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

ACC AC 10000/148/3482 MONTH
OCT. 194

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

0000/148/3482

MONTHLY REPORTS - 1944-1946
OCT. 1945 - JAN. 1946

(6) Sidings, Port of Genoa - issue of material authorised and the work in hand.

(7) Sidings at Bologna - The additional authorised layout for second phase well in hand; this should relieve the traffic congestion.

(8) Ventimiglia to French border-work in hand and fair progress being made.

(9) Field Engineers - continued the supervision of the reconstruction in the various Compartimenti, and are making arrangements to hand over to ISR.

(10) The lack of cement has again been responsible for the delay to and stoppage of the work, for example line 86 North was completely stopped and on line 65 the urgent work of tunnel repair, to make the line safe for winter, was considerably slowed up.

Electrification work on line 65 Bologna-Milan was held up and 700 tons was supplied by MRS to keep this work moving. The cause is partly failure to place wagons, (and Bari is especially at fault in this respect); the difficulty the ISR have in obtaining releases, and the lack of containers. The situation may improve, with the arrival of tarpaulins: this will enable open cars to be used.

(b) Electrification

NORTHERN ITALY

(1) Trento-Verona-Bologna (Line 69)

Electric traction service is now in operation between Trento and Ala (two tracks from Trento to Roveredo, one track from Roveredo to Ala) fed by Trento Substation.

The section Verona-Bologna (single track) is now completed and electrical working has commenced.

The ground around the towers at the crossing of the river Po has been cleared of mines and therefore the H.T. line between Verona and Bologna is expected to be completed within the immediate future.

Accordingly, repair-works have already begun and no delay in rehabilitation of electric traction is expected because of contact line.

(2) Piacenza-Bologna (Line 65)

H.T. Lines : Final inspection of the conductors is being carried out between Piacenza and Rubiera; on the section Rubiera-Bologna, repair and erection of towers is under way. Connections at Piacenza-Parma and Rubiera substations with the Edison Supply Co. are in good order.

CENTRAL ITALY

(3) Bologna-Florence (Line 65)

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

delay to and stoppage of the work. For example line 66 North was completely stopped and on line 65 the urgent work of tunnel repair, to make the line safe for winter, was considerably slowed up.

Electrification work on line 65 Bologna-Milan was held up and 700 tons was supplied by MRS to keep this work moving. The cause is partly failure to place wagons, (and Bari is especially at fault in this respect), the difficulty the ISR have in obtaining releases, and the lack of containers. The situation may improve, with the arrival of tarpaulins; this will enable open cars to be used.

(b) Electrification

NORTHERN ITALY

(1) Trento-Verona-Bologna (Line 69)

Electric traction service is now in operation between Trento and Ala (two tracks from Trento to Roveredo, one track from Roveredo to Ala) fed by Trento Substation.

The section Verona-Bologna (single track) is now completed and electrical working has commenced.

The ground around the towers at the crossing of the river Po has been cleared of mines and therefore the H.T. line between Verona and Bologna is expected to be completed within the immediate future.

Accordingly, repair-works have already begun and no delay in rehabilitation of electric traction is expected because of contact line.

(2) Piacenza-Bologna (Line 65)

H.T. Lines : Final inspection of the conductors is being carried out between Piacenza and Rubiera; on the section Rubiera-Bologna, repair and erection of towers is under way. Connections at Piacenza-Parma and Rubiera substations with the Edison Supply Co. are in good order.

CENTRAL ITALY

(3) Bologna-Florence (Line 65)

3350.

Electric traction service between Bologna and Vernio commenced during the month of October.

In the section Vernio-Prato, many tunnels are badly damaged and removal of debris is in progress; re-electrification is being carried out between tunnels, and electric fittings are installed as these are cleared.

In the section Prato-Florence repair work is also in progress.

Declassified E.O. 12356 Section 3.3/NND No. 759021

(4) Rome-Orte (Line 65) -

H.T. Lines - One circuit is complete from Orte to Fara Sabina; repair work is being carried out between Fara Sabina and Rome.

(5) Other H.T. Lines

Orte-Florence- One circuit is complete; the second circuit is almost ready between Orte and Pontecino, work is in progress in the section Pontecino-Florence.

Lack of cement, angle iron and carbide has delayed completion.

Leghorn-Cascina -Completed.

Larderello-Cascina -One circuit completed.

Larderello-Pontecino -Repairs are proceeding.

Orte-Falconara- One circuit is almost completed, only two small sections between Genga and Falconara remain to be repaired The second circuit between Foligno and Fossato is almost completed. Lack of angle iron has also delayed this repair work.

Orte-Civitavecchia - Repaired.

Bagni di Tivoli - Sanitario Power Station- One circuit is practically completed.

Rome-Sinigaglia - Work is held up for lack of materials.

MECHANICAL ENGINEERING

(a) Output of Rail Cars from Private Firms.

(1) Carchetti Works, at Civitenova Marche
Repairs carried out during the month were : -

Heavy 33
Medium 23
Light 12
Total 68

(2) Ambrini-Parodi-Delfino at Colleferro
Repairs carried out during the month were:

Heavy 47
Medium 13
Light 1
Total 61

(3) Wagons Lits Rome
Repairs carried out during the month were:
Medium 1
Light 8

Declassified E.O. 12356 Section 3.3/NND No. 759021

Lerderello-Pontisimo -Repairs are proceeding.

Orte-Falconara- One circuit is almost completed, only two small sections between Genoa and Falconara remain to be repaired The second circuit between Foligno and Fossato is almost completed. Lack of angle iron has also delayed this repair work.

Orte-Civitavecchia - Repaired.

Bagni di Tivoli - Scalitterio Power Station- One circuit is practically completed.

Rome-Minturno - Work is held up for lack of materials.

MECHANICAL ENGINEERING

(a) Output of Rail Cars from Private Firms.

(1) Cecchetti Works, at Civitanova Marche
Repairs carried out during the month were : -

Heavy	33
Medium	23
Light	12
Total	68

(2) Bombrini-Parodi-Delfino at Colleferro
Repairs carried out during the month were:

Heavy	47
Medium	13
Light	1
Total	61

(3) Wagons Lits Rome
Repairs carried out during the month were:

Medium	1
Light	9
Total	10

(b) I.S.R. Rialzo Shop at Rome Smistamento (1)
Repairs carried out during the month were :

Medium	15
Light	176
Running repairs	156
Total	347

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

(e) Locomotive repairs Calabria and Sicily for month ended 15th Oct. 1945.

Reggio Compartimento

Loco Depots	
Steam	8
Electric	2
Total	10

Palermo Compartimento

Loco Depots	
Steam	--
Main shops (Newy Yard)	8
Total	8
Narrow gauge	5

(d) Carriage and wagon repairs Calabria and Sicily October 45

(1) These figures are concerning the month from 1st to 30th September 45.

Reggio Compartimento (1)

	COACHES	BAGGAGE CARS	WAGONS	
Lifting Shops (Running repairs)	-	-	650	
Repaired	43	6	233	
Total	43	6	883	
Palermo Compartimento				
Running repairs	-	-	998	
Main shops	66	-	24	
Lifting shops	34	23	108	(1)
Recovered	-	-	-	
Total	100	23	1130	

(e) Locomotive Situation, Compartimento of Reggio as at 15 October 45

	Service	Under & Waiting Repair	Scrap	Total
M. Line	50	67	2	119
Shunting	10	8	1	19
Electric	29	5	-	34
Total	89	80	3	172

(f) Locomotive Situation Compartimento of Palermo as at 15 October 45

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

Total 8
Narrow gauge 5

(d) Carriage and wagon repairs Calabria and Sicily October 45

(1) These figures are concerning the month from 1st to 30th September 45.

Reggio Compartimento (1)

	COACHES	BAGGAGE CARS	WAGONS
Lifting Shops (Running repairs)	-	-	650
Repaired	43	6	233
Total	43	6	883

Palermo Compartimento

Running repairs	-	-	998
Main shops	66	-	24
Lifting shops	34	23	108 (1)
Recovered	-	-	-
Total	100	23	1130

(e) Locomotive Situation, Compartimento of Reggio as at 15 October 45

	Service	Under & Waiting Repair	Scrap	Total
M. Line	50	67	2	119
Shunting	10	8	1	19
Electric	29	5	-	34
Total	89	80	3	172

(f) Locomotive Situation Compartimento of Palermo as at 15 October 45

3349

	Service	Under & Waiting Repair	Scrap	Total
M. Line	153	115	3	271
Shunting	22	20	1	43
Electric	-	-	-	-
Total	175	135	4	314
Narrow Gauge	30	36	-	66

(1) These figures are concerning the month from 1st to 30th Sept. 45

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

4. STORES

(a) Difficulty is still being experienced in obtaining sufficient cement from the Ministry to carry on the reconstruction work of ISR. Allocations have been received from cement plants still under military control which have aided materially in keeping the work in progress. Assistance was also received from Military Railway Service, who supplied cement to keep the electrification reconstruction work on schedule.

(b) The ISR has been notified that, in conformity with a decision of the Allied Railway Board, they are to call a meeting on 1 November 1945 to enable the discussion of control of ISR Stores in short supply. The Chief of Stores ISR is to submit a list of materials which are in short supply and for which replacements will be difficult.

5. TRAFFIC

Time table Sub-Committee has continued fortnightly meetings, and details of approved additional and amended services are detailed in Appendix "C".

It was estimated that the movement of refugees would be practically completed by the end of October; but movements have in fact continued, and six sets of passenger stock and 150 box wagons are tied up in this service.

Bologna has developed into a bottle neck for North-South traffic, partially due to the lack of facilities at the station for adequate clearance of incoming traffic. ISR has in hand partial repairs, which will relieve the position to some extent, but not until the west coast route Pisa-La Spezia-Genoa is opened will it be possible to anticipate freedom of movement.

6. WAGON CONTROL

Wagon distribution continues to improve in general but detailed local distribution still needs attention and correction. Initiative in adjusting supplies of empties for all Compartimenti, except Trieste, has now passed to the ISR Chairman of Wagon Committee. Inter-compartimental movements are being more promptly carried out, but there is still room for improvement in certain areas, particularly Bari and Naples.

Distribution within Compartimenti is entirely an ISR responsibility, efficiently carried out in some areas, while other areas fail unless there is an ample surplus of cars, indicating bad local planning and suggesting need for authoritative and effective strengthening of local

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

1945 to enable the discussion of control of ISR stores in short supply. The Chief of Stores ISR is to submit a list of materials which are in short supply and for which replacements will be difficult.

5. TRAFFIC

Time table Sub-Committee has continued fortnightly meetings, and details of approved additional and amended services are detailed in Appendix "C".

It was estimated that the movement of refugees would be practically completed by the end of October; but movements have in fact continued, and six sets of passenger stock and 350 box wagons are tied up in this service.

Bologna has developed into a bottle neck for North-South traffic, partially due to the lack of facilities at the station for adequate clearance of incoming traffic. ISR has in hand partial repairs, which will relieve the position to some extent, but not until the west coast route Pisa-La Spezia-Genoa is opened will it be possible to anticipate freedom of movement.

6. WAGON CONTROL

Wagon distribution continues to improve in general but detailed local distribution still needs attention and correction. Initiative in adjusting supplies of empties for all Compartimenti, except Trieste, has now passed to the ISR Chairman of Wagon Committee. Inter-compartimental movements are being more promptly carried out, but there is still room for improvement in certain areas, particularly Bari and Naples.

Distribution within Compartimenti is entirely an ISR responsibility, efficiently carried out in some areas, while other areas fail unless there is an ample surplus of cars, indicating bad local planning and suggesting need for authoritative and effective strengthening of local distributive organisation.

Terminal turn-round shows progressive improvement as a result of constant effort to promote speedier offloading, but overall turn-round is still high owing to long periods of transit.

Declassified E.O. 12356 Section 3.3/NND No. 759021

Delays at exchange and marshalling points can be, and must be, reduced in order to meet the heavier loading programmes now anticipated, and the IGC are now being impressed with the need to ensure that wagons must be kept moving.

PART IV - NAVY

a. CIVILIANS

(1) No difficulties with port clearance were reported during the month, and it is stated that in their area all commitments for essential haulage were met.

(2) Some difficulty was encountered by the Government truck pools in keeping all their vehicles fully occupied, chiefly due to the shortage of P.O.L. This matter is being investigated, with view to ensuring that the best possible use is made of all available carrying capacity.

(3) Further progress was made in the handing over to the Italian Govt. of war weary vehicles, fifteen hundred (1,500) vehicles having been handed over at Naples and Eversleas part of the 20 - 30,000 ton lift recently made available to the Italian Government.

b. ARMY

(1) Receipts and transfer of other vehicles (direct imports) were as follows : -

(a) Vehicles received - 70 trucks - 10 ton, 6x4.
(b) Spare parts - truck (all type cargo) - 62 tons (300 cases).
(c) Vehicles transferred to Italian Govt.

76	trucks, 10 tons	6x4
61	" 1½ "	4x4
2	jeeps ¼ "	4x4

PART V - PORTS AND TRANSPORT

1. PORTS AND DOCKS

a. LEGHORN

(1) With the exception of the ports of Leghorn, (which has continued to operate as a "D" port), Naples (including Bagnoli and which remained a "C" port but with important changes referred to later), Bari, (which reverted from "D" to "C" on 1 October) and Palermo, (which remained a "C" port), all the ports of Italy have been operated throughout the month as "D" ports, i.e. ports

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

(2) Supplies [illegible] by the Movement Branch pools in keeping all their vehicles fully employed, chiefly due to the shortage of P.O.L. This matter is being investigated, with view to insuring that the best possible use is made of all available carrying capacity.

(3) Further progress was made in the handing over to the Italian Govt. of heavy vehicles, fifteen hundred (1500) vehicles having been handed over at Naples and Taranto as part of the 20 - 30,000 ton lift recently made available to the Italian Government.

b. SUPPLY

(1) Receipts and transfer of other vehicles (direct imports) were as follows : -

(a) Vehicles received - 70 trucks - 10 ton, 6x4.
(b) Spare parts - truck (all type cargo) - [illegible] tons (dry cubes).
(c) Vehicles transferred to Italian Govt.

74	trucks,	10 tons	6x4
1	"	10 "	4x4
1	jeeps	1/4 "	4x4

PART V - [illegible]

1. [illegible]

a. [illegible]

(1) With the exception of the ports of Leghorn, (which has continued to operate as a "D" port), Naples (including Bagnoli and which remained a "C" port but with important changes referred to later), Bari, (which reverted from "D" to "C" on 1 October) and Palermo, (which remained a "C" port), all the ports of Italy have been operated throughout the month as "B" ports, i.e. under the complete administrative and executive control of the Italian civil authorities, exercised by the Ministry of Marine through their Capitanerie.

(2) On 20 October 1943, the operational basis of the port of Naples was modified, a further considerable section of the port being transferred to Italian civil control, while the remainder of the port was apportioned between the American and British military authorities for their respective use and requirements.

3348

Declassified E.O. 12356 Section 3.3/NND No. 750021

(3) The reversion of the once exclusively British controlled ports of Savona, Genoa, Ancona, Brindisi and Taranto to Italian Control, effected at the beginning of the month, operated smoothly and without hindrance to port operations. This was largely due to the Port Projects scheme sponsored by the British military authorities, whereby sufficient equipment of all kinds was transferred to the charge and maintenance of the various Capitanerias on a temporary loan basis, to the account of the Ministry of Marine, until such time as permanent transfer terms are arranged.

(4) With regard to Naples, the sub-division of which was of a somewhat complicated nature, and involved some problems in regard to port equipment, the position is clarifying on the basis that floating equipment provided by American Transportation is operating on a "pool" basis to meet over-all requirements. The provision of other equipment (mechanical and stevedoring gear), is being resolved on the basis that British Transportation is supplying its own section of the port, while American Transportation is meeting the needs of the Italian controlled sections.

(5) The equipment needs of all other Italian ports are being attended to in liaison with the appropriate department of the Italian Ministry of Marine, and are being met as far as possible by bids made against surpluses declared by American and British Military Transportation Authorities.

b. Fiumicino and Coast-Services from Civitavecchia and Gaeta.

The tonnage of coal discharged from ocean-going vessels into lighters at Civitavecchia and transported by sea to Fiumicino amounted to 8,398 tons, and a further 700 tons of coal were lightered from Gaeta, making a record total for these services of 9,098 tons for the month.

c. Civitavecchia.

(1) Vessels discharged : 20 of which
9 WSA
2 Italian
9 "Mercantile" voyages

(2) Cargo discharged : 41,768 tons - of which
21,232 tons - General Merchandise
20,536 tons - Coal
431 head - Cattle
602 head - Sheep
77 head - Horses

(3) Passengers:

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

floating equipment provided by American Transportation is operating on a "pool" basis to meet over-all requirements. The provision of other equipment (mechanical and stevedoring gear), is being resolved on the basis that British Transportation is supplying its own section of the port, while American Transportation is meeting the needs of the Italian controlled sections.

(5) The equipment needs of all other Italian ports are being attended to in liaison with the appropriate department of the Italian Ministry of Marine, and are being met as far as possible by bids made against surpluses declared by American and British Military Transportation Authorities.

b. Fiumicino and Coast Services from Civitavecchia and Gaeta.

The tonnage of coal discharged from ocean-going vessels into lighters at Civitavecchia and transported by sea to Fiumicino amounted to 8,398 tons, and a further 700 tons of coal were lightered from Gaeta, making a record total for these services of 9,098 tons for the month.

c. Civitavecchia.

(1) Vessels discharged : 20 of which
9 WSA
2 Italian
9 "Mocenigo" voyages

(2) Cargo discharged : 41,768 tons of which
21,232 tons - General Merchandise
20,536 tons - Coal
401 head - Cattle
602 head - Sheep
77 head - Horses

(3) Passengers:
Disembarked - 2,699
Embarked - 3,515

(4) Dock clearance by rail:

Coal	9,328 tons	-	517 wagons
General Merchandise	16,917 "	-	1,085 "
Salt	461 "	-	26 "
Grain, other cereals	8,121 "	-	506 "
Cattle	298 "	-	26 "
Blocked wine	480 "	-	44 "
Total	36,115 tons	-	2,198 wagons

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

2. WAREHOUSE BRANCH

(a) General

(1) Total warehouse stocks remained essentially the same during the month of October, although there was considerable variation in the individual warehouses, most noticeable at Naples and Leghorn.

(2) Despite a substantial loss of warehouse personnel due to redeployment, operations have proceeded smoothly, due in main to the commendable manner in which Federazione has assumed increasing responsibility.

(b) UNRRA

Inventories for UNRRA increased only slightly during the month, closing inventories for Naples, Leghorn, Ancona and Genoa amounting to 17,405 tons, as compared to opening inventories totalling 15,783 tons. With the exception of Naples, issues exceeded receipts.

(c) Genoa

Genoa activities appear to have been more or less static with closing inventories showing an increase of only 2,220 tons. However, the figures given for Genoa are deceiving, inasmuch as they do not include tonnages for cotton warehoused there. Opening figures in units (not included in figures on Genoa movements) are 37,904, with closing figures of 42,474 units.

(d) Leghorn

As anticipated, there was increased activity in Leghorn, receipts of foodstuffs being substantially more than at any time during the last several months. This created no particular problem, as there is ample storage space, and an experienced Allied Officer, recently transferred from Venice, in charge of warehouses.

(e) Naples

(1) There was much less activity in Naples than during September, receipts being approximately half those of the previous month. Issues, on the other hand, with the exception of UNRRA supplies, were double those of September, substantially reducing closing inventories.

(2) Rail wagons continued to be in short supply, falling 30% below the number requested for the month.

(f) Venice

(1) Activities in Venice were limited to coastwise and rail shipments, due to the fact that no ocean-going vessels were diverted

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

(e) UNRRA

Inventories for UNRRA increased only slightly during the month, closing inventories for Naples, Leghorn, Ancona and Genoa amounting to 17,405 tons, as compared to opening inventories totalling 15,783 tons. With the exception of Naples, issues exceeded receipts.

(c) Genoa

Genoa activities appear to have been more or less static with closing inventories showing an increase of only 2,220 tons. However, the figures given for Genoa are deceiving, inasmuch as they do not include tonnages for cotton warehoused there. Opening figures in units (not included in figures on Genoa movements) are 57,904, with closing figures of 42,474 units.

(d) Leghorn

As anticipated, there was increased activity in Leghorn, receipts of foodstuffs being substantially more than at any time during the last several months. This created no particular problem, as there is ample storage space, and an experienced Allied Officer, recently transferred from Venice, in charge of warehouses.

(e) Naples

(1) There was much less activity in Naples than during September, receipts being approximately half those of the previous month. Issues, on the other hand, with the exception of UNRRA supplies, were double those of September, substantially reducing closing inventories.

(2) Rail wagons continued to be in short supply, falling 30% below the number requested for the month.

(f) Venice

(1) Activities in Venice were limited to coastwise and rail shipments; due to the fact that no ocean-going vessels were diverted there. Increased activity for the month of November is anticipated.

(2) Additional warehouse space has been made available and, should the need arise, other storage space can be provided at short notice. The silos are ready to receive the bulk grain which is expected to arrive early next month.

3347

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

(g) Ancona

At the present time there is on hand enough closed space to warehouse an additional 15,000 tons. This includes a warehouse recently acquired, which holds approximately 700 tons. Present indication is that there will be sufficient space to store all merchandise in closed warehouses.

(h) Bari and Brindisi

(1) The situation in Bari is generally improved, all supplies now being under cover. This has been made possible by the erection of 15 Romney huts and by the utilisation of a mill for the storage of flour.

(2) At Brindisi, Paradise Camp has now been evacuated by the Army and made available for warehouse space. Brindisi is now in excellent condition.

(i) Appendix "D" indicates warehouse movement during the month of October.

P.D.S. Buchanan

P.D.S. BUCHANAN
Colonel,
Director.

4 Encls:
Appendices "A", "B", "C", and "D".

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

APPENDIX "A"

TRANSPORTATION AND SHIPPING SUB-COMMISSION
MONTHLY REPORT FOR OCTOBER, 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A-American
B-British

DIRECTOR
Colonel P.D.G. Buchanan (B)

ADMINISTRATIVE DIVISION (Tn1)
Chief, Lt.Col. W.P. Scoggins (A)

Transport Economist
Mr. E.S. Lynch (A)

Accounts & Statistics Branch
Capt. M. Steinberg (A)
W.O. A.A. DiChello (A)

MOVEMENTS DIVISION (Tn3)
Lt.Col. S.R. Worthington (B)

Rail-Road Branch
Major C.F. Constable (LIAP) (B)
Capt. I.F. Clinging (B)
Capt. A.A. Cover (on LIAP) (B)

Shipping Branch
Major M.P. Lareman (B)
Capt. J.H. Hazelton (B)
Capt. ... Tosi (I)

RAIL DIVISION (Tn4)
Chief, Mr. Roy B. Moss (A)

Executive Officer
Major ...C. Ping (B)

Operations Branch
Major P.G. Matson (A)
Lt. E.A. Jeffreys (B)

RAIL DIVISION (Tn 4)(Cont'd)

Civil Engineering Branch
Lt.Col. ...H. Street (LIAP) (B)
Major E.J.Mole (on detchmt) (B)
Major P.G. Buckley " (B)
Capt. L.... Conway (LIAP) (B)
Mr.E.Richard (on detchmt) (A)
Lt. W.H. Skouse (LIAP) (B)

Mechanical Engineering Branch
Major G.S. Barnes (B)
Major J.W. Gill (A)

Supply Branch
Major C.M. Long (A)

ROADS DIVISION (Tn 5)
Chief, Mr. G.S.Franklin (C)

Operations Branch
Maj. C.W.G. Taylor (B)
Capt.J.S.Billingshurst(LIAP) (B)
Mr. R. Santa Mari (I)

Maintenance Branch
Major H.M. Downer (A)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn6)
Chief, Mr. C.C.Crooks (A)
Mr. R.L. Buzzanell (A)

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

DIRECTOR
Colonel P.D.G. Buchanan (B)

ADMINISTRATIVE DIVISION (Tn1)
Chief, Lt.Col. W.P. Scoggins (A)

Transport Economist
Mr. E.S. Lynch (A)

Accounts & Statistics Branch
Capt. M. Steinberg (A)
W.O. A.A. DiChello (A)

MOVEMENTS DIVISION (Tn3)
Lt.Col. C.R. Worthington (B)

Rail-Road Branch
Major C.P. Constable (LIAP) (B)
Capt. I.F. Clinging (B)
Capt. A.A. Cower (on LIAT) (B)

Shipping Branch
Major M.P. Laraman (B)
Capt. J.H. Hazelton (B)
Capt. ... Tosi (I)

RAIL DIVISION (Tn4)
Chief, Mr. Roy P. Moss (A)

Executive Officer
Major A.C. Pine (B)

Operations Branch
Major P.G. Watson (A)
Lt. E.A. Jeffreys (B)

Civil Engineering Branch
Lt.Col. ...H. Street (LIAP) (B)
Major E.J.Mole (on detchmt (B)
Major P.G. Buckley " (B)
Capt. L... Conway (LIAP) (B)
Mr.E.Richard (on detchmt) (A)
Lt. W.H. Skouse (LIAP) (B)

Mechanical Engineering Branch
Major G.S. Barnes (B)
Major J.W. Gill (A)

Supply Branch
Major C.M. Long (A)

ROADS DIVISION (Tn 5)
Chief, Mr. G.S.Franklin (C)

Operations Branch
Maj. C.W.G. Taylor (B)
Capt.J.S.Billinghurst(LIAP)(B)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.N. Downer (A)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn6)
Chief, Mr. C.C.Crooke (A)
Mr. R.L. Buzzanell (A)

Operations Branch
Mr. U... Ghilardi (B)
Mr. B. McDonnell (B)

Port Branch
Mr. ...C. ...llman (B)
Mr. J.J.Ruggirello (A)

ADVANCED ECHELON -Milan
Lt.Col. M. Harris (A)
Major H.A. Symons (B)
Lt. ...N.F. Webb (B)

3346

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

APPENDIX "B"

TRANSPORTATION AND SHIPPING SUB-COMMISSION
MONTHLY REPORT FOR OCTOBER 1945

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

ITALIAN GOVERNMENT TERRITORY

Naples - Major V.R. Bowers (C)
Capt. T.E. Ramsey (A)
Brindisi - Lt. R.F. Lewis (B)
Rome - Capt. S.C. Hall (A)
Ancona - Capt. K.F. Vaughan (A)
Bologna - Capt. J.C. Dodds (B)
Florence - W.O.J.G. W.T.Hill (A)
Bari - Mr. S.P. France (A)
AMG-Livorno Zone-
1st. Lt. G. Lester (A)

LOMBARDIA REGION

Capt. R.J. Woodcock (B)
Capt. W.H. Munn (B)
1st Lt. R.I. O'Donnel (A)

LIGURIA REGION

Capt. I. Calvanese (A)
Capt. J.H. Lloyd Davies (B)
J/Cmdr. A.K. King (B)

PIEMONTE REGION

Capt. Paul E. Harmon (A)
Lt. A. McD. Clark (B)
W.C.J.G. G.F. Christiane (A)
Capt. N.A. Dickens (C)

VENEZIA

Major E.B. Corby (C)
Major H.J.C. Primsloo (B)
Capt. J.N. Bowes (B)
1st Lt. W.S. Allen (A)
Capt. J.W.E. Osborne (UDP)
1st Lt. R.W. Henley (A)
Lt. W.J.D. Evans (B)

VENEZIA GIULIA (AMG XIII CORPS)

Major W.T. Martin (B)
Capt. D.L. Coleman (A)
Capt. M.C. Polyblank (B)
1st Lt. G. Mitchell (A)
1st Lt. J.D. Howell (A)
Lt. N.J. Lister (A)
Major C.W. Lockwood-Tatham (B)
Capt. R.K. Harper (B)

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

APPENDIX 'C'

CIVILIAN PASSENGER TRAINS INTRODUCED OR EXTENDED DURING OCTOBER 1945

SAVONA-LAPERIA extended to Ventimiglia
ALESSANDRIA-ALBA Bi-weekly increased to daily
MUSSETTO-BRA " " " " "
MONTARA-ASTI Tri- " " " "
DOMODOSSOLA-NOVARA " " " " "
LUCHONY-LUCCA Extended to Florence
BASTIA-CUNEO Tri-weekly increased to daily
TORINO-CASALE Bi- " " " "
TORINO-SANTHIA " " " " "
SANTHIA-ARONA Tri- " " " "
NOVARA-MONTARA Bi- " " " "
VERCELLI-ALESSANDRIA Bi-weekly increased to daily
VERCELLI-CAVA-CARBONARA " " " " "
VARALLO-NOVARA Tri-Weekly " " "
BARI-MONOPOLI and) Extended as a thru Bari Brindisi service
BRINDISI-OSTUNI)
BOLOGNA-BARI Tri-weekly increased to daily
VERONA-VENEZIA
POTENZA-TARANTO
LECCO-GRUMELLO
CASTIGLIONE-DORA-ASTI
VERONA-MANTOVA
FOSSALTO-VENICE
BRESCIA-VERCLANUOVA
AVELLINO-MONTELLA
GENOA-ACQUI
S.MARZANOTTO-CASTAGNOLE
FOSSANO-MONDOVI'
GIULIANOVA-TERAMO
VELLETRI-COLLEFERRO
S.BENEDETTO-ASCOLI PICENO
CIVITANOVA-MACERATA
PARATICO-BRESCIA
BRESCIA-CASALMAGGIORE
SALERNO- ICIGNANO
RIMINI-ANCONA
VITTORIO VENETO-CONEGLIANO
OSTIGLIA-BOLOGNA
FOGGIA-POTENZA Tri-weekly mixed service changed to daily passenger service
ROVIGO-ADRIA
BARLETTA-SPINAZZOLA Tri-weekly increased to daily
VERONA-OSTIGLIA
CERIGNOLA C. CERIGNOLA

Declassified E.O. 12356 Section 3.3/NND No. 795021

VERCELLI-ALESSANDRIA	Bi-weekly increased to daily
VERCELLI-C.V.-CARBONARA	" " " " "
VARALLO-NOVARA	Tri-Weekly " " "
BARI-MONOPOLI and)	Extended as a thru Bari Brindisi service
BRINDISI-OSTUNI)	
BOLOGNA-BARI	Tri-weekly increased to daily
V.ROMA-VENEZIA	
POTENZA-TARANTO	
LECCO-GRUMELLO	
CASTIGLIONE-DORA-COSTA	
VERONA-MANTOVA	
FOSSALTO-VENICE	
BRESCIA-VEROLANUOVA	
AVELLINO-MONTELLA	
GENOA-ACQUI	
S.MARZANOTTO-CASTAGNOLE	
FOSSANO-MONDOVI'	
GIULIANOVA-TERAMO	
VELLETRI-COLLEFERRO	
S.BENEDETTO-ASCOLI PICENO	
CIVITANOVA-MACERATA	
PARATICO-BRESCIA	
BRESCIA-CASALMAGGIORE	
SALERNO-REGGIANO	
ANCONA-ANCONA	
VITTORIO VENETO-CONEGLIANO	
OSTIGLIA-BOLOGNA	
FOGGIA-POTENZA	Tri-weekly mixed service changed to daily passenger service
ROVIGO-ADRIA	
MARIETTA-SPINAZZOLA	Tri-weekly increased to daily
VERONA-OSTIGLIA	
CERIGNOLA C. CERIGNOLA	
BOLOGNA-PRATO	
TARANTO-A.FRANCA	
MAGLIE-OTRANTO	
PAVIA-ALESSANDRIA	Bi-weekly to daily
MILAN-BRESCIA	Extended to Verona
MILAN-ALESSANDRIA	Bi-weekly to daily
NAPLES-SALERNO	Extended to Battipaglia
NAPLES-CASERTA	Extended to Sparanise
FLORENCE-PONTEDERA	" " Pisa
ROME-COLLEFERRO	

3345

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

CIVILIAN PASSENGER TRAINS INTRODUCED OR EXTENDED DURING OCTOBER 1945

NAPLES-CASERTA	Extended to Benevento
FOGGIA-ARIANO	" " "
ARONA-NOVARA	Tri-weekly to daily
FLORENCE-LUCCA	Extended to Pisa
TORRE ANNUNZ.-GRAGNANO	
ROME-AVEZZANO	Retiming and increased service
TRENTO-VERONA	
ROME-NETTUNIA	Diesel-Coach service
ROME-PIURICENO	" " "

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

APPENDIX "D"

TRANSPORTATION AND SHIPPING SUB COMMISSION
MONTHLY REPORT FOR OCTOBER 45

STATEMENT OF WAREHOUSE ACTIVITY

Warehouse.	Opening Inventory	Received	Issued	Inventory 31 October
NAPLES				
Fed. Cons.	31146	8262	19962	19448
I.C.E.	899	22	380	541
Total	32047	8284	20342	19989
LEGHORN				
Fed. Cons.	5332	3077	3229	10180
I.C.E.	534	-	50	484
Total	5866	3077	3279	10664
ANCONA				
Fed. Cons.	10109	442	2647	7987
I.C.E.	152	-	19	133
Total	10261	442	2666	8120
GENOA				
Fed. Cons.	21086	16061	12612	24535
I.C.E. +	1273	3153	4382	44
Total	22359	19214	16994	24579
VENICE				
Fed. Cons.	3588	4409	2651	5346
I.C.E.	-	296	68	228
Total	3588	4705	2719	5574

Above does not include I.C.E. activity in units.

3344

Declassified E.O. 12356 Section 3.3/NND No. 765021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MONTHLY REPORT FOR JANUARY 1946

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

Attached herewith as Appendices A and B are lists of Transportation Officers at headquarters and in the field.

PART II - MOVEMENTS

1. GENERAL

a. The policy of handing over transportation responsibilities to the Italian Government organisations is being continued and will shortly be completed. The majority of Italian ports are now under Italian control, and within a few weeks the only ports either partly or wholly under military control will be Trieste, Leghorn and Naples.

b. Arrangements have been concluded for northern Italian ports to accept relief supplies for Czechoslovakia, Austria and Jugoslavia during the coming months.

c. The functions of the Movements Division are expected to cease after 28 February and, with the termination of shipments of A.C. civil supplies and the commencement of the UNRRA programme, a handing over to that organisation of all shipping responsibilities is now in progress.

c. The rail traffic moved during the month showed an increased tonnage despite wagon shortage in various compartimenti.

2. RAIL

a. The I.S.R. became responsible for the movement of civilian traffic in the northern Regions on 2nd December 1945 in the Compartimenti of Turin, Milan, Verona and Genoa, and, under A.M.G. supervision, for the compartimenti of Trieste and Venice.

b. I.S.R. figures are produced for the first time showing the overall tonnages moved by compartimenti in the Italian mainland during the first four weeks of January. Compared with the same period in December 1945, it will be noted that there is an increase in the tonnage moved.

3343

Period 1-28 January 1946		Period 1-28 January 1945	
TURIN	247,495	TURIN	282,941
MILAN	131,588	MILAN	131,211

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

PART II - MOVEMENTS

1. GENERAL

a. The policy of handing over transportation responsibilities to the Italian Government organisations is being continued and will shortly be completed. The majority of Italian ports are now under Italian control, and within a few weeks the only ports either partly or wholly under military control will be Trieste, Leghorn and Naples.

b. Arrangements have been concluded for northern Italian ports to accept relief supplies for Czechoslovakia, Austria and Jugoslavia during the coming months.

c. The functions of the Movements Division are expected to cease after 25 February and, with the termination of shipments of A.C. civil supplies and the commencement of the UNRRA progra me, a handing over to that organisation of all shipping responsibilities is now in progress.

c. The rail traffic moved during the month showed an increased tonnage despite wagon shortage in various compartimenti.

2. RAIL

a. The I.S.R. became responsible for the movement of civilian traffic in the northern Regions on 2nd December 1945 in the Compartimenti of Turin, Milan, Verona and Genoa, and, under A.M.G. supervision, for the compartimenti of Trieste and Venice.

b. I.S.R. figures are produced for the first time showing the overall tonnages moved by compartimenti in the Italian mainland during the first four weeks of January. Compared with the same period in December 1945, it will be noted that there is an increase in the tonnage moved.

3343

Period 1-28 January 1946	
TURIN	247,495
MILAN	131,588
VERONA	52,495
VENEZIA	61,034
TRIESTE	104,958
GENOA	273,392
BOLOGNA	31,186
FIRENZE	99,945
ANCONA	58,504
ROMA	92,820
NAPOLI	99,844
BARI	74,734
REGGIO	46,236
TOTAL	1,367.231

Period 1-28 January 1945	
TURIN	282,941
MILAN	131,211
VERONA	49,387
VENEZIA	44,714
TRIESTE	111,603
GENOA	315,997
BOLOGNA	30,366
FIRENZE	75,186
ANCONA	57,094
ROMA	63,606
NAPOLI	91,366
BARI	54,566
REGGIO	35,067
TOTAL	1,343.094

Declassified E.O. 12356 Section 3.3/NND No. 765021

c. It was hoped that the Bologna "bottleneck" would be eased by the opening of the La Spezia - Genoa line scheduled for mid-January, but owing to adverse weather conditions this line will not now be open until mid-February.

d. Internal movement of refugees continued throughout the month, 7,642 persons moving by ordinary services and in 3 special trains.

e. The daily wine tank car trains from Bari to the Emilia, Lombardia and Piemonte Regions did not run satisfactorily. Only 12 trains totalling 302 tank cars, and 55 tank cars attached to ordinary trains, were run from Bari.
Conflicting reports have been received from the Ministries of Food and Transport, and are now under investigation.

f. The daily salt train from Margherita di Savoia to the Emilia, Lombardia and Piemonte Regions continued to operate successfully; 24 trains were run totalling 603 wagons as compared with 459 wagons moved in December '45.

3. ROADS

a. The general position appears to be satisfactory, all requests being met by ENAC and Auto Trasporti.
The Minister of Transport was advised on 14 January '46 that as from 1st February '46 this Sub-Commission would cease to exercise any authority over the control of road transport.

b. All Uffici Trasporti in N.W. Italy ex AMG territory were handed over to the Ministry of Transport during the month, and ENAC officials were appointed.

c. A complaint was received from the Sud-Est Truck Pool, operating under the Italian Government, that prices being charged for spare parts were exorbitant, and out of all proportion to the prices paid for the parts by the Italian Government to the Allies. This is being investigated.

d. The Truck Pools generally have now settled down. The usual complaint concerning shortage of P.O.L. was not evident this month and, as this has been one of the major difficulties in the past, this is considered to be a healthy indication.

4. SHIPPING

a. During January, arrivals from U.S.A. were again less than planned, especially ships carrying coal and grain. Crew shortages are still effecting arrivals. This was especially noticeable in Savona, where coal discharges for the month were less than 70,000 tons.

Declassified E.O. 12356 Section 3.3/NND No. 765021

ordinary trains, were run from Bari.
Conflicting reports have been received from the Ministries of Food and Transport, and are now under investigation.

f. The daily salt train from Margherita di Savoia to the Emilia, Lombardia and Piemonte Regions continued to operate successfully; 24 trains were run totalling 603 wagons as compared with 459 wagons moved in December '45.

3. ROADS

a. The general position appears to be satisfactory, all requests being met by PNAC and Auto Trasporti.
The Minister of Transport was advised on 14 January '46 that as from 1st February '46 this Sub-Commission would cease to exercise any authority over the control of road transport.

b. All Uffici Trasporti in N.W. Italy ex AMG territory were handed over to the Ministry of Transport during the month, and PNAC officials were appointed.

c. A complaint was received from the Sud-Est Truck Pool, operating under the Italian Government, that prices being charged for spare parts were exorbitant, and out of all proportion to the prices paid for the parts by the Italian Government to the Allies. This is being investigated.

d. The Truck Pools generally have now settled down. The usual complaint concerning shortage of P.O.L. was not evident this month and, as this has been one of the major difficulties in the past, this is considered to be a healthy indication.

4. SHIPPING

a. During January, arrivals from U.S.A. were again less than planned, especially ships carrying coal and grain. Crew shortages are still affecting arrivals. This was especially noticeable in Savona, where coal discharges for the month were less than 70,000 tons.
Weather conditions prevented ships working on one day in the port of Genoa.

b. Italian coastwise movement was roughly 100,000 tons, with larger tonnages of Sardinian coal than during recent months. The addition of 2 American vessels to the pool of shipping has enabled the stockpile of coal in S. Antioco to be reduced considerably.

c. During the month the following commodities were shipped by coasters in the programme of Italian coastwise and intra - Mediterranean shipping.

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

Commodity	Tonnage moved
Coal	40,845
Phosphates	15,015
Edible salt	13,740
Industrial salt	5,096
Wine	3,077
Rock salt	2,300
Citrus	3,234
Fitrorps	1,520
Bauxite	1,630
Coke	1,653
Zinc	1,355
Tobacco	234
Various	7,900
	99,590

Schooners lifted an additional 18/20.000 tons.

d. 82 extra-Mediterranean vessels arrived in Italian ports carrying civil supplies; of these, 31 were colliers and 12 carried Swiss cargoes.

There were only isolated instances of bad weather delaying discharge of ships. In Genoa, Swiss wheat ships were delayed as there was a marked "bunching" of ships.

A larger proportion of general cargoes of essential supplies for rehabilitation and reconstruction arrived during January. Heavy shipments of mail arrived from America for Italian civilians. Two ships carrying rails were discharged.

e. Plans were made at a conference held in Rome for UNRRA supplies destined for Czechoslovakia, Austria and Jugoslavia to be received through the ports of Trieste and Venice. These ports will be used to their maximum capacities. The limiting factor is the onward despatch from the port by rail, and port clearance generally.

f. The port of Bernoli was returned to Italian control on 9 January. The military port of Leghorn is now being used mainly for civil supplies, in view of diminishing military commitments.

g. The port of Torre Annunciata was damaged by an explosion on 21 January. Several rail wagons of ammunition, which was to be dumped in the sea, blew up causing about 50 total casualties and damage to the port installations and adjacent houses. The working of the port is hoped, to be normal by the first week of February.

3342

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

Pitprops	1,520
Bauxite	1,630
Coke	1,653
Zinc	1,355
Tobacco	224
Various	7,800
	99,590

Schooners lifted an additional 18/20.000 tons.

d. 82 extra-Mediterranean vessels arrived in Italian ports carrying civil supplies; of these, 31 were colliers and 12 carried Swiss cargoes.

There were only isolated instances of bad weather delaying discharge of ships. In Genoa, Swiss wheat ships were delayed as there was a marked "bunching" of ships.

A larger proportion of general cargoes of essential supplies for rehabilitation and reconstruction arrived during January. Heavy shipments of mail arrived from America for Italian civilians. Two ships carrying rails were discharged.

e. Plans were made at a conference held in Rome for UNRRA supplies destined for Czechoslovakia, Austria and Jugoslavia to be received through the ports of Trieste and Venice. These ports will be used to their maximum capacities. The limiting factor is the onward despatch from the port by rail, and port clearance generally.

f. The port of Naples was returned to Italian control on 9 January. The military port of Leghorn is now being used more for civil supplies, in view of diminishing military commitments.

3342

g. The port of Torre Annunziata was damaged by an explosion on 21 January. Several rail wagons of ammunition, which was to be dumped in the sea, blew up causing about 50 fatal casualties and damage to the port installations and adjacent houses. The working of the port is hoped, to be normal by the first week of February.

h. Clearance of cargoes passing through Venice will be increased shortly, when the sweeping of the Po entrance at Chioggia - Porto Levante, now in progress, is completed. This will enable cargoes to be sent inland by canal.

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

i. A small passenger cargo vessel the "Libertà" (759 tons) commenced a regular service between various ports in Sicily, Sardinia and Italian mainland.

1. Agreement was reached between Allied Shipping Authorities and Ministry of Merchant Marine for schooners under 300 gr: tons to be given freedom to trade in the near future.

PART III - RAIL

1. GENERAL

Improvement in Italy's railway transportation system is progressing satisfactorily.

During the month, as much of the activities as possible of the Rail Division were passed to the I.S.R.. Stores Branch are now acting as liaison in the screening of stores demands made by I.S.R., and also for the bidding made for surplus military stores. Wagon distribution required much attention by Rail Division. The expected decrease in military requirements has only partially offset a rapid increase in import programmes and internal civil demands. As a result, there has been difficulty in meeting the total demand, and loadings have therefore been strictly controlled by priorities. Efforts are still being made to increase availability by speeding up the rate of repair and rebuilding of wagons and the I.S.R. have been asked to indicate any difficulties which they have in that direction.

The progressive withdrawal of military supervision in the field has created the need for this to be replaced by an effective civil supervision. It has been suggested to the I.S.R. that proper discipline in the use of equipment can only be effectively maintained by a special system of supervision and by spot checks at stations. For this purpose, a number of Inspectors should be appointed by the I.S.R., whose function would be to travel around all areas, ensuring the full and effective use of equipment and facilities, and checking wastage or abuse. These Inspectors would be based on, and responsible only to, I.S.R. Headquarters Rome.

2. ALLIED RAILWAY BOARD

The thirteenth meeting of the Allied Railway Board was held on 19 January 1946. It was agreed that control of coal distribution and stores would be handed over to the I.S.R. by 1 February. It was pointed out that the Transportation Sub-Commission was scheduled to close down in the near future and UNRRA was invited to join the Board. The Allied Railway Board will continue to function, together with the necessary Sub-Committees, for a further period of three months.

PART IV - PORTS & WAREHOUSE

Declassified E.O. 12356 Section 3.3/NND No. 759021

the Rail Division were passed to the F.S.S.. Stores Branch are now acting as liaison in the screening of stores demands made by I.S.R., and also for the bidding made for surplus military stores. Wagon distribution required much attention by Rail Division. The expected increase in military requirements has only partially offset a rapid increase in import programmes and internal civil demands. As a result, there has been difficulty in meeting the total demand, and loadings have therefore been strictly controlled by priorities. Efforts are still being made to increase availability by speeding up the rate of repair and rebuilding of wagons and the I.S.R. have been asked to indicate any difficulties which they have in that direction.

The progressive withdrawal of military supervision in the field has created the need for this to be replaced by an effective civil supervision. It has been suggested to the I.S.R. that proper discipline in the use of equipment can only be effectively maintained by a special system of supervision and by spot checks at stations. For this purpose, a number of Inspectors should be appointed by the I.S.R., whose function would be to travel around all areas, ensuring the full and effective use of equipment and facilities, and checking wastage or abuse. These Inspectors would be based on, and responsible only to, I.S.R. Headquarters Rome.

2. ALLIED RAILWAY BOARD

The thirteenth meeting of the Allied Railway Board was held on 19 January 1946. It was agreed that control of coal distribution and stores would be handed over to the I.S.R. by 1 February. It was pointed out that the Transportation Sub-Commission was scheduled to close down in the near future and UNRRA was invited to join the Board. The Allied Railway Board will continue to function, together with the necessary Sub-Committees, for a further period of three months.

PART IV - PORT & WAREHOUSE

1. PORTS FRANCO.

a. General. During the month of January several preliminary discussions were held with representatives of the Italian Ministry of Marine and AMAR (the Italian Agency purchasing surplus materials from OFLC) by A.C. representatives, with a view to obtaining sufficient port gear so that incoming civilian supplies could be properly handled. A method of obtaining such equipment has now been worked out, and it is contemplated that the necessary gear can be obtained sometime in February. Other meetings

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

were held regarding the turnover of the AC program of civilian relief to UNRRA, the use of Servierlianza as a receiving agent, the handling of incoming UNRRA cargo, and related problems connected with the UNRRA supply program.

b. Genoa - A general increase in port discharge was obtained, especially in the clearance of bulk wheat ships at the silos.

c. Savona - An agreement was reached with the Italian Ministry of Marine that standby crews would be furnished by the Italian Government, so that ships could be moved at night to and from coal discharging berth when such ships were short of regular crew members. Efforts were also made to use Savona for discharge of a greater number of coal ships, thereby lightening the load on Genoa, as Savona has not yet been used to full capacity.

d. Venice - Wheat ships are now discharging in Venice, both for Italy and for transhipment to the Venezia-Giulia region. Shipments of coal are increasing, and efforts are being made to increase port reception, in view of expected greater demand for port capacity, by clearance of canals for use by barge lines.

e. Civitavecchia - SS Nathaniel Bacon completed discharge of approximately 3600 tons of cargo, and negotiations are now under way to use this vessel, which has been towed into the port, for storage purposes. Negotiations are also under way to instal telephone communications throughout the port. Grain bagging machines for bagging bulk wheat are now in the port and are being set up.

f. La Spezia - Effort is being made to get agreement of C in C Med. for the reception of lightened coal ships.

g. Torre Annunziata - Survey was made after the explosion, and the port may be used for lightened coal ships. Survey was made after refusal of shipping agencies to make such use of the port after the explosion occurring there. Port is also being used, but in a limited capacity, for food, but warehouses have been badly damaged by explosion and cannot accept full amount that port is capable of discharging.

h. Naples - Port turned over to Italian authorities, but discharge slowed somewhat due to lack of current and rail wagons. Situation has now been remedied.

3341

2. Warehouse Branch

a. Naples - Warehouse capacity is somewhat overtaxed, but efforts to obtain rail wagons has been more successful, and cargo is now moving out, some of it directly from ship to wagon. Departure of army resulted in break in current for lights and in telephone service, but situation now normal at warehouses. Roads in front of warehouses also repaired making faster movement of trucks

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

crew members. 5 ports were also used to use Savona for discharge of a greater number of coal ships, thereby lightening the load on Genoa, as Savona has not yet been used to full capacity.

d. Venice - Wheat ships are now discharging in Venice, both for Italy and for transhipment to the Venezia-Giulia region. Shipments of coal are increasing, and efforts are being made to increase port reception. in view of expected greater demand for port capacity, by clearance of canals for use by barge lines.

e. Civitavecchia - SS Nathaniel Bacon completed discharge of approximately 3500 tons of cargo, and negotiations are now under way to use this vessel, which has been towed into the port, for storage purposes. Negotiations are also under way to instal telephone communications throughout the port. Grain bagging machines for bagging bulk wheat are now in the port and are being set up.

f. La Spezia - Effort is being made to get agreement of C in C Med. for the reception of lightened coal ships.

g. Torre Annunziata - Survey was made after the explosion, and the port may be used for lightened coal ships. Survey was made after refusal of shipping agencies to make such use of the port after the explosion occurring there. Port is also being used, but in a limited capacity, for food, but warehouses have been badly damaged by explosion and cannot accept full amount that port is capable of discharging.

h. Naznoli - Port turned over to Italian authorities, but discharge slowed somewhat due to lack of current and rail wagons. Situation has now been remedied.

3341

2. Warehouse Branch

a. Naples - Warehouse capacity is somewhat overtaxed, but efforts to obtain rail wagons has been more successful, and cargo is now moving out, some of it directly from ship to wagon. Departure of army resulted in brck in current for lights and in telephone service, but situation now normal at warehouses. Roads in front of warehouses also repaired making faster movement of trucks possible.

b. Civitavecchia - Romney huts for temporary warehousing being obtained. Rail movements good, with the result that the limited warehouse capacity in port not fully utilized.

c. Genoa - Full warehouse capacity is gradually being used, as result of limited rail wagons. Cotton warehouse is approaching maximum capacity, and efforts and now under way to clear cotton faster.

d. Piombino - Capacity of warehouses is now sufficient to handle about 5,000 tons of cargo, and this port will be used as a possible distribution point, in case of overcrowding of other northern ports.

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

e. Bari - Little activity.

f. Ancona - Port is now being used for lightened coal ships, but there is little change in warehouse activity.

P.D.G. BUCHANAN
Colonel,
Director

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

APPENDIX 'A'

TRANSPORTATION AND SHIPPING SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1946
LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

DIRECTOR
Colonel T.D.G. Buchanan (B)

ADMINISTRATIVE DIVISION
Chief :
Lt. Col. W.P. Scantlins (A)

MOVEMENTS DIVISION
Major C.F. Berridge (B)

Rail-Road Branch
Capt. I.F. Climsins (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Laregan (B)
Capt. J.H. Hazelton (B)

RAIL DIVISION
Chief :
Lt. Col. A.H. Street (B)

Operations Branch
Major P.G. Metson (A)
Capt. T.A. Jeffreys (B)

Civil Engineering Branch
Mr. E. Richard (A)
Lt. W.H. Skouse (B)

Mechanical & Supply Branch
Major G.S. Barnes (B)

ROADS DIVISION
Chief :
Mr. G.S. Franklin (C)
Mr. J.C. Dodds (B)

PORT & WAREHOUSE DIVISION
Chief :
Mr. C.C. Crooks (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. R. Mc Donnel (NZ)

Port Branch
Mr. J.J. Buscirello (A)

Warehouse Branch
1st Lt. Gurd Lester (A)

3340

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

APPENDIX 'B'

TRANSPORTATION AND SHIPPING SUB-COMMISSION

MONTHLY REPORT FOR JANUARY 1946

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

Naples	- Capt. T.E. Nemsey	(A)
Rome	- Capt. S.C. Hall	(A)
Ancona	- Capt. K.F. Vaughan	(B)
Bologna	- Capt. W.H. Munn	(B)
Verona	- Maj. H.J.O. Prinsloo	(B)
Venice	- Lt. W.J.D. Evans	(B)
Udine	- Capt. W.C. Bickley	(A)

LOMBARDIA

Major H.A. Symons	(B)
1st Lt. E.T. O'Donnel	(A)

LIGURIA

Capt. J.H. Lloyd Davies	(B)

PIEMONTE

Capt. Paul E. Hannon	(A)
Capt. A.J. Pankratz	(A)

VENEZIE-GIULIA(AMG 13 CORPS)

Major C.W. Lockwood-Tethan	(B)
Capt. D.L. Coleman	(A)
Capt. M.C. Polyblank	(B)
Capt. R.K. Harper	(B)
1st Lt. George Mitchell	(A)

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

MONTHLY REPORT FOR FEBRUARY 1946.

1. MOVEMENTS.

a. All remaining control over the movement of civilian traffic by rail and road was turned over to the Italian Ministry of Transport during February.

b. The following tonnages of Commodities were moved by Coast-wise shipping during the month which was an increase of approximately 19,000 tons over the previous month :

Coal	60,938	tons
Salt-Edible	11,545	"
Salt-Industrial	3,600	"
Wine	4,850	"
Citrus Fruits	1,082	"
Phosphate	15,100	"
Bauxite	3,760	"
Pyrites	5,250	"
Sulphur	700	"
Pitprops	500	"
Caulin	632	"
Minerals	2,850	"
General Cargo	7,971	"
	118,778	tons

c. The Movements Division closed on 28 February and all Military personnel in the Division, who have been attached to the Transportation and Shipping Sub-Commission A.C. from "Q" Movements, AFHQ, will move to the Ministry of Communications Building - Rome and will operate as "Q" Movements Liaison Office - Rome, dealing with Military Movements only

3339

2. PORTS and WAREHOUSES.

a. Repair of damage to Port and Warehouse installations at Torre Annunziata, caused by an explosion of Allied ammunition in January, progressed faster than was expected during the month. Roofs and other parts of buildings were repaired [illegible] particular [illegible] was done to the stocks of

Declassified E.O. 12356 Section 3.3/NND No. 765021

b. The following tonnages of Commodities were moved by Coast-wise shipping during the month which was an increase of approximately 19,000 tons over the previous month :

Coal	60,938	tons
Salt-Edible	11,545	"
Salt-Industrial	3,600	"
Wine	4,850	"
Citrus Fruits	1,082	"
Phosphate	15,100	"
Bauxite	3,760	"
Pyrites	5,250	"
Sulphur	700	"
Pitprops	500	"
Caulin	632	"
Minerals	2,850	"
General Cargo	7,971	"
	118,776	tons

c. The Movements Division closed on 28 February and all Military personnel in the Division, who have been attached to the Transportation and Shipping Sub-Commission A.C. from "Q" Movements, AFHQ, will move to the Ministry of Communications Building - Rome and will operate as "Q" Movements Liaison Office - Rome, dealing with Military Movements only

3339

2. PORTS and WAREHOUSES.

a. Repair of damage to Port and Warehouse installations at Torre Annunziata, caused by an explosion of Allied ammunition in January, progressed faster than was expected during the month. Roofs and other parts of buildings were repaired before any particular damage was done to the stocks of Commodities stored in them.

b. The rehabilitation of ports continued to progress during the month as evidenced by the increase in loadings and discharges.

c. The Port and Warehouse Division closed on 28 February and all remaining functions were transferred to U.N.R.R.A. as of 1 March.

Declassified E.O. 12356 Section 3.3/NND No. 755021

3. R.IL.

a. The provision of rail facilities continued to improve during the month and new lines were reopened, the most notable being the La Spezia - Genoa line, which was reopened to traffic on 16 February. This now provides an alternative rail route between North and South Italy, relieving the Bologna bottleneck.

b. There was a decrease in the movement of rail traffic during the month over January, which to a certain extent was due to excessive loadings and to shortage of engine power and affected the availability of wagons for priority loadings.

c. I.S.R. and Private Railways.

Lines in operation shown in Kilometers as of 28 February:

	Single Track		Double Track		Total.		Total
	Steam	Elec.	Steam	Elec.	Steam	Elec.	
31 Jan.	10,323	1,984	1,200	801	11,325	2,785	14,308
28 Feb.	9,871	2,470	1,135	958	11,006	3,428	14,434

Following lines completely electrified during February :

	double track	14th Feb.
Rome - Orte		22nd Feb.
Brennero - Vernio		

d. Fuel Situation.

	Consumption Feb.	Stock 28th Feb.
Coal Metric Tons	105,600	85,159
Fuel Oil U.S. Gals	7,431,964	1,2.5,817
Petrol	44,809	122,000

e. Traffic Handled.

	Military	Civilian	Total.
Goods trains daily	374	891	1,265
Train Kiloms.daily	14,471	68,192	82,663
Ton Kiloms.daily	5,705,353	35,372,870	4.,078,233

f. Passenger Trains.

	Military	Civilian	Total.
Internal	98	1,558	1,656
International	12	-	12
Special		38	38
Train Kiloms.daily	11,614	80,763	92,377
Passenger Kiloms.daily		30,357,142	30,357,142
Average delay to trains Min.		55	

Wagon turn round average, 11 days 5 hours

Total

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

to excessive loadings and to shortage of engine power and effected the availability of wagons for priority loadings.

c. **I.S.R. and Private Railways.**

Lines in operation shown in Kilometers as of 28 February:

	Single Track		Double Track		Total.		Total
	Steam	Elec.	Steam	Elec.	Steam	Elec.	
31 Jan.	10,323	1,984	1,200	801	11,525	2,785	14,308
28 Feb.	9,871	2,470	1,135	958	11,006	3,428	14,434

Following lines completely electrified during February :

Rome - Orte	double track	14th Feb.
Brennero - Vernio		22nd Feb.

d. **Fuel Situation.**

	Consumption Feb.	Stock 28th Feb.
Coal Metric Tons	109,600	80,155
Fuel Oil U.S. Gals	7,431,964	1,2.5,817
Petrol	44,809	122,0.0

e. **Traffic Handled.**

	Military	Civilian	Total.
Goods trains daily	374	891	1,265
Train Kiloms.daily	14,471	68,192	82,663
Ton Kiloms.daily	6,705,363	35,372,870	42,078,233

f. **Passenger Trains.**

	Military	Civilian	Total.
Internal	98	1,558	1,656
International	12	-	12
Special		38	38
Train Kiloms.daily	11,614	80,763	92,377
Passenger Kiloms.daily		30,357,142	30,357,142
Average delay to trains Min.50		55	
Wagon turn round average, 11 days 5 hours			

g. **Locomotive Position.**

	Italian		Foreign		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
In use on trains	1,385	728	256	27	1,641	755
Shunting	491	-	5	3	496	3
Awaiting Repairs	2,375	952	109	16	2,484	968
Stored	116	-	9	3	125	3

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

Locomotive Repairs.

	Steam		Electric	
	Heavy	Medium	Heavy	Medium
I.S.R. Shops	14	39	13	2
Private Shops	8	6	3	-

h. Rolling Stock in use.

	Italian	Foreign	Total
In use	50,627	27,310	77,937
Awaiting Repair	26,467	14,361	40,828

i. Repairs to Rolling Stock.

	Coaches		Baggage Vans		Box Cars		Open Cars	
	Heavy	Med.	Heavy	Med.	Heavy	Med.	Heavy	Med.
I.S.R. Shops	34	226	11	51	39	454	33	634
Private Shops	16	54	17	10	175	286	220	333

j. The Rail Division was closed out on 28 February.

4. R.O.D.

a. All remaining control of road transport was turned over to the Ministry of Transport, Italian Government on 1 February.

b. The general position seems to be satisfactory. There were no known reports of P.O.L. shortage during the month.

c. The Road Division was closed out on 28 February.

5. GENERAL.

The A.C. Transportation Liaison Officers at Bologna and Ancona were withdrawn during the month.

3338

Walter P. Coggins

WALTER P. COGGINS
Lt.Colonel, QMC
Director

Declassified E.O. 12356 Section 3.3/NND No. 755021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

23 April 1946.

MONTHLY REPORT FOR MONTH OF MARCH 1946

1. RAIL.

a. Lines in operation. About 86% of the lines of the Italian Railway system are now available for traffic, although long stretches of what were double track are being operated as single lines; while a large number of the bridges destroyed have so far only been opened to traffic by means of temporary bridges.

b. On 30 March the Arezzo-Florence line was reopened, thus saving about three hours running time between Rome and Florence.

c. The Parma-La Spezia line should be opened to traffic in May.

d. The Bologna-Padua line should be ready for traffic by 30 April and the International line Italy-France, with the completion of the Mt. Cenes tunnel will be ready by the middle of June.

e. Rolling stock is still in short supply but when the results of the European census of rolling stock completed on 26 March are available, it is hoped that a considerable part of the rolling stock removed by the Germans, will be returned.

f. At the present time only about 40% of the prewar total of steam and electric locomotives are available.

g. During the month congestion of loaded wagons occurred in the Naples and Rome area, requiring a curtailment of civil loadings.

2. ROAD.

On 31 March a total of approximately 95,541 load carrying vehicles were in operation.

3. SHIPPING.

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

3337

Citrus fruits	915	tons
Wine	5,925	"
Salt - Edible	16,035	"
Salt - Other	10,648	"
Pyrites	4,900	"
Bauxite	4,060	"
Minerals		

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

of what were double track are being operated as single lines; while a large number of the bridges destroyed have so far only been opened to traffic by means of temporary bridges.

b. On 30 March the Arezzo-Florence line was reopened, thus saving about three hours running time between Rome and Florence.

c. The Parma-La Spezia line should be opened to traffic in May.

d. The Bologna-Padua line should be ready for traffic by 30 April and the International line Italy-France.with the completion of the Mt. Cenes tunnel will be ready by the middle of June.

e. Rolling stock is still in short supply but when the results of the European census of rolling stock completed on 26 March are available, it is hoped that a considerable part of the rolling stock removed by the Germans, will be returned.

f. At the present time only about 40% of the prewar total of steam and electric locomotives are available.

g. During the month congestion of loaded wagons occurred in the Naples and Rome area, requiring a curtailment of civil loadings.

