152
444	232	200	100	56	-	1301
1611	991	425	318	151	933	5559
5757	9694	1862	1419	699	5162	26540

R.C. BOWIE
Capt. R.A.
Rail Division

41

16

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 384
TRANSPORTATION SUB-COMMISSION

CHR/em

Ref. 225/3/Tn.2

4 June 1945

SUBJECT: Vehicles for I.S.R.

TO : Chief, Rail Division
(Attn. Maj. Long).

1. Reference is your AG/Mat/36/4/Tn 4 of 1 June 1945.
2. Present plans are to allocate all jeeps to be used as control vehicles and it is not anticipated that any releases will be made to I.S.R.
3. I am advised by Roads Division that a meeting will be called to discuss matters relevant to this subject in the very near future and if the picture changes I will let you know.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

CHL/av

7-20-45
CHL/av
WJF/ML

INTER OFFICE MEMO.

File W. AC/Mat/36/4/T-4

SUBJECT : Vehicles for I.S.R.

TO : Planning Staff
Attn: Mr. C. Ryan

1. The Director General of the Italian State Railways is inquiring as to the possibility of A.F.M.Q. deciding to place at the disposal of the Italian Government Administration a portion of the Jeeps now in Italy.

2. Will you please advise if anything further has been heard in regard to this matter so the I.S.R. may be advised as to what they can expect.

Griffing - Major P.E.
for Chief
Rail Division

Transp. Sub-Commission (Rail Div.)
1 June 1945
Tel: 843191-11

TRANSPORTATION SUB-COMMISSION, 40
RAIL DIVISION
c/o Transportation (Br) Main,
C.M.P.

Tel.: 843402

Ref.: AC/310/Tn.4

SUBJECT: ISR Compartimental
Boundaries.

TO : D.D.Tn.S.C.
Admin.Div.Tn.S.C.
Planning Staff, Tn.S.C.
Movements Div., Tn.S.C. (2)

Statistical Section
M.R.S. (2)
I.S.R.
AFHQ 9-4 Mov.Tn.

Regional Tn.Officer Toscana
" " Emilia
Senior Tn.Officer Naples (2)
" " Bari (2)
" " Reggio (2)
Tn.Officer Sicily
Tn.Officer Rome

1. Reference AC/310/Tn.4 dated 11 May 45.
2. Section of line "Beyond Rimini toward Ferrara and Bologna" temporarily under Italian Compartmento will be returned to Bologna Compartmento supervision from 10 June 45.

R. G. MATSON
MAJOR T.O.

For Director.

21 May 1945

00/02

15
203/12/2027

TO : D.D.M.S.C.
Admin. Div. Tn.S.C.
Planning Staff, Tn.S.C.
Movements Div., Tn.S.C. (2)

Statistical Section

M.R.S. (2)

I.S.R.

AFHQ G-4 Mov. Tn.

Regional Tn. Officer Toscana

" " Emilia

Senior Tn. Officer Naples (2)

" " Bari (2)

" " Reggio (2)

Tn. Officer Sicily

Tn. Officer Rome

1. Reference 45/340/Tn.4 dated 11 May 45.

2. Section of line "Second Rimini toward Ferrara and Bologna" temporarily under A.S. Compartmento will be returned to Bologna Compartmento supervision from 10 June 45.

P. G. MATSON
MAJOR T.C.
Director.

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TRANSPORTATION SUB COMMISSION (RAIL DIVISION), ALLIED COMMISSION, A.P.O. 394.ROLLING STOCK SITUATION FOR ITALY, SICILY AND SARDINIA ON 22 MAY 1945.AVAILABLE FOR SERVICE.

DIVISION	COACHES	BOX	HIGH SIDERS	LOW SIDERS	FLATS	REFS.	TANKS.	BAGGAGE & POSTAL	MISCELLANEOUS
~~ROME~~	334	2955	606	337	27	64	2	7	4
NAPLES	220	3260	3477	921	705	273	578	68	9
E. ITALY	324	2825	3059	991	94	301	601	48	8
CALABRIA	97	449	620	56	161	2	65	18	1
C. ITALY	104	1795	2320	537	236	71	341	98	5
FLORENCE	98	243	207	119	14	16	36	4	7
SICILY	359	1299	1801	811	97	122	418	16	4
SARDINIA	209	433	537	184	19	9	30	2	1
SUD-EST	91	277	232	40	13		55	26	1
GENOA	111	342	639	179				26	11
TURIN	165	300	310	310	310			60	1
MILAN	186	1287	4998	559	101		303	176	723
VENICE	33						37	33	1362
TOTALS	2331	15465	18806	5044	1768	858	2466	321	2358

GRAND TOTAL @ 49,4C
C
C

TRANSPORTATION SUB COMMISSION (RAIL DIVISION), ALLIED COMMISSION, A.P.O. 394.

SICILY, SICILY AND SARDINIA ON 22 MAY 1945.

AVAILABLE FOR SERVICE.

WAGONS	LOW SIDERS	FLATS	REFS.	TANKS.	BAGGAGE & POSTAL MISCELLANEOUS	TOTAL.
337	27	64	2		7	4332
921	705	273	578		68	9502
991	94	301	601		48	8243
56	161	2	65		18	1468
537	236	71	341		98	5502
119	14	16	36		4	737
811	97	122	448		16	4923
184	19	9	30		2	1414
40	13		55	26	1	735
179				26	11	1308
310	310				60	1455
559	101		303	176	723	8333
			37	33	1362	1465
5044	1768	858	2466	321	2358	49417

GRAND TOTAL = 49,417.

225/1000

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Report submitted by the Compartmental Inspectorate Verona to HQ
General Inspectorate MOPC - ROMA

General remarks. Railways and Extra-urban Tramways.

All lines have been compelled to gradually reduce their operating programmes in view of the difficulties in getting their supplies, what would have lead to completely consume all available stores, and also on account of the unsafety of operation due to wear of the rolling stock and to war actions. The traffic remained very heavy owing particularly to the great number of refugees to and from the most important centres.

For many lines we have no up-to-date information available owing to the difficulty, May impossibility, to communicate with the peripheral localities.

Detailed informations are available for following lines:

Verona-Caprinio Rly. and branch line to Affi-Garda. Standard gauge, steam traction (also battery-powered cars are in operation); lenght of the main line 34 Km., of the branch line 11,3 Km. The supply of coal, effected by "Moncarbo" upon permission of the German authorities, was practically discontinued, but on the 12th of May they have reoperated the Verona-Caprinio line with three round trips daily; passengers must tranship btw. Domgliara and Sega di Cavaione because of interruption of the line. The branch line Affi-Garda is still idle for lack of suitable rolling stock.

Verona-S. Bonifacio-Tramway; electric traction, lenght 22 Km. Operation initiated 7 May with seven round trips daily as far as Villanova owing to the demolition of the Alpone bridge. The Villanova-S. Bonifacio-S. Giovanni Ilarione section cannot be put into operation again, as the whole of the rolling stock is pooled on this side of the river. Another interruption, with transhipment, exists at Vago bridge. They are investigating, together with the Allied authorities, the possibility to repair both interruptions.

Caldiero-Legnago Tramway; electric traction, lenght 11,250 Km, in operation from the day of the liberation, five round trips daily.

Verona-Greszana Tramway; electric traction, lenght 9, 400 Km. in operation from 7 May with 10 round trips daily.

In so far as the lines heading to Vicenza are concerned, they are presently limited at the outskirts of the city owing to the destruction of the Station building and nearby plants.

Vicenza-Recoaro-Chiampo-Tramway; present railhead Ponte Alto, 2,119 Km. from Vicenza Central Station.

Vicenza-Bassano Tramway; present railhead at S. Bartolo, 1,900 km.,

225/13
Verona 15 May 19452

TN 20

peripheral localities.

Detailed information are available for following lines:

Verona-Caprino Rly. and branch line to Affi-Garda. Standard gauge, steam traction (also battery-powered cars are in operation); length of the main line 34 Km., of the branch line 11,3 Km. The supply of coal, effected by "Monocarbo" upon permission of the German authorities, was practically discontinued, but on the 12th of May they have reoperated the Verona-Caprino line with three round trips daily; passengers must tranship btw. Domgliara and Sega di Cavaione because of interruption of the line. The branch line Affi-Garda is still idle for lack of suitable rolling stock.

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Caldiero-Lesnago Tramway; electric traction, length 11,250 Km, in operation from the day of the liberation, five round trips daily.

Verona-Grezzana Tramway; electric traction, length 9, 400 Km. in operation from 7 May with 10 round trips daily.

In so far as the lines heading to Vicenza are concerned, they are presently limited at the outskirts of the city owing to the destruction of the Station building and nearby plants.

Vicenza-Recoaro-Chiampo-Tramway; present railhead Ponte Alto, 2,119 Km. from Vicenza Central Station.

Vicenza-Bassano Tramway; present railhead at S. Bartolo, 1,900 Km., from Vicenza Station Central.

Vicenza-Montebelluna-Tramway. present railhead at Borgo Berge, 1 Km, from Vicenza Central Station

Urban-Tramways; urban and extraurban trolleybuses.

All lines and in some cases also the transforming stations have suffered heavy damage. No detailed information is available concerning the urban installations of Vicenza, Padova, Venezia Lido. The trolleybus-line Venezia Piazzale Roma-Mestre-Treviso is in operation regularly. No information is available as to the other trolleybus-lines heading to Mestre.

13

All Verona trolleybus-lines are idle owing to the destruction of the bridges spanning the Adige River. It has been established to start soonest possible with separate services on either side of the river, one line will operate over the section S. Zeno-Vittorio Emanuele-Terno and the other line from Borgo Trento (former railroad of line 2) to Borgo Venezia (former railroad of line 3) via Piazza Isola. Above service will be put into operation as soon as the Allies will have granted permission, which is subordinated to the requirements of the military traffic through the city. Generally speaking, the greatest difficulty they are meeting with for the re-operation of the trolleybus-lines is represented by the scarcity of tires, while the rolling stock is in fairly good condition.

All urban trolleybus-services of Vicenza city had to be cancelled on account of the almost total destruction of the overhead system, and it is anticipated that it will not be possible to put them into service again for a certain time.

bus-services:

All bus-services had been gradually reduced and then completely cancelled in January ult., firstly for lack of fuel and tires, and then because of the requisitions carried out by the Ufficio Discipline Autoveicoli (Motorcar Discipline Board, under the direct supervision of the German Command) without even consulting this Office and without taking any notice of the actual needs of the public. Several cars have been disassembled and hidden by the owners, or just put out of order, while other cars that had been requisitioned, have already been recovered by the owners in these last times and can now be put into service again.

It can be assumed that btw. 20 and 25 percent of the rolling stock existing before the armistice has been thus salvaged. In some provinces above percentages might be even higher on account of particular local circumstances.

We are endeavouring to obtain from the Allies the authorization to reoperate some services, at least temporarily. The greatest difficulties are represented by the necessity to keep all roads clear for military traffic and by the interruptions. Also the scarcity of fuel, tires and spare parts must be reckoned with, but it would be possible to win, at least temporarily, this difficulty with some emergency arrangements.

This Office was compelled to hand over to the Bolzano Office all papers concerning the province of Belluno, as the provinces of Belluno, Bolzano and Trento were put under direct German Administration after Sept. 8th 1943. All rail, bus and tram services of above provinces were consequently administered by the Bolzano Office, but only theoretically, as the actual administration was done by German Officials.

The only activity carried out by this Compartmental Inspectorate in above provinces consisted in the testing of motor vehicles.

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The only activity carried out by this Compartmental Inspectorate in above provinces consisted in the testing of motor vehicles. After Sept. 8th 1943 the Provincial Economy Boards were entrusted with the allocation of tires and fuel for public bus-services; above ~~completely~~ written off.

In so far as the archives of the Verona HQ are concerned, I beg to inform you that the National Liberation Committee entrusted Dr. Marino, formerly an Official of said HQ, with their custody; I have therefore been unable to carry out your instructions, as Dr. Marino refused to hand over to me above material.

x allocations were gradually shrunken until they were

13

- 3 -

I have found here at Verona both cars, Artena and Bianchi, carried away by the Germans from Rome; they are in rather bad condition, and Dr. Marino is charged with their custody. I shall endeavour to forward your instructions as soon as possible to the remaining Compartmental Inspectors of Northern Italy.

The Compartmental Director
sgt. CARPENTIERO

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

586

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

CHW/mh

12.

File 225

Tele : 478704

12 May 1945

415/6/Tn.3.

SUBJECT : Reports from officers in the field.

TO Rail Division (Tn. 4)

1. Reference your AC/74/Tn.4. dated 5 May '45 and telephone conversation (Ping - Worthington).
2. Having made a further study of the weekly returns submitted by officers in the field, it would appear that there is only one item of essential interest to this division, that is the tonnage moved under the various headings.
3. It is suggested that the weekly returns in their present form are continued until such time as the Transportation Officers in the field are withdrawn, after this date it is considered that the information already being collated by the Headquarters I.S.R. monthly, giving the tonnage moved under Allied and Civilian headings, plus the information obtained from the IRe would meet this Division's requirements.

C.R. Worthington
C.R. WORTHINGTON,
Major.

Copy to : Economic Section
Planning Staff Tn.2.
Accounts & Statistics Branch

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br)Main,
C.M.F.

