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REPORT
JUN. 1945

10000/145/2444

REPORT ON TOUR OF NORTHERN
JUN. 1945

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

344/2
FPR/ld

Ref: 224/2/Tn.2

23 June 1945

To : Director,
Transportation Sub Commission.

Subject : Report on Tour of Northern Italy,
Major F.P.Richardson and Major A.C.Ping.

1. Attached recommendations for action in Northern Italy.
2. Full report returned herewith.

F.P. Richardson May

F. P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

2044

APPENDIX TO REPORT ON TOUR OF NORTHERN ITALY
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GENERAL POSITION.

1. There is a sense of difference existing between North and South which gives the impression they are not within the same country.

Finding. Every effort should be made to disperse this idea by giving sympathetic consideration to requests for help and guidance from Northern Regions.

2. RAILWAY POSITION.

The North is divided into two Directorates, Milan and Verona, through which the appropriate Capi are responsible to Rome.

Finding. Transportation Sub Commission should be ready to establish at an early date a liaison at these Headquarters, bearing in mind the advisory capacity of A.C., the considerable power wielded by the Northern Directorates and their desire to have autonomous control.

At Milan the officer at present covering Movements should cover this work, which would include liaison with M.R.S. and I.S.R. in order to ensure submission of regular progress reports.

At Verona the position could be covered by an officer who would serve as liaison with M.R.S. and I.S.R. as well as with Movements at Padova.

It is essential that these two officers act in close harmony and under direction of this Headquarters. The existing Advance Echelon does not appear to get together sufficiently for the interchange of essential information. A regular meeting is suggested, in order that A.C. Movements, Operating and Engineering, can exchange their knowledge with one another.

Regional Transportation Officers have not so far delegated officers to deal with Rail Transport.

Regional Commissioners should be asked to nominate an officer, with rail knowledge or an ability to understand rail problems, to act as liaison with Movements, M.R.S. and I.S.R. and thus be able to

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Regional Commissioners should be asked to nominate an officer, with rail knowledge or an ability to understand rail problems, to act as liaison with Movements, M.R.S. and I.S.R. and thus be able to advise all concerned on rail facilities in his region and to assist in securing Movement. Very close liaison between road and rail transportation officers is essential to avoid unnecessary road haulage.

(attention Movements (rail))

2045

The earliest possible effort to de-centralise movement by rail of A.C. supplies and civilian traffic, instead of channelling through Milan and therefore causing delay, is recommended. Both Movements and M.R.S. are represented locally and thus no difficulty of liaison would be occasioned.

(attention:Director)

The transitional period in the North is likely to be of very short duration and efforts should be made to get to the North, as soon as possible, officers who have experience of A.C. methods in supervising I.S.R. within the Compartimenti, rather than using officers who would have to feel their way and would be more likely to undertake work which should be done by I.S.R.

(attention:Deputy Director
Movements)

P.O.L. Distribution All Road Transportation Officers were unhappy about P.O.L. distribution.

It is suggested A.F.H.Q. be asked for fixed allotments for each Region to cover minimum of A.C. Food Staffs, either through Military or C.I.P. channels. This to be done before existing ex-German petrol is used up.

(attention:Road (Movements))

Policing

The guarding of traffic requires attention as the arrangements made differ from those in the South.

(action:Rail Division)

Private Railways, which offer considerable facilities in the North for distribution of Food, etc., should not be overlooked.

Passenger Services M.R.S. instructions state no additional passenger services can be put in operation without authority of M.R.S. H.Q. Rome. Regional Commissioners should be asked to examine their particular requirements in this respect regularly so that Headquarters, A.C., can take action with M.R.S. or if necessary, through Traffic Sub Committee of Allied Railway Board.

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20471
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(attention: Rail Division)

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
c/o Transportation (or) Main
C.M.R.

13 June 1945

Ref.: 043230

Ref.: AG/344/41.4

SUBJECT: Report on tour of northern Italy
Major W.P. Richardson and Major A.C. Ping.

INTRODUCTION

1. Major W.P. Richardson, Planning Division, and Major A.C. Ping, Rail Division, toured the northern area to obtain information in respect of rail facilities, and to ensure that the I.S.A. were taking the necessary speedy action to ensure submission of rehabilitation requirements in accordance with the prescribed plan.

2. Visits were made to Genoa, Turin, Milan, Brescia, Verona, Padova Venice and Bologna. Conditions were unfavourable for Trieste to be included, and such a visit was not recommended, at the time of our arrival at Venice.

3. Contacts were made with regional transport officers, other regional officers interested in moving traffic, Military Movements, Military Railway Service, Italian State Railways, and the Directors of compartments covering Private Railways and forms of transport in concession.

4. Although the tour was essentially concerned with rail transport, the question of road transport frequently came up, and such information as was given on that subject has been included in the report for use of the Division concerned.

5. For information of other officers proceeding north, some particulars are given as to accommodation available at the points mentioned. (see overleaf).

6. The report is divided into the regional areas covered, and a brief resume of the railway political position is given as a preface.

7. Information as to passenger services in operation is not being circulated owing to the delay which would be occasioned in preparing the stencils, but they will be made available to interested divisions. Comprehensive maps were also obtained, giving latest information, and

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2. Visits were made to Venice, Turin, Milan, Brescia, Verona, Padova and Bologna. Conditions were unfavourable for Trieste to be included, and such a visit was not recommended, at the time of our arrival at Venice.
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ITINERARY

WEDNESDAY
30 MAY 45

0830 hours
2400 hours

left ROME
arrived GENOA

GENOA

Stayed at Hotel Astoria, British Officers' Transit Hotel.
(Satisfactory).

Info:

Liguria Region billet at NERVI - 15 Km east of GENOA.
Liguria Region Mess - near Central Station.
Italian driver billeted by Liguria Region Garage at Fire Station.
Feeding difficulties.

THURSDAY
31 MAY 45

(at GENOA)

FRIDAY
1 JUN 45

1600 hours
2400 hours

left GENOA
arrived MILAN } Delayed on account of
car breaking down.

MILAN

Stayed at Lombardia Region billet, Hotel Principe di Savoia.
(Recommended).

Info:

British Officers' Transit Hotel, Hotel Touring, Via Parini, across
square from Principe di Savoia.
Italian driver fed and slept at Lombardia Region garage. 30 lire
per day required for meals.

SATURDAY
2 JUN 45

(at MILAN)

SUNDAY
3 JUN 45

1700 hours
2000 hours

left MILAN
arrived TURIN.

TURIN

Stayed at Hotel Principe di Piemonte, Piemonte Region billet.
(Recommended).

Info:

British Officers' Transit Hotel, Hotel Touring.
Italian driver billeted by Piemonte Region. Paid 30 lire per
day for meals at ISR employees' mess.

MONDAY
4 JUN 45

(at TURIN)

TUESDAY
5 JUN 45

0800 hours
1030 hours
1645 hours
1930 hours

left TURIN
arrived MILAN
left MILAN
arrived BRESCIA

BRESCIA

Stayed at AMG Billet, Hotel Vittoria. (Satisfactory).
Italian driver billeted and fed by AMG.

WEDNESDAY
6 JUN 45

1100 hours
1245 hours

left BRESCIA
arrived VERONA

VERONA

Billeted by AMG at Hotel Accademia. Meals at AMG Mess at
Prefettura.

Italian driver billeted at ISR Headquarters. Midday meal 30 lire.
No evening meal procurable.

Note:

Apart from AMG Hotel, 15 Army Group have an hotel with 20 beds.
Hotel Accademia is the only other accommodation.

FRIDAY
1 JUN 45

MILAN

Info:

1600 hours) left GENOA) Delayed on account of
2100 hours) arrived MILAN) car breaking down.