2. ROAD.

On 31 March a total of approximately 95,541 load carrying vehicles were in operation.

3. SHIPPING. 3337

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

Citrus fruits	915	tons
Wine	5,925	"
Salt - Edible	16,035	"
Salt - Other	10,648	"
Pyrites	4,900	"
Bauxite	4,060	"
Minerals	4,400	"
Pitprops	400	"
Caolin	500	"
Sulphur	5,900	"
Phosphates	43,000	"
Coal	101,570	"
General Cargo	5,893	"
	204,146	tons

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

b. Three ships have been nominated for the Argentine grain run and will sail for their first trip during the month of April.

c. Reconstruction and rehabilitation of ports is progressing satisfactorily and the loadings and discharges of ships have increased

WALTER P. [illegible]
Lt. Colonel, QMC
Director.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

MONTHLY REPORT FOR APRIL 1946

1. RAIL.

a. I.S.R. Lines in Operation in Kilometers.

Date	Single Track		Double Track		Total		Total	Lines repaired but not in operation
	Steam	Elec.	Steam	Elec.	Steam	Elec.		
Italy 31-3-46	9,361.7	2,421.6	1,250.8	1,002.8	11,112.5	3,424.4	14,536.9	306.2
Zone B Trieste 31-3-46	154.5	57.0	-	56.5	154.5	113.5	268.0	32.4
Total 31-3-46	10,016.2	2,478.6	1,250.8	1,059.3	11,267.0	3,537.9	14,804.9	340.6
Total 28-2-46	9,871.0	2,470.0	1,135.0	958.0	11,006.0	3,428.0	14,304.0	440.0
Difference	+145.2	+8.6	+115.8	+101.3	+261.0	+109.9	+500.9	-99.4

b. Locomotive Situation, I.S.R. and Private Owned.

	Date	Italian		Foreign		Total	
		Steam	Elec.	Steam	Elec.	Steam	Elec.
Total Stock in Italy	Mar.30	4,686	1,851	377	49	5,063	1,900
" " " "	Feb.28	4,665	1,848	379	49	5,044	1,897
Difference		+21	+3	-2	-	+19	+3
In use Passenger and Good Trains	Mar.30	1,621	871	230	25	1,851	896
" " "	Feb.28	1,543	847	256	27	1,799	874
Difference		+78	+24	-26	-2	+52	+22
In use shunting	Mar.30	523	-	10	2	533	2
" " "	Feb.28	507	-	5	3	512	3
Difference		+16	-	+5	-1	+21	-1
Stored Serviceable	Mar.30	109	7	1	-	110	7
" "	Feb.28	144	13	9	3	153	16
Difference		-35	-6	-8	-3	-43	-9
Awaiting Repair	Mar.30	2,433	973	136	22	2,569	995
" "	Feb.28	2,471	988	109	16	2,580	1,004
Difference		-38	-15	+27	+6	-11	-9

c. Wagon Situation, I.S.R. and Private Owned.

	Date	Italian	Foreign	Total
Total Stock in Italy	Mar.30	84,537	44,099	128,636
" " " "	Feb.28	81,637	41,671	123,308
Difference		+2,900	+2,428	+5,328
In Use	Mar.30	56,518	28,955	85,473
" "	Feb.28	54,494	27,310	81,804
Difference		+2,024	+1,645	+3,669

		Military	Civilian	Railway	Total

3336

Declassified E.O. 12356 Section 3.3/NND No. 765021

Total 31-3-46	10,016.2	2,478.6	1,250.8	1,059.3	11,267.0	3,537.9	14,804.9	340.6
Total 28-2-46	9,871.0	2,470.0	1,135.0	958.0	11,006.0	3,428.0	14,434.0	440.0
Difference	+145.2	+8.6	+115.8	+101.3	+261.0	+109.9	+370.9	-99.4

b. Locomotive Situation. I.S.R. and Private Owned.

	Date	Italian Steam	Italian Elec.	Foreign Steam	Foreign Elec.	Total Steam	Total Elec.
Total Stock in Italy	Mar.30	4,686	1,851	377	49	5,063	1,900
" " " "	Feb.28	4,665	1,848	379	49	5,044	1,897
Difference		+21	+3	-2	-	+19	+3
In use Passenger and Good Trains	Mar.30	1,621	871	230	25	1,851	896
" " "	Feb.28	1,543	847	256	27	1,799	874
Difference		+78	+24	-26	-2	+52	+22
In use shunting	Mar.30	523	-	10	2	533	2
" " "	Feb.28	507	-	5	3	512	3
Difference		+16	-	+5	-1	+21	-1
Stored Serviceable	Mar.30	109	7	1	-	110	7
" "	Feb.28	144	13	9	3	153	16
Difference		-35	-6	-8	-3	-43	-9
Awaiting Repair	Mar.30	2,433	975	136	22	2,569	995
" "	Feb.28	2,471	988	109	16	2,580	1,004
Difference		-38	-13	+27	+6	-11	-9

c. Wagon Situation. I.S.R. and Private Owned.

	Date	Italian	Foreign	Total
Total Stock in Italy	Mar.30	84,537	44,099	128,636
" " " "	Feb.28	81,637	41,671	123,308
Difference		+2,900	+2,428	+5,328
In Use	Mar.30	56,518	28,955	85,473
" "	Feb.28	54,494	27,310	81,804
Difference		+2,024	+1,645	+3,669

		Military	Civilian	Railway	Total
Wagons loaded daily	Mar.	994	5,522	840	7,356
" " "	Feb.	1,073	5,349	850	7,272
Difference		-79	+173	-10	+84

3336

Declassified E.O. 12356 Section 3.3/NND No. 760021

		Italian	Foreign	Total
Awaiting repair	Mar.30	27,947	15,144	43,091
" "	Feb.28	27,124	14,361	41,485
Difference		+823	+783	+1,606

Average time of turn round of wagons during March, 11 days 14 hours for I.S.R. and 3 days for private railways; during February the figures were for I.S.R. 11 days 5 hours and for Private railways 4 days 5 hours.

This gives an increase of 9 hours for the I.S.R and a reduction of 1 day 5 hours for the private railways. The difference in the turn round time on the two systems is due to the much shorter hauls on the private railways. The increase in the I.S.R. turn round time was due to delays in unloading

d. Traffic Handled. I.S.R. and Private Comd.

(1). Goods Traffic.

	Date	Military	Civilian	Total
Trains run daily	Mar.	390	1,044	1,434
" " "	Feb.	374	997	1,371
Difference		+16	+47	+63
Train Kilomes. daily	Mar.	15,801	76,802	92,603
" " "	Feb.	14,471	71,342	85,813
Difference		+1,330	+5,460	+6,790
Ton Kilomes. daily	Mar.	8,871,564	39,786,915	48,658,479
" " "	Feb.	8,705,363	35,859,276	44,564,639
Difference		+166,201	+3,927,639	+4,094,840

(2). Passenger Traffic.

Internal Traffic.

Trains run daily	Mar.	127	2,305	2,432
" " "	Feb.	98	2,242	2,340
Difference		+29	+63	+92

International Service

Trains run daily	Mar.	13	-	13
" " "	Feb.	12	-	12
Difference		+1		+1

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

systems is due to the much shorter hauls on the private railways. [illegible] the I.S.R. turn round time was due to delays in unloading

d. Traffic Handled. I.S.R. and Private Owned.

(1). Goods Traffic.

	Date	Military	Civilian	Total
Trains run daily	Mar.	390	1,044	1,434
" " "	Feb.	374	997	1,371
Difference		+16	+47	+63
Train Kilams. daily	Mar.	15,801	76,802	92,603
" " "	Feb.	14,471	71,342	85,813
Difference		+1,330	+5,460	+6,790
Ton Kilams. daily	Mar.	8,871,564	39,786,915	48,658,479
" " "	Feb.	8,705,363	35,859,276	44,564,639
Difference		+166,201	+3,927,639	+4,093,840

(2). Passenger Traffic.

Internal Traffic.

Trains run daily	Mar.	127	2,305	2,432
" " "	Feb.	98	2,242	2,340
Difference		+29	+63	+92

International Service

Trains run daily	Mar.	13	-	13
" " "	Feb.	12	-	12
Difference		+1		+1

Railway Service

Trains run daily	Mar.	-	38	38
" " "	Feb.	-	38	38
Difference		-	-	-

Declassified E.O. 12356 Section 3.3/NND No. 759021

		Military	Civilian	Total
Train Kilcms.daily	Mar.	11,003	109,611	120,614
" " "	Feb.	11,614	107,118	118,732
Difference		-611	+2,523	+1,912
Passenger Kilcms.daily	Mar.	-	33,617,200	33,617,200
" " "	Feb.	-	34,824,539	34,824,539
Difference		-	1,207,339	1,207,339

c. The following are the number of passengers carried by the various services run by the " Wagon Lits " during March.

Milan - Rome	2,626
Rome - Bologna	750
Rome- Reggio Calabria	1,811
Rome - Turin	851
Rome - Venezia	576
Bologna - Bari	599
Total	6,946

f. Fuel Situation, I.S.R. and Private Owned

	Date	Consumption	Stock
Coal in Tons	Mar.30	119,355	134,928
" " "	Feb.28	109,600	88,159
Difference		+9,755	+46,769
Fuel Oil Gals.U.S	Mar.30	5,776,759	1,686,171
" " "	Feb.28	7,431,964	1,245,817
Difference		-1,655,205	+440,354
Gas Oil Gals.U.S	Mar.30	76,595	156,309
	Feb.28	44,809	122,020
Difference		+31,786	+33,289

g. A study of the foregoing figures for the railway network of Italy as a whole considering both state and private railways shows : 3335

(1) The locomotive repairs are more than taking care of wear, there being a total of 52 fewer locomotives awaiting repair than during the preceeding month but this cannot be said of the wagon repairs as there were a total of 1,606 more wagons awaiting repair

(2) Goods traffic. Both Military and Civilian traffic shows an increase in both

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

Difference		-	1,207,339	1,207,339

c. The following are the number of passengers carried by the various services run by the " Wagon Lits " during March.

Milan - Rome	2,626
Rome - Bologna	750
Rome- Reggio Calabria	1,544
Rome - Turin	851
Rome - Venezia	576
Bologna - Bari	599
Total	6,946

f. Fuel Situation, I.S.R. and Private Owned

	Date	Consumption	Stock
Coal in Tons	Mar.30	119.355	134,928
" " "	Feb.28	109,600	88,159
Difference		+9,755	+46,769
Fuel Oil Gals.U.S	Mar.30	5,776,759	1,686,171
" " "	Feb.28	7,431,964	1,245,817
Difference		-1,655,205	+440,354
Gas Oil Gals.U.S	Mar.30	76,595	156,309
	Feb.28	44,809	122,020
Difference		+31,786	+35,289

g. A study of the foregoing figures for the railway network of Italy as a whole considering both state and private railways shows : 3335

(1) The locomotive repairs are more than taking care of wear,there being a total of 52 fewer locomotives awaiting repair than during the preceeding month but this cannot be said of the wagon repairs as there were a total of 1,606 more wagons awaiting repair
(2) Goods traffic. Both Military and Civilian traffic shows an increase in both the number of trains and the ton kilometers handled.
(3) Passenger Traffic. Whilst the number of passenger trains run shows an increase the number of passenger kilometers is considerably less, showing either that trains were less overcrowded or that the average journey was shorter.
(4) Fuel situation. Whilst the coal consumption during March was higher the stock at the end of the month also showed an increase,with fuel oil the consumption was less and the stocks higher.There was increased consumption of gas oil and also a larger stock on hand at the end of the month.

Declassified E.O. 12356 Section 3.3/NND No. 759021

(5) Materials for repairs. The supply of materials for rehabilitation of the track and for repair of wagons is fairly satisfactory. All the cement required is available, steel is in short supply and whilst timber is available, it is not sufficient either for ties or wagon repairs and it would be of great help if the zone still controlled by the British in Reggio Calabria could be released.
Petrol in sufficient quantity for private contractors still remains difficult to obtain.

2. ROAD.

a. A total of 41,037 load carrying vehicles and 3,340 buses were in circulation as of 31 March. This is an increase of 1,417 load carrying vehicles and 30 buses over the 28 February figures. These figures do not include the three wheel and small motor cars adjusted for goods transport. The figure of 95,541 vehicles in operation on 31 March, submitted in last month's report, was in error.

b. There were approximately 90,000 load carrying vehicles and 7,500 buses in operation in Italy before the war.

c. Fuel is in short supply. Only 225,000 gallons of gasoline or petrol and 182,000 gallons of diesel oil is allotted monthly for the operation of motor transport.

d. Tires are in short supply. The Pirelli and Michelin Tire Factories are in production but their output cannot meet demands as both raw rubber and coal are in short supply.

e. A total of 211,125 tons were moved in old Venezia Region by road during the month of April.

3. SHIPPING.

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

Coal	-	62,864	tons
Salt-Edible	-	11,167	"
Salt-Industrial	-	8,330	"
Phosphate	-	36,914	"
Bauxite	-	5,665	"
Pyrites	-	6,900	"
Sulphur	-	1,530	"
Kaolin	-	1,080	"
Minerals	-	500	"
Iron Ore	-	3,440	"
Cast Iron	-	1,500	"
Petroleum Products	-	2,560	"
General Cargo	-	7,651	"
Total		152,101	tons.

(1) The above figures show a total decrease of 52,045 tons from the previous month

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

2. ROAD.

a. A total of 41,037 load carrying vehicles and 3,340 buses were in circulation as of 31 March. This is an increase of 1,417 load carrying vehicles and 30 buses over the 28 February figures. These figures do not include the three wheel and small motor cars adjusted for goods transport. The figure of 95,541 vehicles in operation on 31 March, submitted in last month'sreport, was in error.

b. There were approximately 90,000 load carrying vehicles and 7,500 buses in operation in Italy before the war.

c. Fuel is in short supply. Only 225,000 gallons of gasoline or petrol and 180,000 gallons of diesel oil is allotted monthly for the operation of motor transport.

d. Tires are in short supply. The Pirelli and Michelin Tire Factories are in production but their output cannot meet demands as both raw rubber and coal are in short supply.

e. A total of 211,125 tons were moved in old Venezia Region by road during the month of April.

3. SHIPPING.

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

Coal	-	62,864	tons
Salt-Edible	-	11,167	"
Salt-Industrial	-	8,330	"
Phosphate	-	38,914	"
Bauxite	-	5,865	"
Pyrites	-	6,900	"
Sulphur	-	1,530	"
Kaolin	-	1,080	"
Minerals	-	500	"
Iron Ore	-	3,440	"
Cast Iron	-	1,500	"
Petroleum Products	-	2,560	"
General Cargo	-	7,551	"
Total		152,101	tons.

(1) The above figures show a total decrease of 52,045 tons from the previous month and an increase of 92,101 tons over April of 1945. The decrease was due to the non-availability of commodities at ports for loading. A total of 196,050 tons of shipping was allocated for April and was available but was not all used. As an example, there was a total of 85,000 tons allocated for coal but only 62,864 tons moved.

b. A total of 127 ships with UNRRA and Italian Program Cargos of 964,127 tons arrived in Italian ports during April.

Declassified E.O. 12356 Section 3.3/NND No. 759021

c. A total of 28 ships of different kinds and sizes were repaired and put back into operation by Italian shipyards during the month

d. A total of 65 Italian cargo, tanker and passenger ships of over 500 tons carrying capacity each, are now being used for civilian traffic.

e. The capacity of important ports greatly improved during the month as a result of both increase in number of piers available and repair of quay fittings and tracks as well as additional dredging.

f. The discharge rate in the smaller ports increased during the month also. Of the twelve smaller ports, eleven showed a definite increase, some of which amounted to as much as 60 percent over previous months.

William P. Scoggins
WILLIAM P. SCOGGINS
Lt.Colonel, CAC
Director.

3334

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

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

MONTHLY REPORT FOR MAY 1946

1. RAIL.

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

- 1938 -

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

- 1946 -

30-4-46	12,958.1	5,497.5	1,231.3	1,305.4	14,189.4	6,802.9	20,992.3
31-3-46	12,869.1	5,506.5	1,250.8	1,183.2	14,119.9	6,689.7	20,809.6
Difference	+89.0	-9.0	-19.5	+122.2	+69.5	+113.2	+ 182.7

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

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

b. Locomotive Situation.

Total Stock.

- 1938 -

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

3333

- 1946 -

30-4-46	4,696	1,832	371	54	5,067	1,886
31-3-46	4,686	1,851	377	49	5,063	2,000
Difference	+10	-19	-6	+5	+4	-14

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

Date	Single Track		Double Track		Total		Total
	Steam	Elec.	Steam	Elec.	Steam	Elec.	
-	13,061.5	5,327.5	1,875.0	2,703.9	14,936.5	8,031.4	22,967.9
			- 1946 -				
30-4-46	12,958.1	5,497.5	1,231.3	1,305.4	14,189.4	6,802.9	20,992.3
31-3-46	12,869.1	5,506.5	1,250.8	1,183.2	14,119.9	6,689.7	20,809.6
Difference	+89.0	-9.0	-19.5	+122.2	+69.5	+113.2	+ 182.7

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

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

b. Locomotive Situation.

Total Stock.

- 1938 -

Date	Italian		Foreign		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.
-	4,882	1,447	-	-	4,882	1,447
		- 1946 -				
30-4-46	4,696	1,832	371	54	5,067	1,886
31-3-46	4,686	1,851	377	49	5,063	2,000
Difference	+10	-19	-6	+5	+4	-14
Available for service.						
30-4-46	2,182	915	230	34	2,412	949
31-3-46	2,144	871	240	27	2,384	898
Difference	+38	+44	-10	+7	+28	+51

3333

Declassified E.O. 12356 Section 3.3/NND No. 765021

Awaiting Repair.

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

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

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

c. Wagon Situation.

	Date	Italian	Foreign	Total
		- 1938 -		
Total Stock Available	31-12-38	131,188	-	131,188
		- 1946 -		
Wagons in Italy	30-4-46	80,158	46,811	126,969
" " "	31-3-46	81,857	44,099	125,956
Difference		-699	+1,712	+1,013
Available for Service	30-4-46	56,876	28,950	85,906
" " "	31-3-46	53,838	28,955	82,793
Difference		+3,038	+25	+3,063
Awaiting Repair	30-4-46	24,475	17,881	42,356
" "	31-3-46	27,947	15,144	43,091
Difference		-3,472	+2,637	-735

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

d. Passenger Stock.

	Date	- 1938 - Pass. Coaches	Baggage Vans	Postal Vans
Total Stock Available	-	7,265	3,968	48
		- 1946 -		

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

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

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

c. Wagon Situation.

	Date	Italian	Foreign	Total
		- 1938 -		
Total Stock Available	31-12-38	131,188	-	131,188
		- 1946 -		
Wagons in Italy	30-4-46	80,153	46,811	126,969
" " "	31-3-46	81,857	44,099	125,956
Difference		-699	+1,712	+1,013
Available for Service	30-4-46	56,876	28,930	85,806
" " "	31-3-46	53,838	28,955	82,793
Difference		+3,038	+25	+3,063
Awaiting Repair	30-4-46	24,479	17,881	42,356
" "	31-3-46	27,947	15,144	43,091
Difference		-3,472	+2,637	-735

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

d. Passenger Stock.

	Date	Pass. Coaches	Baggage Vans	Postal Vans
		- 1938 -		
Total Stock Available	-	7,265	3,965	510
		- 1946 -		
Available for Service	30-4-46	1,441	1,322	153
Awaiting Repairs	30-4-46	3,741	1,445	122

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

Declassified E.O. 12356 Section 3.3/NND No. 755021

e. Wagons loaded daily.

	Military	Civilian	Railway	Total
During April	854	5,637	920	7,411
" March	994	5,522	840	7,356
Difference	-140	+115	+80	+55

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

Turn round time for wagons.

	I.S.R.	Private Railways
During April	12 days	3 days
" March	11 days 14 hrs	4 days 5 hrs

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

f. Traffic Handled.

Goods Traffic.

	- 1938 -
Train Kilcms. daily	181,213
Ton Kilcms. daily	35,099.759
Trains daily	No data available

	- 1946 -		
	Military	Civilian	Total
Ton Kms. daily April	8,311,780	39,512.314	47,824.094
" " " March	8,871.564	39,786.915	48,658,479
Difference	-559,784	-2[illegible],601	-834,385
Train Kilcms. daily April	14,462	76,635	91,097
" " " March	15,801	76,802	92,603
Difference	-339	-167	-506
Trains daily April	343	1,007	1,350
" " March	390	1,044	1,434
Difference	-47	-37	-84

International Traffic.

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

3382

Passenger Traffic.

	- 1938 -		
	Military	Civilian	Total
Passenger Kilcms. daily	-	36,783.984	36,783.984
Train Kilcms. daily	-	359.480	359,480
Trains daily		No data available	

	- 1946 -		
Passenger Kms. daily April	-	34,217,186	-
" " " March	-	33,617.000	-
	-	+599.086	-

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

e. Wagons loaded daily.

	Military	Civilian	Railway	Total
During April	854	5,637	920	7,411
" March	994	5,522	840	7,356
Difference	-140	+115	+80	+55

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

Turn round time for wagons.

	I.S.R.	Private Railways
During April	12 days	3 days
" March	11 days 12 hrs	4 days 5 hrs

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

f. Traffic Handled.

Goods Traffic.

- 1938 -

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

- 1946 -

	Military	Civilian	Total
Ton Kms. daily April	8,311,780	39,512,314	47,824,094
" " " March	8,871,564	39,786,915	48,658,479
Difference	-559,784	-274,601	-834,385
Train Kiloms. daily April	14,462	76,635	91,097
" " " March	15,801	76,802	92,603
Difference	-339	-167	-506
Trains daily April	343	1,007	1,350
" " March	390	1,044	1,434
Difference	-47	-37	-84

International Traffic.

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

3332

Passenger Traffic.

- 1938 -

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

- 1946 -

Declassified E.O. 12356 Section 3.3/NND No. 759021

" March	11 days 14 hrs	4 days 5 hrs

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

f. Traffic Handled.

Goods Traffic.

	- 1938 -
Train Kiloms. daily	181,213
Ton Kiloms. daily	35,099.759
Trains daily	No data available

	- 1946 - Military	Civilian	Total
Ton Kms. daily April	8,311,780	39,512.314	47,824.094
" " " March	8,871,564	39,786.915	48,658.479
Difference	-559,784	-2[illegible]01	-834,385
Train Kiloms. daily April	14,462	76,635	91,097
" " " March	15,801	76,802	92,603
Difference	-339	-167	-506
Trains daily April	343	1,007	1,350
" " March	390	1,044	1,434
Difference	-47	-37	-84

International Traffic.

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

3332

Passenger Traffic.

	- 1938 - Military	Civilian	Total
Passenger Kiloms. daily	-	36,783.984	36,783.984
Train Kiloms. daily	-	359,480	359,480
Trains daily		No data available	
	- 1946 -		
Passenger Kms. daily April	-	34,217,186	-
" " " March	-	33,617,200	-
Difference	-	+599,986	-
Trains in use daily April	102	2,206	2,308
" " " March	140	2,305	2,445
Difference	-38	-99	-137
Train Kms. daily April	10,375	108,390	118,765
" " " March	11,003	109,541	120,544
Difference	-628	-1,251	-1,879

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

It will be seen that both for military and civilian purposes fewer trains were in service during April.

With only 50% of passenger stock available 95% of passenger kilometres were run.

g. Fuel Consumption. - 1938 -

Coal.
Average monthly consumption was 144,562 tons or 21.19 kilogrammes per train kilometre.
Fuel Oil.
This was not used during 1938.
Petrol.
The average monthly consumption of petrol was 2,255 tons or 679,500 gals U.S.

- 1946 -

Coal. Tons.

	Date	Consumption	Stock
I.S.R. and Private Railways	30-4-46	110,378	223,050
" " " "	31-3-46	119,355	134,928
Difference		-8,977	+88,132
Diesel Oil. U.S. Gals.			
I.S.R. and Private Railways	30-4-46	5,703.300	1,498.800
" " " "	31-3-46	5,776.759	1,686.171
Difference		-73.459	-177.371
Petrol. U.S. Gals			
I.S.R. and Private Railways	30-4-46	190.377	109.400
" " " "	31-3-46	76.595	136.309
Difference		+113.782	-46.909

2. ROAD.

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

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

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

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

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

Declassified E.O. 12356 Section 3.3/NND No. 785024

Coal, Tons.	Date	Consumption	Stock
I.S.R. and Private Railways	30-4-46	110,378	223,060
" " " "	31-3-46	119,355	134,928
Difference		-8,977	+88,132
Diesel Oil, U.S. Gals.			
I.S.R. and Private Railways	30-4-46	5,703.300	1,408.800
" " " "	31-3-46	5,776.759	1,586.171
Difference		-73,459	-177.371
Petrol, U.S. Gals			
I.S.R. and Private Railways	30-4-46	190.377	109.400
" " " "	31-3-46	76.595	156.309
Difference		+113.782	-46.909

2. ROAD.

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

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

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

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

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

	31 Dec. 1945	31 Dec. 1939
Private Cars	120,000	359,700
Motor Buses	3,200	8,328
Trucks (Capacity up to 2 Tons	50,000	54,320
Trucks (Capacity from 2 to 4 Tons	21,000	31,900
Trucks (Capacity over 4 Tons	11,000	12,680
Trailers (for Trucks)	8,500	14,000
Vans (3 wheels) and Motorcycles	100,000	170,000
Totals	313,700	650,928

Declassified E.O. 12356 Section 3.3/NND No. 765021

3. SHIPPING.

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

Coal	70,335 tons
Salt - Edible	13,297 "
Salt - Industrial	11,690 "
Phosphate	55,403 "
Bauxite	4,490 "
Pyrites	17,720 "
Sulphur	1,300 "
Minerals	1,254 "
Iron Ore	7,423 "
Petroleum Products	3,997 "
General Cargo	13,568 "
Total	198,477 tons

1). The above figures show an increase of 46,376 tons over the previous month and an increase of 141,871 tons over May of 1945.

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

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

WALTER J. X-1997 K
WALTER J. LOGGINS
Lt. Colonel, QMC
Director.

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

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

INVESTIGATION REPORT No. 1246.

1. Monthly Statistical Railway Report.

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

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

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

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

(a) Locomotives:

(i) Steam Engines: ISR locomotives in service on 31 May 1946 were 1845, as against 1876 at the end of April, decrease 33. The serviceable stock stored increased from 75 to 115, including 22 rebuilt engines. Locomotives under or awaiting repair decreased by 23 to 1780.

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

Foreign Locomotives in use decreased from 54 to 32 with a corresponding increase in those " under or awaiting repair".

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

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

(b) Freight Rolling Stock:

ISR owned serviceable freight cars on 31 May amounted to 53829, as against 53254 in April, showing an increase of 575. Serviceable freight cars of foreign Administrations increased by 430 to 23980. Damaged Foreign Stock decreased by 1386 units, of which 150 were sent into circulation and 1236 exchanged with Foreign Administrations. ISR damaged wagons show an increase of 536 units, resulting from damaged Italian stock received from abroad being in excess of repairs effected.

3330

The stock available for loading should have permitted a larger volume of traffic, if there had not been restrictions in the acceptance of freight due to the necessity of reducing and

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

freight cars only; coaches, baggage vans and postal vans are shown under III, IV & V respectively.

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

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

(a) Locomotives:

(i) Steam Engines: The locomotives in service on 31 May 1946 were 1845, as against 1878 at the end of April. Decrease 33. The serviceable stock stored increased from 70 to 113, including 22 rebuilt engines. Locomotives under or awaiting repair decreased by 23 to 1720.

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

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

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

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

(b) Freight Rolling Stock:

ISR owned serviceable freight cars on 31 May amounted to 53329, as against 53254 in April, showing an increase of 575. Serviceable freight cars of foreign Administrations increased by 250 to 29000. Damaged Foreign Stock decreased by 1386 units, of which 150 were put into circulation and 1236 exchanged with Foreign Administrations. ISR damaged wagons show an increase of 533 units, resulting from damaged Italian stock received from abroad being in excess of repairs effected.

3330

The stock available for loading should have permitted a larger volume of traffic, if there had not been restriction in the acceptance of freight due to the necessity of reducing coal consumption on steam operated lines. This also explains the increase in the turn round of wagons from 12 days 16 hrs to 17 days 2 hrs and 15 days 19 hrs calculated respectively according to formula (a) and (b).

170

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

(c) Passenger Rolling Stock.

ISR owned serviceable passenger coaches on 31 May amounted to 1374 as against 1318 in April, showing an increase of 56 units, whilst those "under or awaiting repair" decreased from 3667 to 3211 units. There was a decrease of 24 units in the serviceable foreign stock and a corresponding increase in " damaged stock".

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

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

(d) Irreparable wagons:

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

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

3. Traffic on Italian State Railways System.

(a) Freight:

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

The average loading of freight cars increased by 313 per day (Military traffic 149 wagons or 17.67% - Commercial traffic 121 wagons or 8.45% - Railway service traffic 243 wagons or 27.32%).

The movement of loaded and empty wagons at frontier stations reveals a loss of 2253 wagons during the month, against a loss of 393 units in April. There was an increase of 766 wagons entering loaded, whilst wagons leaving loaded, decreased by 2295.

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

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

Balancing movements ordered were the following:

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

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

of the stock now in circulation.

(d) Irreparable wagons:

The census revealed 3071 irreparable wagons. An organised campaign is being conducted to break these up, recover serviceable spare parts and dispose of scrap. Spare parts are ready for return to foreign Railway Administrations.

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

3. Traffic on Italian State Railway system.

(a)Freight:

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

The average loading of freight cars decreased by 845 per day (Military traffic 149 wagons or 17.67% - Commercial traffic 431 wagons or 8.45% - Railway service traffic 243 wagons or 27.33%).

The movement of loaded and empty wagons at frontier stations reveals a loss of 2253 wagons during the month, against a loss of 993 units in April. There was an increase of 768 wagons entering loaded, whilst wagons leaving loaded, decreased by 2295.

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

Appendices A & B show the trend of Wagon Exchange with Switzerland and France according to reports submitted to IRU Paris.

Balancing movements ordered were the following:

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

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

(b) Passenger:

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

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

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

Ventimiglia	- Rome	1 Cs (four times weekly)
Paris	- Rome	1 WL and 1 ABz French (daily)
Paris	- Venice	1 WL and 1 ABz French (daily)
Calais	- Milan	1 WL (daily)
Berne	- Milan	1 ABz Swiss (daily)

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

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

(c) Effect of measures taken to save coal.

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

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

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

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

Type of traction		Train-Kilometers (daily)			Tons per Kilometer (daily)		
		April	May	Difference:	April	May	Difference:
STEAM	Passengers	32,094	30,879	-1,215	7,328,190	7,177,742	-150,388
	Goods	34,226	31,854	-2,372	16,285,574	15,149,482	-1,136,092
						19,691,034	+1,067,034

3329

Declassified E.O. 12356 Section 3.3/NND No. 765021

W.e.f. 8 May 1944.

Ventimiglia	- Rome	1 Cs (four times weekly)
Paris	- Rome	1 WL and 1 ABs French (daily)
Paris	- Venice	1 WL and 1 ABs French (daily)
Calais	- Milan	1 WL (daily)
Berne	- Milan	1 ABs Swiss (daily)

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

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

(c) Effect of measures taken to save coal.

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

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

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

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

Type of traction		Train-Kilometers (daily) April	May	Difference	Tons per Kilometer (daily) April	May	Difference:
STEAM-	Passengers	32,064	30,819	-1,245	7,329,130	7,177,742	-151,388
	Goods	34,226	31,854	-2,372	16,205,514	15,149,422	-1,056,092
ELECTRIC-	Passengers	39,349	41,483	+2,134	13,670,053	12,603,034	-1,067,024
	Goods	32,251	36,291	+4,040	17,147,801	21,705,513	+4,557,712
OIL-	Passengers	18,893	20,584	+1,691	3,713,737	3,768,952	+ 55,215
	Goods	18,370	17,772	- 598	11,928,429	11,434,322	- 494,107

3329

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

4. Fuel Situation.

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

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

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

(b) Steam operated lines:

(i) The reconstruction of the section Roccamurata - Pontremoli (Km 26), reserving direct connection between LA SPEZIA and PARMA over the Apennines was the most important event.

(ii) The reopening of the section Ardenza - Antignano (Km 19), restores the main line ROME- PISA. The elimination of the detour VADA-COLLE SALVETTI - LEGHORN will save much time and mileage.

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

(c) Electrified lines:

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

(d) Doubling of lines.

Double track was restored on several sections of the Rome-Formia-Naples line and on Pisa - La Spezia (steam) and on several sections of the Giovi Appennino crossing between Genoa-Milan and Turin (electric).

6. Repair Situation.

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

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

Appendix 5 shows repair output of ISR and Private Workshops during May.

Declassified E.O. 12356 Section 3.3/NND No. 765021

7. MOTOR VEHICLES.

In May the output of the Italian motor vehicle industry comprised :

Constructing firms:	Touring cars	Industrial vehicles Medium	Heavy	Small vans	Lorries Medium	Heavy	TOTAL
F I A T	441	254	883	463	57	-	1528
S P A	-	170	4	-	-	-	174
LANCIA	135	-	112	67	-	25	339
ALFA ROMEO	8	34	12	-	18	-	72
ISOTTA FRASCHINI	-	46	14	-	-	-	54
EDOARDO BIANCHI	-	43	-	-	-	-	43
O.M.	-	180	-	-	-	-	180
BREDA ERNESTO	-	-	2	-	-	-	2
MASERATI	5	-	-	-	-	-	5
S.A.M.E.M.	8	-	-	-	-	-	8
	597	731	427	530	75	25	2405

8. INLAND WATER WAYS.

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

A.H. STEWART
Lt. Colonel,
Deputy Director.

3328

Declassified E.O. 12356 Section 3.3/NND No. 765021

ASS. ERGESTO	-	-	2	-	-	-	2
IMSERATI	5	-	-	-	-	-	5
S.A.M.E.M.	6	-	-	-	-	-	6
	597	751	427	530	75	25	2405

8. INLAND WATER WAYS.

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

E.R. STREET
Lt. Colonel,
Deputy Director.

3328

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

TOTAL ITALIAN RAILWAY SYSTEM. (Summary) TABLE 1.

MONTHLY SITUATION REPORT from 1 May to 31 May 1946.

	Italian		Foreign		Total	
I. a LOCOMOTIVES.	Steam	Elec.	Steam	Elec.	Steam	Elec.
1) Total stock available	4083	1479	360	5	4443	1535
2) Stock in use:						
a) Goods and Passengers ...	1526	778	213	27	1739	805
b) Shunting	494	-	6	5	500	5
Total	2020	778	219	32	2239	810
3) Stock stored:						
a) serviceable	171	2	7	-	178	2
b) under or awaiting repair	1892	699	134	22	2026	721
Total	2063	701	141	22	2204	723
4) Average daily kilometrage covered by Locomotives: (will be given later)						
I. b ELECTRIC MOTOR COACHES.						
1) Total Stock available	-	312	-	-	-	312
2) Stock in use	-	142	-	-	-	142
3) Stock stored:						
a) serviceable	-	6	-	-	-	
b) under or awaiting repair	-	166	-	-	-	166
Total	-	172	-	-	-	172
I. c RAILCARS.						
1) Total Stock available	691	-	10	-	701	-
2) Stock in use	185		1	-	186	-
3) Stock stored:						
a) serviceable	2	-	-	-	2	-
b) under or awaiting repair	504	-	9	-	513	-
Total	506	-	9	-	515	-

II. WAGONS. (Freight only)	Italian	Foreign	Total
1) Total Stock available	81216	44575	125791
2) Stock in use	56178	29080	85258
3) Wagons loaded daily for:			
a) Military requirements	-	-	712
b) Commercial undertaking	-	-	5064
c) Transport for use of Railway system..	-	-	689
	-	-	6465
4) Stock in store:			
a) serviceable	-	3327	-
b) under or awaiting repair.....	25238	1649	26887
5) Number of wagons entering			

Declassified E.O. 12356 Section 3.3/NND No. 765021

3) Stock stored: Total	2020	778	219	32	2239	810
a) serviceable	171	2	7	-	178	2
b) under or awaiting repair	1892	694	134	22	2026	727
Total	2063	701	141	22	2204	725

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

I. b ELECTRIC MOTOR COACHES.

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

I. c RAILCARS.

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

II. WAGONS.(Freight only)

	Italian	Foreign	Total
1) Total Stock available	89436	41579	120391
2) Stock in use	5178	29080	8258
3) Wagons loaded daily for:			
a) Military requirements	-	-	722
b) Commercial undertaking	-	-	5064
c) Transport for use of Railway system..	-	-	680
	-	-	6465
4) Stock in store:			
a) serviceable	-	3327	-
b) under or awaiting repair.....	25238	1649	26887

5) Number of wagons entering and leaving the country:

	Import			Exports		
	Loaded	Empty	Total	Loaded	Empty	Total
British Zone Austria.....	712	6624	7336	7384	4	7388
French Zone Austria.....	199	1285	1484	974	594	1568
Yugoslavia	1391	8130	9521	10025	821	10846
Switzerland	2388	6060	8448	7785	5036	12821
France	204	651	855	901	294	1195
Total	4894	22754	27648	28069	6472	34541

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

II. WAGONS.

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

a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day + number of wagons entering loaded}} = \frac{85258 - 1450}{6465 + 109} = 12.74$ (12 d. 18 hrs.)

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{85258 - 1450}{6465} = 12.93$ (12 d. 22 hrs.)

III. COACHES.

	Italian	Foreign	Total
1) Total Stock available	5691	597	6288
2) Stock in use	2281	99	2380
3) Stock in store:			
a) serviceable	10	-	10
b) under or awaiting repair	3400	498	3898
Total	3410	498	3908

IV. BAGGAGE VANS.

	Italian	Foreign	Total
1) Total Stock available	2459	308	2767
2) Stock in use	1121	181	1302
3) Stock in store:			
a) serviceable	-	-	-
b) under or awaiting repair	1338	127	1465
Total	1338	127	1465

V. POSTAL VANS.

	Italian	Foreign	Total
1) Total Stock available	330	5	335
2) Stock in use	198	-	198
3) Stock in store:			
a) serviceable	-	-	-
b) under or awaiting repair	132	5	137
Total	132	5	137

3326

Declassified E.O. 12356 Section 3.3/NND No. 765021

TOTAL ITALIAN RAILWAY SYSTEM (Summary) Table 2.

MONTHLY SITUATION REPORT from 1 May to 31 May 1946.

	Military traffic	Civilian traffic	Total
I. GOODS TRAINS.			
1) Number of trains daily in use	293	994	1287
2) Number of trains per kilometer per day.	11925	77013	88938
3) Number of tons per kilometer per day ..	7541460	41945896	49487356
4) Average number of goods trains shunted daily for more than 8 hours	-	240	-
II. PASSENGER TRAINS.			
1) Number of trains daily in use:			
a) For internal services	97	2384	2481
b) For inter-continental services	8	-	8
c) For special services	-	30	30
2) Number of trains per kilometer per day	8930	110325	119255
3) Number of passengers per kilometer per day	-	37167887	-
4) Average delay of passenger trains (in minutes)	-	-	-

3325

Declassified E.O. 12356 Section 3.3/NND No. 765021

ITALIAN STATE RAILWAYS (Suppl. Information) Appendix 1.

MONTHLY SITUATION REPORT from 1 May to 31 May 1946.

1) FUEL SITUATION:	Consumption in May :	Stocks existing on 31 May 1946:
COAL - metric tons	93,728	185,199
FUEL OIL - U.S. Gallons	4,722,769	1,079,252
GAS OIL - " "	81,523	190,694

2) SITUATION OF LINES:

	Lines in operation							Reactivated lines not in operation
	Single Track		Double Track		Total		Total	
	S.T.	E.T.	S.T.	E.T.	S.T.	E.T.	Kms.	
31 May 1946	9,993.7	2,587.7	1,265.4	1,148.3 (1)	11,259,1	3,536.-	14,795.1	262.5
Compartment of Trieste - Zone B.	154.5	57.-	-	56.5	154.5	113.5	268.-	32.4

(1) of which Kms. 122.7 Double Track with one track only electrified.

	Compartment:	Line:	Section :	Kms.
REACTIVATION OF NEW LINES:				
Steam Traction:				
MILAN	Lecco	- Rovato	Grumello - Palazzolo	4
VERONA	Verona	- Modena	Mantova - Borgoforte	13
BOLOGNA	Florence	- Ravenna	Ravenna - Faenza	45
FLORENCE	Porrovo	- S.Stefano	Roccamurata - Pontremoli	28
"	Rome	- Pisa	Ardenza - Antignano	19
ANCONA	Cortona	- Foligno	Cortona - Ellera	35
REACTIVATION OF DOUBLE TRACK:				
Steam Traction:				
TURIN	Alessandria	- Turin	Villanova d'Asti - Villafranca d'Asti	11
FLORENCE	Pisa	- Genoa	Sarzana - Apuania Massa	15
ROME	Roma	- Naples	Priverno F.- P.M.Montorso	10.7
"	"	- "	Fondi - Itri	13
Electric Traction:				
GENOA	Genoa	- Alessandria	Mignanego-Q.Torbella	2
"	"	- "	Isola del Cantone-Ronco	5
REACTIVATION OF ELECTRIC TRACTION:				
ROME	Rome	- Avezzano	Carsoli - Tagliacozzo	17

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

3324

2) SITUATION OF LINES:

	Lines in operation							Reactivated lines not in operation
	Single Track		Double Track		Total		Total	
	S.T.	E.T.	S.T.	E.T.	S.T.	E.T.	Kms.	
31 May 1946	9,993.7	2,387.7	1,265.4	1,148.3 (1)	11,259.1	3,536.-	14,795.1	262.5
Compartment of Trieste - Zone B.	154.5	57.-	-	56.5	154.5	113.5	268.-	32.4

(1) of which Kms. 122.7 Double Track with one track only electrified.

Compartment:	Line:	Section :	Kms.

REACTIVATION OF NEW LINES:

Steam Traction:

MILAN	Lecco	- Rovato	Grumello - Palazzolo	4
VERONA	Verona	- Modena	Mantova - Borgoforte	13
BOLOGNA	Florence	- Ravenna	Ravenna - Faenza	45
FLORENCE	Fornovo	- S.Stefano	Roccamurata - Pontremoli	26
"	Rome	- Pisa	Ardenza - Antignanao	19
ANCONA	Cortona	- Foligno	Cortona - Ellera	33

REACTIVATION OF DOUBLE TRACK:

Steam Traction:

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

Electric Traction:

GENOA	Genoa	- Alessandria	Mignanego-Q.Torbella	2
"	"	- "	Isola del Cantone-Ronco	5

REACTIVATION OF ELECTRIC TRACTION:

ROME	Rome	- Avezzano	Carsoli - Tagliacozzo	17

3324

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

19521

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

ITALIAN STATE RAILWAYS (Suppl. Information)

App

MONTHLY SITUATION REPORT from 1 May to 31 May 1946.

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

H = Heavy. M = Medium.	Steam Locos		Electric Locos		Coaches		Baggage Vans		Box Cars		Open wagons: High Gondolas		Open wagons: Low Gondolas & Flats		Quantity for the s: Steam Locos	Quantity for the s: Electric Locos
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.		
Italian State Railway shops	20	26	10	3	35	214	4	52	40	444	50	406	19	137	53	19
Private Workshops	10	3	5	1	43	29	25	36	291	331	286	368	78	70	16	6
Total	30	29	15	4	78	243	29	88	331	775	336	774	97	207	69	25

CONFIDENTIAL

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

Appendix 3.

Information)

SITUATION REPORT from 1 May to 31 May 1946.

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

Electric Locos		Coaches		Baggage Vans		Box Cars		Open wagons				Quantity of repair foreseen for the succeeding month:				
								High Gondolas		Low Gondolas & Flats		Steam Locos	Electric Locos	Vehicles		
H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.			Coaches	Bagg. Vans	Cars
10	3	35	214	4	52	40	444	50	406	19	137	53	19	280	89	1270
5	1	43	29	25	36	291	331	286	368	78	70	16	6	91	75	1530
15	4	78	243	29	88	331	775	336	774	97	207	69	25	371	164	2850

33223

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

PROGRESS REPORT FOR JULY 1946.

Monthly Statistical Railway Report. Figures for June 46.

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

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

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

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

a)Locomotives :

ITALIAN.
(i) Steam Engines: ASR Steam Locomotives in service on 30 June 1946 were 1764, as against 1645 on 31 May 1946; decrease 81. The serviceable stock stored increased from 139 to 192 units. The number of Locomotives "under or awaiting repair" increased by 23 to 1803 units.

(ii)Electric Locomotives: ASR electric locomotives in use increased from 736 to 757 units. Those "under or awaiting repair" decreased by 46 units.

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

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

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

On the other hand, the Park of Electric Locomotives improved also in June,

Declassified E.O. 12356 Section 3.3/NND No. 765021

Monthly Statistical Railway Report. Figures for June 46.

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

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

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

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

a)Locomotives :

ITALIAN.

(i) Steam Engines: ISR Steam Locomotives in service on 30 June 1946 were 1794, as against 1845 on 31 May 1946; decrease 51. The serviceable stock stored increased from 135 to 192 units. The number of Locomotives "under or awaiting repair" increased by 23 to 1803 units.

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

FOREIGN

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

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

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

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

3322

Declassified E.O. 12356 Section 3.3/NND No. 765021

b) Freight Rolling Stock.

ISR [illegible] 30 June [illegible] to 55,324, showing an increase of 1495. The stock "under or awaiting repair" increased by 40 to 2476 units. The total stock available therefore increased by 1896, due mainly to the repatriation of damaged Italian stock from abroad, stock repaired and normal exchange of wagons at frontiers.

Serviceable freight cars of Foreign Administration increased by 137 to 29,217. Damaged foreign wagons decreased by 628 units.

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

c) Passenger Rolling Stock.

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

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

360 serviceable coaches are still used by the Allied Forces.

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

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

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

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

3. Traffic on Italian State Railway System.

a) Freight:

The average number of wagons loaded daily was 5824 against 5911 in May. The decrease is due to lower Military loadings, whilst Civilian loadings show a slight increase from 4569 to 4613 wagons per day.

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

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

The loss of 2263 wagons in May has partially been balanced by a gain of

Declassified E.O. 12356 Section 3.3/NND No. 765021

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

c) Passenger Rolling Stock.

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

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

360 serviceable coaches are still used by the Allied Forces.

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

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

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

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

3. Traffic on Italian State Railway System.

a) Freight:

The average number of wagons loaded daily was 5824 against 5911 in May. The decrease is due to lower Military loadings, whilst Civilian loadings show a slight increase from 4569 to 4613 wagons per day.

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

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

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

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

The number of damaged cars exchanged at Brenner and Ventimiglia during th
riod 16.5 - 30.6.1946 was:
2359 damaged foreign wagons sent to home cou try and
2318 damaged Italian wagons received from abroad.

Balancing movement ordered were the following:

The daily average of freight train Kms covered in June is 90,685 as ag
ast 85,915 in May. The increase of 4,770 is accounted for by 3239 train - Kms of
ilitary traffic and 1528 train - Kms of Civilian Traffic.

b)Passenger.

During June the following services were introduced:
-1 daily Railcar service between Leghorn and Florence;
-2 daily trains (instead of 4 times weekly) between Rome and Genoa w.e.f. 15 June 1946;
-2 daily trains (instead of thrice weekly)between Turin and Venice w.e.f. 15 June 1946;
-2 daily trains (instead of thrice weekly)between Naples and Taranto w.e.f. 15 June 1946;
-from the same date, Wagon-Lits services between Turin and Rome, Milan Genoa Rome; the second class through coaches Ventimiglia - Rome, Milan Genoa Rome and Genoa - Venice, the second and third class through coaches Rome - Lecce, Rome - Taranto bia Foggia and via Naples - Potenza were ru daily.

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

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

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

Type of Traction:	Train - kms. (daily)			Tons per Kilometer (daily)		
	May	June	Difference	May	June	Difference
STEAM - Passenger	30,849	32.036	+1,187	7,177,742	6,951,705	- 246,037
Goods	31,854	33,179	+1,325	15.449.482	15,415,847	- 33,635
ELECTRIC-Passenger	41,483	47,221	+5,068	12,603,034	9,673,909	-2929,125
Goods	36,291	40.488	+4,197	21,705,513	22,346,201	+ 640,68
OIL -Passenger	20,584	21,514	+ 930	3,768,932	2,934,511	- 834,42
Goods	17,772	17,016	- 756	11,464,322	7,999,294	-3465,028

Declassified E.O. 12356 Section 3.3/NND No. 765021

b)Passenger.

During June the following services were introduced:
-1 daily Railcar service between Leghorn and Florence;
-2 daily trains (instead of 4 times weekly) between Rome and Genoa w.e.f. 15 June 1946;
-2 daily trains (instead of thrice weekly)between Turin and Venice w.e.f. 15 June 1946;
-2 daily trains (instead of thrice weekly)between Naples and Taranto w.e.f. 15 June 1946;
-from the same date, Wagon-Lits services between Turin and Rome, Milan Genoa Rome; the second class through coaches Ventimiglia - Rome, Milan Genoa Rome and Genoa - Venice, the second and third class through coaches Rome - Lecce, Rome - Taranto bia Foggia and via Naples - Potenza were run daily.

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

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

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

Type of Traction:	Train - kms. (daily)			Tons per Kilometer (daily)		
	May	June	Difference	May	June	Difference
STEAM - Passenger	30,849	32.036	+1,187	7,177,742	6,931,705	- 246,037
Goods	31,854	33,179	+1,325	15.449.482	15,415,847	- 33,635
ELECTRIC-Passenger	41,483	47,551	+6,068	12,603,034	9,673,909	-2929,125
Goods	36,291	40.488	+4,197	21,705,513	22,346,201	+ 640,68
OIL -Passenger	20,584	21,514	+ 930	3,768,952	2,934,511	- 834,44
Goods	17,772	17,016	- 756	11,464,322	7,999,294	-3465,028

8201

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

d) Internal Italian Wagon- Lits services:

		May 1946 Passengers	June 1946 Passengers
Bologna	- Bari	124	-
Rome	- Venice	435	355
"	- Palermo	459	387
"	- Brindisi	445	196
"	- Milan (via Falconara)	834	837
"	- " (via Genoa)	610	885
"	- Bologna	923	832
"	- Reggio Calabria	1568	1146
"	- Taranto	79	86
"	- Turin	826	995
Milan	- Rome (via Florence)	1329	751
"	- Bari	477	516

Fuel Situation.

Coal consumption during June 1946 was 87,133 tons (93,728 tons in May); existing stocks on 30 June 1946 decreased to 127.423 (185,199 end of May). Although coal consumption was reduced, stocks fell heavily, due to very small arrivals in Italian ports.

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

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

Reconstruction Progress of permanent plant and electrification of lines

a) During June the lines in operation increased by 64 kms; (single track 29 kms., double track 35 kms.) Electrification was extended to 316 kms of single track or 8 kms of double track lines.

b) Steam Traction:

(i) Single Track: The reconstruction of the Fidenza - Cremona line, the section Mezzano - Ravenna of Ferrara - Ravenna line and Terni - Piediluco of the Terni - Sulmona line were the most important events.

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

c) Electric Traction:

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

6. Repair Situation of Rolling Stock:

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

Milan	- Rome (via Florence)	1329	751
"	- Bari	477	516

Fuel Situation.

Coal consumption during June 1946 was 87,133 tons (93,728 tons in May); existing stocks on 30 June 1946 decreased to 127.423 (185,199 end of May). Although coal consumption was reduced, stocks fell heavily, due to very small arrivals in Italian ports.

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

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

5. Reconstruction Progress of permanent plant and electrification of lines

a) During June the lines in operation increased by 64 kms; (single track 29 kms., double track 35 kms.) Electrification was extended to 315 kms of single track or 3 kms of double track lines.

b) Steam Traction:

(i) Single Track: The reconstruction of the Fidenza - Cremona line, the section Mezzano - Ravenna of Ferrara - Ravenna line and Terni - Piediluco of the Terni - Sulmona line were the most important events.

(ii) Double Track: Double track was restored between Calderara - S.Benedetto on the Verona - Vicenza line and Cosenza - S.Arcangelo on the Bologna - Lecce line.

c) Electric Traction:

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

6. Repair Situation of Rolling Stock.

Appendix 2 gives under chart 1 the newly built Rolling Stock delivered Private Workshops. During June, only freight cars and no coaches were delivered to t MTR. Charts 2,3,4, give the situation of damaged wagons, Statement of repairs and r turn to damaged wagons to owner countries, as submitted to UNRRA meeting of Jul. 24,4

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

Road.

MOTOR VEHICLES.

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

Constructing Firms:	Tourist Cars	BUSSES	Small Vans	Lorries		Total
				Medium	Heavy	
FIAT	531	39	414	244	190	1418
S P A	-	1	-	143	3	147
L: CIA	134	22	72	-	101	329
[illegible] ROCCO	9	19	-	52	27	107
ISOTTA FRASCHINI	-	-	-	52	12	64
EDOARDO BIANCHI	-	-	-	41	-	41
O.M.	-	-	-	105	-	105
[illegible] ERNESTO	-	-	-	-	-	-
[illegible]ERATI	1	-	-	-	-	1
[illegible].M.M.	12	-	-	-	-	12
	687	81	486	637	333	2224

The following road vehicles were put into service during June:

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

8. Shipping.

The following tonnages were moved by Monstriso shipping during June.

SARDINIAN COAL	44,695 Tons
SALT	7,291 "
BAUXITE	4,050 "
PYRITES	2,400 "
PHOSPHATES	45,715 "
SULPHUR	500 "
	4,160 "

3320

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

F.I.T	531	39	414	244	190	1418
S P A	-	1	-	143	3	147
L. CLI	134	22	72	-	101	329
ALFA ROMEO	9	19	-	52	27	107
ISOTTA FRASCHINI	-	-	-	52	12	64
LEONIDO BIANCHI	-	-	-	41	-	41
O.M.	-	-	-	105	-	105
RUOTA METALLO	-	-	-	-	-	-
UNIC-TI	1	-	-	-	-	1
...M.A.M.	12	-	-	-	-	12
	687	81	486	637	333	2224

The following road vehicles were put into service during June:

BUSSES - 45
CARS - 1014
TRUCKS - 1712
MOTOR CYCLES - 1481
TRAILERS - 299
ROAD TRACTORS - 9
AGRICULTURAL TRACTORS - 42

6. Shipping.

The following tonnages were moved by coastwise shipping during June.

ANTHRACITE COAL	44,695 Tons
SALT	7,291 "
BAUXITE	4,050 "
PYRITES	2,400 "
PHOSPHATES	45,715 "
SULPHUR	580 "
ZINC	4,160 "

3320

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

LEAD	40 Tons
MINERALS	7,577 "
P.O.L.	8,308 "
GRAIN	9,393 "
VARIOS	25,081
Total	159,290

A.H. STREET
Lt. Colonel
Director.

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

Railway System : ITALY. (Summary). TABLE I. (2)

PERIOD : J U N E 1946
MONTHLY SITUATION REPORT.

	OWN	FOREIGN	TOTAL
II. WAGONS :			
1. Total stock available.....	83.846	45,201	129,047
2. Stock in use.....	58,154	29,217	87,371
3. Wagons loaded daily for :			
a. Military requirements.....			616
b. Military sponsored.....			-
c. Commercial Undertaking.....			5,166
d. Transport for use of Rly system.....			664
Total			6,446
4. Average number of wagons loaded on leaving country (see details in Appendix).....			77
Total			6,523
5. Stock stored :			
a. Serviceable.....	-	117	117
b. Awaiting repair or under repair.....	25,692	15,867	41,559
c. Damaged beyond repair.....	-	-	-
d. Inaccessible.....	-	-	-
Total	25,692	15,984	41,676

6. Turn round of wagons :

a) Average number of serviceable wagons / Average number loaded per day + number of wagons entering loaded = 87371 - 1553 / 6525 = 13 d. 3 hrs.

b) Total serviceable wagons / Average number loaded per day = 87371 - 1553 / 6448 = 13 d. 7 hrs.

III. COACHES :	OWN	FOREIGN	TOTAL
1. Total Stock available.....	5,831	597	6,428
2. Stock in use.....	2,222	86	2,308
3. Stock stored:			
a. Serviceable.....	40	-	40
b. Under repair or awaiting repair.....	3,569	511	4,080
c. Damaged beyond repair.....	-	-	-
d. Inaccessible.....	-	-	-
total	3,609	511	5,120

IV. BAGGAGE VANS :	OWN	FOREIGN	TOTAL
1. Total stock available.....	2,459	308	2,767
2. Stock in use.....	1,075	161	1,236
3. Stock stored :			
a. Serviceable.....	-	-	-
b. Under or awaiting repair.....	1,384	147	1,531
c. Damaged beyond repair.....			
Total	1,384	147	1,531

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

a. Military requirements			618
b. Military sponsored			-
c. Commercial Undertaking			5,166
d. Transport for use of Rly system			664
Total			6,448
4. Average number of wagons loaded entering country (see details in Appendix)			77
Total			6,525
5. Stock stored :			
a. Serviceable	-	117	117
b. Awaiting repair or under repair	25,692	15,867	41,559
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	25,692	15,984	41,676

6. Turn round of wagons :

a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day + number of wagons entering loaded}} = \frac{87371 - 1553}{6525} = 13$ d. 3 hrs.

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{87371 - 1553}{6448} = 13$ d. 7 hrs.

III. COACHES :

	OWN	FOREIGN	TOTAL
1. Total Stock available	5,831	597	6,428
2. Stock in use	2,222	86	2,308
3. Stock stored:			
a. Serviceable	40	-	40
b. Under repair or awaiting repair	3,569	511	4,080
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
total	3,609	511	5,120

IV. BAGGAGE VANS :

	OWN	FOREIGN	TOTAL
1. Total stock available	2,459	308	2,767
2. Stock in use	1,075	161	1,236
3. Stock stored :			
a. Serviceable	-	-	-
b. Under or awaiting repair	1,384	147	1,531
c. Damaged beyond repair			
Total	1,384	147	1,531

V. POSTAL VANS :

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

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

Railway System : ITALY. (Summary) TABLE 1.

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

I. a. LOCOMOTIVES.

	OWN		FOREIGN		T O T A L	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1.Total stock available	4075	1467	360	54	4435	1521
2.Stock in use :						
a. Goods.....	1453	811	205	19	1658	830
b. Passenger.....						
c. Shunting.....	484	-	4	14	488	14
Total	1937	811	209	33	21[illegible]	844
3.Stock stored :						
a. Serviceable.....	221	2	13	-	234	2
b.Under repair or awaiting repair.....	1917	654	138	21	2054	675
c. Damaged beyond repair	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	2138	656	151	21	2289	677
4. Average daily Kilometers covered by Locomotives.	-	-	-	-	-	-

I. b. ELECTRIC MOTOR COACHES AND RAILCARS.

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

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

1.Total stock available	4075	1467	360	54	4435	1521
2.Stock in use :						
a. Goods.....)	1453	811	205	19	1658	830
b. Passenger.....(	484	-	4	14	488	14
c. Shunting.....						
Total	1937	811	209	33	21[illegible]	844
3.Stock stored :						
a. Serviceable.....	221	2	13	-	234	2
b.Under repair or awaiting repair.....	1917	654	138	21	2054	675
c. Damaged beyond repair	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	2138	656	151	21	2289	677
4. Average daily Kilometers covered by Locomotives.	-	-	-	-	-	-

I. b. ELECTRIC MOTOR COACHES AND RAILCARS.

	OWN		FOREIGN		TOTAL	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1.Total Stock available	693	313	10	-	703	313
2.Stock in use:						
a. Goods.....)	189	141	2	-	191	141
b. Passenger.....(	-	-	-	-	-	-
c. Shunting.....						
Total	189	141	2	-	191	141
3.Stock stored :						
a. Serviceable.....	2	6	-	-	2	6
b. Under repair or awaiting repair.....	502	166	8	-	510	166
c. Damaged beyond repair	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	504	172	8	-	512	172
4.Average daily Kilometers covered.....	-	-				

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

Railway System : ITALY. (Summary) TABLE 2.

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

	Military Traffic	Civilian Traffic	Total
I. GOODS TRAINS.			
1. Number of trains daily in use..	331	1005	1336
2. Number of train-kilometers per day.....	15163	78557	93720
3. Number of ton-kilometers per day.....	8,008,506	38,384,095	46,393,601

	Military Traffic	Civilian Traffic	Total
II. PASSENGER TRAINS.			
1. Number of trains daily in use: a. For internal services.....	102	2,599	2,701
b. For international services.	5	-	5
2. Number of train-Kms per day....	9,141	116,797	125,938
3. Number of passenger-kilometers per day.....	-	40,025,546	3318

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

Railway System : Italian State Railways. Appendix 1.

(Supplementary information)

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

1) FUEL SITUATION :

	Consumption in J U N E 1946	Stocks existing on 30 JUNE 1946
Coal - metric tons	87,133	127,423
Fuel Oil - U.S. Gallons (1)	4,619,949	1,221,210
Gas Oil - U.S. Gallons (1)	114,407	233,964

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

== == ==

2) SITUATION OF LINES:

	LINES IN OPERATION							Re-activated lines not in operation
	Single Track		Double Track		Total		Total	
	S.T.	E.T.	S.T.	E.T.	S.T.	E.T.	Kms.	
30 June 1946	9,708.3	2702.2	1272.2	176.4 (1)	10980.5	3878.6	14859.1	262.5
Compartment of Trieste Zone B	154.5	57.-	-	36.5	154.5	1135	268.-	32.4

Remarks: (1) of which Km.97.6 double track, only single track electrified.

Reactivation of new lines:

	Compartment	Line	Section	Kms.
tem T.	Milan	Fidenza - Cremona		34
	Bologna	Ferrara - Rimini	Mezzano - Ravenna	11
	Ancona	Terni - Sulmona	Terni - Piediluco	18
loc. T.	Genoa	Genoa Samp - Genoa S.	Limbania	2

Reactivation of double track:

tem T.	Verona	Verona - Venezia	Caldiero - S.Bonifacio	8
	Bologna	Bologna - Ancona	Cesena - S.Arcangelo di R.	19
loct.T.	Milan	Alessandria - Voghera	S.Giuliano P. - S.Tortona	9
	Genoa	Genova Sampierdarena -	Genoa S.Limbania	2

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

3317

Coal - metric tons	87,133	127,423
Fuel Oil - U.S. Gallons (1)	4,619,949	1,221,210
Gas Oil - U.S. Gallons (1)	114,407	233,964

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

== == ==

2) SITUATION OF LINES:

	LINES IN OPERATION							Re-activated lines not in operation
	Single Track		Double Track		Total		Total	
	S.T.	E.T.	S.T.	E.T.	S.T.	E.T.	Kms.	
30 June 1946	9,708.3	2702.2	1272.2	176.4 (1)	10980.5	3878.6	14859.1	262.5
Compartment of Trieste Zone B	154.5	57.-	-	56.5	154.5	1135	268.-	32.4

Remarks: (1) of which Km.97.6 double track, only single track electrified.