Tel.: 843238

Ref.: AC/310/Tn.4

TO : (See Distribution)
SUBJECT: ISR Compartmental Boundaries

1. The following information supplied by ISR shows present modifications in ISR Compartmental Boundaries:

<u>Section of Line</u>	<u>FLORENCE COMPARTIMENTO</u> <u>Operation</u>	For person branches, works sect Compartment
CHIUSI - AREZZO	Temporarily under ~~ROME~~ Compartimento	
Beyond PRATO and PISTOIA toward BOLOGNA Beyond RIMINI toward FERRARE and BOLOGNA	<u>BOLOGNA COMPARTIMENTO</u> Temporarily under FLORENCE Compartimento Temporarily under ANCONA Compartimento	For person Florence For person Ancona Com
ROCCASECCA (Exclusive) to CASSINO	<u>ROME COMPARTIMENTO</u> Temporarily under NAPLES Compartimento	For person branches, Traction Rome Comp
TERMI (Exclusive) AQUILA-SULMONA ORTONA - TERMOLI	<u>ANCONA COMPARTIMENTO</u> Temporarily under ROMA Compartimento Temporarily under BARI Compartimento	For person Ancona Com
TERMOLI-CAMPOTASSO	<u>NAPLES-COMPARTIMENTO</u> Temporarily under BARI Compartimento	For person Naples Com

CM
CC
CT

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br)Main,
C.M.F.

225/TN 2

11 May 1945

Al Boundaries

Information supplied by ISR shows present modifications in ISR Compartimenti of Liberated Italy.

FLORENCE COMPARTIMENTO

Operation

Temporarily under ROME Compartimento

Remarks

For personnel administration of all branches, and for normal duties of works section, under Florence Compartimento.

BOLOGNA COMPARTIMENTO

Temporarily under FLORENCE Compartimento

For personnel administration under Florence Compartimento.

Temporarily under ANCONA Compartimento

For personnel administration under Ancona Compartimento.

ROME COMPARTIMENTO

Temporarily under NAPLES Compartimento

For personnel administration of all branches, & for normal duties of Traction and Works sections, under Rome Compartimento

ANCONA COMPARTIMENTO

Temporarily under ROMA Compartimento
Temporarily under BARI Compartimento

For personnel Administration, under Ancona Compartimento

NAPLES-COMPARTIMENTO

Temporarily under BARI Compartimento

For personnel Administration under Naples Compartimento.

A.C. Rig May =
for Director.

DISTRIBUTION:

D.D. Tn.S.C.
Admin.Div.Tn.S.C.
✓ Planning Staff, Tn.S.C.
Movements Div., Tn.S.C. (2)

Statistical Section
M.R.S. (2)
I.S.R.
AFHQ G-4 Mov.Tn.

Regional Tn.Officer Toscana
" " " Emilia
Senior Tn.Officer Naples (2)
" " " Bari (2)
" " " Reggio (2)

Tn.Officer Sicily
Tn.Officer Rome

Ext:513 HEADQUARTERS ALLIED COMMISSION FPR/1d
APO 394
TRANSPORTATION SUB COMMISSION
INTER OFFICE MEMO

Ref: 225/2/Tn.2

4 May 1945

Subject : Availability Report.

To : Rail Division (Tn.4)
(attention Major A.H. Street)

Enclosed is an Availability report and list
of materials which should be of interest to you.

If you wish articles to be frozen, will you
communicate with the Provincial Supply Officer at
Leghorn.

F.P.RICHARDSON;Major,
Planning Staff.

File -

5,100 PIECES OF ROLLING STOCK SOUGHT IN MRS THEATER PROJECT.

A theater project (No U-52-45) covering additional standard gauge railroad rolling stock requirements of 5,100 pieces for the joint U.S.-British operation of railroads in Italy has been submitted to the War Department for approval. If approved, requisitions will be submitted for the equipment for delivery between June and November, 1945.

Requested, in addition to rolling stock now on requisition, are:

100	2-8-0 oil burning steam locomotives.
2500	20-ton box cars.
1850	20-ton high side gondolas.
150	50-ton flat cars.
350	20-ton low side gondolas.
150	rail tank cars, 10,000 gallon capacity each.
<u>5100</u>	

Above requirements are based on estimates that Military Railway Service will have to move from 10,000 to 15,000 tons of freight each day in Northern Italy in addition to present commitments. Eighty percent of this is military operational freight and 20% is essential civilian freight.

Based on present turnaround of cars of 10 days and average tons of freight per car of 12 tons, this will require a minimum of 10,000 cars and 350 locomotives over present holdings.

Recent intelligence reports that the Germans have evacuated 1,000 of the best steam locomotives and thousands of rail cars from Northern Italy. This, in addition to destruction of rolling stock by Allied Air Forces, makes it unlikely that more than 100 locomotives and 5,000 cars in running condition will be recovered.

One hundred thirty locomotives now on requisition plus 100 to be requisitioned and 100 which would be recovered from Northern Italy railroads would provide the required minimum of 330 locomotives.

Above needs do not include requirements for Greece and Yugoslavia which are not yet firm, and will be met partially from expected transfers from Mideast.

Heavy movement of freight will be necessary for both military and essential civilian requirements for some time after the termination of hostilities.

WRECKING CRANES ON WAY TO ITALY.

Two of four 75-ton railroad wrecking cranes, requisitioned from the United States for Military Railway Service, have been lifted and are en route to this theater, the New York POE announced. The remaining two will be shipped as soon as suitable deck space is available.

TEST TRAINS OPERATED OVER TWO NEW TRACKS.

Test trains were operated successfully over two new stretches of track during the past week.

The Pisa-Florence-Prato-Pistoia rail line was declared in operation at 0300 hours 2 April after the completion of a test run, over the

day in Northern Italy in addition to present commitments. Eighty percent of this is military operational freight and 20% is essential civilian freight.

Based on present turnaround of cars of 10 days and average tons of freight per car of 12 tons, this will require a minimum of 10,000 cars and 350 locomotives over present holdings.

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Test trains were operated successfully over two new stretches of track during the past week.

The Pisa-Florence-Prato-Pistoia rail line was declared in operation at 0300 hours 2 April after the completion of a test run over the route. Line 219, operating between Pisa and Florence, gave Florence its first rail connection since its occupation by the Allies.

The stretch of railroad between Florence and Prato is a part of Line 65. The line is being extended from Prato northward to Bologna. Many tunnels, including the Great Apennines Tunnel which is more than 11 miles long, are making reconstruction difficult.

The Prato-Pistoia stretch is part of Line 217. Pistoia is on the principal highway to Bologna.

A test train was operated successfully on the short Vada-Rosignano rail spur on Line 50. The spur will service a limestone products plant and some Allied Commission depots.

TRANSPORTATIONProgram No. I

Requisition Nos.	AC - ORD - 92 - 45
	AC - ORD - 93 - 45
	AC - ORD - 94 - 45
	AC - ENG - 95 - 45
	AC - ORD - 96 - 45
	AC - ORD - 97 - 45
	AC - ENG - 98 - 45
	AC - ENG - 99 - 45
	CLAC I - 208
	CLAC I - 209
	CLAC I - 210
	CLAC I - 211
	CLAC I - 212

OVERALL JUSTIFICATION OF TRANSPORT FACILITIES NECESSARY TO PROVIDE FOR THE REQUIREMENTS OF PRESENT LIBERATED ITALY UNDER THE DISEASE AND UNREST FORMULA AND FURTHER TO PROVIDE TRANSPORT FOR EXPORT PROGRAM NECESSARY TO PROVIDE ESSENTIAL SUPPLIES TO THE UNITED NATIONS

1. Introduction

The estimated monthly tonnage to be moved by rail and road as set out in certificates of Supply and Resources Division, Economic Section, attached hereto, approximate

<u>Tons/month</u>
1,200,000

Present net lift (local excluded):

~~X~~ Tons/month Rail	340,000
~~X~~ Tons/month Road	154,000

Total present lift excluding local distribution.

694,000

Additional lift to be provided

706,000

2. Discussion

This indicates that transportation facilities of Italy available for civil supply must be expanded by 143%. In other words, the present transport is only capable of moving 41% of the minimum essential requirements of the civilian population, and such items as hemp, sulphur, and citrus fruit which need to be transported to ports for export.

Coastal shipping has been excluded from this calculation because it necessitates a second lift. The shortening of rail and road lifts through expanded coastal shipping has been given due weight in Figures 581 locomotive and wagon performances and also in the calculation of

OVERALL JUSTIFICATION OF TRANSPORT FACILITIES NECESSARY TO PROVIDE FOR THE REQUIREMENTS OF PRESENT LIBERATED ITALY UNDER THE DISEASE AND UNREST FORMULA AND FURTHER TO PROVIDE TRANSPORT FOR EXPORT PROGRAM NECESSARY TO PROVIDE ESSENTIAL SUPPLIES TO THE UNITED NATIONS

1. Introduction

The estimated monthly tonnage to be moved by rail and road as set out in certificates of Supply and Resources Division, Economic Section, attached hereto, approximate

Tons/month
1,200,000

Present net lift (local excluded):

Tons/month	Rail	Road
540,000	540,000	154,000

Total present lift excluding local distribution.

494,000

Additional lift to be provided

706,000

2. Discussion

This indicates that transportation facilities of Italy available for civil supply must be expanded by 143%. In other words, the present transport is only capable of moving 41% of the minimum essential requirements of the civilian population, and such items as hemp, sulphur, and citrus fruit which need to be transported to ports for export.

Coastal shipping has been excluded from this calculation because it necessitates a second lift. The shortening of rail and road lifts through expanded coastal shipping has been given due weight in figuring locomotive and wagon performances and also in the calculation of average length of road haul.

381

3. Estimated Maximum Monthly Lift of Civilian Supplies, with present Equipment:

a) Rail: Sicily	110,000 tons
Sardinia	40,000 tons
Mainland south of Pisa-Rimini Line	190,000 tons
Total tons	340,000 tons

b) Road: Sicily	30,000 tons	Lifted by
Sardinia	13,500 tons	civilian
Mainland	144,000 tons	transport
Mainland	69,500 tons	Lifted by W.D. units
	257,000 tons	or W.D. vehicles
		in civilian truck
		pools
Rail and Road Total	597,000 tons	
Less road transport for		
dock & railhead clearance	103,000 tons	
Net Available Lift	494,000 tons	

4. Basis of Calculation

a) Rail:

Sicily and Sardinia figures are based on actual returns, and make provision for future capacity based on present likely availability of rolling stock and loco power. The mainland figure (civilian) is based on one-fifth of the present estimated total mainland lift of approximately 600,000 tons per month, plus estimated increase in future months due to improvement in line capacities and opening of new lines. For example, completion of Ortona-Ancona line will by-pass both Rome and Naples yards for east coast, north-and-south movements.

b) Road:

The total estimated deadweight lift of all civilian transport is approximately 34,000 tons. Of this lift a considerable part is devoted to essential local services, and short hauls for local distribution necessary to prevent disease and unrest. Much of this lift is made by motor tricycles fitted with bodies of 5 cwt. capacity. Of this 34,000 ton lift, it is estimated that only a 5,000 ton lift is available against the over-all program, including railhead and port clearance, ~~and 200,000 tons per month~~, the balance being required for essential services and local distribution of supplies. Based on a 25-day working month, it is estimated that this 5,000 ton lift will move 187,500 tons per month. This is based on one and a half turn rounds per day. It is further estimated that the military vehicles now in civilian truck pools which will be available in Italy south of the Pisa-Rimini line (providing requested authority to turn these vehicles over to the Italian Government is granted) will lift a further 69,500 tons per month. This gives a total M.T. lift available of 257,000 tons. It is further estimated that of this 257,000 tons only 60% can be considered a net lift against the program, because 40% is required for hauling the programmed stores to and from railheads, ships' sides, etc. Therefore, the net M.T. lift available against the program is approximately 154,000 tons per month.

Of the 494,000 tons of civilian stores lifted per month, approximately 60,000 tons are also moved by ~~the program~~.

a) Rail:

Sicily and Sardinia figures are based on actual returns, and make provision for future capacity based on present likely availability of rolling stock and loco power. The mainland figure (civilian) is based on one-fifth of the present estimated total mainland lift of approximately 600,000 tons per month, plus estimated increase in future months due to improvement in line capacities and opening of new lines. For example, completion of Ortona-Ancona line will by-pass both Rome and Naples yards for east coast, north-and-south movements.

b) Road:

The total estimated deadweight lift of all civilian transport is approximately 34,000 tons. Of this lift a considerable part is devoted to essential local services, and short hauls for local distribution necessary to prevent disease and unrest. Much of this lift is made by motor tricycles fitted with bodies of 5 cwt. capacity. Of this 34,000 ton lift, it is estimated that only 3,000 ton lift is available against the over-all program, including railhead and port clearance, ~~of 2,000,000 tons per month~~, the balance being required for essential services and local distribution of supplies. Based on a 25-day working month, it is estimated that this 5,000 ton lift will move 137,500 tons per month. This is based on one and a half turn rounds per day. It is further estimated that the military vehicles now in civilian truck pools which will be available in Italy south of the Pisa-Rimini line (providing requested authority to turn these vehicles over to the Italian Government is granted) will lift a further 69,500 tons per month. This gives a total M.T. lift available of 257,000 tons. It is further estimated that of this 257,000 tons only 60% can be considered a net lift against the program, because 40% is required for hauling the programmed stores to and from railheads, ships' sides, etc. Therefore, the net M.T. lift available against the program is approximately 154,000 tons per month.