Stayed at Lombardia Region billet, Hotel Principe di Savoia.
(Recommended).
British Officers' Transit Hotel, Hotel Mouring, Via Parini, across
square from Principe di Savoia.
Italian driver fed and slept at Lombardia Region garage. 30 lire
per day required for meals.

(at MILAN)

SATURDAY
2 JUN 45

SUNDAY
3 JUN 45

TURIN

Info:

1700 hours) left MILAN)
2000 hours) arrived TURIN)

Stayed at Hotel Principe di Piemonte, Piemonte Region billet.
(Recommended).
British Officers' Transit Hotel, Hotel Mouring.
Italian driver billeted by Piemonte Region. Paid 30 lire per
day for meals at ISR employees' mess.

(at TURIN)

MONDAY
4 JUN 45

TUESDAY
5 JUN 45

0800 hours) left TURIN)
1030 hours) arrived MILAN)
1645 hours) left MILAN)
1930 hours) arrived BRESCIA)

BRESCIA

Stayed at AMG Billet, Hotel Vittoria. (Satisfactory).
Italian driver billeted and fed by AMG.

WEDNESDAY
6 JUN 45

VERONA

1100 hours) left BRESCIA)
1245 hours) arrived VERONA)

Billeted by AMG at Hotel Accademia. Meals at AMG Mess at
Prefettura.
Italian driver billeted at ISR Headquarters. Midday meal 30 lire.
No evening meal procurable.
Apart from AMG Hotel, 15 Army Group have an hotel with 20 beds.
Hotel Accademia is the only other accommodation and is definitely
not recommended. It is not desirable to arrange to stay overnight
at VERONA if it can be avoided.

Note:

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THURSDAY
7 JUN 45

0645 hours left VERONA
1015 hours arrived PADUA

PADUA

Lunched at AMG mess at Hotel Storrina. (Satisfactory).
Italian driver fed by Venezia Region.

THURSDAY
7 JUN 45

1430 hours left PADUA
1515 hours arrived VENICE

VENICE

Allied Officers' Transit Hotel, Hotel Luna. (Recommended)
Italian driver and car returned to PADUA for billeting and
feeding with Venezia Region.

FRIDAY
8 JUN 45

At VENICE. Hotel accommodation must be secured through
Town Major - to be found at Municipio.

SATURDAY
9 JUN 45

SUNDAY
10 JUN 45

1000 hours left VENICE
1700 hours arrived BOLOGNA

BOLOGNA

Stayed at Hotel Palazzo, Allied Officers' Transit Hotel.
(Note recommended).

Info:

Hotel, AMG Transit Hotel (often full).
Meals at Transit Officers' Restaurant.
Italian driver billeted and fed by Town Major at Italian military
camp, near Impodromo. (Truck pool also available).
Hotel accommodation must be secured through Town Major.

MONDAY
11 JUN 45

1430 hours left BOLOGNA
1700 hours arrived FLORENCE

FLORENCE

Stayed at Hotel Excelsior. (Recommended).
Hotel accommodation must be secured through Town Major.

TUESDAY
12 JUN 45

0830 hours left FLORENCE
1600 hours arrived ROME.

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FRIDAY

8 JUN 45

SATURDAY

9 JUN 45

SUNDAY

10 JUN 45

At VENICE.

Hotel accommodation must be secured through Town Major - to be found at Municipio.

1000 hours

left VENICE

1700 hours

arrived BOLOGNA

BOLOGNA

Stayed at Hotel Palazzo, Allied Officers' Transit Hotel. (Note recommended).

Info:

Hotel, AMG Transit Hotel (often full).

Meals at Transit Officers' Restaurant.

Italian driver billeted and fed by Town Major at Italian military camp, near Ippodromo. (Truck pool also available).

Hotel accommodation must be secured through Town Major.

MONDAY

11 JUN 45

1130 hours

left BOLOGNA

1700 hours

arrived FLORENCE.

FLORENCE

Stayed at Hotel Excelsior. (Recommended).
Hotel accommodation must be secured through Town Major.

TUESDAY

12 JUN 45

0830 hours

left FLORENCE

1600 hours

arrived ROME.

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Upon the freeing of the North, the Committee of National Liberation created a form of directorship for the whole of the Northern area, and selected Ing. Bianchi to fill this post.

Subsequently, a Verona Directorate was also established, and Ing. Di Raimondo nominated Ing. Raffaele Grotelli for this post. The object in creating the latter post was to relieve Ing. Bianchi of his responsibility for the whole of the North, and to limit his activities to the needs of the Venetia, Turin and Milan compartments, giving the Verona Directorate control of Venice and Bologna compartments, plus a new compartment to be created at Verona, embracing certain lines previously within the Milan, Bologna, and Venezia compartments.

Apparently Colonel Poletti, Regional Commissioner Lombardia Region, had issued a letter by which he placed Ing. Bianchi completely in charge of railways in the North, although his authority for stepping beyond his Regional boundaries is not known. Major Davis, M.A.B. after consultation with Brigadier Geoffrey Smith, interviewed Colonel Poletti, and the letter was withdrawn.

The Committee of National Liberation has offices at all the compartmental headquarters, although there appears to be no definite statement as to their functions and responsibilities in respect of railways. Probably, however, it can be taken that they render advice, which may or may not be accepted.

Instructions have been given to the Capo that they must not communicate with Rome HQ direct, but through their appropriate Directorate, although it was understood that Venice C.I.A. had issued instructions that the compartment was not to use the new Verona Directorate, which it did not recognise.

The Capo at Bologna was quite in the dark as to his responsibilities. He has apparently been regularly visiting Milan, but according to the new set up he comes under Verona. The reason for his bewilderment may be based on the fact that when we were at Verona, the new Director had not arrived, and even the Capo had not reported.

Ing. di Raimondo was touring the North, accompanied by Major Davis, M.A.B., in order to get the new arrangements stabilised, but it was quite apparent at Milan that considerable coolness exists between Ing. Bianchi and Ing. di Raimondo, and some pressure may be necessary to ensure that some headquarters is kept fully aware of what is happening in the North. This pressure is being applied by M.A.B. in clearly worded circulars.

The power, or attempted power, of the C.I.A. is obvious. At Bologna they printed permits authorising the circulation of their nominees at station buildings and premises "in pursuance of duty", and requested the resident M.A.B. liaison officer to sign them. He refused to do this, and retained the permits.

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Instructions have been given to the Capi that they must not communicate with Rome HQ directly, but through their appropriate Directorate, although it was understood that Venice C.L.M. had issued instructions that the Compartment was not to use the new Verona Directorate, which it did not recognise.

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these matters at time are the responsibility of the Director, Military Railway Service, but it is felt desirable that the picture should be clear, for it is not unlikely that difficulties will arise from time to time, based on the differences which may exist between Milan and Rome.

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G E N O A

COMMONS HEAD: At Regional Headquarters:

Transportation Officer,
Supply Officer,
Agriculture Officer,

At I.S.M. Headquarters :

M.S.S. Officer,
Movements Liaison Officer,
Capt Conway (Rail Div Off),
Capo Compartimento,
Other I.S.M. Offices.

REGIONAL TRANSPORT OFFICER.

Regional Transport Officer was fully occupied with road transport, and had no information and contacts with source of railway information. He stated that the urgent necessity of getting food into Genoa, following on the beaching of boats in a recent squall, kept him heavily engaged in road haulage from Leghorn. Large trucks and trailers we had noted proceeding south with refugees were Committee of Liberation vehicles, taken over from the Germans by Partisans, and took refugees south, bringing flour back from Leghorn. We had no information as to what happened to the refugees going when they left the trucks. His truck pool was 88% civilian, and difficulty began when 4 Corps failed to arrive at Genoa, 52nd Division, a combat unit with little transport, having been posted to the Port.