3317

Reactivation of new lines:

	Compartment	Line	Section	Kms.
	Milan	Fidenza - Cremona		34
	Bologna	Ferrara - Rimini	Mezzano - Ravenna	11
	Ancona	Terni - Sulmona	Terni - Piediluco	18
	Genoa	Genoa Samp - Genoa S.	Limbania	2
	Reactivation of double track:			
	Verona	Verona - Venezia	Caldiero - S.Bonifacio	8
	Bologna	Bologna - Ancona	Cesena - S.Arcangelo di R.	19
	Milan	Alessandria - Voghera	S.Giuliano P. - B.Tortona	9
	Genoa	Genova Sampierdarena -	Genoa S.Limbania	2
	Reactivation of electric traction:			
	Verona	Verona - Trento	Ala - Ceraino	26
	Bologna	Milan - Bologna	Parma - Bologna	90
	"	Fidenza - Salsomaggiore		10
	Florence	Parma - La Spezia	Bercoto - Borgo Val di Taro	15
	"	" "	Grondola G. - Pontremoli	9
	Roma	Roma - Naples	Rome - Formia	129
	Naples	Rome - Naples	Formia - Villa Literno	52

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

Railway System : Italian State Railways. Appendix 7.

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

EXCHANGE OF FREIGHT WAGONS WITH FOREIGN COUNTRIES.

Country or Zone	Imports			Exports		
	Loaded	Empty	Total	Loaded	Empty	Total
Brit Zone Austria	645	5572	6217	5124	80	520
French Zone Austria	884	1356	2240	3103	342	344
Yugoslavia	1519	7639	9158	7852	1155	900
Switzerland	1042	5693	6735	6190	238	642
France	189	1248	1437	216	1190	140
Total	4279	21708	25987	22485	3005	2549

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

3316

Declassified E.O. 12356 Section 3.3/NND No. 765021

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

1. UNRRA TRAFFIC FOR YUGOSLAVIA.

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

The consignment of 30 Unrra Locomotives has been completed.

2. UNRRA TRAFFIC FOR AUSTRIA.

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

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

3. UNRRA TRAFFIC FOR CZECHOSLOVAKIA.

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

4. UNRRA TRAFFIC FOR HUNGARY.

Only a very small quantity of traffic is passing.

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

6. AVERAGE DAILY LOADINGS.

Yugoslav	166 wagons
Austria	107 "
Czech	52 "
Hungary	6 "
Cisterns	16 "
Local	8 "

7. WAGON BALANCES on 29 June 1946 :

	Box	U.S.	L.S.
Sesana (Yugoslav Zone B)	+ 476	+107	+72
Tarvisio (Brit Zone Austria)	- 645	-531	-291
Vicenza (Italy proper)	+3849	-537	+1353

8. WAGON SUPPLY AND WAGON REPAIR.

At Gorizia a wagon examination pool is working and repair 3015 provided to ensure that all box cars arriving in the port are in sound condition and fit for loading. A pool of 200 wagons is maintained and arriving trains of empties leave all wagons for examination and pick-up reformed trains of sound wag

9. TRAINS HANDLED (3.6. - 19.6.46)

Section	Daily average Trains	Wagons	Nett Tons	Total tons nett. (3.6. - 29.6.46.)
	1	30	320	8960

Declassified E.O. 12356 Section 3.3/NND No. 765021

2. UNRRA TRAFFIC FOR AUSTRIA.

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

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

3. UNRRA TRAFFIC FOR CZECHOSLOVAKIA.

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

4. UNRRA TRAFFIC FOR HUNGARY.

Only a very small quantity of traffic is passing.

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

6. AVERAGE DAILY LOADINGS.

Yugoslav	166 wagons
Austria	107 "
Czech	32 "
Hungary	6 "
Cisterne	36 "
Local	2 "

7. WAGON BALANCES on 29 June 1946 :

	Box	U.S.	U.K.
Sesana (Yugoslav Zone B)	+ 475	+107	+72
Tarvisio (Brit Zone Austria)	- 645	-531	-291
Vicenza (Italy proper)	+3849	-337	+1353

8. WAGON SUPPLY AND WAGON REPAIR.

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

9. TRAINS HANDLED (3.6. - 19.6.46)

Section	Daily average			Total tons nett.
	Trains	Wagons	Nett Tons	(3.6. - 29.6.46.)
Trieste-Cervignano	1	30	320	8960
Cervignano-Trieste	1	25	160	4480
Trieste-Sesana	9	262	3650	102200
Sesana-Trieste	7	250	149	4187
Trieste-Gorizia	6	205	2839	79495
Gorizia-Trieste	6	246	720	20156

3815

Declassified E.O. 12356 Section 3.3/NND No. 765021

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

Railway System : Italian State Railways.

Appendix 3.

Period : JUNE 1946.

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

H. Heavy M. Medium	Steam Locos		Electric Locos		Coaches		Baggage Vans		Box Cars		Open wagons: High Gondolas		Open wagons: Low Gons & Flats		Quantity of for succeed: Steam Locos	Quantity of for succeed: El. Loco.
	H	M	H	M	H	M	H	M	H	M	H	M	H	M		
Italian State Railways...	26	37	20	5	44	147	9	35	51	308	50	343	11	88	56	19
Private Workshops..	12	3	3	-	41	44	25	30	289	348	296	318	39	82	17	9
Total	38	40	23	5	85	191	34	65	340	656	346	661	50	170	73	28

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

Appendix 3.

Period : JUNE 1946.

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

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

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

47/57

CC/1c

TRANSCONTINENTAL SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Air) Main
A.M.F.

Tel. [illegible]
Ref. AC/R.T/Tn 4

7 August 45

SUBJECT : Monthly Report - Rail Division July 1945.

TO : Chief,
Admin Div.
Tr. Sub-Commission HQ AC

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

Chief,
Rail Division.

1 Enclosure

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

Ref. AG/47/Tn 4 6 August 45

MONTHLY REPORT OF ACTIVITIES, JULY, 1945.
TRANSPORTATION SUB-COMMISSION, RAIL DIVISION.

1. RAILHEADS :

On 7 July the Po river was crossed at Ostiglia, and the first rail link between North and South was established. The crossing is a bottle-neck at the moment, owing to the heavy military traffic, including leave trains, but it is hoped progress on a further crossing north of Piacenza will provide an alternative route between Bologna and Milan.

2. ALLIED RAILWAY BOARD :

The seventh meeting of the Allied Railway Board was held on 19 July 45, when a further review of the work of the Sub-committees was taken.

Present at the meeting were the following members of European Commission Inland Transport Organisation.

M. Jean LEVY - President
Professor HONDELINK - Director General
Mr J. J. CAHANE - Secretary General

Explanation of the intended functions of the organisation and how it would work in relation with Italy was given to the meeting. The Director General of this Commission pointed out that decisions in respect of European Commission Inland Organisation in Italy would have to be decided at High level.

3. CIVIL ENGINEERING :

Work of reconstruction has continued on the following lines (see Appendix "A") without interruption.

The Line CANCELLO-BENEVENTO was completed on the 7th July.

The difficulty in obtaining stores, except petrol has been overcome.

A meeting in regard of supplying petrol was held with the Undersecretary of State, Ministry of Commerce, and it is hoped that difficulties in obtaining petrol will be overcome.

4. MECHANICAL ENGINEERING : 3312
Private Firms Financial position

The financial position of private firms working for ISR has now been put on a more satisfactory footing. Contract prices have been agreed on and ISR have undertaken to make payments on account of work already done.

Output of Rail Cars from private firms

(a) Gecchetti Works, at Civitavecchia Marche are still limited by availability of electric supply. It is hoped that the position will have improved by the end of

Declassified E.O. 12356 Section 3.3/NND No. 759021

to the heavy military traffic, including leave trains, but it is hoped progress on a further crossing north of Piacenza will provide an alternative route between Bologna and Milan.

2. ALLIED RAILWAY BOARD :

The seventh meeting of the Allied Railway Board was held on 19 July 45, when a further review of the work of the Sub-committees was taken.

Present at the meeting were the following members of European Commission Inland Transport Organisation.

M. Jean LEVY - President
Professor HONDELINK - Director General
Mr J. J. CANAME - Secretary General

Explanation of the intended functions of the organisation and how it would work in relation with Italy was given to the meeting. The Director General of this Commission pointed out that decisions in respect of European Commission Inland Organisation in Italy would have to be decided at high level.

3. CIVIL ENGINEERING :

Work of reconstruction has continued on the following lines (see Appendix "A") without interruption.

The Line CANCELLO-BENEVENTO was completed on the 7th July.

The difficulty in obtaining stores, except petrol has been overcome.

A meeting in regard of supplying petrol was held with the Undersecretary of State, Ministry of Commerce, and it is hoped that difficulties in obtaining petrol will be overcome.

3312

4. MECHANICAL ENGINEERING :
Private Firms Financial position

The financial position of private firms working for ISR has now been put on a more satisfactory footing. Contract prices have been agreed on and ISR have undertaken to make payments on account of work already done.

Output of Rail Cars from private firms

(a) Cecchetti Works, at Civitavecchia Marche are still limited by availability of electric supply. It is hoped that the position will have improved by the end of August.

Output for month 60 heavy repairs (all recovered).

(b) Sobrini-Parodi-Delfino, at Colleferro are working satisfactorily but hampered by lack of transport, two Italian military trucks having been withdrawn and ISR having sent only one truck of smaller capacity as replacement. This is in hand with ISR.

Output for month 70 heavy repairs (all recovered).
This lower figure is accounted for by the exceptionally heavy nature of repairs.

./.

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

(a) Approximate Area required 3 passenger coaches during the month.

RAF Station Area at Area Headquarters continues to make progress but structural repairs to huts are not making good headway. In particular roofing repairs to be carried out before winter.

Output during month: 3 Bogie cars and 68 wagons of which 42 recovered.

Locomotive Position Outside A Field month ended 31 July 45.

Depots Concentrations
Loco Depots

Steam	7
Electric	1
Total	8

Railway Concentrations
Loco Depots

Steam	44
Main Shops (Diesel)	2
Total	46
Narrow Gauge	2

Position A Year Previous (Outside and Field) June 44.

Depots Concentrations :

	Centres	Secondary Sites	Totals
Main Shops (Running Repairs)	11	17	391
Recovered	—	—	58
Total	11	17	449

Railway Concentrations :

Main shops	7	9	83
Running Shops	30	31	715
Recovered	6	6	42
Total	43	46	840

Locomotive situation - Concentrations at Depots on 31 July 45 -

Service	Under A Field Maint. Depots	Depot	Total
Mixed	49	47	96
Shunting	12	13	25
Total	61	60	121

3311

Declassified E.O. 12356 Section 3.3/NND No. 765021

Water ?	
Electric ?	
Total	8

Main Shops (Time Rate) ?	
Total	46
Bureau Gauge	2

Carriage & Wagon Service (Athletic and Public Use 46

Depot Characteristics :

	Coaches	Passenger Cars	Wagons
Lifting Shops(Drawing Equation) Recovered	11	17	101 38
Total	11	17	419

Railroad Connections :

Main Shops	7	9	83
Lifting Shops	30	31	745
Recovered	6	5	12
Total	43	45	840

Locomotive Situation - Comparison of Power as at 30 July 46 -

Service	Under & Building Number	Class	Total
Mixed	40	47	119
Shunting	19	19	38
Electric	23	8	31
Totals	82	74	188

3311

.../...

Declassified E.O. 12356 Section 3.3/NND No. 759021

(c) [illegible] reported 8 passenger coaches during the month.

[illegible] continues to make progress but structural repairs to shop are not making good headway. In particular roofing requires to be carried out before winter.

Output during month 3 Buggies were and 66 wagons of which 11 recovered.

[illegible]

Repair Conversions
Loco Depots

Steam	7
Electric	1
Total	8

Railway Conversions
Loco Depots

Steam	4
Main Shops (Carp. Shed)	8
Total	16
Tarmac Shops	2

[illegible]

Repair Conversions :

	Coaches	Tarmac Cars	Wagons
Lifting Shops (Carriage Repairs)	11	17	101
Recovered	—	—	38
Total	11	17	449

Railway Conversions :

Main Shops	7	9	83
Lifting Shops	30	31	775
Recovered	6	6	12
Total	43	46	870

[illegible] - Conversions of Depots as at 31 July 47 -

Section	Depot & Lifting Depots	Name	Total

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

Steam	7		
Electric	1		
Total	8		

Main Shops (Heavy Work)	2
Total	46
Harbor Shops	2

Overhaul & Repair Schedule and Yearly Run 43.

Regular Overhauling :

	Steaming	Repairing Time	Hours
Lifting Shops(Running Repairs)	11	17	301
Recovered	—	—	30
Total	11	17	449

Periodic Overhauling :

Main Shops	7	9	63
Lifting Shops	30	31	715
Recovered	6	6	42
Total	43	45	840

Locomotives in Service - Overhauling to Repair as at 31 July 43.-

	Service	Under & Awaiting Repair	Shops	Total
Main	49	47	14	110
Shunting	19	13	3	35
Electric	26	6	—	32
Total	94	66	17	177

3311

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

Locomotive situation Compartimento of Palermo as at July 19th 1945.

	Service	Under & Waiting Repair	Scrap	T o t a l
M.Line	160	101	12	273
Shunting	34	22	—	56
Electric	—	—	—	—
T o t a l s	194	123	12	329
Narrow Gauge	32	32	—	64

The Mechanical Section was handed over to Major G.S.Barnes on 1 August 45.

5. STORES :

A further release of truck tires was received during the month from Commerce Sub-Commission. The next issue will be through the Italian Ministry of Industry and Commerce. This system will facilitate the financial payments but will no doubt complicate the distribution, however, it is intended that the Ministry will be advised of the tires requisitioned by the ISR through Transportation Sub-Commission.

Further copies of requisitions of Materials as ordered by the Transportation Corps for the Italian State Railways Six Months Requirements have been received. It is noted that with the exception of all rails and accessories, tires and inner tubes, and a few relatively unimportant sundries, all the items listed under Option "A" are now in order.

All timber in the north, except standing timber and timber in logs, is blocked by the 5th Army and P.B.S. for military use. The ISR are making contracts for the purchase of timber. It is hoped that the military requirements will soon be satisfied to permit more freedom in their purchase.

6. TRAFFIC :

It has not yet been possible to achieve a through civilian passenger service between South and North, but with the prospect of the alternative route from Bologna mentioned in para 1, and a careful adjustment of present rolling stock, we intend to press strongly for a through daily service Rome-Milan, which will include facilities for mail conveyance.

On 30 July the Rome-Florence tri-weekly civilian passenger service was extended to include Bologna. A sleeping car runs in this service as far as Florence, the cost of a berth, in addition to the usual fare being 1911 lire.

Various local adjustments of services have been made in Battipaglia and Potenza districts, and in the Florence Compartimento ISR workers' trains have been altered to include the conveyance of fare-paying passengers.

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

The Mechanical Section was handed over to Major G.S.Barnes on 1 August 45.

5. STORES :

A further release of truck tires was received during the month from Commerce Sub-Commission The next issue will be through the Italian Ministry of Industry and Commerce. .This system will facilitate the financial payments but will no doubt complicate the distribution., however, it is intended that the Ministry will be advised of the tires requisitioned by the ISR through Transportation Sub-Commission.

Further copies of requisitions of Materials as ordered by the Transportation Corps for the Italian State Railways Six Months Requirements have been received. It is noted that with the exception of all rails and accessories, tires and inner tubes, and a few relatively unimportant sundries, all the items listed under Option "A" are now in order.

All timber in the north, except standing timber and timber in logs, is blocked by the 5th Army and P.B.S. for military use. The ISR are making contracts for the purchase of timber. It is hoped that the military requirements will soon be satisfied to permit more freedom in their purchase.

6. TRAFFIC :

It has not yet been possible to achieve a through civilian passenger service between South and North, but with the prospect of the alternative route from Bologna mentioned in para 1, and a careful adjustment of present rolling stock, we intend to press strongly for a through daily service Rome-Milan, which will include facilities for mail conveyance.

On 30 July the Rome-Florence tri-weekly civilian passenger service was extended to include Bologna. A sleeping car runs in this service as far as Florence, the cost of a berth, in addition to the usual fare being 1911 lire.

Various local adjustments of services have been made in Battipaglia and Potenza districts, and in the Florence Compartimento ISR workers' trains have been altered to include the conveyance of fare-paying passengers.

The Benevento-Cancello Private Railway being completed, limited service has been introduced thereon. Negotiations are in hand with ISR to permit of [illegible] working into Naples.

Shortage of freight cars continues to create difficulties, but the allocation of 800 cars daily for civilian usage has enabled this Division to co-operate with Movements Division in the obtaining and placing of freight cars to meet in some measure the civilian loading programme.

./././.

3310

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

An Officer has been specially assigned to deal with problems of wagon supply and distribution. By decision of the Allied Railway Board, a wagon control committee has been set up with Military Railway Service, AFHQ (G4 Mov & Tn), Allied Commission and ISR to co-ordinate demands to and achieve a more equable distribution. Mechanical Branch are endeavouring to speed up repairs, giving first priority to light repairs, in order to get as many wagons as possible into action. With all our efforts, the position for the next month or so does not look favourable from a civilian angle, and continued pressure will be necessary to ensure civilian needs are maintained.

Movement of Refugees is taxing our transportation facilities, requiring five sets of passenger stock of 15 coaches per set, in addition to many freight cars. We feel that if due attention is given to the introduction of suitable fare-paying passenger services, many refugees would prefer such travel, and the ISR would benefit from the payment of fares.

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

five sets of passenger stock of 13 coaches per set, in addition to [illegible]
We feel that if due attention is given to the introduction of suitable fare-paying passenger services, many refugees would prefer such travel, and the IRO would benefit from the payment of fares.

Declassified E.O. 12356 Section 3.3/NND No. 765021

APPENDIX "A

CIVIL ENGINEERING - SUMMARY OF WORKS IN HAND.

NORTHERN ITALY

TURIN	Line 50	Torino - Genova
		Torino - Mondana (with MRS)
	Line 52	Trofarello - Cuneo
		Cuneo - Ventimiglia
	Line 55	Santhia - Arona
	Line 110	Savona - Carmagnola
	Line 113	Chiavasso - Casale
	Line 114	Asti - Chiavasso
	Line 121	Chiavasso - Aosta
	Line 124	Asti - Casale
	Line 127	Novara - Domodossola
GENOA	Line 59	Alessandria - Piacenza
	Line 61	Genova - Ventimiglia (with MRS)
	Line 129	Genova - Ovada - Asti
	Line 130	Ovada - Alessandria
	Genova Docks.	
MILAN	Line 53	Milano - Torino
	Line 61	Milano - Tortona
	Line 65	Bologna - Milan
	Line 147	Milano - Bergamo

SOUTHERN ITALY

I.T.R.	Line 50	Pisa - La Spezia
		Dispenea river bridge
		Loco Depot Leghorn Centrale
		Central Station, Civitavecchia
	Line 65	Prato - Bologna,(permanent repairs)
		Arezzo - Florence
		Orte - Chiusi (permanent reconstruction)
		Rio Torto Viaduct
		Prato - Vernio
	Line 86 (N)	Permanent repairs to 17 bridges
	Line 86 (S)	Repairs to Orfanto and Biferno bridges
	Line 87	Permanent repairs to 8 bridges
	Line 88	Pescara - Chieti
		Rome Avezzano
	Line 92	Bridge, Rorre Annunziata - Castellammare
	Line 218	and 224 via Reggio - Pistoia
	Line 219	Pisa - Empoli - Florence (permanent works)
	Line 220	Chiusi - Sinalunga - Empoli
	Line 221	Montepescali - Roccastrada

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

Line 55 Santhia - Arona
Line 110 Savona - Carmagnola
Line 113 Chiavasso - Casale
Line 114 Asti - Chiavasso
Line 121 Chiavasso - Aosta
Line 124 Asti - Casale
Line 127 Novara - Domodossola

GENOA
Line 59 Alessandria - Piacenza
Line 61 Genova - Ventimiglia (with MRS)
Line 129 Genova - Ovada - Asti
Line 130 Ovada - Alessandria
Genova Docks.

MILAN
Line 53 Milano - Torino
Line 61 Milano - Tortona
Line 65 Bologna - Milan
Line 147 Milano - Bergamo

SOUTHERN ITALY

I.S.R.
Line 50 Pisa - La Sperie
Diapensa river bridge
Lone Depot Leghorn Centrale
Central Station, Civitavecchia
Line 63 Prato - Bologna,(permanent repairs)
Arezzo - Florence
Orte - Chiusi (permanent reconstruction)
Rio Torto Viaduct
Prato - Vernio
Line 86 (N) Permanent repairs to 17 bridges
Line 86 (S) Repairs to Orfanto and Biferno bridges
Line 87 Permanent repairs to 8 bridges
Line 88 Pescara - Chieti
Lone Avezzano
Line 92 Bridge, Torre Annunziata - Castellammare
Line 218 and 224 via Reggio - Pistoia
Line 219 Pisa - Empoli - Florence (permanent works)
Line 220 Chiusi - Sinalunga - Napoli
Line 221 Montepescali - Roccastrada
Line 242 Albacina - Civitanova
Line 244 Bastia Ellera
Line 245 Porto d'Ascoli - Ascoli Piceno
Line 246 Giulianova - Teramo
Line 258 Cecchina - Velletri
Line 260 Rose -Ciampino - Albano
Line 277 Termi - Rieti
Antrodoco - Aquila
Line 279 Ferrazzano Tunnel (Campobasso)
Line 281 Avellino - Benevento
Line 291 Torre Annunziata - Cancello
Line 294 Avellino - Rocchetta
Permanent bridge over river Ofi

3308

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

PRIVATE LINES: Lauria - Viadnct
Terni & Todi - Perugia
Ellera - Pietrafitta
P.San Giorgio - Amandola
Naples Central - Naples Scali

VARIOUS WORKS

Workshops at Cagliari
Loco Depot - Rome; Smistamento
Loco Roundhouse - Rome S.Lorenzo
Warehouse, Rome Tiburtina
Yard, Rome Smistamento
Various Buildings, Naples
I.S.R. Offices, Naples.

Declassified E.O. 12356 Section 3.3/NND No. 795021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR JULY 1945.

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

(a) Attached herewith as Appendices A and B are lists of Transportation officers at headquarters and in the field.

2. ACCOUNTS WORK

(a) Commencing 1 August 1945 the Accounts and Statistics Branch will cease to maintain detailed ledgers in respect of Civil Imported Supplies, with the exception of

(1) Transfers on Loan to AMG Austria
(2) Transfers to AMG Venezia Giulia
(3) Transfers to Armies.

Duties thus relinquished are being replaced by work taken over from G-5 (AFHQ) consequent upon the closing down of its "Movement Liaison Branch" on July 31st, specifically, the preparation of "Monthly Report - Civil Imports".

PART II - MOVEMENTS

1. GENERAL

(a) Overall movement of Civilian Traffic in Italian Government Territory continues to improve in comparison with past months. Figures for the month of June are now complete and in Italian Government Territory a total of 533.311 tons of Civilian freight traffic was carried by the Railways (Mainland 277.068 tons, Sicily 178.403 tons and Sardinia 77.840 tons). In the month of June Coastwise Shipping and Schooners lifted a total of 80.163 tons in addition to 5.402 head of cattle, sheep and horses. Incomplete Road returns show that 268.102 tons was lifted by organised Road transport in Italian Government Territory on the Mainland. Allowing previous monthly averages for Sicily and Sardinia and for Areas on the Mainland for which returns have not been submitted it is evident that well over 1,000,000 of Civilian traffic is now being conveyed monthly by Rail, Road and Sea in Italian Government Territory.

(b) With the introduction of Phase II on 15 July '45 in North West Italy the movement of Civilian Rail traffic in the Compartments of LIGURIA, PIEMONTE and LOMBARDIA (less the province of MANTOVA), plus the provinces of PIACENZA and PARMA in the Compartment of EMILIA become the responsibility of the Allied Commission. All demands for Rail movement in this Territory were met.

(c) During the month representatives of A.F.H.Q., Allied Commission and Director of Military Railway Service met to discuss the revision of Rail capacity on the Mainland of Italy south of BOLOGNA. Detailed report follows in Para 2 (c).

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

2. ACCOUNTS WORK

(a) Commencing 1 August 1945 the Accounts and Statistics Branch will cease to maintain detailed ledgers in respect of Civil Imported Supplies, with the exception of

(1) Transfers on Loan to AMG Austria
(2) Transfers to AMG Venezia Giulia
(3) Transfers to Armies.

Duties thus relinquished are being replaced by work taken over from G-5 (AFHQ) consequent upon the closing down of its "Movement Liaison Branch" on July 31st, specifically, the preparation of "Monthly Report - Civil Imports".

PART II - MOVEMENTS

1. GENERAL

(a) Overall movement of Civilian Traffic in Italian Government Territory continues to improve in comparison with past months. Figures for the month of June are now complete and in Italian Government Territory a total of 533.311 tons of Civilian freight traffic was carried by the Railways (Mainland 277.068 tons, Sicily 178.403 tons and Sardinia 77.840 tons). In the month of June Coastwise Shipping and Schooners lifted a total of 80.163 tons in addition to 5.402 head of cattle, sheep and horses. Incomplete Road returns show that 268.102 tons was lifted by organised Road transport in Italian Government Territory on the Mainland. Allowing previous monthly averages for Sicily and Sardinia and for Areas on the Mainland for which returns have not been submitted it is evident that well over 1,000,000 of Civilian traffic is now being conveyed monthly by Rail, Road and Sea in Italian Government Territory.

(b) With the introduction of Phase II on 15 July '45 in North West Italy the movement of Civilian Rail traffic in the Compartments of LIGURIA, PIEMONTE and LOMBARDIA (less the province of MANTOVA), plus the provinces of PIACENZA and PARMA in the Compartment of EMILIA become the responsibility of the Allied Commission. All demands for Rail movement in this Territory were met.

(c) During the month representatives of A.F.H.Q., Allied Commission and Director of Military Railway Service met to discuss the revision of Rail capacity on the Mainland of Italy south of BOLOGNA. Detailed report follows in Para 2 (b).

(d) The movement of Refugees and Displaced Persons continued according to programme and it was found possible to increase the rate of acceptance into Italy from Northern Europe.

(e) The Port of GENOA opened for 2 ocean-going Ships and 3 coasters on 25 July '45 and discharge over the beaches was discontinued. Conditions also improved in Venice where, after July 24, 2 Liberty type Ships and 1 Tanker were able to use the Lido Channel.

3306

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

2. RAIL AND ROAD

(a) Phase II was introduced on 15 July '45 in the Area under Command HQ. 2 District, namely

Compartment of LIGURIA
" " PIEDMONTE
" " LOMBARDIA (less province of MANTOVA)
Province of PIACENZA) in the Compartment of EMILIA
" " PAVIA)

and the movement of Civilian traffic in that Territory became the responsibility of the Allied Commission. With the improvement of the coal situation the Railways were able to meet all demands which were made upon them. All reports at the end of the month indicated there was a sufficiency of rolling stock in North West Italy to meet the initial demands of the Regional Commissioners and to maintain the Military programmes.

(b) A meeting was held in Rome on 18 July '45 at which Representatives of A.F.H.Q., Allied Commission, and Director of Military Railways Service were present. The purpose of the meeting was to discuss the basic schedule Tonnage figures on all the lines subject to A.F.H.Q. Priorities of Movement conferences for the month of August. The D.M.R.S. stated that the existing position showed that tonnages programmed during July, when translated into terms of wagons indicated that some 4,500 wagons were required daily, to meet all needs both for Military and Civilian movement on the Mainland of Italy South of BOLOGNA, when in effect only 3,500 wagons were available. The D.M.R.S. stated that the position could not continue and requested that both the Military and Allied Commission should, for future planning, work out their movement requirements on a wagon availability basis, the total not to exceed 3,500 wagons daily. On this basis the D.M.R.S. assured the meeting that wagons would be distributed to meet all needs.

As the result of a further meeting held in Rome on 21 July '45, it was agreed that commencing with the movement period 30 July '45, 800 wagons daily would be allocated for Civilian traffic which would include Port clearance at Civitavecchia, Piombino and Reggio and all Refugee Trains made up of box car stock from Verona to the South. With the introduction of a wagon allocation, movement is no longer based on line capacity. It is confidently expected that the new system will result in an overall improvement in Civilian movement.

(c) The greater responsibility for the programming and movement of Civilian traffic which was delegated to the I.S.R. commencing 1 July '45 is working smoothly, with Transportation Sub-Commission A.C. continuing to exercise overall supervision only, together with laying down of all priorities for movement.

(d) The controlled Refugee movements from USFET to Italy via the Brenner route which commenced on 1 July '45 together with the movement from Switzerland via Chiasso and Domodossola routes continues to progress smoothly. At the AFHQ/USFET monthly meeting held in Rome on 20 July '45, it was agreed, that subject to the Control at Verona being able to accept, the numbers through the Brenner would be increased from 3,000 to 4,500 per day. At the same time it was agreed that in addition to the 1,000 from Switzerland through Chiasso and

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

reports at the end of the month indicated there was a sufficiency of rolling stock in North West Italy to meet the initial demands of the Regional Commissioners and to maintain the Military programmes.

(b) A meeting was held in Rome on 18 July '45 at which Representatives of A.F.H.Q., Allied Commission, and Director of Military Railways Service were present. The purpose of the meeting was to discuss the basic schedule Tonnage figures on all the lines subject to A.F.H.Q. Priorities of Movement conferences for the month of August. The D.M.R.S. stated that the existing position showed that tonnages programmed during July, when translated into terms of wagons indicated that some 4,500 wagons were required daily, to meet all needs both for Military and Civilian movement on the Mainland of Italy South of BOLOGNA, when in effect only 3,500 wagons were available. The D.M.R.S. stated that the position could not continue and requested that both the Military and Allied Commission should, for future planning, work out their movement requirements on a wagon availability basis, the total not to exceed 3,500 wagons daily. On this basis the D.M.R.S. assured the meeting that wagons would be distributed to meet all needs.

As the result of a further meeting held in Rome on 21 July '45, it was agreed that commencing with the movement period 30 July '45, 300 wagons daily would be allocated for Civilian traffic which would include Port clearance at Civitavecchia, Piombino and Reggio and all Refugee Trains made up of box car stock from Verona to the South. With the introduction of a wagon allocation, movement is no longer based on line capacity. It is confidently expected that the new system will result in an overall improvement in Civilian movement.

(c) The greater responsibility for the programming and movement of Civilian traffic which was delegated to the I.S.R. commencing 1 July '45 is working smoothly, with Transportation Sub-Commission A.C. continuing to exercise overall supervision only, together with laying down of all priorities for movement.

(d) The controlled Refugee movements from USFET to Italy via the Brenner route which commenced on 1 July '45 together with the movement from Switzerland via Chiasso and Domodossola routes continues to progress smoothly. At the AFHQ/USFET monthly meeting held in Rome on 20 July '45, it was agreed, that subject to the Control at Verona being able to accept, the numbers through the Brenner would be increased from 3,000 to 4,500 per day. At the same time it was agreed that in addition to the 1,000 from Switzerland through Chiasso and the 500 through Domodossola daily, 1,000 additional Refugees could be accepted from Germany, through Switzerland (route Bregenz and Chiasso) to commence immediately the Swiss could provide the necessary rolling stock. The 2,500 per day uncontrolled movement from the North East continues unchanged. With the opening of the Bologna-Verona route on the 7 July '45 it was agreed with A.F.H.Q. to work one Refugee Train daily Southbound from Verona instead of from Bologna. No increase in the Allotment of 11 Trains southbound per week has been possible. During July 60 Trains were despatched carrying a total of 78,390 persons. In addition to the Rail Movements 2,759 persons were moved by Road from Verona to Bologna to connect with Southbound trains and 3,334 by Sea from Piombino to Messina. Records show that between cessation of

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

hostilities to 31 July '45, 240,123 persons have been moved to their ultimate destinations in Italian Government Territory. The decrease in number of Refugees moved south during July '45 compared with the month of June '45, is due to reduction in the number of trains allocated.

It is hoped that in the near future arrangements can be made to clear Refugees through Venice and Genoa for Southern destinations by Italian Naval Craft.

(e) All Bids for Movement by Road received during the month of July '45 have been met. ENAC control of Wine movements still leaves much to be desired but, with the imminent extension of their Organization to cover the Northern provinces, progress is expected in this Direction. Reports suggesting that the illegal haulage by Road of Wine is reaching grave proportions, continue to be submitted. All reports are being investigated. Clearance of Wheat and Flour from Macerata and Ascoli Warehouses to the Heel was slower than planned due to shortage of wagons at Railheads.

(f) Due to shortage of Rail wagons at Civitavecchia it became necessary to supply M.T. to assist in the discharge of an UNRRA Ship. "LANGDON CLEEVES" - ENAC were called upon to lift 400 tons a day and they carried out this commitment satisfactorily, 3,257 tons being cleared by ENAC and 1,299 tons by W.D. Transport. Owing to a temporary shortage of rail cars road transport was also necessary to assist in clearance of Piombino Port.

3. SHIPPING

(a) After successful mine sweeping operations the situation improved in Genoa and Venice at the end of month, 5 vessels - 2 ocean-going ships and 3 coasters - commenced to discharge in the Port of Genoa on 25 July, as compared with discharge over the beaches. Mine sweeping is continuing. In Venice after 24 July 2 liberty type ships drawing 27' and 1 tanker were able to use Lido Channel. The rate of discharge of coal at Savona has been particularly good; ships have been discharged on average of 1½ days working, the tonnage offloaded on "Darsena" berth being 5000-6000 tons daily. Owing to the heavy re-deployment programme, Leghorn has been used exclusively by Military during July and civil supplies have had to be diverted to alternative ports.

(b) With the cessation of regular convoys, arrangements have been made to obtain information of ship's arrival at Gibraltar and expected time of arrival at ports of discharge in Mediterranean.

(c) Coastwise tonnage lifted by coaster was 54,981 tons and 48,233 tons by schooners making a total of 103,214 tons. The movement of phosphate rock from North Africa for the second semestre of 1945 has been held up owing to negotiation between the French and Italians not having been successfully concluded. The interested parties have been pressed for a speedy decision.

(d) The freight and passenger service between NAPLES/CAGLIARI - NAPLES/PALERMO continue to be maintained by "ARBAZIA" and "CAMPIDOGLIO" and the "LANGANO" operated between Olbia and Civitavecchia carrying sheep and cattle.

(e) The recommendations of the "Cattoll" Committee, formed to facilitate the handing over of ports from operation by Military to Italian Authority, are being carried out. Several ports are now working entirely under Italian

Declassified E.O. 12356 Section 3.3/NND No. 759021

ing that the illegal haulage by Road of Wine is reaching grave proportions, continue to be submitted. All reports are being investigated. Clearance of Wheat and Flour from Macerata and Ascoli Warehouses to the Heel was slower than planned due to shortage of wagons at Railheads.

(f) Due to shortage of Rail wagons at Civitavecchia it became necessary to supply M.T. to assist in the discharge of an UNRRA Ship. "LANGDON CLEEVES" - ENAC were called upon to lift 400 tons a day and they carried out this commitment satisfactorily, 3,257 tons being cleared by ENAC and 1,299 tons by W.D. Transport. Owing to a temporary shortage of rail cars road transport was also necessary to assist in clearance of Piombino Port.

3. SHIPPING

(a) After successful mine sweeping operations the situation improved in Genoa and Venice at the end of month, 5 vessels - 2 ocean-going ships and 3 coasters - commenced to discharge in the Port of Genoa on 25 July, as compared with discharge over the beaches. Mine sweeping is continuing. In Venice after 24 July 2 liberty type ships drawing 27' and 1 tanker were able to use Lido Channel. The rate of discharge of coal at Savona has been particularly good; ships have been discharged on average of 1½ days working, the tonnage offloaded on "Sunivie" berth being 5000-6000 tons daily. Owing to the heavy re-deployment programme, Leghorn has been used exclusively by Military during July and civil supplies have had to be diverted to alternative ports.

(b) With the cessation of regular convoys, arrangements have been made to obtain information of ship's arrival at Gibraltar and expected time of arrival at ports of discharge in Mediterranean.

(c) Coastwise tonnage lifted by coaster was 54,981 tons and 48,233 tons by schooners making a total of 103,214 tons. The movement of phosphate rock from North Africa for the second semestre of 1945 has been held up owing to negotiation between the French and Italians not having been successfully concluded. The interested parties have been pressed for a speedy decision.

(d) The freight and passenger service between NAPLES/CAGLIARI - NAPLES/PALERMO continue to be maintained by "ABBAZIA" and "CAPRIOGLIO" and the "LANDANO" operated between Olbia and Civitavecchia carrying sheep and cattle.

(e) The recommendations of the "Campbell" Committee, formed to facilitate the handing over of ports from operation by Military to Italian Authority, are being carried out. Several ports are now working entirely under Italian control and are working efficiently. An increasing responsibility is being given to the Italians in all ports and only few ports are now exclusively Military in operation.

3305

PART III - RAIL

1. RAILHEADS

(a) On 7 July the Po river was crossed at Ostiglia, and the first rail link between North and South was established. The crossing is a bottle-neck at the moment, owing to the heavy military traffic, including leave trains, but

Declassified E.O. 12356 Section 3.3/NND No. 765021

it is hoped progress on a further crossing north of Piacenza will provide an alternative route between Bologna and Milan.

2. ALLIED RAILWAY BOARD

(a) The seventh meeting of the Allied Railway Board was held on 19 July 45, when a further review of the work of the Sub-committees was taken.

(b) Present at the meeting were the following members of European Commission Inland Transport Organization:

M. Jean LEVY - President
Professor HONDELINK - Director General
Mr. J. J. CAHANE - Secretary General

(c) Explanation of the intended functions of the organization and how it would work in relation with Italy was given to the meeting.

3. CIVIL ENGINEERING

(a) Work of reconstruction has continued on the lines shown in Appendix "C" without interruption.

(b) The line CANCELLO-BENEVENTO was completed on the 7th July.

(c) The difficulty in obtaining stores, except petrol has been overcome.

(d) A meeting in regard of supplying petrol was held with the Under-secretary of State, Ministry of Commerce, and it is hoped that difficulties in obtaining petrol will be overcome.

4. MECHANICAL ENGINEERING

(a) Private Firms Financial position

The financial position of private firms working for ISR has now been put on a more satisfactory footing. Contract prices have been agreed on and ISR have undertaken to make payments on account of work already done.

(b) Output of Rail Cars from private firms

(1) Cecchetti Works, at Civitanova Marche are still limited by availability of electric supply. It is hoped that the position will have improved by the end of August. Output for month 60 heavy repairs (all recovered).

(2) Bombrini-Parodi-Delfino, at Colleferra are working satisfactorily but hampered by lack of transport, two Italian military trucks having been withdrawn and ISR having sent only one truck of smaller capacity as replacement. This is in hand with ISR.

Output for month 70 heavy repairs (all recovered).

This lower figure is accounted for by the exceptionally

Declassified E.O. 12356 Section 3.3/NND No. 765021

Professor MARCELLI - Director General
Mr. J. J. CAHANE - Secretary General

(c) Explanation of the intended functions of the organisation and how it would work in relation with Italy was given to the meeting.

3. CIVIL ENGINEERING

(a) Work of reconstruction has continued on the lines shown in Appendix "C" without interruption.

(b) The line CANCELLO-BENEVENTO was completed on the 7th July.

(c) The difficulty in obtaining stores, except petrol has been overcome.

(d) A meeting in regard of supplying petrol was held with the Under-secretary of State, Ministry of Commerce, and it is hoped that difficulties in obtaining petrol will be overcome.

4. MECHANICAL ENGINEERING

(a) Private Firms Financial position

The financial position of private firms working for ISR has now been put on a more satisfactory footing. Contract prices have been agreed on and ISR have undertaken to make payments on account of work already done.

(b) Output of Rail Cars from private firms

(1) Cecchetti Works, at Civitanova Marche are still limited by availability of electric supply. It is hoped that the position will have improved by the end of August. Output for month 60 heavy repairs (all recovered).

(2) Bombrini-Parodi-Dolfine, at Colleferro are working satisfactorily but hampered by lack of transport, two Italian military trucks having been withdrawn and ISR having sent only one truck of smaller capacity as replacement. This is in hand with ISR.

Output for month 70 heavy repairs (all recovered).

This lower figure is accounted for by the exceptionally heavy nature of repairs.

(3) Wagon Lits, Rome repaired 3 passenger coaches during the month.

ISR Rialto Shop at Rome Smistamento continues to make progress but structural repairs to shop are not making good headway. In particular roofing requires to be carried out before winter.

Output during month 3 Baggage cars and 66 wagons of which 12 recovered.

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

(c) Locomotive Repairs Calabria & Sicily month ended 15 July 45.

Reggio Compartimento Loco Depots		Palermo Compartimento Loco Depots	
Steam	7	Steam	14
Electric	1	Main Shops (Navy Yard)	2
Total	8	Total	16
		Narrow Gauge	2

(d) Carriage & Wagon Repairs Calabria and Sicily June 45.

Reggio Compartimento:

	Coaches	Baggage Cars	Wagons
Lifting Shops (Running Repairs)	11	17	381
Recovered	—	—	38
Total	11	17	419

Palermo Compartimento:

Main Shops	7	9	83
Lifting Shops	30	31	715
Recovered	6	6	12
Total	43	46	810

(e) Locomotive situation - Compartimento of Reggio as at 15 July 45 -

	Service	Under & Waiting Repair	Scrap	Total
M. Line	49	47	14	110
Shunting	19	13	3	35
Electric	26	6	—	32
Totals	94	66	17	177

(f) Locomotive situation Compartimento of Palermo as at July 15th 1945.

Service	Under & Waiting Repair	Scrap	Total

Declassified E.O. 12356 Section 3.3/NND No. 765021

Narrow Gauge		2

(d) Carriage & Wagon Repairs Calabria and Sicily June 45.

Reggio Compartimento:

	Coaches	Baggage Cars	Wagons
Lifting Shops (Running Repairs)	11	17	381
Recovered	—	—	38
Total	11	17	419

Palermo Compartimento:

Main Shops	7	9	83
Lifting Shops	30	31	715
Recovered	6	6	12
Total	43	46	810

(e) Locomotive situation - Compartimento of Reggio as at 15 July 45 -

	Service	Under & Waiting Repair	Scrap	Total
M. Line	49	47	14	110
Shunting	19	13	3	35
Electric	26	6	—	32
Totals	94	66	17	177

(f) Locomotive situation Compartimento of Palermo as at July 15th 1945.

	Service	Under & Waiting Repair	Scrap	Total
M. Line	160	101	12	273
Shunting	34	22	—	56
Electric	—	—	—	—
Totals	194	12[illegible]	12	329
Narrow Gauge	32	32	—	64

(g) The Mechanical Section was handed over to Major G. S. Barnes on 1 August 45.

3 0 0 4

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

5. STORES

(a) A further release of truck tires was received during the month from Commerce Sub-Commission. The next issue will be through the Italian Ministry of Industry and Commerce. This system will facilitate the financial payments but will no doubt complicate the distribution, however, it is intended that the Ministry will be advised of the tires requisitioned by the ISR through Transportation Sub-Commission.

(b) Further copies of requisitions of Materials as ordered by the Transportation Corps for the Italian State Railways Six Months Requirements have been received. It is noted that with the exception of all rails and accessories, tires and inner tubes, and a few relatively unimportant sundries, all the items listed under Caption "A" are now in order.

(c) All timber in the north, except standing timber and timber in logs, is blocked by the 5th Army and P.B.S. for military use. The ISR are making contracts for the purchase of timber. It is hoped that the military requirements will soon be satisfied to permit more freedom in their purchase.

6. TRAFFIC

(a) It has not yet been possible to arrange a through civilian passenger service between South and North, but with the prospect of the alternative route from Bologna mentioned in para 1, and a careful adjustment of present rolling stock, we intend to press strongly for a through daily service Rome-Milan, which will include facilities for mail conveyance.

(b) On 30 July the Rome-Florence tri-weekly civilian passenger service was extended to include Bologna. A sleeping car runs in this service as far as Florence, the cost of a berth, in addition to the usual fare, being 1911 lire.

(c) Various local adjustments of services have been made in Battipaglia and Potenza districts, and in the Florence Compartimento ISR workers' trains have been altered to include the conveyance of fare-paying passengers.

(d) The Benevento-Cercello Private Railway being completed, limited service has been introduced thereon. Negotiations are in hand with ISR to permit through working into Naples.

(e) Shortage of freight cars continues to create difficulties, but the allocation of 800 cars daily for civilian usage has enabled this Division to cooperate with Movements Division in the obtaining and placing of freight cars to meet in some measure the civilian loading programme.

(f) An Officer has been specially assigned to deal with problems of wagon supply and distribution. By decision of the Allied Railway Board, a wagon control committee has been set up with Military Railway Service, AFHQ (G4 Mov & Tn), Allied Commission and ISR to coordinate demands and to achieve a more equable distribution. Mechanical Engineering Branch are endeavoring to speed up repairs, giving first priority to light repairs, in order to get as many wagons as possible into action. With all our efforts, the position for the next month or so does not look favorable from a civilian angle, and

Declassified E.O. 12356 Section 3.3/NND NO. 759021

accessories, tires and inner tubes, and a few relatively unimportant sundries, all the items listed under Caption "A" are now in order.

(c) All timber in the north, except standing timber and timber in logs, is blocked by the 5th Army and P.B.S. for military use. The ISR are making contracts for the purchase of timber. It is hoped that the military requirements will soon be satisfied to permit more freedom in their purchase.

4. TRAFFIC

(a) It has not yet been possible to arrange a through civilian passenger service between South and North, but with the prospect of the alternative route from Bologna mentioned in para 1, and a careful adjustment of present rolling stock, we intend to press strongly for a through daily service Rome-Milan, which will include facilities for mail conveyance.

(b) On 30 July the Rome-Florence tri-weekly civilian passenger service was extended to include Bologna. A sleeping car runs in this service as far as Florence, the cost of a berth, in addition to the usual fare, being 1911 lire.

(c) Various local adjustments of services have been made in Battipaglia and Potenza districts, and in the Florence Compartimento ISR workers' trains have been altered to include the conveyance of fare-paying passengers.

(d) The Benevento-Carcello Private Railway being completed, limited service has been introduced thereon. Negotiations are in hand with ISR to permit through working into Naples.

(e) Shortage of freight cars continues to create difficulties, but the allocation of 800 cars daily for civilian usage has enabled this Division to cooperate with Movements Division in the obtaining and placing of freight cars to meet in some measure the civilian loading programme.

(f) An Officer has been specially assigned to deal with problems of wagon supply and distribution. By decision of the Allied Railway Board, a wagon control committee has been set up with Military Railway Service, AFHQ (G4 Mov & Tn), Allied Commission and ISR to coordinate demands and to achieve a more equable distribution. Mechanical Engineering Branch are endeavoring to speed up repairs, giving first priority to light repairs, in order to get as many wagons as possible into action. With all our efforts, the position for the next month or so does not look favorable from a civilian angle, and continued pressure will be necessary to ensure civilian needs are maintained.

(g) Movement of Refugees is taxing our transportation facilities, requiring five sets of passenger stock of 13 coaches per set, in addition to many freight cars. We feel that if due attention is given to the introduction of suitable fare-paying passenger services, many refugees would prefer such travel, and the ISR would benefit from the payment of fares.

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

PART IV - ROAD

1. GENERAL

(a) A total of 3118 trucks were handed over to the Italian Government in July. Details are as follows:

Category	No. of Trucks
A.C. Truck Pools in Italian Government Territory.	670
Ex A.C. Military Tpt. Units to civilian Truck Pools in Italian Government Territory	820
Ex. A.C. Military Tpt Units to civilian Truck pools in A.M.G. Territory.	110
To Italian State Railways.	1330
To Ministry of Public Works.	168
Total	3118

(b) Approximately 2079 trucks will be handed over to the Italian Government in August as follows:-

Ex A.C. Military Units to civilian Truck Pools in A.M.G. Territory	1549
To I.S.R.	530
Total	2079

(c) In total some 5197 trucks will have been handed over by 31 Aug. provided that the 260 x 10 tons trucks arrive in Italy, according to forward shipment advices. These form part of the balance of 530 trucks to be transferred to I.S.R.

Command of 1 and 3 Truck Battalions and 227-230 Italian Transport Coys A.C., previously on loan to 15 Army Group, reverted to A.C. on 1 Aug.

(d) By 31 Aug all A.C. Military Transport Units will have been disbanded and A.C. will no longer control or operate any trucks employed on civilian supply. Disbanded units are:- 1,2, and 3 Truck Battalions (U.S.) and 221, 222, 223,224,225,226,227,228,229 and 230 Italian Transport Coys A.C. (Br.).

(e) All trucks transferred to the Italian Government have been handed over to the Minister of Transport and a charge will be drawn against the Italian Government by Finance S/C.

(f) The Government will take over title to all trucks delivered to civilian Truck Pools in A.M.G. Territory immediately upon arrival. The Minister of Transport has agreed to activate and organize all such new civilian Truck Pools and has sent representatives of the General Inspectorate of Civil Motorization to the North for that purpose. A.M.G. Transportation Officers will act in a supervisory and advisory capacity only in the initial stages.

3303

(g) The Combined Chiefs of Staff have approved the provision from Allied sources of an additional 20,000 tons road lift to meet in full the essential economic transport requirements of Italy. This lift is additional to 15,000 tons already made available to the Italian Government in the transfer of 5197 trucks.

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

Ex. A.C. Military Tpt Units to civilian Truck pools in A.M.G. Territory.	140
To Italian State Railways.	1330
To Ministry of Public Works.	158
Total	3118

(b) Approximately 2079 trucks will be handed over to the Italian Government in August as follows:-

Ex A.C. Military Units to civilian Truck Pools in A.M.G. Territory	1549
To I.S.R.	530
Total	2079

(c) In total some 5197 trucks will have been handed over by 31 Aug. provided that the 260 x 10 tons trucks arrive in Italy, according to forward shipment advices. These form part of the balance of 530 trucks to be transferred to I.S.R.

Command of 1 and 3 Truck Battalions and 227-230 Italian Transport Coys A.C., previously on loan to 15 Army Group, reverted to A.C. on 1 Aug.

(d) By 31 Aug all A.C. Military Transport Units will have been disbanded and A.C. will no longer control or operate any trucks employed on civilian supply. Disbanded units are:- 1,2, and 3 Truck Battalions (U.S.) and 221, 222, 223,224,225,226,227,228,229 and 230 Italian Transport Coys A.C. (Br.).

(e) All trucks transferred to the Italian Government have been handed over to the Minister of Transport and a charge will be drawn against the Italian Government by Finance S/C.

(f) The Government will take over title to all trucks delivered to civilian Truck Pools in A.M.G. Territory immediately upon arrival. The Minister of Transport has agreed to activate and organize all such new civilian Truck Pools and has sent representatives of the General Inspectorate of Civil Motorization to the North for that purpose. A.M.G. Transportation Officers will act in a supervisory and advisory capacity only in the initial stages.

3303

(g) The Combined Chiefs of Staff have approved the provision from Allied sources of an additional 20,000 tons road lift to meet in full the essential economic transport requirements of Italy. This lift is additional to 15,000 tons already made available to the Italian Government in the transfer of 5197 trucks.

A.F.H.Q. will release to A.C. sufficient "war weary" 2½ and 3 ton trucks to produce 4000 runners after cannibalization and rebuild, in part satisfaction of the 20,000 ton lift. The Minister of Transport has agreed to accept these vehicles and to arrange for re-build by Italian motor engineering firms.

(h) Command of the Truck Operating and Maintenance Groups has now been assigned to Director, Transportation S/C. The former will virtually cease to function on completion of disbandment of its units. In accordance with AFHQ directives all Allied personnel will be withdrawn from the Truck Operations and Maintenance Groups by 1 Oct.

Declassified E.O. 12356 Section 3.3/NND No. 765021

(j) 30 Jeeps and 130 Motorcycles were handed over to the Italian Government in July. A further 161 Jeeps and 70 Motorcycles will be turned over during August and September.

(k) Pet. Sec. AFHQ, have increased the allotment of P.C.L. to the Italian Government in August to cater for trucks handed over to the I.S.R. and for those placed in new civilian Pools in Italian Government. Petrol allotment shows an increase of 16 percent and diesel oil 9 percent. An additional supply will be released in AMG Territory for I.S.R. trucks in the North and for the 1689 trucks which will go into service in civilian Pools.

(l) A commission was appointed by the Minister of Transport to review the functions of ENAC and to recommend what changes in organization and activities were necessary resulting from the changes in road transport conditions which have taken place since its inception. The commission has made a report to the Minister, who intends to discuss his plans for the future of ENAC with Transportation S/C.

2. OPERATIONS

(a) The volume of goods moved on priority haulage programmes, initiated by A.C., has materially fallen during the month, particularly in the ANCONA and LEGHORN area. Contributory causes were the completion of the grain export programme from MARCHE ABRUZZI, the opening of GENOA, SAVONA and VENICE ports and the opening of the rail link BOLOGNA - VERONA - MILAN.

A temporary surplus of trucks exists in the ANCONA area; but this will be taken up when ANCONA becomes a "C" Port in 1 September. A surplus also now exists in LEGHORN and trucks will be withdrawn for use in areas where a deficiency is apparent.

(b) Total tonnage hauled on priority programmes for grain, AMG food:, sulphur, flour, sanse and hemp in Italian Government Territory was 22,500, a drop of 36 percent on the June figure.

(c) Total tonnage moved in June by road in Italian Government Territory and Emilia Region was 343,000 an increase of 58,000 tons or 20 percent over May. It is estimated that at least a further 50,000 tons was moved in this area by Officio Autotrasporti in TOSCANA, MARCHE, and UMBRIA from whom no returns can be obtained.

Average tonnage moved by ENAC in each 10 day period in June and July was 57,000 against the May average of 51,000.

(d) The distribution and locations of trucks ex A.C. Military Transport Units in civilian Truck Pools in the North is based on lift commitments of Civil Supplies and refugees established by 5 Army in Phase I. Regional Transportation Officers are responsible that existing commitments are met from within the resources of the new Pools.

(e) Due to shortage of rail wagons a large lift of road transport was called upon at short notice to clear the ports of PIOMBINO and CIVITAVECCHIA and to prevent delay in ship discharge. ENAC alone cleared some 6000 tons from CIVITAVECCHIA and the LEGHORN Truck Pool 500 Tons from PIOMBINO.

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

itics were necessary resulting from the changes in road transport conditions which have taken place since its inception. The commission has made a report to the Minister, who intends to discuss his plans for the future of ENAC with Transportation S/C.

2. OPERATIONS

(a) The volume of goods moved on priority haulage programmes, initiated by A.C., has materially fallen during the month, particularly in the ANCONA and LEGHORN area. Contributory causes were the completion of the grain export programme from MARCHE ABRUZZI, the opening of GENOA, SAVONA and VENICE ports and the opening of the rail link BOLOGNA - VERONA - MILAN.

A temporary surplus of trucks exists in the ANCONA area; but this will be taken up when ANCONA becomes a "C" Port in 1 September. A surplus also now exists in LEGHORN and trucks will be withdrawn for use in areas where a deficiency is apparent.

(b) Total tonnage hauled on priority programmes for grain, AMG food:, sulphur, flour, sanee and hemp in Italian Government Territory was 22,500, a drop of 36 percent on the June figure.

(c) Total tonnage moved in June by road in Italian Government Territory and Emilia Region was 343,000 an increase of 58,000 tons or 20 percent over May. It is estimated that at least a further 50,000 tons was moved in this area by Officio Autotrasporti in TOSCANA, MARCHE, and UMBRIA from whom no returns can be obtained.

Average tonnage moved by ENAC in each 10 day period in June and July was 57,000 against the May average of 51,000.

(d) The distribution and locations of trucks ex A.C. Military Transport Units in civilian Truck Pools in the North is based on lift commitments of Civil Supplies and refugees established by 5 Army in Phase I. Regional Transportation Officers are responsible that existing commitments are met from within the resources of the new Pools.

(e) Due to shortage of rail wagons a large lift of road transport was called upon at short notice to clear the ports of PIOMBINO and CIVITAVECCHIA and to prevent delay in ship discharge. ENAC alone cleared some 6000 tons from CIVITAVECCHIA and the LEGHORN Truck Pool 500 Tons from PIOMBINO.

3. SUPPLIES

(a) Vehicles received to 30 July 1945 were as follows:-

3295 Truck, 1½ ton, 4 x 4 -- 2076 of these were received cased, have been assembled and are now in operation. The balance were imported on wheels and have been conditioned and placed in civil supply service.

47 Trucks, 10 ton 6 x 4 reconditioned. These are the first consignments of large capacity vehicles of which 260 are scheduled for import.

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

200 Motorcycles, new cased. These have been transferred to the Italian Government as received.

(b) Spare Parts received to 30 July 1945. - Truck spares - 233 tons
Motorcycles Spares - 321 cases
1/4 ton truck Spares - 9 tons

4. MAINTENANCE

The three maintenance Officers of the Division have been fully engaged throughout the month in the organisation and supervision of 1/2 Echn. maintenance in new civilian Truck Pools both in Italian Government and A.M.G. Territories.

PART V - PORT AND WAREHOUSE

1. PORTS

(a) Civitavecchia: The port handled a record volume of tonnage, i.e. 50,000 tons of which 28,321 was coal. Of this latter figure, 9,810 tons was discharged into lighters for Fiumicino/Rome. Large vessels using the port totalled 18, including 8 Liberties.

The floating crane (120 tons sheer-legs) "Trieste" has been actively employed lifting sunken tugs and barges and other wreckage which were obstructing various berths. In particular, berth No. 8 is being rapidly cleared and as soon as the dredger "Delfio", scheduled to arrive within the next fortnight from Leghorn, can dredge the berth to the requisite depth of 25/26 feet, it will be possible to berth another Liberty alongside for discharge. The dredging of this berth will be No. 1 dredging priority at Civitavecchia.

(b) Piombino: This port has functioned well throughout the month. A total of 36,780 tons was discharged consisting mainly of grain, phosphates and wine. On one occasion during this month, 2,000 tons was discharged in 24 hours of which over 1,500 tons was cleared from the port.

All back-piling has been cleared from the stacking ground and discharge is now proceeding directly on to rail. Additional back-piling facilities have been created for approximately 1,500 tons of coal and the port warehouse has been cleared of some heavy machinery, thus affording additional covered space therein for approximately 250 tons of cereal.

In addition to normal port working during this month, it is of interest to record that the American SS "John H. Harmond" which struck a mine off Elba, was towed into Piombino, with holds No. 1; 2 and 3 flooded and with water in No. 4 and 5. The vessel was loaded with 7,700 tons of general cargo and was badly down by the head.

Our Port Liaison Officer, Mr. S. P. France, took prompt and effective measures to deal with this ship, using all available lighters at the port and commandeering the 2,000 ton steamer "Andrea Contarini", at that time loading [illegible] Portoferraio, together with all lighters at that port, and using

3302

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

territories.

PART V - PORT AND WAREHOUSE

1. PORTS

(a) Civitavecchia: The port handled a record volume of tonnage, i.e. 50,000 tons of which 28,321 was coal. Of this latter figure, 9,810 tons was discharged into lighters for Fiumicino/Rome. Large vessels using the port totalled 18, including 8 Liberties.

The floating crane (120 tons sheer-legs) "Trieste" has been actively employed lifting sunken tugs and barges and other wreckage which were obstructing various berths. In particular, berth No. 8 is being rapidly cleared and as soon as the dredger "Duilio", scheduled to arrive within the next fortnight from Leghorn, can dredge the berth to the requisite depth of 25/26 feet, it will be possible to berth another Liberty alongside for discharge. The dredging of this berth will be No. 1 dredging priority at Civitavecchia.

(b) Piombino: This port has functioned well throughout the month. A total of 36,780 tons was discharged consisting mainly of grain, phosphates and wine. On one occasion during this month, 2,000 tons was discharged in 24 hours of which over 1,500 tons was cleared from the port.

All back-piling has been cleared from the stacking ground and discharge is now proceeding directly on to rail. Additional back-piling facilities have been created for approximately 1,500 tons of coal and the port warehouse has been cleared of some heavy machinery, thus affording additional covered space therein for approximately 250 tons of cereal.

In addition to normal port working during this month, it is of interest to record that the American SS "John H. Hammond" which struck a mine off Elba, was towed into Piombino, with holds No. 1, 2 and 3 flooded and also water in No. 4 and 5. The vessel was loaded with 7,700 tons of general cargo and was badly down by the head.

3302

Our Port Liaison Officer, Mr. S. P. France, took prompt and effective measures to deal with this ship, using all available lighters at the port and commandeering the 2,000 ton steamer "Andrea Contarini", at that time loading pyrites at Portiglione, together with all lighters at that port, and using them for lighterage of cargo (some 1,200 tons) from the stricken vessel. Mr. France's prompt and effective use of all the resources available to him, and particularly the commandeering of the "Andrea Contarini", undoubtedly contributed in large measure to the saving of a valuable U. S. Liberty ship.

Mr. France has now succeeded in arranging for carabinieri and other armed units (Italian Government Authority) to guard goods en route from the port to switching point at Campiglia.

(c) Genoa: This port has been open since 20 July 1945 and is receiving Liberty ships of which two can be berthed alongside. There are also berths available for three coasters.

Declassified E.O. 12356 Section 3.3/NND No. 759021

Mr. C. Crooks has been appointed Port Liaison Officer at this port and has taken up his duties.

2. ROME/FIUMICINO CANAL

(a) Fiumicino: The dredging which was in progress at Sardegna Bend, Tiber River, had to be suspended on 18 July and the dredging plant transferred to the bar at entrance to Fiumicino where a heavy increase of siltation threatened the stoppage of traffic from Civitavecchia. Unfortunately, shortly after completion of this work, rough seas (31 July - 2 August) caused more siltation and further dredging of the bar has had to be undertaken. It is expected to complete this about 11 August, when the dredging plant will be returned up river to resume operations at Sardegna Bend. The measures taken have successfully averted any hold up of traffic to this port.

3. WAREHOUSES

(a) General

(1) For the third consecutive month, it is to be noted that the efforts and efficiency of the work of the Federazione Italiana dei Consorzi Agrari have shown improvement. There is still, however, room for additional improvement. Again for the third consecutive month it must be noted that the same comment does not apply to Instituto Commercio Estero.

(2) Although total tonnages received and issued for the month were approximately 35,000 tons higher than in June, no great difficulty was encountered in handling this additional traffic, principally because the opening of Genoa Port during the month eased general warehouse situations.