Of the 434,000 tons of civilian stores lifted per month, approximately 80,000 tons are also moved by inter-Mediterranean and Italian coast-wise vessels (including civil essentials, such as movement of phosphate rock from North Africa).

5. Division of New Facilities

To move this additional tonnage, it is reasonable to assume that the proportion will be the same for rail and road as the proportion which, it is estimated, is being moved at present, namely 69% by rail and 31% by road. Translated into tonnages that is an additional net 487,000 tons by rail and 219,000 tons by road. The 219,000 tons by road only represents 60% of the total road lift required because, as stated previously, an additional 40% is required to bring supplies to and from

railheads, etc. Therefore, the total road lift required equals 365,000 tons.

6. Rail Requirements

It is estimated that one locomotive will haul the equivalent of 2,000 tons per month. Allowing for 75% of locomotives working, 324 main line locomotives (preferably oil burners or Diesels) will be required to haul the additional 437,000 tons, 243 working, plus 81 not working. Assuming shunting loco requirements to be 15% of the total main line requirements, 48 shunting engines are required.

Assuming a railway wagon with a capacity of 10 tons can lift 45 tons per month, then 10,822 railway wagons will be required to lift the additional tonnage.

Based on a three-fold increase of present passenger service, which is estimated is the minimum to cope with the essential passenger movements, an additional 300 passenger cars with 64 seats each, will be required, with 45 passenger locomotives.

7. Road Requirements

Based on an estimate that an American type 2 1/2-ton truck will lift approximately 100 tons per month, 3,650 2 1/2-ton trucks will be required to lift the additional 365,000 tons per month by road.

It is estimated that replacement of present civilian transport will be required at the rate of 33 1/3% per year, or the replacement of a dead weight lift of 11,000 tons, i.e., 3,700 2 1/2-ton trucks or their equivalent.

Therefore, the total estimated initial requirements to meet the program are 7,350 2 1/2-ton trucks.

8. Sea

It is reasonable to assume that to meet the lift of 1,200,000 tons the coastal and inter-Mediterranean sea lift will have to increase proportionately from approximately 60,000 tons per month as estimated to approximately 150,000 tons per month when the new program is in operation.

9. General

The above requirements are based on a more adequate supply of spare parts and maintenance materials for locos, rolling stock, and civilian M.T. than have been available in the past. For example, unless a considerably larger quantity of tires becomes available for present civilian vehicles, the rate at which vehicles will go off the road is likely to far exceed the 33 1/3% per annum on which the above requirements have been estimated.

It is estimated that the additional locos will require an additional 40,000 tons of coal or 27,000 tons of oil per month, and the additional

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Therefore, the total estimated initial requirements to meet the program are 7,350 2 1/2-ton trucks.

8. Sea

It is reasonable to assume that to meet the lift of 1,200,000 tons the coastal and inter-Mediterranean sea lift will have to increase proportionately from approximately 50,000 tons per month as estimated to approximately 150,000 tons per month when the new program is in operation.

9. General

The above requirements are based on a more adequate supply of spare parts and maintenance materials for locos, rolling stock, and civilian M.T. than have been available in the past. For example, unless a considerably larger quantity of tires becomes available for present civilian vehicles, the rate at which vehicles will go off the road is likely to far exceed the 33 1/3% per annum on which the above requirements have been estimated.

It is estimated that the additional locos will require an additional 40,000 tons of coal or 27,000 tons of oil per month, and the additional highway vehicles a further 3,500 tons of P.O.L. per month.

All the above requirements are based on military traffic remaining at the present level. Naturally, any increase or decrease in military movement requirements (without a corresponding change in allocation of facilities for movement controlled by the military authorities) will affect these figures.

10. Buses

In 1936 there were 7,474 buses in operation in present liberated Italy, against 2,050 buses in operation at the present time. Furthermore, the buses now in operation are the smaller capacity type and a large part have reached the end of their useful life. Additional buses are urgently

needed in order to transport workers to industries aiding Allied war effort and to those necessary to sustain the basic defense and unrest formula. The requirement for 300 local buses is extremely moderate as against this large deficiency. These 300 buses, particularly necessary to Ancona, Leghorn, Naples, and other centers of activity necessary to the prosecution of the war, would be capable of transporting approximately 25,000 workers from their homes to their place of employment daily. Five hundred long distance buses are required, capable of transporting 20,000 passengers daily, to provide service to the many points in Italy which have no passenger service by rail and to which no service can be provided because of the limited rail capacity for movement of military and essential civilian supply, as well as to those points where all rail service has been interrupted due to enemy action. This long distance travel is necessary for people attending courts of justice, transacting necessary business in the country's capital (Rome), and engineers and technicians visiting projects of essential and necessary character. The present deficiency of approximately 5,500 buses in Liberated Italy should be considered in this connection along with the much larger diminution in rail service as well as the diminution of passenger automobiles. Many passenger automobiles were removed by the enemy, worn out, and nearly half of those remaining have been converted to load-carrying vehicles.

In 1936 there were in operation in Liberated Italy 4,365 street cars. The destruction of these has been extensive and it may be estimated that not more than 20% of this number are in service. One hundred and forty trolley buses are needed to supplement this deficiency for essential civilian travel. It is estimated that these trolley coaches will be capable of transporting 18,000 workers daily to their place of employment. These trolley coaches will be used in centers of activity, necessary to war activities and essential minimum civilian requirements.

11. Tires, tire repair materials, and spare parts for automotive equipment have been included to the extent necessary to make the maximum use of facilities existing in Liberated Italy.

12. Rail supplies and materials have been included, which are necessary to the proper operation and maintenance of the Italian State Railways, and also additional materials and equipment to expand the capacity of the Italian State Railways to the extent necessary to accommodate the additional rolling stock and locomotives justified under item 6.

13. Inasmuch as privately owned railways and local transportation systems carry a negligible amount of freight traffic, their requirements, other than buses and trolley coaches, have been excluded from this requisition. It is felt that buses and trolley coaches justified under para 10, and the additional passenger service provided for under para 6, will care for the minimum requirements of civilian travel of an absolutely essential character.

14. Port facilities and equipment have been included to the extent necessary to create port facilities capable of handling 90,000 additional tons per month of coastwise movement and the import movement involved in the overall program of 1,200,000 tons of lift/month for civilian

and necessary character. The present deficiency of approximately 5,500 buses in Liberated Italy should be considered in this connection along with the much larger diminution in rail service as well as the diminution of passenger automobiles. Many passenger automobiles were removed by the enemy, worn out, and nearly half of these remaining have been converted to load-carrying vehicles.

In 1936 there were in operation in Liberated Italy 4,865 street cars. The destruction of these has been extensive and it may be estimated that not more than 20% of this number are in service. One hundred and forty trolley buses are needed to supplement this deficiency for essential civilian travel. It is estimated that these trolley coaches will be capable of transporting 15,000 workers daily to their place of employment. These trolley coaches will be used in centers of activity, necessary to war activities and essential minimum civilian requirements.

11. Tires, tire repair materials, and spare parts for automotive equipment have been included to the extent necessary to make the maximum use of facilities existing in Liberated Italy.

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14. Port facilities and equipment have been included to the extent necessary to create port facilities capable of handling 90,000 additional tons per month of coastwise movement and the import movement involved in the overall program of 1,200,000 tons of lift/month for civilian requirements.

15. 1945/46 Proposed Ship Building Program will produce:

New Construction	82,000 tons
Completion Craft on stocks	12,000 tons

1945/46 Salvage Program will produce:

Schooner Salvage	10,000 tons
Coaster Salvage	20,000 tons

Present Italian Schooner Lift	17,000 tons
Present Italian Coaster Lift	20,000 tons

Total 151,000 tons

Completion of the planned program will therefore provide a shipping lift just sufficient to meet the requirement of 150,000 deadweight tons per month, - the amount of coastwise and inter-island sea movement required to meet the over-all program of 1,200,000 tons per month. This lift makes allowance for withdrawal of all Allied shipping, except that necessary to Sardinian coal trade; it also makes allowance for normal ship maintenance and repair program.

15. Any rolling stock of locomotives or other material for railroads furnished through the Director of Military Railroads, which will remain in present liberated Italy, may be deducted from this requisition. Should materials necessary for the completion of the 2,000 ton and 2,500 ton motor tankers be furnished through naval channels they may be deducted from this requisition.

16. Proper use of the materials and equipment set forth in this requisition will be for the most part under the direct control of the Ministry of Transport of the Italian Government. This Ministry operates the Italian State Railways and will also operate I.S.R.'s long distance motor bus and trucking subsidiary. National Transport Institute (I.N.T.). It controls all highway transport through National Corporation for the Auto Transportation of Goods (E.N.A.C.), which is administered by the Ministry of Transport. E.N.A.C. commenced operations 1 February, 1945. All private railways and local transportation systems are supervised by the Ministry of Transport. The shipping and port facilities are under the control of the Minister of the Marine and the Mediterranean Shipping Board.

Allied Commission will advise the Italian Government on the proper fulfillment of this program.

18. A statement of the composition of the 1,200,000-ton-per-month movement requirement is attached hereto as Appendix "A".

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17. Proper use of the materials and equipment set forth in this requisition will be for the most part under the direct control of the Ministry of Transport of the Italian Government. This Ministry operates the Italian State Railways and will also operate I.S.R.'s long distance motor bus and trucking subsidiary. National Transport Institute (I.N.T.). It controls all highway transport through National Corporation for the Auto Transportation of Goods (E.N.A.C.), which is administered by the Ministry of Transport. E.N.A.C. commenced operations 1 February, 1945. All private railways and local transportation systems are supervised by the Ministry of Transport. The shipping and port facilities are under the control of the Minister of the Marine and the Mediterranean Shipping Board.

Allied Commission will advise the Italian Government on the proper fulfillment of this program.

18. A statement of the composition of the 1,200,000-ton-per-month movement requirement is attached hereto as Appendix "A".

APPENDIX 126

MINIMUM MONTHLY MOVEMENTS OF ESSENTIAL MATERIALS IN LIBERATED ITALY. 1/

(Estimated as of 1 March on monthly average basis for remainder of 1945.) 2/

1. STAFF

Table 1

<u>Material Group</u>	<u>Estimated Average Monthly Movement</u>
Food	301,125 Tons per month
Agricultural, Forestry and Fisheries - supplies and Equipment	32,135 Tons per month
Industrial Raw Materials - Supplies and Equipment	856,131 Tons per month
TOTAL	1,189,391 Tons per month

The calculations summarized above and set out in detail below, furnish the basis for the figure of 1,189,391 (rounded to 1,200,000) metric tons per month which is considered to be the minimum essential (Category A) monthly movement for Liberated Italy.

The calculations are based on moving:

- (a) Enough food, indigenous and imported, to maintain a uniform diet of 2,000 calories per person per day;
- (b) The supplies and equipment required for the Category A portion of the agricultural program; and
- (c) The materials, supplies and equipment required for certain basic industries and essential consumer industries, as specified in paragraph 4 below.

The figures do not include the lift necessary to move the products of factories away from the factories and into distribution channels (which would roughly double the industry figure). They also do not include some very important movements like fuel, wood and charcoal, and others of lesser significance which are listed in paragraph 5 below. While, therefore, it is possible that all of the materials, supplies and equipment estimated for industry may not actually become available to be moved during 1945 (for example, due to non-arrival of imports), such deficiencies are more than counterbalanced by the tonnages omitted from the calculation. If anything, the true movement requirement during the last 6 months of 1945 will be considerably more than the 1,200,000 monthly which has been arrived at by this calculation.

1/ Includes Compartments of Toscana and all provinces south including Sicily and Sardinia.

2/ For this study it was assumed peak movement requirements for one material or group would be offset by lows for other materials; that shifts from one transport region to another would absorb regional and local peak

Industrial Raw Materials -
Supplies and Equipment
856,131 Tons per month
TOTAL 1,189,391 Tons per month

The calculations summarized above and set out in detail below, furnish the basis for the figure of 1,189,391 (rounded to 1,200,000) metric tons per month which is considered to be the minimum essential (Category A) monthly movement for liberated Italy.

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- 1/ Includes Compartments of Toscana and all provinces south including Sicily and Sardinia.
- 2/ For this study it was assumed peak movement requirements for one material or group would be offset by loss for other materials; that shifts from one transport medium to another would absorb regional and local peak movement demands; and that substitutability of some materials for others would further tend to level some local or regional peak demands. These assumptions all tend to yield a minimum movement figure. For food the average is for the 12 months production year, likewise for agricultural, forestry and fishery supplies and equipment. For Industrial Raw Materials, supplies and equipment, averages used are the ones stated in the Program of Essential Italian Imports 1945.

2. FOOD 3/

TABLE 2

A. Requirements for Food Movement

<u>Table 2</u>			
Nutritional Group	Basic Ration (Gms. per per- son-per day)	Basic Monthly Requirement (Metric Tons)	Estimated Average Monthly Movements (Metric Tons)
Wheat & Barley 4/	250	187,750	90,000
Animal & Dairy			
Proteins	75	56,324	15,750
Fats & Oils	15	11,264	5,625
Perishable Vegetables 225		168,859	56,583
Non-Perishable			
Veg. - Nuts	153	116,324	38,167
Fruit - Dry & Fresh	100	76,033	37,500
Carbohydrates 5/	253	180,163	43,417
Salt	15	11,264	11,083
Milk 6/	250	187,750	-
TOTAL	1,350	1,004,971	301,125

B. Division Between Road, Rail, and Sea

For December 1944 minimum desirable food movements were very carefully calculated and road, rail and sea lifts were calculated with reference to each surplus and deficit area. The following table is a summary of those calculations.