We has recently received 6 and 8 Alcom truck companies, but there are never more than fifteen 2 1/2 tonners on the road.

AGRICULTURAL OFFICER.

This Division has no immediate transport difficulties, but anticipates a movement of 1000 horses from a point north of Turin to Genoa, and other points in Liguria Region, and 2,000 tons fertiliser from Montecatini works 20 Km north of Savona. They were warehoused at Genoa pending distribution.

FOOD SUPPLY OFFICER.

The Division repeated the difficulties of road transport, which had been inadequate, but was improving. At the time of our visit, the following day's flour at 150 gms was not available.

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Movement Liaison Officer,
Capt Conway (Rail Div Off),
Cape Compartmento,
Other I.S.R. Offices.

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M.A.S. OFFICER.

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Capt. Knipe, M.A.S. Officer, is local representative of M.A.S. set up at Milan, to which Office he reports. He has operational matters well in hand, and works in close liaison with the other divisions of Turin and Milan, exchanging daily reports, including wagon situations and train operational figures. He felt that with the improvement in electrified services, he could move three trains per section per hour, estimated tonnage 1,000, between Venice and Turin via Alessandria. (This figure exceeds the later quotation given by I.S.R.). He did not feel that any imports into Venice would tax his capacity to clear, provided rolling stock position is maintained. The rail lines to Port Quays are being put in order, and he undertook to obtain and send maps showing the rail lay out on the quays to this HQ through Capt. Conway.

CAPO COMPARTEMENTO.

The Capo Compartimento promised to supply a weekly traffic return giving details of passenger and civil freight traffic, with approximate tonnage moved, and this will be passed through Capt Conway.

Electric Power is weak, and arrangements are in hand for tapping main supplies pending re-activation of hydro electric power stations at Centrale di San Valmezzo, Devise, and Airoldi, at present occupied by French units.

MOVEMENTS LIAISON OFFICER. (situated at Port.)

Rail Movements officer expressed his willingness to assist in every possible way, but no satisfactory liaison between Regional Transport Officer appears to exist, due of course, to the predominant regional interest in road transport.

Ordinary civilian traffic over electrified lines moves as needed, without supervision, and this will continue unless wagon conditions become critical.

It is felt that the absence of a satisfactory co-ordinating machinery for transport within the region is likely to lead to unnecessary road transport when rail is available.

CAPO COMAR. (RAIL DIVISION, ENGINEERING SECTION).

Capt Conway has an office with the Capo Compartimento, and is doing a good job of work in getting repairs effected to rail lines. He is, however, very short of essential road transport to carry out repair works. He also appears to double in every other rail problem; but officially he has no standing in this respect. His office, however, offers an admirable set up for working in conjunction with M.A.S. and Movements ^{as} required, and he has available a fund of information. Aisentrism at Genoa and at Turin is considerable, but it became necessary to remind him that M.A.S. is in control in the North, and a scheme he was preparing for the recruitment of patriots as railway police was the concern of M.A.S. Office at Milan, and outside his province. We were present at a meeting with Lt. Col. Zwanenpoel, M.A.S. Officer in charge, Milan, when we informed Capt Conway that he could not and must not interfere in matters of this kind at this stage. In the meantime, there is no satisfactory guarding of traffic at Genoa, and Ing. Bianchi is proceeding with a scheme for patriots, after public safety vetting, to be employed as railway police.

REHABILITATION.

In an interview with the Capo Compartimento, the data and statistics required for completion of rehabilitation needs were clearly outlined. The Capo Urtione and Capo Movimento were present at this meeting, and were enthusiastic in their offers to co-operate, but no request had been received through I.S.H. channels for the information.

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CAPT CONWAY (MAIN DIVISION, ENGINEERING SECTION).

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In an interview with the Capo Compartimento, the data and statistics required for completion of rehabilitation needs were clearly outlined. The Capo Irazione and Capo Movimento were present at this meeting, and were enthusiastic in their offers to co-operate, but no request had been received through I.S.M. channels for the information. Pending receipt of this request, they would proceed with the work. The report will be submitted through Milan and Rome in due course, and will include names of firms able to produce supplies, and particulars of raw materials needed to ensure this local production.

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DIRECTOR, PATRIOT RAILROADS COMPARTMENTED.

Genova-Ceselle Railway - Damage has occurred from time to time, as a result of bombing and partisan activity, but in the main all damage has been repaired and rolling stock is in order. On 19 March Partisans damaged the power station at Viggo Morasso, the main switchboard being demolished. The power station has been put in order with temporary connections. Service of mixed traffic is in operation, five round trips daily.

La Guardia Railway - Small private railway between Sesto San Giovanni. The line is ready for operation, but petrol and diesel oil is needed.

LINE CAPACITIES.

M.R.S. Officer was confident he could meet all reasonable demands for movement, and Cargo Movement provided the following estimated capacities of the lines, based on present equipment and restricted power:

	Possible trains	Present
<u>G. Sampierdarena-Arquata-Alessandria</u> (Via Directa and Isola del G.)	40	24
<u>Arquata-Voghera</u>	20	0
<u>S. Pierdarena-Acqui</u>	22	12
<u>Castellazzo-Ovada</u>	14	4
<u>G. Sampierdarena-Vercelli</u>	20	12
<u>Genoa-Genoa Nervi</u>	30	12
<u>Voghera-S. Nicolo</u>	12	2
<u>Novi-Bivio Tortona</u>	10	12
<u>Alessandria-Bivio Tortona</u>	0	2

LOCO POSITION AT 1 JUNE 42.

	Electric Group	Steam
<u>Genoa Brignole</u>	432 10	250 1
	431 2	411 1
	331 3	052 0 +
	332 1	031 1 +
	334 1	
<u>Genoa Nivaroio</u>	330 0	411 1
	331 20	040 1
	332 3	140 4
		000 1

is needed.

LINE CAPACITIES.

M.R.S. Officer was confident we could meet all reasonable demands for movement, and Capo Movimento provided the following estimated capacities of the lines, based on present equipment and restricted power:

	Possible trains	Present
G. Sampierdarena-Arquata-Alessandria (Via diretta and Isola del C.)	40	24
Arquata-Voghera	20	0
S. Piombarena-Acqui	22	12
Castellazzo-Ovada	14	4
G. Sampierdarena-Varese	20	12
Genoa-Genoa Nervi	30	12
Voghera-S. Nicolo	12	2
Novi-Bivio Tortona	10	12
Alessandria-Bivio Tortona	0	2

LOCO POSITION AT 1 JUNE 40.

	Electric Group	Steam
<u>Genoa Brignole</u>		
432	10	290
431	2	411
551	3	030
552	1	021
554	1	
550	0	411
551	20	040
552	3	740
		000
		030
		051
		000
		090
		090
<u>Genoa Riverolo</u>		
551	2	051
		40 group
<u>SEVONE</u>		
		1 +
		3 -

6121

Electric Group		Steam
420	1	029
		040
		002
		003
		740
		240
		032
		005
		030
	14	035
	6	035
		035

Voghere

Novi

+ emptying locos.

ROLLING STOCK POSITION. (30 Mar 42)

Passenger 120, Western 10, Warrig. 40, Wignsides 120, Low Sides 174, Box 311, Flats 10.

General position.

The heavy demand on the Regional Transport Officer for road transport matters has kept him and his field officers fully engaged. Rail particularly will be able to give help in regard to internal and inter-regional movement, but the lack of planning of co-ordinated movement means that the opportunities of using electrified lines which have available capacity are being overlooked as an useful corollary to road transport. The shortage of transport officers is fully appreciated, but to avoid using one as a means of contact with M.R.S. and Movements only makes more work in the end. It is suggested that a rail officer might be assigned at an early date for close liaison between Region and Movements, Rail & Shipping, and his office located in the same building as Capt Conway. Traffic through Genoa port will be of great importance, and there must be a means of unifying the various demands into a comprehensive scheme.