(3) Appendix D shows warehouse movement during the month of July.

(b) Genoa:

Genoa Warehouse continued its efficient operation. The number of rail wagons loaded per day ran as high as 150. There was little trouble in securing wagons as needed. The greater part of the 31,500 tons issued in Genoa moved by rail.

With the prospect of continual heavy loadings through Genoa Warehouses, no untoward difficulties are foreseen.

(c) Savona:

The use of Savona for miscellaneous cargo decreased during the month with the opening of Genoa Port.

(d) Leghorn:

Leghorn inventory continued to decline, with small receipts and larger issues, including some issues of UNRRA merchandise, which are anticipated to continue well into the month of August.

One of the principal Leghorn warehouses will be de-requisitioned shortly as it will be used by a local industry that will employ large numbers of civilians.

Declassified E.O. 12356 Section 3.3/NND No. 760021

3. WAREHOUSES

(a) General

(1) For the third consecutive month, it is to be noted that the efforts and efficiency of the work of the Federazione Italiana dei Consorzi Agrari have shown improvement. There is still, however, room for additional improvement. Again for the third consecutive month it must be noted that the same comment does not apply to Instituto Commercio Estero.

(2) Although total tonnages received and issued for the month were approximately 35,000 tons higher than in June, no great difficulty was encountered in handling this additional traffic, principally because the opening of Genoa Port during the month eased general warehouse situations.

(3) Appendix D shows warehouse movement during the month of July.

(b) Genoa:

Genoa Warehouse continued its efficient operation. The number of rail wagons loaded per day ran as high as 150. There was little trouble in securing wagons as needed. The greater part of the 31,500 tons issued in Genoa moved by rail.

With the prospect of continual heavy loadings through Genoa Warehouses, no untoward difficulties are foreseen.

(c) Savona:

The use of Savona for miscellaneous cargo decreased during the month with the opening of Genoa Port.

(d) Leghorn:

Leghorn inventory continued to decline, with small receipts and larger issues, including some issues of UNRRA merchandise, which are anticipated to continue well into the month of August.

One of the principal Leghorn warehouses will be de-requisitioned shortly as it will be used by a local industry that will employ large numbers of civilians.

With the heavy army redeployment program continuing it is unlikely that receipts at Leghorn will expand in the near future.

(e) Naples:

(1) Naples warehouse management is unsatisfactory. Strong representations have been made to Federazione Italiana dei Consorzi Agrari to improve the situation. They have promised complete change of principal officials in charge and some improvement has already been noted. Close supervision by the Allied Commission, however, will be necessary for some time to come.

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

(2) The repairs on the newly acquired warehouse were not completed as anticipated in July, but it is hoped to open this warehouse early in August.

(3) Failure to receive necessary rail wagons to ship merchandise for which release orders had been given continued to create a problem. It is quite likely that an additional 4/5,000 tons would have been shipped from Naples Warehouse had rail cars been provided. Plans to correct this situation have been made. August should prove whether these will be successful.

(f) Cesena:

Cesena Depots closed during the month after all merchandise on hand had been issued.

(g) Venice:

Problems of Venice warehousing continued to remain somewhat complicated due to the use by the Army of warehouse premises that had originally been allocated for use by the Allied Commission.

(h) Ancona:

Ancona continued heavy shipments in the face of small receipts, thus reducing the warehouse stocks still further.

The program of rail shippings from Ancona to Northwest Italy has almost stopped with the greater use of Genoa. Therefore, the future use of Ancona will be principally for the supply of the adjacent area. Heavy tonnages are not expected to pass through Ancona. Personnel accordingly has been decreased.

Plans are in progress for the establishment of a completely Italian section of the military port, similar to the system now in effect at Naples.

M. B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

4 Incls:
Appendices "A", "B", "C", and "D".

3301

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

APPENDIX "A"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JULY 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A - American
B - British

DIRECTOR
Mr. Frank Upman, Jr (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)
Mr. Nicholas Gallo (A)

Accounts & Statistics Branch
Major C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie R. Ryan (A)

MOVEMENTS DIVISION (Tn 3)
Chief, Colonel P.D.G. Buchanan (B)

Rail-Road Branch
Lt.Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major C.F. Constable (B)
Major B.T.L. Sanderson (B)
Capt. I.F. Clinging (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Laraman (B)
Capt. G. Sweet (B)
Capt. A. Tosi (I)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief, Mr. Roy P. Moss (A)

Operations Branch
Major A.C. Ping (B)
Major F.G. Matson (A)
Lt. E.A. Jeffreys (B)

Civil Engineering Branch
Lt.Col. A.H. Street (B)
Major E.J. Mole (on detchmt) (B)
Major P.G. Buckley (on detchmt) (B)

RAIL DIVISION (Tn 4) (Cont'd.)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. C.G. Gross (A)
Asst., Mr. G.S. Franklin (C)

Operations Branch
Lt.Col. G. Fernyhough (B)

Capt. D.R.Richardson(on detch) (A)
Capt. P. Froy (on detch) (B)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)
Mr. C.E. Squire (B)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. J.B. Hurley (A)
Mr. B. McDonnel (NZ)
Mr. C.C. Crooks (on detch) (A)

Port Branch
Mr. A.C. Allman (B)
Mr. S.P. France (on detch) (A)

Warehouse Branch
Major R.H. Klein (A)

ADVANCED ECHELON
Lt.Col. M. Harris (A)
Major H.C. Talbot (B)
Major H.A. Symons (B)
Lt. A.N.F. Webb (B)

3300

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

DEPUTY DIRECTOR
Colonel M.E. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)
Mr. Nicholas Gallo (A)

Accounts & Statistics Branch
Major C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie R. Ryan (A)

MOVEMENTS DIVISION (Tn 3)
Chief, Colonel P.D.G. Buchanan (B)

Rail-Road Branch
Lt.Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major C.F. Constable (B)
Major B.T.L. Sanderson (B)
Capt. I.F. Clinging (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Laraman (B)
Capt. G. Sweet (B)
Capt. A. Tosi (I)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief, Mr. Roy P. Moss (A)

Operations Branch
Major A.C. Ping (B)
Major P.G. Matson (A)
Lt. E.A. Jeffreys (B)

Civil Engineering Branch
Lt.Col. A.H. Street (B)
Major E.J. Mole (on detchmt) (B)
Major P.G. Buckley (on detchmt) (B)
Capt. L.A. Conway (on detchmt) (B)
Mr. E. Richard (A)
Lt. W.H. Skouse (B)

Mechanical Engineering Branch
Major G.S. Barnes (B)
Major J. W. Gill (A)
Capt. F.C. Philby (A)

ROAD DIVISION (Tn 5)
Chief, Mr. G.G. Gross (A)
Asst., Mr. G.S. Franklin (C)

Operations Branch
Lt.Col. G. Fernyhough (B)

Capt. D.R.Richardson (on detch) (A)
Capt. R. Froy (on detch) (B)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)
Mr. C.E. Squire (B)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. J.B. Hurley (A)
Mr. B. McDonnol (NZ)
Mr. C.C. Crooks (on detch) (A)

Port Branch
Mr. A.C. Allman (B)
Mr. S.P. France (on detch) (A)

Warehouse Branch
Major R.H. Klein (A)

ADVANCED ECHELON
Lt.Col. M. Harris (A)
Major H.C. Talbot (B)
Major H.A. Symons (B)
Lt. A.N.F. Webb (B)

3300

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

APPENDIX "B"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JULY 1945

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

ITALIAN GOVERNMENT TERRITORY

Reggio -	1st Lt. K.A. Ash	(A)
Naples -	Major V.R. Bowers	(C)
	Capt. T.E. Ramsey	(A)
Bari -	Major C.W.G. Taylor	(B)
Brindisi -	Lt. R.F. Lewis	(B)
Rome -	Capt. S.C. Hall	(A)
Ancona	Capt. R.L. Bent	(B)
	1st Lt. G.G. Del Merico	(A)
Florence -	Major W.F. Blair	(C)
Leghorn-	Capt. A.C. Ramsey	(A)
Bologna-	Capt. J.C. Dodds	(B)
	Capt. P.E. Hannon	(A)
	Capt. M.C. Polyblank	(B)
	1st Lt. J.D. Howell	(A)

LOMBARDIA REGION

Lt.Col. M. Fitzgerald	(A)
Capt. W.F. Piper	(B)
Capt. R.J. Woodcock	(B)
Capt. W.H. Munn	(B)
1st Lt. C.W. Houston	(A)
1st Lt. R.T. O'Donnell	(A)
Capt. K. F. Vaughan	(B)
Lt. V.A. Paolino	(A)

LIGURIA REGION

Major E.W. Wickens	(B)
Major W.C. Boyd	(A)
Mr. C.C. Crooks	(A)
Capt. L. Volstad	(A)
Capt. R.K. Harper	(B)
Capt. I. Calvanese	(A)
Capt. F.K. Combs (atchd)	(B)
J/Cmdr. A.K. King	(B)
Capt. W. McC. Holmes	(B)
Capt. E.T. Griffin	(B)
Capt. J.H. Lloyd Davies	(B)

PIEMONTE REGION

Major R.W. Saunders	(A)
Capt. J.L. Zerra	(A)
1st Lt. R.R. Johnson	(A)
1st Lt. I. Strand	(A)
Capt. N.A. Dickens	(C)
Capt. Z.M. Santini	(A)
1st Lt. L.E. Clark	(A)
Lt. A. McD.Clark	(B)
Capt. S.V. Tredinnick	(B)

VENEZIA

Major E.B. Corby	(C)
Major B.G. Jefferson	(B)
Capt. A.H. Irvine-Lynch	(B)
Lt. J.H. Hines-Wragg	(B)
Major W.H.J. Gartell (atcd)	(B)
Major H.G. Fry	(B)
Capt. J.N. Bowes	(B)
1st Lt. W.S. Allen	(A)
Capt. J.W.E. Osborne	(UDF)
1st Lt. R.W. Henley	(A)
Capt. W.L. McCullough	(A)

VENEZIA GIULIA (AMG XIII CORPS)

Major W.T. Martin	(B)
Capt. D.L. Coleman	(A)
1st Lt. G. Mitchell	(A)

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

TRANSPORTATION SUB-COMMISSION, AC
MONTHLY REPORT FOR JULY 1945

APPENDIX "C"

CIVIL ENGINEERING - SUMMARY OF WORKS IN HAND

NORTHERN ITALY

TURIN	Line 50	Torino - Genova
		Torino - Mondane (with MRS)
	Line 52	Trofarello - Cuneo
		Cuneo - Ventimiglia
	Line 55	Santhia - Arona
	Line 110	Savona - Carmagnola
	Line 113	Chiavasso - Casale
	Line 114	Asti - Chiavasso
	Line 121	Chiavasso - Aosta
	Line 124	Asti - Casale
	Line 127	Novara - Domodossola
GENOA	Line 59	Alessandria - Piacenza
	Line 61	Genova - Ventimiglia (with MRS)
	Line 129	Genova - Ovada - Asti
	Line 130	Ovada - Alessandria
	Genova Docks	
MILAN	Line 53	Milano - Torino
	Line 61	Milano - Tortona
	Line 65	Bologna - Milan
	Line 147	Milano - Bergamo

SOUTHERN ITALY

I.S.R.	Line 50	Pisa - La Spezia
		Dispensa river bridge
		Loco Depot Leghorn Centrale
		Central Station, Civitavecchia
	Line 65	Prato - Bologna, (permanent repairs)
		Arezzo - Florence
		Orte - Chiusi (permanent reconstruction)
		Rio Torto Viaduct
		Prato - Vernio
	Line 86(N)	Permanent repairs to 17 bridges
	Line 86(S)	Repairs to Orfanto and Biferno bridges
	Line 87	Permanent repairs to 8 bridges
	Line 88	Pescara - Chieti
		Romo Avezzano
	Line 92	Bridge, Torre Annunziata - Castellammare
	Line 218	and 224 via Reggio - Pistoia
	Line 219	Pisa - Empoli - Florence (permanent works)
	Line 220	Chiusi - Sinalunga - Empoli
	Line 221	Montepescali - Roccastrada
	Line 242	Albacina - Civitanova
	Line 244	Bastia Ellera
	Line 245	Porto d'Ascoli - Ascoli Piceno
	Line 246	Giulianova - Teramo

3299

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

	Line 110	Savona - Carmagnola
	Line 113	Chiavasso - Casale
	Line 114	Asti - Chiavasso
	Line 121	Chiavasso - Aosta
	Line 124	Asti - Casale
	Line 127	Novara - Domodossola
GENOA	Line 59	Alessandria - Piacenza
	Line 61	Genova - Ventimiglia (with MRS)
	Line 129	Genova - Ovada - Asti
	Line 130	Ovada - Alessandria
	Genova Docks	
MILAN	Line 53	Milano - Torino
	Line 61	Milano - Tortona
	Line 65	Bologna - Milan
	Line 147	Milano - Bergamo

SOUTHERN ITALY

I.S.R.	Line 50	Pisa - La Spezia
		Dispensa river bridge
		Loco Depot Leghorn Centrale
		Central Station, Civitavecchia
	Line 65	Prato - Bologna, (permanent repairs)
		Arezzo - Florence
		Orte - Chiusi (permanent reconstruction)
		Rio Torto Viaduct
		Prato - Vernio
	Line 86(N)	Permanent repairs to 17 bridges
	Line 86(S)	Repairs to Orfanto and Biferno bridges
	Line 87	Permanent repairs to 8 bridges
	Line 88	Pescara - Chieti
		Rome Avezzano
	Line 92	Bridge, Torre Annunziata - Castellammare
	Line 218	and 224 via Reggio - Pistoia
	Line 219	Pisa - Empoli - Florence (permanent works)
	Line 220	Chiusi - Sinalunga - Empoli
	Line 221	Montepescali - Roccastrada
	Line 242	Albacina - Civitanova
	Line 244	Bastia Ellera
	Line 245	Porto d'Ascoli - Ascoli Piceno
	Line 246	Civitanova - Teramo
	Line 258	Cecchina - Velletri
	Line 260	Rome - Cinpino - Albano
	Line 277	Terni - Rieti
		Antrodoco - Aquila
	Line 279	Ferrazzano Tunnel (Campobasso)
	Line 281	Avellino - Benevento
	Line 291	Torre Annunziata - Cancello
	Line 294	Avellino - Rocchetta

Permanent bridge over river Ostiglia.

3299

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

APPENDIX "C"
(continued)

SOUTHERN ITALY (continued)

PRIVATE LINES: Lauria - Viaduct
Terni - Todi - Perugia
Ellera - Pietrafitta
P.San Giorgio - Avandola
Naples Central - Naples Scali

VARIOUS WORKS

Workshops at Cagliari
Loco Depot - Rome; Smistamento
Loco Roundhouse - Rome S.Lorenzo
Warehouse, Rome Tiburtina
Yard, Rome Smistamento
Various Buildings, Naples
I.S.R. Offices, Naples.

Declassified E.O. 12356 Section 3.3/NND No. 795021

TRANSPORTATION SUB-COMMISSION, AC
MONTHLY REPORT FOR JULY 1945

APPENDIX "D"

STATEMENT OF WAREHOUSE TONNAGE

Warehouse	Opening Inventory	Received	Issued	Inventory 31 July
NAPLES				
Fed. Cons.	26,202	5,724	6,936	24,990
I.C.E.	1,403	1,593	529	2,467
Total	27,605	7,317	7,465	27,457
LEGHORN				
Fed. Cons.	11,329	283	1,711	9,901
I.C.E.	1,350	3,126	3,760	716
Total	12,679	3,409	5,471	10,617
ANCONA				
Fed. Cons.	8,015	9,512	12,885	4,642
I.C.E.	259	—	118	141
Total	8,274	9,512	13,003	4,783
GENOA				
Fed. Cons.	569	36,702	31,639	5,632
I.C.E.	—	1,871	—	1,871
Total	569	38,573	31,639	7,503
CESENA				
Fed. Cons.	5,912	47	5,959	-0-
I.C.E.	—	—	—	—
Total	5,912	47	5,959	-0-
VENICE				
Fed. Cons.	698	13,701	9,857	4,542
I.C.E.	—	1,976	1,774	202
Total	698	15,677	11,631	4,744
TOTAL WAREHOUSES				
Fed. Cons.	52,725	65,969	68,987	49,707
I.C.E.	3,012	8,566	6,181	5,397
Total	55,737	74,535	75,168	55,104

NOTES

1. UNRRA Stock Movements as follows:

Warehouse	Opening Inventory	Received	Issued	Inventory 31 July
Naples	7,919	1,334	2,590	6,663
Leghorn	3,386	—	524	2,862
Ancona	—	888	33	855
Total	11,305	2,222	3,147	10,380

3258

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

LEGHORN				
Fed. Cons.	11;329	283	1;711	9,901
I.C.E.	1;350	3;126	3;760	716
Total	12,679	3,409	5,471	10,617
ANCONA				
Fed. Cons.	3,015	9,512	12,885	4,642
I.C.E.	259	--	118	141
Total	3,274	9,512	13,003	4,783
GENOA				
Fed. Cons.	569	36;702	31,639	5;632
I.C.E.	--	1;871	--	1;871
Total	569	38,573	31,639	7,503
CESENA				
Fed. Cons.	5,912	47	5,959	-0-
I.C.E.	--	--	--	--
Total	5,912	47	5,959	-0-
VENICE				
Fed. Cons.	698	13;701	9;857	4,542
I.C.E.	--	1;976	1;774	202
Total	698	15,677	11,631	4,744
TOTAL WAREHOUSES				
Fed. Cons.	52;725	65;969	68;987	49;707
I.C.E.	3;012	8;566	6;181	5;397
Total	55,737	74,535	75,168	55,104

NOTES

1. UNRRA Stock Movements as follows:

Warehouse	Opening Inventory	Received	Issued	Inventory 31 July
Naples	7;919	1,334	2,590	6,663
Leghorn	3,386	—	524	2,862
Ancona	--	888	33	855
Total	11,305	2,222	3,147	10,380

2. Activity at Bari as follows: (Includes Wheat)

Long Tons	Received	Issued
Food	31;211	13,285
Non-Food	8;301	821
Total	39,512	14,106

Declassified E.O. 12356 Section 3.3/NND No. 735021

APPENDIX "D"
(continued)

3. (a) Leghorn received:

8 Vehicles on wheels
58 Cases of medical supplies

(b) Leghorn Issued:

65 Vehicles on wheels (57 Inv. 30 June)
59 Cases medical supplies (1 Inv. 30 June)

4. (a) Genoa received:

1194 cases clothing
1847 cartons clothing
7177 bales clothing
2838 cases shoes
11976 cartons shoes
1104 bales blankets
926 bales comforters
296 bags auto spare parts

(b) Genoa issued:

579 bales blankets

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

2021

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/1.1/38/Tn6

RMB/mvm
10 September 1945

SUBJECT: Monthly Report - August 1945

TO : Administration Division
(Att: Lt. Col. W. F. Scoggins)

1. Ports :

a. Civitavecchia: The tonnage handled at this port during the month was affected by the presence of mines along the coast and the consequent suspension of navigation imposed by the Naval authorities until sweeping operations cleared the danger area.

The port handled the following number of vessels:

Liberty type or size	- 5
Italian steamers	- 10
Motor schooners	- 34

Tonnage Discharged:

Coal	14,856	(of this amount 3,768 tons were discharged into lighters for Fiumicino/Rome)
Other Bulk & Gen.	8,875	
Total	23,731	
Oxen	849	
Sheep	1,367	
Horses	264	

N. B. In order to expedite discharge of ships, 4,700 tons of coal were put into Mincas which were later discharged on to rail.

Tonnage Shipped:

General Cargo	213
Wine	156
Total	369

The removal of obstructions from Berth No 2 2 3 7 and dredging of the berth to enable another Liberty to be berthed is well advanced to be put in hand as soon as the dredger (expected any time now) arrives.

20221

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

Repairs to the South breakwater are well under way and arrangements are being made to remove piecemeal the wreck of the steamer "Sabbia" from the entrance channel.

b. Piombino: Vessels discharged:

Liberties	- 2
Schooners	- 105
Small Craft from Elba	- 40

Tonnage discharged:

Coal	- 4,026
Grain	- 3,819
Wine & Citrus	- 4,152
Total	11,997

Clearance of wreckage and obstructions from harbor, alongside Ilva Pier and Berth No. 6: Some 3,500 tons of debris - rails, broken barges and cranes, etc. have been raised and a tugboat "Po" of 515 h.p. has been salvaged and can be repaired for use in about four months.

c. Portiglione: Eight vessels have lifted 19,030 tons of pyrites.

d. Genoa: This port was transferred to "B" classification on 15 August. Our Mr. A. C. Allman of the Ports Branch visited this port on the 27 and 28 August and was able to report important progress in the work of rehabilitation of the harbor facilities. There are now berths available for simultaneous discharge of 10 Liberties. There are also berths for some 12 schooners. The rate of discharge of Liberties and other vessels has improved markedly during the month and calls for a corresponding increase of rail clearance capacity. This question of increased rail clearance is receiving the attention of Rail/Road Branch.

In the meantime in order to relieve pressure on Genoa, efforts are being made to increase daily tonnage of coal discharge at Savona.

2. Fiumicino: The coal transshipped by sea in barges from Civitavecchia during the month amounted to 3,700 tons. This is less than one half of the total achieved during the month of July, but this reduction may be partly ascribed to interruption in the arrivals of coal cargoes at Civitavecchia due to the presence of mines and suspension of traffic by Naval authorities. In fact, only two coal cargoes arrived at Civitavecchia during the month. The temporary suspension of the Civitavecchia/Fiumicino shipments enabled the transfer of activities to the transportation of coal from Gaeta and 2,640 tons of coal were shipped from Gaeta to Fiumicino.

F 3296

20231

Declassified E.O. 12356 Section 3.3/NND No. 786021

3. Inland Waterways: An extensive survey of the present condition of available means of transportation on the Po River, tributary rivers and joining canals was made. Several meetings were held and parties interested in this navigation were contacted, after which a conclusion was reached that all Italian interested parties, particularly Italian Government officials, are working on an overall plan to rebuild fully not only all the damage along the river, but also at the same time take advantage of modern means to improve greatly navigation facilities in comparison with pre-war standards. Such a program necessarily would require several years for completion. In the meantime, particularly the present and very near future, very little additional traffic could be developed.

Since it is intended to improve transportation conditions in Northern Italy now by using all possible means, it was recommended and requested of all concerned that immediate attention be given to repairs, even if on a temporary basis, of all bridges, canals and locks, as well as the salvaging and building of barges and tugs for the Po River service.

Inland waterways traffic during the month of August in the Venezia region amounted to 30,000 metric tons, 2,500 tons of which originated or were destined to the lower Po River section.

4. Warehouse Branch:

a. General

1) Efforts to induce Istituto Commercio Estero to accept a greater share of responsibility in the handling of the general warehouse problem and distribution of imported civilian supplies have met with little or no success.

2) Warehouse stocks have a noticeable tendency to increase in port warehouses. It seems apparent that one important reason for this is the failure of the Sub Commission interested in the importation of these supplies to execute or assist in execution of proper distribution plans with the interested Italian Ministry or agency. Hundreds of tons of Commerce Sub Commission imports, as well as foodstuffs, are on hand cluttering warehouses, whereas there is an obvious need for these supplies in the Italian economy.

b. Genoa

1) Genoa warehouses handled a greater tonnage of merchandise than in preceding months, but the figures are very misleading when compared to other ports, as Genoa figures include importations of wheat, fertilizer and pyrites, whereas these commodities are not normally included in the figures for other points. These commodities are not physically handled through the warehouse, as

20241

Declassified E.O. 12356 Section 3.3/NND No. 735021

only constructive delivery is taken, the commodities being cleared directly from shipside to consignee, usually by rail.

2) However, the actual inventory of supplies on hand increased greatly. Although storage space in the principal warehouse is adequate in tonnage, it is difficult of access because of the multiple storied building used and the somewhat limited elevator capacity. For that reason a portion of the premises of the Magazzini Generali was acquired for the storage of UNRRA supplies.

3) Surplus unused warehouse capacity exists in the Genoa port and no problems are foreseen.

4) There has been a further reduction in military personnel at Genoa warehouses. Excellent functioning by Federazione Italiana dei Consorzi Agrari has enabled this course of action without loss of general efficiency.

b. Leghorn

1) Leghorn inventory continued to decline, with exceedingly small receipts and larger issues.

2) Until the completion of the heavy Army re-deployment program, only a decrease in Leghorn activities can be expected.

c. Naples

1) Naples warehousing management has been replaced by Federazione Italiana dei Consorzi Agrari, but it is too early to evaluate the new personnel.

2) An Allied officer was placed on temporary duty at Naples warehouses to assist in straightening out some of the problems that existed. He has been removed, but the results accomplished have been good.

3) Total Naples inventories have declined over 4,000 tons. This, with the opening of a new warehouse, has improved the situation greatly. The heavy disbursements were possible only through corrective measures taken by the Rail Section, which made available almost as many rail cars as necessary to meet the accepted bids.

d. Venice:

1) A month of new management by the Allied Commission has shown excellent results. Warehouse conditions and [illegible]ency are

20231

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

remarkably improved. The number of Allied personnel has been reduced and it is hoped to further reduce this number in the coming month.

2) Tonnage figures at Venice are deceiving for the same reason as given regarding Genoa.

e. Ancona

1) Ancona receipts greatly exceeded those in any recent month, particularly because of the arrival of some 5,000 tons of UNRRA supplies. Additional warehouses were acquired and the situation is well in hand, mainly because of the reduced activity of the Military in the Ancona area.

2) The management of the Federazione Italiana dei Consorzi Agrari in Ancona is adequate and a further reduction in Allied personnel has been accomplished without loss of efficiency.

f. Bari and Brindisi

1) Receipts in this area were smaller than in recent months. This, accompanied by the increased military personnel recently stationed in Bari, has enabled the overhauling of the warehousing system. Efficiency has been greatly increased and storage improved.

g) UNRRA

1) The handling of UNRRA supplies is again raising new problems. Although Naples inventory of UNRRA merchandise is considerably reduced from its peak, total quantities of UNRRA supplies in ALCOM Port Depots increased about 60% during the month. UNRRA distribution programs apparently are not made until after arrival of merchandise, sometimes weeks after arrival. On the other hand, expected arrivals of UNRRA goods are not known until the last minute. Resulting confusion is obvious.

h) Appendix indicates warehouse movement during the month of August.

R. M. RAZZANELLA, Chief
Ports & Warehouse Division

3293

20201

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

1.

Pantaenius. Jamaica: The coal steamship in barges from Santa Isabel via Mobile arrived to Zafra Jamaica. There was less than one half of the total authorized during the month of July but reduction may be partly ~~to~~ received to interruption in the arrivals of coal cargoes at C/N value to the presence of mines and defensive by of transfer by Naval Authorities. In fact, only two coal cargoes arrived at C/N during the month.

Un temporary suspension of the C/N Jamaica shipments to Cuba Coal Company by Santa Isabel via Mobile, transshipping coal from Santa Isabel to Jamaica & Cuba, 1 1 1 1 and also 2 by one of coal each shipped from Santa Isabel to Jamaica.

2021

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

The removal of obstructions from Basin No 5 was well advanced and clearing of Basin No 6 to enable another lighter to be berthed was also in hand. Two more lighters are now on the dredger, and (expected any day now) another.

Repairs to the Small Basin caisson are well in hand. Temporary arrangements are being made to remove personnel by road from the steamer "Sardinia" from the entrance channel.

3. Piombino: Vessels discharged 2 Feb. to 5th February
40 Small craft for Elba.
Tonnage discharged 11,997 made up of 7602 coal,
3819 grain, remainder assorted wine cotton.

4. Clearances of merchandise from harbour, also of Elba Pier & Basin Nos. 6. — Some 3,000 tons of debris in basin. Tugs, barges, cranes, etc. have been moved & can be used as required for ~~the~~ clearing Basin No 6.

5. Genoa: Discharging of 10 lighters ~~completed~~ was completed on the 27th August and work of reinstatement of the entrance in the north of Mole Vecchio commenced. There are now berths available for 12 lighters. Here are also berths for 4 ~~lighters~~ ocean going steamers. The question of the supply of labour for the coaling of ships is receiving attention.

3291

Rear Admiral & Senior Naval Officer

In view of the urgency to release ~~the~~ cranes on Genoa, ~~the~~ operations are being pushed to ~~expedite~~ complete the coaling of ships.

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

8th Sept. 45.

Monthly Report

Personnel. Effective personnel position as at date of report is satisfactory. Complement of 1 officer & 12 ratings and 1 officer & 10 ratings respectively. Training of personnel has been carried out as far as circumstances permit. Traffic by local lighters from A.F.V. has been maintained throughout month. Leave has been granted to personnel as far as circumstances permit.

2. C/V. The tonnage handled at this port shows a slight increase over that of the previous month. The number of vessels entering and leaving the port has also increased. The number of vessels cleared from anchorages was 68 as compared with 54 in the previous month.

The port handled the following number of vessels

Liberty type ships	-	25
Italian steamers	-	10
Motor vessels	-	34
Tonnage dealt: Coal 141,656 (4)		Amount 3,968 tons
Other Bulk & Gen.	8,875	lighterage for Americans
Total	20,731	(Ton.)
Coal	849	N.B. In order to expedite
Stores	1367	discharge of ships
Troops	264	4,700 tons coal were
		put to MINES
		which were later dealt
		with at sea.
Tonnage shifted		
General cargo	213	
Troops	156	()
Total	369	

2021

Declassified E.O. 12356 Section 3.3/NND No. 765021

INTER-OFFICE MEMO RHK/rf

Tel. 478700 8 September 1945

Ref. W/1.3/1510/Tn6

SUBJECT : Monthly Report (August) Warehouse Section
Port & Warehouse Division - Transportation Sub-Commission

TO : Chief, Port and Warehouse Division

1. GENERAL

a) Efforts to induce Istituto Commercio Estero to accept a greater share of responsibility in the handling of the general warehouse problem and distribution of imported civilian supplies have met with little or no success.

b) Warehouse stocks have a noticeable tendency to increase in port warehouses. It seems apparent that one important reason for this is the failure of the Sub-Commission interested in the importation of these supplies to execute or assist in execution of proper distribution plans with the interested Italian Ministry or agency. Hundreds of tons of Commerce Sub-Commission imports, as well as foodstuffs, are on hand, cluttering warehouses, whereas there is an obvious need for these supplies in the Italian economy.

2. GENOA

a) Genoa warehouses handled a greater tonnage of merchandise than in preceding months, but the figures are very misleading when compared to other ports, as Genoa figures include importations of wheat, fertilizer and pyrites, whereas these commodities are not normally included in the figures for other points. These commodities are not physically handled through the warehouse, as only constructive delivery is taken, the commodities being cleared directly from shipside to consignee, usually by rail.

b) However, the actual inventory of supplies on hand increased greatly. Although storage space in the principal warehouse is adequate in tonnage, it is difficult of access because of the multiple storied building used and the somewhat limited elevator capacity. For that reason a portion of the premises of the Magazzini Generali was acquired for the storage of UNRRA supplies.

c) Surplus unused warehouse capacity exists in the Genoa port and no problems are foreseen.

3230

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

d) There has been a further reduction in military personnel at Genoa warehouses. Excellent functioning by Federazione Italiana dei Consorzi Agrari has enabled this course of action without loss of general efficiency.

3. LEGHORN

a) Leghorn inventory continued to decline, with exceedingly small receipts and larger issues.

b) Until the completion of the heavy Army re-deployment program, only a decrease in Leghorn activities can be expected.

4. NAPLES

a) Naples warehousing management has been replaced by Federazione Italiana dei Consorzi Agrari, but it is too early to evaluate the new personnel.

b) An Allied officer was placed on temporary duty at Naples warehouses to assist in straightening out some of the problems that existed. He has been removed, but the results accomplished have been good.

c) Total Naples inventories have declined over 4,000 tons. This, with the opening of a new warehouse, has improved the situation greatly. The heavy disbursements were possible only through corrective measures taken by the Rail Section, which made available almost as many rail cars as necessary to meet the accepted bids.

5. VENICE

A month of new management by the Allied Commission has shown excellent results. Warehouse conditions and efficiency are remarkably improved. The number of Allied personnel has been reduced and it is hoped to further reduce this number in the coming month.

b) Tonnage figures at Venice are deceiving for the same reason as given regarding Genoa.

6. ANCONA

a) Ancona receipts greatly exceeded those in any recent month, particularly because of the arrival of some 5,000 tons of UNRRA supplies. Additional warehouses were acquired and the situation is well in hand, mainly because of the reduced activity of the Military in the Ancona area.

b) The management of the Federazione Italiana dei Consorzi Agrari in Ancona is adequate and a further reduction in Allied personnel has been accomplished without loss of efficiency.

20311

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

7. BARI AND BRINDISI

Receipts in this area were smaller than in recent months. This, accompanied by the increased military personnel recently stationed in Bari, has enabled the overhauling of the warehousing system. Efficiency has been greatly increased and storage improved.

8. UNRRA

The handling of UNRRA supplies is again raising new problems. Although Naples inventory of UNRRA merchandise is considerably reduced from its peak, total quantities of UNRRA supplies in ALCOM Port Depots increased about 60% during the month. UNRRA distribution programs apparently are not made until after arrival of merchandise, sometimes weeks after arrival. On the other hand, expected arrivals of UNRRA goods are not known until the last minute. Resulting confusion is obvious.

9. Appendix indicates warehouse movement during the month of August.

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

NOTES:

1.

1. U.N.R.R.A. ACTIVITY AS FOLLOWS:

WAREHOUSE	OPENING INVENTORY	RECEIPTS	ISSUES	CLOSING INVENTORY
NAPLES	6'663	1'188	4'756	3'095
LEGHORN	2'863	—	820	2'042
ANCONA	855	5'023	243	5'635
GENOA	—	5'701	—	5'701
TOTAL	10'380	11'912	5'819	16'473

2. SARI ACTIVITY AS FOLLOWS; (Excludes Wheat)

LONG TONS	RECEIVED	ISSUED
FOOD	14'295	6'088
NON-FOOD	4'461	3'532
TOTAL	18'756	9'620

3. GENOA ACTIVITY IN UNITS AS FOLLOWS:

COMMODITY	RECEIVED	ISSUED
SPARE PARTS	15	336
IRON CATALYST	—	48
MEDICAL SUPPLIES	1294	761
COMFORTERS	—	46
BLANKETS	—	283
PARCEL POST PACK.	3	—
STEEL PLATES	216	—
ENG. SUPPLIES	105	—

Declassified E.O. 12356 Section 3.3/NND No. 759021

ANCONA	855	5·023	243	[illegible]
GENOA	–	5·701	–	5·701
TOTAL	10·380	11·912	5·819	16·473

2. BARI ACTIVITY AS FOLLOWS; (Excludes Wheat)

LONG TONS	RECEIVED	ISSUED
FOOD	14·295	6·088
NON-FOOD	4·461	3·532
TOTAL	18·756	9·620

3. GENOA ACTIVITY IN UNITS AS FOLLOWS:

COMMODITY	RECEIVED	ISSUED
SPARE PARTS	16	336
IRON CATALYST	–	48
MEDICAL SUPPLIES	12964	7631
COMFORTERS	–	46
BLANKETS	–	283
PARCEL POST PACK.	3	–
STEEL PLATES	216	–
ENG. SUPPLIES	105	–
PAPER WHITE	82	–
CIGARETTE PAPER	118	–
CARBON STEEL PLATES	8	–
FISH HOOKS	151	–
WIRE ROPE	90	–

C-857

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

WAREHOUSE	OPENING INVENTORY	RECEIVED	ISSUED	INVENTORY 31 AUGUST
NAPLES				
Fed. Cons. Hqs.	24.990	7.220	7.124	25.086
I.C.E.	2.467	452	1.722	1.197
Total	27.457	7.672	8.846	26.283
LEGHORN				
Fed. Cons. Hqs.	9.901	397	4.188	6.110
I.C.E.	716	6.377	6.019	1.074
Total	10.617	6.774	10.207	7.184
ANCONA				
Fed. Cons. Hqs.	4.642	14.341	8.017	10.966
I.C.E.	142	50	81	111
Total	4.784	14.391	8.098	11.077
GENOA				
Fed. Cons. Hqs.	5.632	51.710	39.303	18.039
I.C.E.	1.871	663	787	1.747
Total	7.503	52.373	40.090	19.786
VENICE				
Fed. Cons. Hqs.	4.709	16.645	15.382	5.972
I.C.E.	—	12	12	—
Total	4.709	16.657	15.394	5.972

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

LEGHORN				
Fed. Cons. Hqs.	9.901	397	4.188	6.110
I.C.E.	716	6.377	6.019	1.074
Total	10.617	6.774	10.207	7.184
ANCONA				
Fed. Cons. Hqs.	4.642	14.341	8.017	10.966
I.C.E.	142	50	81	111
Total	4.784	14.391	8.098	11.077
GENOA				
Fed. Cons. Hqs.	5.632	51.710	39.303	18.039
I.C.E.	1.871	663	787	1.747
Total	7.503	52.373	40.090	19.786
VENICE				
Fed. Cons. Hqs.	4.709	16.645	15.382	5.972
I.C.E.	—	12	12	—
Total	4.709	16.657	15.394	5.972
TOTAL WAREHOUSES				
Fed. Cons. Hqs.	49.874	90.313	74.014	66.173
I.C.E.	5.196	7.554	8.621	4.129
Total	55.070	97.867	82.635	70.302

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

20361

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

47/62
CC/20

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
G.H.Q.

Tel: 84302
Ref: AC/47/Tn 4

7 September 45

SUBJECT : Monthly Report - Rail Division, August 1945.

TO : Chief,
Admin Div
Tn Sub-Comm. HQ AC

Attached is monthly report of activities of Rail Division for month of August 45.

Chief,
Rail Division

1 Enclosure

ACP/1c

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

Tel: 84.3238
Ref: AC/47/Tn 4

7 September 45

ABBREVIATED MONTHLY REPORT

1. The difficulties caused by the partition of Venezia Giulia and by Military occupation of Trieste have been receiving special attention of Military Railway Service, and complete records of interchange traffic to enable financial adjustments to be made in being maintained. Rates and Fares in Venezia Giulia and Trieste areas were increased as from 1 September 45 to conform with rates and fares throughout the rest of Italy.

2. Civil engineering work has been handicapped during the month by the difficulties in obtaining release of cement, petrol and steel. The cement shortage occurred during the transitional period of transfer to Ministry of Industry and Commerce of the distribution responsibilities.
Petrol shortage is entirely due to mal-distribution by the Italian authorities, and efforts have been made to get this adjusted. Steel shortage has been temporarily overcome by re-issue from military sources.

It is expected the important link with Pietrafitta lignite mine will be opened 15 September 45.

3. In spite of shortage of materials, the various firms engaged on heavy repairs to rolling stock have maintained and even increased output. Special steps are being taken to assist them with supplies.

4. The State Railways have set up a Branch purchasing office in Milan, with separate sections for North East and North West Italy, and this should facilitate the obtaining of essential supplies.

5. Considerable advance has been made in the introduction of new civilian passenger train services during the month. These include a daily service between Rome and Milan, a tri-weekly service between Rome and Bologna, (via Ancona) and a tri-weekly service between Bari and Bologna via Ortona. An additional daily train has been introduced between Rome and Reggio.

A wagon control committee has been set up with representatives of Military Railway Service, Allied Commission and ISR and it is evident that improved wagon distribution for civilian freight movement has already resulted.

Chief,
Rail Division

Declassified E.O. 12356 Section 3.3/NND No. 765021

1. The difficulties caused by the partition of Venezia Giulia and by Military occupation of Trieste have been receiving special attention of Military Railway Service, and complete records of interchange traffic to enable financial adjustments to be made is being maintained. Rates and Fares in Venezia Giulia and Trieste areas were increased as from 1 September 45 to conform with rates and fares throughout the rest of Italy.

2. Civil engineering work has been handicapped during the month by the difficulties in obtaining release of cement, petrol and steel. The cement shortage occurred during the transitional period of transfer to Ministry of Industry and Commerce of the distribution responsibilities.

Petrol shortage is entirely due to mal-distribution by the Italian authorities, and efforts have been made to get this adjusted. Steel shortage has been temporarily overcome by re-issue from military sources.

It is expected the important link with Pietrafitta lignite mine will be opened 15 September 45.

3. In spite of shortage of materials, the various firms engaged on heavy repairs to rolling stock have maintained and even increased output. Special steps are being taken to assist them with supplies.

4. The State Railways have set up a Branch purchasing office in Milan, with separate sections for North East and North West Italy, and this should facilitate the obtaining of essential supplies.

5. Considerable advance has been made in the introduction of new civilian passenger train services during the month. These include a daily service between Rome and Bologna, (via Ancona) and a tri-weekly service between Rome and Milan, a tri-weekly service between Bari and Bologna via Ortona. An additional daily train has been introduced between Rome and Reggio.

A wagon control committee has been set up with representatives of Military Railway Service, Allied Commission and ENR and it is evident that improved wagon distribution for civilian freight movement has already resulted.

Chief,
Rail Division

3284

Declassified E.O. 12356 Section 3.3/NNB No. 750021

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

Ref : AC/A7/Tn 4

6 September 45

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

1. REVISION OF COMPARTMENTAL BOUNDARIES :

The position in Venezia Giulia has brought about a change in the Compartimental boundaries of the Italian State Railways. In the Yugoslav area, operation of railways and payment of staff is being covered by the Yugoslav occupants. In the Trieste area, Military Railway Service is operating as a separate unit, and the old Venice compartimental boundary has been pushed further to the East in order to enable ISR operation and control to be extended as far as possible. Not unnaturally, the artificial barriers created within the old pre-war territory of Italy, has led to some complications of through workings. Rates and fares have been increased in the Trieste and Yugoslav areas as from 1st September to prevent the anomaly of traffic in one direction costing four times more than on the reverse journey. ISR have been instructed at Finance Sub-Committee of Allied Railway Board to maintain complete records of interchange traffic for subsequent adjustment, which in any case will be retrospective to May last.

2. ALLIED RAILWAY BOARD :

The eighth meeting of the Allied Railway Board was held on 16 August 45 when ratification of various decisions of the five working Sub-Committees was made.

3. CIVIL ENGINEERING :

A list of the work in hand under supervision of Transportation Sub-Commission and also detailed reports on some is attached at appendix "A".

During the month all work has been seriously delayed due to difficulties in obtaining cement, petrol, and steel.

The delay in securing cement was due to the fact that although the requests for release of cement were passed to the Ministry of Industry and Commerce before the end of July no release was obtained until the middle of August. Shortage of covered wagons and no availability of bags also increased the delay.

The shortage of petrol is most acute in the Florence area where work in some cases is entirely held up noticeably on the Florence-Arezzo line, where a crane obtained on loan from MRS has been idle for 10 days due entirely to lack of petrol.

A meeting was held with the Ministry of Industry & Commerce who promised to issue orders giving priority to railway reconstruction, but when the orders reached Florence the whole of the allocation for August had been distributed, with the result that the contractors received none.

Declassified E.O. 12356 Section 3.3/NND No. 759021

The position in Venezia Giulia has brought about a change in the demarcational boundaries of the Italian State Railways. In the Yugoslav area, operation of railways and payment of staff is being covered by the Yugoslav occupants. In the Trieste area, Military Railway Service is operating as a separate unit, and the old Venice compartimental boundary has been pushed further to the East in order to enable MRS operation and control to be extended as far as possible. Not unnaturally, the artificial barriers created within the old pre-war territory of Italy, has led to some complications of through workings. Rates and fares have been increased in the Trieste and Yugoslav areas as from 1st September to prevent the annually of traffic in one direction costing four times more than on the reverse journey. MRS have been instructed at Finance Sub-Committee of Allied Railway Board to maintain complete records of interchange traffic for subsequent adjustment, which in any case will be retrospective to May last.

2. ALLIED RAILWAY BOARD :

The eighth meeting of the Allied Railway Board was held on 16 August 45 when ratification of various decisions of the five working Sub-Committees was made.

3. CIVIL ENGINEERING :

A list of the work in hand under supervision of Transportation Sub-Commission and also detailed reports on same is attached at appendix "A".

During the month all work has been seriously delayed due to difficulties in obtaining cement, petrol, and steel.

The delay in securing cement was due to the fact that although the requests for release of cement were passed to the Ministry of Industry and Commerce before the end of July no release was obtained until the middle of August. Shortage of covered wagons and no availability of bags also increased the delay.

The shortage of petrol is most acute in the Florence area where work in some cases is entirely held up noticeably on the Florence-Arezzo line, where a crane obtained on loan from MRS has been idle for 10 days due entirely to lack of petrol.

A meeting was held with the Ministry of Industry & Commerce who promised to issue orders giving priority to railway reconstruction, but when the orders reached Florence the whole of the allocation for August had been distributed, with the result that the contractors received none.

The failure to obtain steel for repairs to bridges, has prevented lines 24, 25, 26 and also the Terni-Rieti line from being finished.

Permission has now obtained for the re-use of girders recovered from bridges which have been permanently repaired.

3283

./.

Declassified E.O. 12356 Section 3.3/NND No. 765021

Line 24, Bastia-Ponte was completed on August 30th but the connection to the lignite mines at Pietrafitta could not be completed due to the failure of a petrol tractor. It is expected, however, that this work will be finished by 15 Sept. 45.

The work on making safe, many temporary repairs, for the winter is well in hand notably, lines 86 North, 87 and 65 Prato-Bologna.

During the month Lt. Mouse reported for duty and was posted to supervise the work in the Bologna and Florence divisions.

4. MECHANICAL ENGINEERING :

The following sections show the out put of cars from the private shops doing contract work for ISR.

(a) Ramazzotti-Milano-Rapp - During the period August 1 through 26th this shop was able to put out 9 coaches with heavy repairs and 1 light repair. This shows an increase over July, when only 8 were outshopped for entire month.

(b) Bastogi-Porcelli-Delfino at Collegarro -
This plant working under serious material handicaps has done an excellent job. They are forced by lack of supply into a production of such items as nails, belts etc. which is slow and expensive for a firm not specifically equipped for their manufacture. All repairs from this shop are classed as heavy being war demolished equipment for the most part.
The supply problem is under discussion with the ISR.
Production for the period from August 1 to August 31, 25 cars were repaired. This shows excellent out put under a handicap of materials.

(c) Officine Meccaniche at Civitavecchia -
This plant while not personally visited during the period of this report have given reliable indications that they are suffering from the same material and supply difficulties as other private shops. Their out put has also been curtailed by a shortage of electric power in the area. In spite of these handicaps a very creditable showing was made during the period of August 1 through 31.
During the period August 1 through 31 a number of 79 cars were repaired and 3 cars were constructed new.

(d) ISR - Rialto Shop - Roma-Smistamento. -
This shop is handicapped on its repair out put to some extent by reconstruction of buildings. These are progressing but not too rapidly. The out put in this shop for August was 30 heavy, 78 medium and 230 light repairs. All the above are in freight type of equipment.

Repairs to Locomotives and Cars in Compartimento, Reggio Calabria and Sicily. -

(a) Cars :

Nature of Work	Carriages	Vans	Cars	Total
(1) Reggio Station Repairs	18	27	453	498

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

shop was able to put out 9 coaches with heavy repairs and 1 light repair. This shows an increase over July, when only 6 were outshopped for entire month.

(b) Reduzione-Parodi-Delfino at Gallaberg -
This plant working under serious material handicaps has done an excellent job. They are forced by lack of supply into a production of such items as rails, belts etc. which is slow and expensive for a firm not specifically equipped for their manufacture. All repairs from this shop are classed as heavy being war demolished equipment for the most part.
The supply problem is under discussion with the I.M.
Production for the period from August 1 to August 31, 35 cars were repaired. This shows excellent work put under a handicap of materials.

(c) Officine Varie at Civitavecchia, Marche -
This plant while not personally visited during the period of this report have given reliable indications that they are suffering from the same material and supply difficulties as other private shops. Their out put has also been curtailed by a shortage of electric power in the area. In spite of these handicaps a very creditable showing was made during the period of August 1 through 31.
During the period August 1 through 31 a number of 79 cars were repaired and 3 cars were constructed new.

(d) I.M. - Nisleo Shop - Reco-Ordinamento. -
This shop is handicapped on its repair out put to some extent by reconstruction of buildings. These are progressing but not too rapidly. The out put in this shop for August was 30 heavy, 78 medium and 230 light repairs. All the above are in freight type of equipment.

Repairs to Locomotives and Cars in Consortiagrite, Reggio Calabria and Sicily -

(a) Cars :

REGGIO CALABRIA	Carriages	Vans	Cars	Total
(1) Heavy & Medium Repairs	18	27	453	498
(2) Light Repairs and Inspect.				75.

(Note) of Item (1) 2 cars are recovered.

./.

Declassified E.O. 12356 Section 3.3/NND No. 759021

PALERMO, SICILY	Carriages	Vans	Cars	Total
(1) Heavy and Medium Repairs	32	22	732	786
(2) Heavy Repairs	11	5	82	98
(3) Light Repairs and Inspect.				1721

(Note) of Item (2) 1 carriage and 15 cars are recovered.

(b) Locomotives :

CALABRIA	In Service	In Repair or waiting shop	Demolished	Total
Road Engines	49	72	3	124
Switch Engines	12	8	1	21
Electric	26	5	-	32

SICILY				
Road Engines (Standard)	150	110	3	273
Road Engines (Narrow Gauge)	32	32	-	64
Switch Engines	20	21	1	42
Electric	-	-	-	-

INSPECTIONS :

During the month of August inspections trips were made to Bari, Piombino, and Colleferro. All these inspections are subject to special reports handed in at time of inspection.

5. STORES :

(a) The Italian State Railways will establish a branch office of the Stores Service at Milan in order to more easily direct stores problems in the North. Two officials will be appointed one for North West Italy and one for North East Italy, both will be directly under the supervision of the Chief of the Stores Service Rome.

(b) With the releasing of some of the forests which have been under military control, it is expected that all timber required for the repair of rolling stock and rehabilitation of bridges and buildings will now be available.

3281

(c) The allocation of coal and coke for Italy is to be made the responsibility of the Italian Ministry of Industry and Commerce about the 15th of September 1945.

(d) The USSR have placed an order for the construction of 1000 Type L freight cars to be speedily constructed by the firm Fiat of Turin. The coke required for this work has been allocated to the Fiat firm.

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

Road Engines	49	72	3	124
Switch Engines	12	8	1	21
Electric	26	6	-	32

SICILY

Road Engines (Standard)	160	110	3	273
Road Engines (Narrow Gauge)	32	32	-	64
Switch Engines	20	21	1	42
Electric	-	--	-	--

INSPECTIONS :

During the month of August inspections trips were made to Bari, Piombino, and Colleferro. All these inspections are subject to special reports handed in at time of inspection.

5. STORES :

(a) The Italian State Railways will establish a branch office of the Stores Service at Milan in order to more easily direct stores problems in the North. Two officials will be appointed one for North West Italy and one for North East Italy, both will be directly under the supervision of the Chief of the Stores Service Rome.

(b) With the releasing of some of the forests which have been under military control, it is expected that all timber required for the repair of rolling stock and rehabilitation of bridges and buildings will now be available.

3281

(c) The allocation of coal and coke for Italy is to be made the responsibility of the Italian Ministry of Industry and Commerce about the 15th of September 1945.

(d) The ISR have placed an order for the construction of 1000 Type L freight cars to be speedily constructed by the firm Fiat of Turin. The coke required for this work has been allocated to the Fiat firm.

A careful survey by ISR has been made in the Northern area of much material which was in process of being looted by the Germans, and appropriate strong request has been submitted to War Disposal Sub-Commission for early release.

6. TRAFFIC :

The month has been most favourable for the introduction of the new services, and much headway has been made, particularly towards the end of the month. With the release of some passenger equipment from military sources, and the transfer of other equipment from the north, improvements have been effected in long distances trains.

./.

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

The Ministry have been requested to submit detailed particulars of further new services required, in priority order, and as further equipment becomes available from all sources, the services will be introduced.

The following are major items concerning new civilian passenger trains :-

On 11 August a tri-weekly passenger service between Rome and Bologna via Falconara and Ancona, with sleeper to Bologna.

On 22 August extension of the daily slow train between Reggio-Calabria and Naples to Rome, three days via Cassino and four days via Formia. (This reduced the "Black Market" charge for a rail ticket between Rome and Reggio from 1500 lire to 100 lire).

On 23 August, the first connection with Northern Italy since the days of Allied entry to Rome was established. A daily service was introduced between Rome and Alessandria, with through coaches to Genoa, Turin, and Milan, with sleeper to Milan. The route is via Leghorn, Florence, Bologna and Piacenza, the over-all time to Milan being about 30 hours.

On 26 August a tri-weekly train was introduced between Bari and Bologna, and the Rome-Bologna train via Ancona linked with it at Ancona. The sleeper will be transferred from the Rome train to that from Bari as soon as satisfactory working is obtained. The Bari train is running very late, and LSR have been instructed to improve the position.

A sleeping-car has been introduced in the Rome-Reggio service.

Throughout charges for sleepers on the long distance trains:-

	Sleeper and Tips	First Class fare
ROME - MILAN	1605 +	1576.-
BARI - BOLOGNA	1206	1363.-
ROME - REGGIO CALABRIA		
(via Formia)	1262	1324
(via Cassino)	1262	1368

(+) This figure includes 200 lire for overnight stay in Milan Tips are not paid to the booking agency.

There is a need for local services throughout Italy to restore essential local trade, and efforts are being made to meet this urgent requirement.

3230

On the freight side, it is felt that the time has come when consideration should be given to the elimination of the bidding system for freight traffic as it appears a greater civilian tonnage could be moved and empty car mileage reduced if a priority system were introduced.

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

(This reduced the "Black Market" charge for a rail ticket between Rome and Reggio from 1500 lire to 100 lire).

On 23 August, the first connection with Northern Italy since the days of Allied entry to Rome was established. A daily service was introduced between Rome and Alessandria, with through coaches to Genoa, Turin, and Milan, with sleeper to Milan. The route is via Leghorn, Florence, Bologna and Piacenza, the over-all time to Milan being about 30 hours.

On 28 August a tri-weekly train was introduced between Bari and Bologna, and the Rome-Bologna train via Ancona linked with it at Ancona. The sleeper will be transferred from the Rome train to that from Bari as soon as satisfactory working is obtained. The Bari train is running very late, and ISR have been instructed to improve the position.

A sleeping-car has been introduced in the Rome-Reggio service.

Throughout charges for sleepers on the long distance trains:-

	Sleeper and Tips	First Class fare
ROME - MILAN	1605 +	1576.-
BARI - BOLOGNA	1206	1363.-
ROME - REGGIO CALABRIA		
(via Formia)	1262	1324
(via Cassino)	1262	1368

(+) This figure includes 200 lire for overnight stay in Milan
Tips are not paid to the booking agency.

There is a need for local services throughout Italy to restore essential local trade, and efforts are being made to meet this urgent requirement.

3280

On the freight side, it is felt that the time has come when consideration should be given to the elimination of the bidding system for freight traffic as it appears a greater civilian tonnage could be moved and empty car mileage reduced if a priority system were introduced.

Wagon Availability and Distribution :

Wagon allotment to Allied Commission, officially at 1,000 per day for civilian needs represents a great improvement on previous allocations, and a greater measure of freedom is possible.

The continued complaints of failure to move wine from the Puglia producing area has led to provision for a daily wine cistern train Brindisi-Milan, but difficulties have arisen over the private ownership of the cistern wagons, resulting in a pool of 190 wagons, but little wine moving.

./.

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

AMBASSY OF CIVIL ENGINEERING WORKS IN HAND UNDER SUPERVISION AND DIRECTION OF TRANSPORTATION SUB-CORPS.

NORTHERN ITALY:

TURIN:	Line	50	Torino - Genova
			Torino - Modena (with ATE)
		52	Trofarello - Cuneo
			Cuneo - Ventimiglia
		55	Monthiá - Arona
		55 bis	Vignale - Vercelli Casale
		56 bis	Asti - Casale - Mortara
		57	Mortara - Alessandria
		101	Airasca - Torre Pellice
		103	Torino - Cuneo
		108	Savona - Carmagnola
		111	Ceva - Savigliano
		113	Chivasso - Casale
		114	Asti - Chivasso
		117	Castagnole L. - Asti
		121	Chivasso - Aosta
		123	Novara - Domodossola
GENOVA	Line	50	Genova - Savona
		59	Alessandria - Piacenza
			Genova Docks
		61	Genova - Ventimiglia (With NBs)
		129	Genova - Ovada - Asti
		130	Ovada - Alessandria
MILANO	Line	53	Milano - Torino
			Milano - Venezia
		61	Milano - Tortona
		65	Bologna - Milano
		146	Milano - Sondrio
		147	Milano - Bergamo
		155	Brescia - Parma
		153	Novara - Calolziocorte
		156	Brescia - Cremona
		160	Milano - Cremona
		163	Pavia - Parma.

3279

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

		52	Ventimiglia - Cuneo
			Cuneo - Ventimiglia
		55	Genthia - Arona
		55 bis	Vignale - Vercelli Casia
		56 bis	Asti - Casale - Mortara
		57	Mortara - Alessandria
		101	Airasca - Torre Pellice
		103	Torino - Cuneo
		108	Savona - Carmagnola
		111	Ceva - Savigliano
		113	Chivasso - Casale
		114	Asti - Chivasso
		117	Castagnole L. - Asti
		121	Chivasso - Aosta
		123	Novara - Domodossola
GENOVA	Line	50	Genova - Savona
		59	Alessandria - Piacenza
			Genova Docks
		61	Genova - Ventimiglia (With RTS)
		129	Genova - Ovada - Asti
		130	Ovada - Alessandria
MILANO	Line	53	Milano - Torino
			Milano - Venezia
		61	Milano - Tortona
		65	Bologna - Milano
		146	Milano - Sondrio
		147	Milano - Bergamo
		155	Brescia - Parma
		153	Novate - Calciaiocorte
		158	Brescia - Cremona
		160	Milano - Cremona
		163	Mantova - Pavia.

3279

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

SUMMARY OF CIVIL ENGINEERING WORKS IN H.M. UNDER DIRECTION OF TRANSPORTATION SUB-CORPS.
(CONTINUED)

SOUTHERN ITALY:

Line 50	Central Station, Civitavecchia
	Pisa - La Spezia
	Magra River bridge
65	Prato - Bologna - permanent repairs
	Arezzo - Florence
	Orte - Chiusi - permanent reconstruction
	Rio Torbo Viaduct
	Ponte - Vernio
86 (N)	Permanent repairs to 17 bridges
86 (S)	Ortona Viaduct and Biferno bridge
87	Permanent repairs to 8 bridges
88	Pescara - Chieti
	Rome - Avezzano
92	Bridge, Torre Annunziata - Castellammare
218	Viareggio - Pistoia
219	Pisa - Napoli - Florence permanent works
220	Chiusi - Simalunga - Napoli
221	Montepascoli - Roccastrada
224	Viareggio - Pistoia
242	Albanina - Civitanova
244	Rantia - Ellera
245	Porto d'Ascoli - Ascoli Piceno
246	Giulianova - Teramo
256	Cecchina - Velletri
260	Roma - Ciampino - Albano
277	Terni - Rieti
	Antrodoco - L'Aquila
279	Terracenna Tunnel (Campobasso)
281	Avellino - Benevento
291	Torre Annunziata
294	Avellino - Rocchetta

3278

PRIVATELY OWNED RAILWAYS

Leuria Viaduct
Terni - Todi - Perugia
Milano - Pietrafitta
Naples Centrale - Naples Scalo
Porto S.Giorgio - Amandola

Declassified E.O. 12356 Section 3.3/NND No. 785024

Rio Torto Viaduct
Paola - Vernio
56 (2)Permanent repairs to 17 bridges
56 (3)Orfanto Viaduct and Biferno bridge
87 Permanent repairs to 8 bridges
88 Pescara - Chieti
Rome - Avezzano
92 Bridge, Terre Annunziata - Castellammare
216 Viareggio - Pistoia
219 Pisa - Napoli - Florence permanent works
220 Chiusi - Sinalunga - Napoli
221 Montepascali - Roccastrada
224 Viareggio - Pistoia
242 Albenino - Civitanova
244 Rovigo - Ellera
245 Porto d'Ascoli - Ascoli Piceno
246 Giulianova - Teramo
256 Cecchina - Velletri
260 Roma - Cinecpino - Albano
277 Terni - Rieti
Antrodoco - L'Aquila
279 Fersentino tunnel (Ciampchasso)
281 Avellino - Benevento
291 Torre Annunziata
294 Avellino - Rocchetta

3278

PRIVATELY OWNED RAILWAYS

Lauria Viaduct
Terni - Todi - Perugia
Milano - Pistrafitta
Naples Centrale - Naples Scalo
Porto S.Giorgio - Amandola

VARIOUS WORKS

Loco Depot, Rome, Smistamento
Workshops, Cagliari
Loco RoundHouse, S.Lorenzo
Warehouse, Rome, Tiburtina
Yard, Rome, Smistamento
Various buildings, Naples
I.M.R. Office, Naples.

Declassified E.O. 12356 Section 3.3/NND No. 735021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR AUGUST 1945

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

(a) Attached herewith as Appendices A and B are lists of Transportation officers at headquarters and in the field.

2. ORGANIZATION OF SUB-COMMISSION

(a) On 8 August, Mr. Frank Upman, Jr. succeeded Mr. Merritt Taylor as Director.

(b) Planning Division (Tn 2) was abolished at the end of the month.

PART II - MOVEMENTS

1. GENERAL

(a) Overall movement of civilian traffic in Italian Government Territory continues to show increases over previous months. Figures for the month of July, exclusive of Sicily, for which returns are not available, are now complete and in Italian Government Territory a total of 367,403 tons of civil freight traffic was carried by the Railways. The breakdown of the total figure is Mainland 290,824 Tons, Sardinia 76,579 Tons. During August coastwise shipping lifted a total of 106,766 Tons. Tonnages lifted by schooners are not yet available but it is estimated that the schooner lifts will represent approximately 20,000 Tons of cargo. No returns are yet available for road movement by organized road transport in Italian Government Territory on the Mainland.

(b) The introduction of Phase II on the 15 July 1945 in North West Italy continues to work smoothly, so far as rail movement is concerned, and with the opening up of new lines, traffic is on the increase.

(c) During the month it was agreed with AFHQ that the daily allotment of wagons for movement of civilian traffic on the Mainland in Italian Government Territory, should be increased from 800 to 1,000 wagons daily, exclusive of box cars allocated for the movement of Refugees.

(d) Arrangements were completed during the month for the movement of wine by rail in cistern wagons from Puglie in South East Italy to the North West Regions.