Commodity	Road	Rail	Sea	Total	Tons of Material
Wheat & Barley 7/	19,160	63,620	1,340	84,120	90,840
Animal, Fish &					
Dairy Products	4,241	11,431	6,291	21,963	11,826
Fats & Oils	383	1,836	563	2,882	2,147
Perishable Veggies.	9,471	22,377	2,611	34,459	28,530
Non-Perishable Veggies.					
and Nuts	24,960	74,539	23,422	122,921	64,692
Fruits	54,137	39,648	42,029	135,814	58,163
Wine	3,751	25,654	51,478	80,883	50,052
Salt	3,727	7,105	5,624	16,456	11,116
Coffee	1,203	2,274	1,386	4,863	2,967
TOTAL	126,115	245,935	113,764	485,814	320,383

Percent of Lift to
Tons of Material
Above % applied to
total tons of ma-
terial from Table 1

Percent of Lift to Tons of Material Above % applied to total tons of ma- terial from Table 1	40	75	37	155
	120,450	234,877	111,416	466,743

Perishable Vegetables	225	11,334	56,583
Non-Perishable			
Veg. - Nuts	153	116,394	39,167
Fruit - Dry & Fresh	106	73,063	37,500
Carbohydrates 5/	263	190,183	43,417
Salt	15	11,264	11,033
Milk 6/	250	137,730	-
TOTAL	1,350	1,004,971	301,125

B. Division Between Road, Rail, and Sea

For December 1944 minimum desirable food movements were very carefully calculated and road, rail and sea lifts were calculated with reference to each surplus and deficit area. The following table is a summary of those calculations.

Commodity	Road	Rail	Sea	Total	Tons of Material
Wheat & Barley 7/	19,160	63,320	1,340	84,320	30,840
Animal, Fish & Dairy Products	4,241	11,431	6,281	21,953	11,826
Fats & Oils	383	1,936	583	2,903	2,147
Perishable Veggies.	9,471	22,577	2,611	34,659	28,530
Non-Perishable Veggies.					
and Nuts	24,986	74,359	23,422	127,967	64,692
Fruits	54,157	39,648	42,029	135,834	58,168
Wine	3,751	25,634	31,478	60,863	50,082
Salt	3,727	7,106	5,624	16,457	11,116
Coffee	1,209	2,274	1,386	4,869	2,967
TOTAL	126,115	248,385	119,754	495,735	320,368

Percent of Lift to
Tons of Material
Above % applied to
total tons of material from Table 1

40	78	37	153
120,430	234,277	111,416	456,743

- 3/ To determine basic minimum requirement a minimum ration yielding 2,000 calories per day is ascribed to all persons. Distribution of the ration over nutritional groups was made with primary consideration to obtaining needed volume of all essential nutritive elements but some consideration was given to the normal consumption and production pattern. Note that no adjustments for special groups such as heavy workers or nursing or expectant mothers have been included.
- 4/ Barley is converted to wheat basis assuming normal proportion of each grain. 250 grams of wheat is calculated to yield 300 grams of bread.
- 5/ Included 1/4 liter of wine per person per day.
- 6/ It is considered that with few exceptions the movement of milk will involve only farm to communal center transport which is not considered in this report.
- 7/ Total lift is less than total tons of material because distribution of imported grain in port area was to be handled exclusively by local transport.

Note: Some movements involve a lift by more than one transport medium. The individual lifts for December movements of food were carefully worked out; therefore it is believed that the relationship of the lift for each transport medium to the total tonnage of materials moved constitutes a sound basis for distributing the tonnages estimated in Table 2 over road, rail and sea transport. It is also believed that this calculation constitutes a reliable basis for converting tons of material to total tons of lift. Both adjustments result from the one calculation.

C. Considerations affecting the food calculation.

The Estimated Average Monthly Movements stated in Table A are based on the following data and considerations in addition to the basic requirements and December 1944 movements data given above:

1. Production estimates from Agriculture Sub-Commission by nutritional groups, by provinces, by seasons of the year.
2. Nature of the product as an influence on distribution was considered mainly from the standpoint of perishability.
3. It was assumed that producers of foodstuffs would in all cases consume more than the minimum indicated by the ration, and for commodities where production spread over a large area and a large number of producers the proportion consumed by self-suppliers would be greater than in cases where production was limited to relatively small areas.
4. In general, it was considered that rural communes were self-supplying. The outstanding exception is salt.
5. Historical grain amassing and retention figures were available from Agriculture Sub-Commission.
6. Data from September 1944 Census were available in time to influence the production estimates and estimates of the number of self-suppliers.

Applying all data and considerations to each nutritional group was, in most cases, a matter of judgment formulated through a series of consultations with the affected sub-commissions and their opposites in the Italian Government. For example, in the case of meat & barley, it was agreed that the amassing and retention figures provided the best basis, while in the case of wine, consumption by self-suppliers was estimated and deducted from total estimated production. The balance was considered to be all that would be available for movement. In the case of non-perishable vegetables and nuts, it was determined on the basis of a study of the areas of production in relation to the areas of insufficient production that it would be necessary to supply only 1/3 of the population with transport other than the normal farm-to-communal-center transport. Production was ample to cover all self-supplier requirements and therefore the tonnage to be moved was considered as 1/3 of the total minimum requirement stated in Table 2. Modifications and combinations of these methods are the basis for the other calculations.

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3. It was assumed that producers of foodstuffs would in all cases consume more than the minimum indicated by the ration, and for commodities where production spread over a large area and a large number of producers the proportion consumed by self-suppliers would be greater than in cases where production was limited to relatively small areas.
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3. AGRICULTURE, FORESTRY, FISHERY - SUPPLIES AND EQUIPMENT

Average monthly tonnage movement figures were computed directly from Category A Items stated in the Program of Essential Italian Imports. Items given in the original program on a "each" basis were converted to metric tons by Agriculture Sub-Commission. This is the detailed tabulation from which the summary total is drawn for Table 1.

	1945-46 Metric Tons	Average per Month Metric Tons
<u>Fertilizers</u>		
Super Phosphate	288,005	24,000
Ammonium Nitrate	200,000	16,667
Potash	88,255	7,104
	2,750	229
<u>Pesticides</u>		
Ground Sulphur	76,142	6,345
Copper Sulphate	30,000	2,500
Copper Oxichloride	36,340	3,028
Sodium Arsenite	7,600	633
Lead Arsenate	50	4
Oryolite	853	71
Zinc Phosphide	45	4
Spray Oil Emulsion	24	2
Quassia Wood	200	17
Potassium Cyanamide	200	17
<u>Machinery</u>		
Grain Binders	11,392	350
Combines	1,840	153
Tractor plows	300	25
Hay balers	150	13
Tractor trailers	150	13
Tractors - 50 HP	25	2
Tractors - 30-45 HP	11,200	103
Tractors - 45 HP	12,020	158
Spare Parts	3,867	322
Blender Twice	300	25
Horse Shoe Nails	1,210	101
	300	25
<u>Forestry Supplies</u>		
	50	7
<u>Fishery Supplies</u>		
	110,000	933
<u>GRAND TOTAL</u>	355,619	32,135

575

Sodium Arsenite	50	4
Lead Arsenate	983	75
Cryolite	45	4
Zinc Phosphide	24	2
Spray Oil Emulsion	200	17
Quassia Wood	800	67
Potassium Cyanamide	200	17
<u>Machinery</u>	11,392	350
Grain Binders	1,340	153
Combines	300	25
Tractor plows	150	13
Hay balers	150	13
Tractor trailers	25	2
Tractors - 30 HP	1,200	103
Tractors - 30-45 HP	2,020	168
Tractors - 45 HP	3,867	322
Spare Parts	300	25
Binder Twine	1,210	101
Horse Shoe Nails	500	25
<u>Forestry Supplies</u>	80	7
<u>Fishery Supplies</u>	10,000	843
<u>GRAND TOTAL</u>	335,619	32,105

4. INDUSTRIAL RAW MATERIALS - SUPPLIES AND EQUIPMENT

Monthly tonnage averages for a six-month period were computed by the Industry Sub-Commission from the quantities of industrial supplies and equipment stated as requirements in the Program of Essential Italian Imports. The averages from the Electric Power, Consumer Goods, Basic Industries, and Common User Materials and Equipment (Parts II, IV, V, and VI of the Program) arrived at in this manner are stated in the following table from which the total is drawn for Table I above.

Raw Materials	Central	Southern	Total
Lignite	80,000		80,000
Pyrites	2,500		2,500
Sulphur	13,000	9,000	22,000
Rock Salt	36,000	4,000	40,000
Copper		150	150
Tin	45	15	80
Coal	87,850	87,850	175,700
P.O.L.		100,000	100,000
Siderurgical Materials	45,000		45,000
Non Ferrous Metals	21		21
Wood	40,000		40,000
Crude Oil		208,000	208,000
	<u>504,416</u>	<u>409,015</u>	<u>713,431</u>
Supplies & Equipment			
Explosives	300	200	500
Synthetic Resins	100		100
Varnishes & Enamels	400		400
Paper	1,500		1,500
Glass	1,000	1,000	2,000
Machining Stocks	750	750	1,500
Caustic Soda	13,500		13,500
Non-Ferrous	500		500
Steel	30,000		30,000
Cement & Lime	10,000		10,000
Brick & Tile	10,500		10,500
Agriculture Machines		100	100
Calcium Carbide	1,000		1,000
Gases	8,625	8,625	17,250
Electrodes	150		150
Paints & Pigments	400	300	700
Tool Machinery	1,000		1,000
Misc. Tools & Equipment	5,000	5,000	10,000
	<u>86,725</u>	<u>55,975</u>	<u>142,700</u>
GRAND TOTAL	391,141	464,990	856,131

Lignites	80,000		80,000
Pyrites	2,500		2,500
Sulphur	13,000	2,000	22,000
Rock Salt	38,000	4,000	40,000
Copper		150	150
Tin	45	15	60
Coal	87,850	87,850	175,700
P.O.L.			100,000
Sidurgical			
Materials	45,000		45,000
Non Ferrous Metals	21		21
Wood	40,000		40,000
Cruise Oil		208,000	208,000
	<u>304,415</u>	<u>409,015</u>	<u>713,431</u>

Supplies & Equipment

Explosives	300	200	500
Synthetic Resins	100		100
Varnishes & Enamels	400		400
Paper	1,500		1,500
Glass	1,000	1,000	2,000
Machine Shops	750	750	1,500
Caustic Soda	15,500		15,500
Non-Ferrous	500		500
Steel	40,000	20,000	60,000
Cement & Lime	10,000	20,000	30,000
Brick & Tile	10,500		10,500
Agriculture Machines		100	100
Calcium Carbide	1,000		1,000
Gases	8,625	8,625	17,250
Electrodes	150		150
Paints & Pigments	400	300	700
Tool Machinery	1,000		1,000
Misc. Tools & Equip.	3,000	5,000	10,000
	<u>86,725</u>	<u>55,975</u>	<u>142,700</u>
GRAND TOTAL	391,141	464,990	856,131

c. SUPPLEMENTARY TONNAGES - (Not included for computation of transportation requirements).

Some essential materials were not included in the Program; others were not included in the tonnages on which transportation requirements were calculated because of lack of definition of the movement or because individually the tonnage was not significant and the material was not classifiable in any major category. The following table lists the more important of such materials and gives the best estimates available on tonnages.

<u>Material</u>	<u>Average Prod. 1933 - 1941</u>	<u>Estimated Movements</u>	
		<u>Year</u>	<u>Monthly (Av.)</u>
Fuelwood	1,390,000	600,000	50,000
Charcoal	505,000	375,000	31,250
Textiles (Not Mfgd.)		100,000	8,333
Textile Products		50,000	4,167
Postal-Telephone-Telegraph		2,540	220
Paper		24,000	2,000
Matches		55,000	4,583
Soap		35,000	2,917
Wax		8,400	700
Shoes		18,560	1,547
TOTAL		1,230,400	104,200

gives the best estimate available on tonnages.

<u>Material</u>	<u>Average Prod. 1935 - 1941</u>	<u>Estimated Movements</u>	
		<u>Year</u>	<u>Monthly (Av.)</u>
Fuelwood	1,380,000	600,000	50,000
Charcoal	506,000	375,000	31,250
Textiles (Not Mfgd.)		100,000	8,333
Textile Products		50,000	4,167
Postal-Telephone-Telegraph		2,540	220
Paper		24,000	2,000
Matches		56,000	4,667
Soap		36,000	3,000
Wax		8,400	700
Shoes		18,500	1,530
TOTAL		1,250,400	104,200

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PART I

THE TRANSPORTATION SYSTEM IN LIBERATED ITALY

1.- The present total goods traffic in liberated Italy.

(a) In 1948 the figures of the goods traffic in the whole of Italy amounted to 20 milliards Tons/Km, divided as follows:

millions of
Tons/Km.

