

ACC

AC/208/TNS

10000/149/2712

8/TNS 10000/144/2712

CORRESPONDENCE
DEC. 1944 - FEB. 1945

RESUME OF INTELLIGENCE ON BREAKS IN THE RAILWAY LINES IN NORTHERN ITALY, SHOWING CONDITIONS EXISTING ON

1 FEBRUARY 1945

- Note: 1. The numbers before each railway line are referred to the General Railway Time Table.
- 2. The dates are referred to the day in which intelligence of the breaks have been received.

85 Railway Line Bologna-Ferrara-Padova-Mestre

- 16/9 - Section presently in condition to operate: Bologna-Ferrara
- 6/11 - In the section Ferrara-Rovigo works are being carried out to rehabilitate the bridge on the Po river at Pontagosuro. In the meantime the railway wagons are carried across the river by barges transformed into ferryboats.

85bis Railway Line Rovigo-Chioggia

- 3/1 - Bridge impassable at Cavanella on the Adige river.

84 Railway Line Mestre-Portogruaro-Monfalcone-Trieste

- 22/9 - Bridge impassable at Latisana on the Tagliamento river.
- 24/11 - Bridge impassable at S. Stino di Livenza on the Livenza river.
- 10/12 - One track is being removed.
- 17/12 - Bridge impassable at S. Dona' on the Piave River - Replaced by an embankment across the river bed.

74 - 196 - 194 Railway line Pola-Trieste

- 17/12 - In condition to operate.

- Note: 1. The numbers before each railway line are referred to the General Railway Time Table.
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85 Railway Line Bologna-Ferrara-Padova-Mestre

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- 17/12 - Bridge impassable at S. Donà on the Piave River - Replaced by an embankment across the river bed.

74 - 196 - 194 Railway line Pola-Trieste

- 17/12 - In condition to operate.

71 Railway line Venezia-Mestre-Treviso-Conegliano-Sacile-Casarsa-Monte

- 20/11 - The bridge between Casarsa and Codroipo on the Tagliamento River is impassable.
- 27/1 - Bridge of Priula (on the Piave River 15 Kms. North of Treviso) is impassable as well as the temporary bridge on the adjacent branch line.

- 2 -

181 Railway Line Treviso-Oderzo-Portogruaro

- 17/12 - Interrupted at Gorge al Monticano (between Oderzo and Motta Livenza)
- 30/12 - Bridge impassable at Motta on the Livenza river .
- 7/1 - At Motta Livenza a brick temporary bridge is being built in the place of the old one destroyed.

173 Railway Line Mestre-Castelfranco Veneto-Bassano del Grappa-Trento

- 2/10 - Bridge of Piombino destroyed (20 Kms. S.W. of Treviso).

176 Railway Line Padova-Castelfranco Veneto-Montebelluno-Belluno-Caldalzo

- 9/11 - Subway destroyed at Loreggia (Kms 22 North of Padova) and 24 switches destroyed in the railway station of Castelfranco Veneto.

- 22/1 - Bridge impassable at Vigodarzera on the Brenta River.

180 Railway Line Vicenza-Cittadella-Castelfranco Veneto-Treviso

- 2/12 - Bridge impassable near Fontaniva on the Panonin Torrent (21 Kms N.S. of Vicenza)
- 26/1 - Bridge impassable at Fontaniva on the Brenta River - New branch with a temporary bridge in condition to operate.

53 Railway Line Padova Crisignano-Vicenza-Verona

- 17/1 - Section in condition to operate Verona-Vicenza.

65 Railway line Bologna-Modena-Parma-Codorno-Reggaredo-Milano

- 22/9 - On this line one track is being removed.
- 25/1 - In condition to operate.

23 Railway Line Milano-Treviso-Rovato-Brescia-Verona

- 25/10 - Bridge impassable on the Mincio River (S. of Peschiera)
- 10/12 - A new branch line has been built between 1 Km. before Peschiera and Cavalcasella (3Kms E. of Peschiera) to replace the bridge destroyed at Peschiera on the Mincio River.

173 Railway Line Meestre-Castelfranco Veneto-Bassano del Grappa-Trento

2/10 - Bridge of Piombino destroyed (20 Kms. S.W. of Treviso).

176 Railway Line Padova-Castelfranco Veneto-Fontebelluno-Belluno-Caldalzo

9/11 - Subway destroyed at Loreggia (Kms 22 North of Padova) and 24 switches destroyed in the railway station of Castelfranco Veneto.

22/1 - Bridge impassable at Vigodarzera on the Brenta River.

180 Railway Line Vicenza-Cittadella-Castelfranco Veneto-Treviso

2/12 - Bridge impassable near Fontaniva on the Ramonin Torrent (21 Kms N.E. of Vicenza)

26/1 - Bridge impassable at Fontaniva on the Brenta River - New branch with a temporary bridge in condition to operate.

23 Railway Line Padova Crisignano-Vicenza-Verona

17/1 - Section in condition to operate Verona-Vicenza.

65 Railway Line Bologna-Modena-Parma-Loggino-Roporecò-Milano

22/9 - On this line one track is being removed.

25/1 - In condition to operate.

52 Railway Line Milano-Treviglio-Rovato-Brescia-Verona

25/10 - Bridge impassable on the Mincio River (S. of Peschiera)

10/12 - A new branch line has been built between 1 Km. before Peschiera and Cavalcasella (3Kms E. of Peschiera) to replace the bridge destroyed at Peschiera on the Mincio River.