... ..

M I L A N O

CONTACTS MADE: At Regional Headquarters:

- Regional transport officer,
- Food Supply Officer,
- Agricultural Officer,
- Industry Officer,
- Major railbot (an Sub-Comm.)

At I.S.R. Headquarters:

- M.R.S.
- Movements Liaison Officer
- T.S.R. Ing. Bianchi, Director for Genoa, Turin and Milan
- Capo Compartimento.

Passenger 120, Western 10, Herzig. 40, Highways 120, Low Sides
 114, Box 311, Flats 10.

General position.

The heavy demand on the Regional Transport Officer for road transport matters has kept him and his field officers fully engaged. Rail particularly will be able to give help in regard to internal and inter-regional movement, but the lack of planning of co-ordinated movement means that the opportunities of using electrified lines which have available capacity are being overlooked as an useful corollary to road transport. The shortage of transport officers is fully appreciated, but to avoid using one as a means of contact with M.R.S. and Movements only makes more work in the end. It is suggested that a rail officer might be assigned at an early date for close liaison between Region and Movements, Rail & shipping, and his office located in the same building as Capt Conway. Traffic through Venice port will be of great importance, and there must be a means of unifying the various demands into a comprehensive scheme.

... ..

M I L I T A R Y

CONTACTS MADE: At Regional Headquarters:

Regional Transport Officer,
 Food Supply Officer,
 Agricultural Officer,
 Industry Officer,
 Major Talbot (in sub-comm.)

At I.S.R. Headquarters:

M.R.S.
 Movements Liaison Officer
 I.S.R. Ing. Bianchi, Director for
 Venice, Turin and Milan
 Capo Compartimento.

REGIONAL TRANSPORT OFFICER.

6100

Regional Transport Officer said he had no rail officer, and had asked for one to be assigned. He was heavily engaged on road matters, and because many in the past had not fulfilled its promised lift, he had to send his trucks long distances, including assistance on movement between Forlì and Cremona.

FOOD OFFICER.

Food Officer expressed himself satisfied with the movement now being achieved, but also reiterated the failure of army in the earlier stages. He was obtaining food from Novli, to be railed at Cremona for Milan, Varese Sondrio, Como, Levis, Bergamo and Turin.

AGRICULTURE OFFICER.

Agriculture Officer was only interested in fertilizer movement, and because road rates were too high, was delaying any movement until rail facilities were available, but he didn't know how he would be advised when rail facilities would be ready.

INDUSTRY OFFICER.

Industry Officer reported rail wheels and tires available in good numbers at ILVA Works, Lovere, and pipes and tubes also overhead electrical equipment at Delmini.

AN SUB-COMMISSION OFFICER.

Major Telbot has an office within the Regional Headquarters, and liaises with Movements on such items which reach him. He is ready to deal with matters requiring rail movement, but this is having the effect that Regional Transport Officers will continue to have no interest in rail, and co-ordinated movement will fail. It is just as easy to waste rail movement as it is road, and unless co-ordinated demands go through regional transport officers, there is always the prospect of wasted journeys. There does not appear to be satisfactory liaison between Rail Division Engineering Officer, whose office is at the Central station, Major Telbot, with offices in Lombardie Region ne, and MMB, whose offices are situated with the Capo Compartimento.

In view of the bad communications, it is difficult to see how movement can be arranged for the whole of the north through a Milan office, and it is rather a state of anarchy for each separate Regional Division to go direct to an office at Milan, even if they know about the arrangements. Suggest a directive be prepared to give some clear indication as to methods of obtaining movement, ready for phase II.

MILITARY RAILWAY SERVICE.

Lt Col Zwanenpoel is M.A.S. representative attached to the Directorate covering Milan, Turin and Genoa, and is in charge of M.A.S. offices at those points.

Coal supply.

Coal is the restricting factor in movement, and a limitation has had to be placed on traffic for this reason. It has become so critical, that only essential civilian supplies have been moved, and in some cases military traffic has been second priority. Where military traffic can reasonably

INDUSTRIAL CRATER.

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Lt Col Zwanenpoel is M.R.S. representative attached to the Directorate covering Milan, Turin and Genoa, and is in charge of M.R.S. offices at those points.

Coal supply.

Coal is the restricting factor in movement, and a limitation has had to be placed on traffic for this reason. It has become so critical, that only essential civilian supplies have been moved, and in some cases military traffic has been second priority. Where military traffic can reasonably be moved by road, this has been done.

Rolling Stock.

Rolling stock position is highly satisfactory, and the figures given do not include any under repairs or situated on lines where release is temporarily impossible. I.S.R. are, however, conducting a special survey of these. There are apparently 3000 fully laden wagons on the Brennero line filled with goods looted by the Germans.

609

LOCO AND ROLLING STOCK POSSESSION-MILAN

AS AT 30 MAY 42.

<u>Locomotives:</u>	Electric	128	(25 more than previous work)
	Steam	309	
<u>Rolling stock:</u>	Passenger	113	
	Cisterns	220	
	Refrigerators	40	
	High Sides	4013	
	Low Sides	230	
	Covered box	919	
	Flats	140	

There are also 130 vino wagons in Genoa, Turin and Milan Compartimento.

Police.

Milan has partisans, fully armed, converted to railway police, and they have been instrumental in safeguarding and recovering property. Insignichi has had talks with Public Safety Officer Piemonte Region, in this respect, but quite obviously the problem is one for the whole of the northern area. There are fine opportunities for recruitment, but it is pointed out that railway police as such is against the declared policy of the Minister of the Interior.

I.S.A. (MILAN/ITALY).

Ing Bianchi undertook to ensure all Capt under his command would complete rehabilitation requirements as soon as possible, and soon after our visit called a meeting of the Capt which Major Richardson attended to give first hand details of the requirements.

At Milan we met Ing di Raimondo (also at Turin and Venice) on tour with Major Davis, M.A.S., who was endeavouring to ensure that the requirements of Ing di Raimondo's instructions of 23 May 42 particularly in regard to the centralization of financial matters in Rome were duly carried out. This task was a difficult one, for Ing Bianchi was not in friendly mood with Ing di Raimondo.

LINE CAPACITIES.

These have not, and need not be defined if coal supply is maintained, for all required movement can be met without the complicated procedure and delaying action of a bidding system. Major Walbot does meet with movements at the moment to give some consideration to movement, but this is entirely due to coal shortage.

I.S.A. were asked to give their considered opinion on possible line capacities at the present time, and they gave the following estimated figures:

there are also 100 vino wagons in venoa, Turin and Milan Compartimento.

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I.S.M. (SUMMARY INFORMATION).

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I.S.M. were asked to give their considered opinion on possible line capacities at the present time, and they gave the following estimated figures:

6098

MILANO -	PAVIA	12	trains =	tons	1000
GALLARATE -	SESTO CALENDE	12	"	"	500 (push)
ARONA -	DOMODOSSOLA	20	"	"	500
MILANO -	GALLARATE	14	"	"	500
MILANO -	MEZZANO	12	"	"	500
TRAVICELLO -	GRANAROLA	12	"	"	500
ACQUAFredda -	BOZZOLO	12	"	"	500
MILANO -	GRANAROLA	24	"	"	1000 (push Como-Chiasso push Como-Camerlato)
ARONA -	NOVARA	12	"	"	100
LOREO -	GALLARATE	10	"	"	100
CHIAVERIA -	COLICO	12	"	"	230
MONZA -	SESTO	12	"	"	500
SENO -	LEGO	12	"	"	400 (push Camerlato-Morone)
BERGAMO -	FORTE S. PIETRO	12	"	"	500
VALLOTTO -	GRONDELLO	12	"	"	700

The tonnage is per train, and pusher engines are needed at the points as indicated.