State Railroads	10,350
Private Railroads	300
Wagons and trucks	12,670
Limited coasting trade	8,000
	3,300 X
Total	21,210

Out of the above traffic the figures for liberated Italy may be considered amounting to:

Railroads	8,000
Wagons and trucks	8,000
Limited coasting trade	8,000
	240
Total	10,000

It is figured out that 10% of the traffic of liberated Italy, i.e. 1 milliard Tons/Km. was absorbed by industry, and 60%, i.e. 6 milliards Tons/Km. by the other economic activities. The traffic requirements of liberated Italy are at present inferior to the above given figures.

of Italy amounted to 22 milliards tons/km. divided as follows:

State Railroads	12,000	Millions of Tons/km.
Private Railroads	300	
Wagons and trucks		
Limited coasting trade		
Total	12,300	

Out of the above traffic the figures for liberated Italy may be considered amounting to:

Railroads	6,000	Millions of Tons/km.
Wagons and trucks	2,000	
Limited coasting trade	9,000	
Total	10,000	

It is figured out that 40% of the traffic of liberated Italy, i.e. 4 milliards tons/km. was absorbed by industry, and 60%, i.e. 6 milliards tons/km. by the other economic activities. The traffic requirements of liberated Italy are at present inferior to the above given figures, mainly for three reasons:

- (a) The serious depression of Italian economy on account of war;
- (b) The cessation of the Italian military traffic existing in 1948;

(c) The cessation of the traffic which used to take place between North and South Italy and the foreign countries.

The reduction of traffic necessities cannot be of great dimensions because:

(1) The largest part of traffic in liberated Italy was concerned with agricultural products and therefore remains more or less the same, i.e. 5 milliards tons/yr. as indicated above.

(2) The Italian industrial production is concerned for the greatest part with mines, building material, fertilizers and might be revived with small imports and therefore give place in a short time to a considerable traffic.

(3) The rehabilitation requirements involve a considerable traffic of poor raw material, such as fuel, cement, lime, building materials, iron, sand, wood, which will vastly replace the traffic reduction which has occurred on account of the reduced industrial activities.

(4) The destruction of many industrial plants has caused the centralization of production on a small number of plants which are more distant from the consumers' places, absorbing thus a larger amount of transports. This refers for instance, to the fertilizers and cement situation.

(5) The internal traffic will be in part substituted by import and export traffic.

In the whole, we have figured it out that in the future, traffic will rapidly reach and also outnumber the pre-war figures, in spite of the increased poverty in which war has thrown the country. It seems however indispensable in a first time to try to secure a traffic potential not lower than 75% of the pre-war one and therefore, for liberated Italy, 7.5 milliards of tons/yr.

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(3) The re-habilitation requirements involve a considerable traffic of poor raw materials, such as fuel, cement, lime, building materials, iron, sand, wood, which will vastly replace the traffic reduction which has occurred on account of the reduced industrial activities.

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In the whole, we have figured it out that in the future, traffic will rapidly reach and also outnumber the pre-war figures, in spite of the increased poverty in which war has thrown the country. It seems however indispensable in a first time to try to secure a traffic potential not lower than 75% of the pre-war one and therefore, for liberated Italy, 7.5 milliards of tons/ann.

8. The present traffic power of the transport system in liberated Italy. Anticipations for Northern Italy -

In this regard it may be pointed out:

(a) Railroads. The number of railroads tracks has been reduced by 40% and, as already in 1946, it was completely absorbed by traffic requirements, the above reduction involves

consequent a corresponding reduction of volume of Russian transports. In addition, the relaying of railway tracks has often had a temporary and precarious character and this limits to 40 Km./hour the trains speed, obliging thus certain utilization cycles for the use of the remaining rolling material which are two or three times the pre-war ones.

Considering jointly these two negative factors we estimate that the transport volume of the railroad system in liberated Italy must be reduced to one fifth of the 1939 traffic, i.e.,

1,200 millions
Tons/Km.

(b) Trucks. On the basis of the most recent statistical data, for the provinces of Southern Italy, and the provinces of Littoria, Grosseto, and Rome and an estimate for the other provinces of liberated Italy, the overall carrying tonnage of the existing trucks, is estimated at about 40,000 tons/Km. By assuming a medium presurveillance of 30,000 Km. a year a theoretical traffic capacity tons/Km. 1,200 is resulting, keeping into account tyres deficiency, fuel and spare parts, which must be reduced for the current year to a maximum

900 million
Tons/Km.

(c) Merchant Navy. The crafts which are fit for the coasting trade are reduced, to date, to about 522 units including sailers and motor-sailers with a 60,000 tons total tonnage, 112,000 tons dead weight, and a coasting trade volume not exceeding

(b) Trucks. On the basis of the most recent statistical data, for the provinces of Southern Italy, and the provinces of Littoria, Frosinone, and Rome can estimate for the other provinces of liberated Italy, the overall carrying tonnage of the existing trucks, is estimated at about 40,000 tons/km. By assuming a medium prevalence of 35,000 km. a year a theoretical traffic capacity Tons/km. 1,300 is resulting, keeping into account tyres deficiency, fuel and spare parts, which must be reduced for the current year to a maximum

900 million

Tons/km.

(c) Merchant Navy. The crafts which are fit for the coasting trade are reduced, to date, to about 522 units including sailers and motor-sailers with a 60,000 tons total tonnage, 112,500 tons dead weight, and a coasting trade volume not exceeding the 700 millions tons/km.

To this we must add a certain number of ships which can be used for limited coasting trade between the mainland and the islands (14 units with an overall 10,000 tons G.R.T. and 15,000

 2400
570

tons D.S. for a yearly traffic of
100 millions tons/km.

Therefore the Merchant

Navy could in the whole supply

total present traffic volume power

of transportation system in liberated

Italy in tons/km.

2,000 " "

Therefore the traffic volume which can be carried out with
the transport system now available is less than 1/4 of the
pre-war one and about 1/3 of the 7,500 millions tons/km.

needed at present. The traffic that can actually be put at
the disposal of the civil population is even less that
considering current service engagements with the Allied
military authorities and the fuel shortage. At present the
traffic that can actually take place may be approximately
estimated as follows:

(a) Railroads	Millions tons/km.	300
(b) Trucks	" " "	100
(c) Coasting trade	" " "	170
Total		570

equal to a little more than 1/3 of the 7.5 tons/km. traffic
which we are aiming at.

3.- Urgency of an organic transport system rehabilitation plan.

Initial point of the plan: trucks and tyres supplies.

Anticipations for Northern Italy.

It is not possible to make a similar anticipation for
the north, as we cannot know exactly the actual situation we
will find there.

In case we find a situation more or less proportional
to that of Southern Italy, the total traffic capacity for the

2,000 millions
Tons/km.

300 " "

pre-war one and about 1/3 of the 7.500 millions tons/km. needed at present. The traffic that can actually be put at the disposal of the civil population is even less that considering current service engagements with the Allied Military Authorities and the fuel shortage. At present the traffic that can actually take place may be approximately estimated as follows:

(a) Railroads	millions tons/km.	500
(b) Trucks	" " "	600
(c) Coasting trade	" " "	170
	total	1,270

equal to a little more than 1/3 of the 7.5 tons/km. traffic which we are aiming at.

3.- Urgency of an organic transport system rehabilitation plan.

Initial point of the plan: trucks and tyres supplies.

Anticipations for Northern Italy.

It is not possible to make a similar anticipation for the north, as we cannot know exactly the actual situation we will find there.

In case we find a situation more or less proportional to that of Southern Italy, the total traffic capacity for the whole of Italy would be:

(a) Railroads	millions tons/km.	320
(b) Trucks	" " "	1,800
(c) Coasting trade	" " "	110
	total	2,230

569

1. in the railroads field.

- (a) Supply of rolling materials and other facilities, which are necessary for the railway re-habilitation.
- (b) Re-activation of the railway system.
- (c) Re-activation of the railway plants production and

repair.

2. in the road traffic field.

- (a) supply of tyres and increase of fuel allocation.
- (b) supply of trucks.
- (c) supply of raw material for the reactivation of the tyres production.

(d) supply of materials and machinery for the spare parts production.

(e) supply of the necessary means for the road system repairs and the reconstruction of destroyed bridges and other building works.

3. in the navigation field.

(a) Small coasting trade crafts and motors and materials to be made available for small wooden and steel constructions.

(b) Re-activation of the shipyards for repairs and small constructions.

(c) Devices to refloat sunken ships.

(d) Organization of spare parts production for naval

motors.

(e) Reconstitution of the port equipment.

An adequate reactivation of the building material concerns which will have to take up railways, roads and port works, is of common interest to all the three sections. The execution of this plan taken however a considerable time and the execution itself is hampered by the scarcity of transportation means.

Only in the road transportation sector it is possible

tyres production.

- (d) supply of materials and machinery for the spare parts production.
- (e) supply of the necessary means for the road system repairs and the reconstruction of destroyed bridges and other building works.

8. in the navigation field.

- (a) small coasting trade crafts and motors and materials to be made available for small wooden and steel constructions.
- (b) Re-activation of the shipyards for repairs and small constructions.
- (c) Devices to refloat sunken ships.
- (d) Organisation of spare parts production for naval

motors.

- (a) Reconstitution of the port equipment.

An adequate reactivation of the building material concern which will have to take up railways, roads and port work, is of common interest to all the three sections. The execution of this plan takes however a considerable time and the execution itself is hampered by the scarcity of transportation means.

Only in the road transportation sector it is possible to bring an efficient and quick re-habilitation action, either because the roads are more easily repaired than any other type of equipment, or because it is easier to re-constitute rapidly the efficiency of the road transportation means by supplying the tyres to the remaining vehicles and an adequate supplementary number of trucks.

Considering the tyres problem we desire that this cannot be solved by the national industry, as the first experts have not come in yet and in any case they concern

only a small part of the requirements (see page 2, N. 1).

The production which starting from July may be provided for, by the plants of liberated Italy (to the extent of 10,000 tyres a month, of which 5,000 new and 5,000 regenerated), will provide only for spare parts, while the first tyre supply of the German which are at present existing will have to be imported.

Enclosure N. 1/A refers to tyres types which are necessary to supply the already existing vehicles. In the whole there are 90,000 tyres (5 for each vehicle). By this provision the present capacity of 970 millions tons/km. might

reach

	Millions tons/km.	1,000
compared to the requirement of	" "	7,500
there is a deficiency of	" "	6,500

We anticipate that it is indispensable that this deficiency be completely covered with a new trucks, irrespective of the improvements that in the meantime can be achieved in the railway and maritime transportation fields as a matter of fact. These improvements will be absorbed by the traffic increment that will take place in the meantime and they will be anyhow insufficient to meet the serious transportation crisis which will take place during the current year after the liberation of Northern Italy, in spite of the necessarily partial provisions which are foreseen in the present plan. Northern Italy. - By assuming that, due to their larger efficiency, each allocated vehicle might reach a yearly performance of 40,000 kms., in order to cover the above deficit of 6,500 millions tons/km., a total carrying tonnage of tons 150,000 availability will be required. By keeping into consideration the actual possibility of utilization of the vehicles, said tonnage should be brought to 300,000 tons. This figure ought to be represented for the greatest part by a heavy trucks

reach

	Millions tons/km.	1,200
compared to the requirement of	" "	7,500
there is a deficiency of	" "	0,300

We anticipate that it is indispensable that this deficiency be completely covered with a new trucks, irrespective of the improvements that in the meantime can be achieved in the railway and maritime transportation fields as a matter of fact. These improvements will be absorbed by the traffic increment that will take place in the meantime and they will be anyhow insufficient to meet the serious transportation crisis which will take place during the current year after the liberation of Northern Italy, in spite of the necessarily partial provisions which are foreseen in the present plan, Northern Italy. - By assuming that, due to their larger efficiency, each allocated vehicle might reach a yearly performance of 40,000 kms., in order to cover the above deficit of 0.150 millions tons/km., a total carrying tonnage of tons 135,000 availability will be required. By keeping into consideration the actual possibility of utilization of the vehicles, said tonnage should be brought to 200,000 tons. This figure ought to be represented for the greatest part by a heavy trucks supply to be used for the long distances traffic bulk, while the minor traffic can be covered with the national vehicles which are less efficient and which generally are of small tonnage; more exactly, figuring out an average utilization equal to 3/4 of the capacity, the following supply should be made available in the shortest possible time:

20,000 trucks, tons 3-4 with an overall tonnage	1, 16,000
20,000 " " 6-7 " "	" 125,000
	<u>141,000</u>
(see enclosure 1/5)	1, 141,000

Also for occupied Italy there will be a very urgent problem to face, in respect to tyres of the remaining vehicles, and it does not seem likely that the national industry will be in a position to solve it for the reasons which have been previously mentioned.

In normal times there were about 25/30,000 trucks circulating south of Florence all above 15 tons load, while in the North they amounted to 50/55,000.

So, to cover the overall requirements for the whole of Italy, we would need an amount three times the figures contained in enclosure No. 1/a.

In regard to trucks requirements for occupied Italy, we know beforehand that the Italian transportation system will be then even more serious, on account of the destructions and the looting news which have already come to our knowledge, and on account of the limited help that the maritime traffic will give in a merely continental region such as it is the Po valley. The Po navigation will give a considerable contribution to the river navigation program, which is at present in course of elaboration, will be carried out.

The trucks requirements may thus be estimated to be at least equal to the requirements which have been figured out for liberated Italy; but since the plan is foreseen to start being effective only on June 1945, and by this time we can reasonably count on the complete liberation of Italy, therefore said request may just as well be included in the present plan. At any rate this problem must be solved within the shortest time, because the rehabilitation of the transportation system is at the basis of any rehabilitation plan and the trucks supply is the initial phase of such a reconstruction.