2/1 - 500 meters S. of the above temporary bridge a permanent bridge is being built.

17/1 - In condition to operate.

69 Railway Line Bologna-Ostiglia-Mogara-Verona-Trento-Bolzano-Brennero

26/8 - A branch line has been put into operation between Verona S. Lucia and Fivio S. Massimo all'Acige to allow for direct traffic from Mogara towards the Brennero.

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- 19/10 - A new branch line has been put into operation between Rovere and Ostiglia which crosses the Po river and a new bridge built west of the old one which has been destroyed.
- 4/11 - The convoys crossing the Po river by means of ferry-boats.
- 7/11 - The two entrances of the Ceraino tunnel have been mined.
- 3/1 - The works for the construction of a new branch line between the railway stations of Salorno and Lavis have been almost completed.
- 17/1 - Line interrupted between Borghetto and Ceraino and Dolce
- 28/1 - Line interrupted between Ala and Rovereto.
- 31/1 - The Railway Station of Verona is still heavily damaged. All tracks are interrupted, except one directed towards the Brennero.
- 152 Railway Line Milano-Umate-Bergamo
- 10/11 - In condition to operate.
- 147 Railway Line Treviglio-Bergamo
- 24/12 - In condition to operate.
- 153 Railway Line Bergamo-Rovato
- 27/1 - Bridge impassable at Palazzolo on the Oglio river.
- 156 Railway Line Cremona-Brescia
- 13/9 - Line interrupted at Robecco d'Oglio
- 160 Railway Line Cremona-Cameneta-Treviglio
- 12/12 - In condition to operate.
- 155 Railway Line Parma-Piacenza-S. Zeno-Brescia
- 26/9 - The Germans have begun the destruction of the whole line.

been almost completely
17/1 - Line interrupted between Borghetto and Ceraino and Dolce
28/1 Line interrupted between Ala and Rovereto.
31/1 - The railway station of Verona is still heavily damaged.
All tracks are interrupted, except one directed towards
the Premeno.

152 Railway Line Milano-Menate-Bergamo
10/11 - In condition to operate.

147 Railway Line Treviglio-Bergamo
24/12 - In condition to operate.

153 Railway Line Bergamo-Rovato
27/1 - Bridge impassable at Palazzolo on the Oglio river.

156 Railway Line Cremona-Brescia
13/9 - Line interrupted at Robecco d'Oglio

160 Railway Line Cremona-Cameneta-Treviglio
12/12 - In condition to operate.

155 Railway Line Parma-Piadena-S. Zeno-Brescia
26/9 - The Germans have begun the destruction of the whole
line.

163 Railway Line Codogno-Cremona-Piadena-Mantova-Mogara-Legnago-
Monselice.
15/10 - The Legnago-Monselice section in condition to operate.
24/12 - The Cremona-Mantova section in condition to operate.

202 Railway Line Modena-Mantova-Dossobuono-Verona
7/10 - Bridge impassable between Borgoforte and Montaggiana.
11/12 - Bridge on the Mincio river impassable (N. of Mantova)

Railway Line Cardano-Virgolo

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Railway Line Cardano-Virgolo

- Near Bolzano a branch line has been built between Cardano (4 Kms East of Bolzano) and Virgolo.

62 Railway Line Parma-Fornovo-Aulla-S.Stefano-Verzano

15/1 - In condition to operate.

63 Railway Line Sarzana - S.Stefano

13/9 - The bridge between Sarzana and S.Stefano di Magra is used only by night and two bridging sections are used which are removed by day.

50 Railway Line Viareggio-La Spezia-Genova

14/10 - The track is being removed from the whole line.

26/11 - Works are underway to rehabilitate the bridge impassable at Moneglia (8 Kms. S.E. of Sestri Levante) - The line is in condition to operate between Chiavari and Moneglia (only one track)

9/12 - Verzano-La Spezia section is in condition to operate.

61 Railway Line Genova-Savona-Ventimiglia

30/12 - The Genova-Bordighera section is in condition to operate.

60 Railway Line Milano-Monza-Como-Chiasso

23/1 - In condition to operate.

54 Railway Line Milano-Rho-Gallarate-Sesto Calende-Irona-Premosello-Domodossola

13/9 - Bridge impassable at Sesto Calende on the Ticino River.

123 Railway Line Novara-Vignale-Borgomanero-Premosello-Domodossola

17/10 - Bridge impassable at Guzzago on the Toce river.

10/1 - Line interrupted between Novara and Guzzago.

63 Railway Line Sarzana - S. Stefano

13/9 - The bridge between Sarzana and S. Stefano di Magra is used only by night and two bridging sections are used which are removed by day.

50 Railway Line Viareggio-La Spezia-Genova

14/10- The track is being removed from the whole line.
26/11- Works are underway to rehabilitate the bridge impassable at Moneglia (8 Kms. S.E. of Sestri Levante) - The line is in condition to operate between Chiavari and Moneglia (only one track)
9/12- Vezzano-La Spezia section is in condition to operate.

61 Railway Line Genova-Savona-Ventimiglia

30/12- The Genova-Bordighera section is in condition to operate.

60 Railway Line Milano-Monza-Como-Chiasso

23/1 - In condition to operate.