RECONSTRUCTION PROBLEMS.

Major railroads seemed in the dark as to reconstruction priorities and target dates, and this information is essential if we are to be able to advise any A.M.V. region of prospects of rail movement.

MOVEMENTS.

Called at Central Station, where A.Q. movements was designated, but apparently Sunday was the wrong day, as only a sergeant was available. Called on Movements Liaison Officer with A.M.V. He was collecting information as to state of lines, I.S.R. and private, and apparently considered he was to be responsible for the movement of A.M.V. traffic. There is little military traffic operating, and therefore movements are concentrating on the movement of civilian traffic.

RAILWAY RAILWAYS.

In view of the short stay in Milan, no personal contact was made with the capo of the Private Railways Comptendito, but he was requested through Major Talbot to provide information as to the operation of the private lines and extra urban tramways. This was not available on our return from Milan, and instructions were left for it to be forwarded to A.Q. through Major Talbot's office. Information available was that all lines were working within the compartment, but the A.M.V. which is a line of standard gauge and a network of tracks throughout the area, has one bridge out (under repair) at Ponte Ricino.

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FOOD SUPPLY OFFICER.

Food Supply Officer stated that only 30% of the May food commitments had been met. He had just learned of Major Halbot at Milan, but felt he would rather have the opportunity of local contact in order to make best use of rail and road as available.

AGRICULTURAL OFFICER.

Agricultural Officer expressed himself highly delighted with facilities so far offered for rail movement. He goes straight to Capt Baker, Mayor Turin, and so far has had all demands met. The following is a statement of horses and mules (German animals being allocated to Italians) moved over a given period:

All from Ivrea to	Cars	Animals (horses and mules)
May 23 CAMBRASSO	36	329
May 24 VERCELLI	29	302
May 25 CAMBRASSO	30	402
May 26 AOSTA	20	320
CAMBRASSO	10	120
NOVARA	10	127
AOSTA	20	254
CAMBRASSO	14	172
VERCELLI	13	105
ALESSANDRIA	20	320
May 26 MILAN	30	302
SESTO SAN GIOVANNI	21	291
May 27 PAVIA	30	305
May 30 CREMONA	32	332
May 31 MILAN	34	305
TOTAL	1	10
JUN 1 NOVARA	14	107
SOMMAIO	10	205
SESTO SAN GIOVANNI	23	292
JUN 2 GENOVA	20	295
SAN GIUSEPPE	10	150
TURIN	1	5

These animals loaded under supervision of 4th Corps as an A.M.G. responsibility. Agriculture Officer paid a special tribute to the Capo Stazione at Ivrea for his fine work in loading.

COMMERCE OFFICER.

Commerce Officer secures movement through Capt Conway who also has an office at Turin, and Capt Conway apparently puts these demands through movements. It would thus appear that some tying up is necessary to ensure a uniformity of method, in order that records may be maintained.

Animals (Horses and Mules)

Care

May 23	Calabria	328
May 24	Venezia	372
May 25	Catania	432
May 26	Acilia	320
	Calabria	120
	Novara	127
	Asil	234
	Calabria	174
	Venezia	103
	Albania	328
May 29	Milan	382
	Milano	281
May 29	Parma	602
May 30	Catania	532
May 31	Milan	602
	Roma	10
Jun 1	Novara	107
	Sordano	203
	Verona	292
Jun 2	Genoa	293
	San Giuseppe	130
	Turin	1

These animals loaded under supervision of 4th Corps as an I.M.U. responsibility. Agriculture Officer paid a special tribute to the Capo Stazione at Ivrea for his fine work in loading.

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REGIONAL TRANSPORT OFFICER.

Regional Transport Officer is situated some distance from Regional Headquarters, and is fully engaged on road matters. He claimed he had no real officer, and said that Lt Strand was fully engaged as a provincial road officer. Recommendation is that as soon as possible Strand be allocated for this work, and that he might work in the I.M.U. building in which Capt Conway has his office. I.M.U. and movements are also located in this building.

9.93

M.A.S. AND MOVEMENTS.

M.A.S. & Movements Officer share a room, and again we found coal the deciding factor on movement of traffic. No organized civil freight trains are operated, but it was not known if any purely civil freight moved.

Line 17 is of considerable importance to Milan and Turin, as it would cut away from the northern trend of traffic from Bologna, and offer scope for increased movement facilities.

CAPO COMPARTIMENTO - REASSEMBLY.

The Capo Compartimento was informed of the need for submitting early data in respect of the reassemblage programme, and he undertook to take immediate action. Details of the particulars required were given to him.

LINE CAPACITIES.

M.A.S. stated that these were not available, but they felt that any reasonable request for movement could be met in view of the satisfactory rolling stock position.

ROLLING STOCK POSITION AS AT 30 MAY 47.

Passenger Coaches 170, Cisterns 14, Refrigerators 20, high sided 2307, low sided 320, Box 417, Electric Locomotives 12, Steam 129. This represents an increase of locomotives over previous week of 11 electric and 19 steam.

CAPO COMPARTIMENTO - PRIVATE RAILWAYS.

An interview was held with Capo of Private Railways, and the following information obtained:

- (a) Line Sesto-Cernusco. - Operated by steam locomotives and petrol rail cars. Line Biella - Sesto. - 2 round trips daily, Biella-Morino 1 round trip weekly. This line serves fabric and wool mills at Biella. 300 tons coal available, possibly will last till 20 June. Sufficient rolling stock available for existing services.
- Line Biella-Morino. - Operated by steam for freight and diesel railcars for passengers.
- Autostada bridge over the Cavour canal demolished but track undamaged. Two round trips are operating daily over the whole line with transshipment at the damaged bridge, but line will soon be cleared for through traffic. Very little coal available. Railways was constructed in 1941, and has no rolling stock of its own. They have borrowed two class 340 and one class 320 locomotive from I.S.I.

- (b) Verona-Mord-Railway. - Operated by steam for freight and electric for passengers.

⁴²
La Sesto-Cernusco Line. - Besseto bridge 3 km before Cernusco, is interrupted,

U.S.S.R. stated that these were not available, but they felt that any reasonable request for movement could be met in view of the satisfactory rolling stock position.

ROLLING STOCK POSITION AS OF 30 MAY 1952.

Passenger coaches 170, Cisterns 14, Refrigerators 20, High sides 2307, Low sides 520, Box 470, Kists 12, Electric Locom 19, Steam 120. This represents an increase of locom over previous week of 14 electric and 19 steam.

GAPO COMPARTIMENTS - PRIVATE RAILWAYS.

An interview was held with GAPO of Private Railways, and the following information obtained:

(a) Line Bentria-Biella. - Operated by steam locoms and petrol rail cars.

Line Biella - Benthia. - 4 round trips daily, Biella-Benthia 1 round trip weekly. This line serves fabric and wool mills at Biella. 300 tons coal available, possibly will last till 20 June. Sufficient rolling stock available for existing services.

Line Biella-Movera. - Operated by steam for freight and diesel railcars for passengers.

Autocross bridge over the Savour canal demolished but track undamaged. Two round trips are operating daily over the whole line with transshipment at the damaged bridge, but line will soon be cleared for throughout traffic. Very little coal available. Railways was constructed in 1941, and has no rolling stock of its own. They have borrowed two class 340 and one class 320 locomotive from I.S.R.

(b) Verino-Mord-Railway. - Operated by steam for freight and electric for passengers.

Mord-Veri Line. - Bessio bridge 3 km before Veri, is interrupted, passengers are transhipped, and freight is hauled on the electric passenger trains as no coal is available. Service is 3 round trips every day, and 2 extra on working days. This company is responsible for the operation of about 10 kilometres of siding lines in factories in Verin, but cannot at present work them owing to the coal position.