We assume that the estimated figure of 15,000

motorized buses existing in liberated Italy is not to be increased in the second half of 1945. A 40% of this amount

In regard to trucks requirements for occupied Italy, we know beforehand that the Italian transportation system will be then even more serious, on account of the destruction and the footing news which have already come to our knowledge, and on account of the limited help that the maritime traffic will give in a merely continental region such as it is the Po valley. The Po navigation will give a considerable contribution to the river navigation program, which is at present in course of elaboration, will be carried out.

The trucks requirements may thus be estimated to be at least equal to the requirements which have been figured out for liberated Italy, but since the plan is foreseen to start being effective only on June 1945, and by this time we can reasonably count on the complete liberation of Italy, therefore said request may just as well be included in the present plan. At any rate this problem must be solved within the shortest time, because the rehabilitation of the transportation system is at the basis of any rehabilitation plan and the trucks supply in the initial phases of such a reconstruction.

We assume that the estimated figure of 48,000 interurban buses existing in liberated Italy is not to be increased in the second half of 1945. A 40% of this amount though, destined to goods transportation. It is necessary however to supply these vehicles with tyres.

Enclosure No. 1 gives also the type of tyres which are needed for these vehicles: by assuming that each truck needs 5 tyres, the total requirements amount to 240,000 tyres.

On the basis of the figures which have been drawn for liberated Italy, we assume that about 60,000 trucks will be found in occupied Italy; therefore the overall tyres requirement for vehicles is estimated to be equal to the 200% of the requirements for liberated Italy set out in enclosure No. 2.

The situation is instead more serious in respect to public services basing an area which has been carried out on the various local situations of liberated Italy shows that the busness requirements in liberated Italy amount to 1,140 buses.

For the north, the busness requirement raises to 3,000.

In the road transportation for persons it is urgent to provide to supply No. 1,000 motor-cycles ^{see enclosure 1/2} No. 2,000,000 bicycle tyres, as bicycles has now become in Italy of economic and social vital importance, and also No. 50,000 motor-cycle tyres. (see enclosure 1/3). The above figures referring to tyres will have to be doubled for Northern Italy, i.e., 4,000,000 and 100,000 respectively.

4. Re-activation of tyres production.

The greatest effort in the transportation field will be faced, as already stated above, in the vehicle section which must fill the serious deficiencies of all the other sectors of the system.

Now, considering also the bad conditions of the road system, we may anticipate that the tyre consumption will be quite considerable and that a prompt spare parts supply will influence directly the efficiency and convenience of

transportations.

The plan includes the complete re-rehabilitation of

1,140 buses.

For the north, the buses requirement raises to

8,000.

In the road transportation for persons it is urgent to provide to supply No. 7,200 motor-cycles ^{see enclosure I/3.} No. 2,000,000 bicycle tyres, as bicycles has now become in Italy of economic and social vital importance, and also 25,000 motor-cycle tyres. (see enclosure I/3). The above figures referring to tyres will have to be doubled for Northern Italy, i.e. 4,000,000 and 100,000 respectively.

4. Re-activation of tyre production.

The greatest effort in the transportation field will be faced, as already stated above, in the vehicle section which must fill the serious deficiencies of all the other sectors of the system.

Now, considering also the bad conditions of the road system, we may anticipate that the tyre conservation will be quite considerable and that a prompt spare parts supply will influence directly the efficiency and convenience of transportation.

The plan includes the complete re-habilitation of the limited equipment of liberated Italy and a re-activation equal to the 85% of the production capacity of Northern Italy for the third quarter of 1945 and 60% for fourth quarter of 1945.

On this assumption, the following figures will be obtained in the second half of 1945:

	<u>Lib</u>	<u>ated</u>	<u>Occupied</u>	<u>Total</u>
	<u>Italy</u>	<u>Italy</u>	<u>Italy</u>	
Tyres for new cars & new trucks	30,000	300,000	300,000	306,000
Inner tubes for above	35,000	300,000	300,000	306,000
Tyres for repaired cars & trucks	40,000	?	?	40,000
Repaired inner tubes	20,000	?	?	20,000
Bicycles tyres	--	2,000,000	2,000,000	2,000,000
Inner tubes for above	--	2,000,000	2,000,000	2,000,000

Enclosure No. 1/C contains the requirements of re-activation of the tyre industry.

6.- Railways.

The Italian State Railways are divided as follows between liberated Italy and Occupied Italy:

<u>Line</u>	<u>Liberated</u>	<u>Occupied</u>	<u>Total</u>	<u>% Liberated</u>
	<u>Italy</u>	<u>Italy</u>	<u>Italy</u>	
Tracks	Km. 10,000	10,000	21,500	50
Station trucks	" 2,042	3,130	5,171	34
Steam locomotives	No. 1,750	2,115	4,155	42
Electric locomotives	" 430	35	1,113	46
Passenger coaches	" 2,500	4,000	7,400	38
Freight cars	" 40,000	83,000	123,000	31
Tons/Km. transported	8,000	6,670	14,670	10

These figures show that in liberated Italy there is about the 50% of the network and about one third of rolling stock and station plants.

With regard to fixed installations the most serious destructions involved station plants. As a matter of fact the following plants must be repaired:

	<u>Central equipment</u>	<u>% of total</u>
a) Blockhouses	No. 102	40%
b) Levers	" 4105	55%

5.- Railways.

The Italian State Railways are divided as follows between liberated Italy and Occupied Italy:

<u>Line</u>	<u>Liberated</u>		<u>Occupied</u>		<u>% Liberated</u>	
	<u>Italy</u>	<u>Km.</u>	<u>Italy</u>	<u>Total</u>	<u>Italy</u>	<u>Italy</u>
Tracks		Km. 10,630	10,850	21,480	50	50
Station tracks	"	2,841	5,350	8,191	34	34
Steam locomotives	No. 1,750	2,413	4,165		42	42
Electric locomotives "	420	45	1,216		46	46
Passenger coaches	"	2,593	4,990	7,450	32	32
Freight cars	"	50,000	83,850	133,850	31	31
Tons/km. transported		6,000	8,670	14,670	48	48

These figures show that in liberated Italy there is about the 50% of the network and about one third of rolling stock and station plants.

With regard to fixed installations the most serious destructions involved station plants. As a matter of fact the following plants must be repaired:

Central equipment		% of total
a) Blockhouses	No. 102	45%
b) Levers	" 4165	55%
Block installations	Km. 715	87%

Most serious are destructions and damages to tracks, deviators and to steel and masonry bridges.

The following list gives the figures of rolling stock that was either destroyed, removed or damaged.

7

	<u>Destroyed or removed</u>	<u>To be re-efficient built</u>	<u>Total</u>	<u>efficient</u>
Steam locomotives	484	378	1,750	45
Electric locomotives	200	134	450	25
Passenger coaches	1,078	780	2,300	18
Freight cars	17,700	12,000	30,000	40

Material still efficient represents a very low percentage of pre-war stock: from 45% for steam locomotives it goes down to 10% for railway trucks to 80% for electric locomotives and 18% for passenger coaches.

Also for the rolling stock, destructions and removals have considerably increased as we have proceeded northwards; consequently we have to make the most pessimistic anticipations as for the rolling stock situation of the northern provinces; and the rolling stock in the North is stated above, represents the 80 to 70% of the whole Italian railway stock.

The main part of the production capacity which Italian Railways industry will manage to maintain, will certainly be employed for the huge work of repairing and using in a efficient manner what is left of former materials; so it will not be in a position to supply an appreciable contribution to the reconstruction of the new material.

In particular in liberated Italy no new construction of steam and electric locomotives will be possible.

State railways have drawn up a reconstruction plan, which is already known to A.C.

In enclosure 1st are listed the materials needed either directly by State railways or by railways industry to carry out that part of the plan which can be executed within

1947.

The requirements which have been advanced concern

Also for the rolling stocks, destructions and removals have considerably increased as we have proceeded northwards, consequently we have to make the most pessimistic anticipations as for the rolling stock situation of the northern provinces and the rolling stock in the North is stated above, represents the 80 to 90% of the whole Italian railway stock.

The main part of the production capacity which Italian Railways Industry will manage to maintain, will certainly be employed for the huge work of repairing and using in a efficient manner what is left of former materials, so it will not be in a position to supply an appreciable contribution to the reconstruction of the new material.

In particular in liberated Italy no new construction of steam and electric locomotives will be possible.

State railways have drawn up a reconstruction plan, which is already known to A.C.

In enclosure I/P are listed the materials needed either directly by State railways or by railways industry to carry out that part of the plan which can be executed within 1945.

The requirements which have been advanced concern only liberated Italy for occupied Italy, on the basis of the data received to date, it is estimated that actual requirements are at least double than those listed.

We anticipate that in liberated Italy we will have to rebuild 250 kilometers of rail track with imported rails, and for the purpose, the following imports are required:

352

500 locomotives;
 800 3rd class passenger coaches;
 300 luggage vans;
 10,000 rail trucks of different kind.

We must take into account also railways not owned by state and other rail transportation means which all together amount to 11,000 kilometers, with the following rolling stock figures:

Electric locomotives	No. 192
Steam locomotives	" 252
Shifting engines	" 1,080
Passenger coaches	" 3,000
Freight cars	" 11,500

The importance of this transportation branch is shown by the fact that in 1945 the passenger movement amounted to about the 15% of the whole State Railways network. Less importance has on the contrary the goods traffic (about 3% of State Railways).

Rail transportation requirements on railways ^{and trolleys} not

owned by the State are also listed in enclosure I/d.

3.- Maritime transportation.

At present Italian Merchant Navy has at its disposal for civilian traffic only 380 motor-sailing vessels for a total amount of 87,500 tons dead weight (ton 16,000 G.M.T.) and 5 other ships for a total G.M.T. 1,000 and N.M. 5,500.

It would be necessary that Allied authorities in consideration of the very serious traffic situation in Italy, would release:

→ all the motor-sailers, ships and freighters with a G.M.T. inferior to 5,000 tons, (28 units) for a total G.M.T.

Shifting engines 7,383
 Passenger coaches 5,017
 Freight cars 11,525

The importance of this transportation branch is shown by the fact that in 1936 the passenger movement amounted to about the 75% of the whole State Railways network. Less importance has on the contrary the goods traffic (about 1% of State Railways).

Rail transportation requirements on railways ^{and two days} not owned by the State are also listed in enclosure I/d.

6.- Maritime transportation.

At present Italian Merchant Navy has at its disposal for civilian traffic only 389 motor-sailing vessels for a total amount of 86,500 tons dead weight (tons 16,000 G.R.T.) and 5 other ships for a total G.R.T. 4,000 and D.R. 7,000.

It would be necessary that Allied authorities in consideration of the very serious traffic situation in Italy, would release:

- all the motor-sailers, ships and freighters with a G.R.T. inferior to 2,000 tons, (22 units) for a total G.R.T. 25,000 equal to about 26,000 D.R.;
- the other ships with a G.R.T. inferior to tons 5,500 (7 units) for about 11,000 G.R.T. and 14,400 D.R.

Although the derequisitions should increase almost five times the present traffic capacity for civilian needs, the availability of shipping would still be insignificant

compared either with the present needs or with the Italian pre-war maritime traffic.

The situation, on the other hand, where carrying into effect the program of this plan will improve but very slowly, and anyhow not in an adequate way.

No essential improvement is to be expected from this program in the second half of 1943; therefore in order to increase the small availability of vessels which are left in Italy, it will be necessary to charter allied wartime transportation tonnage, suitable for limited coasting trade.

In the meantime a program of small ship constructions and repairs should be started in order to increase in a short time the maritime transport capacity. This program, for the moment must be limited only to the shipyards of the liberated Italy, because no data are available about the shipyards situation of occupied Italy. Furthermore we can anticipate that after the liberation of the North, some months will be necessary to put shipyards back into working order, and during that period it will be possible to set out such a program as at that moment will seem possible and convenient.

In liberated Italy, it is convenient to distinguish between steel constructions, new wood constructions, repair and salvage works.

At present only the Castellammare ship-yard is now available for new steel constructions because the others (Toni at Taranto; O.T.O. in Leghorn, Cantieri Riuniti in Ancona and Vermeo, Macini e Beati in Napoli) are engaged by the Allied Navies, and all of them, except Taranto, have had their quays and workshops badly damaged.

The 1943 program for Castellammare ship-yards includes:

- (a) a motor-tanker of 2,500 tons for which all the hull materials manufactured in the workshops, while the engines and

and repairs should be started in order to increase in a short time the maritime transport capacity. This program for the moment must be limited only to the shipyards of the liberated Italy, because no data are available about the shipyards situation of occupied Italy. Furthermore we can anticipate that after the liberation of the North, some contracts will be necessary to put shipyards back into working order, and during that period it will be possible to set out such a program as at that moment will seem possible and convenient.

In liberated Italy, it is convenient to distinguish between steel constructions, new road constructions, repairs and salvage works.

At present only the Castellammare shipyard is now available for new steel constructions because the others (Tosi at Taranto, C.F.O. in Leghorn, Cantieri Riuniti in Ancona and Palermo, Racine e Scali in Napoli) are engaged by the Allied Navies, and all of them, except Taranto, have had their quays and workshops badly damaged.

The 1943 program for Castellammare shipyards includes:

- (a) a motor-tanker of 2,000 tons for which all the hull materials manufactured in the workshops, while the engines and auxiliary machinery will have to be imported;
- (b) two transport ships for 500 passengers and 270 tons D.W. which can be obtained by modifying two corvettes, which are already in advanced stage of construction;
- (c) two transport motorships of 2,000 tons, for which there are already all the executive drawings and the specifications for the materials, for which materials intended for other ships of the same type, existing at Tosi shipyard, could be utilized (unless

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this shipyard is released from repair work and permitted to resume the construction already initiated, which would be the most satisfactory solution).