54 Railway Line Milano-Rho-Gallarate-Sesto Calende-Arona-Premosello-Domodossola

13/9 - Bridge impassable at Sesto Calende on the Ticino River.

123 Railway Line Novara-Vignale-Borgomanero-Premosello-Domodossola

17/10- Bridge impassable at Guzzago on the Toce river.
10/1 - Line interrupted between Novara and Guzzago.

56 Railway Line Novara-Vignale-Oleggio-Arona

12/10- Bridge impassable at Oleggio on the Ticino River; bridge impassable at Damerleto.

61 Railway Line Milano-Rogoredo-Pavia-Voghera-Tortona-Arcuata-Ronco-Mignanogo-Genova

27/8 - Bridge impassable at Brassano Bottarone. Repairable within 2 months. **95**
13/9 - Bridge destroyed at Pavia on the Ticino River. Repairable by October 10.

9/10 - Work is underway to remove one track in the Voghera-Tortona Sector.

22/12 - Line interrupted at Villadernia (S. of Tortona).

116 Railway Line Pavia-Cava C.-Mortara-Vercelli

1/12 - Line interrupted between Pavia and Carbonara al Ticino.

8/12 - North of the railway bridge of Casale Monferrato the works for the construction of a new branch line connecting the railway line Vercelli-Casale with the railway line Casale-Mortara are almost completed.

10/1 - Bridge still impassable between Pavia and Cava Carbonara on the Po river.

53 Railway Line Milano-Rho-Novara-Vercelli-Santhia-Chivasso-Torino

30/12 - Work is underway to remove one track and to send the railway equipment obtained to Germany.

30/1 - Bridge impassable between Vercelli and Borgovercelli on the Sesia River.

30/1 - The Vercelli-Torino Sector in condition to operate.

115 Railway Line Vercelli-Casale Monferrato-Valenza-Alessandria

24/1 - Bridge rehabilitated at Casale Monferrato on the Po river. The new branch line connecting the railway lines Vercelli-Casale and Casale-Mortara is in operation.

56 bis Railway Line Mortara-Casale Monferrato-Asti

25/8 - Bridge impassable at Moncalvo.

66 Railway Line Piacenza-Voghera

9/12 - In condition to operate.

58 Railway Line Milano-Lambrate-Mortara-Torreberetti-Valenza-Alessandria

25/1 - Bridge impassable at Vigevano on the Ticino river.

25/1 - Bridge impassable at Torreberetti on the Po river.

8/12 - North of the railway bridge of Casale Monferrato the works for the construction of a new branch line connecting the railway line Vercelli-Casale with the railway line Casale-Mortara are almost completed.

10/1 - Bridge still impassable between Pavia and Cava Carbonara on the Po river.

53 Railway Line Milano-Rno-Novara-Vercelli-Santhalia-Chivasso-Torino

30/12 - Work is underway to remove one track and to send the railway equipment obtained to Germany.

30/1 - Bridge impassable between Vercelli and Borgovercelli on the Sesia River.

30/1 - The Vercelli-Torino sector in condition to operate.

115 Railway Line Vercelli-Casale Monferrato-Valenza-Alessandria

24/1 - Bridge rehabilitated at Casale Monferrato on the Po river. The new branch line connecting the railway lines Vercelli-Casale and Casale-Mortara is in operation.

56 bis Railway Line Mortara-Casale Monferrato-Asti

25/8 - Bridge impassable at Moncalvo.

66 Railway Line Piacenza-Voghera

9/12 - In condition to operate.

58 Railway Line Milano-Lambrate-Mortara-Torreberetti-Valenza-Alessandria

25/1 - Bridge impassable at Vigevano on the Ticino river.

25/1 - Bridge impassable at Torreberetti on the Po river.

55 Railway line Santhalia-Romagnano-Borgomanero-Arona

21/10 - The Torino-Santhalia sector in condition to operate - Line interrupted between Carisio (5kms. N. of Santhalia) and Buzonzo.

101 Railway Line Torino-Pinerolo-Torre Pellice

27/11 - The Torino-Pinerolo sector is in condition to operate with trans-shipment between Candiolo (15 kms. S.W. of Torino) and None (5 kms S.W. of Candiolo) on account of the destruction of the bridge at Chijola.

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22/12 - The Torino-pinerolo sector is in condition to operate but it is not mentioned if the above bridge has been rehabilitated.

50 Railway Line Torino-Bardonecchia

27/11 - Bridges impassable on the Nora Riparia River near Salabertano (60 Kms. W. of Turin)

29/12 - The Torino-Salabertano sector is in condition to operate.

51 Railway Line Bussoleno-Susa

22/12 - In condition to operate.

121 Railway Line Chivasso-Ivrea-Aosta-S.Desiderio Terme

21/11 - The Aosta-S.Desiderio Terme Sector is in condition to operate.

29/12 - The Torino-Aosta Sector is in condition to operate.

10/1 - Line interrupted at Montalto Dora.

113 Railway Line Airoasca-Moretta-Saluzzo-Pusca-Cuneo

7/11 - The Moretta (14 Kms. N. of Saluzzo)-Cuneo sector is in condition to operate.
Bridge impassable at Vigone (2 Kms.S. of Cercenasco) on the Otiliana River (26 Kms N. of Saluzzo).

21/11 - Line interrupted between Airoasca and Moretta.