Miverolo Line. - Benigno bridge (14 km from Miverolo) is interrupted, and transshipment takes place. Repair work is expected to be completed shortly. 2 round trips weekly over entire line tri-weekly.

8090

(c) ferrovie elettriche niellesi -

Services Biella-Salerno
Biella-Cossato-Vallanasse
Cossato-Mascherano

Lines fully repaired and in operation, conveying workers in Biella district, Germans removed 40 freight cars for use in the Volturno area.

(d) Bassaluzzo-Truggarolo railway. - (Steam and diesel operation).

heavy damage at Novi station, car shed demolished. Two diesels in operation, three being repaired with 9 locos. All track damage has been repaired and lines are in operating conditions.

Services : Novi-Bassaluzzo-Truggarolo : one round trip daily with diesel, and one with steam daily.

Novi-Bassaluzzo-Orava : 3 round trip daily with steam.

Novi is a centre of heavy industry, and the line is operated by the ALVA works, who provide the coal.

Other lines operated electrically with regular services:-

(e) Monдови-Villanova - (railway) these lines work in Monдови-Santuario - (tramway) co-operation.

Biella-Orona. - Biella-Mongrando. Biella-Borrione.

(f) Tramways & Extra-urban railways:-

Vercelli-Arino. - Only one railcar now available for operation or service.

(g) P.A.T.I.P. -

Arin-Pilone, Virle-Saluzzo, and branch line to Carnagiale.

Normally steam and battery operated rail cars, now only the latter. 4 round trips daily. Branch line to Carnagiale not operating, owing to bridge damage over Po.

Saluzzo-Castiglione-Cuneo, with branch to Veccano.

Two round trips daily to Madonna dell'Ulivo, 9 am before Cuneo, owing to demolition of Serra bridge. One round trip daily on the Saluzzo-Venasca line.

Cuneo-Grovero. - Not in operation owing to work in hand on the road over which the line normally runs. One round trip with steam as a mixed train is scheduled shortly.

Stock available: 9 locos, 6 electric rail cars, 30 coaches, 300 wagons, (being repaired) 7 steam locos, 16 coaches, 62 wagons. Daily operation of freight trains, burning wood, to convey paper from

Services: Novi-Bassaluzzo-Verucchio: One round trip daily with diesel, and one with steam daily.

Novi-Bassaluzzo-Ornavasso: 3 round trips daily with steam.

Novi is a centre of heavy industry, and the line is operated by the Alfa Romeo, who provide the coal.

Other lines operated electrically with regular services:-

(e) Moncalvi-Villanova - (railway) these lines work in Moncalvi-Bentivoglio - (tramway) co-operation.

Biella-Croce - Biella-Mongrando. Biella-Cortina.

(r) Tramways & Extra-urban railways:

Vercelli-Airino. - only one railcar now available for operation or service.

(5) S.I.M.I.F. -

Turin-Palme, Bielle-Bassaluzzo, and branch line to Carnagola.

Normally steam and battery operated rail cars, now only the latter. 4 round trips daily. Branch line to Carnagola not operating, owing to bridge damage over Po.

Baluzzo-Castiglione-Cuneo, with branch to Veccano.

Two round trips daily to Madonna dell'Ulivo, 3 AM before Cuneo, owing to cancellation of Stura bridge. One round trip daily on the Baluzzo-Venasca line.

Cuneo-Crovero. - Not in operation owing to work in hand on the road over which the line normally runs. One round trip with steam as a mixed train is scheduled shortly.

Stock available: 3 locos, 6 electric rail cars, 50 coaches, 300 wagons, (being repaired) 1 steam loco, 10 coaches, 92 wagons. Daily operation of freight trains, burning wood, to convey paper from mills at Verando to Turin.

Cuneo-Dorzo S. Dolmoro-Denotti: steam operated (Firewood). Bridge at Olle near Voliole demolished. Service two round trips daily Cuneo-Dorzo S. Dolmoro and two days per week the service runs through to Olle bridge.

Moncalvi-Bentivoglio. - Not in operation owing to Fig. to Malavico bridge. Remaining track damage has been repaired.

Turin-Sestuno-Casco. - Electric; no damage; in operation.

Turin-Mondalini-Peirino. - bridge repaired, line in operation.

Turin-Castagneto-Prinasso. - In operation. Branch line to Chivasso not in operation owing to damage to Po bridge.

Stock Available. - 27 rail cars, 89 coaches, damaged and under repair, 6 rail cars, 6 coaches.

Turin-Cavendo. - Sangone bridge demolished near Beineno, line in operation with transshipment.

Stock. 9 rail cars, 31 coaches, 7 and 15 respectively being under repairs.

Turin-Tivoli

Pinerolo-Parone-Argentine.

Turin-Lucente - branching to Mariano, Alessi and Loheni. All in regular operation.

COAL REQUIREMENTS FOR THE RAILWAYS IN CONCESSION UNDER COMPARTIMENTO INDUSTRIALE OF BURLA.

SURDA FERRARA DI BURLA	tons.	400	monthly
+ FERRARIE IND. DI CASALE	"	60	"
S.A.T.I.P.	"	200	"
FERRARIA CUNEO-VERONA	"	65	"
FERRARIA VAN D'ORCA	"	100	"
FERRARIA DEL CASALESE	"	270	"
FERRARIA CIRI' LUNGO	"	110	"
FERRARIA BURLA-NOVARA	"	215	"

+ A purely private company (not in concession) requiring coal for providing transport to and from cement works.

AUTOMOBILES.

Nearly all the buses were requisitioned by the Germans or damaged by air attacks, and of the remainder the partisans recently requisitioned the majority. By the end of June it is hoped to have 30 petrol and 20 diesel buses in operation.

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CONTACTS:

A.M.G. Provincial Commissioner
 Greenway Coy
 Private Railways. Capo Compartimento.

Brescia is headquarters of Private Railways and Motorizzazioni Compartimento, and we found the office very full of various applicants for licenses for road vehicles.

Service Peschiera-Mantova is running on coal, but no published timetable at present available.

(c) All extra-urban tramways are running, and information is given in the timetable folders to be circulated. This also includes details of the bus services operated by the owners of the tramway services.

The line Cremona-Casalmaggiore is also operating 4 trains daily on methane gas. A sugar beet factory is in this area.

ROAD VEHICLES.

The Provincial Commissioner here has taken over a number of German vehicles for use in his road pool and has so advised J Army, with details of numbers, inviting them to confirm that this is in order.

It appears that the Germans put all civilian vehicles in a pool, but re-numbered them as military vehicles.

... ..

GOVERNMENT

Bolzano is a headquarters of Private Railway and Motorizations-Compartmento. The Director of the Verona Compartmento has sent a telegram asking for details of lines in operation, rolling stock etc. which will be sent this a.m. through Provincial Commissioner, Verona. Within the Bolzano Compartmento is the narrow gauge electric line Pedersoglio-Casalzo, which was used by the Germans considerably, doubtless as a subsidiary to the Brenner route.

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VERONA

Commissioner: A.M.G. Provincial Commissioner
A.M.G.
Capo Private Railways.

At the time of our arrival, the Verona picture was an unhappy one. The new Verona Directorate, being set up to cover the new Verona-Compartmento, Venice, Trieste, and Bologna compartments was not in operation, as the Director had not arrived.

Similarly, the Capo of the Verona Compartmento had been put in goal, and his successor had not arrived. All engineering work was proceeding as scheduled, and a survey was being carried out in respect of rolling stock, but the traction & movement sections were not fully organized, and needed some instructions. It was understood that Gen di Reimondo was also actively concerned about the difficulties, and was taking steps to see that the vacant important posts were speedily filled in accordance with his letter of 23 May.