Finally, the outfit of a 3,000 ton motor-launcher at the Micona shipyard must be considered. The hull is almost finished; it would be necessary to import the main and auxiliary engines.

For repairs and salvages, all the s/m shipyards and several other small ones would be able to carry out a fair amount of work.

For wooden ships, the 1945 program was fixed as follows:

50 motor ships	200 D.S.
10 " "	200 " "
50 " "	500 " "
24 tugs	50 D.S.
100 lighters	50 D.S.
30 " "	100 " "
50 pontoons	50 " "
2 " "	50 " "

Besides the main and auxiliary engines needed by the ships to be built according to this program, it is thought convenient to have a certain quantity of motors available; these engines would be intended for hulls under construction for which no engines have been provided, and for hulls which have been or will be salvaged, with engines beyond repair.

Such a quantity could be as follows:

200 engines	10/50 D.S.
50 " "	10/50 " "
100 " "	110/130 " "
100 " "	175/200 " "
5 " "	175/200 " "

For wooden ships, the 1945 program was fixed as

Follows:

50 motor ships	500 D.M.
70 " "	300 " "
50 " "	500 " "
24 tugs	50 G.M.I.
100 lighters	50 D.M.
50 " "	100 " "
50 pontoons	30 " "
5 " "	30 " "

Besides the main and auxiliary engines needed by the ships to be built according to this program, it is thought convenient to have a certain quantity of motors available; these engines would be intended for hulls under construction for which no engines have been provided, and for hulls which have been or will be salvaged, with engines beyond repair.

Such a quantity could be as follows:

500 engines	15/20 HP
50 " "	40/50 " "
100 " "	110/130 " "
150 " "	175/200 " "
50 " "	175/200 " "

These engines, as well as those intended for the ships of new construction that be imported because all the Italian marine engineering works, are located in Occupied Italy; besides a large part of the small naval engines of small power was imported also in normal times.

The materials necessary for the above program are listed in enclosure No. 1/2. Said enclosure includes also the shipping materials needed for the revival of fishing activity.

Enclosure No. 1/2 contains the materials needed in order to reactivate harbour installations.

7.- Equipment for building concerns.

The problem of supplying Italian building concerns with a suitable equipment for the tasks they will have to undertake especially, with regard to railway, road and harbour installations, must be considered under the following four categories of working tools:

(a) tools (poles, pickaxes, hammers, mallets, lifting gear, wheelbarrows);

(b) mobile electric generating sets with internal combustion engines;

(c) operating machines (cement mixers, winches, mortar mixers, drillers, washing machines, crushers, compressed air machines);

(d) lorries.

Tools are most requested because they allow also works of small size, and they have almost disappeared from the market. Presuming that 5,000 between large and small building yards shall be created in liberated Italy, and that each one of them shall be equipped with 100 tools of different kind, the total requirement would amount to 500,000 units. These tools could be manufactured by Italian industry: the amount of steel requirements is estimated at 6,000 tons.

The request for mobile electric generating sets and internal combustion engines (to be coupled to the more powerful operating machines as cement mixers, pumps, etc.)

with a suitable equipment for the tasks they will have to undertake especially, with regard to railway, road and harbor installations, must be considered under the following four categories of working tools:

- (a) tools (picks, pickaxes, hammers, mallets, lifting gear, sheatharrows);
- (b) Mobile electric generating sets with internal combustion engines;
- (c) Operating machines (cement mixers, winches, mortar mixers, grinders, washing machines, crushers, compressed air machines);
- (d) Lorries.

Tools are most requested because they allow also works of small size, and they have almost disappeared from the market. Presuming that 5,000 between large and small building yards shall be created in liberated Italy, and that each one of them shall be equipped with 100 tools of different kind, the total requirement would amount to 500,000 units. These tools could be manufactured by Italian industry: the amount of steel requirements is estimated at 6,000 tons.

The request for mobile electric generating sets and internal combustion engines (to be coupled to the more important operating machines as cement mixers, pumps, etc.) is connected with the necessity of completing in a short time works of vast importance (bridges, power stations, harbours, etc.).

The requirements have been valued as follows and must be covered by imports:

Electric generating sets (internal combustion engine - alternator or Diesel-alternator) for a total power of 100,000 HP, ranging from 10 to 50 HP, with the majority of 20-30 HP groups.

Internal combustion engines for a total power of 30,000 HP, ranging from 2 to 10 HP with an average power of 5 HP, 6,000 units.

Far better is the situation of operating machines: losses of machinery, on account of war damages, have been comparatively small, and Italian mechanic industry, if suitably supplied, is sufficient to renew and maintain the necessary equipment.

Therefore, the present plan anticipates the re-activation of such industry to 100% of normal capacity in liberated Italy and according to the usual assumption (50% and 50%) in occupied Italy. Materials needed for that re-activation are listed in enclosure No. 1/c.

In liberated Italy said materials correspond to requirements foreseen in the following production:

Liberated Italy

Cement mixers	150
Mortar mixers	340
Lifting equipments	350
Crushing equipments	300
Air compressors	50
Caterpillars excavators	30

Production of occupied Italy, which before the war represented the 50% of total Italian production, is reduced

Far better is the situation of operating machines: losses of machinery, on account of war damages, have been comparatively small, and Italian mechanic industry, if suitably supplied, is sufficient to renew and maintain the necessary equipment.

Therefore, the present plan anticipates the re-activation of such industry to 100% of normal capacity in liberated Italy and according to the usual assumption (55% and 30%) in occupied Italy. Materials needed for that re-activation are listed in enclosure No. 1, c.

In liberated Italy said materials correspond to requirements foreseen in the following production:

Liberated Italy

Cement mixers	120
Mortar mixers	340
Lifting equipments	380
Crushing equipments	300
Air compressors	40
Caterpillars excavators	30

Production of occupied Italy, which before the war represented the 80% of total Italian production, is reduced on the basis of the assumption of partial inactivity as stated above, to a little more than the double of the production of liberated Italy; the requirements have been established on the basis of this proportion.

National industry is insufficient for air compressors production, for which we think it necessary to import 1,000 groups with 1 or 2 pneumatic hammers with a power of 8-10 HP each hammer, which will be used for caves, galleries demolitions, etc.

Vehicles are dealt with in the motor transportation paragraph. Here it is interesting to note in relation to the trucks requirements, that if out the 5,000 shipyards we think to put in operation, at least 2,000 could be supplied with two 2-7 tons tonnage trucks, this sector alone would require 4,000 trucks.

2.- Production of spare parts for the lorries and naval motors existing in liberated Italy.

In order to exploit to the utmost the scarce number of lorries and motor sailing vessels existing in liberated Italy, a large spare parts supply for lorries and naval motors is requested within the shortest possible time. On this purpose we must remember that while the requirement of spare parts is increased by the large consumption and by the unfavourable conditions under which such a consumption takes place, liberated Italy lacks an industry duly equipped to supply spare parts which were manufactured by the northern Italy industry.

In liberated Italy there are 18,000 trucks (of which a little more than 5,000 with a tonnage above 15 quintals), and 48,000 motorcycles, of which about a 40% is used for the transportation of goods.

These motorcycles and lorries are distributed between 108 types of which only 17 are sufficiently diffused to be taken into consideration. Since for each type, 700 items have to be considered, 18,000 items will have to be manufactured for the 17 types which it is intended to provide for.

In enclosure 1, materials and tools needed in order to carry out this program are listed; these materials will contribute to a first production of spare parts for

of lorries and motor sailing vessels existing in liberated Italy, a large spare parts supply for lorries and naval motors is requested within the shortest possible time. On this purpose we must remember that while the requirement of spare parts is increased by the large consumption and by the unfavourable conditions under which such a consumption takes place, liberated Italy lacks an industry fully equipped to supply spare parts which were manufactured by the northern Italy industry.

In liberated Italy there are 16,000 trucks (of which a little more than 5,000 with a tonnage above 15 quintals) and 48,000 motor-cars, of which about a 40% is used for the transportation of goods.

These motor-cars and lorries are distributed between 100 types of which only 17 are sufficiently diffused to be taken into consideration. Since for each type, 700 items have to be considered, 16,000 items will have to be manufactured for the 17 types which it is intended to provide for.

In enclosure I/d materials and tools needed in order to carry out this program are listed; these materials will contribute to a first production of spare parts for naval engines, for which the detailed program has not yet been completed in detail.

9.- Air transports.

In the serious transport situation, in which Italy will find itself, an appreciable contribution can be given also by a small air passenger service.

In order to ensure a connection between Rome and the main Italian cities, according to the minimum program set forth by the Italian Ministry of Air, 25 two-engine transport planes DC/a or DC/A and 10 sea-planes with similar characteristics, would be sufficient. These planes could just be chartered instead of transferred to the Italian Government.

10.- Telegraphic and postal communications.

The requirements for the reactivation of radio and telephonic communications, are listed in enclosure I/I.

The requirements for the re-activation of radio and telephonic communications, are listed in enclosure 1/1.

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ROLLED STEEL BARS FOR SPRINGS

Technical Conditions ~~for the supply~~

Following features concern bars having a diameter over mm.10 or a thickness over 4 mm.

The steel of ~~bars~~ must be of such quality ~~as~~ that, when tempered at 350° 380° in water at 20° and annealed at 450° - 475° during 20' - 30', according to the section-size, it ~~will develop~~ ^{will develop} the following features:

The steel bars ~~must~~ ^{bars} have throughout their length, an equal section, and a uniform and regular surface without hammer scales, scratches, fractures or any other defects.

Following variations ^{of bar size} are allowed: ~~bars~~ the bars' sizes: = 0,25 mm. for thickness or diameter = 0,5 mm. for width

~~bars~~ of the steel bars for semi-elliptical springs (or for elliptical springs) no ~~practically~~ appreciable variation will be allowed for the dimensions of ribs and grooves nor for their position.

From each casting two bars are to be drawn and tested as follows:

Composed bending test

It is to be made on bar ~~pieces~~ pieces, tempered and annealed as ~~above~~ ^{described above}, on supports placed at a distance of mm.800. ~~bars~~ Bars having rectangular sections, the thickness to be tested must be bent in advance, in order to get a mm.100 arrow ~~between~~ ^{between} the supports; such piece must be laid on the supports so that the convexity is ~~toward the~~ ^{facing up}. The tested pieces must be gradually charged in the middle with a load $P' = 0.108 b a^2$; $P' = 0.064 d^3$;

~~with a load P' = 0.108 b a^2; P' = 0.064 d^3;~~ respectively the width and the thickness;

when tempered at 850°-880° in water at 20° and annealed at 450° - 475° during 20' - 30', according to the section-size, it ~~has to get~~ ^{will develop} the following features:

The steel bars ~~must~~ ^{will} have throughout their length, an equal section, and a uniform and regular surface without hammer scales, scratches, ^{of any size} fractures or any other defects. Following variations ~~are~~ ^{of any size} allowed: ~~about the bars' sizes:~~

= 0,25 mm. for thickness or diameter

= 0,5 mm. for width

~~about~~ ^{of} the steel bars for semi-elliptical springs (or for elliptical springs) no ~~practically~~ appreciable variation will be allowed for the dimensions of ribs and grooves nor for their position.

From each casting two bars are to be drawn and tested as follows:

Composed bending test

It is to be made on bar ~~s~~ pieces, tempered and annealed as above ~~said~~, on supports placed at a distance of mm.800. ~~The~~ Bars having rectangular sections, the thickness to be tested must be bent in advance, in order to get a mm.100 arrow ~~between~~ ^{between} the supports; such piece must be laid on the supports so that the convexity is ~~toward supports~~ ^{away up}. The tested pieces must be gradually charged in the middle with a load $P' = 0.108 b a^2, P' = 0.064 d^3$;

("b" ^{max} and "a" ^{max} respectively the width and the thickness;

"d" ^{max} represents the diameter of the tested bars; all shown ⁵ in mm). The bar is to be left for 1' under said load, when

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taking this latter away, the arrow between the supports is to be measured; and this arrow will be considered as the first one for the subsequent tests:

The test must be repeated with loads ~~increased~~ from 100 to 100 Kg. each 30" up to the above mentioned load; then the bar is to be left again for 1' under this load; when the load is removed no appreciable permanent loss is to be seen in the arrow.

The ~~temporary~~ loss in the arrow occurred in this last test, under the above P' load, must not be less than mm.

$$\frac{700}{a} \quad \frac{700}{d}$$

(Here, "a" and "d", are ~~the thickness and the diameter~~ (shown in mm.) of the tested bars).

The test will be ~~repeated~~ repeated with loads gradually increasing up to the breaking and fatigue of the bar.

The breaking or the fatigue must occur under a load not less than

$$P' = 0.175 b a^2; P' = 0.103 d^3, \text{ (a, and d have the above meaning)}$$

The fatigue is reached when the proportionality between the ~~increasing~~ of arrow and that of the load ceases to exist.

The breaking section shall be ~~homogeneous~~ ^{homogeneous}, fine grained, and must show no split or other defects,

Traction test - The normal short test pieces must be made from ~~the~~ straight parts of the bar; the flat bars must have a thickness equal to the bar they are made from.