52 Railway Line Fossano-Cuneo-Forge S. Dalrazzo-Ventimiglia

29/12 - The Fossano-Cuneo sector is in condition to operate.

1/1 - The Cuneo-Ventimiglia sector is in condition to operate.

104 Railway Line Pusca-Dronero

7/11 - In condition to operate

29/12 - The Torino-Salabertano sector is in condition to operate.

51 Railway Line Bussoleno-Susa

22/12 - In condition to operate.

121 Railway Line Chivasso-Ivrea-Aosta-S.Desiderio Terme

21/11 - The Aosta-S.Desiderio Terme Sector is in condition to operate.

29/12 - The Torino-Aosta Sector is in condition to operate.

10/1 - Line interrupted at Montalto Dora.

113 Railway Line Airoasca-Moretta-Saluzzo-Busca-Cuneo

7/11 - The Moretta (14 Kms. N. of Saluzzo)-Cuneo sector is in condition to operate.
Bridge impassable at Vigone (2 Kms. S. of Cercenasco) on the Ottiana River (26 Kms N. of Saluzzo).

21/11 - Line interrupted between Airoasca and Moretta.

52 Railway Line Fossano-Cuneo-Borgo S. Dalnazzo-Ventimiglia

29/12 - The Fossano-Cuneo sector is in condition to operate.

1/1 - The Cuneo-Ventimiglia sector is in condition to operate.

104 Railway Line Busca-Dronero

7/11 - In condition to operate

109 Railway Line Cuneo-Mondovì-Bastia

21/10 - Line interrupted at Beinette (15 Kms. W. of Mondovì)

24/11 - Bridge impassable on the Pesio Torrent (13 Kms. E. of Cuneo).

50 Railway Line Torino-Asti-Alessandria-⁹³Novi-Arquata-Ronco-Bucalla-Genova

6/10 - Work underway to remove one track in the Asti-Alessandria Sector.

14/10 - Work is underway to remove one track in the Alessandria-Genova sector

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29/12 - In condition to operate by electric traction.

14/1 - In condition to operate.

66 Railway Line Alessandria-Tortona

30/1 - Bridge impassable on the Scrivia Torrent.

108 Railway Line Torino-Trofarello-Carmagnola-Prat-Bastia-Ceva-Savona

27/11 - Bridge impassable at Cherasco on the Tanaro River
(5 Kms. S. of Prd)

111 Railway Line Torino-Trofarello-Carmagnola-Cavallermaggiore-Tossano-
Londovì-Ceva-Savona

17/10 - In condition to operate between Torino-Fossano and
Mondovì-Savona. Bridge impassable between Fossano and
Mondovì.

29/10 - The Torino-Fossano Sector in condition to operate.

119 Railway Line Alessandria-Acqui-S.Giuseppe di Cairo

3/12 - Line interrupted between Cassine and Strevi.

30/1 - Bridge impassable at Bistagno on the Bormida River.

130 Railway Line Alessandria-Ovada

29/10 - In condition to operate by electric traction.

7/11 - The railway tunnel of Turchino is mined.

1/12 - In condition to operate.

114 Railway Line Chivasso-Asti

10/1 - In condition to operate.

117 Railway Line Asti-Castagnole delle Lanze

17/10 - Bridge impassable S. of Asti on the Tanaro river.

129 Railway Line Asti-Vizza-Acqui-Ovada-Genova

30/1 - Bridge impassable on the Scrivia Torrent.

108 Railway Line Torino-Trofarello-Carmagnola-Bra-Bastia-Ceva-Savona

27/11 - Bridge impassable at Cherasco on the Tanaro River (5 kms. S. of Bra)

111 Railway Line Torino-Trofarello-Carmagnola-Cavallermaggiore-Fossano-Mondovì-Ceva-Savona

17/10 - In condition to operate between Torino-Fossano and Mondovì-Savona. Bridge impassable between Fossano and Mondovì.

29/10 - The Torino-Fossano Sector in condition to operate.

119 Railway Line Alessandria-Acqui-S.Giuseppe di Cairo

3/12 - Line interrupted between Cassine and Strevi.

30/1 - Bridge impassable at Pistagno on the Bormida River.

130 Railway Line Alessandria-Ovada

29/10 - In condition to operate by electric traction.

7/11 - The railway tunnel of Turchino is mined.

1/12 - In condition to operate.

114 Railway Line Chivasso-Asti

10/1 - In condition to operate.

117 Railway Line Asti-Castagnole delle Lanze

17/10 - Bridge impassable S. of Asti on the Tanaro river.

129 Railway Line Asti-Nizza-Acqui-Ovada-Genova

26/12 Bridge impassable near Acqui Visone (rehabilitation foreseen within 30 days)

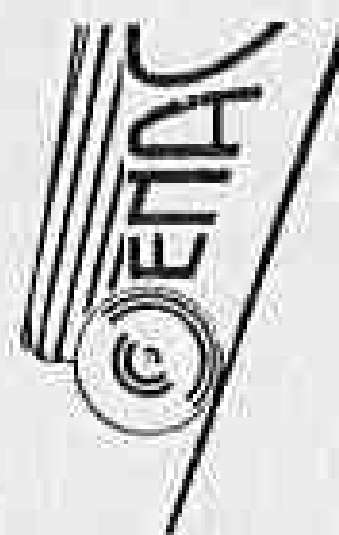
92

13/1 - The Genova-Frugarolo sector in condition to operate.