(e) The movement of Refugees and Displaced Persons has continued according to plan, and it is hoped that the main movement of Refugees into Italy through Northern routes should be more or less completed by the end of September 1945. Detailed report follows in Para 2(c). 3277

(f) The facilities at the various northern ports continue to improve. At Genoa it is now possible to accept 9 ocean going ships, one large coaster,

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

(a) On 8 August, Mr. Frank Upman, Jr. succeeded Mr. Merritt Taylor as Director.

(b) Planning Division (Tn 2) was abolished at the end of the month.

PART II - MOVEMENTS

1. GENERAL

(a) Overall movement of civilian traffic in Italian Government Territory continues to show increases over previous months. Figures for the month of July, exclusive of Sicily, for which returns are not available, are now complete and in Italian Government Territory a total of 367,403 tons of civil freight traffic was carried by the Railways. The breakdown of the total figure is Mainland 290,824 Tons, Sardinia 76,579 Tons. During August coastwise shipping lifted a total of 106,766 Tons. Tonnages lifted by schooners are not yet available but it is estimated that the schooner lifts will represent approximately 20,000 Tons of cargo. No returns are yet available for road movement by organized road transport in Italian Government Territory on the Mainland.

(b) The introduction of Phase II on the 15 July 1945 in North West Italy continues to work smoothly, so far as rail movement is concerned, and with the opening up of new lines, traffic is on the increase.

(c) During the month it was agreed with AFHQ that the daily allotment of wagons for movement of civilian traffic on the Mainland in Italian Government Territory, should be increased from 800 to 1,000 wagons daily, exclusive of box cars allocated for the movement of Refugees.

(d) Arrangements were completed during the month for the movement of wine by rail in cistern wagons from Puglie in South East Italy to the North West Regions.

(e) The movement of Refugees and Displaced Persons has continued according to plan, and it is hoped that the main movement of Refugees into Italy through Northern routes should be more or less completed by the end of September 1945. Detailed report follows in Para 2(e). 3277

(f) The facilities at the various northern ports continue to improve. At Genoa, it is now possible to accept 9 ocean going ships, one large coaster, 4 tankers (stern on mooring) and 10 schooners.

2. RAIL

(a) Owing to the movement of certain essential materials e.g. iron and steel, pit props, etc. being made an AC responsibility, AFHQ were asked to increase the daily wagon allocation for movement of civilian traffic from 800 to 1,000 wagons exclusive of wagon allocations for movement of Refugees. The increased allotment was agreed w.e.f. 6 August 1945.

(7)

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

(b) The Joint Wagon Control which commenced operating on 20 August 1945 has proved of great assistance, and it is now possible to obtain daily, the wagon position in all Compartimenti on the Mainland in Italian Government Territory.

(c) The controlled movement of Refugees from USFET to Italy via the various northern routes continued to progress smoothly.

The number of Refugee trains moved during August 1945 was 64, representing a lift of 83,615 Refugees. 26,000 Refugees were moved to various destinations by sea. The numbers being received via the Brenner route have been increased to an elastic daily figure which the control at Verona maintains can be cleared. The additional acceptance has been brought about by the increase in the number of southbound Refugee trains from 11 to 18 per week and additional sea lifts from Piombino and Genoa. It is hoped that the main movement of Refugeesinto Italy through the northern routes should be more or less completed by the end of September 1945.

(d) Owing to the heavy drought which has been experienced in certain parts of the Mainland in Italian Government Territory, the sugar beet crop has in certain localities failed. This failure has necessitated an immediate change in policy to haul the beets from other localities to the plants by rail, instead of by road from nearby beet fields. The tonnages involved are not known but everything possible is being done to see that the sugar output does not fall below amount scheduled.

(e) As the result of repeated requests by the Ministry of Food, it has been agreed to send wine in cistern cars from Puglia to the north west by rail. A daily train of 28 cistern cars is scheduled to leave Puglia. The first train left on 1 September 1945 and already some 194 cistern cars have arrived from the north and are in the Puglia area. Some delay to future despatches may occur due to bad condition of the cistern cars, which need repairs and cleaning in nearly all cases.

3. ROADS

(a) Bids for movement through this Branch during the month were considerably reduced and all were accepted and executed. More bids are being made to ENAC direct on Form 3 by civilian firms. There was a marked tendency on the part of ENAC to look for approval from this HQ before accepting normal commitments, but this has been discouraged with the result they are now assuming more responsibility.

(b) Reports concerning the illegal carriage of wine by road continue to be submitted. These are now all being handled by Roads Division. Evidence so far to hand indicates there are many forged documents in existence. One instance during the month purported to be an authority from Public Health Sub-Commission signed by a Colonel. This case was taken up and is now the subject of action by the Carabinieri.

(c) Civilian Truck Pools were organized in the north during the month, these having replaced the British G.T. Coys and U.S. Q.M. Truck Bns which formerly operated under command 15 Army Group.

Difficulties were encountered in [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 759021

been increased to an elastic daily figure which the control at Verona maintains can be cleared. The additional acceptance has been brought about by the increase in the number of southbound Refugee trains from 11 to 18 per week and additional sea lifts from Piombino and Genoa. It is hoped that the main movement of Refugeesinto Italy through the northern routes should be more or less completed by the end of September 1945.

(d) Owing to the heavy drought which has been experienced in certain parts of the Mainland in Italian Government Territory, the sugar beet crop has in certain localities failed. This failure has necessitated an immediate change in policy to haul the beets from other localities to the plants by rail, instead of by road from nearby beet fields. The tonnages involved are not known but everything possible is being done to see that the sugar output does not fall below amount scheduled.

(e) As the result of repeated requests by the Ministry of Food, it has been agreed to send wine in cistern cars from Puglie to the north west by rail. A daily train of 28 cistern cars is scheduled to leave Puglie. The first train left on 1 September 1945 and already some 194 cistern cars have arrived from the north and are in the Puglie area. Some delay to future despatches may occur due to bad condition of the cistern cars, which need repairs and cleaning in nearly all cases.

3. ROADS

(a) Bids for movement through this Branch during the month were considerably reduced and all were accepted and executed. More bids are being made to ENAC direct on Form 3 by civilian firms. There was a marked tendency on the part of ENAC to look for approval from this HQ before accepting normal commitments, but this has been discouraged with the result they are now assuming more responsibility.

(b) Reports concerning the illegal carriage of wine by road continue to be submitted. These are now all being handled by Roads Division. Evidence so far to hand indicates there are many forged documents in existence. One instance during the month purported to be an authority from Public Health Sub-Commission signed by a Colonel. This case was taken up and is now the subject of action by the Carabinieri.

(c) Civilian Truck Pools were organized in the north during the month, these having replaced the British G.T. Coys and U.S. Q.M. Truck Bns which formerly operated under command 15 Army Group.

Difficulties were encountered in Lombardia and Piemonte owing to the changeover, particularly with local movement of Refugees, and local civilian transport was called for to deal with emergencies. It is understood that the Pools are now working satisfactorily and it is hoped there will be no further difficulties.

(d) Movements Division (Roads) Memorandum No. 4 giving instructions for bidding, screening and movement of AC/AMG and civilian freight by road was issued on 20 August 1945.

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

4. SHIPPING

(a) The port of Genoa was handed over to Italian control on 15 August as a civilian port with a small military commitment. Mine sweeping operations are being carried out and at present the port has a capacity of 9 ocean going vessels, plus 4 tankers and berths for coasters and schooners. 8,000 tons daily has been taken as the capacity of the port, and this has already been exceeded on several days. Genoa, during month of August, discharged 65,329 tons of general cargoes and 74,746 tons of coal. The nearby port of Savona shows equally good tonnages: 13,210 tons of stores and 107,107 tons of coal.

(b) M.V. "LAZZARO MOCENIGO" with accommodation for 380 passengers and a cargo capacity of 350 tons commenced on a regular ferry service Civitavecchia-Olbia in August, making a useful addition to the existing services to Sardinia.

(c) Owing to the non-availability of cattle from Sardinia for the Mainland, the cattle ship "LANGANO" was temporarily removed from the Civitavecchia-Olbia service towards the end of the month to be replaced as and when cattle again become available for shipment.

(d) 22 deep sea vessels carrying full AC cargoes (excluding coal) arrived for discharge at various ports in Italy during the month.

(e) The activities of Allied Commission with respect to Italian exports terminated on the 31st of July. Export consignments for shipment now become the subject of direct negotiations between the Italian Government agency and the appropriate shipping authorities, but all bids for shipping are screened by the Commission.

PART III - RAIL

1. REVISION OF COMPARTIMENTAL BOUNDARIES

(a) The position in Venezia Giulia has brought about a change in the Compartimental boundaries of the Italian State Railways. In the Yugoslav area, operation of railways and payment of staff are being covered by the Yugoslav occupants. In the Trieste area, Military Railway Service is operating as a separate unit, and the old Venice compartimental boundary has been pushed further to the East in order to enable ISR operation and control to be extended as far as possible. Not unnaturally, the artificial barriers created within the old pre-war territory of Italy, has led to some complications of through workings. Rates and fares have been increased in the Trieste and Yugoslav areas as from 1st September to prevent the anomaly of traffic in one direction costing four times more than on the reverse journey. ISR have been instructed at Finance Sub-Committee of Allied Railway Board to maintain complete records of interchange traffic for subsequent adjustment, which in any case will be retrospective to May last.

2. ALLIED RAILWAY BOARD

3216

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

(b) M.V. "LAZZARO MOCENIGO" with accommodation for 380 passengers and a cargo capacity of 350 tons commenced on a regular ferry service Civitavecchia-Olbia in August, making a useful addition to the existing services to Sardinia.

(c) Owing to the non-availability of cattle from Sardinia for the Mainland, the cattle ship "LANGANO" was temporarily removed from the Civitavecchia-Olbia service towards the end of the month to be replaced as and when cattle again become available for shipment.

(d) 22 deep sea vessels carrying full AC cargoes (excluding coal) arrived for discharge at various ports in Italy during the month.

(e) The activities of Allied Commission with respect to Italian exports terminated on the 31st of July. Export consignments for shipment now become the subject of direct negotiations between the Italian Government agency and the appropriate shipping authorities, but all bids for shipping are screened by the Commission.

PART III - RAIL

1. REVISION OF COMPARTIMENTAL BOUNDARIES

(a) The position in Venezia Giulia has brought about a change in the Compartimental boundaries of the Italian State Railways. In the Yugoslav area, operation of railways and payment of staff are being covered by the Yugoslav occupants. In the Trieste area, Military Railway Service is operating as a separate unit, and the old Venice compartimental boundary has been pushed further to the East in order to enable ISR operation and control to be extended as far as possible. Not unnaturally, the artificial barriers created within the old pre-war territory of Italy, has led to some complications of through workings. Rates and fares have been increased in the Trieste and Yugoslav areas as from 1st September to prevent the anomaly of traffic in one direction costing four times more than on the reverse journey. ISR have been instructed at Finance Sub-Committee of Allied Railway Board to maintain complete records of interchange traffic for subsequent adjustment, which in any case will be retrospective to May last.

2. ALLIED RAILWAY BOARD

3246

(a) The eighth meeting of the Allied Railway Board was held on 16 August 1945 when ratification of various decisions of the five working Sub-Committees was made.

3. CIVIL ENGINEERING

(a) A list of the work in hand under supervision of Transportation Sub-Commission and also detailed reports on same is attached at Appendix "C".

(b) During the month all work has been seriously delayed due to difficulties in obtaining cement, petrol, and steel.

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

(c) The delay in securing cement was due to the fact that although the requests for release of cement were passed to the Ministry of Industry and Commerce before the end of July no release was obtained until the middle of August. Shortage of covered wagons and no availability of bags also increased the delay.

(d) The shortage of petrol is most acute in the Florence area where work in some cases is entirely held up noticeably on the Florence-Arezzo line, where a crane obtained on loan from MTS has been idle for 10 days due entirely to lack of petrol.

(e) A meeting was held with the Ministry of Industry & Commerce who promised to issue orders giving priority to railway reconstruction, but when the orders reached Florence the whole of the allocation for August had been distributed, with the result that the contractors received none.

(f) The failure to obtain steel for repairs to bridges, has prevented lines 242, 245, 246 and also the Terni-Rieti line from being finished.

(g) Permission has now obtained for the re-use of girders recovered from bridges which have been permanently repaired.

(h) Line 244 Bastia-Ellera was completed on August 30th, but the connection to the lignite mines at Pietrafitta could not be completed due to the failure of a petrol tractor. It is expected, however, that this work will be finished by 15 September 1945.

(i) The work of making safe many temporary repairs, for the winter is well in hand, notably lines 86 North, 87 and 65 Prato-Bologna.

(j) During the month Lt. Skouse reported for duty and was posted to supervise the work in the Bologna and Florence Divisions.

4. MECHANICAL ENGINEERING

(a) The following sections show the output of cars from the private shops doing contract work for ISR.

(1) Werone-Litz- Roma - During the period August 1 through 26th this shop was able to put out 9 coaches with heavy repairs and 1 light repair. This shows an increase over July, when only 8 were outshoped for entire month.

(2) Bombrini-Parodi-Delfino at Colleferro - This plant working under serious material handicaps has done an excellent job. They are forced by lack of supply into a production of such items as nails, bolts, etc., which is slow and expensive for a firm not specifically equipped for their manufacture. All repairs from this shop are classed as heavy being war demolished equipment for the most part. The supply problem is under discussion with the ISR.

Production for the period from August 1 to August 31, 85 cars were repaired. This shows excellent out-put under a handicap of materials.

Declassified E.O. 12356 Section 3.3/NND No. 765021

distributed, with the result that the contractors received none.

(f) The failure to obtain steel for repairs to bridges, has prevented lines 242, 245, 246 and also the Terni-Rieti line from being finished.

(g) Permission has now obtained for the re-use of girders recovered from bridges which have been permanently repaired.

(h) Line 244 Bastia-Ellera was completed on August 30th, but the connection to the lignite mines at Piatrafitta could not be completed due to the failure of a petrol tractor. It is expected, however, that this work will be finished by 15 September 1945.

(i) The work of making safe many temporary repairs, for the winter is well in hand, notably lines 86 North, 87 and 65 Prato-Bologna.

(j) During the month Lt. Skouse reported for duty and was posted to supervise the work in the Bologna and Florence Divisions.

4. MECHANICAL ENGINEERING

(a) The following sections show the output of cars from the private shops doing contract work for ISR.

(1) Wagons-Lits- Rome - During the period August 1 through 26th this shop was able to put out 9 coaches with heavy repairs and 1 light repair. This shows an increase over July, when only 8 were outshoped for entire month.

(2) Bombrini-Parodi-Delfino at Colleferro - This plant working under serious material handicaps has done an excellent job. They are forced by lack of supply into a production of such items as nails, bolts, etc., which is slow and expensive for a firm not specifically equipped for their manufacture. All repairs from this shop are classed as heavy being war demolished equipment for the most part. The supply problem is under discussion with the ISR.

Production for the period from August 1 to August 31, 85 cars were repaired. This shows excellent out-put under a handicap of materials.

(3) Cecchetti Works at Civitanova, Marche - This plant while not personally visited during the period of this report have given reliable indications that they are suffering from the same material and supply difficulties as other private shops. Their out-put has also been curtailed by a shortage of electric power in the area. In spite of these handicaps a very creditable showing was made during the period of August 1 through 31.

During the period August 1 through 31 a number of 79 cars were repaired and 3 cars were constructed new.

(4) ISR - Rialzo Shop - Roma-Smistamento - This shop is handicapped on its repair out-put to some extent by reconstruction of buildings. These are progressing but not too rapidly. The out-put in this shop for August was 30 heavy, 78 medium and 230 light repairs. All the above are in freight type of equipment.

Declassified E.O. 12356 Section 3.3/NND No. 759021

(b) Repairs to Locomotives and Cars in Compartimento, Reggio Calabria and Sicily -

(1) Cars:

Reggio Calabria	Carriages	Vans	Cars	Total
(a) Heavy & Medium Repairs	18	27	453	498
(b) Light repairs and Inspect.				734

(Note) of Item (a) 2 cars are recovered.

Palermo, Sicily	Carriages	Vans	Cars	Total
(a) Heavy and Medium Repairs	32	22	732	786
(b) Heavy Repairs	11	5	82	98
(c) Light Repairs and Inspect.				1721

(Note) of Item (b) 1 carriage and 15 cars are recovered.

(2) Locomotives:

Calabria	In Service	In Repair or waiting shop	Demolished	Total
Road Engines	49	72	3	124
Switch Engines	12	8	1	21
Electric	26	6	-	32
Sicily				
Road Engines (Standard)	160	110	3	273
Road Engines (Narrow Gauge	32	32	-	64
Switch Engines	20	21	1	42
Electric	-	-	-	-

Inspections: During the month of August inspection trips were made to Bari, Piombino, and Colleferro. All these inspections are subject to special reports handed in at time of inspection.

5. STORES

(a) The Italian State Railways will establish a branch office of the Stores Service at Milan in order more easily to direct stores problems in the North. Two officials will be appointed one for North West Italy and one for North East Italy, both will be directly under the supervision of the Chief of the Stores Service Rome.

(b) With the releasing of some of the forests which have been under military control, it is expected that all timber required for the repair 3275 rolling stock and rehabilitation of bridges and buildings will now be available.

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

Palermo, Sicily	Carriages	Vans	Cars	Total
(a) Heavy and Medium Repairs	32	22	732	786
(b) Heavy Repairs	11	5	82	98
(c) Light Repairs and Inspect.				1721

(Note) of Item (b) 1 carriage and 15 cars are recovered.

(2) Locomotives:

Calabria	In Service	In Repair or waiting shop	Demolished	Total
Road Engines	49	72	3	124
Switch Engines	12	8	1	21
Electric	26	6	-	32
Sicily				
Road Engines (Standard)	160	110	3	273
Road Engines (Narrow Gauge	32	32	-	64
Switch Engines	20	21	1	42
Electric	-	-	-	-

Inspections: During the month of August inspection trips were made to Bari, Piombino, and Colleferro. All these inspections are subject to special reports handed in at time of inspection.

5. STORES

(a) The Italian State Railways will establish a branch office of the Stores Service at Milan in order more easily to direct stores problems in the North. Two officials will be appointed one for North West Italy and one for North East Italy, both will be directly under the supervision of the Chief of the Stores Service Rome.

(b) With the releasing of some of the forests which have been under military control, it is expected that all timber required for the repair 3275 rolling stock and rehabilitation of bridges and buildings will now be available.

(c) The allocation of coal and coke for Italy is to be made the responsibility of the Italian Ministry of Industry and Commerce about the 15th of September 1945.

(d) The ISR have placed an order for the construction of 1000 Type L freight cars to be speedily constructed by the firm Fiat of Turin. The coke required for this work has been allocated to the Fiat firm.

A careful survey by ISR has been made in the Northern area of much material which was in process of being looted by the Germans, and appropriate strong request has been submitted to War Disposal Sub-Commission for early release.

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

6. TRAFFIC

(a) The month has been most favorable for the introduction of the new services, and much headway has been made, particularly towards the end of the month. With the release of some passenger equipment from military sources, and the transfer of other equipment from the north, improvements have been effected in long distances trains.

(b) The Ministry have been requested to submit detailed particulars of further new services required, in priority order, and as further equipment becomes available from all sources, the services will be introduced.

The following are major items concerning new civilian passenger trains: -

On 11 August a tri-weekly passenger service between Rome and Bologna via Falconara and Ancona, with sleeper to Bologna.

On 22 August extension of the daily slow train between Reggio-Calabria and Naples to Rome, three days via Cassino and four days via Formia. (This reduced the "Black Market" charge for a rail ticket between Rome and Reggio from 1500 lire to 100 lire).

On 23 August, the first connection with Northern Italy since the days of Allied entry to Rome was established. A daily service was introduced between Rome and Alessandria, with through coaches to Genoa, Turin, and Milan, with sleeper to Milan. The route is via Leghorn, Florence, Bologna and Piacenza, the over-all time to Milan being about 30 hours.

On 28 August a tri-weekly train was introduced between Bari and Bologna, and the Rome-Bologna train via Ancona linked with it at Ancona. The sleeper will be transferred from the Rome train to that from Bari as soon as satisfactory working is obtained. The Bari train is running very late, and ISR have been instructed to improve the position.

A sleeping-car has been introduced in the Rome-Reggio service.

Throughout charges for sleepers on the long distance trains: -

	Sleeper and Tips	First class fare
Rome - Milan	1605 +	1576.-
Bari - Bologna	1206	1363.-
Rome - Reggio Calabria		
(via Formia).	1262	1324
(via Cassino)	1262	1368

(+) This figure includes 200 lire for overnight stay in Milan
Tips are not paid to the booking agency.

(c) There is a need for local services throughout Italy to restore essential local trade, and efforts are being made to meet this urgent

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

The following are major items concerning new civilian passenger trains: -

On 11 August a tri-weekly passenger service between Rome and Bologna via Falconara and Ancona, with sleeper to Bologna.

On 22 August extension of the daily slow train between Reggio-Calabria and Naples to Rome, three days via Cassino and four days via Formia. (This reduced the "Black Market" charge for a rail ticket between Rome and Reggio from 1500 lire to 100 lire).

On 23 August, the first connection with Northern Italy since the days of Allied entry to Rome was established. A daily service was introduced between Rome and Alessandria, with through coaches to Genoa, Turin, and Milan, with sleeper to Milan. The route is via Leghorn, Florence, Bologna and Piacenza, the over-all time to Milan being about 30 hours.

On 28 August a tri-weekly train was introduced between Bari and Bologna, and the Rome-Bologna train via Ancona linked with it at Ancona. The sleeper will be transferred from the Rome train to that from Bari as soon as satisfactory working is obtained. The Bari train is running very late, and ISR have been instructed to improve the position.

A sleeping-car has been introduced in the Rome-Reggio service.

Throughout charges for sleepers on the long distance trains: -

	Sleeper and Tips	First class fare
Rome - Milan	1605 +	1576.-
Bari - Bologna	1206	1363.-
Rome - Reggio Calabria		
(via Formia).	1262	1324
(via Cassino)	1262	1368

(+) This figure includes 200 lire for overnight stay in Milan
Tips are not paid to the booking agency.

(c) There is a need for local services throughout Italy to restore essential local trade, and efforts are being made to meet this urgent requirement.

(d) On the freight side, it is felt that the time has come when consideration should be given to the elimination of the bidding system for freight traffic as it appears a greater civilian tonnage could be moved and empty car mileage reduced if a priority system were introduced.

7. WAGON AVAILABILITY AND DISTRIBUTION

(a) Wagon allotment to Allied Commission, officially at 1,000 per day for civilian needs represents a great improvement on previous allocations, and a greater measure of freedom is possible.

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

(b) The continued complaints of failure to move wine from the Puglie producing area has led to provision for a daily wine cistern train Brindisi-Milan, but difficulties have arison over the private ownership of the cistern wagons, resulting in a pool of 190 wagons, but little wine moving.

PART IV - ROAD

1. GENERAL

(a) All truck pools and trucks, ex-Motor Transport Group, operating in Northern Italy have now been turned over to the Italian Government.

(1) These trucks are being placed in operation as quickly as drivers can be procured and basis of operations established.

(2) Truck movement of refugees is being carried out in accordance with Verona conference.

(b) The operation of truck pools although progressing satisfactorily is not 100 percent efficient. This is due, in part, to the inexperience of the Italian personnel provided by the Italian Minister of Transport. It is anticipated, however, that within a short period of time the operating efficiency of the truck pools will be materially increased.

(c) Further to para. (b) above, considerable of the operating inefficiencies can be attributed to the lack of POL. This shortage of fuel has been brought about by manifold reasons, one was the failure of Transportation Officers in informing Italian Truck Pool managers of the procedure required in placing bids for petrol allocations at the time these trucks were turned over to the Italian Government. Consequently, POL needs for the month of August were never actively determined which necessitated several supplementary bids being placed. The placing of supplementary bids requires time which resulted in the non-operation of essential transport.

2. OPERATIONS

(a) Chief of the Operations Branch, Roads Division has been engaged in carrying out a detailed inspection of operating conditions in the North and upon return will make a complete report.

3. MAINTENANCE

(a) The activities of the Maintenance Branch, Roads Division for the month of August were confined to inspection of truck pools in the North and the handing over to the Italian Government of 1225 war weary vehicles to be released for rebuilding and salvaging operations. These are part of the 20,000 ton lift authorized by AFHQ/COS.

4. SUPPLY

(a) Vehicles received through August 31, 1945

3274

(1) 3274 trucks, 1½ ton 4x4 (G

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

(1) These trucks are being placed in operation as quickly as drivers can be procured and basis of operations established.

(2) Truck movement of refugees is being carried out in accordance with Verona conference.

(b) The operation of truck pools although progressing satisfactorily is not 100 percent efficient. This is due, in part, to the inexperience of the Italian personnel provided by the Italian Minister of Transport. It is anticipated, however, that within a short period of time the operating efficiency of the truck pools will be materially increased.

(c) Further to para. (b) above, considerable of the operating inefficiencies can be attributed to the lack of POL. This shortage of fuel has been brought about by manifold reasons, one was the failure of Transportation Officers in informing Italian Truck Pool managers of the procedure required in placing bids for petrol allocations at the time these trucks were turned over to the Italian Government. Consequently, POL needs for the month of August were never actively determined which necessitated several supplementary bids being placed. The placing of supplementary bids requires time which resulted in the non-operation of essential transport.

2. OPERATIONS

(a) Chief of the Operations Branch, Roads Division has been engaged in carrying out a detailed inspection of operating conditions in the North and upon return will make a complete report.

3. MAINTENANCE

(a) The activities of the Maintenance Branch, Roads Division for the month of August were confined to inspection of truck pools in the North and the handing over to the Italian Government of 1225 war weary vehicles to be released for rebuilding and salvaging operations. These are part of the 20,000 ton lift authorized by AFHQ/CCS.

4. SUPPLY

3274

(a) Vehicles received through August 31, 1945

(1) 3272 trucks, 1½ ton, 4x4 (This includes correction of error in monthly report for July wherein figure of total receipts for this type vehicle should have been 3195 instead of 3295).

(2) 136 trucks, 10 ton 6x4.

(3) 260 trucks, 1/4 ton (jeeps).

(4) 200 motorcycles.

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

(b) Spare parts received through August 31, 1945.

(1) Truck (all types cargo) 246 tons.

(2) 1/4 ton truck (jeep), 9 tons.

(3) Motorcycle--11 tons.

(c) Vehicles transferred to the Italian Government through August 31, 1945

(1) 1600 captured enemy vehicles of all types.

(2) 2500 1½ ton, 4x4. The balance of 772 imported vehicles of this type are in the process of being transferred and will be entirely in Italian Governmental hands by October 1, 1945.

(3) 700 2½ ton G.M.C. from theatre stocks.

(4) 550 3-ton British cargo vehicles from theatre stocks.

(5) 100 10-ton, 6x4. Shipments received against 260 total scheduled for import require maintenance and repair work and are being conditioned for operation prior to handover.

(6) 125 1/4 ton trucks (jeep).

PART V - PORTS AND WAREHOUSE

1. PORTS

(a) Civitavecchia: The tonnage handled at this port during the month was affected by the presence of mines along the coast and the consequent suspension of navigation imposed by the Naval authorities until sweeping operations cleared the danger area.

The port handled the following number of vessels:

Liberty type or size	-	5
Italian steamers	-	10
Motor schooners	-	34

Tonnage Discharged:		
Coal	14,856	(Of this amount 3,768 tons were discharged into lighters for Fiumicino/Rome)
Other Bulk & Gen.	8,875	
Total	23,731	
Oxen	249	
Sheep	1,367	
Horses	264	

N. B. In order to expedite discharge of ships, 4,700 tons of coal were put into Mincas which were later discharged on to rail.

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

(2) 2500 1½ ton, 4x4. The balance of 772 imported vehicles of this type are in the process of being transferred and will be entirely in Italian Governmental hands by October 1, 1945.

(3) 700 2½ ton G.M.C. from theatre stocks.

(4) 550 3-ton British cargo vehicles from theatre stocks.

(5) 100 10-ton, 6x4. Shipments received against 260 total scheduled for import require maintenance and repair work and are being conditioned for operation prior to handover.

(6) 125 1/4 ton trucks (jeep).

PART V - PORTS AND WAREHOUSE

1. PORTS

(a) Civitavecchia: The tonnage handled at this port during the month was affected by the presence of mines along the coast and the consequent suspension of navigation imposed by the Naval authorities until sweeping operations cleared the danger area.

The port handled the following number of vessels:

Liberty type or size	- 5
Italian steamers	- 10
Motor schooners	- 34

Tonnage Discharged:

Coal	14,856	(Of this amount 3,768 tons were discharged into lighters for Fiumicino/Roma)
Other Bulk & Gen.	8,875	
Total	23,731	
Oxen	849	
Sheep	1,367	
Horses	264	

N. B. In order to expedite discharge of ships, 4,700 tons of coal were put into Mincas which were later discharged on to rail.

Tonnage Shipped:

General Cargo	213
Wine	156
Total	369

The removal of obstructions from Berth No. 8 was well advanced and dredging of the berth to enable another Liberty to be berthed is to be put in hand as soon as the dredger (expected any time now) arrives.

Repairs to the South breakwater are well under way and arrangements are being made to remove piecemeal the wreck of the steamer "Sabbia" from the entrance channel.

Declassified E.O. 12356 Section 3.3/NND No. 765021

(b) Fiumicino: Vessels discharged:

Liberties	-	2
Schooners	-	105
Small Craft from Elba	-	40
Tonnage discharged:		
Coal	-	4,026
Grain	-	3,819
Wine & Citrus	-	4,152
*Total		11,997

Clearance of wreckage and obstructions from harbor, alongside Ilva Pier and Berth No. 6: Some 3,500 tons of debris - rails, broken barges and cranes, etc. have been raised and a tugboat "Po" of 515 h.p. has been salvaged and can be repaired for use in about four months.

(c) Portisligne: Eight vessels have lifted 19,030 tons of pyrites.

(d) Genoa: This port was transferred to "B" classification on 15 August. Our Mr. A. C. Illmen of the Ports Branch visited this port on the 27 and 28 August and was able to report important progress in the work of rehabilitation of the harbor facilities. There are now berths available for simultaneous discharge of 10 Liberties. There are also berths for some 12 schooners. The rate of discharge of Liberties and other vessels has improved markedly during the month and calls for a corresponding increase of rail clearance capacity. This question of increased rail clearance is receiving the attention of Rail/Road Branch.

In the meantime in order to relieve pressure on Genoa, efforts are being made to increase daily tonnage of coal discharge at Savona.

2. FIUMICINO: The coal trans-shipped by sea in barges from Civitavecchia during the month amounted to 3,700 tons. This is less than one half of the total achieved during the month of July, but this reduction may be partly ascribed to interruption in the arrivals of coal cargoes at Civitavecchia due to the presence of mines and suspension of traffic by Naval authorities. In fact, only two coal cargoes arrived at Civitavecchia during the month. The temporary suspension of the Civitavecchia/Fiumicino shipments enabled the transfer of activities to the transportation of coal from Gaeta and 2,640 tons of coal were shipped from Gaeta to Fiumicino.

3. INLAND WATERWAYS: An extensive survey of the present condition of available means of transportation on the Po River, tributary rivers and joining canals was made. Several meetings were held and parties interested in this navigation were contacted, after which a conclusion was reached that all Italian interested parties, particularly Italian Government officials, are working on an overall plan to rebuild fully not only all the damage along the river, but also at the same time take advantage of modern means to improve greatly navigation facilities in comparison with pre-war standards. Such a program necessarily would require several years for completion. In the meantime, particularly the present and very near future, very little could be developed.

3273

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

Clearance of wreckage and obstructions from harbor, alongside Ilva Pier and Berth No. 6: Some 3,500 tons of debris - rails, broken barges and cranes, etc. have been raised and a tugboat "P5" of 515 h.p. has been salvaged and can be repaired for use in about four months.

(c) Portoscuso: Eight vessels have lifted 19,030 tons of pyrites.

(d) Genoa: This port was transferred to "B" classification on 15 August. Our Mr. A. C. Allman of the Ports Branch visited this port on the 27 and 28 August and was able to report important progress in the work of rehabilitation of the harbor facilities. There are now berths available for simultaneous discharge of 10 Liberties. There are also berths for some 12 schooners. The rate of discharge of Liberties and other vessels has improved markedly during the month and calls for a corresponding increase of rail clearance capacity. This question of increased rail clearance is receiving the attention of Rail/Road Branch.

In the meantime in order to relieve pressure on Genoa, efforts are being made to increase daily tonnage of coal discharge at Savona.

2. FIUMICINO: The coal trans-shipped by sea in barges from Civitavecchia during the month amounted to 3,700 tons. This is less than one half of the total achieved during the month of July, but this reduction may be partly ascribed to interruption in the arrivals of coal cargoes at Civitavecchia due to the presence of mines and suspension of traffic by Naval authorities. In fact, only two coal cargoes arrived at Civitavecchia during the month. The temporary suspension of the Civitavecchia/Fiumicino shipments enabled the transfer of activities to the transportation of coal from Gaeta and 2,640 tons of coal were shipped from Gaeta to Fiumicino.

3. INLAND WATERWAYS: An extensive survey of the present condition of available means of transportation on the Po River, tributary rivers and joining canals was made. Several meetings were held and parties interested in this navigation were contacted, after which a conclusion was reached that all Italian interested parties, particularly Italian Government officials, are working on an overall plan to rebuild fully not only all the damage along the river, but also at the same time take advantage of modern means to improve greatly navigation facilities in comparison with pre-war standards. Such a program necessarily would require several years for completion. In the meantime, particularly the present and very near future, very little additional traffic could be developed.

Since it is intended to improve transportation conditions in Northern Italy now by using all possible means, it was recommended and requested of all concerned that immediate attention be given to repairs, even if on a temporary basis, of all bridges, canals and locks, as well as the salvaging and building of barges and tugs for the Po River service.

Inland waterways traffic during the month of August in the Venezia region amounted to 30,000 metric tons, 2,500 tons of which originated or were destined to the lower Po River section.

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

4. WAREHOUSE BRANCH

(a) General

(1) Efforts to induce Istituto Commercio Estero to accept greater share of responsibility in the handling of the general warehouse problem and distribution of imported civilian supplies have met with little or no success.

(2) Warehouse stocks have a noticeable tendency to increase in port warehouses. It seems apparent that one important reason for this is the failure of the Sub-Commission interested in the importation of these supplies to execute or assist in execution of proper distribution plans with the interested Italian Ministry or agency. Hundreds of tons of Commerce Sub-Commission imports, as well as foodstuffs, are on hand cluttering warehouses, whereas there is an obvious need for these supplies in the Italian economy.

(b) Genoa

(1) Genoa warehouses handled a greater tonnage of merchandise than in preceding months, but the figures are very misleading when compared to other ports, as Genoa figures include importations of wheat, fertilizer and pyrites, whereas these commodities are not normally included in the figures for other points. These commodities are not physically handled through the warehouse, as only constructive delivery is taken, the commodities being cleared directly from shipside to consignee, usually by rail.

(2) However, the actual inventory of supplies on hand increased greatly. Although storage space in the principal warehouse is adequate in tonnage, it is difficult of access because of the multiple storied building used and the somewhat limited elevator capacity. For that reason a portion of the premises of the Magazzini Generali was acquired for the storage of UNRRA supplies.

(3) Surplus unused warehouse capacity exists in the Genoa port and no problems are foreseen.

(4) There has been a further reduction in military personnel at Genoa warehouses. Excellent functioning by Federazione Italiana dei Consorzi Agrari has enabled this course of action without loss of general efficiency.

(c) Leghorn

(1) Leghorn inventory continued to decline, with exceedingly small receipts and larger issues.

(2) Until the completion of the heavy Army re-deployment program, only a decrease in Leghorn activities can be expected.

(d) Naples

(1) Naples warehousing management has been replaced by Federazione Italiana dei Consorzi Agrari, but it is too early to evaluate the new personnel.

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

interested Italian Ministry or agency. Hundreds of tons of Commerce Sub-Commission imports, as well as foodstuffs, are on hand cluttering warehouses, whereas there is an obvious need for those supplies in the Italian economy.

(b) Genoa

(1) Genoa warehouses handled a greater tonnage of merchandise than in preceding months, but the figures are very misleading when compared to other ports, as Genoa figures include importations of wheat, fertilizer and pyrites, whereas these commodities are not normally included in the figures for other points. These commodities are not physically handled through the warehouse, as only constructive delivery is taken, the commodities being cleared directly from shipside to consignee, usually by rail.

(2) However, the actual inventory of supplies on hand increased greatly. Although storage space in the principal warehouse is adequate in tonnage, it is difficult of access because of the multiple storied building used and the somewhat limited elevator capacity. For that reason a portion of the premises of the Magazzini Generali was acquired for the storage of UNRRA supplies.

(3) Surplus unused warehouse capacity exists in the Genoa port and no problems are foreseen.

(4) There has been a further reduction in military personnel at Genoa warehouses. Excellent functioning by Federazione Italiana dei Consorzi Agrari has enabled this course of action without loss of general efficiency.

(c) Leghorn

(1) Leghorn inventory continued to decline, with exceedingly small receipts and larger issues.

(2) Until the completion of the heavy Army re-deployment program, only a decrease in Leghorn activities can be expected.

(d) Naples

(1) Naples warehousing management has been replaced by Federazione Italiana dei Consorzi Agrari, but it is too early to evaluate the new personnel.

(2) An allied officer was placed on temporary duty at Naples warehouses to assist in straightening out some of the problems that existed. He has been removed, but the results accomplished have been good.

(3) Total Naples inventories have declined over 4,000 tons. This, with the opening of a new warehouse, has improved the situation greatly. The heavy disbursements were possible only through corrective measures taken by the Rail Section, which made available almost as many rail cars as necessary to meet the accepted bids.

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

(e) Venice

(1) A month of new management by the Allied Commission has shown excellent results. Warehouse conditions and efficiency are remarkably improved. The number of Allied personnel has been reduced and it is hoped to further reduce this number in the coming month.

(2) Tonnage figures at Venice are deceiving for the same reason as given regarding Genoa.

(f) Ancona

(1) Ancona receipts greatly exceeded those in any recent month, particularly because of the arrival of some 5,000 tons of UNRRA supplies. Additional warehouses were acquired and the situation is well in hand, mainly because of the reduced activity of the Military in the Ancona area.

(2) The management of the Federazione Italiana dei Consorzi Agrari in Ancona is adequate and a further reduction in Allied personnel has been accomplished without loss of efficiency.

(g) Bari and Brindisi

(1) Receipts in this area were smaller than in recent months. This accompanied by the increased military personnel recently stationed in Bari, has enabled the overhauling of the warehousing system. Efficiency has been greatly increased and storage improved.

(h) UNRRA

(1) The handling of UNRRA supplies is again raising new problems. Although Naples inventory of UNRRA merchandise is considerably reduced from its peak, total quantities of UNRRA supplies in AFHQ Port Depots increased about 60 percent during the month. UNRRA distribution programs apparently are not made until after arrival of merchandise, sometimes weeks after arrival. On the other hand, expected arrivals of UNRRA goods are not known until the last minute. Resulting confusion is obvious.

(i) Appendix indicates warehouse movement during the month of August. (Appendix (B).

FRANK UPMAN, JR.
Director
Transportation Sub-Commission

4 Incls:
Appendices "A", "B", "C", and "D".

3272

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

APPENDIX "A"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR AUGUST 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A - American
B - British

DIRECTOR
Mr. Frank Upman, Jr. (A)

DEPUTY DIRECTOR
Colonel P.D.G. Buchanan (B)

EXECUTIVE OFFICER
Mr. Nicholas Gallo (A)

ADMINISTRATIVE DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)

Transport Economist
Mr. E. S. Lynch (A)

Accounts & Statistics Branch
Major W.E. Baylis (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

MOVEMENTS DIVISION (Tn 3)
Major C.R. Worthington (B)

Rail-Road Branch
Major C.F. Constable (B)
Major E.T.L. Sanderson (On Liap) (B)
Capt. I.F. Clinging (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Laraman (B)
Capt. G. Sweet (B)
Capt. J.H. Hazelton (On Liap) (B)
Capt. A. Tosi (I)

RAIL DIVISION (Tn 4)
Chief, Mr. Roy P. Moss (A)

Executive Officer
Major A.C. Ping (B)

Operations Branch
Major P.G. Matson (A)
Lt. E.A. Jeffreys (B)

RAIL DIVISION (Tn 4) (Cont'd.)

Mechanical Engineering Branch
Major G.S. Barnes (B)
Major J.W. Gill (A)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. C.G. Gross (A)
Asst., Mr. G.S. Franklin (C)

Operations Branch
Lt.Col. G. Fernyhough (B)
Capt. J.S. Billinghurst (B)
Capt. D.R. Richardson (A)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Downer (A)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. B. McDonnel (on detchmt) (NZ)

Port Branch
Mr. A.C. Allman (B)
Mr. C.C. Crooks (on detchmt) (A)
Mr. S.P. France (on detchmt) (A)
Lt. W.J.D. Evans (on detchmt) (B)

3271

Warehouse Branch
Major R.H. Klein (A)

ADVANCED ECHELON - Milan
Lt.Col. M. Harris (A)
Major H.C. Talbot (B)
Major H.A. Symons (B)

Declassified E.O. 12356 Section 3.3/NND No. 765021

DEPUTY DIRECTOR
Colonel F.D.G. Buchanan (E)

EXECUTIVE OFFICER
Mr. Nicholas Gallo (A)

ADMINISTRATIVE DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)

Transport Economist
Mr. E. S. Lynch (A)

Accounts & Statistics Branch
Major W.E. Baylis (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

MOVEMENTS DIVISION (Tn 3)
Major C.R. Worthington (B)

Rail-Road Branch
Major C.F. Constable (B)
Major B.T.L. Sanderson (On Liap) (B)
Capt. I.F. Clinging (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Laraman (B)
Capt. G. Sweet (B)
Capt. J.H. Hazelton (On Liap) (B)
Capt. A. Tosi (I)

RAIL DIVISION (Tn 4)
Chief, Mr. Roy P. Moss (A)

Executive Officer
Major A.C. Ping (B)

Operations Branch
Major P.G. Matsen (A)
Lt. E.A. Jeffreys (B)

Civil Engineering Branch
Lt.Col. A.H. Street (B)
Major E.J. Nolo (on detchmt) (B)
Major P.G. Buckley (on detchmt) (B)
Major W.F. Blair (on detchmt) (B)
Capt. L.A. Conway (on detchmt) (B)
Mr. E. Richard (on detchmt) (A)
Lt. W.H. Skouse (on detchmt) (B)

Major G.S. Barnes (B)
Major J.W. Gill (A)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. C.G. Gross (A)
Asst., Mr. G.S. Franklin (C)

Operations Branch
Lt.Col. G. Fernyhough (B)
Capt. J.S. Billinghurst (B)
Capt. D.R. Richardson (A)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Downer (A)

Supply Branch
Capt. W.C. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Dazzanelle (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. B. McDonnel (on detchmt) (NZ)

Port Branch
Mr. A.C. Allman (B)
Mr. C.C. Crocks (on detchmt) (A)
Mr. S.F. France (on detchmt) (A)
Lt. W.J.D. Evens (on detchmt) (B)

3271

Warehouse Branch
Major R.H. Klein (A)

ADVANCED ECHELON - Milan
Lt.Col. M. Harris (A)
Major H.C. Talbot (B)
Major H.A. Symons (I)
Lt. A.N.F. Webb (B)

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

APPENDIX "B"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR AUGUST 1945

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

ITALIAN GOVERNMENT TERRITORY

Reggio	- 1st Lt. K.A. Ash	(A)
Naples	- Major V.R. Bowers	(C)
	Capt. T.E. Ramsey	(A)
Bari	- Major C.W.G. Taylor	(B)
Brindisi	- Lt. R.F. Lewis	(B)
Rome	- Capt. S.C. Hall	(A)
Ancona	- Capt. R.L. Bent	(B)
	1st Lt. G.G. Del Merico	(A)
Ancona	- Capt. E.T. Griffin	(B)
Leghorn	- Capt. A.C. Ramsey	(A)
Bologna	- Capt. J.O. Dodds	(B)
	Capt. P.E. Hannon	(A)
Bologna	- 1st Lt. J.D. Howell	(A)
Florence	- W.O.J.G. W.W. Hill	(A)
Bari	- Mr. S. P. France	(A)

LOMBARDIA REGION

Lt.Col. M. Fitzgerald	(A)
Capt. W.F. Piper	(B)
Capt. R.J. Woodcock	(B)
Capt. W.H. Munn	(B)
1st Lt. C.W. Houston	(A)
1st Lt. R.T. O'Donnell	(A)
Capt. K.F. Vaughan	(B)
Lt. V.A. Paolino	(A)

LIGURIA REGION

Major E.W. Wickens	(B)
Major W.C. Boyd	(A)
Mr. C.C. Crooks	(A)
Capt. L. Volstad	(A)
Capt. R.K. Harper	(B)
Capt. I. Calvanese	(A)
Capt. F.K. Combs (atchd)	(B)
Capt. W. McC. Holmes	(B)
Capt. J.H. Lloyd Davies	(B)

PIEMONTE REGION

Major R.W. Saunders	(A)
Capt. J.L. Zerra	(A)
1st Lt. R.R. Johnson	(A)
1st Lt. I. Strand	(A)
Capt. N.A. Dickens	(C)
Capt. Z.M. Santini	(A)
1st Lt. L.E. Clark	(A)
Lt. A. McD. Clark	(B)
Capt. S.V. Tredinnick	(B)

VENIZIA

Major E.B. Corby	(C)
Major B.G. Jefferson	(B)
Capt. A.H. Irvine-Lynch	(B)
Lt. J.H. Hines-Wragg	(B)
Major W.F.J. Gartell	(B)
Major H.G. Fry (atcd)	(B)
Capt. J.N. Bowes	(B)
1st Lt. W.S. Allen	(A)
Capt. J.W.E. Osborne	(UDF)
1st Lt. R.W. Henley	(A)
1st Lt. G. Lester	(A)

VENEZIA GIULIA (AMG XIII CORPS)

Major W.T. Martin	(B)
Capt. D.L. Coleman	(A)
Capt. F.C. Philby	(A)
Capt. M.C. Polyblank	(B)
1st Lt. G. Mitchell	(A)

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

TRANSPORTATION SUB-COMMISSION, AC
MONTHLY REPORT FOR AUGUST 1945

APPENDIX "C"

CIVIL ENGINEERING - SUMMARY OF WORKS IN HAND

NORTHERN ITALY

TURIN	Line	50	Torino - Genova
			Torino - Modane (with MRS)
		52	Trofarello - Cuneo
			Cuneo - Ventimiglia
		55	Santhia' - Arona
		55 bis	Vignale - Varallo Sesia
		56 bis	Asti - Casale - Mortara
		57	Mortara - Alessandria
		101	Airasca - Torre Pellice
		103	Torino - Cuneo
		108	Savona - Carmagnola
		111	Ceva - Savigliano
		113	Chivasso - Casale
		114	Asti - Chivasso
		117	Castagnole L. - Asti
		121	Chivasso - Aosta
		123	Novara - Domodossola
GENOVA	Line	50	Genova - Sarzana
		59	Alessandria - Piacenza
			Genova Docks
		61	Genova - Ventimiglia (with MRS)
		129	Genova - Ovada - Asti
		130	Ovada - Alessandria
MILANO	Line	53	Milano - Torino
			Milano - Venezia
		61	Milano - Tortona
		65	Bologna - Milano
		146	Milano - Sondrio
		147	Milano - Bergamo
		155	Brescia - Parma
		153	Novate - Celolzicorte
		156	Brescia - Cremona
		160	Milano - Cremona
		163	Mantova - Pavia

3270

SOUTHERN ITALY

I.S.R.	Line	50	Central Station, Civitavecchia
			Pisa - La Spezia
			Disposa River bridge
		65	Prato - Bologna - permanent repairs
			Arezzo - Florence
			Orte - Chiusi - permanent reconstruction

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

		55 bis	Vignale - Varallo Sesia
		56 bis	Asti - Casale - Mortara
		57	Mortara - Alessandria
		101	Airasca - Torre Pellice
		103	Torino - Cuneo
		109	Savona - Carmagnole
		111	Ceva - Savigliano
		113	Chivasso - Casale
		114	Asti - Chivasso
		117	Castagnole L. - Asti
		121	Chivasso - Aosta
		123	Novara - Domodossola
GENOVA	Line	50	Genova - Sarzana
		59	Alessandria - Piacenza
			Genova Docks
		61	Genova - Ventimiglia (with MTS)
		129	Genova - Ovada - Asti
		130	Ovada - Alessandria
MILANO	Line	53	Milano - Torino
			Milano - Venezia
		61	Milano - Tortona
		65	Bologna - Milano
		146	Milano - Sondrio
		147	Milano - Bergamo
		155	Brescia - Parma
		153	Rovato - Calolziocorte
		156	Brescia - Cremona
		160	Milano - Cremona
		163	Mantova - Pavia

3270

SOUTHERN ITALY

I.S.R.	Line	50	Control Station, Civitavecchia
			Pisa - La Spezia
			Dispensa River bridge
		65	Prato - Bologna - permanent repairs
			Arezzo - Florence
			Orte - Chiusi - permanent reconstruction
			Rio Torto Viaduct
			Prato - Vernio
		86 (N)	Permanent repairs to 17 bridges
		86 (S)	Orfanto Viaduct and Biferno bridge
		87	Permanent repairs to 8 bridges
		88	Pescara - Chieti
			Roma - Avezzano
		92	Bridge, Torre Annunziata - Castellammare
		218	Viareggio - Pistoia
		219	Pisa - Empoli - Florence permanent works
		220	Chiusi - Sinalunga - Empoli

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

SOUTHERN ITALY
(Continued)

I.S.R. (continued)	Line 221	Montepaconli - Roccastrada
	224	Viareggio - Pistoia
	242	Albanina - Civitanova
	244	Bastia - Ellera
	245	Porto d'Ascoli - Ascoli Piceno
	246	Giulianova - Teramo
	258	Cocconina - Velletri
	260	Roma - Ciampino - Albano
	277	Terni - Rieti
		Antrodoco - L'Aquila
	279	Ferrazzano tunnel (Campobasso)
	281	Avellino - Benevento
	291	Torre Annunziata
	294	Avellino - Rocchetta

PRIVATELY OWNED RAILWAYS

Leuria Viaduct
Terni - Todi - Perugia
Ellera - Pietrafitta
Naples Centrale - Naples Scalo
Porto S.Giorgio - Amandola

VARIOUS WORKS

Loco Depot, Roma. Smistamento
Workshops, Cagliari
Loco Roundhouse, S.Lorenzo
Warehouse, Roma, Tiburtina
Yard, Roma, Smistamento
Various buildings, Naples
I.S.R. Office, Naples

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

TRANSPORTATION SUB-COMMISSION, AC — APPENDIX "D"
MONTHLY REPORT FOR AUGUST 1945

STATEMENT OF WAREHOUSE TONNAGE

1. UNRRA ACTIVITY AS FOLLOWS:

Warehouse	Opening Inventory	Received	Issued	Closing Inventory
Naples	5,663	1,188	4,756	3,095
Leghorn	2,863	-	820	2,042
Ancona	855	5,023	243	5,635
Genoa	-	5,701	-	5,701
Total	10,380	11,912	5,819	16,473

2. BARI ACTIVITY AS FOLLOWS: (Includes wheat)

Long Tons	Received	Issued
Food	14,295	6,088
Nonfood	4,461	3,532
Total	18,756	9,620

3. GENOA ACTIVITY IN UNITS AS FOLLOWS:

Commodity	Received	Issued
Spare parts	15	336
Iron catalyst	-	48
Medical supplies	12,964	7,631
Comforters	-	46
Blankets	-	283
Parcel post pack.	3	-
Steel plates	216	-
Eng. supplies	105	-
Paper white	82	-
Paper cigarette	118	-
Carbon steel plates	8	-
Fish hooks	151	-
Wire rope	90	-

3269

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

APPENDIX "D"
(Continued)

STATEMENT OF WAREHOUSE TONNAGE
(continued)

Warehouse	Opening Inventory	Received	Issued	Inventory 31 August
NAPLES				
Fed. Cons. Agr.	24,990	7,220	7,124	25,086
I.C.E.	2,467	452	1,722	1,197
Total	27,457	7,672	8,846	26,283
LEGHORN				
Fed. Cons. Agr.	9,901	397	4,188	6,110
I.C.E.	716	6,377	6,019	1,074
Total	10,617	6,774	10,207	7,184
ANCONA				
Fed. Cons. Agr.	4,642	14,341	8,017	10,966
I.C.E.	142	50	81	111
Total	4,784	14,391	8,098	11,077
GENOA				
Fed. Cons. Agr.	5,632	51,710	39,303	18,039
I.C.E.	1,871	663	787	1,747
Total	7,503	52,373	40,090	19,786
VENICE				
Fed. Cons. Agr.	4,709	16,645	15,382	5,972
I.C.E.	-	12	12	-
Total	4,709	16,657	15,394	5,972
TOTAL WAREHOUSES				
Fed. Cons. Agr.	49,874	90,313	74,014	66,173
I.C.E.	5,196	7,554	8,621	4,129
Total	55,070	97,867	82,635	70,302

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

20801

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/1.1/39/Tn6

RHB/cvm
9 October 1945

SUBJECT: Monthly Report - September 1945

TO : Administration Division
(Att: Lt. Col. W. P. Scoggins)

1. Ports Branch

a. All Ports - September has been a relatively quiet month due mainly to falling off in inward grain cargoes.

1) Genoa and Savona - The available berths and facilities at both ports have proved more than ample to meet the tonnages coming forward. Meanwhile rail clearance facilities at Genoa are being extended and improved. Port clearance of wrecks, mines, etc. is now being undertaken by Italian Naval Authorities. Mine-sweeping has proceeded in Porto Vecchio and the grain elevator repairs have made substantial progress towards expected completion by 15 October 1945. The reported depths at the silo jetty are given as 28 feet west side and 26 feet east side.

2) Piombino - Owing to the re-opening of the Ligurian ports, traffic has been light and in view of this fact and the poor shelter afforded to vessels at this port, its use is likely to be still further restricted during the winter months. Having regard to these factors, the proposed allocation and setting up of six Romney huts with construction of railway sidings thereto has been cancelled.

Two Liberties, one Norwegian steamer, one counter, 62 schooners and 146 small craft discharged the following tonnages:

2 Liberties discharged	-	5,711	tons wheat
1 Norwegian S/S "	-	7,369	tons coal
Other craft "	-	4,359	tons wine, caolin, etc.
Total	-	17,439	tons

3) Civitavecchia - The clearance of wrecks and mines has been continued throughout the month. The large gap in the South Mole by Berth #11 has now been completely closed and work has been proceeding on the removal of the large

3268

20811

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

steamer "Sabbia" which partially obstructs the entrance channel. This last is a major operation requiring the dissection of the wreck by divers and removal of the sections by floating crane "Trieste".

An under-water explosion occurred during the month occasioned by a vessel's anchor fouling a mine by berth #8. One loaded barge was sunk and another damaged. The loaded barge has been salved and special precautions are being taken to avoid necessity of anchors being used.

The port handled the following vessels:

Liberties	-	4	
Polish Steamers	-	1	
French Steamers	-	1	
Italian Coasters	-	12	(of these 8 represent arrivals of "Doceniго")
Motor Schooners	-	25	

Tonnage discharged:

General Cargo	-	12,236	tons
Coal	-	9,089	(of this 3,328 tons were discharged into lighters for Fiumicino/Rome)
Salt	-	2,808	
Wine	-	322	
Cattle	-	95	
Total	-	25,250	

4) Salerno - Dredging at this port has been interrupted by damage to suction fan of dredger arising from the presence of debris in the harbor. However, substantial progress has been made and the entrance channel dredged to a depth of 27 feet. During the month a Liberty ship with 5,000 tons grain in bulk and drawing 26 feet was entered and berthed at the west quay without incident. It is understood that although this cargo had to be bagged in course of discharge, a very good out-turn was made.

b. Fiumicino and Coast Services from Civitavecchia and Gaeta

The dredging of the bar at the Fiumicino entrance channel was completed early in the month and the dredging plant returned up river to the Sardegna Bend where dredging is in progress. The Tiber river remains at an abnormally low level, at places having a depth of only 3'4" and navigation must await a rise in level of at least 3 feet.

3267

The tonnage of coal discharged from ocean-going vessels at Civitavecchia and lightered to Fiumicino amounted to 3,328 and a further 2,756 tons coal were carried from Gaeta, making a total

2082

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

of 6,084 tons. The craft employed in these services were augmented during the course of this month by the addition of five L.C.T.'s acquired by Allied Commission through the Director of Harbor Craft. These craft should be capable of carrying upwards of 300 tons each and, although stripped of their original motive power, they are good, sea-worthy craft and constitute a most useful addition to the service.

c. General - With regard to the transfer of the seven hitherto British controlled ports of Savona, Genoa, Venice, Ancona, Bari, Brindisi and Taranto to Italian administration and control, which transfers, with the exception of Bari, have now been effected, Transportation (Br) Main have prepared in collaboration with this Division, and submitted to the War Office, London, lists of port equipment of all kinds, including stevedoring gear, cranes, and floating plant, which they consider more than ample to meet Italian port requirements, so far as they can be foreseen.

Pending screening and approval by the War Office, the equipment, as listed, is being transferred to the Italian Port Authorities on loan as British Military control is withdrawn and this transfer appears to be working smoothly and effectively.

2. Warehouse Branch

a. General - Total warehouse stocks increased during the month, not only for food items, but particularly for miscellaneous items as well, which seems to be due to the fact that several Sub Commissions have not worked out plans for the distribution of expected arrivals of merchandise.

b. UNRRA - It is of great interest to note that although the amount of UNRRA merchandise stored in warehouses in Naples, Leghorn, Ancona, and Genoa at the beginning of the month was approximately 16,500 tons, and although receipts were only approximately 1,000 tons, closing inventories at the end of the month were about 16,000 tons, indicating a total issue for the month of only 1,500 tons.

c. Genoa

1) Federazione Italiana dei Consorzi Agrari has accepted an increasing share of responsibility for all warehouse functions in Genoa warehouses so that it is believed that these warehouses could function efficiently in the very near future without any Allied Military personnel on duty.

2) Sufficient storage capacity is either already available or additional space as needed could be obtained with

32683

20851

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

little difficulty.

3) Although it is indicated above that no serious warehouse problem exists, the lack of distribution plans for large quantities of incoming supplies which could be railed directly from shipside to ultimate destination in the interior could easily cause a warehouse crisis if it was forced to store considerable quantities for any period of time.

4) Genoa figures on receipts and issues are deceiving because they include such items as iron pyrites, wine, and bulk wheat, which are not normally contained in receipts and issues of other warehouses.

d. Leghorn

1) Leghorn position continued to be relatively dormant.

2) However, by agreement with the U. S. Army, some ocean going vessels will be accepted at Leghorn during the month of October for discharge. This may increase activity here.

3) Federazione Italiana dei Consorzi Agrari seem well qualified to handle the warehouse situation. Military personnel presently assigned might be withdrawn in the near future without any serious consequences.

e. Naples

1) The new management recently assigned by the Federazione at Naples has proved helpful. Warehouse conditions are relatively good and despite rather considerable activity, especially toward the end of the month, the situation is well in hand.

2) Through the assistance of the Rail Division, many more rail wagons have been made available to Naples warehouses, although the commitment of 60 empty wagons per day has not been met. Nevertheless, the number of rail cars being made available exceeds a similar period in the warehouses' experience at any time during the last number of months.

f. Venice

1) An additional month of assistance by a capable Allied Military warehouse officer has brought the desired results. It has been necessary to withdraw this officer for assignment elsewhere, despite protests of the Federazione. Their management in Venice is exceedingly weak as compared to other places. However, the Venice problem is small and the Federazione should be able to cope with it.

3205

2084

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

2) The Allied Commission Port Liaison Officer has been requested to supervise warehouse operations in addition to his other duties because of the withdrawal of an officer assigned only for warehouse duties.

g. Ancona

1) Ancona situation has improved considerably due to the acquisition of better warehouse properties and the abandonment of some less suitable. Total warehouse capacity has increased. With the withdrawal of many British Army units from the Ancona area, especially from the port, it is anticipated that even more and better warehousing facilities will be available shortly.

2) It is anticipated that in the near future all Allied military personnel might be withdrawn without too serious results.

h. Bari and Brindisi

1) The withdrawal of military units from both Bari and Brindisi has made available to the Federazione warehousing facilities far superior to any previously occupied, both as to capacity, facilities for easy ingress and egress of trucks, and much closer to the port area.

2) Bari receipts were slightly less than last month, but issues were far less (3,000 tons against 9,000), increasing stock on hand considerably. Note that Bari and Brindisi figures are not included in the total for all warehouses since the same accounting procedure as used in the other ports is not used in Bari and Brindisi.

i. Appendix indicates warehouse movement during the month of September.

3. Personnel - Mr. R. M. Bazzanella, Chief of the Ports and Warehouse Division, requested his return to the States and effective 24 September 1945, turned over his duties to Mr. Charles C. Crooks who henceforth will be Chief of the Ports and Warehouse Division.

R. M. BAZZANELLA
Ports & Warehouse Division

3264

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

INTER-OFFICE MEMO

RUK/rf

5 October 1945

Tel. 473700

Ref. W/1.3/1620/Tn5

SUBJECT : Monthly Report (September) Warehouse Section
Port & Warehouse Division - Transportation Sub-Commission

TO : Chief, Port and Warehouse Division

1. GENERAL

a) At long last the Warehouse situation has attracted some attention from the Economic Section to the end that it is hoped a coordinated system will be evolved with warehousing and distribution of all imported civilian supplies. The contemplated plan should not only coordinate the activities on the Allied Commission side, but enable the proper Italian agencies to more rapidly accept their proper functions without so much assistance from the Allied personnel.

b) Total warehouse stocks increased during the month, not only for food items, but particularly for miscellaneous items as well, which seems to be due to the fact that several Sub-Commissions have not worked out plans for the distribution of expected arrivals of merchandise.

2. UNRRA

It is of great interest to note that although the amount of UNRRA merchandise stored in warehouses in Naples, Leghorn, Ancona, and Genoa at the beginning of the month were approximately 16,500 tons, and although receipts were only approximately 1,000 tons, clearing inventories at the end of the month were about 16,000 tons, indicating a total issue for the month of only 1,500 tons.

3. GENOA

a) Federazione Italiana dei Consorzi Agrari has accepted an increasing share of responsibility for all warehouse functions in Genoa warehouses so that it is believed that these warehouses could function efficiantly in the very near future without any Allied Military personnel on duty.

3263

b) Sufficient storage capacity is either already available or additional space as needed could be obtained with little difficulty.

c) Although it is indicated above that no serious warehouse

2086

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

problem exists, the lack of distribution plans for large quantities of incoming supplies which could be railed directly from ship side to ultimate destination in the interior could easily cause a warehouse crisis if it was forced to store considerable quantities for any period of time.

a) Gross figures on receipts and issues are deceiving because they include such items as iron pyrites, wine, and bulk wheat, which are not normally contained in receipts and issues of other warehouses.