M.R.G. had maintained a liaison officer pending the arrival of the

It appears that the Germans put all civilian vehicles in a pool, out re-numbered them as military vehicles.

... ..

CONFIDENTIAL

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... ..

CONFIDENTIAL

Comments: A.M.G. Provincial Commissioner
M.R.S.
Capo Private railways.

At the time of our arrival, the Verona picture was an unhappy one. The new Verona Directorate, being set up to cover the new Verona-Compartimento, Venice, Trieste, and Bologna compartments was not in operation, as the Director had not arrived.

Similarly, the Capo of the Verona Compartimento had been put in jail, and his successor had not arrived. All engineering work was proceeding as scheduled, and a survey was being carried out in respect of rolling stock, but the traction & movement sections were not fully organized, and needed some instructions. It was understood that Gen di Maimondo was also actively concerned about the difficulties, and was taking steps to see that the vacant important posts were speedily filled in accordance with his letter of 20 May.

M.R.S. had maintained a liaison officer pending the arrival of the 10th Railway Operation Battalion, but it could not be discovered that much activity had followed during that period.

An interview was had with Col Gullioyle, in charge of 6th A.C. Battalion, which had just arrived and it is quite obvious under his direction the I.S.A. will be instructed to get down the work. The importance of Verona as a junction in all directions is enormous, and it was the first time we were unable to collect detailed information.

Opening target dates of important lines were obtained as under:

Medina to ORE now open.

ORE-Medina via diversion track, 20 June, by main track, 25 June.

ROME-TO-VERONA 20 June.

CAPTO PRIVATE RAILWAYS.

The Capo of Private Railways lacked the initiative of the Capo of Brescia, but had some information, and was requested to secure the balance at an early date, to be forwarded to his headquarters.

Following is information in respect of services:

- (a) Verona to Venezia with trainment at Verona, 2 couples of trains daily, steam.
- (b) Atri to Rome, not operating due to instructions.
- (c) Padua to Sarnano. Working on limited services.
- (d) Atri to Lamezia, and Atri to Sarno. Workable, but no coal available.
- (e) Extra-urban railways.

Verona-Brescia 1 couples daily. Verona-San Bonifacio 5 couples daily. San Bonifacio to S. Giovanni, not working, due to break north of Villa Nova. Sarnano to Sarnano, 3 couples daily. Verona to Sarnano and Montebelluna to Chiampo running but not to a regular service. Montebelluna to Sarnano via Vicenza in working order but no coal.

Padua to Trieste and Mestre is not in operation, bridge out at Trento. Padua to Fieve di Sacco is in operation. Padua to Sarnano di sopra is damaged at Cornigliana, but repairs are in hand.

REHABILITATION.

It was impossible to talk to any official of the I.S.R. on the rehabilitation program in A.M. Italy Compartment.

The Directorate will be responsible for collection of all data for the Compartment of Venice, Trieste, Bologna and Verona.

Although General di Reimondo has issued instructions to Chiefs of Delegations at Milan and Verona and to all Capi Compartimenti in northern Italy under reference n°1094/405 of 21 May 43, it is doubtful if these instructions will have been delivered in Verona as no I.S.R. setup appears to exist; the station is completely destroyed.

The only representative of the I.S.R. we were able to contact was located in the office of Capt Johnson the WHO representative and he did not appear to know much of the actual position.

In view of the situation at Verona it is suggested that as soon as the New Directorate of the I.S.R. is installed an A.C. representative should return to explain the whole rehabilitation program.

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VERONA

CONTACTS: At Regional H.Q.

Regional Transport Officer

- (c) Padua to Carnignano. Working on limited services.
 (d) Arsiero to Milano, and Asiago to Schio. Workable, but no coal available.
 (e) Extra-urban railways.

Verona-Usterzano 7 couples daily. Verona S.ondifacio 9 couples daily. San ondifacio to S.rievermi, not working, due to break north of Villanova. Caldiero to Tregnano, 3 couples daily. Vicenza to Recoaro and Montebelluna to Chiampo running but not to a regular service. Montebelluna to Susegana via Vicenza in working order but no coal.

Padua to Fusina and Mestre is not in operation, bridge out at Brenta. Padua to Fieve di Sacco is in operation. Padua to Magnoli di Sopra is damaged at Cornigliana, but repairs are in hand.

REHABILITATION.

It was impossible to talk to any official of the I.S.R. on the rehabilitation programmes in N.W. Italy Compartmenti.

The Directorate will be responsible for collection of all data for the Compartimento of Venice, Trieste, Bologna and Verona.

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In view of the situation at Verona it is suggested that as soon as the new Directorate of the I.S.R. is installed an A.C. representative should return to explain the whole rehabilitation program.

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REGIONAL HEADQUARTERS

CONTACTS: At Regional H.Q.

Regional Transport Officer
 Regional Food Supply Officer
 Property Control Officer

At I.S.R. :

M.R.S.
 Movements
 I.S.R.
 Regional commissioning officers.

REGIONAL HEADQUARTERS.

At Regional Headquarters, Lt Col Woodger, Regional Transport Officer, was unwell and no officer was in charge. Food supply officer is temporarily sending one of his officers to the 6th Army shipping conference. Patrol is in short supply.

RAILROAD SERVICE

At I.S.R., it was learned that coal supply was improving, but locomotive position was not as good as other compartment. Major Jeffrey, in Sub-Comm. Rail Division, was collecting information in respect of rolling stock, and no details are given in this report.

The following passenger trains are operated:

TRAIN NO.	FROM	DEP.	TO	ARR.
3000	VENICE	0720	VERONA	0740
3410		1220		1240
2174		1020		1040

3010	VERONA	0650	VENICE	0710
3411		1440		1450
3009		1500		1510

I.S.R. have also asked for passenger trains between Venice and Fossalta, Venice and Bassano, Venice and Ponte-Trenta (Verona line), Venice-Conegliano (main line) and Montebelluna-Padua.

The only line on which traffic is operating is that between Venice and Udine and points east, but others are ready for operation as set out on map.

MRS Officer said he was expecting applications from A.M.G. in respect of services, but as there appears to be no one able to make recommendation in this matter, possibly the introduction of passenger services may be delayed. It is felt that such matters should be dealt with through some as soon as phase 1 has ended.

CAPO COMPARTIMENTO

At I.S.R. the Capo Compartimento was absent, but Chief of Movements and works were seen, and information given in respect of the detailed data desired for the rehabilitation program. Ing. di Meimondo had already left his covering letter with them.

PROVINCIAL TRANSPORT OFFICER

Provincial Transport Officer (Capt Corry) Venice Province asked for information in respect of loaded and empty rates for road conveyance on behalf of C.P. He also stated no minimum charge was published, and felt this should be done, i.e. an amount fixed below which rates would not go on short hauls.

He stated that his trucks had gone to Forlì and Cesena to pick up food, and came back empty. This matter was mentioned to Col. Bieri at the time.

ROLLING STOCK - PASSENGER COACHES OF INTERNATIONAL SLEEPING CAR COMPANY

It was learned that the Property Control Officer, Venice Region had

I.S.A. have also asked for passenger trains between Venice and Fossatice, Venice and Bassano, Venice and Ponte-Brenza (Verona Line), Venice-Conegliano (Vuline line) and Montebelluna-Palua.

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MR. Officer said he was expecting applications from A.R.M. in respect of services, but as there appears to be no one able to make recommendation in this matter, possibly the introduction of passenger services may be delayed. It is felt that such matters should be dealt with through Rome as soon as phase 1 has ended.

CAPO COMPARTIMENTO.

At I.S.R. the Capo Compartimento was absent, but Chief of Movements and Works were seen, and information given them in respect of the detailed data desired for the rehabilitation programme. Ing. di Mainardo had already left his covering letter with them.