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Mod. ENAC 10

Roma 19 APR 1945



Ente Nazionale Autotrasporti Case

ISTITUTO DI DIRITTO PUBBLICO
DALL'17 AGOSTO 1944 N.188

DIREZIONE GENERALE

Amministr. S.S. sez. Stat. *Stat. 1°*
Proposta al P.S. 2/6516 *11/11/45*

A TUTTE LE DIREZIONI PROVINCIALI ENAC
(in funzione al 1° febbraio 1945)

e per conoscenza:
ALLA COMMISSIONE ALLIATA
Sottocommissione Trasporti ROMA
A TUTTE LE DIREZIONI COMPARTIMENTALI
E.N.A.C.
AL SERVIZIO MOVIMENTO 7 = SEDE
AL COMM. BOMPARD = SEDE

Oggetto: Movimento senza d'oliva

Alla Commissione Alleata occorre conoscere i trasporti di sansa d'oliva effettuati da codesta Direzione nei mesi di febbraio e marzo, nonché quelli che decadalmente verranno eseguiti nei mesi successivi. Per quanto riguarda il mese di marzo u.s. ed i mesi che seguiranno provvederà direttamente questa Direzione Generale a fornire alla Commissione Alleata i dati occorrenti, servendosi dei prospetti decedali delle merci finora qui pervenuti.

Per quanto riguarda il mese di febbraio u.s. codesta Direzione dovrà fornire colle massima sollecitudine i dati di propria competenza e i quali dovranno essere trasmessi in semplice copia mediante il seguente prospetto:

Direzione Provinciale di	Merce	Località di carico	Località di scarico	Quantitativo Q.li
	Sansa d'oliva			
TOTALI Q.LI				

Data
IL DIRETTORE COMPARTIMENTALE
.....

Si avverte che la questione riveste carattere di particolare urgenza. Nel caso che i trasporti di sansa d'oliva fossero stati negativi, occorre intervenire immediatamente al proposito di

DLI 17 AGOSTO 1944 N 188

DIREZIONE GENERALE

Lettera S.S. Sez. Stat. n. 1/6516
Prot. n. 1/6516
Proposta di P.S. n. 1/6516

A TUTTE LE DIREZIONI COMPARTIMENTALI
E.N.A.C.
AL SERVIZIO MOVIMENTO = SEDE
AL COMM. BOMBAR = SEDE

OGGETTO: Movimento senza d'oliva

Alla Commissione Alleata occorre conoscere i trasporti di sansa d'oliva effettuati da codesta Direzione nei mesi di febbraio e marzo, nonché quelli che decedentemente verranno eseguiti nei mesi successivi. Per quanto riguarda il mese di marzo u.s. ed i mesi che seguiranno prevederà direttamente questa Direzione Generale a fornire alla Commissione Alleata i dati occorrenti, servendosi dei prospetti decedenti delle merci finora qui pervenuti.

Per quanto riguarda il mese di febbraio u.s. codesta Direzione dovrà fornire colle massima sollecitudine i dati di propria competenza e i quali dovranno essere trasmessi in semplice copia mediante il seguente prospetto:

Direzione Provinciale di	Merce	Località di carico	Località di scarico	Quantitativo Q.li
	Sansa d'oliva			
TOTALI Q.LI				

Data

IL DIRETTORE COMPARTIMENTALE

.....

Si avverte che la questione riveste carattere di particolare urgenza.

Nel caso che i trasporti di sansa d'oliva fossero stati negativi per il mese di febbraio, occorre inviare ugualmente il prospetto di cui sopra corredandolo delle sigle M.N.

IL DIRETTORE GENERALE
(Ing. M. Costa)

Alberca 91

AR/20

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/h1

Tel: 220

540/9/TM 1

4 Feb. '45

SUBJECT: Italian Civilian Motor Pool
Disposal of W.D. Vehicles.

TO : Planning Staff, Att: Mr. Gross

1. Attached hereto are papers in connection with the above subject and also the files in connection with turning over of I.N.T. in Sicily to the Italian Government.
2. These matters have been actively in hand with Col. Crawshaw, Principal Accountant, Finance Sub-Commission. Please coordinate with him.
3. Particular reference is made to letter of Col. Butterworth, G-5, AFHQ, ref. T 2, 1 January 1945, which requires an immediate reply. Please consider this urgent.
4. I would like to have you carefully review this entire proposal and have your recommendations in written form for me 11 February.
5. This entire subject is referred to you as a matter of primary interest and for action.


MERRITT H. TAYLOR,
Director.

encl: file

ALLIED FORCE HEADQUARTERS
 COMBINED INSPECTION TEAM
 AFQ 512

31 DEC. 44

SUBJECT: Report of re-inspection of 60th Troop Report in
 Allied Commission Lazio-Umbria Region.

AUTHORITY AND SCOPE

1. In accordance with decision made at a staff meeting in the office of the Brigadier, G (AB) on 2 November 1944, motor transport in the Lazio-Umbria Region, AC, was reinspected during the period 10-13 Dec. 1944, by Lt. Col. M. J. Kinley, IGD, Major J. A. O'Leary, IGD and Major B. C. Johnson, USA, for the purpose of determining the improvements effected subsequent to the original inspection of 12-25 Oct. 1944.
2. All of the provinces in this region were visited and a verbal report of findings was made to the Regional Executive Officer, Lt. Col. Bonham-Carter, before departure.
3. To facilitate the making of comparisons, this report is arranged in the same general order as that of the original inspection referred to in paragraph 1, above.