4. LEGHORN

a) Leghorn position continued to be relatively dormant.

b) However, by agreement with the U.S. Army, some ocean going vessels will be accepted at Leghorn during the month of October for discharge. This may increase activity here.

c) Federazione Italiana dei Consorzi Agrari seem well qualified to handle the warehouse situation. Military personnel presently assigned might be withdrawn in the near future without any serious consequences.

5. NAPLES

a) The new management recently assigned by the Federazione at Naples has proved helpful. Warehouse conditions are relatively good and despite rather considerable activity, especially toward the end of the month, the situation is well in hand.

b) Through the assistance of the Rail Division, many more rail wagons have been made available to Naples warehouses, although the commitment of 60 empty wagons per day has not been met. Nevertheless, the number of rail cars being made available exceeds a similar period in the warehouses' experience at any time during the last number of months.

6. VENICE

a) An additional month of assistance by a capable Allied Military warehouse officer has brought the desired results. It has been necessary to withdrew this officer for assignment elsewhere, despite protests of the Federuzione. Their management in Venice is exceedingly weak as compared to other places. However, the Venice problem is small and the Federazione should be able to cope with it.

b) The Allied Commission Port Liaison Officer has been requested to supervise warehouse operations in addition to his other duties because of the withdrawal of an officer assigned only for warehouse duties.

7. ANCONA

a) Ancona situation has improved considerably due to the acquisition of better warehouse properties and the abandonment of some less suitable. Total warehouse capacity has increased. With the withdrawal

3262

2071

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

of many British Army units from the Ancona area, especially from the port, it is anticipated that even more and better warehousing facilities will be available shortly.

b) It is anticipated that in the near future all Allied Military personnel might be withdrawn without too serious results.

8. BARI AND BRINDISI

a) The withdrawal of military units from both Bari and Brindisi has made available to the Federazione warehousing facilities far superior to any previously occupied, both as to capacity, facilities for easy ingress and egress of trucks, and much closer to the port area.

b) Bari receipts were slightly less than last month, but issues were far less (3,000 tons against 9,000), increasing stock on hand considerably. Note that Bari and Brindisi figures are not included in the total for all warehouses since the same accounting procedure as used in the other ports is not used in Bari and Brindisi.

9. Appendix indicates warehouse movement during the month of September.

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

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

24891

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

D 1. P

Weekly Report.

All ports - September has been a relatively quiet month - mainly due to falling off in mineral-grain cargoes.

Genoa & Savona.

Available berths and facilities at both ports have proved more than ample to meet the tonnages coming forward. Breakbulk rail clearance facilities at Genoa are being extended and improved. Port Clearance vessels, dredges, mines, etc. - now being undertaken by Italian Naval Authorities. Mine-sweeping has proceeded in Porto Vecchio and the Straits of Bonifacio and clearance operations have made satisfactory progress and expected completion by 15th of this month. The reported depth at the oil-jetty are given as 28 feet West side and 26 ft. on the East side.

Bastia. Owing to the re-opening of the Ligurian ports, traffic has been slight and in view of the fact and the poor shelter afforded to vessels at Bastia, it is not likely to be still further restricted, during the winter months. Owing regard to these factors, the proposed allocation of six Romney huts with construction of railway sidings thereto has been cancelled.

3260

(over)

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

Previous (Cont) two Liberties, one Norwegian steamer, 4 on coaster ~~list~~ sixty-two schooners and 146 small craft discharged the following tonnages

2 Liberties aboard 5,711 tons resident
1 Nor S/S. " 7,369 " coal
Other craft " 4,359 " wine, caoba etc.

Total 17,439 tons

Cuota Vecchia: We put in and discharged the following vessels:

Liberties 4
Polish S/S 1
French " 1
Italian Coaster 17 (of these 8 departed unknown for Maccarese)
Motor schooners 25

Tonnage discharged: General cargo 12,936 tons
Coal 9,058 (of this 3328 was discharged into lighters for Civitavecchia)
Salt 2,505
Wine 322
Cattle 94

Total 25,250

* see page 4 for further particulars of S/S

Fiumicino - and coast services from Civitavecchia and Gaeta

The dredging of the bar at Fiumicino Entrance Channel was completed early in March and the dredger plant returned to Rome. The dredging in progress when dredger was withdrawn was at an abnormally low level, at places having a depth of only 2.4 fathoms against a mean level just over 3 fathoms. The tonnage of coal already discharged at Civitavecchia and Fiumicino was 3259 tons and a further 2756 tons had been carried from Gaeta.

Gaeta. 2.756 S/S. 3259 tons, making a total of 6084 tons.

20911

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

P 3. P

The craft employed in these services were augmented during the course of the month by the substitution of five L.C.T.s. assigned by Flag and Commander 8th Amph. D.O.H.C. These craft should be capable of carrying upwards of 500 tons each, although ~~the~~ ~~full~~ ~~load~~ ~~draught~~ of their original motive power, they are ~~fast~~ ~~handy~~ ~~craft~~ ~~and~~ ~~constitute~~ a most useful sea-worthy craft and constitute a most useful addition to the service.

Salerno: Dredging at this port has been interrupted by damage to suction pipe of dredger caused from the presence of obstructions in the harbour. However, substantial progress has been made and the Harbour Channel dredged to a depth of 27'. Every ~~effort~~ is being made to keep ~~a depth of~~ 26' ~~was~~ entered and berths with ~~a~~ ~~depth~~ ~~of~~ ~~26'~~ at Molo Zanfina. It is understood that although the cargo had to be tugged ~~in~~ from ~~the~~ ~~anchorage~~ ~~to~~ ~~the~~ ~~berth~~, no very great ~~obstructions~~ were encountered.

General: With regard to the transfer of Russian Liberty ~~British~~ controlled ports of Savona, Genoa, Venice, Ancona, Bari, Brindisi and Taranto to Italian administration ~~ports~~, ~~except~~ ~~Bari~~ 3258 ~~except~~ Bari, ~~only~~ ~~Brindisi~~ have now been effected,

20921

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

~~Further~~ Transportation (Brit.) Plans have prepared in collaboration with D.M.E. Supplies & Transport submitted to War Office, London, lists of part equipment of all kinds, including stores & heavy floating plant, which they consider most essential for the most efficient fighting as far as they can be foreseen.

Pending receipt and approval by the War Office, the equipment was loaded as being transferred to the ~~Middle East~~ Mediterranean Theatre of Military control as Baghdad transfer appears to be working smoothly and effectively.

* Continuation of Circle reading

The clearance of wreckage and mud has been continued throughout the month. The large part of the South Mole has now been completely cleared and work has been proceeding on the removal of the large steamer Serbia which forcibly obstructs the entrance channel. The Captain & Engineer superintending the clearance of the wreck by salvage vessels by floating crane vessels.

An under-water explosion occurred during the month & caused by a vessel another fouling a mine by the S. to N. Dock. Sealed barge was sunk & another damaged. The sealed barge has been ordered & special precautions are being taken to avoid recurrence of such.

3257

Appendix B – Warehouse Activity – Stocks

WAREHOUSE	OPENING INENTORY	RECEIVED	ISSUED	INVENTORY 30 Sept.
NAPLES				
FED.C.A	24'990	15038	8'900	31'128
I.C.F	1305	493	892	906
TOTAL	26295	15531	9792	32034
LEGHORN				
FED.C.A	6109	1325	2096	5338
I.C.F	1074	10	550	534
TOTAL	7183	1335	2646	5872
ANCONA				
FED.C.A	10641	5756	6181	10216
I.C.F.	120	179	147	152
TOTAL	10761	5935	6328	10368
GENOA				
FED.C.A	18'078	53489	50387	21180
I.C.F.	1747	—	250	1497
TOTAL	19825	53489	50637	22677
VENICE				
FED.C.A	5832	3726	5998	3560
I.C.F	—	—	—	—
TOTAL	5832	3726	5998	3560
TOTAL WAREHOUSES				

3256

Declassified E.O. 12356 Section 3.3/NND No. 765021

LEGHORN				
FED.C.A	6109	1325	2096	5338
I.C.F	1074	10	550	534
TOTAL	7183	1335	2646	5872
ANCONA				
FED.C.A	10641	5756	6181	10216
I.C.F.	120	179	147	152
TOTAL	10761	5935	6328	10368
GENOA				
FED.C.A	18'078	53489	50387	21180
I.C.F.	1747	—	250	1497
TOTAL	19825	53489	50637	22677
VENICE				
FED.C.A	5832	3726	5998	3560
I.C.F	—	—	—	—
TOTAL	5832	3726	5998	3560
				3256
TOTAL WAREHOUSES				
FED.C.A	65650	79334	73562	71422
I.C.F	4246	682	1839	3089
TOTAL	69896	80016	75401	74511

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

2 0 8 5!

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

4768

CC/ic

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

5 October 45

Tel: 843238
Ref. AC/47/Tn 4

SUBJECT : Monthly Report - Rail Division, September 45.

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

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

Sd. R.P. Moss.
Chief,
Rail Division.

1 Enclosure

ACP/ic

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

Tel: 845238
Ref: AC/47/Tn 4

5 October 45

ABBREVIATED MONTHLY REPORT

1. The month has been spent in consultation with Military Railway Service and independently to find ways and means of giving maximum freedom of control to Italian State Railways. We have been planning on turning over from supervisory to advisory as many functions as possible.

2. Power has been given to Minister of Transport to authorise financial expenditure on new works and reconstruction as from 1st October.

3. Authority has been given during the past month for rail repair work estimated as costing 1.014.153.000 lire.

4. Line 61 is open for traffic between Genoa and Ventimiglia, but connection to French frontier is not yet complete.

5. Inspection of various private workshops has been made during the month to ascertain productive capacity in repaired freight cars and steel rails.

6. The question of release of captured enemy material in the North has received special attention, and it is intended that AFHQ will turn over to ISR Stores the responsibility for disposal of all such materials, irrespective of ownership, as they have a satisfactory organisation for such work.

7. A Time Table Committee has been set up, and 38 applications resulted in 19 new services, including a number of long distance urgently needed connections.

8. Availability of fuel is likely to influence introduction of additional services in future.

9. Naples Compartimento continues as a sore spot in wagon distribution and operation, and attention of Minister has been called in the hope that changes will be made.

Chief,
Rail Division.

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

and independently to find ways and means of giving maximum freedom of control to Italian State Railways. We have been planning on turning over from supervisory to advisory as many functions as possible.

2. Power has been given to Minister of Transport to authorise financial expenditure on new works and reconstruction as from 1st October.

3. Authority has been given during the past month for rail repair work estimated as costing 1,014,153,000 lire.

4. Line 61 is open for traffic between Genoa and Ventimiglia, but connection to French frontier is not yet complete.

5. Inspection of various private workshops has been made during the month to ascertain productive capacity in repaired freight cars and steel rails.

6. The question of release of captured enemy material in the North has received special attention, and it is intended that AFHQ will turn over to ISR Stores the responsibility for disposal of all such materials, irrespective of ownership, as they have a satisfactory organisation for such work.

7. A Time Table Committee has been set up, and 38 applications resulted in 19 new services, including a number of long distance urgently needed connections.

8. Availability of fuel is likely to influence introduction of additional services in future.

9. Naples Compartimento continues as a sore spot in wagon distribution and operation, and attention of Minister has been called in the hope that changes will be made.

Chief,
Rail Division.

- 3254

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

Declassified E.O. 12356 Section 3.3/NND No. 765021

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

Ref: AC/RJ/Tn 4

4 October 45

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

1. POLICY MATTERS :

(a) Careful attention has been given during the month to the possibilities of reducing the supervisory work of the various Branches. This is more difficult for the Rail Division than with other Sub-Commissions, because Military Railway Service has necessarily maintained an almost complete control over the Italian State Railways, and the latter are hardly in a position or prepared to accept major responsibilities.

From October 18, the ISR will be authorised to move civilian traffic as they so desire, subject to meeting first of all the military requirements advised to them by Military Railway Service, and to fulfillment of movement of essential priority civilian traffic as notified by Allied Commission.

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

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

2. CIVIL ENGINEERING :

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

			Lire
1.	ROSIGNANO-LEGHORN	(Line 50)	130.000.000
2.	KILLERA-CORTONA	(Line 214)	58.000.000
3.	AVEZZANO-PESCINA		24.000.000
	PESCINA-SULMONA	(Line 88)	180.000.000
	SULMONA-PESCHIERA		150.000.000
4.	Locomotive Sheds [illegible]		1,350.000
5.	TERNI-AQUILA	(Line 277)(Balance)	53.803.000
6.	SAVONA-SANTUARIO S.GIUSEPPE	(Line 110)	93.000.000
	[illegible]	(Line 106)	297.000.000

more difficult for the Rail Division than with other Sub-Commissions because Military Railway Service has necessarily maintained an almost complete control over the Italian State Railways, and the latter are hardly in a position or prepared to accept major responsibilities.

From October 18, the ISR will be authorised to move civilian traffic as they so desire, subject to meeting first of all the military requirements advised to them by Military Railway Service, and to fulfillment of movement of essential priority civilian traffic as notified by Allied Commission.

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

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

2. CIVIL ENGINEERING :

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

			Lire
1.	ROSIGNANO-LIVORNO	(Line 50)	130.000.000
2.	SILLERA-CORTONA	(Line 244)	58.000.000
3.	AVEZZANO-PESCINA		24.000.000
	PESCINA-SULMONA	(Line 88)	180.000.000
	SULMONA-PESCINA		150.000.000
4.	Locomotive Sheds GROSSETO	(Line 277) (Balance)	1.350.000
5.	TERNI-AQUILA	(Line 110)	53.803.000
+ 6.	SAVONA-SANTUARIO S.GIUSEPPE	(Line 108)	95.000.000
	FOSSANO-CUNEO	(Line 110)	297.000.000
	CUNEO-S.GIUSEPPE		25.000.000
		Total	1.014.153.000

+ AMG territory

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

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

- 3253 -

./.

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

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

(e) Various feeder lines to Line 86 (Ancona-Bari) are in service as under:-

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

(f) Line 294 is open for traffic between Avellino and Montemarano (36 Km).
The work of the contractors on this line, and on the Benevento-Avellino line is so unsatisfactory that the strongest action has been taken with ISR.

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

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

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

3. MECHANICAL ENGINEERING :

1. Private Workshops are functioning as follows :

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

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

Declassified E.O. 12356 Section 3.3/NND No. 760021

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

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

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

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

3. MECHANICAL ENGINEERING :

1. Private Workshops are functioning as follows :

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

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

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

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

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

(d) ISR Rialto Shop - Rome Smistamento.
This shop is still undergoing a slow rebuilding program. It will be some months before this phase has progressed sufficiently to permit maximum output.
Rialto Shops have put out for the period 15 medium and 178 light repairs.

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

(a) Reggio Calabria (Locomotives)

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

During the period August 15 to September 15, 5 Electric and 11 Steam locomotives were outshopped in this Compartimento.

(b) Reggio Calabria (Cars)
During the month 45 units of passenger train equipment were given medium or heavy repairs. In addition to the above 15 units were recovered from previously inaccessible areas and either placed in service or moved to shops for light repairs.
The freight cars repaired in the area were 84 medium repairs and 1417 light repairs. This does not include the 1893 running repairs which handled during the period.

(c) Sicily (Locomotives)

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

Declassified E.O. 12356 Section 3.3/NND No. 765021

are as follows :

(a) Reggio Calabria (Locomotives)

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

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

(b) Reggio Calabria (Cars)

During the month 45 units of passenger train equipment were given medium or heavy repairs. In addition to the above 15 units were recovered from previously inaccessible areas and either placed in service or moved to shops for light repairs.

The freight cars repaired in the area were 84 medium repairs and 1417 light repairs. This does not include the 1893 running repairs which handled during the period.

(c) Sicily (Locomotives)

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

(d) Sicily (Cars)

During this period 62 units of passenger equipment were given light and medium repair .

The freight equipment was handled through the shops at the rate of 45 heavy 48 medium and 690 light repairs. In addition 1031 units were given running repairs.

3261

./.

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

3. General

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

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

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

4. Inspections trips

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

The first shops named are covered previously in this report.

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

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

4. STORES

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

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

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

(d) The Commerce Sub-Commission are now making a bulk allocations of tires to the Italian Ministry of Industry and Commerce which will require that

Declassified E.O. 12356 Section 3.3/NND NO. 765021

3. Inspections trips

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

The first shops named are covered previously in this report.

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

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

4. STORES

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

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

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

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

(e) During the month of October the MRS will not issue any materials except in case of an extreme emergency to ISR from their Fa Stores Depots in order to have ISR demonstrate their ability to produce supplies.

(f) The Allied Forces have turned over many material dumps to the Italian Government, the material in these dumps will be taken care of for the Government by the Stores Service of the ISR who are in a position to handle such work.

3200

./.

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

5. TRAFFIC

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

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

(c) The following services became effective during the month.

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

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

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

ORTE-AVEZZO tri-weekly cancelled and daily local service Rome-Aresso substituted.

TRENTO-VERONA

VERONA-ROVIGO

IMPRUNETA-SAVONA

BOLOGNA-CASALE S.P.

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

POLIGNO-TERNI-FABRIANO-FOLIGNO-CITTA-AREZZO Workers trains converted to civilian passenger trains.

VENICE-PADUA

PADUA-TORINO

CASARSA-TREVISO

MONTEBELLUNA-PADUA

FILTRE-TREVISO

MESTRE-CASTELFRANCO workers train extended to include Venice and

Declassified E.O. 12356 Section 3.3/NND No. 755021

TURIN-MILAN-VENICE

VERCELLI-ALESSANDRIA

VERONA-BOLOGNA

NAPLES-BARI tri-weekly increased to daily and extended to Lecce.

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

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

GENOA-VENTIMIGLIA tri-weekly cancelled and daily local service Rome-Arezzo substituted.

TRENTO-VERONA

VERONA-ROVIGO

UDINE-GAVORA

BOLOGNA-CASALE S.P.

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

FOLIGNO-TERNI-FABRIANO-FOLIGNO-CHIUSI-PERUGIA Workers trains converted to civilian passenger trains.

VENICE-PADUA

PADUA-FUSINATO

CASARSA-TRENTO

MONTEBELLUNA-PADUA

FELTRE-TREVISO

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

3249

(d) Output of passenger coaching stock in the North has helped to provide equipment, but now that a fairly satisfactory skeleton service is in being throughout Italy, the dominating factor will become availability of coal and fuel oil.

Re-electrification is therefore of paramount importance if additional services are to be obtained to meet heavy demands.

./.

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

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

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

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

(h) The question of re-requisitioning of privately owned vehicles has been carefully considered, and authority given to Minister of Transport to act as he thinks best in the matter. Certain vehicles built for conveyance of glass, molasses, formaldehyde, etc. can well be returned to the monopolies that own them, but the immediate soaring of hire costs for wine tankers following on introduction of a wine train from Puglia to the North has led the Minister to re-consider our recommendation that all wine tankers be requisitioned until the Puglia wine crop has been cleared.
This recommendation was given after careful consideration with Food Sub-Commission; the State Railway Officials were much divided amongst themselves.

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

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

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

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

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

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

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

(h) The question of de-requisitioning of privately owned vehicles has been carefully considered, and authority given to Minister of Transport to act as he thinks best in the matter. Certain vehicles built for conveyance of glass, molasses, formaldehyde, etc. can well be returned to the monopolies that own them, but the immediate soaring of hire costs for wine tankers following on introduction of a wine train from Puglia to the North has led the Minister to re-consider our recommendation that all wine tankers be requisitioned until the Puglia wine crop has been cleared.
This recommendation was given after careful consideration with Food Sub-Commission; the State Railway Officials were much divided amongst themselves.

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

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

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

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

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR SEPTEMBER 1945

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

(a) Attached herewith as Appendices A and B are lists of Transportation officers at headquarters and in the field.

(b) On September 24, Mr. Charles C. Crooks was appointed Chief of the Ports and Warehouse Division, to succeed Mr. R. M. Banzarella, who has requested his return to the United States.

PART II - MOVEMENTS

1. GENERAL

(a) During September the foundations were laid for handing over to the Italian Authorities the control of movement of all civilian traffic. From October 1, Minister of Transport will authorize financial expenditure on all new rail projects, without reference to Allied Commission. From October 16, the ISR will be authorized to move civilian traffic as they desire, subject to meeting first the military requirements stated by Military Railway Service, and movement of essential priority civilian traffic as notified by Allied Commission. It is planned to hand over the bidding for coastwise shipping on 1 November. An Italian Authority to lay down priorities of movement and also to coordinate movement by sea and rail will be established. With the return of Venice, Ancona, Brindisi and Taranto to Italian Administration on 30 September, the only military controlled ports are now Trieste, Leghorn, Naples and Bari and the last two have an Italian operated section dealing with civil cargoes. Federazione Italiana dei Consorzi Agrari has accepted an increasing share of responsibility for warehouse functions. The transfer of the Truck Pools to the Italian Government has been completed and all are now civilian staffed and operated by the Ministry of Transport.

(b) September saw the end of the major flow of refugees through the Brenner Pass, which was averaging 8,000 people daily at its peak.

(c) The movement of wine from APULIA to the North presented a problem typical of the conditions now ruling in ITALY. It was decided to requisition all rail tank cars and run a daily wine train; requisitioning proved difficult in many cases and trains ran spasmodically. Conditions improved in the latter part of the month, trains were despatched more frequently, and 13 trains were despatched during the month. A lavish shipping programme was set up; although the ships duly arrived at the ports to load, the wine did not, shippers finding the controlled price unattractive compared with what was obtainable both for local consumption and for despatch to the North in

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

officers at headquarters and in the field.

(b) On September 24, Mr. Charles C. Crooks was appointed Chief of the Ports and Warehouse Division, to succeed Mr. R. M. Bazzanella, who has requested his return to the United States.

PART II - MOVEMENTS

1. GENERAL

(a) During September the foundations were laid for handing over to the Italian Authorities the control of movement of all civilian traffic. From October 1, Minister of Transport will authorise financial expenditure on all new rail projects, without reference to Allied Commission. From October 18, the ISR will be authorized to move civilian traffic as they desire, subject to meeting first the military requirements stated by Military Railway Service, and movement of essential priority civilian traffic as notified by Allied Commission. It is planned to hand over the bidding for coastwise shipping on 1 November. An Italian Authority to lay down priorities of movement and also to coordinate movement by sea and rail will be established. With the return of Venice, Ancona, Brindisi and Taranto to Italian Administration on 30 September, the only military controlled ports are now Trieste, Leghorn, Naples and Bari and the last two have an Italian operated section dealing with civil cargoes. Federazione Italiana dei Consorzi Agrari has accepted an increasing share of responsibility for warehouse functions. The transfer of the Truck Pools to the Italian Government has been completed and all are now civilian staffed and operated by the Ministry of Transport.

(b) September saw the end of the major flow of refugees through the Brenner Pass, which was averaging 8,000 people daily at its peak.

(c) The movement of wine from APULIA to the North presented a problem typical of the conditions now ruling in ITALY. It was decided to requisition all rail tank cars and run a daily wine train; requisitioning proved difficult in many cases and trains ran spasmodically. Conditions improved in the latter part of the month, trains were despatched more frequently, and 13 trains were despatched during the month. A lavish shipping programme was set up; although the ships duly arrived at the ports to load, the wine did not, shippers finding the controlled price unattractive compared with what was obtainable both for local consumption and for despatch to the North in illicit road transport for subsequent uncontrolled sale.

2. RAIL

3247

(a) Movements of essential foodstuffs and other commodities were hampered by lack of wagons, particularly in Naples and Bari Compartimenti; constant representation was made to I.S.R. to remedy what was found to be bad local distribution, but little improvement resulted. A five day block on all traffic for Naples had to be imposed owing to heavy backlog of loaded vehicles. Despite the wagon shortage, overall tonnages showed a substantial increase over the previous month, the comparative figures for the mainland being as follows:

8

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

	Sept. Period	Aug. Period
Tonnage moved	369,540	390,824
Tonnage not moved	169,815	144,795
Tonnage not moved owing to lack of wagons	74,525	54,908

(b) In addition to the movement of supplies essential to the life of the community certain important movements of commodities for the rehabilitation of Italian industry were authorized and arranged during the month, also special trains were arranged for the movement of Italian Government archives from the North to Rome.

(c) Controlled movement of refugees showed an increase over the previous month. A total of 67 trains with a lift of 88,000 refugees moving during the month. Particularly heavy movements occured southbound over the Brenner route which at times resulted in congestion at Verona, requiring additional trains to cope with these emergencies. A noticeable diminution in the number of trains occurred during the last week as evacuation from the British and American Zones of Germany was completed. Further movement from the Russian Zone and from France are expected during October but these should be light.

(d) Information that a large number of Italian ex P.W. were expected to arrive at Italian ports from U.S.A., England, Africa and India in the near future was the subject of conference held with Displaced Persons and Italian P.W. Sub-Commissions. Except for those movements from Leghorn for which P.B.S. has agreed to accept responsibility, it was agreed that movement from ports to camps and ultimate destinations would be an Allied Commission commitment.

3. ROADS

(a) There was a further decrease in the number of bids for movement during the month and all were executed satisfactorily.

(b) Special arrangements for the movement of heavy girders for railway bridge repairs were made through A.F.H.Q. Tank transporters on loan from military sources were employed for the purpose.

(c) Rehabilitation of branch railway line feeding line 26 in the Ancona Area resulted in a decrease in road haulage programmes in that area.

(d) Heavy refugee movement resulted in a temporary P.O.L. shortage in Venezia Region, where the total allocation for the month was consumed during the first week. A supplementary issue was made by A.F.H.Q. Pet. Sec. to meet subsequent commitments.

(e) Illegal movement of wine from the south to the north continued to increase with adverse effect on loading of wine to ships in the Naval. As a result Regions were instructed to make frequent spot checks on trip tickets issues, as several instances of improper issues had been reported. Following these instructions some instances were traced to their sources and suitable action taken.

Declassified E.O. 12356 Section 3.3/NND No. 759021

(c) Controlled movement of refugees showed an increase over the previous month. A total of 67 trains with a lift of 68,000 refugees moving during the month. Particularly heavy movements occured southbound over the Brenner route which at times resulted in congestion at Verona, requiring additional trains to cope with these emergencies. A noticeable diminution in the number of trains occurred during the last week as evacuation from the British and American Zones of Germany was completed. Further movement from the Russian Zone and from France are expected during October but these should be light.

(d) Information that a large number of Italian ex P.W. were expected to arrive at Italian ports from U.S.A., England, Africa and India in the near future was the subject of conference held with Displaced Persons and Italian P.W. Sub-Commissions. Except for those movements from Leghorn for which P.B.S. has agreed to accept responsibility, it was agreed that movement from ports to camps and ultimate destinations would be an Allied Commission commitment.

3. ROADS

(a) There was a further decrease in the number of bids for movement during the month and all were executed satisfactorily.

(b) Special arrangements for the movement of heavy girders for railway bridge repairs were made through A.F.H.Q. Tank transporters on loan from military sources were employed for the purpose.

(c) Rehabilitation of branch railway line feeding line 26 in the Ancona Area resulted in a decrease in road haulage programmes in that area.

(d) Heavy refugee movement resulted in a temporary P.O.L. shortage in Venezia Region, where the total allocation for the month was consumed during the first week. A supplementary issue was made by A.F.H.Q. Pet. Soc. to meet subsequent commitments.

(e) Illegal movement of wine from the south to the north continued to increase with adverse effect on loading of wine to ships in the Heel. As a result Regions were instructed to make frequent spot checks on trip tickets issued, as several instances of improper issues had been reported. Following these instructions some instances were traced to their sources and suitable action taken.

4. SHIPPING

(a) 35 deep sea vessels carrying AC. Civil supplies (coal excluded) arrived in Italian ports during the month. 133,660 tons of coastwise shipping was lifted, including 57,400 tons of Sardinian coal. In addition, schooners moved about 20,000 tons. There was no movement of cattle from Sardinia during September. The "William Richardson", carrying 2,500 tons of foodstuffs, was discharged in Leghorn: this was the first vessel accepted in the port for some time, the port having been occupied with redeployment. The "Calanda", the first ship with cargo for Switzerland, arrived in Genoa with bulk grain. 2,000 tons of grain, a gift from the Swiss to the city of Genoa, were shipped from Lisbon. The first shipment of cotton from U.S.A. was discharged from

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

Robin Tuxford (5,700 bales) and James Moore (9,000 bales). The programme of pyrites from Portiglione has been fulfilled, but there have been no shipments of phosphates from Tunisia to Italian mainland, due to failure on the part of French and Italian authorities to reach an agreement. The movement of wine has been less than anticipated for reasons stated above. Only 4,249 tons were shipped in coasters and 1,009 tons in bulk in tankers. Following commodities and tonnages were shipped in coastwise traffic:

Miscellaneous food	9,850 tons
Wine	4,249 "
Salt (edible)	16,094 "
Salt (industrial)	8,478 "
Hay	2,300 "
Rubber	2,000 "
Coal (ex Sardinia)	57,400 "
Miscellaneous	5,747 "
Total	133,660 tons

(b) Regular passenger services have been maintained between Sardinia, Sicily and Italian Mainland. The movement of refugees, ex P.O.W.'s and displaced persons has continued satisfactorily from various ports by passenger ships and Italian naval vessels. The number of refugees carried are as follows:

From Genoa	1,656
" Piombino	422
" Civitevecchia	3,137
" Naples	1,939

(c) The policy noted above of handing back ports to Italian control has been continued with success. The rehabilitation of ports is progressing and in the ports handed back adequate equipment is being left to cope with anticipated tonnages of civilian supplies in future months.

(d) Genoa is now capable of working 10 ocean going vessels, 2 coasters and 4 tankers (stern on) plus a berth for bunkering. The dry docking area has been cleared of mines and Nos. 2 and 4 dry docks are now working, as are ships repair yards. Progress is also being made on repair of silos. In Venice the silos are now working.

PART III - RAIL

1. GENERAL

(a) Careful attention has been given during the month to the possibility of reducing the supervisory work of the various Branches. This is difficult because Military Railway Service has necessarily maintained an almost complete control over the Italian State Railways, and the latter are hardly

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

Hay	2,300	"
Rubber	2,000	"
Coal (ex Sardinia)	57,400	"
Miscellaneous	5,747	"
Total	133,660	tons

(b) Regular passenger services have been maintained between Sardinia, Sicily and Italian Mainland. The movement of refugees, ex P.O.W.'s and displaced persons has continued satisfactorily from various ports by passenger ships and Italian naval vessels. The number of refugees carried are as follows:

From Genoa	1,456
" Piombino	422
" Civitavecchia	3,137
" Naples	1,939

(c) The policy noted above of handing back ports to Italian control has been continued with success. The rehabilitation of ports is progressing and in the ports handed back adequate equipment is being left to cope with anticipated tonnages of civilian supplies in future months.

(d) Genoa is now capable of working 10 ocean going vessels, 2 coasters and 4 tankers (stern on) plus a berth for bunkering. The dry docking area has been cleared of mines and Nos. 2 and 4 dry docks are now working, as are ships repair yards. Progress is also being made on repair of silos. In Venice the silos are now working.

PART III - RAIL

1. GENERAL

(a) Careful attention has been given during the month to the possibility of reducing the supervisory work of the various Branches. This is difficult because Military Railway Service has necessarily maintained an almost complete control over the Italian State Railways, and the latter are hardly prepared to accept major responsibilities. But, as noted above, great responsibility is being entrusted to the Italian State Railways.

3246

(b) The ninth Meeting of the Allied Railway Board was held on 20 September 1945 when ratification of various decisions of the five working Sub-Commissions was made. Proposals have been submitted to the Chairman of the Board for re-adjustment of functions to meet the changing conditions.

2. CIVIL ENGINEERING

(a) During the month, additional repair and rehabilitation works, to a total estimated cost of 1,084,153,000 lire have been authorized as follows:

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

			Lire
1.	ROSIGNANO-LEGHORN	(Line 50)	130,000,000
2.	ELLERA-CORTONA	(Line 244)	58,000,000
3.	AVEZZANO-PESCINA	)	24,000,000
	PESCINA-SULMONA	(Line 88)	180,000,000
	SULMONA-PESCINA	)	150,000,000
4.	Locomotive Sheds GROSSETO	(Line 277) (Balance)	1,350,000
5.	TERNI-AQUILA	(Line 110)	53,803,000
*6.	SAVONA-SANTUARIO S.GIUSEPPE	(Line 108)	95,000,000
	FOSSANO-CEVA	(Line 110)	297,000,000
	CEVA-S.GIUSEPPE		25,000,000
		Total....	1,084,153,000

* AMG territory.

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

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

(d) Line 244 and the private link to the Pietrafitta Lignite Mines was completed 15 September 1945.

(e) The following feeder lines to Line 86 (Ancona-Bari) are now in service:

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

(f) Line 294 is open for traffic between Avellino and Montemarano (36 Km). But the work of the contractors on this line and on the Benevento-Avellino line is so unsatisfactory that the strongest action has been taken with ISE.

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

(h) An inspection of track lay-out in Genoa Port disclosed that 20 km. of track were urgently required for improved lay-out in the Campasso Marshalling Yard. The matter is in hand with Military Railway Service, which has wired London for authority to release the track.

(i) Numerous local repairs have been effected and sections of line opened to traffic in the Northern Areas.

3. MECHANICAL ENGINEERING

(a) Operations of Private Workshops follow:

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

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

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

(d) Line 244 and the private link to the Piotrafitta Lignite Mines was completed 15 September 1945.

(e) The following feeder lines to Line 26 (Ancona-Bari) are now in service:

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

(f) Line 294 is open for traffic between Avellino and Montemarano (36 Km). But the work of the contractors on this line and on the Benevento-Avellino line is so unsatisfactory that the strongest action has been taken with ISR.

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

(h) An inspection of track lay-out in Genoa Port disclosed that 20 km of track were urgently required for improved lay-out in the Campasso Marshalling Yard. The matter is in hand with Military Railway Service, which has wired London for authority to release the track.

(i) Numerous local repairs have been effected and sections of line opened to traffic in the Northern Areas.

3. MECHANICAL ENGINEERING

(a) Operations of Private Workshops follow:

(1) Wagon-Lits - Rome

Because the Wagon-Lits shop in Rome is performing several heavy repair jobs requiring from 1,000-1,500 man-hours, its output dropped from 9 coaches in August to 5 in September. It is repairing 1 sleeping car and will continue to run a sleeping car per month through the shop during the next three months. Several units from a British Ambulance train are awaiting shop. These will be given priority and should all be in service during the next 15 days.

(2) Bombrini-Parodi-Delfino, Colleferro

The output for the last period was 77 wagons. The output of this shop is entirely war damaged equipment constituting heavy repairs and is, for the most part, new in service equipment when outshopped. An effort has been

Declassified E.O. 12356 Section 3.3/NND No. 765021

made to increase box car production but as a result of lumber shortage other types of equipment such as flats, gondolas, etc. have had to be substituted. This plant is doing an excellent job considering the continued shortage of materials and supplies. Special mention should be made of the initiative displayed in use of scrap and rough manufacture to fill in material shortages. For example they are making nails, bolts, screws, etc., for which they have very crude equipment.

(3) Cecchetti-Works at Civitanova, Marche

The Cecchetti Works have had an average repair month turning out 79 cars. Timber, sheet iron, coke, etc. necessary to their output have been very difficult to supply. The electric power situation as mentioned in previous reports is undergoing a gradual improvement. It is as yet not up to normal and this necessarily retards production.

(4) ISR Rialto Shop - Rome Smistamento

Rialto Shops have put out for the period 15 medium and 178 light repairs. This shop is still undergoing a slow rebuilding program. It will be some months before this phase has progressed sufficiently to permit maximum output.

(b) The locomotive and car situation in the Compartimentos of Calabria and Sicily are as follows:

(1) Reggio Calabria (Locomotives)

TYPE OF LOCOMOTIVE	IN SERVICE	WAITING REPAIR	UNDER REPAIR	TOTAL
Road Locomotive	47	71	2	120
Switch Locomotive	12	7	1	20
Electric Locomotive	26	4	-	30
Total	85	82	3	170

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

(2) Reggio Calabria (Cars)

During the month 45 units of passenger train equipment were given medium or heavy repairs. In addition, 15 units were recovered from previously inaccessible areas and either placed in service or moved to shops for light repairs. In addition to 1,893 running repairs, 84 freight cars were given medium repairs and 1,417, light repairs, during the period.

(3) Sicily (Locomotives)

TYPE OF LOCOMOTIVE	IN SERVICE	WAITING REPAIR	UNDER REPAIR	TOTAL
Road Locomotive (Standard Gauge)	152	114	3	269
Road Locomotive (Narrow Gauge)	31	28	-	59
Switch Locomotive	25	24	1	50

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

normal and this necessarily retards production.

(4) ISR Rialzo Shop - Some Assignments

Rialzo Shops have put out for the period 15 medium and 178 light repairs. This shop is still undergoing a slow rebuilding program. It will be some months before this phase has progressed sufficiently to permit maximum output.

(b) The locomotive and car situation in the Compartimentos of Calabria and Sicily are as follows:

(1) Reggio Calabria (Locomotives)

TYPE OF LOCOMOTIVE	IN SERVICE	WAITING REPAIR	UNDER REPAIR	TOTAL
Road Locomotive	47	71	2	120
Switch Locomotive	12	7	1	20
Electric Locomotive	26	4	-	30
Total	85	82	3	170

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

(2) Reggio Calabria (Cars)

During the month 45 units of passenger train equipment were given medium or heavy repairs. In addition, 15 units were recovered from previously inaccessible areas and either placed in service or moved to shops for light repairs. In addition to 1,893 running repairs, 84 freight cars were given medium repairs and 1,417, light repairs, during the period.

(3) Sicily (Locomotives)

TYPE OF LOCOMOTIVE	IN SERVICE	WAITING REPAIR	UNDER REPAIR	TOTAL
Road Locomotive (Standard Gauge)	152	114	3	269
Road Locomotive (Narrow Gauge)	31	28	-	59
Switch Locomotive	25	24	1	50
Total	208	166	4	378

3245

(4) Sicily (Cars)

During this period 62 units of passenger equipment were given light and medium repair and freight equipment received 45 heavy, 43 medium and 690 light repairs, in addition to running repairs given to 1,031 units.

(c) General.

A new private workshop, Officine di Casaralta at Bologna, submitted material requisitions which were handled through the Rail Division Stores section. This shop is the only one of its kind undamaged in the Bologna area. It is felt that it should be in the same category as Colleferro and Cecchetti for supplies and materials. The 163 Railway Workshop Company (Br) is billeted in

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

the shop area and has been giving such supply help as it was able, but in the interest of permitting development of the shops, evacuation of the military is under consideration.

(d) Inspections trips.

During the month inspection trips were made to Colleferro, Mason Lits and to the Steel Mill at Bagnoli (ILVA). The inspection of the steel mill was to determine its state of rehabilitation and when it could be expected to produce steel rail of which there is a serious shortage. Steel rail may be expected from this plant shortly after November 15 at the rate of 100-150 tons per day, from materials already in stock. On or about December 15 the furnaces should start and be able to supply billet material for rolls at the rate of 250-300 tons per month. Failure to furnish coal in the proper quantity will delay operation of the furnace.

4. STORES.

(a) The Allied Forces have turned over to the Italian Government many material dumps, which will be in charge of the Stores Service of the I.S.R. The question of release of War equipment in the North has been pursued with War Disposal Sub-Commission and Advance Headquarters, in order that I.S.R. may speedily make use of valuable material. AFHQ authority has already been received for use of captured enemy signal equipment in 2 District.

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

(c) Effective 15 September 1945 Coal Allocation Committee made the allocation of coal and coke for Italy the responsibility of the Italian Ministry of Industry and Commerce. Coal for I.S.R. in Sicily, Sardinia and Reggio Compartiments is allocated by the Ministry; the rest of I.S.R. will still receive its allotment through the Military Railway Service.

(d) The Commerce Sub-Commission is now making a bulk allocation of tires to the Italian Ministry of Industry and Commerce. The Italian State Railways must therefore purchase their tires directly from the Italian Government.

(e) During the month of October the AMG will not, except in case of an extreme emergency, issue any materials to I.S.R. from their In Storus Depots, in order that I.S.R. may demonstrate their ability to produce supplies.

5. TRAFFIC

(a) From the civilian passenger standpoint, the month of September has been the most successful on record.

(b) On suggestion of Allied Commission, Travel Sub-Committee of Allied Railway Board appointed a Time-Table Committee to deal with applications for additional passenger trains. Of 38 applications at the first meeting, 19 were accepted, and the second meeting was similarly successful.

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

4. STORES.

(a) The Allied Forces have turned over to the Italian Government many material dumps, which will be in charge of the Stores Service of the I.S.R. The question of release of War equipment in the North has been pursued with War Disposal Sub-Commission and Advance Headquarters, in order that I.S.R. may speedily make use of valuable material. AFHQ authority has already been received for use of captured enemy signal equipment in 2 District.

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

(c) Effective 15 September 1944 Coal Allocation Committee made the allocation of coal and coke for Italy the responsibility of the Italian Ministry of Industry and Commerce. Coal for I.S.R. in Sicily, Sardinia and Reggio Compartiments is allocated by the Ministry; the rest of I.S.R. will still receive its allotment through the Military Railway Service.

(d) The Commerce Sub-Commission is now making a bulk allocation of tires to the Italian Ministry of Industry and Commerce. The Italian State Railways must therefore purchase their tires directly from the Italian Government.

(e) During the month of October the MRS will not, except in case of an extreme emergency, issue any materials to I.S.R. from their Tn Stores Depots, in order that I.S.R. may demonstrate their ability to produce supplies.

5. TRAFFIC

(a) From the civilian passenger standpoint, the month of September has been the most successful on record.

(b) On suggestion of Allied Commission, Traffic Sub-Committee of Allied Railway Board appointed a Time-Table Committee to deal with applications for additional passenger trains. Of 38 applications at the first meeting, 19 were conceded, and the second meeting was similarly successful.

(c) New passenger services established in Appendix C.

(d) In spite of very short notice, suitable arrangements were made for the conveyance of the Consulate of the Government to and from Lecce.

(e) Output of passenger coaching stock in the North has eased the equipment situation somewhat. Now that a fairly satisfactory skeleton service exists throughout Italy, the determining factor will become availability of coal and fuel oil and reelectrification.

Declassified E.O. 12356 Section 3.3/NND No. 765021

(f) Complaint has been registered of the growing practice of I.S.R. to increase number of passenger coaches on trains beyond authorized capacity, and from Bari to Ancona serious delays have been caused by the attachment of box freight cars, up to as many as 26, to the civilian passenger train.

(g) Military trains have assisted considerably in the movement of civilian mails but now that all Italy is served by civilian trains the handling of mail on military trains will gradually decrease. The carriage of civilian mails is given priority over the movement of passenger trains.

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

(i) The Wagon Control Committee, of which the chairmanship passed to I.S.R. on 1 October, is working smoothly and with the exception of Naples Compartimento, difficulties are decreasing, and, more important, we are able to ascertain exactly what and where those difficulties are. A frequent cause of difficulty is brought about by instructions from local Military authorities to I.S.R. which are contrary to those of the Wagon Control Committee. This often applies in inter-compartimental moves and loss of civil loadings usually results. This is hardly satisfactory, when Allied Commission has taken every precaution to ensure adequate distribution. One black spot, Warehouses 676 and 696 at Naples, is receiving very special attention, but until I.S.R. can ensure that the local staff act in accordance with instructions from their Headquarters the position will continue to be difficult.

PART IV - ROAD

1. GENERAL

(a) Reduction of military commitments for civilian movement resulted in greater traffic for civilian trucking firms. Effective 17 September military authorities ceased dock clearance of civilian supplies. Arrangements have been made for E.N.A.O. to undertake this task, largely with U.T.C. trucks at their disposal.

2. OPERATIONS

(a) Fifty 2-ton trucks have been allotted U.T.C. from Livorno for port clearance.

(b) Truck Pool and civilian vehicles will be required to haul an additional 6,000 tons per month in Bari which becomes a "C" port on 1 October.

(c) Thirty military trucks provided by 2 District for hemp movement are being withdrawn on 15 October. Truck Pool vehicles will take over the operation.

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

reconsider our recommendation that all wine tankers be requisitioned until the Puglie wine crop has been cleared.

(i) The Wagon Control Committee, of which the chairmanship passed to I.S.R. on 1 October, is working smoothly and with the exception of Naples Compartimento, difficulties are decreasing, and, more important, we are able to ascertain exactly what and where those difficulties are. A frequent cause of difficulty is brought about by instructions from local Military authorities to I.S.R. which are contrary to those of the Wagon Control Committee. This often applies in inter-compartimental moves and loss of civil loadings usually results. This is hardly satisfactory, when Allied Commission has taken every precaution to ensure adequate distribution. One black spot, Warehouses 676 and 696 at Naples, is receiving very special attention, but until I.S.R. can ensure that the local staff act in accordance with instructions from their Headquarters the position will continue to be difficult.

PART IV - ROAD

1. GENERAL

(a) Reduction of military commitments for civilian movement resulted in greater traffic for civilian trucking firms. Effective 17 September military authorities ceased dock clearance of civilian supplies. Arrangements have been made for E.N.A.C. to undertake this task, largely with U.T.C. trucks at their disposal.

2. OPERATIONS

(a) Fifty 2-ton trucks have been alloted U.T.C. from Livorno for port clearance.

(b) Truck Pool and civilian vehicles will be required to haul an additional 8,000 tons per month in Bari which becomes a "C" port on 1 October.

(c) Thirty military trucks provided by 2 District for hamp movement are being withdrawn on 15 October. Truck Pool vehicles will take over the operation.

3. MAINTENANCE

3244

(a) The activities of the Maintenance Branch for the month of December were confined to handing over to the Italian Government 1,474 trailers for rebuilding and salvaging operations. These are parts of the 20,000 ton lift authorized by AFHQ/COS, of which 3,473 trucks and trailers have now been transferred.

4. SUPPLY

(a) Fifty trucks, 10 tons, 6x4 and 12 tons, (233 cases) of truck spare parts were received.

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

(b) Vehicles transferred to Italian Government in September 1945 included:

(1) 81 trucks, 10 ton, 6x4.
(2) 722 trucks, 1-1/2 ton, 4x4 (imported commercial type vehicles for employment on Italian civil supply services).
(3) 330 3-ton British cargo vehicles from theatre stocks.
(4) 30 1/4 ton trucks. (jeeps)

PART V - PORTS AND WAREHOUSES

1. PORTS BRANCH

(a) All Ports - September has been a relatively quiet month due mainly to falling off in inward grain cargoes.

(1) Genoa and Savona - The available berths and facilities at both ports have proved more than ample to meet the tonnages coming forward. Meanwhile rail clearance facilities at Genoa are being extended and improved. Port clearance of wrecks, mines, etc. is now being undertaken by Italian Naval Authorities. Minesweeping has proceeded in Porto Vecchio and the grain elevator repairs have made substantial progress towards expected completion by 15 October 1945. The reported depths at the silo jetty are given as 28 feet west side and 26 feet east side.

(2) Piombino - Owing to the re-opening of the Ligurian ports, traffic has been light and in view of this fact and the poor shelter afforded to vessels at this port, its use is likely to be still further restricted during the winter months. Therefore, the proposed allocation and setting up of six Nonney huts with construction of railway sidings thereto has been cancelled. The following tonnages were discharged:

2 Liberties	-	5,711 tons wheat
1 Norwegian S/S	-	7,369 tons coal
146 small craft	-	4,359 tons wine, caolin, etc.
Total		17,439 tons

(3) Civitavecchia - The clearance of wrecks and mines has been continued throughout the month. The large gap in the South Mole by Berth No. 11 has now been completely closed and work has been proceeding on the removal of the large steamer "Sabbia" which partially obstructs the entrance channel. An under-water explosion occured during the month occasioned by a vessel's anchor fouling a mine by Berth No. 8. One loaded barge was sunk and another damaged. The loaded barge has been salvaged and special precautions are being taken to avoid necessity of anchors being used. The port handled the following vessels:

Liberties	-	4
Polish Steamers	-	1
French Steamers	-	1
Italian Coasters	-	12 (of these 8 represent arrivals of "Modenigo")
Motor Schooners	-	25

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

(1) Genoa And Savona - The available berths and facilities at both ports have proved more than ample to meet the tonnages coming forward. Meanwhile rail clearance facilities at Genoa are being extended and improved. Port clearance of wrecks, mines, etc. is now being undertaken by Italian Naval Authorities. Minesweeping has proceeded in Porto Vecchio and the grain elevator repairs have made substantial progress towards expected completion by 15 October 1945. The reported depths at the silo jetty are given as 28 feet west side and 26 feet east side.

(2) Piombino - Owing to the re-opening of the Ligurian ports, traffic has been light and in view of this fact and the poor shelter afforded to vessels at this port, its use is likely to be still further restricted during the winter months. Therefore, the proposed allocation and setting up of six Nissen huts with construction of railway sidings thereto has been cancelled. The following tonnages were discharged:

2 Liberties	-	5,711 tons wheat
1 Norwegian S/S	-	7,369 tons coal
146 small craft	-	4,359 tons wine, caolin, etc.
Total		17,439 tons

(3) Civitavecchia - The clearance of wrecks and mines has been continued throughout the month. The large gap in the South Mole by Berth No. 11 has now been completely closed and work has been proceeding on the removal of the large steamer "Sabbia" which partially obstructs the entrance channel. An under-water explosion occured during the month occasioned by a vessel's anchor fouling a mine by Berth No. 2. One loaded barge was sunk and another damaged. The loaded barge has been salvaged and special precautions are being taken to avoid necessity of anchors being used. The port handled the following vessels:

Liberties	-	4
Polish Steamers	-	1
French Steamers	-	1
Italian Coasters	-	12 (of these 8 represent arrivals of "Modenigo")
Motor Schooners	-	25

Tonnage discharged:

General Cargo	-	12,936 tons
Coal	-	9,089 (of this 3,328 tons were discharged into lighters for Piumicino/Rome)
Salt	-	2,808
Wine	-	322
Cattle	-	95
Total		25,250

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

(4) Salerno - Dredging at this port has been interrupted by damage to suction fan of dredger by debris in the harbor. However, substancial progress has been made and the entrance channel dredged to a depth of 27 feet. During the month a Liberty ship with 5,000 tons of grain in bulk and drawing 26 feet was entered and berthed at the west quay without incident. It is understood that although this cargo had to be bagged in course of discharge, a very good out-turn was made.

(5) Fiumicino and Coast Services from Civitavecchia and Gaeta. The tonnage of coal discharged from ocean-going vessels at Civitavecchia and lightered to Fiumicino amounted to 3,328 and a further 2,756 tons coal were carried from Gaeta, making a total of 6,084 tons. The craft employed in these services were augmented during the course of this month by the addition of five L.C.T.'s acquired by Allied Commission through the Director of Harbor Craft. These craft should be capable of carrying upwards of 300 tons each and, although stripped of their original motive power, they are good, sea-worthy craft and constitute a most useful addition to the service. The dredging of the bar at the Fiumicino entrance channel was completed early in the month and the dredging plant returned up river to the Sardegna Bend where dredging is in progress. The Tiber River remains at an abnormally low level, at places having a depth of only 3'4" and navigation must await a rise in level of at least 3 feet.

(6) General - Transportation (Br) Main have prepared, in collaboration with this Division, and submitted to the War Office, London, lists of port equipment of all kinds, including stevedoring gear, cranes, and floating plant, which they consider more than ample to meet requirements of the seven hitherto British controlled ports of Savona, Genoa, Venice, Ancona, Bari, Brindisi and Taranto. Pending screening and approval of sale by the War Office, the equipment, as listed, is being transferred to the Italian Port Authorities on loan as British Military control is withdrawn and this transfer appears to be working smoothly and effectively.

2. WAREHOUSE BRANCH

(a) General - Total warehouse stocks increased during the month, not only for food items, but for miscellaneous items as well, apparently because several Sub-Commissions have not worked out plans for the distribution of expected arrivals of merchandise.

(b) Statistics - Appendix D indicates warehouse movement during the month of September.

(c) UNRRA - Although the amount of UNRRA merchandise stored in warehouses in Naples, Leghorn, Ancona and Genoa at the beginning of the month was approximately 16,500 tons, and although receipts were only approximately 1,000 tons, closing inventories at the end of the month were about 16,000 tons, indicating a total issue for the month of only 1,500 tons.

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

3243

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

craft should be capable of carrying upwards of 300 tons each and, although stripped of their original motive power, they are good, sea-worthy craft and constitute a most useful addition to the service. The dredging of the bar at the Fiumicino entrance channel was completed early in the month and the dredging plant returned up river to the Sardegna Bend where dredging is in progress. The Tiber River remains at an abnormally low level, at places having a depth of only 3'4" and navigation must await a rise in level of at least 3 feet.

(c) General - Transportation (Br) Main have prepared, in collaboration with this Division, and submitted to the War Office, London, lists of port equipment of all kinds, including stevedoring gear, cranes, and floating plant, which they consider more than ample to meet requirements of the seven hitherto British controlled ports of Savona, Genoa, Venice, Ancona, Bari, Brindisi and Taranto. Pending screening and approval of sale by the War Office, the equipment, as listed, is being transferred to the Italian Port Authorities on loan as British Military control is withdrawn and this transfer appears to be working smoothly and effectively.

2. WAREHOUSE BRANCH

(a) General - Total warehouse stocks increased during the month, not only for food items, but for miscellaneous items as well, apparently because several Sub-Commissions have not worked out plans for the distribution of expected arrivals of merchandise.

(b) Statistics - Appendix D indicates warehouse movement during the month of September.

(c) UNRRA - Although the amount of UNRRA merchandise stored in warehouses in Naples, Leghorn, Ancona and Genoa at the beginning of the month was approximately 16,500 tons, and although receipts were only approximately 1,000 tons, closing inventories at the end of the month were about 15,000 tons, indicating a total issue for the month of only 1,500 tons.

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

3243

(e) Genoa.

(1) Sufficient storage capacity is either already available or additional space as needed could be obtained with little difficulty. But the lack of distribution plans for large quantities of incoming supplies which could be railed directly from shipside to ultimate destination in the interior could easily cause a warehouse crisis.

(2) Genoa figures on receipts and issues are deceiving because they include such items as iron pyrites, wine, and bulk wheat, which are not normally contained in receipts and issues of other warehouses.

(f) Leghorn - Leghorn position continued to be relatively dormant. But, by agreement with the U.S. Army, some ocean going vessels will be accepted at Leghorn during the month of October for discharge. This may increase activity here.

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

(g) Naples.

(1) The new management recently assigned by the Federazione at Naples has proved helpful. Warehouse conditions are relatively good and despite rather considerable activity, especially toward the end of the month, the situation is well in hand.

(2) Through the assistance of the Rail Division, many more rail wagons have been made available to Naples warehouses, although the commitment of 60 empty wagons per day has not been met. Nevertheless, the number of rail cars available is greater than at any time during the last several months.

(h) Venice - An additional month of assistance by a capable Allied Military warehouse officer has brought the desired results. It has been necessary to withdraw this officer for assignment elsewhere, despite protests of the Federazione, and the Allied Commission Port Liaison Officer is supervising warehouse operations in addition to his other duties. The Venice problem is small and the Federazione should be able to cope with it, despite the fact that its management in Venice is exceedingly weak as compared to other places.

(i) Ancona - Ancona situation has improved considerably due to the acquisition of better warehouse properties and the abandonment of some less suitable. Total warehouse capacity has increased. With the withdrawal of many British Army units from the Ancona area, especially from the port, it is anticipated that even more and better warehousing facilities will be available shortly.

(j) Bari and Brindisi.

(1) The withdrawal of military units from both Bari and Brindisi has made available to the Federazione warehousing facilities far superior to any previously occupied, in capacity, easy ingress and egress of trucks, and proximity to the port area.

(2) Bari receipts were slightly less than last month, but issues were far less (3,000 tons against 9,000), and stock on hand increased considerably. Note that Bari and Brindisi figures are not included in the total for all warehouses since the same accounting procedure as used in the other ports is not used in Bari and Brindisi.

For the Director:

WALTER F. SCOGGINS
Lt. Col., QMC
Chief, Administrative Division

4 Incls:
Appendices "A", "B", "C", and "D".

Declassified E.O. 12356 Section 3.3/NND No. 765021

APPENDIX "A"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR SEPTEMBER 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A- American
B- British

ACTING DIRECTOR
Colonel P.D.C. Buchanan (B)

ADMINISTRATIVE DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)

Transport Economist
Mr. E. S. Lynch (A)

Accounts & Statistics Branch
Major W.E. Baylis (B)
Capt. M. Steinberg (A)
W.O. A.A. DiChello (A)

MOVEMENTS DIVISION (Tn 3)
Lt.Col. L. M. Cooper (B)
Lt.Col. C.T. Worthington (on LIAP (B)

Rail-Road Branch
Major C.F. Constable (B)
Major B.T.L. Sanderson (B)
Capt. D.F. Clinging (B)
Capt. A.A. Gower (on LIAP) (B)

Shipping Branch
Major M.F. Laraman (B)
Capt. G. Sweet (B)
Capt. J.H. Hazelton (on LIAP) (B)
Capt. A. Tosi (I)

RAIL DIVISION (Tn 4)
Chief, Mr. Roy P. Moss (A)

Executive Officer
Major A. C. Ping (B)

Operations Branch
Major F.S. Matson (A)
Lt. E.A. Jeffreys (B)

RAIL DIVISION (Tn 4) (Cont'd)

Civil Engineering Branch
Lt.Col. A.H. Street (LIAP) (B)
Major E.J. Mole (on detchmt) (B)
Major P.G. Buckley " (B)
Major W.F. Blair " (B)
Capt. L.A. Conway " (B)
Mr. E. Richard " (A)
Lt. W.H. Skouse (LIAP) (B)

Mechanical Engineering Branch
Major G.S. Barnes (on LIAP) (B)
Major J.W. Gill (A)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief; Mr. G.C. Gross (A)
Asst., Mr. G.S. Franklin (C)

Operations Branch
Major C.W.G. Taylor (B)
Capt. J.S.Billinghurst (LIAP)(B)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Downer (A)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. C. C. Crocks (A)
Mr. R. M. Bazzanella (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. B. McDonnel (NZ)

Port Branch
Mr. A. C. Allmen (B)

3242

Warehouse Branch

Declassified E.O. 12356 Section 3.3/NND No. 765021

Transport Economist
Mr. E. S. Lynch (A)

Accounts & Statistics Branch
Major W.E. Baylis (B)
Capt. M. Steinberg (A)
W.O. A.A. DiChello (A)

MOVEMENTS DIVISION (Tn 3)
Lt.Col. L. M. Cooper (B)
Lt.Col. C.E. Worthington (on LIAP (B)

Rail-Road Branch
Major C.F. Constable (B)
Major B.T.L. Sanderson (B)
Capt. I.F. Clinging (B)
Capt. A.A. Gower (on LIAP) (B)

Shipping Branch
Major M.P. Laraman (B)
Capt. G. Sweet (B)
Capt. J.H. Hazelton (on LIAP) (B)
Capt. A. Tosi (I)

RAIL DIVISION (Tn 4)
Chief, Mr. Roy P. Moss (A)

Executive Officer
Major A. C. Ping (B)

Operations Branch
Major P.G. Metson (A)
Lt. E.A. Jeffreys (B)
Major P.G. Buckley " (B)
Major W.F. Blair " (B)
Capt. L.A. Conway " (B)
Mr. E. Richard " (A)
Lt. W.H. Skouse (LIAP) (B)

Mechanical Engineering Branch
Major G.S. Barnes (on LIAP) (B)
Major J.W. Gill (A)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. G.G. Gross (A)
Asst., Mr. G.S. Franklin (C)

Operations Branch
Major C.W.G. Taylor (B)
Capt. J.S.Billinghurst (LIAP)(B)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Downer (A)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. C. C. Crooks (A)
Mr. R. M. Bazzanella (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. B. McDonnel (NZ)

Port Branch
Mr. A. C. Allman (B)

Warehouse Branch
Major H.H. Klein (A)

ADVANCED ECHELON - Milan
Lt.Col. M. Harris (A)
Major H.A. Symons (B)
Lt. A.N.F. Webb (B)

3242

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

APPENDIX "G"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR SEPTEMBER 1945

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

ITALIAN GOVERNMENT TERRITORY

Naples	- Major V.H. Bowers	(C)
	Capt. T.E. Ramsey	(A)
Brindisi	- Lt. R.F. Lewis	(B)
Rome	- Capt. S.C. Hall	(A)
Ancona	- Capt. K.F. Vaughan	(A)
	1st Lt.G.G. Del Merico	(A)
Bologna	- Capt. J.O. Dodds	(B)
	Capt. P.E. Hennon	(A)
Florence	- W.O.J.G. W.W. Hill	(A)
Bari	- Mr. S. P. France	(A)
AMG-Livorno Zone -		
	1st Lt. G. Lester	(A)

LOMBARDIA REGION

Lt.Col. M. Fitzgerald	(A)
Capt. R.J. Woodcock	(B)
Capt. W.H. Nunn	(B)
1st Lt. C.W. Houston	(A)
1st Lt. R.T. O'Donnell	(A)
Lt. V.A. Paolino	(A)

LIGURIA REGION

Major W.C. Boyd	(A)
Capt. L. Volstad	(A)
Capt. R.K. Harper	(B)
Capt. I. Calvanese	(A)
Capt. F.K. Combs (stchd)	(B)
Capt. J.H. Lloyd Davies	(B)
J/Cmdr A.K. King	(B)

PIEMONTE REGION

Major R.W. Saunders	(A)
Capt. J.L. Zerrs	(A)
1st Lt. R.E. Johnson	(A)
1st Lt. I. Strand	(A)
Capt. N.A. Dickens	(C)
Capt. Z.M. Santini	(A)
1st Lt. L.E. Clark	(A)
Lt. A. McD. Clark	(B)

VENIZIA

Major E.E. Corby	(C)
Capt. A.H. Irvine-Lynch	(B)
Major W.F.J. Cartell	(B)
Major H.G. Fry (atcd)	(B)
Capt. J.N. Bowes	(B)
1st Lt. W.S. Allen	(A)
Capt. J.W.E. Osborne	(UDF)
1st Lt. R.W. Henley	(A)
Lt. W.J.D. Evans	(B)

VENEZIA GIULIA (AMG XIII CORPS)

Major W.T. Martin	(B)
Capt. D.L. Coleman	(A)
Capt. M.C. Polyblank	(B)
1st Lt. G. Mitchell	(A)
1st Lt. J.D. Howell	(A)
Lt. N.J. Lister	(A)

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

APPENDIX "C"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR SEPTEMBER 1945

NEW PASSENGER SERVICES

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

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

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

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

TRENTO-VERONA

VERONA-ROVIGO

IMPERIA-SAVONA

BOLOGNA-CASALE S.F.