PROVINCIAL TRANSPORT OFFICER.

Provincial Transport Officer (Capt Corry) Venice Province asked for information in respect of loaded and empty rates for road conveyance on pencil or G.P. He also stated no minimum charge was published, and felt this should be done, i.e. an amount fixed below which rates would not go on short hauls.

He stated that his trucks had gone to Forli and Verona to pick up food, and came back empty. This matter was mentioned to Col Sieri at the time.

ROLLING STOCK - PASSENGER COACHES OF INTERNATIONAL SLEEPING CAR COMPANY.

It was learned that the Property Control Officer, Venice Region had information in respect of certain cars of the International Sleeping Car Company located in the northern areas, which the boy desired to work to Milan for repair and maintenance.

Details of these cars are as under:-

6030

BOLZANO Province

OLIMICO	Cars 3/04	5037			
VARSOLIMS	" 2970	4220	2121	3129	2113 2134
		5021			
PERUA	" 2002	3049	2000	4241	3040 3032
		4232			
PORTOZZA	" 3000				

DELTA Province

DELTA	" 2110	2091	3000	2132	2133 2134
		2106	2303	2304	3040 3030 4229
	" 2203	2300	2301	2330	2333 2330

It is felt that these cars, if in a fairly good state of repair, might be of considerable use when the projected cross-Europe leave services are instituted.

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DELTA

An endeavour was made to visit Trieste but although the Yugoslavs were about to withdraw from that area the wait for authority to enter would have taken too long.

It is felt that this Compartmento should be visited as soon as possible with a view to hasten preparation of the rehabilitation programme.

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DELTA

COMMENTS.
M.R.O.
Movements,
I.O.R.

I.O.R. CAPO COMPARTIMENTO.

As Bologna is hardly complete as a compartment of the I.O.R., very little time was spent here but the Capo was seen, and information given him in respect of the rehabilitation requirements. M.R.O. officers mentioned that Capo was not over effective, and that the I.O.R. Order of Movements was not up to standard, but Ing Montani was a good man (Movements section). The Capo himself was very undecided as to whom he owed first allegiance, and speaks a good deal of his time at Milan. This requires correcting, for he now officially comes under the Verona Directorate. He urgently needs guidance on a number of matters and expects a call from Ing di Miondo.

REFUGEE TRAFFIC.

RIO at station reported that he had placed box cars for a refugee train in accordance with instructions, but when the refugees arrived, the train was already fully packed with other unorganised refugees waiting to go, and there are no police available to clear the trains.

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BOLOGNA

COMMENTS.
 M.A.S.
 Movements,
 I.S.R.

I.S.R. CAPO COMPARTMENT.

As Bologna is hardly complete as a compartment of the I.R., very little time was spent here but the Capo was seen, and information given him in respect of the rehabilitation requirements. M.A.S. Officers mentioned that Capo was not over effective, and that the I.S.R. Officer of Movements was not up to standard, but ING. MONTANI was a good man (Movements section). The Capo himself was very undecided as to whom he owed first allegiance, and spends a good deal of his time at Milan. This requires correcting, for he now officially comes under the Verona Directorate. He urgently needs guidance on a number of matters and expects a call from ING. DI MARIANO.

ARRIVAL TRAINS.

ING. DI MARIANO reported that he had placed box cars for a refugee train in accordance with instructions, but when the refugees arrived, the train was already fully packed with other unorganised refugees waiting to go, and there are no police available to clear the trains.

ORGANISED PASSENGER SERVICE.

In consultation with M.A.S. liaison with I.S.R. and Movements, it was felt a case existed for the introduction of a passenger train from Bologna to Ancona, over which line there is surplus capacity, in order to clear some of the many people who gather at the bombed out Bologna station. It is expected that in any case, by whatever means they can, and provision should be made for the boats to collect some fares from them, and by virtue of that fact be expected to regulate the traffic and guard against unauthorised movement.

MEMO OF A.C. OFFICER.

Bologna is a most important station, being the point where electric passing changes, and some A.C. control would appear to be necessary as soon as possible, in liaison with A.M.S.

GENERAL OBSERVATIONS.

With the extended electrified system and available rolling stock, operating in the North should offer no special problems, and the movement of traffic should be achieved with minimum delay. In a very short time it will be possible to tell the Italians what particular traffic is to be moved, and leave the rest to them with the minimum of supervision. Electric locomotives in the north are not exchangeable for electric traction south of Bologna, so that there will always be a good supply of electric engines on hand. Coal, however, is likely to be a difficult problem in areas where lines are not electrified, and for that reason some control of civilian traffic moved would seem desirable.

The question of deciding the desirable traffic, both freight and civilian will depend on information from those on the spot, for what is a priority in the South may not necessarily be so in the North. Passenger services over electric lines not used for military traffic will be *available to stimulate trade, and the detailed analysis such services require in the South will not be necessary.* It must not be overlooked that there is a need for movement between East and West, as well as between North and South.

The possibilities of quick turn rounds of vehicles make the rolling stock figures even more satisfactory than the bare numbers show, and the amount of double tracking will also facilitate movement.

There is a tendency in the North to say "keep home out, and let us manage the north ourselves". In an industry so vitally and completely national (and international) as the railways, centralized control or action is eminently desirable, in the interests of the country as a whole and the speedy rehabilitation of trade.

It appeared that throughout the North there is a lack of co-operation between rail and road interests to get the best out of both, and in no region was there any A.C./A.M.S. officer with any knowledge of the rail facilities available, or of the best channel for securing movement. It is appreciated that it is the policy of the Sub-Commission to ensure that no officer in the field is solely responsible for any one form of transport, but even the senior Regional Transport Officers have had no time to show deep interest in the rail facilities available.

The A.C. Movement Officer and the Rail Division Officers do not appear to get together, and some central control over the endless activities of Capt Conway would seem desirable.

The creation and establishment of the Milan and Verona Directorates with L.L.D. offices would suggest that A.C. liaison officers should be assigned to cover those offices as soon as possible.

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The A.C. Movements Officer and the Rail Division Officers do not appear to get together, and some central control over the endless activities of Capt Conway would seem desirable.

The creation and establishment of the Milan and Verona Directorates with M.R.O. offices would suggest that A.C. liaison officers should be assigned to cover those offices as soon as possible. There is a fund of essential information readily available which includes vital statistics of line and rolling stock repairs and movements, and M.R.O. is at all times only too willing to pass on this information.

It is therefore submitted that early consideration be given to the establishment of a unified office to cover Milan and Verona Directorates, in all aspects, in order to ensure that essential needs and information reach this headquarters, and that appropriate action is taken where necessary. This would conform with the original proposed plan for Northern Italy.

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Private Railways.

In respect of the Private Railways, which have a network of lines in the North, a policy for supplies, particularly coal, is needed. At the same time, the question of their inclusion in the Northern directorates, and their responsibilities direct through the Private Railways Comptments to the Rome headquarters needs settling. The position of the needs of Comptment concerned with Private Railways, extra-urban tramways, road services and Internal Navigation in the Northern area does not appear to be clear.

Whilst Ing Bianchi would seem to be solely I.S.R., some of the Private Railway Comptmental needs were rather different in submitting any information direct to Rome and thought it should go via Milan.

The problem of guarding of traffic also needs early clarification.

Maps of the areas covered, showing lines open or available for traffic were obtained together with some timetables of passengers services in operation. These will be passed to Movements (and) for noting and return.

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J.P. Richardson *May.*

J.P. RICHARDSON,
Major, R.A.

acting
A.C. FINE,
Major, C.L.

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J.F. Richardson Insp.

F.F. RICHARDSON,
Major, R.E.

acting may
A.C. FINE,
Major, R.E.

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