OPERATIONS

4. VE/TE Vehicles:

(a) Ratio between vehicles and personnel remains approximately the same as before, and it is still believed that the combined total of VE and requisitioned vehicles is in excess of actual needs. Lt. Col. Bonham-Carter states that this region has received no official VE/TE, and consequently no comparison can be made of actual versus authorized holdings.

(b) First steps are being taken toward the formation of a motor pool at Region Headquarters, but no written directive has been published, and little has been accomplished to date. The majority of the vehicles are still operated on an assigned basis, thus creating an artificial demand for many more vehicles than would be required in a properly operated pool.

(c) Personal use of passenger vehicles for private and unscheduled purposes appears to be an extensive as before, and may be expected to continue as long as such vehicles are on an assigned, rather than a pool, status.

office of the Brigadier, 2 (AB) on 2 November 1944, motor transportation in the Lazio-Umbria Region, AC, was reinspected during the period 13-21 Dec. 1944, by Lt. Col. M. Kinley, ICD, Major J. M. Mery, ICD and Major B. C. Johnson, USA, for the purpose of determining the improvements effected subsequent to the original inspection of 12-25 Oct. 1944.

2. All of the provinces in this region were visited and a verbal report of findings was made to the Regional Executive Officer, Lt. Col. Bonham-Carter, before departure.

3. To facilitate the making of comparisons, this report is arranged in the same general order as that of the original inspection referred to in paragraph 1, above.

OPERATIONS

4. MC/IT Vehicles:

(a) Ratio between vehicles and personnel remains approximately the same as before, and it is still believed that the combined total of MC and requisitioned vehicles is in excess of actual needs. Lt. Col. Bonham-Carter states that this region has received no official TM/IT, and consequently no comparison can be made of actual versus authorized holdings.

(b) First steps are being taken toward the formation of a motor pool at Region Headquarters, but no written directive has been published, and little has been accomplished to date. The majority of the vehicles are still operated on an assigned basis, thus creating an artificial demand for many more vehicles than would be required in a properly operated pool.

(c) Personal use of passenger vehicles for private and unauthorized purposes appears to be as extensive as before, and may be expected to continue as long as such vehicles are on an assigned, rather than a pool, status.

5. Civilian Owned and Operated Vehicles:

(a) Since the time of the last inspection, Region Headquarters has issued specific instructions to the effect that all provinces except Perugia and Terni are now completely under Italian jurisdiction, and that nothing will be done to create any impression that AC is giving orders or directing operations in such areas. AC personnel have been instructed to remove their offices from the premises of the Italian organizations with which they are **84**

working, and have been ordered to act in an advisory capacity only, and to conduct themselves in such a way that they cannot be accused of attempting to supervise or direct the activities with which they are associated. This directive has tied the hands of the operating personnel, for the Italians whom they are "advising" have, of course, heard of it, and in many cases are taking advantage of the situation by refusing to accept suggested Organization and operation of truck pools is being handicapped by the fact that in many places the local civilians are either doing nothing about organizing transport or are going about it in their own way, ignoring the advice the AC officers can offer, but cannot force upon them.

(b) The result of the condition described above is that in many instances trucks pool organization has actually grown worse, rather than better. The Ufficio Trasporti di Roma is still the only pool which exhibits any great degree of organization, but all of the adverse comments made on it in the previous report are still pertinent, and with the exception that the Regional Control Office has been shifted from AC to the Ministry of Transport, operations remain essentially unchanged. Prescribed tariff rates are not being charged, as UTR has introduced a rate of their own which varies considerably from the official standards.

(c) It was learned that officials of ENAC have decided to experiment first with UTR and Roma province before going on to assume control over the balance of Italy. The central ENAC office is being organized at present and has assumed a few of the functions of UTR, but it has not begun to actually operate as yet, and responsible officials estimated that they will not be ready to take over completely even in Roma province for at least another month. Uniform work tickets have been approved and printed, but their universal use is not anticipated until such time as ENAC is ready to assume full control throughout "King's Italy." The position of civilian transport in the La-10-Umbria region is that, since AC has relinquished control completely, and ENAC is not prepared to take over for an as yet indefinite period of time, control of individual civilian-owned vehicles is being lost, rather than gained.

(d) Very little is being done to establish road blocks to control or check traffic in any way. The infrequent checks which have been made indicate a definite need for a great deal of activity along this line, and until adequate police measures are established, it cannot be expected that any appreciable degree of control can be gained over truck movements. ENAC has proposed a tentative plan for establishment of semimobile patrols, but

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(e) Control of civilian vehicles is made doubly difficult by the ease with which gasoline may be secured illegally. Their control is exercised over that which is distributed through official channels, but local conversations and observations lead to the conclusion that large quantities of fuel are available in the black market, and that vehicles owners are using their official circulation permits and fuel allotments as a mask for illegal consumption of such gasoline. At present there is no way of determining whether the fuel in a vehicle tank came from official or unofficial sources, and consequently, even a thorough

system of road blocks could accomplish nothing to overcome this difficulty unless a distinctive fuel were to be furnished for official civilian distribution. "White" gasoline is not considered suitable for this purpose, as color may be too easily removed from pilfered fuel, but it is believed that a dark blue or black dye, or some other easily distinguishable additive, could be found which is available only from controlled sources. By blending this additive with the fuel at time of official release from Army stocks, a product could be obtained which could not be easily counterfeited or camouflaged and which would enable the police to check the use of illegal fuels. Such an additive must, of course, be of a nature which would make possible a quick and simple quantitative, as well as qualitative, analysis.