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

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

VENICE-PADOVA

CASARSA-TREVISO

MONTEBELLUNA-PADOVA

FELTRE-TREVISO

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

3241

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

APPENDIX "D"

TRANSPORTATION SUB-COMMISSION, AC
MONTHLY REPORT FOR SEPTEMBER 1945

STATEMENT OF WAREHOUSE ACTIVITY

Warehouse	Opening Inventory	Received	Issued	Inventory 30 Sept.
NAPLES				
Fed. Cons.	24,990	15,038	8,900	31,128
I.C.E.	1,305	493	892	906
Total	26,295	15,531	9,792	32,034
LEGHORN				
Fed. Cons.	6,109	1,325	2,096	5,338
I.C.E.	1,074	10	550	534
Total	7,183	1,335	2,646	5,872
ANCONA				
Fed. Cons.	10,641	5,756	6,181	10,216
I.C.E.	120	179	147	152
Total	10,761	5,935	6,328	10,368
GENOA				
Fed. Cons.	16,076	53,489	50,367	21,180
I.C.E.	1,747	-	250	1,497
Total	19,825	53,489	50,617	22,677
VENICE				
Fed. Cons.	5,832	3,726	5,998	3,560
I.C.E.	-	-	-	-
Total	5,832	3,726	5,998	3,560
TOTAL WAREHOUSES				
Fed. Cons.	65,650	79,334	73,562	71,422
I.C.E.	4,246	682	1,839	3,089
Total	69,896	80,016	75,401	74,511

Declassified E.O. 12356 Section 3.3/NND No. 755021

LIAISON OFFICE A.C. - I.S.R.
RAILWAY RE-ELECTRIFICATION

MONTHLY REPORT FOR SEPTEMBER 1945

TO : Transportation Sub-Commission (Rail), A.C. Building.

The following notes are intended to show the situation of railway re-electrification as far as D.C. electrified lines with first priority are concerned.

N O R T H E R N I T A L Y.

1. TRENTO - VERONA - BOLOGNA (line 69).
H.T. lines - (one circuit) Complete from Bressanone to Bologna except at the crossing of the river Po, where mine clearance is being carried out. Extimated date for completion is 15th October.

Substations. One unit is ready for service in each substation, Trento and Ostiglia. One mobile substation is going to Serravalle, one to Ceraino, one to Bologna S.Viola. At Verona, repairs on one mobile substation are almost completed.

Filter is in good conditions at Trento, under repair at Verona. One filter car for Bologna will be dispatched from Naples within the month of October. Two filter cars would be required for Serravalle and Ceraino.

Contact line. From Trento to Ala : complete.
From Ala to Verona : well in hand
From Verona to Bologna : complete
Bologna station : should be completed by October 15th.

2. PIACENZA - BOLOGNA (line 65)
H.T. lines. Complete from Piacenza to Rubiera; under repair from Rubiera to Bologna.
The line between Rubiera and Crevalcore is completed.

32.40

Substations. Piacenza, Fidenza, Parma substations (one unit each) ready within the end of October.
Oil is requested for refilling transformers.
Rubiera substation is badly damaged.

Contact line. Should be completed from Piacenza to Bologna

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

with first priority are concerned.

N O R T H E R N I T A L Y.

1. TRENTO - VERONA - BOLOGNA (line 69).
H.T. Lines - (one circuit) Complete from Bressanone to Bologna except at the crossing of the river Po, where mine clearance is being carried out. Extimated date for completion is 15th October.

Substations. One unit is ready for service in each substation, Trento and Ostiglia. One mobile substation is going to Serravalle, one to Ceraino, one to Bologna S.Viola. At Verona, repairs on one mobile substation are almost completed.

Filter is in good conditions at Trento, under repair at Verona. One filter car for Bologna will be dispatched from Naples within the month of October. Two filter cars would be required for Serravalle and Ceraino.

Contact line. From Trento to Ala : complete.
From Ala to Verona : well in hand
From Verona to Bologna : complete
Bologna station : should be completed by October 15th.

2. PIACENZA - BOLOGNA (line 65)
H.T. lines. Complete from Piacenza to Rubiera; under repair from Rubiera to Bologna.
The line between Rubiera and Crevalcore is completed.

3240

Substations. Piacenza, Fidenza, Parma substations (one unit each) ready within the end of October.
Oil is requested for refilling transformers.
Rubiera substation is badly damaged.

Contact line. Should be completed from Piacenza to Bologna within the end of October.

C E N T R A L I T A L Y

3. BOLOGNA - PRATO (line 65)
H.T. lines. - Clearance of mines in the section Bologna - Grizzana has delayed this work; estimated complexion date is now the end of October.
The section Grizzana - Florence is completed.

Substations. Two mobile substations and a filter car are now installed at Grizzana.

./.

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

4. FLORENCE - ROME (line 65)

H.T. Lines. One circuit has been completed between Orte and Florence; extimated date for completion of the section Rome - Orte is for the end of 1965.

The second circuit is completed between Orte and Orvieto, nearly completed between Chiusi and Ponticino; works are being carried out in the section Ponticino - Florence.

Substations. Building under repair at Nara Sabina; a rectifier is almost completed, a transformer is to be sent from Milan. Switchboard and apparatus must be repaired. Buoldings under repair at Orte.

Contact lines. Repair works are proceeding on poles and fittings. Straining of conductors will begin as soon as contact wire and catenary rope will be available.

ROME - NAPLES (line 89)

H.T.lines. Repair work on towers are proceeding very slowly for lack of materials, especially carbide.

Substations. Repair to building at Campoleone will be completed within the end of October, at Sezze (crane building) by October 15th.

Contact line. Repair to piles and fittings are in hand between Rome and Fondi. Many poles and brackets are missing between Fondi and Villa Literno.
80 - 90% of conductors are missing.

6. LINES IN THE NAPLES AREA.

The contact lines in the sections Aversa-Villa Literno, as well as Naples-Torre Annunziata is complete.
One mobile substation now under repair at Brown Boveri workshops Milan, will be dispatched to Villa Literno within October.

7. OTHER H.T. LINES.

130 KV. Leghorn - Cascino - Larderello line. Almost completed between Leghorn and Cascina. Repairs are proceeding in the section Cascina - Larderello.

130 KV Larderello - Ponticino line. Repairs are proceeding.

130 KV Orte - Falconara line. Works are proceeding.
On the Genga - Falconara section and on the second circuit between Fossato and Foligno.
The two above said sections are about 50% completed.

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

Buildings under repair at Orte.

Contact lines. Repair works are proceeding on poles and fittings. Straining of conductors will begin as soon as contact wire and catenary rope will be available.

ROME - NAPLES (line 89)

H.T.lines. Repair work on towers are proceeding very slowly for lack of materials, especially carbide.

Substations. Repair to building at Campoleone will be completed within the end of October, at Sezze (crane building) by October 15th.

Contact line. Repair to piles and fittings are in hand between Rome and Fondi. Many poles and brackets are missing between Fondi and Villa Literno.
80 - 90% of conductors are missing.

6. LINES IN THE NAPLES AREA.

The contact lines in the sections Aversa-Villa Literno, as well as Naples-Torre Annunziata is complete.
One mobile substation now under repair at Brown Boveri workshops Milan, will be dispatched to Villa Literno within October.

7. OTHER H.T. LINES.

130 KV. Leghorn - Cascino - Larderello line. Almost completed between Leghorn and Cascina. Repairs are proceeding in the section Cascina - Larderello.

130 KV Larderello - Ponticino line. Repairs are proceeding.

130 KV Orte - Falconara line. Works are proceeding.
On the Genga - Falconara section and on the second circuit between Fossato and Foligno.
The two above said sections are about 50% completed.

3239

60 KV. Bagni di Tivoli - Sagittario Power Station line. (one circuit). Towers repair completed. Straining of conductors is completed except in the section Tagliacozzo - Paterno.

8. MATERIALS.

Filter cars. Arrangements are being made for getting as soon as possible some filter cars.

Copper production. Fornaci di Barga workshops has already manufactured 200 tons of copper contact wire and catenary rope.

9th October 1945

Ing. E. Favi

LIAISON OFFICER

Declassified E.O. 12356 Section 3.3/NND No. 765021

2136

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

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/1.1/40/Tn6

CCC/mvm
9 November 1945

SUBJECT: Monthly Report for October 1945

TO : Administration Division
(Att: Lt. Col. W. P. Scoggins)

1. Ports Branch

a. General

1) With the exception of the ports of Leghorn, which has continued to operate as a "D" port, Naples (including Bagnoli) which remained a "C" port but with important changes referred to later, Bari, which reverted from "D" to "C" on 1 October and Palermo, which remained a "C" port, all the ports of Italy have been operated throughout the month as "A" ports, i.e. under the complete administrative and executive control of the Italian Civil Authority, exercised by the Ministry of Marine through their Capitanerias.

2) On 20 October 1945, the operational basis of the port of Naples was modified, a further considerable section of the port being transferred to Italian Civil Control, while the remainder of the port was apportioned between the American and British Military Authorities for their respective use and requirements.

3) The reversion of the once exclusively British controlled ports of Savona, Genoa, Ancona, Brindisi and Taranto to Italian Control, effected at the beginning of the month, operated smoothly and without hindrance to port operations, thanks largely to the Port Projects scheme sponsored by the British Military Authorities whereby sufficient equipment of all kinds was transferred to the charge and maintenance of the various Capitanerias on a temporary loan basis to the account of the Ministry of Marine until such time as permanent transfer terms are arranged.

4) With regard to Naples the sub-division of which was of somewhat complicated nature involving some problems in regard to Port Equipment, the position is clarifying on the basis that floating equipment provided by American Transportation is operating on a "pool" basis to meet over-all

2139

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

requirements, while the provision of other equipment (mechanical and stevedoring gear) is being resolved on the basis that British Transportation is supplying its own section of the port, while American Transportation is meeting the needs of the Italian controlled sections.

5) The equipment needs of all other Italian ports are being attended to in liaison with the appropriate Department of Italian Ministry of Marine and met so far as possible by bids made against surpluses as declared by American and British Military Transportation Authorities.

b. Fiumicino and Coast Services from Civitavecchia and Gaeta.

The tonnage of coal discharged from ocean-going vessels into lighters at Civitavecchia and transported by sea to Fiumicino amounted to 8,398 tons and a further 700 tons of coal were lightered from Gaeta, making a record total for these services of 9,098 tons for the month.

c. Civitavecchia

1) Vessels discharged: 20 of which
9 NSA
2 Italian
9 "Moncenigo" voyages

2) Cargo discharged: 41,768 tons of which
21,232 tons - General Merchandise
20,536 tons - Coal
431 head - Cattle
602 head - Sheep
77 head - Horses

3) Passengers:
Disembarked - 2,699
Embarked - 3,515

4) Dock Clearance by rail:

Coal	9,928 tons	- 517	wagons
General Merchandise	16,917 tons	- 1,085	wagons
Salt	461 tons	- 26	wagons
Grain, other cereals	8,121 tons	- 500	wagons
Cattle	208 tons	- 26	wagons
Blocked wine	480 tons	- 44	wagons
TOTAL	36,115 tons	- 2,198	wagons

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

3 - Monthly Report - October

2. Warehouse Branch

a. General

1) Total warehouse stocks remained essentially the same during the month of October, although there was considerable variation in the individual warehouses, most noticeable at Naples and Leghorn.

2) Despite a substantial loss of warehouse personnel due to redeployment, operations have proceeded smoothly, due in main to the commendable manner in which Federazione has assumed increasing responsibility.

b. UNRRA

Inventories for UNRRA increased only slightly during the month, closing inventories for Naples, Leghorn, Ancona and Genoa amounting to 17,405 tons as compared to opening inventories totalling 15,783 tons. With the exception of Naples, issues exceeded receipts.

c. Genoa

Genoa activities would appear to have been more or less static, with closing inventories showing an increase of only 2,220 tons. However, the figures given for Genoa are deceiving inasmuch as they do not include tonnages for cotton warehoused there. Opening figures in units (not included in figures on Genoa movements) are 57,904 with closing figures of 42,474 units.

d. Leghorn

As anticipated, there was increased activity in Leghorn, receipts of foodstuffs being substantially more than at any time during the last several months. This created no particular problem as there is ample storage space and an experienced Allied Officer, recently transferred from Venice, in charge of warehouses.

e. Naples

1) There was much less activity in Naples than during September, receipts being approximately half those of the previous month. Issues, on the other hand, with the exception of UNRRA supplies, were double those of September, substantially reducing closing inventories.

2141

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

2) Rail wagons continued to be in short supply, falling 38% below the number requested for the month.

f. Venice

1) Activities in Venice were limited to coastwise and rail shipments, due to the fact that no ocean-going vessels were diverted there. Increased activity for the month of November is anticipated.

2) Additional warehouse space has been made available and, should the need arise, other storage space can be provided upon short notice. The silos are ready to receive the bulk grain which is expected to arrive early next month.

g. Ancona

At the present time there is on hand enough closed space to warehouse an additional 15,000 tons. This includes a warehouse recently acquired, which holds approximately 700 tons. Present indication is that there will be sufficient space to store all merchandise in closed warehouses.

h. Bari and Brindisi

1) The situation in Bari is generally improved, all supplies now being under cover. This has been made possible by the erection of 15 Romney huts and by the utilization of a mill for the storage of flour.

2) At Brindisi, Paradise Camp has now been evacuated by the Army and made available for warehouse space. Brindisi is now in excellent condition.

i. Appendix indicates warehouse movement during the month of October.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

3235

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

(1)

MONTHLY REPORT

PORTS & WAREHOUSES

PORTS BRANCH

General: With the exception of the ports of Leghorn, which has continued to operate as a "D" port, Naples (incl. Bagnoli) which remains a "C" port but with important changes referred to later, Bari, which reverted from "D" to "C" on 1st October and Palermo which remain a "C" port, all the ports of Italy have been operated throughout the month as "A" ports, i.e. under the complete administrative and executive control of the Italian Civil Authority, exercised by the Ministry of Marine through thdr Capitanerias.

On the 20th October, 1945, the operational basis of the port of Naples was modified, a further considerable section of the port being transferred to Italian Civil Control, whilst the remainder of the port was apportioned between the American and British Military Authorities for their respective use and requirements.

The reversion of the once exclusively British controlled ports of Savona, Genoa, Venice, Ancona, Brindisi and Taranto to Italian Control, effected at the beginning of the month, operated smoothly and without hindrance to port operations, thanks largely to the Port Projects scheme sponsored by the British Military Authorities whereby sufficient equipment of all kinds was transferred to the charge and maintenance of

32334

2143

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

the various Capitanerias on a temporary loan basis to the account of the Ministry of Marine until such time as permanent transfer terms are arranged.

With regard to Naples the sub-division of which was of somewhat complicated nature involving some problems in regard to Port Equipment, the position is clarifying on the basis that floating equipment provided by American Transportation is operating on a "pool" basis to meet over-all requirements, whilst the provision of other equipment (mechanical & stevedoring gear) is being resolved on the basis that British Transportation is supplying its own section of the port, whilst American Transportation is meeting the needs of the Italian controlled sections.

The equipment needs of all other Italian ports are being attended to in liaison with the appropriate Department of Italian Ministry of Marine and met so far as possible by bids made against surpluses as declared by American and British Military Transportation Authorities.

Fiumicino and Coast services from Civitavecchia and Gaeta.

The tonnage of coal discharged from ocean going vessels into lighters at Civitavecchia and transported by sea to Fiumicino amounted to 8,595 tons and a further 500 tons coal were lightered from Gaeta, making a record total for these services of 9,095 tons for the month.

OCTOBER 1945

Civitavecchia

Vessels discharged at Civitavecchia; 20

of which 9 W.S.A.
2 Italian
9 "Moncenisio" voyages .

Cargo discharged : 41788 Tons

of which 21232 " General Merchandise
20536 " Coal

Cattle 341 Heads
Sheep 502 "
Horses 77 "

Passengers: disembarked 2699
embarked 3615

Dock Clearance by rail :

Coal	9928 Tons	- 517	wagons
General Merchandise	9917 "	1085	"
Salt	461 "	26	"
Grain,other cereals	8121 "	500	"
Cattle	208 "	26	"
Blocked wine	480 "	44	"
TOTAL Dock Clearance by Rail:	36115 "	2198	"

Dock Clearance by Sea :

Only Coal to Fiumicino - 8298 Tons equal to 40.6 % of total coal discharged during the month of October.

Coal discharged into Mincas and re-loaded into wagons - 3206 Tons.

Civitavecchia (by phone) 6 November 1945

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

Sheep	602	"
Horses	77	"

Passengers: disembarked 2699
embarked 3515

Dock Clearance by rail :

Coal	9938	Tons - 517	wagons
General Merchandise	15917	" 1085	"
Salt	451	" 26	"
Grain, other cereals	8121	" 600	"
Cattle	408	" 26	"
Blocked wins	280	" 44	"
TOTAL Dock Clearance by Rail:	36115	" 2198	"

Dock Clearance by Sea :

Only Coal to Fiumicino ~ 8298 Tons equal to 40.6 % of total coal discharged during the month of October.

Coal discharged into Mincas and re-loaded into wagons ~ 3206 Tons.

Civitavecchia (by phone) 6 November 1945

3232

Declassified E.O. 12356 Section 3.3/NND No. 755021

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

INTER OFFICE MEMORANDUM

rf

Tel. 478700

Ref. W/1.3/1713/Tn6

SUBJECT : Monthly Report (October) Warehouse Section
Port and Warehouse Division, Transportation Sub-Commission

TO : Chief, Port and Warehouse Division

1. GENERAL

a) Total war house stocks remained essentially the same during the month of October, although there was considerable variation in the individual warehouses, most noticeably Naples and Leghorn.

b) Despite a substantial loss of warehouse personnel due to redeployment, operations have proceeded smoothly, due in main to the commendable manner in which Federazione has assumed increasing responsibility.

2. UNRRA

Inventories for UNRRA increased only slightly during the month, closing inventories for Naples, Leghorn, Ancona and Genoa amounting to 17,405 tons as compared to opening inventories totalling 15,785 tons. With the exception of Naples, issues exceeded receipts.

3. GENOA

Genoa activities would appear to have been more or less static, with closing inventories showing an increase of only 2,220 tons. However, the figures given for Genoa are deceiving inasmuch as they do not include tonnages of cotton warehoused there. Opening figures in units (not included in figures on Genoa movements) are 57,904, with closing figures of 42,474 units.

4. LEGHORN

As anticipated, there was increased activity in Leghorn, receipts of foodstuffs being substantially more then at any time during the last several months. This created no particular problem as there is ample storage space and an experienced Allied Officer, recently transferred from Venice, in charge of warehouses.

5. NAPLES

3/2331

a) There was much less activity in Naples than during September, receipts being approximately half those of the previous month. Issues, on

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

the other hand, with the exception of UNRRA supplies, were double those of September, substantially reducing closing inventories.

b) Rail wagons continued to be in short supply, falling 38% below the number requested for the month.

6. VENICE

a) Activities in Venice were limited to coastwise and rail shipments, due to the fact that no ocean going vessels were diverted there. Increased activity for the month of November is anticipated.

b) Additional warehouse space has been made available and, should the need arise, other storage space can be provided upon short notice. The silos are ready to receive the bulk grain which is expected to arrive early next month.

7. ANCONA

At the present time there is on hand enough closed space to warehouse an additional 15,000 tons. This includes a warehouse recently acquired, which holds approximately 700 tons. Present indication is that there will be sufficient space to store all merchandise in closed warehouses.

8. BARI AND BRINDISI

The situation in Bari is generally improved, all supplies now being under cover. This has been made possible by the erection of 15 Romney Huts and by the utilization of a mill for the storage of flour.

At Brindisi, Paradise Camp has now been evacuated by the Army and made available for warehouse space. Brindisi is now in Excellent condition.

9. Appendix indicates warehouse movement during the month of October.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

MONTHLY REPORT FOR OCTOBER 1945

PART I - GENERAL

1: TRANSPORTATION PERSONNEL

(a) Attached herewith as appendices A and B are lists of Transportation Officers at headquarters and in the field.

(b) Colonel P.D.G. Buchanan was appointed Director, effective 10 October 1945.

PART II - MOVEMENTS

1. GENERAL

(a) The foundations were laid during the month of September for handing over to the Italian Authorities the control of civilian traffic, and transfer was effected during October '45. A priority list has been established, and the I.S.R. are at present carrying out movement strictly in accordance with the priority list.

(b) November saw the end of major Italian refugee movements from countries north of the Brenner including the Russian Zones.

(c) Every consideration has been given to the movement of wine by rail and sea from Apulia to the North, but although a very extensive rail and shipping programme was set up, the suppliers still failed to load up to capacity, due to continued price disputes.

2. RAIL

(a) A revised bidding system for rail movement of civilian stores became operative on 15 October '45, resulting in the I.S.R. becoming directly responsible for the movement of all civilian traffic in Italian Government Territory.

It is too early to comment on the working of the new procedure but it will be noted that tonnage moved during the month of September '45 showed an increase of 10,964 over the previous period.

(b) Lack of empty wagons continued to hamper the movement of essential foodstuffs, especially in the South, and it became necessary to run special empty trains from Milan, Bologna and Florence to ease the position.

Declassified E.O. 12356 Section 3.3/NND No. 759021

(a) Attached herewith as appendices A and B are lists of Transportation Officers at headquarters and in the field.

(b) Colonel P.D.G. Buchanan was appointed Director, effective 10 October 1945.

PART II - MOVEMENTS

1. GENERAL

(a) The foundations were laid during the month of September for handing over to the Italian Authorities the control of civilian traffic, and transfer was effected during October '45. A priority list has been established, and the I.S.R. are at present carrying out movement strictly in accordance with the priority list.

(b) November saw the end of major Italian refugee movements from countries north of the Brenner including the Russian Zones.

(c) Every consideration has been given to the movement of wine by rail and sea from Apulia to the North, but although a very extensive rail and shipping programme was set up, the suppliers still failed to load up to capacity, due to continued price disputes.

2. RAIL

(a) A revised bidding system for rail movement of civilian stores became operative on 15 October '45, resulting in the I.S.R. becoming directly responsible for the movement of all civilian traffic in Italian Government Territory.

It is too early to comment on the working of the new procedure but it will be noted that tonnage moved during the month of September '45 showed an increase of 10,964 over the previous period.

(b) Lack of empty wagons continued to hamper the movement of essential foodstuffs, especially in the South, and it became necessary to run special empty trains from Milan, Bologna and Florence to ease the position.

Despite the shortage of wagons, the overall tonnages moved in Italian Government Territory continued to show a substantial increase over the previous period, the breakdown of comparative figures being as follows : -

3229

15

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

	Period 3-30 Sept.45	Period 6 Aug.-2 Sept.45
Tonnage moved	380,504	369,540
Tonnage not moved	126,698	169,815
Tonnage not moved owing to lack of wagons	52,861	74,525

(c) Movement of refugees via the Brenner from Russian Zones continued to progress according to programme and it can be stated that the close of the month saw more or less the completion of the Italian repatriation programme from territory north of the Brenner.

A total of 40 trains, with a lift of 44,474 refugees, were moved during the month, representing approximately half the number moved during the month of September '45.

Small numbers of Italian refugees from France have still to be repatriated, but it is hoped that this movement will be completed by the end of November '45.

(d) Special wine tank car trains from Southern Italy to Lombardie and Piemonte Regions continued to run during the month, although the one train daily which was scheduled was not realised, due to the failure of consignors to load. 15 trains representing 163 tank cars were run during the month, and a further 41 tank cars were attached to ordinary goods trains.

3. ROAD

(a) A total of three bids were received during the month; all were executed satisfactorily.

Port clearance at Civitavecchia was assisted by a lift of 132 tons of medical supplies to Rome as all available rail space was required for the clearance of grain.

(b) The Truck Pools operating under the Italian Government are working satisfactorily, and no complaints have been received.

(c) Heavy refugee movements resulted again, in a temporary POL shortage at Bologna, the total allocation for the month being consumed by 22 October '45. Steps are being taken to overcome present POL difficulties in this area.

(d) Arrangements are being made by the Truck Battalions to transfer vehicles to Savona and La Spezia, to meet present increased needs. The Liaison Officer Liguria is satisfied that with the additional vehicles the availability of trucks for docks clearance at La Spezia is adequate.

4. SHIPPING

(a) The ports recently handed over to Italian control are working satisfactorily. During the month a larger civilian area

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

moved during the month of September '45.

Small numbers of Italian refugees from France have still to be repatriated, but it is hoped that this movement will be completed by the end of November '45.

(d) Special wine tank car trains from Southern Italy to Lombardia and Piemonte Regions continued to run during the month, although the one train daily which was scheduled was not realised, due to the failure of consignors to load. 15 trains representing 363 tank cars were run during the month, and a further 41 tank cars were attached to ordinary goods trains.

3. ROAD

(a) A total of three bids were received during the month; all were executed satisfactorily.

Port clearance at Civitavecchia was assisted by a lift of 132 tons of medical supplies to Rome as all available rail space was required for the clearance of grain.

(b) The Truck Pools operating under the Italian Government are working satisfactorily, and no complaints have been received.

(c) Heavy refugee movements resulted again, in a temporary POL shortage at Bologna, the total allocation for the month being consumed by 22 October '45. Steps are being taken to overcome present POL difficulties in this area.

(d) Arrangements are being made by the Truck Battalions to transfer vehicles to Savona and La Spezia, to meet present increased needs. The Liaison Officer Liguria is satisfied that with the additional vehicles the availability of trucks for docks clearance at La Spezia is adequate.

4. SHIPPING

(a) The ports recently handed over to Italian control are working satisfactorily. During the month a larger civilian area was taken over by the Italian port authorities in Naples. Military controlled ports are now only Trieste, Leghorn, Palermo, Bari and Naples and of these Leghorn, due to re-deployment, is the only port in which civilian supplies have not been discharged in large quantities. Improvement and rehabilitation of ports are taking place everywhere in the Country.

(b) Following the sweeping of the channel at La Spezia, schooners and coasters can use the port, and the possibility of sending lightened ocean-going vessels is now being considered.

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

In Venice the silos (capacity 30,000 tons) are now working and they have a capacity of 600-800 tons per 8 hrs shift. This will accelerate bulk grain deliveries.

(c) From extra-Mediterranean sources, the following vessels carrying civil supplies have berthed in Italian ports during the month :-

36 deep sea vessels (including vessels carrying part army cargo)
7 ships carrying cargoes of minerals, grain, coal (4 ships) for Swiss Government.
3 ships (at Genoa) with grain and flour for US/French Zones in Austria
44 colliers
90

(d) The coal strike in the United States reduced the number of colliers which arrived in October.

(e) Italian coast-wise and intra-Mediterranean shipping has been satisfactorily maintained by schooners and ships allocated by the United Maritime Authority (Zone 3 Committee). This programme for the month totals 89,000 tons plus approximately 25,000 tons lifted by schooners, and wine tankers. The movement of wine, pending the production of the new season's crop, has been on a reduced scale, especially as the producers have been reluctant to ship present stocks.

(f) Tonnages of industrial and edible salt have been higher than usual. The monthly programme of pyrites has been carried out in full. The negotiations between the French and Italian Governments concerning the delivery of phosphates from Tunisia have not yet been settled, but a temporary agreement was reached for initial shipment of 5,000 tons, for which shipping has already been arranged.

(g) The movement of cattle from Sardinia was on a restricted level, 341 cows and 79 horses being shipped to Civitavecchia. Coal discharges in Genoa acounted to 129,404 tons and 74,055 tons in Savona. The daily clearances by rail from Genoa were excellent and on 4 days a total of 9,000 tons was passed. Unfortunately, Genoa suffered delays on several days due to exceptional heavy rainfall.

Italian Government cargoes of 4,000 tons of copper from Beira arrived in Genoa and over 4,000 tons of bitumen in Naples from Egypt. Amongst the foodstuffs, a complete ship load of sugar from Cuba was discharged in Civitavecchia and Naples.

(h) The regular passenger services, despite the need for the 'L. Mocenigo' to undergo an overhaul, were maintained between Sardinia, Sicily and the mainland.

Declassified E.O. 12356 Section 3.3/NND No. 760021

(d) The coal strike in the United States reduced the number of colliers which arrived in October.

(e) Italian coast-wise and intra-Mediterranean shipping has been satisfactorily maintained by schooners and ships allocated by the United Maritime Authority (Zone 3 Committee). This programme for the month totals 89,000 tons plus approximately 25,000 tons lifted by schooners, and wine tankers. The movement of wine, pending the production of the new season's crop, has been on a reduced scale, especially as the producers have been reluctant to ship present stocks.

(f) Tonnages of industrial and edible salt have been higher than usual. The monthly programme of pyrites has been carried out in full. The negotiations between the French and Italian Governments concerning the delivery of phosphates from Tunisia have not yet been settled, but a temporary agreement was reached for initial shipment of 6,000 tons, for which shipping has already been arranged.

(g) The movement of cattle from Sardinia was on a restricted level, 341 cows and 79 horses being shipped to Civitavecchia. Coal discharges in Genoa amounted to 129,404 tons and 74,055 tons in Savona. The daily clearances by rail from Genoa were excellent and on 4 days a total of 9,000 tons was passed. Unfortunately, Genoa suffered delays on several days due to exceptional heavy rainfall.

Italian Government cargoes of 4,000 tons of copper from Beira arrived in Genoa and over 4,000 tons of bitumen in Naples from Egypt. Amongst the foodstuffs, a complete ship load of sugar from Cuba was discharged in Civitavecchia and Naples.

(h) The regular passenger services, despite the need for the 'L. Mocenigo' to undergo an overhaul, were maintained between Sardinia, Sicily and the mainland.

(i) The following commodities and tonnages were shipped in Italian Coast-wise traffic : -

Salt (edible)	17,750
Salt (industrial)	11,500
Misc. Food	467
Wine	3,547
Hay	282
Coal (Sardinian)	34,600
Zinc	500
Tobacco	540
Pyrites	13,220
Pitprops	1,100
Misc.	5,294
Total	89,000 tons

3228

Declassified E.O. 12356 Section 3.3/NND No. 765021

PART III - RAIL

1. GENERAL

(a) As from 1 November, 1945 control of operation and maintenance of railways is returned to the Italian State Railways, with Military Railway Services maintaining supervisory assistance as necessary to ensure freedom of movement of military traffic, and Transportation Sub-Commission rendering technical advice as needed.

(b) The tenth meeting of the Allied Railway Board was held on 19 October 1945, and special attention was given to the need for revision of the Board following on the greater freedom being occasioned to ISR. It was agreed that Stores and Construction Sub-Committees should merge, and Traffic and Equipment should also work together, with members of the Equipment Sub-Committee also attending the Stores and Construction Sub-Committees as required. At the meeting, Brigadier E.W. Fellowes was present, representing CRMOA (the military occupation counterpart of the European Central Inland Transport Organisation).

(c) A meeting of the European Central Inland Transport Organisation was held at Brussels on 22 October, when discussion took place on the desirability of re-introducing the Simplon-Orient Express, and as a temporary measure, a through coach from Rome to Basle to connect with the Arlberg-Orient through train.

One of the first difficulties to be overcome will be the interchange of rolling stock. In view of the European shortage, nations are naturally anxious to conserve what they have, and the tendency is to demand that if Italy needs goods from (say) Holland, Italy must send the rolling stock. This unnecessary long empty haulage, using coal already very short in supply throughout Europe, is a matter of primary importance. The coal recently purchased from Poland by Italy will need to be rail-hauled, but is is very doubtful if it is sound to send freight cars out of Italy at this juncture.

(d) Consideration has been given during the month, to question of payment to ISR for the conveyance of non-Italian refugees and for traffic which passes through Italian ports, but which is destined for other countries.

2. CIVIL ENGINEERING

(a) Construction

(1) Authority for financial approval is now handed over to Minister of Transport - w.e.f. 15 October '45; no list of authorised expenditure for the current month has been received.

(2) Line 61 - Bridge over the river Ticino at Pavia was opened to Traffic Sept.26 so that now there is only one track, at Mezzana Corte, this should be completed early in November.

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

should merge, and [illegible] with members of the Equipment Sub-Committee also attending the Stores and Construction Sub-Committees as required. At the meeting, Brigadier F.W. Pellowes was present, representing CCMCA (the military occupation counterpart of the European Central Inland Transport Organisation).

(c) A meeting of the European Central Inland Transport Organisation was held at Brussels on 22 October, when discussion took place on the desirability of re-introducing the Simplon-Orient Express, and as a temporary measure, a through coach from Rome to Basle to connect with the Arlberg-Orient through train.

One of the first difficulties to be overcome will be the interchange of rolling stock. In view of the European shortage, nations are naturally anxious to conserve what they have, and the tendency is to demand that if Italy needs goods from (say) Holland, Italy must send the rolling stock. This unnecessary long empty haulage, using coal already very short in supply throughout Europe, is a matter of primary importance. The coal recently purchased from Poland by Italy will need to be rail-hauled, but it is very doubtful if it is sound to send freight cars out of Italy at this juncture.

(d) Consideration has been given during the month, to question of payment to ISR for the conveyance of non-Italian refugees and for traffic which passes through Italian ports, but which is destined for other countries.

2. CIVIL ENGINEERING

(a) Construction

(1) Authority for financial approval is now handed over to Minister of Transport - w.e.f. 15 October '45, no list of authorised expenditure for the current month has been received.

(2) Line 61 - Bridge over the river Ticino at Pavia was opened to Traffic Sept.25 so that now there is only one track, at Mezzana Corte, this should be completed early in November.

(3) Line 65 - The provisional bridge over the river Po at Piacenza opened for traffic 14 October, line then through to Bologna.

(4) Main Line 54 - Milan-Domodossola - The bridge over the river Ticino at Sesto Calende should be open with a temporary bridge, safe for winter about the end of December.

(5) Line 85 - Rovigo - Bologna should be completed with temporary bridges safe for winter by 1st December.

Declassified E.O. 12356 Section 3.3/NND No. 765021

CG/ag

47/13

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

Tele : 848236
Our ref: AC/47/Tn. 4

7 November 1945

SUBJECT: Monthly Report - Rail Division, October 45.

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

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

Sd R.P. Moss
Chief,
Rail Division.

1 Enclosure.

3227

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

AC?/ag

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

Tel : 849238
Our ref: AC/47/Tn. 4

7 November 1945

ABBREVIATED MONTHLY REPORT

1. As from 1 November 45 control of operation and santeinance of railways was returned to Italian State Railways, with Military Railway Services maintaining supervisory assistance as necessary for military purposes. Transportation Sub-Commission will continue to render technical help and advice as needed.

2. European Central Inland Transport Organisation has discussed the possibility of resumption of limited International Services with Italy.

3. Consideration has been given as to means of raising charges for conveyance of non-Italian displaced persons.

4. Electrical traction is now in operation between Verona-Bologna, Trento-Ala, Bologna-Vernio.

5. Difficulty is still encountered in obtaining cement supplies for reconstruction work.

6. Bologna has developed into a bottle-neck for traffic between North and South, and I.S.R. have been instructed to make urgent re-arrangement of lay-out of sidings to assist in handling traffic.

7. Wagon distribution is gradually improving, and State Railways have taken over chairmanship of the Wagon Control Committee.

3226
Chief,
Rail Division.

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

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

Ref: AC/A7/Tn 4

5 November 45

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

1. GENERAL :

As from 1 November, 1945 control of operation and maintenance of railways is returned to the Italian State Railways, with Military Railway Services maintaining supervisory assistance as necessary to ensure freedom of movement of military traffic, and Transportation Sub-Commission rendering technical advice as needed.

ALLIED RAILWAY BOARD :

The tenth meeting of the Allied Railway Board was held on 19 October, 1945, and special attention was given to the need for revision of the Board following on the greater freedom being occasioned to ISR. It was agreed that Stores and Construction Sub-Committees should merge, and Traffic and Equipment should also work together, with members of the Equipment Sub-Committee also attending the Stores - Construction Sub-Committees as required. At the meeting, Brigadier R.W.Pellowes was present, representing CCMG (the military occupation counterpart of the European Central Inland Transport Organisation).

INTERNATIONAL :

A meeting of the European Central Inland Transport Organisation was held at Brussels on 22 and 24 October, when discussion took place on desirability of re-introducing the Simplon-Orient Express, and as a temporary measure, a through coach from Rome to Bale to connect with the Arlberg-Orient through train.

One of the first difficulties to be overcome will be the interchange of rolling stock. In view of the European shortage, nations are naturally anxious to conserve what they have, and the tendency is to demand that if Italy needs ~~goods~~ goods from Holland, Italy must send the rolling stock. This unnecessary long empty haulage, using coal already very short in supply throughout Europe, is a matter of primary importance. The coal recently purchased from Poland by Italy will need to be rail-hauled, but the sending of Italian empty freight cars into that area has an element of danger

REFUGEES, AND INTERNATIONAL TRAFFIC :

Consideration has been given during the month, to question of payment to ISR for the conveyance of non-Italian refugees and for traffic which passes through Italian ports, but which is destined for other countries.

2. CIVIL ENGINEERING :

3225

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

maintaining supervisory assistance as necessary to ensure freedom of movement of military traffic, and Transportation Sub-Commission rendering technical advice as needed.

ALLIED RAILWAY BOARD :

The tenth meeting of the Allied Railway Board was held on 19 October, 1945, and special attention was given to the need for revision of the Board following on the greater freedom being occasioned to ISR. It was agreed that Stores and Construction Sub-Committees should merge, and Traffic and Equipment should also work together, with members of the Equipment Sub-Committee also attending the Stores - Construction Sub-Committees as required. At the meeting, Brigadier R.W.Fellowes was present, representing CCMO (the military occupation counterpart of the European Central Inland Transport Organisation).

INTERNATIONAL :

A meeting of the European Central Inland Transport Organisation was held at Brussels on 22 and 24 October, when discussion took place on desirability of re-introducing the Simplon-Orient Express, and as a temporary measure, a through coach from Rome to Bale to connect with the Arlberg-Orient through train.

One of the first difficulties to be overcome will be the interchange of rolling stock. In view of the European shortage, nations are naturally anxious to conserve what they have, and the tendency is to demand that if Italy needs ~~rock~~ goods from Holland, Italy must send the rolling stock. This unnecessary long empty haulage, using coal already very short in supply throughout Europe, is a matter of primary importance. The coal recently purchased from Poland by Italy will need to be rail-hauled, but the sending of Italian empty freight cars into that area has an element of danger

REFUGEES, AND INTERNATIONAL TRAFFIC :

Consideration has been given during the month, to question of payment to ISR for the conveyance of non-Italian refugees and for traffic which passes through Italian ports, but which is destined for other countries.

2. CIVIL ENGINEERING : 3225

(1) Construction:

(a) Authority for financial approval is now handed over to Minister of Transport - w.e.f. 15th October 45, no list of authorised expenditure for the current month has been received.

(b) Line 61 - Bridge over the river Ticino at Pavia was opened to Traffic Sept.26th so that now there is only one ~~bridge~~, at Mezzana Corte, this should be completed early in November.

(c) Line 65 - The provvisional bridge over the River Po at Piacenza opened for traffic 14th Oct. line then through to Bologna.

./.

Declassified E.O. 12356 Section 3.3/NND No. 765021

(d) Main line 51 - Milan-Domodossola - The bridge over the river Ticino, at Sesto Calende should be open with a temporary bridge, safe for winter about the end of December.

(e) Line 65 - Rovigo-Bologna should be completed with temporary bridges safe for winter by 1st December.

(f) Sidings Port of Genoa - issue of material authorised and the work in hand.

(g) Sidings at Bologna - The additional authorised layout second phase well in hand, this should relieve the traffic congestion.

(h) Ventimiglia to French border work in hand and fair progress being made.

(i) Field Engineers - continued the supervision of the reconstruction in the various Compartimenti, and are making arrangements to hand over to I.R.

(j) The lack of cement has again been responsible for the delay to and stoppage of the work, for example line 86 North was completely stopped and on line 65 the urgent work of Tunnel repair, to make the line safe for winter was substantially slowed up. Electrification work on line 65 Bologna-Milan was held up and 700 tons was supplied by IRR to keep this work moving. The cause is partly failure to place waggons, and Bari is especially at fault in this respect. The difficulty the IRR have in obtaining releases, and the lack of containers. The situation may improve, with the arrival of Tarpaulins this will enable open cars to be used.

(2) Electrification :

NORTHERN ITALY

1. Trento-Verona-Bologna (line 69)

Electric traction service is now in operation between Trento and Ala (two trains from Trento to Rovereto, one train from Rovereto to Ala) fed by Trento Substation.

The section Verona-Bologna (single track) is now completed and electrical working has commenced.

The ground around the towers at the crossing of the river Po has been cleared of mines and therefore the H.T. lines between Verona and Bologna is expected to be completed within the immediate future.

Accordingly, repair works have already begun and no delay in

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

(h) Ventimiglia to French border work in hand and fair progress being made.

(i) Field Engineers - continued the supervision of the reconstruction in the various Compartimenti, and are making arrangements to hand over to LCE.

(j) The lack of current has again been responsible for the delay to and stoppage of the work, for example line 86 North was completely stopped and on line 65 the urgent work of Tunnel repair, to make the line safe for winter was considerably slowed up. Electrification work on line 65 Bologna-Milan was held up and 700 tons was supplied by MRS to keep this work moving. The cause is partly failure to place wagons, and Bari is especially at fault in this respect. The difficulty the LCE have in obtaining releases, and the lack of containers. The situation may improve, with the arrival of Tarpaulins this will enable open cars to be used.

(2) Electrification :

NORTHERN ITALY

1. Trento-Verona-Bologna (line 69)

Electric traction service is now in operation between Trento and Ala (two tracks from Trento to Rovereto, one track from Rovereto to Ala) fed by Trento Substation.

The section Verona-Bologna (single track) is now completed and electrical working has commenced.

The ground around the towers at the crossing of the river Po has been cleared of mines and therefore the H.T. lines between Verona and Bologna is expected to be completed within the immediate future.

Accordingly, repair works have already began and no delay in rehabilitation of electric traction is expected because of contact line.

2. Piacenza-Bologna (line 65)

H.T. lines : Final inspection of the conductors is being carried out between Piacenza and Rubiera; on the section Rubiera-Bologna repair and erection of towers is under way. Connection at Piacenza, Parma and Rubiera substations with the Edison Supply Co. are in good order.

3224

./.

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

CENTRAL ITALY

3. Bologna-Florence (Line 65)

Electric traction service between Bologna and Vernio commenced during the month of October.

In the section Vernio-Prato many tunnels are badly damaged and removal of debris is in progress; re-electrification is being carried out between tunnels, and electric fittings are installed as these are cleared.
In the section Prato-Florence repair work is also in progress.

4. Rome-Orte (Line 65)

H.T. Lines - One circuit is complete from Orte to Fara Sabina; repair work is being carried out between Fara Sabina and Rome.

5. Other H.T. Lines -

Orte-Florence - One circuit is complete; the second circuit is almost ready between Orte and Pontecino, work is in progress in the section Pontecino-Florence.

Lack of cement, angle iron and carbide has delayed completion.

Leghorn-Cascina - Completed.

Leghorn-Cascina - One circuit completed.

Leghorn-Pontedera - Repairs are proceeding.

Orte-Falconara - One circuit is almost completed, only two small sections between Camos and Falconara remain to be repaired. The second circuit between Foligno and Fossato is almost completed. Lack of angle iron has also delayed this repair work.

Orte-Civitavecchia - Repaired.

Regni di Tivoli - Sagittario Power Station - One circuit is practically completed.

Rome-Fiumicino - Work is held up for lack of materials.

3. MECHANICAL ENGINEERING

1. Output of Rail Cars from Private Firms.
(a) Ceschetti Works at Civitavecchia

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

4. Rome-Orte (Line 65)

H.T. Lines - One circuit is complete from Orte to Fara Sabina; repair work is being carried out between Fara Sabina and Rome.

5. Other H.T. Lines -

Orte-Florence - One circuit is complete; the second circuit is almost ready between Orte and Pontassieve, work is in progress in the section Pontassieve-Florence.

Lack of cement, angle iron and carbide has delayed completion.

Leghorn-Cecina - Completed.

Lardarello-Cecina - One circuit completed.

Lardarello-Pontedino - Repairs are proceeding.

Orte-Falconara - One circuit is about completed, only two small sections between Gubbio and Falconara remain to be repaired. The second circuit between Foligno and Fossato is almost completed. Lack of angle iron has also delayed this repair work.

Orte-Civitavecchia - Repaired.

Regni di Tivoli - Sagittario Power Station - One circuit is practically completed.

Rome-Mintorno - Work is held up for lack of materials.

3. MECHANICAL MAINTENANCE

1. Output of Rail Cars from Private Firms.

(a) Ceccherini Terni, at Civitanove Marche
Repairs carried during the month were:

Heavy	33
Medium	23
Light	12
Total	68

(b) Boskrini-Parodi-Delfino at Colleferro
Repairs carried out during the month were:

Heavy	47
Medium	13
Light	1
Total	61

Declassified E.O. 12356 Section 3.3/NND No. 755021

(c) Reggio Lity Area
Repairs carried out during the month were:
Medium 1
Light 9

Total 10

2. L.C.E. Siding Area at Nova Gulstaments (1)
Repairs carried out during the month were:

Medium 15
Light 176
Running repairs 156

Total 349

3. Locomotive repairs Calabria and Sicily for month ended 19th Oct. 1945.

Regio Compartimento

Loco Depots
Steam 6
Electric 2

Total 10

Palermo Compartimento

Loco Depots
Steam —
Main shops 8
(Rev. Yard)
Total 8

Marrow Coups 5

4. Carriage and Wagon repairs Calabria & Sicily October 45

(1) These figures are concerning the month from 1st to 30th September 45.

Regio Compartimento (1)

Declassified E.O. 12356 Section 3.3/NND No. 765021

Running repairs 156

Total 349

3. Locomotive repairs Calabria and Sicily for month ended 15th Oct. 1945.

Reggio Compartimento

Loco Depots
Steam 8
Electric 2

Total 10

Palermo Compartimento

Loco Depots
Steam —
Main shops 8
(Navy Yard)
Total 8

Marrow Gauge 5

4. Carriage and Wagon repairs Calabria & Sicily October 45

(1) These figures are commencing the month from 1st to 30th September 45.

Reggio Compartimento (1)

	COACHES	BROWN VANS	WAGONS
Lifting Shops (Running repairs)	—	—	690
Repaired	43	6	233
Total	43	6	923

Palermo Compartimento

Running repairs	—	—	998	
Main Shops	66	—	24	
Lifting shops	34	23	408	(1)
Recovered	—	—	—	
Total	100	23	1730	

3222

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

5. Locomotive situation. Compartimento of Bari as at 15 Oct.45

	Service	Under & Waiting Repair	Scrap	Total
M.Line	90	67	2	159
Shunting	10	8	1	19
Electric	29	5	—	34
Total	89	80	3	172

6. Locomotive situation Compartimento of Palermo as at 15 Oct.45

	Service	Under & Waiting Repair	Scrap	Total
M.Line	153	115	3	271
Shunting	22	20	1	43
Electric	—	—	-	—
Total	175	135	4	314
Narrow Gauge	30	36	—	66

(1) These figures are concerning the month from 1st to 30th Sept.45.

4. ITEMS

(a) Difficulty is still being experienced in obtaining sufficient cement from the Ministry to carry on the reconstruction work of I.M.T. allocations have been received from cement plants still under military control which have aided materially in keeping the work in progress Assistance was also received from the Military Railway Service, who supplied cement to keep the electrification reconstruction work on schedule.

(b) The Italian Government recently purchased 30,000 tyres from the Army-Navy Liquidation Commission at an average cost of 900 lire each. It was thought that this supply would be of great assistance to the Railways and their transportation of materials supplies and goods, however the Societa' which was formed for the distribution of the tires has sold them at 40,000, 50,000, 60,000 lire each. The Government is conducting an investigation and it is expected that tires purchased in the future will be distributed in a different manner.

(c) The I.M.T. has been notified that in conformity with a decision

Declassified E.O. 12356 Section 3.3/NND No. 765021

6. Locomotive situation Compartimento of Palermo as at 15 Oct.45

	Service	Under & Waiting Repair	Scrap	Total
M.Line	153	115	3	271
Shunting	22	20	1	43
Electric	—	—	-	—
Total	175	135	4	314
Narrow Gauge	30	36	—	66

(1) These figures are concerning the month from 1st to 30th Sept.45.

4. STORES

(a) Difficulty is still being experienced in obtaining sufficient cement from the Ministry to carry on the reconstruction work of I.S.R. Allocations have been received from cement plants still under military control which have aided materially in keeping the work in progress Assistance was also received from the Military Railway Service, who supplied cement to keep the electrification reconstruction work on schedule.

(b) The Italian Government recently purchased 30,000 tyres from the Army-Navy Liquidation Commission at an average cost of 900 lire each. It was thought that this supply would be of great assistance to the Railways and their transportation of materials supplies and goods, however the Societa' which was formed for the distribution of the tires has sold them at 40,000, 50,000, 60,000 lire each. The Government is conducting an investigation and it is expected that tires purchased in the future will be distributed in a different manner.

(c) The I.S.R. has been notified that in conformity with a decision of the Allied Railway Board they are to call a meeting on 1 November 1945 to enable the discussion of control of I.S.R. Stores in short supply. The Chief of Stores I.S.R. is to submit a list of materials which are in short supply and for which replacements will be difficult.

3221 ./.

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

5. TRAFFIC

Time-table Sub Committee has continued fortnightly meetings, and details of approved additional and amended services are shown in Appendix "A".

It was estimated that the movement of refugees would be practically completed by the end of October; but movements have in fact continued, and six sets of passenger stock and 350 box wagons are tied up in this service.

Bologna has developed into a bottle neck for North-South traffic, partially due to the lack of facilities at the station for adequate clearance of incoming traffic. ISR has in hand partial repairs which will relieve the position to some extent, but not until the west coast route Pisa-La Spezia-Genoa is opened will it be possible to anticipate freedom of movement.

6. WAGON CONTROL

Wagon distribution continues to improve in general but detailed local distribution still needs attention and correction. Initiative in adjusting supplies of empties for all Compartimenti, except Trieste, has now passed to the ISR Chairman of Wagon Committee. Inter-compartimental movements are being more promptly carried out but there is still room for improvement in certain areas, particularly Bari and Naples.

Distribution within Compartimenti is entirely ISR responsibility, efficiently carried out in some areas, while other areas fail unless there is an ample surplus of cars indicating bad local planning and suggesting need for authoritive and effective strengthening of local distributive organisation.

Terminal turn-round shows progressive improvement as a result of constant effort to procure speedier offloading but Overall Turn-round is still high owing to long periods of transit. Delays at Exchange and Marshalling points can be, and must be, reduced in order to meet the heavier loading programmes now anticipated, and the ISR are now being impressed with the need to ensure that wagons must be kept moving.

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

APPENDIX "A"

CIVILIAN PASSENGER TRAINS INTRODUCED OR RESTORED DURING OCTOBER 1945

SAVONA-IMPERIA extended to Ventimiglia
ALESSANDRIA-ASTI Bi-weekly increased to daily
MONDOVI - BRA " " " " "
NOVARA - ASTI Tri- " " " "
DOMODOSSOLA-NOVARA " " " " "
LEGHORN - LUCCA Extended to Florence
SARZANA - GENOA tri-weekly increased to daily
TORINO - CASALE Bi- " " " "
TORINO - SAVIGLIA " " " " "
SAVIGLIA - GENOA Tri- " " " "
NOVARA - MORTARA Bi " " " "
GENOLLI - ALESSANDRIA Bi-weekly increased to daily
VOGHERA-CAVA-CASTELNUOVO " " " " "
VARALLO-NOVARA Tri-weekly " " "
BARI-MONOPOLI and } Extended as a thru Bari Brindisi service
BRINDISI-ONTENI }
BOLOGNA-BARI Tri-weekly increased to daily
VERONA - VENICE
PORDENONE-TARVISIO
LECCO - CHIAVENNA
CASTIGLIONE - DORA - ASTA
VERONA - MANTOVA
FOGGIA - VENICE
BRESCIA - VERCELLI-NOVA
AVELLINO- MONTELLA
GENOA - ACQUI
S.MARGHERITTO - CASTELNUOVO
FOSSANO - MONDOVI'
CIVITAVECCHIA-TERNI
VILLAFRI-COLLEFERRO
S.BENEDETTO-ASCOLI PICENO
CIVITAVECCHIA-ROCCASECCA
FARATICO-BRESCIA
BENEVENTO-CASALBUONCORE
SALERNO-SICIGNANO
RIGHI-ANCONA
VITTORIO VENETO-CONEGLIANO
CASTELLO-BOLOGNA
FOGGIA-POTENZA Tri-weekly mixed service changed to daily passenger service.
ROVIGO-PADUA
BARLETTA-SPINAZZOLA Tri-weekly increased to daily
VERONA-CASTELLO
CHIOGGIA C. CHIOGGIA
BOLOGNA-PRATO
TARANTO-M. FRANCA
BARLETTA-TARANTO
PAVIA-ALESSANDRIA Bi-weekly to daily
MILAN-BRESCIA Extended to Verona
MILAN-ALESSANDRIA Bi-weekly to daily
NAPLES-SALERNO Extended to Battipaglia
NAPLES-CASERTA " " Sparanise
P.CERRO-PONTECORVO " " Pico
ROME-COLLEFERRO
ROME-BENEVENTO Extended to Benevento

- 3219

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

[illegible]
VERCELLI - VENTIMIGLIA
POGGIA-TARANTO
LECCO - GRIGNELLO
CASTIGLIONE - DORA - AOSTA
VERONA - MANTOVA
TORINO - VENICE
BRESCIA - VENTIMIGLIA
AVELLINO- MONTELLA
OZEGA + ACQUI
S.MARGHERITA - CASTAGNOLA
PESCARA - MONTEVI'
GIULIANOVA-TERMINO
VILLASERI-COLLEFERRO
S.BENEDETTO-PORTO FERMO
CIVITAVECCHIA-LIVORNO
PARMA-BRESCIA
BRESCIA-CASALMAGGIORE
SALERNO-SIGNORINO
RIMINI-ANCONA
VITTORIO VENETO-CONEGLIANO
OSTIGLIA-BOLOGNA
FOGGIA-POTENZA Tri-weekly mixed service changed to daily passenger service.
ROVIGO-PADUA
PARMA-SPINAZZOLA Tri-weekly increased to daily
VERONA-OSTIGLIA
CHIUSELLA C. CHIUSELLA
BOLOGNA-PRATO
TARANTO-M. FRANCA
BRESCIA-CREMONA Bi-weekly to daily
PAVIA-ALESSANDRIA Extended to Verona
MILAN-BRESCIA Bi-weekly to daily
MILAN-ALESSANDRIA Extended to Battipaglia
NAPLES-SALERNO Extended to Sparvarius
NAPLES-CASERTA " " Pisa
F.CHIESA-PORTOVERA
ROME-COLLEFERRO Extended to Benevento
NAPLES-CASERTA "
POTENZA-AVELLINO Tri-weekly to daily
ARONA-NOVARA Extended to Pisa
PIACENZA-LUCCA
TORRE ANNUNZ. - GRAGNANO Retaining and increased service
ROME-AVELLINO
TRENTO-VERONA Diesel Bench service
ROME-ORTUCHIA " " "
ROME-FIUMICINO

3219

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

2171

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/1.1/42/Tn6

mvm
11 December 1945

SUBJECT: Monthly Report for November 1945

TO : Administration Division
(Att: Lt. Col. W. P. Scoggins)

1. Ports Branch

a. General - With only the ports of Leghorn, Bari, Palermo and a section of Naples not under Italian control, the month of November was relatively quiet.

b. Genoa - The grain elevators were made ready to begin operation the first of December with an expected rate of discharge of 1,000 tons per 12 hour shift and with a storage capacity of 20,000 tons.

An additional rail served berth with no mechanical shore facilities has been made available for Liberty ships; also another rail served berth with three cranes and warehouse suitable for 800 ton vessels.

A re-organization of the Consorzio Autonomo at Genoa and the Provveditorato at Venice was suggested by the Italian Ministry of Marine to improve administration at both these ports. The Regional Commissioners were advised and to date an order has been approved for release at Genoa.

A meeting was held with the port authorities to discuss the rail car situation. With a weekly supply of 5,000 cars coming in at 800 per day, a daily discharge rate of 12,000 tons could be assured. Efforts are being made to secure tarpaulins so that the available open cars can be utilized. The question of repairing foreign rail cars is also being considered.

c. Savona - A proposal for the formation of a Port Commission at Savona is under consideration.

d. Venice - During the month of November, 3,213 no grain was discharged at Venice.

At Marghera, the channel is being dredged so as to take Liberty ships drawing 28 feet. This work will be completed about the middle of December.

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

e. Civitavecchia - Considerable damage was caused to Vespuccio (ex Littorio) Mole by the charging of a bomb discovered near the head of the mole. Adjacent Berths #1 and #2 were affected but are still usable. All further intended charging operations have been suspended in the meantime.

The tonnage of coal discharged from ocean-going vessels into lighters at Civitavecchia and transported by sea amounted to 10,984 tons, breaking the 9,098 ton record of last month.

Vessels discharged: 33 of which
16 WSA
1 British
1 Swedish
15 Italian

Cargo discharged: 39,234 tons of which
3,050 tons - Sugar
20,076 tons - Coal
5,636 tons - General Merchandise
9,172 tons - Grain
1,300 tons - Salt

14 head - Horses
85 head - Oxen
138 head - Sheep

Port Clearance:

Coal	11,055 tons	597 rail cars
Salt	1,417 tons	86 rail cars
Gen. Merchandise	11,786 tons	702 rail cars
Grain	8,576 tons	484 rail cars
Total	32,834 tons	1,869 rail cars

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

N.B. Warehouse Branch Report will follow as soon as figures are received from Warehouse Officers in the field.

3217

Declassified E.O. 12356 Section 3.3/NND No. 765021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/1.1/42/TN6

15 December 1945

SUBJECT: Monthly Report for November 1945

TO : Administration Division
(Attn: Lt. Col. W. P. Scoggins)

2. Warehouse Branch

a. General

1) Outturn reports for bulk cargoes were discussed with MSA agents at Leghorn, LaSpezia, Genoa, Savona and Ancona by Mr. Crooks on his recent trip north. The receivers have been using weights based on unloading figures, loaded rail car figures or bagged weight figures for the outturn reports. Since there have been great discrepancies in weights and as no proper weighing facilities exist, it has been suggested that the manifest weight be considered as the only fair weight. This question has been taken up with MSA.

2) A proposal has been presented to Federazione Italiana dei Consorzi Agrari to withdraw all Allied personnel attached to the Federazione warehouses the first part of December. Federazione will then take complete charge of the warehouses. Frequent trips to the warehouses will be made by AC officers for any necessary assistance.

3) The documentation work of the Warehouse Branch has been transferred to the Ships Documents Section of the Requisition Branch.

b. UNRRA - For the second consecutive month, UNRRA issues have exceeded receipts by 1700 tons. Naples UNRRA inventory is slightly higher than the previous month.

3216

c. Venice - Activities in Venice continued to be slow due to the fact that no ocean-going vessels were diverted. There is ample warehouse space available. Although the silos have been ready since last month, no bulk grain was discharged during the month of November.

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

d. Naples - The situation at Naples has not changed radically this month. Although receipts were greater and issues were less than those of last month, warehouse space is still available and no crisis is expected.

e. Genoa - Receipts doubled those of last month at Genoa. However, as issues remained very high, the warehouse situation is good. There are still some old items, principally clothing, which have not been moved from the warehouses. This matter has been taken up repeatedly with ICE and every effort is being made to commence distribution.

f. Ancona - In Ancona this month, receipts have continued to be small with issues far exceeding receipts. As activity is not expected to increase in the near future, there is ample warehouse space available.

g. Leghorn - There has been very little activity at Leghorn. Issues have doubled receipts. No great increase is expected in the near future; therefore no difficulty is anticipated.

h. Bari - Even though there was considerable activity at Bari, issues were greater than receipts and there is still ample warehouse space available. Due to considerable pilferage at Bari, a member of this Division and a member of Federazione will proceed to Bari to investigate this situation.

i. Appendix indicates warehouse movement during the month of November.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

770/Tn 1

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MONTHLY REPORT FOR NOVEMBER 1945

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

Attached herewith as Appendices A and B are lists of Transportation Officers at headquarters and in the field.

PART II - MOVEMENTS

1. GENERAL

a. The present results of the revised bidding system for rail movement of civilian stores, introduced with effect from 15th October, are satisfactory and indicate that the scheme will be successful. During the month there was a marked increase in the overall tonnage moved. Slight difficulties with regard to procedure arose from time to time, but with the help of this office they were smoothed out. They can be regarded as "teething troubles" and will disappear with experience.

b. Movement of refugees further decreased throughout the month.

c. In continuation of the policy of handing over responsibilities to the Italian Government all bids for coastwise shipping are now made by the Italian Ministries to the Ministry of Marine. Shipping is still allocated by United Maritime Authority, and supervised by Transportation Sub-Commission. This arrangement is working successfully.

2. RAIL

a. The general shortage of empty wagons, particularly box wagons, again hampered the movement of essential commodities. The difficulties were partly attributable to faulty local distribution by the I.S.R., and partly to the heavy movement of military traffic into and through Austria from Italy.

b. Owing to flooding of the Catiglia Bridge over the Po between Bologna and Venice, and to northbound traffic congestion in the Bologna bottleneck, AFHQ ordered a complete stop on loadings for destinations beyond Bologna northbound, and beyond Verona and Piacenza southbound, for the period 2-8 [illegible]

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

Attached herewith as Appendices A and B are lists of Transportation Officers at headquarters and in the field.

PART II - MOVEMENTS

1. GENERAL

a. The present results of the revised bidding system for rail movement of civilian stores, introduced with effect from 15th October, are satisfactory and indicate that the scheme will be successful. During the month there was a marked increase in the overall tonnage moved. Slight difficulties with regard to procedure arose from time to time, but with the help of this office they were smoothed out. They can be regarded as "teething troubles" and will disappear with experience.

b. Movement of refugees further decreased throughout the month.

c. In continuation of the policy of handing over responsibilities to the Italian Government all bids for coastwise shipping are now made by the Italian Ministries to the Ministry of Marine. Shipping is still allocated by United Maritime Authority, and supervised by Transportation Sub-Commission. This arrangement is working successfully.