The surfaces of these test pieces must not be filed, except the side angles of the flat test pieces, which may be slightly rounded.

Two tests will be made, one on a test piece at its natural condition after being rolled, the other on a test piece tempered and annealed as above, ~~and~~.

0 2 3 5

The temporary loss in the arrow occurred in this last test, under the above P' load, must not be less than mm.

$$\frac{700}{a} \quad \frac{700}{d}$$

(Here, "a" and "d", are ~~the thickness and the diameter~~ (shown in mm.) of the tested bars).

The test will be ~~repeated~~ repeated with loads gradually increasing up to the breaking and fatigue of the bar.

The breaking or the fatigue must occur under a load not less than

$P' = 0.175 b a^2$; $P' = 0.103 d^3$, (~~b, a, and d have the above meaning~~)
The fatigue is reached when the proportion~~ality~~^{between} the ~~increasing~~ of arrow and that of the load ceases to exist.

The breaking section shall be ~~homogeneous~~^{homogeneous}, fine grained, and must show no split or other defects,

Traction test - The normal short test pieces must be made from ~~quite~~ straight parts of the bar; the flat bars must have a thickness equal to the bar they are made from.

The surfaces of these test pieces must not be filed, except the side angles of the flat test pieces, which may be slightly rounded.

Two tests will be made, one on a test piece at its natural condition after being rolled, the other on a test piece tempered and annealed as above, ~~and~~.

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Following results are to be obtained:

	Minimal resi- stance Kg. mm ²	Minimal 8 extension (A 5) o/o
Test-piece in natural condition of rolling	75	16
Tempered and annealed test-piece	180	7

"Resilience test"

The minimal value of the "resilience" on test pieces taken in longitudinal direction on a test piece tempered and annealed as above, shall be of 3 Kgm/cm².

Brinell test for hardness

The Brinell test is to made on various points of the two tested bars.

The test will be made again for an adequate number of bars of the same casting; they must show a hardness ± number Hd 10/3000/15 equal to the average found on its tested bars, with an allowed variation in excess or in fault of 15 units.

"Resilience test"

The minimal value of the "resilience" on test pieces taken in longitudinal direction on a test piece tempered and annealed as above, shall be of 3 Kgm/cm².

Brinell test for hardness

The Brinell test is to made on various points of the two tested bars.

The test will be made again for an adequate number of bars of the same casting; they must show a hardness - number Hd 10/3000/15 equal to the average found on its tested bars, with an allowed variation in excess or in fault of 15 units.

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TRAIN PROGRAMME BY LINE SECTIONS - SHOWING TONNAGES HANDLED.

Naples - Aversa Caserta	Naples - Cancello Caserta	Caserta North.	Caserta - Benevento.	Benevento - Foggia	
<u>Military.</u>					
Pass. Tri-weekly 1.	1	-	1	1	
Amb. (Tri-weekly) 1.	1 (Daily)	1 (Daily)	1 (Daily)	1 (Daily)	
Freight 8(1000) 8.	8 (1000)	7 (800)	5 (600)	5 (450)	
Gross Tons = 8000	8000	5600	3000	3000	
<u>Civilian)</u> Nil.)					Notes
Lecco - Brindisi	Brindisi - Bari	Taranto - Bari	Bari - Barletta	Barletta- Foggia	Foggia - Terni
<u>Military.</u>					
Passenger -	-	1	3	3	2
Ambulance -	-	-	3	3	2
Freight 1 (600)	7 (850)	6 (850)	19 (750)	19 (750)	7 (750)
Gross tons 600	5950	3900	14250	14250	4200
<u>Civilian.</u>					
1 Pass.	1 bi-weekly pass.		1 R.R. workers	1 R.R. workers	-

TRAIN PROGRAMME BY LINE SECTIONS - SHOWING TONNAGES HANDLED.

Canicello	Caserta North.	Caserta - Benevento.	Benevento - Foggia.		
	-	1	1	+	
Daily)	1 (Daily)	1 (Daily)	1 (Daily)	9	
(1000)	7 (800)	5 (600)	5 (450)		
	5600	3000	3000		
				Notes:- + to Bari. 9 1 day Bari- 1 day Barletta.	
Bari	Taranto - Bari	Bari - Barletta	Barletta-Foggia	Foggia - Ternoli	Ternoli North.
	1	3	3	2	-
	-	3	3	2	2
50)	6 (650)	19 (750)	19 (750)	7 (750)	7 (600)
	3900	14250	14250	4200	4200
weekly pass.		1 R.R. workers	1 R.R. workers	-	Cont.

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Lecce - Brindisi	Brindisi - Bari	Taranto - Bari	Bari - Barletta	Barletta - Foggia	Foggia - ~~Taranto~~
<u>Civilian Cont.</u>					
1 Mixed (200)	4 local pass. 1 mixed (300) 1 Freight (850)	4 local pass. 1 mixed (215) -	2 local pass. 1 mixed (250) -	- - -	- - -
Gross tons 200	1150	215	250	-	-
Bari - Taranto	Brindisi - Taranto	Taranto - Metaponto	Metaponto - Potenza	Potenza - Salerno	Salerno - ~~Taranto~~
<u>Military.</u>					
Pass. 1 Freight 5 (500)	- 2 (700)	1 3 (650)	1 3 (650)	1 4 (400)	
Gross Tons 2500	1400	1950	1950	1600	
<u>Civilian.</u>					
5 local pass. 1 mixed (200)	1 bi-weekly pass. 1 Freight (700)	1 bi-weekly pass. 2 Freights (650)	1 military pass. 1 freight (650)	1 bi-wkly pass. 1 local pass. 1 Freight (400)	
Gross tons 200	700	1300	650		
Reggio - Catanzaro Marina.	San Eufemia - Catanzaro Marina.	Catanzaro Marina - Sibari.	Paola - Sibari	Sibari - Metapont	
<u>Military.</u>					
Freight 3 (800)	1 (200) \$	4 (800) +	2 (800) 7	5 (800)	
Gross Tons. 2400	200	3200	1600	4000	

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Bari	Taranto - Bari	Bari - Barletta	Barletta - Foggia	Foggia - ~~Taranto~~	Taranto North.
s. (650)	4 local pass. 1 mixed (215) -	2 local pass. 1 mixed (250) -	- - -	- - -	- - -
	215	250	-	-	-
Taranto	Taranto - Metaponto	Metaponto - Potenza	Potenza - Salerno	Salerno - Torre Ann.	Torre Ann. - Naples.
(650)	1 3 (650) 1950	1 3 (650) 1950	1 4 (400) 1600	1 4 (650) 2600	1 5 (850) 4250
pass. (800)	1 bi-weekly pass. 2 Freights (650) 1300	1 military pass. 1 freight (650) 650	1 bi-wkly pass 1 local pass. 1 Freight (400)	1 mil. pass. 1 local pass. 1 Freight (450) 650	1 bi-weekly pass. 1 Freight (850) 850
Marina.	Catanzaro Marina - Sibari.	Paola - Sibari	Sibari - Metaponto		
	4 (800) + 3200	2 (800) ✓ 1600	5 (800) 4000		

Continued

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Reggio - Catanzaro Marina.	San Eufemia - Catanzaro Marina.	Catanzaro Marina - Sibari.	Paola - Sibari	Sibari - Metaponto
<u>Civilian.</u>				
1 local pass/(230)	3 Local pass.	1 Tri-weekly mixed	1 Tri weekly mixed	4 local pass.
1 Tri-weekly mixed	1 Tri-wkly mixed.	1 Freight (800)+	-	1 Tri-weekly mi.
1 Freight (800)	-	-	-	1 Freight (800)
Gross tons 1030	230	1030	230	1600

§ 800 tons Catanzaro Sala to C Marina.
 + 260 tons thru Cutro Tunnel between Crotone - Catanzaro M.
 9 200 tons Mongrassaro - C.G.Collemarino.

Notes. These tonnages were guaranteed by MRS to Movements early 1944
 Figures in brackets = gross tons per train.

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Catanzaro Marina - Sibari.	Paola - Sibari	Sibari	Metaponto.
1 Tri-weekly mixed 1 Freight (800)+ -	1 Tri weekly mixed - -	4 local pass. 1 Tri-weekly mixed(800) 1 Freight (800)	
230	1030	230	1600

\$ 800 tons Catanzaro Sala to C Marina.
 + 260 tons thru Cutro Tunnel between Crotone - Catanzaro M. 12 Kms.
 7 200 tons Mongrassaro - C.C.Collemarano.

These tonnages were guaranteed by MRS to Movements early 1944
 Figures in brackets = gross tons per train.

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RAIL TONNAGES FOR OCTOBER

Normal	143,401	
Emergency	2,673	
Bari Division	46,045	
Reggio Division	9,500	
Mainland (Total)		201,619
Sicily		91,125
Sardinia		48,827
Total		341,571

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Tel. 513

HEADQUARTERS ALLIED COMMISSION

FPR/1d

APO 394

TRANSPORTATION SUB COMMISSION

Ref: 15.02

4 January 1945

SUBJECT: Railroads.

TO: P.R.O.,
Information Division.1. Reference your letter dated 19 December 1944,
3153/INFO.2. a) Number of kilometers of rail reopened in
Liberated Italy:

	km.	km.
Mainland I.S.R.	4,134	
Private Railways	1,396	
Mainland Total		5,529

Sicily I.S.R.	1,296	
Secondary Lines (narrow gauge)	620	
Private Railways	245	

Sicily Total		2,161
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Sardinia I.S.R.	413	
Private Railways	973	

Sardinia Total		1,386
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Total		9,076
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b) Total A.C. and Civil Tonnage carried
during the month of October 1944:

	Tons
Mainland	201,619
Sicily	91,125
Sardinia	48,827

Total	341,571
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3. This tonnage varies each month according to imports, distribution of commodities and rail car availability, after Military Commitments have also been met.

Trust this information will meet your requirements.

MERRITT H. TAYLOR,
Director, Transportation Sub Commission.
Priorities & Movements Division

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HEADQUARTERS - ALLIED COMMISSION
PUBLIC RELATIONS BRANCH
Information Division
APO 394

3153/INFO
16 December 1944

SUBJECT: Railroads

TO : Transportation Sub-Commission
(Railway Section)

1. May we please be furnished with the following information:

a. Number of Kilometers of rail re-opened
in Liberated Italy. ✓

b. Total ^{b.c. rail tonnage} tonnage carried monthly since. ✓

c. All progressive statistics concerning
railroads in Liberated Italy.

George W. CASHMAN
George W. CASHMAN
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ITALY

RAIL SITUATION 31 September 1944

MAINLAND

26,837 Freight Cars. in liberated Italy.
Locos in liberated Italy.

I.S.R. 702 Steam (495 Road - 207 Switch)
U.S.A. 113 Diesel
U.S.A. 108 Steam
I.S.R. 83 Electric Locos (working to capacity)

Month of 13 August to 10 September:

2,500,000 tons moved.
12 Tons nett per Car.
190,000 Cars required on 6 day turn round.-37 freight cars
required actually moved with available stock 26837 freight
carrying Cars.

- (a) Through improved average turn round.
- (b) By improved nett ton load per Car.

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SICILY

FREIGHT CARS : 8472

LOCOS : 262 now being used. 35% surplus on present requirement.

101660 net Tons moved in month of August 44. 12 tons net per Car. 8472 Cars required on 6 day turn round - 1700 would suffice.

SARDENIA

FREIGHT CARS: 1135 usable
378 repairable

35438 net tons moved in month of July 44. 12 tons net per Car. 2970 Cars required on 6 day turn round. - 600 Freight Cars needed.

These are only 429 Km of Standard Gauge track on the Island.

LOCOS: 76 Road
6 Switch.

18 of which are converted for Sardenian Coal. 35% power surplus on nett tonnage handled.

N.L. ITALY

Will require 20000 Freight Cars (all types)

550 Road Locos
250 Switch Engines.

1500 additional miles of track
4500 daily nett tonnage to haul.
Steam Locos for haul 97 M. P.D.
Diesel " " " 70 M. P.D.
Average train 350 Tons. Will mean transport 12 to 13 trains per day each way over Sections.

35 Road Locos necessary to handle above traffic density over 100 miles of Track: i.e. as measuring unit. Therefore 550 Road Locos required for the 1500 miles of main line running.

Switch power would be 40 % of Road Power.

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RAIL FRANCE

	MARSEILLE	KM.	
	LYON	352	
	Bellegarde (F.)	135	Simplon
	via Geneva - Lausanne		
	Brig	241	
	Iselle	20	
	Domodossola	20	
			KM.
			Busto Arsizio
			Milan
			<u>345</u>
			893
Novara			
Turin		<u>209</u>	
		957	

	MARSEILLE		
	Modane	Mont Cenis	
	(Bardonecchia)		
	Turin	106	
	Milan	153	
			Valance
			232
			220
			558
			711
Lyon			
To Turin			
To Milan			

	MARSEILLE		
	LYON	352	
	(Bellegarde)		
	Basle	433	
	Chiasso	323	
	Como	5	
	Milan	47	
	Turin	153	
			To Milan
			To Turin
			2160
			1313

Lyon	352			232
	212		Valance	220
		Modane		
		(Sardonecchia)		
To Turin	670	Mont Genis		558
To Milan	823	Turin	To Turin	711
		Milan	To Milan	

MARSEILLE				
Lyon	352			
(Bellegarde)				
Basle	433			
Chiasso	323			
Como	5			
Milan	47		To Milan	1160
Turin	153		To Turin	1313

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