(f) Availability of telephone facilities was again checked, and Signals officers, both at Rome Allied Area Command and at AC Region Headquarters, stated that arrangements could be made to furnish priority use of lines at prearranged times of day to all necessary points in the province and to most of the desired points in adjacent provinces. Nothing has been done to date, however, to set up this or any other type of service which would facilitate scheduling of return loads in advance.

MAINTENANCE

6. WE/TE Vehicles.

(a) Steps are now being taken to establish a preventive maintenance schedule on requisitioned vehicles similar to that already in effect on War Department vehicles, but, this plan is not operative as yet.

(b) AC Vehicle Maintenance Instruction No. 1 has not been implemented in this region, and maintenance is performed according to normal Army system instead. Although the standard of maintenance achieved to date on WD vehicles appears to be satisfactory, it is believed that in order to absorb the additional load of preventive maintenance on the requisitioned vehicles, it will be necessary to install the system prescribed by VMI no. 1.

7. Civilian Vehicles.

(a) The majority of the civilian vehicles in this region are privately owned, and the individual owners handle their own maintenance to a great extent. Public garages and repair shops are available in most areas, and are being used by some owners, but these shops have not been incorporated into the civilian pools, and their use is entirely optional with the truck owner.

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(b) The Parts and tire situations are growing steadily worse, and the number of vehicles deadlined for lack of these items is growing constantly. Parts are being manufactured locally in some cases, but tires and batteries remain extremely critical, and shortage of these two items is responsible for the nonavailability of a high proportion of the vehicles currently on deadline. 87

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CONCLUSIONS:

6. That action to approve the new combined IV/RS for IC should be expedited, so that steps may be taken within IC to adjust their holdings of vehicles accordingly.
9. That immediate action should be taken by Region Headquarters to pool as many of their IV/RS vehicles as possible, and to eliminate the use of such vehicles for unauthorized purposes.
10. That consideration should be given to the wisdom of continuing the policy which has resulted in the impossible position in which this region now finds itself in regard to supervision of civilian activities. The presently established policy of turning all of Southern Italy back to unsupervised civilian management has caused a release of military control prior to the establishment of civilian agencies capable of assuming the burden, and is seriously handicapping the development of organized motor transport. It is believed that the power to supervise and to give orders in each individual province should be retained by IC, until such time as those officers who know the local situation are convinced that the civilian agencies are capable of operating properly without supervision.
11. That use of the uniform work ticket should not be delayed until EMAC is ready to operate throughout Italy, but should be instituted at once, in order to give police a basis on which to check vehicles on the road.
12. That IC and EMAC road plans should be coordinated with those now in formulation in the office of the Provost Marshal General, STOUSA. It is believed that more effective coverage can be gained by working civilian police in conjunction with military then by organizing separate blocks as currently proposed by EMAC.
13. That consideration should be given to the advisability of furnishing a special, readily identifiable fuel for officially authorized civilian consumption.
14. That Region Headquarters should immediately investigate the possibility of arranging "appointment" use of telephone lines for coordinating trucks movements and scheduling back loads, and should recommend such use of telephones to the responsible Italian agencies.
15. That the preventive maintenance plan prescribed in AC VAI No. 1 should be instituted in this region and applied to requisitioned and WD vehicles alike.

9. That immediate action should be taken by Region Headquarters to pool as many of their T5/T7 vehicles as possible, and to eliminate the use of such vehicles for unauthorized purposes.

10. That consideration should be given to the wisdom of continuing the policy which has resulted in the impossible position in which this region now finds itself in regard to supervision of civilian activities. The presently established policy of turning all of Southern Italy back to unsupervised civilian management has caused a release of military control prior to the establishment of civilian agencies capable of assuming the burden, and is seriously handicapping the development of organized motor transport. It is believed that the power to supervise and to give orders in each individual province should be retained by AC, until such time as those officers who know the local situation are convinced that the civilian agencies are capable of operating properly without supervision.

11. That use of the uniform work ticket should not be delayed until SNAO is ready to operate throughout Italy, but should be instituted at once, in order to give police a basis on which to check vehicles on the road.

12. That AC and SNAO road block plans should be coordinated with those now in formulation in the office of the Provost Marshal General, STOUZA. It is believed that more effective coverage can be gained by working civilian police in conjunction with military then by organizing separate blocks as currently proposed by SNAO.

13. That consideration should be given to the advisability of furnishing a special, readily identifiable fuel for officially authorized civilian consumption.

14. That Region Headquarters should immediately investigate the possibility of arranging "appointment" use of telephone lines for coordinating trucks movements and scheduling back loads, and should recommend such use of telephones to the responsible Italian agencies.

15. That the preventive maintenance plan prescribed in AC VMI No. 1 should be instituted in this region and applied to requisitioned and AD vehicles alike.

16. That action to make possible the manufacture and/or of batteries, tires and tubes should be expedited by AFHQ in order to get more civilian vehicles on the roads and keep them there, and thus hold down the growing demand for War Department vehicles.

/s/ M.A. Kinley.
M.A. Kinley
Lt. Col., ICD
Senior Inspector (33)

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ESTIMATE OF MINIMUM REQUIREMENTS OF MOTOR-BUSES OF 30-40 SEATS CAPACITY, AND OF TRUCKS OF 3-4 TONS LOAD-CARRYING CAPACITY, NEEDED FOR THE ESTABLISHMENT OF REGIONAL MOTOR-LINES, TO REPLACE AND INTEGRATE THE PRINCIPAL RAILWAY LINES

The estimate of the minimum requirements of motor-buses, as shown in the enclosed table, has been based on the following principles:

1. Proposals have been made only for the essential motor-lines needed to replace and integrate the principal railway lines of the Italian system. The minor requirements of less important railway lines have been disregarded also in view of the fact that the requirements to be met have a temporary character (i.e. up to the complete rehabilitation of the railway system).
2. In order to ensure suitable communications from Civitavecchia to Rome and from Olbia to Cagliari in connection with the shipping-lines from and to Sardinia, special motor-lines have been scheduled. For the other harbours no particular motor-line has been scheduled since the existing railway and motor lines are sufficient to meet the requirements of the passenger service.
3. Because of the lack of reliable data on the condition of the railway system in non-liberated Italy, the most unfavourable situation has been foreseen: i.e. the impossibility of a prompt rehabilitation of the above railway system. However the estimate of motor equipment required has been limited to the minimum to avoid requests which could not be easily granted and to obtain the allocation of the equipment with the utmost urgency. Therefore we have taken into consideration only the most urgent needs of the population, which should be acknowledged by the authorities concerned by releasing special travel permits.
4. The number of trips scheduled for each line is a mere suggestion, especially for the lines to operate in areas not yet liberated, the real requirements of which are yet unknown. To meet the special requirements which could arise when putting the plan into operation, some vehicles may be removed from one line to another.
5. The number of total trips to be effected daily in both directions by each motor-line has been determined, pending a future decision as for the possible grouping of several vehicles in columns or the opportunity to operate each vehicle separately in different

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5. The number of total trips to be effected daily in both directions by each motor-line has been determined, pending a future decision as for the possible grouping of several vehicles in columns of the opportunity to operate each vehicle separately in different hours of the day. Whenever possible the first solution is to be chosen: the column should start in the morning and early in the afternoon and a small truck for the transportation of baggage and parcels should be added to it. In this case and for distances not exceeding 250 Kms each car will be run only by one driver.
6. For distances exceeding 150 Kms, except in case of particularly favourable altimetric conditions, one single trip has been scheduled for each vehicle, with an over-night stop at the point of destination.

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7. The number of reserve vehicles, in addition to the daily requirements needed to operate each line, has been fixed on an average figure of 1/5 of the total number required, with a minimum of one vehicle for each line, and with a reduction of the percentage for lines operated by a larger number of vehicles. Particular care must be taken, however, in order that all the lines starting from the same town may rely upon the total number of these reserve vehicles so that they may be used by one or the other line for exceptional needs.
8. Each line has been scheduled on the assumption that the shortest route could be used, following, where available, the "autostrade" and elsewhere the state roads. The distances on which the estimate of requirements is based may therefore change in Northern Italy consequential to serious road damages which cannot be easily repaired.
9. The present estimate of requirements does not include the practical organization of motor-lines, as regards operating firms, personnel, garages, workshops, etc. These particular requirements could be determined when the vehicles will be available. However, it appears clear since now that it will be suitable to choose important firms having a specified competence and experience in motor transportation, and which, owing to the large disponibility of plants and equipment, may be relied upon for a rapid industrial organization, so much more needed in consequence of the limited equipment requested and the urgency of needs to be met.

As shown in the enclosed table, we propose the establishment of 72 motor-lines with a total requirement of 664 motor-buses. This requirement has been increased of the 15%, bringing the total amount of motor-buses required to 787 for other needs which may arise, as the urgent intensification of some lines, their possible prolongation and deviation or other needs not to be foreseen at the present moment.

As it has been already pointed out, the motor-lines proposed have been limited to those replacing the most important railway lines. The requirements of vehicles for motor-lines replacing less important railway lines and tram lines have not been determined as well as the requirements needed to rehabilitate the motor-lines in operation at the beginning of the war.

A public service for transportation of goods may be authorized on all the 72 motor-lines shown in the table. The

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A public service for transportation of goods may be authorized on all the 72 motor-lines shown in the table. The number of trucks to be allocated to each line should be determined later, when the particular requirements of the traffic will be best known. In determining these requirements the allocation of trucks already granted by the Allies will be taken into consideration.

The motor-buses presently operating on the motor-lines of liberated Italy or which could be restored to operation through slight repairs or through the supply of new tyres, could be used to operate secondary branch lines to meet the most urgent needs of the minor towns, up to when the complete rehabilitation of the motor-lines will be possible. In the allocation of these vehicles

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the requirements of Sicily and Sardinia should be kept under particular consideration.

The monthly requirements of fuel, lubricants and tyres needed to operate the 72 motor-lines proposed will be estimated later, as soon as the characteristics of the motor-buses allocated will be known. These motor-buses should, however, be provided with two spare wheels and tyres, as well as a large number of spare parts.

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