2. RAIL

a. The general shortage of empty wagons, particularly box wagons, again hampered the movement of essential commodities. The difficulties were partly attributable to faulty local distribution by the I.S.R., and partly to the heavy movement of military traffic into and through Austria from Italy.

b. Owing to flooding of the Ostiglia Bridge over the Po between Bologna and Venice, and to northbound traffic congestion in the Bologna bottleneck, AFHQ ordered a complete stop on loadings for destinations beyond Bologna northbound, and beyond Verona and Piacenza southbound, for the period 2-8 November.

c. In spite of the above difficulties, the overall tonnages moved in Italian Government Territory continued to show a substantial increase over the previous period, the breakdown of comparative figures being as follows : -

3214

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

	Period 1 Oct. to 28 Oct.'45	Period 3-30 Sept.'45
Tonnage moved	422,612	380,504
Tonnage not moved	145,067	126,698
Tonnage not moved owing to lack of wagons	119,310	82,861

d. Movement of refugees via the Brenner continued spasmodically. A total of 24 trains, with a lift of 20,915 refugees, were moved during the month, representing less than half the number moved during the previous month.

e. Owing to a dispute between the private owners of rail wine tank cars and the Ministry of Food, only 6 trains totalling 139 tank cars, and 18 tank cars attached to ordinary trains, were run from Bari to the Emilia, Lombardia and Piemonte Regions. It is understood that an agreement has now been reached, and it is hoped to resume the running of the daily train w.e.f. 10 December.

f. Commencing 26 November, a daily salt train was inaugurated from Bari to destinations in the Emilia, Lombardia and Piemonte Regions, and up to 30 November the movement of 119 wagons was effected by this means.

3. ROADS

a. The few bids received during the month were of an emergency nature and were carried out satisfactorily.

b. ENAC organisation is to be extended to the northern provinces and will eventually replace Ufficio Autotrasporti. ENAC representatives were sent to the North to discuss the transfer with Ufficio Autotrasporti.

c. Italian operated Truck Pools continued to work satisfactorily despite suggestions that insufficient POL is allotted.

d. A request was received from ENAC for the removal of restrictions on the movement of wine. It was decided that the regulations as set out in Roads Memorandum No. 3 should remain in force, except that movement up to 200 Km. should be permitted to vehicles operated on charcoal or methane gas.
This concession will operate w.e.f. 15 December.

4. Shipping

Declassified E.O. 12356 Section 3.3/NND No. 765021

the previous month.

e. Owing to a dispute between the private owners of rail wine tank cars and the Ministry of Food, only 6 trains totalling 139 tank cars and the Ministry of Food, only 6 trains totalling 139 tank cars, and 18 tank cars attached to ordinary trains, were run from Bari to the Emilia, Lombardia and Piemonte Regions. It is understood that an agreement has now been reached, and it is hoped to resume the running of the daily train w.e.f. 10 December.

f. Commencing 26 November, a daily salt train was inaugurated from Bari to destinations in the Emilia, Lombardia and Piemonte Regions, and up to 30 November the movement of 119 wagons was effected by this means.

3. ROADS

a. The few bids received during the month were of an emergency nature and were carried out satisfactorily.

b. ENAC organisation is to be extended to the northern provinces and will eventually replace Ufficio Autotrasporti. ENAC representatives were sent to the North to discuss the transfer with Ufficio Autotrasporti.

c. Italian operated Truck Pools continued to work satisfactorily despite suggestions that insufficient POL is allotted.

d. A request was received from ENAC for the removal of restrictions on the movement of wine. It was decided that the regulations as set out in Roads Memorandum No. 3 should remain in force, except that movement up to 200 Km. should be permitted to vehicles operated on charcoal or methane gas.
This concession will operate w.e.f. 15 December.

4. Shipping

a. The total tonnage bid for Italian coastwise and intra-Mediterranean shipping during November was 157,160 tons. During the month shipments were completed for 84,103 tons by coasters, 45,500 tons of which belonged to the November programme. A further 25,000 tons were shipped by schooners. Owing to repairs, weather conditions and late fulfillment of the October programme, this month's deliveries fell behind schedule, but they are expected to be delivered in full by first 10 days in December.

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

b. The following commodities and tonnages were shipped by coasters :-

Industrial salt	9,890
Edible Salt	6,540
Coal ex Sardinia	41,850
Pyrites	10,951
Phospates	7,235
Zinc	500
Bauxite	270
Dolomite	500
Caolin	415
Tobacco	500
Mining equipment	845
Hay	232
Wine	1,833
Food supplies	450
Miscellaneous	6,092
	84,103

c. From extra-Mediterranean sources, the following vessels arrived carrying civil supplies :-

58 ships of which 4 were for UNRRA, 7 carried supplies for Austria and 11 were loaded for Swiss account
44 colliers, 4 of which were for Swiss account.
102

d. Heavy rains were experienced and, in Genoa in particular, work was suspended in the port. On 1 November no work was possible, and about 30% of normal working was done on the following 2 days.

e. There were losses to American ships in the Adriatic due to mines, but cargoes were for Army account; in consequence, certain delays were experienced, as vessels were held whilst minesweeping was carried out. Orders have been given for all Italian merchant vessels to be given full protection against mines, which will entail the majority of them being taken off service for a while. This will affect turnround of shipping for coastwise trade. With C in C Mediterranean's agreement, vessels will be protected when installations and equipment are available to Italian Ministry. At present 6 vessels are protected.

f. An aerial bomb was exploded by Italian Authorities at Civitavecchia and one of the berths sustained damage.

Declassified E.O. 12356 Section 3.3/NND No. 759021

Tobacco	500
Mining equipment	845
Hay	232
Wine	1,933
Food supplies	450
Miscellaneous	5,092
	84,103

c. From extra-Mediterranean sources, the following vessels arrived carrying civil supplies :-

58 ships of which 4 were for UNRRA, 7 carried supplies for Austria and 11 were loaded for Swiss account
44 colliers, 4 of which were for Swiss account.
102

d. Heavy rains were experienced and, in Genoa in particular, work was suspended in the port. On 1 November no work was possible, and about 30% of normal working was done on the following 2 days.

e. There were losses to American ships in the Adriatic due to mines, but cargoes were for Army account; in consequence, certain delays were experienced, as vessels were held whilst minesweeping was carried out. Orders have been given for all Italian merchant vessels to be given full protection against mines, which will entail the majority of them being taken off service for a while. This will affect turnround of shipping for coastwise trade. With C in C Mediterranean's agreement, vessels will be protected when installations and equipment are available to Italian Ministry. At present 6 vessels are protected.

f. An aerial bomb was exploded by Italian Authorities at Civitavecchia and one of the berths sustained damage.

g. Considerable progress has been made in the port of Genoa, and several additional berths have been made available. The repairs to silos are now almost completed. A newly launched 10,000 ton ship has been berthed in the western end of the port for completion.

h. The limiting factor in Genoa is still the availability of wagons : ships carrying Swiss cargoes have been held owing to insufficient wagons to clear cargoes.

3213

i. Leghorn is expected to be used for about 2 ships probably colliers - each month. The commercial port of La Spezia is now ready to accept Liberty type vessels and coasters, and when naval agreement is granted this port will be used to supply towns in the hinterland.

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

j. The transfer of "Irish Cedar" from Irish to Italian flag took place in Naples, and the vessel, which was named the "Caterina Gerolamich" before the war, is now operating in the Mediterranean and has been allocated to ship coal from Sardinia.

k. Two vessels carrying 10,000 tons have been loaded with phosphates for Italy: this is urgently needed due to suspension of shipments during recent months.

l. Passenger services have been maintained to Sicily and Sardinia and the sailings have been almost adequate. Miners have left for Sardinia in fair numbers. Movement of refugees and displaced persons by sea has practically ceased.

PART III - RAIL

1. GENERAL :

November was the first month in which the ISR was given more or less a free hand in the operation and maintenance of their railways. The change over has proved successful and the ISR officials are demonstrating their ability to accept greater responsibility.

2. ALLIED RAILWAY BOARD :

The eleventh meeting of the Allied Railway Board was held on 15 November 1945. It was agreed that the Delegations in the North should be disbanded, as complete control of the ISR could be exercised from HQISR Rome. Minutes of the various Sub-Committees were considered.

International combined Military/Civil passenger trains :

On 2 November a meeting was held in Caserta attended by all concerned to discuss military and civil passenger trains in Italy. It was agreed in principle that combined military and civil passenger trains were now justified and certain trains would be used to handle international passenger traffic.

3. CIVIL ENGINEERING :

a. Construction :

(1) Financial approval as reported last month is being handed over to the Ministry of Transport. The ISR are now preparing the necessary lists of authorised expenditure w.e.f. 15th November; this is rather a big task, and is not completed to date.

(2) LINE 20 - Foggia-Genoa - Bridge over the river P...

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

PART III - RAIL

1. GENERAL :

November was the first month in which the ISR was given more or less a free hand in the operation and maintenance of their railways. The change over has proved successful and the ISR officials are demonstrating their ability to accept greater responsibility.

2. ALLIED RAILWAY BOARD :

The eleventh meeting of the Allied Railway Board was held on 15 November 1945. It was agreed that the Delegations in the North should be disbanded, as complete control of the ISR could be exercised from HQISR Rome. Minutes of the various Sub-Committees were considered.

International combined Military/Civil passenger trains :

On 2 November a meeting was held in Caserta attended by all concerned to discuss military and civil passenger trains in Italy. It was agreed in principle that combined military and civil passenger trains were now justified and certain trains would be used to handle international passenger traffic.

3. CIVIL ENGINEERING :

a. Construction :

(1) Financial approval as reported last month is being handed over to the Ministry of Transport. The ISR are now preparing the necessary lists of authorised expenditure w.e.f. 15th November: this is rather a big task, and is not completed to date.

(2) LINE 50 - Turin-Genoa - Bridge over the river Po; works suspended owing to floods.

Giovi Branch Line - Bridge over the river Scrivia; temporary bridge completed.

Genoa-La Spezia - Viaduct San Michele; temporary repair completed.

Turin-Genoa - Bridge over the river Scrivia at Stazzano; temporary bridge completed.

Bridge at Piano Orizzontale Giovi; permanent reconstruction completed.

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

Rosignano- Leghorn -Work is in progress on this section,and there are possibilities of it being opened about the middle of 1946.

(3) LINE 51 -Torino-Milan- Reconstruction of permanent bridge over the river Ticino is proceeding; the line is open for traffic. Interrupted at Vercelli,Brandizzo, Chiavasso.

(4) LINE 54 - Milan-Domodossola- Bridge over the river Ticino at Sesto Calende; work delayed by bad weather, but temporary steel bridge safe for winter and should be completed now.

(5) LINE 57 - Alessandria-Mortara - bridge over the river Po.

(6) LINE 61 Bridge over the river Po at Mezzana Corte was temporarily completed during the month, safe for winter. This opens direct line Milan-Genoa.

Tortona - Arquata - Bridge over the river Stezzano Serravalle; temporary repair completed.

Genoa port - two tunnels at S. Nazzaro and Santia completed. The work on the tunnels at Molo Nuovo and Assoreto should be completed about the middle of 1946.

Genoa-French Border - Temporary repairs completed.

(7) LINE 62 & 61 - Fornova-Sarzana -Work is proceeding, but it is too early yet to give an estimate of the date of completion.

Parma-Fornova - and line 50- Pisa-La Spezia-Sarzana-Monterollo- Line opened during the month.

LINE 61 Milan Genoa -Line opened during the month of November.

(8) LINE 55 - Arezzo-Florence - Section Florence to S.Giovanni For the Lignite mine should be opened in about 2 months. Awaiting release by the MRS of Roth Wagner Bridging Material; these materials are now in course to be handed over to Section S.Giovanni Arezzo Line which should be completed about April 1946.

(9) LINE 66 - Alessandria-Piacenza - and Line 61-Voghera-Pavia should be opened for traffic about the 7th December 45.

Alessandria Piacenza -Bridge over the river Trebbia near San Nicola; repairs delayed by bad weather; and trains running over diversion.

(10) LINE 101 - Pinerolo-Torrefelice - repairs delayed at bridge over the river Chisone owing to floods.

(11) LINE 105 - Savigliano-Saluzzo- Bridge over the river Varaite; work delayed by floods.

(12) LINE 108 - Savona-Carmagnola- Bridge over the river Pesio permanent repairs completed.

(13) LINE 123 - Novara-Domodossola- Bridge over the river Lanoia permanent repairs completed.

Declassified E.O. 12356 Section 3.3/NND No. 759021

temporarily completed during the month, safe for winter. This opens direct line Milan-Genoa.

Tortona - Arquata - Bridge over the river Stazzano Serravalle; temporary repair completed.

Genoa port - two tunnels at S. Nazzaro and Santia completed. The work on the tunnels at Lolo Nuovo and Assereto should be completed about the middle of 1946.

Genoa-French Border - Temporary repairs completed.

(7) LINE 62 & 63 - Fornova-Sarzana -Work is proceeding, but it is too early yet to give an estimate of the date of completion.

Parma-Fornova - and line 50- Pisa-La Spezia-Sarzana-Monterollo- Line opened during the month.

LINE 61 Milan Genoa -Line opened during the month of November.

(8) LINE 65 - Arezzo-Florence - Section Florence to S.Giovanni for the Lignite mine should be opened in about 2 months. Awaiting release by the MRS of Roth Wagner Bridging Material; these materials are now in course to be handed over to Section S.Giovanni Arezzo Line which should be completed about April 1946.

(9) LINE 66 - Alessandria-Piacenza - and Line 61-Voghera-Pavia should be opened for traffic about the 7th December 45.

Alessandria Piacenza -Bridge over the river Trebbia near San Nicola: repairs delayed by bad weather; and trains running over diversion.

(10) LINE 101 - Pinerolo-Torrefelice - repairs delayed at bridge over the river Chisone owing to floods.

(11) LINE 105 - Savigliano-Saluzzo- Bridge over the river Varaite; work delayed by floods.

(12) LINE 108 - Savona-Carmagnola- Bridge over the river Pesio permanent repairs completed.

(13) LINE 123 - Novara-Domodossola- Bridge over the river Lancia permanent repairs completed.

Casale Monferrato bridge over the river Po at Monferrato, bridge over the river Sessia line 121, bridge at Carenno and bridge at S. Martino, also the lines Moretta Cavallermaggiore, Alessandria Piacenza, are interrupted.

Traffic over Ostiglia bridge was suspended due to flood conditions, but no serious damages were sustained.

The flood also caused the suspension of work on the temporary repairs of the main bridge.

(14) LINE 155 -Parma-S.[illegible] bridge over the river Oglio near Cannetto; work delayed by bad weather, but temporary repair should be completed middle of December.

Bridge over the Po at Casale Maggiore also delayed by bad weather; should be completed end of February 1946.

3212

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

(15) LINE 220 - Chiusi-Empoli - The line Chiusi to Sinalunga should be opened in December; the remainder of the line in February 1946.

(16) GENOA-PORT TRACKS - The major repairs to the various moles are unsatisfactory owing to shortage of material; this has been asked for from MRS but they are awaiting the decision by the British War Office.

b. Electrification:
NORTHERN ITALY
(1) Trento-Verona-Bologna(Line 69)-

Electric traction services are now in operation on the Sections Trento-Ala- and Verona-Bologna; the position of the intermediate section Ala-Verona is as follows :

H.T.Lines - One circuit is almost complete from Bressanone to Verona, only about 10 Kms being under repair in the section Borghetto-Serravalle. At the crossing of the River Po, works which have been delayed by lack of conductors, and bad weather, are now completed.

Substations - The site for the mobile substation at Serravalle is ready and the one at Cerdino is well in hand. The two mobile substations for these sites are now under repair at Milan: one is expected to be complete whithin the year, the other within the first months of 1946.

Contact Line - Some time has been lost due to shortage of copper conductors; now almost all the quantity required has been shipped from Milan and works are well in hand.

(2) Piacenza-Bologna (Line 65)

H.T. Line - Rehabilitation is in progress. It is now possible to feed all substations from Edison System, although high tension ISR line is not complete from Piacenza to Bologna.

Substations - It is estimated that a second rectifier group at Piacenza and another at Fidenza will be ready within the month of December, provided essential spares come to hand from firms as requested. The more badly damaged rectifiers ex Parma substation are now at Brown Boveri workshop undergoing inspection. For Rubiera, owing to the bad conditions of the transformers and rectifiers, one mobile substation will be required.

Contact Line - Repair of poles is complete from Bologna to Reggio, and in hand from Reggio to Piacenza. A quantity of copper conductor has arrived; lack of clamps and line occupations are delaying the erection of contact wire.

Declassified E.O. 12356 Section 3.3/NND No. 765021

the Sections Trento-Ala- and Verona-Bologna; the position of the intermediate section Ala-Verona is as follows :

H.T.Lines - One circuit is almost complete from Bressanone to Verona, only about 10 Kms being under repair in the section Borghetto-Serravalle. At the crossing of the river Po, works which have been delayed by lack of conductors, and bad weather, are now completed.

Substations - The site for the mobile substation at Serravalle is ready and the one at Cercino is well in hand. The two mobile substations for these sites are now under repair at Milan: one is expected to be complete whithin the year, the other within the first months of 1946.

Contact Line - Some time has been lost due to shortage of copper conductors; now almost all the quantity required has been shipped from Milan and works are well in hand.

(2) Piacenza-Bologna (Line 65)

H.T. Line - Rehabilitation is in progress. It is now possible to feed all substations from Edison System, although high tension ISR line is not complete from Piacenza to Bologna.

Substations - It is estimated that a second rectifier group at Piacenza and another at Fidenza will be ready within the month of December, provided essential spares come to hand from firms as requested. The more badly damaged rectifiers ex Parma substation are now at Brown Boveri workshop undergoing inspection. For Rubiera, owing to the bad conditions of the transformers and rectifiers, one mobile substation will be required.

Contact Line - Repair of poles is complete from Bologna to Reggio, and in hand from Reggio to Piacenza. A quantity of copper conductor has arrived; lack of clamps and line occupations are delaying the erection of contact wire.

CENTRAL ITALY

(3) Bologna-Florence (Line 65)

On the section Bologna-Vernio, electric traction service is operating. In the section Vernio-Florence, work is progressing, but, as known, priority on shipment of materials is given to the lines Trento-Verona and Piacenza-Bologna. Anyway, contact line for one track will be completed between Prato and Florence by the 15th January 1946.

(4) Roma-Orte (Line 65) -

H.T. Lines - One circuit is now complete between Rome and Orte.

Declassified E.O. 12356 Section 3.3/NND No. 759021

Substations - At Fara Sabina, one rectifier group has been repaired and will be tested during next week. Works are in hand to put alive as soon as possible the feeders, the filter and the auxiliary services, in order to check if apparatus is in serviceable condition after two years of standing. Substations of the Rome-Leghorn line have been cannibalized for repairing the switchboard, which is badly damaged. At Orte one mobile substation is required.

Contact Line - Some copper conductor has arrived and contact line is now complete on two trucks between Orte and Gallese and on one truck between Poggio Mirteto and Fara Sabina. At present the straining of conductors is being carried out in Gallese Station and in the Section Fara Sabina - Monterotondo.

(5) - Other H.T. Lines -

Lardarello-Cecina - One circuit is now complete; the second one is about 30% complete.

Orte-Florence - Between Orte and Orvieto, both circuits are complete. One is also complete from Orvieto to Florence; three small sections cannot be completed on the second circuit between Orvieto and Pontician for lack of steel cored aluminium conductors.

Lardarello-Pontician - This line is now complete.

Orte-Falconara - One circuit is now complete.

Rome-Sagittario Power Station - One circuit is now complete.

Rome-Minturno - Work is progressing very slowly due to lack of materials. Priority has been given to the more important sections (viz Ceprano-Sezze and Ceprano-Fondi) in order to ensure as soon as possible the feeding of Sezze and Fondi substations.

4. MECHANICAL ENGINEERING :

a. Output of Rail Cars from Private Firms.

(1) Cecchetti Works at Civitanova, Marche.

Repairs carried during the month were :

Heavy	62
Medium	17
Light	7
Total	86

(2) Bombrini-Parodi-Delfino at Colleferro.

Repairs carried out during the month were :

Heavy	51
Medium	13

Declassified E.O. 12356 Section 3.3/NND No. 760021

Lanciano-Casoli - One circuit is now complete; the second one is about 30% complete.

Orte-Florence - Between Orte and Orvieto, both circuits are complete. One is also complete from Orvieto to Florence; three small sections cannot be completed on the second circuit between Orvieto and Fontiano for lack of steel cored aluminium conductors.

Lanciano-Fontiano - This line is now complete.

Orte-Falconara - One circuit is now complete.

Rome-Sagittario Power Station - One circuit is now complete.

Rome-Minturno - Work is progressing very slowly due to lack of materials. Priority has been given to the more important sections (viz Ceprano-Sezze and Ceprano-Fondi) in order to ensure as soon as possible the feeding of Sezze and Fondi substations.

4. MECHANICAL ENGINEERING :

a. Output of Rail Cars from Private Firms.

(1) Cecchetti Works at Civitanova, Marche.

Repairs carried during the month were :

Heavy	62
Medium	17
Light	7
Total	86

(2) Bombrini-Parodi-Delfino at Colleferro.

Repairs carried out during the month were :

Heavy	51
Medium	13
Light	6
Total	70

(3) Wagons-Lits Rome.

Repairs carried out during the month were :

Medium	2
Light	8
Total	10

3211

b. I.S.R. Railway Shop at Rome Guistiniani (+)

Repairs carried out during the month were :

Medium	15
Light	182
Running reps.	173
Total	370

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

c. Locomotive repairs Calabria and Sicily for month ended 15 Oct. 45.

Reggio Compartimento

Loco Depots	
Steam	14
Electric	5
Total	19

Palermo-Compartimento

Loco Depots	
Steam	--
Main shops	22
(Navy Yard)	
Total	22
Narrow Gauge	2

d. Carriage and Wagon repairs Calabria and Sicily November 45.

Reggio Compartimento (.)

	COACHES	BAGGAGE CARS	WAGONS
Lifting Shop (Running repairs)	-	-	734
Repaired	22	4	107
Recovered	-	-	9
Total	22	4	850

Palermo Compartimento

Running repairs	-	-	320
Main Shops	14	17	103
Lifting shops(+)	13	9	117
Recovered	-	-	-
Total	27	26	540

e. Locomotive Situation - Compartimento of Reggio as at 15 Nov.45

	Service	Under & waiting repair	Sorp	Total
M.Line	57	23	3	83
Shunting	11	5	-	16
Electric	34	5	-	39
Total	102	33	3	138

f. Locomotive situation Compartimento di Palermo as at 15 Nov.45

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

Total	22
Narrow Gauge	2

d. Carriage and Wagon repairs Calabria and Sicily November 45.

Reggio Compartimento (.)

	COACHES	BAGGAGE CARS	WAGONS
Lifting Shop (Running repairs)	-	-	734
Repaired	22	4	107
Recovered	-	-	9
Total	22	4	850

Palermo Compartimento

Running repairs	-	-	320
Main Shops	14	17	103
Lifting shops(+)	13	9	117
Recovered	-	-	-
Total	27	26	540

e. Locomotive Situation - Compartimento of Reggio as at 15 Nov.45

Service	Under & waiting repair	Scrap	Total
M.Line 57	23	3	83
Shunting 11	5	-	16
Electric 34	5	-	39
Total 102	33	3	138

f. Locomotive situation Compartimento di Palermo as at 15 Nov.45

Service	Under & waiting repair	Scrap	Total
M.Line 154	121	-	275
Shunting 21	21	-	42
Electric -	-	-	-
Total 175	142	-	317
Narrow Gauge 30	30	-	60

(+) These figures are concerning the month from 1st to 30th October 45.

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

5. SPORLS :

At a meeting of the Stores Sub-Committee ,Allied Railway Board, it was confirmed that MRS would continue control of the ISR Stores.

The coal situation has become more serious. A 56 day supply in July has dropped to a 26 day supply in late November. MRS has issued orders to the ISR where and in what amounts coal allocated to the railways would be used.

Timber is still in short supply. The ISR have awarded many contracts, but have received very few deliveries. The US military have decontrolled timber zones in Calabria and Northern Italy, and have released 30 cars of lumber to the ISR from their Leghorn stock pile. Zones in Calabria and Northern Italy are still under British Military control. The ISR are faced with a shortage of 13,000 cu meters of timber from December to May 1946. Car repair program and reconstruction of buildings is being seriously delayed for the need of timber.

Effective 1st December 1945, the Supply and Mechanical Engineering Branch of the Rail Division was consolidated under the direction of Major G.S. Barnes (B), Major C.M. Long (A) of the Stores Branch having been relieved from service with the Rail Division for re-deployment.

6. TRAFFIC.

Line 50 is now open to La Spezia, and work beyond is progressing rapidly. The line will be open into Genoa the first part of January, which will enable the ISR to make a big improvement in the handling of North-South traffic.

Heavy rains during the month caused several washouts in North West Italy and traffic was somewhat delayed. The Bologna-Verona line was out of service for several days due to high water endangering the temporary bridge over the Po River at Ostiglia. It was fortunate that this bridge withstood the flood, as its loss would have meant the re-routing of all north traffic Via Piacenza and Milan.

International passenger service commenced on 22 November, when a Paris-Milan sleeper was put into service. The price of a berth is L. 3,291 Paris-Milan, and when the service is extended to Rome an additional L. 2,709 will be charged. Wagons Lits will probably handle all bookings.

Coal is now the governing factor in the amount of tonnage that can be moved. The railways on the mainland excluding La Spezia, Giulia, are permitted to use only 18,800 tons per week for all traffic. Sicily suspended the movement of freight traffic for several days during the month, due to the shortage of coal. A

3210

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

end have released 30 cars of lumber to the ISR from [illegible] stock pile. Zones in Calabria and Northern Italy are still under British Military control. The ISR are faced with a shortage of 13,000 cu meters of timber from December to May 1946. Car repair program and reconstruction of buildings is being seriously delayed for the need of timber.

Effective 1st December 1945, the Supply and Mechanical Engineering Branch of the Rail Division was consolidated under the direction of Major G.S. Barnes (B), Major C.L. Long (A) of the Stores Branch having been relieved from service with the Rail Division for re-deployment.

6. TRAFFIC.

Line 50 is now open to La Spezia, and work beyond is progressing rapidly. The line will be open into Genoa the first part of January, which will enable the ISR to make a big improvement in the handling of North-South traffic.

Heavy rains during the month caused several washouts in North West Italy and traffic was somewhat delayed. The Bologna-Verona line was out of service for several days due to high water endangering the temporary bridge over the Po River at Ostiglia. It was fortunate that this bridge withstood the flood, as its loss would have meant the re-routing of all north traffic via Piacenza and Milan.

International passenger service commenced on 22 November, when a Paris-Milan sleeper was put into service. The price of a berth is L. 3,291 Paris-Milan, and when the service is extended to Rome an additional L. 2,709 will be charged. Wagons Lits will probably handle all bookings.

Coal is now the governing factor in the amount of tonnage that can be moved. The railways on the mainland exclud[illegible]ezia Giulia, are permitted to use only 18,800 tons per week for all traffic. Sicily suspended the movement of freight traffic for several days during the month, due to the shortage of coal. A number of new passenger services were authorized during the month but due to the shortage of passenger stock and coal, only those services really essential were authorized.

On Nov. 5, near Aversa, civilian passenger train No 1911 was stopped by a gang of outlaws. Many passengers were robbed, assaulted and injured. One policeman and one bandit were killed. Allied police arrived on the scene and dispersed the outlaws, arresting 5 members of the gang.

3210

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

7. WAGON CONTROL :

During November the number of serviceable cars increased from 79,019 to 81,256. This increase included 1284 box cars and 753 High Gons.

Demands continue to exceed availability, making it necessary to ensure that priorities are carefully observed. Progressive improvement in traffic movement, which should reflect a shorter overall turn round and thus increase availability, is negatived by the slow release of cars carrying military loads.

In order to meet the increasing demands for civil movement, it is important that the turn round of cars be speeded up. Detention of cars awaiting offloading over 24 hours is now being reported by ISR and followed up with consignees.

Inter-Compartmental distribution is being handled satisfactorily by the Wagon Committee and local distribution is improving.

PART IV - ROAD

1. SUPPLY

Following is the consolidated report of vehicles received and transferred to the Italian Government to 30 November 1945.

a. Imported vehicles.

(1). 255 Trucks - 10 ton 6x4 cargo(civilian type) ex U.S.
(2). 3290 " - 1½ " " " (" ") " "
(3). 194 " - 1½ " " " (" ") " Mideast
(4). 242 " -1/4 " . (jeep) ex U.S.
(5). 200 Motorcycles ex U.S.

b. U.S. and British military vehicles originally placed on loan for civil supply operations and subsequently transferred to the Italian Government.

(1). 888 Trucks - British 3 ton cargo
(2). 747 " - U.S. 2½ ton G.M.C. cargo

c. Surplus vehicle releases ex U.S. Ordnance and Salvage.

(1). 84 Trucks - 6 to 10 ton cap. (incl.)
(2). 6015 " - 1½ " 5 " " (")
(3). 5062 " - 1/4" 1 " " (")
(4). 3285 Trailers-1/4to 1 " " (")

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

In order to meet the increasing demands for civil movement, it is important that the turn round of cars be speeded up. Detention of cars awaiting offloading over 24 hours is now being reported by ISR and followed up with consignees.

Inter-Compartimental distribution is being handled satisfactorily by the Wagon Committee and local distribution is improving.

PART IV - ROAD

1. SUPPLY

Following is the consolidated report of vehicles received and transferred to the Italian Government to 30 November 1945.

a. Imported vehicles.

(1). 255 Trucks - 10 ton 6x4 cargo(civilian type) ex U.S.
(2). 3290 " - 1½ " " (" ") " "
(3). 194 " - 1½ " " (" ") " Mideast
(4). 242 " -1/4 " . (jeep) ex U.S.
(5). 200 Motorcycles ex U.S.

b. U.S. and British military vehicles originally placed on loan for civil supply operations and subsequently transferred to the Italian Government.

(1). 838 Trucks - British 3 ton cargo
(2). 747 " - U.S. 2½ ton G.M.C. cargo

c. Surplus vehicle releases ex U.S. Ordnance and Salvage.

(1). 84 Trucks - 6 to 10 ton cap. (incl.)
(2). 6015 " - 1½ " 5 " " (")
(3). 5062 " - 1/4" 1 " " (")
(4). 3285 Trailers-1/4to 4 " " (")
(5). Miscellaneous
(a) 1 - Prime Mover - 40 Ton
(b) 170 - Motorcycles
(c) 15 - Side cars (Motorcycle)

Vehicles transferred under para c. were approximately 60% operational as transferred. Balance are to be conditioned for operation or canabalized for parts.

d. 1600 (Approximate figure) captured enemy vehicles of all types.

e. Spare Parts.

(1). Truck - 1½ and 10 ton civilian type cargo - 300 tons ex U.S.

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

(2). 1/4 ton truck - (Jeep) 9 tons ex U.S.
(3). Motorcycle - 11 tons ex U.S.
(4). Truck - 60 day scaling for 375 British cargo has been authorised and is in process of collection ex British Army Ordnance.
(5). Truck - 2½ ton G.M.C. - 60 days supply for 550 vehicles - ex U.S. Army Ordnance.

f. Maintenance Equipment.

(1). 292 tool sets, 1st 2nd and 3rd echelon - ex US Army Ordnance.
(2). The approximate equivalent of 6 L.A.D. sets (S.E.L. No. 308/1) ex British Army Ordnance.
(3). Miscellaneous items of equipment from both British and U.S. Ordnance have been released to supplement 1 and 2 and enable the Italian Government to operate the necessary maintenance and assembly shops.

2. OPERATIONS

a. A.M.G. 13 Corps

Bids from A.M.G. 13 Corps for vehicles have been received and screened and requisitions have been passed to AFHQ.

b. Carriage of wine by road.

It has been agreed with Movements Division that, with effect from 15 Dec. 1945, Roads Memorandum No. 3 shall be revised to allow wine to be hauled up to a distance of 200 kms. by road in lorries operated on methane or producer gases.

PART V - PORT AND WHSE.

1. PORTS BRANCH

a. General. With only the ports of Leghorn, Bari, Palermo and a section of Naples not under Italian control, the month of November was relatively quiet.

b. Genoa. The grain elevators were made ready to begin operation on 1st December with an expected rate of discharge of 1,000 tons per 12 hour shift and with a storage capacity of 20,000 tons.

3209

An additional rail served berth with no mechanical shore facilities has been made available for Liberty ships; also another rail served berth with three cranes and warehouse

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

British and U.S. Ordnance have been released to supplement 1 and 2 and enable the Italian Government to operate the necessary maintenance and assembly shops.

2. OPERATIONS

a. A.M.G. 13 Corps

Bids from A.M.G. 13 Corps for vehicles have been received and screened and requisitions have been passed to AFHQ.

b. Carriage of wine by road.

It has been agreed with Movements Division that, with effect from 15 Dec. 1945, Roads Memorandum No. 3 shall be revised to allow wine to be hauled up to a distance of 200 kms. by road in lorries operated on methane or producer gases.

PART V - PORT AND WHSE.

1. PORTS BRANCH

a. General. With only the ports of Leghorn, Bari, Palermo and a section of Naples not under Italian control, the month of November was relatively quiet.

b. Genoa. The grain elevators were made ready to begin operation on 1st December with an expected rate of discharge of 1,000 tons per 12 hour shift and with a storage capacity of 20,000 tons.

3209

An additional rail served berth with no mechanical shore facilities has been made available for Liberty ships; also another rail served berth with three cranes and warehouse suitable for 800 ton vessels.

A re-organization of the Consorzio Autonomo at Genoa and the Provveditorato at Venice was suggested by the Italian Ministry of Marine to improve administration at both these ports. The Regional Commissioners were advised and to date an order has been approved for release at Genoa.

A meeting was held with the port authorities to discuss the rail car situation. With a weekly supply of 5,000 cars coming in at 800 per day, a daily discharge rate of 12,000 tons could be assured. Efforts are being made to secure tarpaulins so that the available open cars can be utilised. The question of repairing foreign rail cars is also being considered.

Declassified E.O. 12356 Section 3.3/NND No. 760021

c. Savona. A proposal for the formation of a port Commission at Savona is under consideration.

d. Venice. During the month of November, no grain was discharged at Venice.

At Marghera, the channel is being dredged so as to take Liberty ships drawing 28 feet. This work will be completed about the middle of December.

e. Civitavecchia. Considerable damage was caused to Vespuccio (ex Littorio) Mole by the discharging of a bomb discovered near the head of the mole. Adjacent Berths No. 1 and No.2 were affected but are still usable. All further intended discharging operations have been suspended in the meantime.

The tonnage of coal discharged from ocean-going vessels into lighters at Civitavecchia and transported by sea amounted to 10,984 tons, breaking the 9,098 ton record of last month.

Vessels discharged : 33 of which
16 WSA
1 British
1 Swedish
15 Italian

Cargo discharged : 39,234 tons of which
3,050 tons - sugar
20,076 " - coal
5,636 " - general merchandise
9,172 " - grain
1,300 " - salt

14 head - horses
85 " - oxen
138 " - sheep

Port Clearance:-

Coal	11,055	tons	597	rail	cars
Salt	1,417	"	86	"	"
Gen.Merchandise	11,786	"	702	"	"
Grain	8,576	"	484	"	"
Total	32,834	tons	1,869	rail	cars

2. WAREHOUSE BRANCH

a. General

(1) Cutturm reports for bulk cargoes were discussed with WSA agents at Leghorn, La Spezia, Genoa, Savona and Ancona by Mr.

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

The tonnage of coal discharged from ocean-going vessels into lighters at Civitavecchia and transported by sea amounted to 10,984 tons, breaking the 9,098 ton record of last month.

Vessels discharged : 33 of which
- 15 WSA
- 1 British
- 1 Swedish
- 16 Italian

Cargo discharged : 39,234 tons of which
- 3,050 tons - sugar
- 20,076 " - coal
- 5,636 " - general merchandise
- 9,172 " - grain
- 1,300 " - salt

- 14 head - horses
- 85 " - oxen
- 138 " - sheep

Port Clearance:-

Coal	11,055 tons	597 rail cars	
Salt	1,417 "	86 "	"
Gen.Merchandise	11,786 "	702 "	"
Grain	8,576 "	484 "	"
Total	32,834 tons	1,869 rail cars	

2. WAREHOUSE BRANCH

a. General

(1) Outturn reports for bulk cargoes were discussed with WSA agents at Leghorn, La Spezia, Genoa, Savona and Ancona by Mr. Crooks on his recent trip north. The receivers have been using weights based on unloading figures, loaded rail car figures or bagged weight figures for the outturn reports. Since there have been great discrepancies in weights and as no proper weighing facilities exist, it has been suggested that the manifest weight be considered as the only fair weight. This question has been taken up with W.S.A.

(2) A proposal has been presented to Federazione Italiana dei Consorzi Agrari to withdraw all Allied personnel attached to the Federazione warehouses the first part of December. Federazione will then take complete charge of the warehouses. Frequent

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

trips to the warehouses will be made by AC officers for any necessary assistance.

(3) The documentation work of the Warehouses Branch has been transferred to the Ships Document Section of the Requisition Branch.

b. UNRRA - For the second consecutive month, UNRRA issues have exceeded receipts by 1700 tons. Naples UNRRA inventory is slightly higher than the previous month.

c. Venice. Activities in Venice continued to be slow due to the fact that no ocean-going vessels were diverted. There is ample warehouse space available. Although the silos have been ready since last month, no bulk grain was discharged during the month of November.

d. Naples. The situation at Naples has not changed radically this month. Although receipts were greater and issues were less than those of last month, warehouse space is still available and no crisis is expected.

e. Genoa. Receipts doubled those of last month at Genoa. However, as issues remained very high, the warehouse situation is good. There are still some old items, principally clothing, which have not been moved from the warehouses. This matter has been taken up repeatedly with ICS and every effort is being made to commence distribution.

f. Ancona. In Ancona this month, receipts have continued to be small with issues far exceeding receipts. As activity is not expected to increase in the near future, there is ample warehouse space available.

g. Leghorn. There has been very little activity at Leghorn. Issues have doubled receipts. No great increase is expected in the near future; therefore no difficulty is anticipated.

h. Bari. Even though there was considerable activity at Bari, issues were greater than receipts and there is still ample warehouse space available. Due to considerable pilferage at Bari, a member of this Division, and a member of Federazione will proceed to Bari to investigate this situation.

i. Appendix "C" indicates warehouse movement during the month of November.

P. J. Buchanan
P.D.GUBBINS 3208

Declassified E.O. 12356 Section 3.3/NND No. 735021

slightly higher than the previous [illegible]

c. Venice. Activities in Venice continued to be slow due to the fact that no ocean-going vessels were diverted. There is ample warehouse space available. Although the silos have been ready since last month, no bulk grain was discharged during the month of November.

d. Naples. The situation at Naples has not changed radically this month. Although receipts were greater and issues were less than those of last month, warehouse space is still available and no crisis is expected.

e. Genoa. Receipts doubled those of last month at Genoa. However, as issues remained very high, the warehouse situation is good. There are still some old items, principally clothing, which have not been moved from the warehouses. This matter has been taken up repeatedly with ICS and every effort is being made to commence distribution.

f. Ancona . In Ancona this month, receipts have continued to be small with issues far exceeding receipts. As activity is not expected to increase in the near future, there is ample warehouse space available.

g. Leghorn. There has been very little activity at Leghorn. Issues have doubled receipts. No great increase is expected in the near future; therefore no difficulty is anticipated.

h. Bari. Even though there was considerable activity at Bari, issues were greater than receipts and there is still ample warehouse space available. Due to considerable pilferage at Bari, a member of this Division, and a member of Federazione will proceed to Bari to investigate this situation.

i. Appendix "C" indicates warehouse movement during the month of November.

P. D. Buchanan

P.D.BUCHANAN 3208
Colonel
Director

3 Encls.
Appendices "A", "B" and "C".

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

APPENDIX "A"

TRANSPORTATION AND SHIPPING SUB-COMMISSION

MONTHLY REPORT FOR NOVEMBER 1945

LIST OF OFFICERS IN TRANSPORTATION SUB COMMISSION

A-American
B-British

DIRECTOR
Colonel P.D.C. Buchanan (B)

ADMINISTRATIVE DIVISION
Chief :
Lt. Col. W.P. Scoggins (A)

Accounts and Statistics Branch
Capt. M. Steinberg (A)

MOVEMENTS DIVISION
Major C.F. Berridge (B)

Rail-Road Branch
Capt. I.F. Clinging (B)
Capt. A.... Gower (B)

Shipping Branch
Major M.P. Laramen (B)
Capt. J.H. Hazelton (B)
Capt. A. Tosi (I)

RAIL DIVISION
Chief :
Mr. Roy P. Moss (A)

Executive Officer
Major A.C. Pine (B)

Operations Branch
Major P.G. Matson (A)
Capt. E.... Jeffreys (B)

Civil Engineering Branch
Lt. Col. A.H. Street (B)
[illegible] (TD B) (B)

ROADS DIVISION
Chief :
Mr. G.S. Franklin (C)

Operations Branch
Capt.J.S.Billinghurst (B)
Mr. R. Santamaria (I)

Maintenance Branch
Major H.A. Downer
(TD in US) (A)

Supply Branch
Capt. W.G. Peterson (A)
1st Lt. G.W. Barnus (A)

PORT & WAREHOUSE DIVISION
Chief :
Mr. C.C. Crooks (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. B. Mc Donnel (NZ)

Port Branch
Mr. J.J. Ruggirello (A)

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

DIRECTOR
Colonel P.D.G. Buchanan (B)

ADMINISTRATIVE DIVISION
Chief :
Lt. Col. W.P. Scoggins (A)

Accounts and Statistics Branch
Capt. M. Steinberg (A)

MOVEMENTS DIVISION
Major C.F. Berridge (B)

Rail-Road Branch
Capt. J.F. Clinging (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Lareman (B)
Capt. J.H. Hazelton (B)
Capt. A. Tosi (I)

RAIL DIVISION
Chief :
Mr. Roy P. Moss (A)

Executive Officer
Major A.C. Ping (B)

Operations Branch
Major P.G. Matson (A)
Capt. E.A. Jeffreys (B)

Civil Engineering Branch
Lt. Col. A.H. Street (B)
Major E.J. Mole (IIAP) (B)
Major P.G. Buckley (B)
Capt. L.M. Conway (B)
Mr. E. Richard
(on detchmt) (A)
Lt. W.H. Skouse (B)

Mechanical & Supply Branch
Major G.S. Barnes (B)

ROADS DIVISION
Chief :
Mr. C.S. Franklin (C)

Operations Branch
Capt.J.S.Billinghurst (B)
Mr. R. Santamaria (I)

Maintenance Branch
Major H.M. Downer
(TD in US) (A)

Supply Branch
Capt. W.G. Peterson (A)
1st Lt. G.W. Barrus (A)

PORT & WAREHOUSE DIVISION
Chief :
Mr. C.C. Crooks (A)

Operations Branch
Mr. U.A. Ghilardi (B)
Mr. B. Mc Donnel (NE)

Port Branch
Mr. J.J. Ruggirello (A)

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

APPENDIX 'B'

TRANSPORTATION AND SHIPPING SUB-COMMISSION

MONTHLY REPORT FOR NOVEMBER 1945

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

ITALIAN GOVERNMENT TERRITORY

Naples	- Capt. T.E. Ramsey	(A)
Rome	- Capt. S.C. Hall	(A)
Bari	- Mr. S.P.France	(A)
Brindisi	- Lt. R.F. Lewis	(B)
Ancona	- Capt. K.F.Vaughan	(B)
Bologna	- Capt. J.O. Dodds	(B)
Florence	- W.O.J.G. W.W. Hill	(A)
AMG Livorno Zone	- 1st Lt. G. Lester	(A)

LOMBARDIA

Lt. Col.	Milton Harris	(A)
Major	R.A. Symons	(B)
Major	Donald M. Chapman	(A)(TD in US)
Capt.	R.J. Woodcock	(B)
Capt.	W.H. Munn	(B)
1st Lt.	R.T. O'Donnel	(A)

LIGURIA

Capt.	J.H. Lloyd Davies	(B)
Capt.	I. Calvanese.	(A)
Capt.	W.C. Bickley	(A)
1st Lt.	A.M. Pankrats	(A)

PIEMONTE

Capt.	Paul E. Hannon	(A)
Lt.	A.McD. Clark	(B)

VENEZIE

Major	E.B. Corby	(C)
Major	H.J.O.Prinsloo	(B)
Capt.	J.N. Bowes	(B)
Capt.	J.W.D. Osborne	(UDF)
Lt.	W.J.D. Evans	(B)

VENEZIE-GIULIA(AMG 13 Corps)

Major	C.W. Lockwood-Tatham	(B)
Major	W.T. Martin (Lisp)	(B)
Capt.	D.L. Coleman	(A)
Capt.	M.C. Polyblank	(B)
Capt.	R.K. Harper	(B)
1st Lt.	George Mitchell	(A)
1st Lt.	J.D. Howell	(A)
Lt.	N.J. Lister	(B)

3207

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

APPENDIX 'C'

STATEMENT OF WAREHOUSE ACTIVITY

Warehouse	OPENING Inventory	Received	Issued	INVENTORY 30 November
NAPLES				
Fed. Cons.	19301	10208	7744	21765
I.C.E.	540	11	179	372
TOTAL	19841	10219	7923	22137
GENOA				
Fed. Cons.	24534	43815	37351	30998
I.C.E.	44	7063	7063	44
TOTAL	24579	50879	44415	31014
ANCONA				
Fed. Cons.	7926	296	2942	5280
I.C.E.	133	-	-	133
TOTAL	8059	296	2942	5413
VENICE				
Fed. Cons.	5353	2409	3758	4004
I.C.E.	232	-	2	230
TOTAL	5585	2409	3760	4234
LEGHORN	NO FIGURES AVAILABLE			

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

22031

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/1.1/43/Tn6

CCC/mvm
12 January 1946

SUBJECT: Monthly Report - December

TO : Administration Division
(Att: Lt. Col. W. P. Scoggins)

1. Ports Branch

a. General - During the month of December, pilferage of AC and UNRRA supplies increased greatly at ports and warehouses. A preliminary meeting was held with representatives of UNRRA, WSA, MWT, MMIA, AC and Federazione, and plans to remedy this situation were discussed.

b. Genoa - The grain elevators operated satisfactorily with an output of over 20,000 tons for the first 15 days in December. Rail clearance from the silos has been good and it is expected to increase the output tonnage to 50,000 tons during January.

c. Savona - The rate of discharge at the coal-discharging plant at Savona was greatly increased during the month of December.

d. Venice - Coal ships are beginning to arrive at Venice. As for the previous month, there were no bulk wheat shipments. Berth #16 is being dredged to accommodate Liberty ships.

e. Civitavecchia - The SS "Bacon", carrying 5000 tons of UNRRA cargo for discharge at Civitavecchia, struck several mines just outside the harbor. The vessel was beached and the cargo is being salvaged.

f. Barletta - This port is being dredged so as to make possible partial discharge of colliers.

2. Warehouse Branch

a. Naples - There has been very little activity at Naples. The December issues greatly exceeded the receipts, increasing the availability of warehouse space.

27961

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

b. Leghorn - Less activity is shown for the port of Leghorn, with issues slightly greater than receipts. The warehouse situation at Leghorn is generally favorable.

c. Genoa - Receipts in Genoa dropped off slightly this month with issues remaining high. There still remains in Genoa warehouses, a large quantity of clothing, the distribution of which is the responsibility of ICE. Every effort is being made to move this stock, but there has been little success to date.

d. Bari - There has been little activity in Bari this month with issues slightly exceeding receipts. There is ample warehouse space for increased activities in the future. Considerable pilferage of cargo has taken place. Every effort is being made to remedy this situation.

e. Ancona - There have been no ocean going vessels diverted to Ancona the past month. Issues slightly decreased this month but far exceeded receipts, thereby reducing the stock in warehouses.

f. Venice - The warehouse situation at Venice shows little change from last month with issues slightly higher than receipts. At the Venice warehouses, there is a small quantity of goods belong to Austria and AMG. Efforts are being made to transship this stock to the respective consignee.

g. Appendix indicates warehouse movement during the month of December.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MONTHLY REPORT FOR DECEMBER 1945

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

Attached herewith as Appendices A and B are lists of Transportation Officers at headquarters and in the field.

PART II - MOVEMENTS

1. GENERAL

a. Traffic movement throughout the month has not been completely satisfactory. A greater tonnage has been moved, but it is considered this has been at the expense of strictly maintaining the required priorities. Consequently, there have been a number of cases brought to light of high priority essential traffics not being moved, although substantial tonnages of lower priority traffic from the same areas have been dealt with. Strong representations have been made to the I.S.R. that they should not accept bids for movement of more traffic than they are capable of handling efficiently under present circumstances.

b. The "bottle neck" at Bologna still continues to exercise a paralysing effect on the operation of traffic between North and South Italy. The line between La Spezia and Genoa is scheduled to be reopened by the middle of January, which should ease the situation considerably.

c. Arrangements are now being made to place in the hands of the Ministry of Transport any remaining control at present exercised by the Sub-Commission over the movement of traffic by road.

d. The number of vessels loaded in U.S.A. during December, chiefly colliers and bulk grain ships, were fewer than planned. It was expected that 43 grain ships would sail during the month, but only 15 left America for Italy. As a result, the demands on internal transportation facilities were less than expected. It was anticipated that the overall transportation facilities in Italy during December would be very seriously strained, and no great improvement can be foreseen for January, especially if the heavy import programmes come up to expectations.

2. RAIL

a. Owing to the Christmas Holiday period, it is only possible to produce figures of the overall tonnages moved in Italian Govt. Territory for the first three weeks in November.

In order to present a true picture they are shown below

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

PART II - MOVEMENTS

1. GENERAL

a. Traffic movement throughout the month has not been completely satisfactory. A greater tonnage has been moved, but it is considered this has been at the expense of strictly maintaining the required priorities. Consequently, there have been a number of cases brought to light of high priority essential traffics not being moved, although substantial tonnages of lower priority traffic from the same areas have been dealt with. Strong representations have been made to the I.S.H. that they should not accept bids for movement of more traffic than they are capable of handling efficiently under present circumstances.

b. The "bottle neck" at Bologna still continues to exercise a paralysing effect on the operation of traffic between North and South Italy. The line between La Spezia and Genoa is scheduled to be reopened by the middle of January, which should ease the situation considerably.

c. Arrangements are now being made to place in the hands of the Ministry of Transport any remaining control at present exercised by the Sub-Commission over the movement of traffic by road.

d. The number of vessels loaded in U.S.A. during December, chiefly colliers and bulk grain ships, were fewer than planned. It was expected that 43 grain ships would sail during the month, but only 15 left America for Italy. As a result, the demands on internal transportation facilities were less than expected. It was anticipated that the overall transportation facilities in Italy during December would be very seriously strained, and no great improvement can be foreseen for January, especially if the heavy import programmes come up to expectations.

2. RAIL

a. Owing to the Christmas Holiday period, it is only possible to produce figures of the overall tonnages moved in Italian Govt. Territory for the first three weeks in November.

In order to present comparative figures they are shown below in comparison with tonnages moved during the first three weeks of October. It will be noted that the tonnage moved continues to show a substantial increase on the previous period.

	Period 29 Oct.-18 Nov.45	Period 1-21 Oct.45
Tonnages moved	353,748	306,395
Tonnages not moved	98,705	107,875
Tonnages not moved owing to lack of wagons.	89,034	3204

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

b. The end of November saw the completion of the movement of refugees into Italy via the Brenner. Internal movement is nearing completion and during the month 8,255 persons were moved by special trains.

c. The daily wine tank car train from Bari to Emilia, Lombardia and Piemonte Regions resumed operation on 10 December, after a satisfactory agreement had been reached between private tank car owners and the Ministry of Food. 15 trains totalling 386 tank cars, and 55 tank cars attached to ordinary trains, were despatched from Bari as compared with a total of 157 tank cars moved in November.

d. The daily salt train from Margherita di Savoia to Emilia, Lombardia and Piemonte Regions operated successfully. 21 trains were run totalling 459 wagons, a considerable improvement on the 119 wagons moved in November.

3. ROAD

a. No bids were received during the month by this branch and, in the absence of any complaints, it must be assumed that all requests for road transport were met by ENAC and Auto-Trasporti. Demands in general declined during the month.

b. ENAC are nominating Commissioners to implement the proposal to take over the functions of Ufficio Autotrasporti in the North.

c. Italian operated Truck Pools fulfilled all demands and during this month there were no complaints of shortage of P.O.L.

d. Owing to the shortage of rail cars it was necessary to transport 1,600 tons of flour from Naples Area to Puglie. A special concession was requested and given, permitting the trucks taking flour to return with wine, thereby facilitating the procurement of trucks in Naples and obviating waste mileage. This is only operative until 15 January 1946. The Ministry of Food have asked to have this concession extended to all lorries returning empty from Puglie, but it is not considered practical at the moment, as it would "open the door" to large scale movement of wine by hauliers arriving in Puglie under the pretext of bringing loads which, in point of fact, would not be essential.

4. SHIPPING

a. Italian coastwise movement was under 100,000 tons and, due to late deliveries during the previous month, drastic reductions had to be made in the bids for December in order not to accumulate a serious backlog with poor prospects of fulfilling the requests for shipment.

b. The following commodities were shipped during December in the programme for Italian coastwise and Intra-Mediterranean traffic. A considerable proportion of this tonnage represents cargoes programmed to be moved in November. Schooners will account for movement of approximately 20-22,000 tons.

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

119 wagons moved in November.

3. ROAD

a. No bids were received during the month by this branch and, in the absence of any complaints, it must be assumed that all requests for road transport were met by ENAC and Auto-Trasporti. Demands in general declined during the month.

b. ENAC are nominating Commissioners to implement the proposal to take over the functions of Ufficio Autotrasporti in the North.

c. Italian operated Truck Pools fulfilled all demands and during this month there were no complaints of shortage of P.O.L.

d. Owing to the shortage of rail cars it was necessary to transport 1,600 tons of flour from Naples Area to Puglie. A special concession was requested and given, permitting the trucks taking flour to return with wine, thereby facilitating the procurement of trucks in Naples and obviating waste mileage. This is only operative until 15 January 1946. The Ministry of Food have asked to have this concession extended to all lorries returning empty from Puglie, but it is not considered practical at the moment, as it would "open the door" to large scale movement of wine by hauliers arriving in Puglie under the pretext of bringing loads which, in point of fact, would not be essential.

4. SHIPPING

a. Italian coastwise movement was under 100,000 tons and, due to late deliveries during the previous month, drastic reductions had to be made in the bids for December in order not to accumulate a serious backlog with poor prospects of fulfilling the requests for shipment.

b. The following commodities were shipped during December in the programme for Italian coastwise and Intra-Mediterranean traffic. A considerable proportion of this tonnage represents cargoes programmed to be moved in November. Schooners will account for movement of approximately 20-22,000 tons.

Edible salt	14,341
Wine	3,907
Bauxite	2,000
Industrial salt	8,470
Pitprops	930
Phosphates	4,000
Lubricants	1,232
Citrus	200
Coal	43,360
Gen. Cargo	4,771
Total	82,911

Declassified E.O. 12356 Section 3.3/NND No. 765021

c. From Extra-Mediterranean sources, the following vessels arrived in Italian ports carrying civil supplies : -

82 ships of which 56 were colliers, 7 of which were for Swiss account.
26 ships carried general cargoes, 10 of which were for UNRRA and one for Swiss account.
Ships were generally discharged expeditiously though there were some delays particularly in Western ports due to rough weather. Some vessels carrying Swiss cargoes were delayed in Genoa, due to lack of rail cars to clear cargoes.

d. The funivie in Savona commenced to work to full capacity on 10 December and, if movements of ships can be improved, it is anticipated a daily clearance of 7,000 tons of coal should be attained. The port of Genoa, with the exception of small areas in the harbour, may now be considered clear of mines. Improvements to the wharves and rail facilities are progressing favourably. The grain silos there commenced working on 1st December and, after some set backs, have now reached a daily average clearance of 2,500 tons per day. Fully laden Liberty ships can now berth alongside the quay.

e. Mine sweeping and clearance has continued in La Spezia and Italian coasters and colliers are expected to use this port in the near future. C in C Med has not yet agreed to fully laden Liberty ships using the port, but this question will be reviewed when the entrance has been further cleared of wrecks.

f. Leghorn, a military controlled port, has been used to a limited extent for civil ships.

g. Venice and Marghera have been used more during the month and increased sailings are planned, as the capacity is estimated to be 10,000-12,500 tons daily, provided rail and canal clearance can be maintained. The limiting factor in this port, as for the majority of others, is the clearance by rail and other means.

h. SS "Nathaniel Bacon", carrying UNRRA supplies, was mined off Civitavecchia after having partially discharged in Genoa. An Italian tanker (capacity 299 tons), used for carrying bulk wine cargo, was lost off Leghorn on 4 December by mines.

i. The turnround of passenger and freight vessels "Abbazia" and "Campidoglio", which ply between Naples, Palermo and Cagliari, has been speeded up and from the end of the month vessels will sail every 10 days instead of fortnightly.

l. Arrangements have been completed with United Maritime Authority for 4 voyages of Liberty ships to move coal from Sardinia to the Mainland. This will reduce stocks in S.Antioco and permit larger deliveries without affecting other Italian domestic shipments.

Declassified E.O. 12356 Section 3.3/NND No. 765021

d. The service in Savona commenced on 1st December and, if movements of ships can be improved, it is anticipated a daily clearance of 7,000 tons of coal should be attained. The port of Genoa, with the exception of small areas in the harbour, may now be considered clear of mines. Improvements to the wharves and rail facilities are progressing favourably. The grain silos there commenced working on 1st December and, after some set backs, have now reached a daily average clearance of 2,500 tons per day. Fully laden Liberty ships can now berth alongside the quay.

e. Mine sweeping and clearance has continued in La Spezia and Italian coasters and colliers are expected to use this port in the near future. C in C Med has not yet agreed to fully laden Liberty ships using the port, but this question will be reviewed when the entrance has been further cleared of wrecks.

f. Leghorn, a military controlled port, has been used to a limited extent for civil ships.

g. Venice and Marghera have been used more during the month and increased sailings are planned, as the capacity is estimated to be 10,000-12,500 tons daily, provided rail and canal clearance can be maintained. The limiting factor in this port, as for the majority of others, is the clearance by rail and other means.

h. SS "Nathaniel Bacon", carrying UNRRA supplies, was mined off Civitavecchia after having partially discharged in Genoa. An Italian tanker (capacity 299 tons), used for carrying bulk wine cargo, was lost off Leghorn on 4 December by mines.

i. The turnround of passenger and freight vessels "Abbazia" and "Campidoglio", which ply between Naples, Palermo and Cagliari, has been speeded up and from the end of the month vessels will sail every 10 days instead of fortnightly.

j. Arrangements have been completed with United Maritime Authority for 4 voyages of Liberty ships to move coal from Sardinia to the Mainland. This will reduce stocks in S.Antioco and permit larger deliveries without effecting other Italian domestic shipments.

PART III - RAIL

1. GENERAL

The result of the handover of traffic control and operation of the railway to the ISR continues to be generally satisfactory.

3203

2. ALLIED RAILWAY BOARD

The twelfth meeting of the Allied Railway Board was held on 2[illegible] December 1945. Minutes of the various Sub-Committees were considered. It was decided that the full control of stores and coal would be returned to the ISR in the near future.

Declassified E.O. 12356 Section 3.3/NND No. 765021

3. CIVIL ENGINEERING

The I.S.R. are now in full charge of the reconstruction of their lines, and slow but satisfactory progress is being made in rebuilding damaged lines and structures.

4. MECHANICAL ENGINEERING AND STORES

Continued improvement is being made in loco and wagon repairs on the Italian State and Privately Owned railways. Work on the repair of damaged workshops continues.

The ISR is now prepared to take over full control of stores and the handover will probably take place on 1 February, 1946.

5. TRAFFIC

A mixed military/civilian tri-weekly passenger service has been inaugurated Naples-Villach-Vienna. For the present, the civilian portion consists of three coaches and one baggage/mail van, operating between Naples and Venice only. A sleeping car Rome - Vienna will be added shortly.

Heavy demands for increased passenger services continue throughout Italy, but owing to the coal and stock shortage, very little consideration could be given to the numerous requests for additional passenger trains. Civilian schedules now in effect are being screened, and a reduction in passenger kilometres in many cases has been made by decreasing the number of days per week that trains are effective.

Early in December, a circus train was derailed near Reggio Emilia. Wild animals escaped and four people were eaten. Several others were killed in the accident and many injured.

6. WAGON DISTRIBUTION

General distribution of wagons continues to improve and ISR local distribution has now become more effective and efficient. Offloading time has been reduced with a relative increase in wagon availability. Heavy military demands in the Naples area created some difficulty during the month, but the situation is now normal.

Civil traffic is moving in steadily increasing tonnages as military traffic becomes less.

PART IV - ROADS -

1. OPERATIONS

a. Uffici Trasporti - With the hand-over of A.M.G. Regions in Northern Italy to the administration of the Italian Government all Uffici Trasporti were transferred to ECLC control w.e.f. 1st. January 1946.

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

The ISR is now prepared to take over full control of stores and the handover will probably take place on 1 February, 1946.

5. TRAFFIC

A mixed military/civilian tri-weekly passenger service has been inaugurated Naples-Villach-Vienna. For the present, the civilian portion consists of three coaches and one baggage/mail van, operating between Naples and Venice only. A sleeping car Rome - Vienna will be added shortly.

Heavy demands for increased passenger services continue throughout Italy, but owing to the coal and stock shortage, very little consideration could be given to the numerous requests for additional passenger trains. Civilian schedules now in effect are being screened, and a reduction in passenger kilometres in many cases has been made by decreasing the number of days per week that trains are effective.

Early in December, a circus train was derailed near Reggio Emilia. Wild animals escaped and four people were eaten. Several others were killed in the accident and many injured.

6. WAGON DISTRIBUTION

General distribution of wagons continues to improve and ISR local distribution has now become more effective and efficient. Offloading time has been reduced with a relative increase in wagon availability. Heavy military demands in the Naples area created some difficulty during the month, but the situation is now normal.

Civil traffic is moving in steadily increasing tonnages as military traffic becomes less.

PART IV - ROADS -

1. OPERATIONS

a. Uffici Trasporti - With the hand-over of A.M.G. Regions in Northern Italy to the administration of the Italian Government all Uffici Trasporti were transferred to EM.C control w.e.f. 1st. January 1946.

b. Wine Road Movement

(1) The agreement to amend "Movements Division-Roads - Memorandum No. 3. Movements of Wine" to allow trucks fueled by methane and producer gasses to carry wine up to 200 Kms came into effect 15 December 1945 -

(2) On the 16th. December, 1945 it was agreed between Movements Division and Roads Division that road trucks carrying grain from Naples to the Southern Provinces may carry wine on the return journey until 15 January 1946 when the matter will be reviewed.

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

2. SUPPLY

a:- Following are listed vehicles transferred to the Italian Government during December.

(1) Imported vehicles

1 - ¾ tons cargo (ex U.S.)
18 - 1/4 ton (Jeep) ex U.S.)

(2) Releases from Theatre stock.

11 British 3 ton cargo

PART V - PORT AND WAREHOUSE

1. PORTS BRANCH

a. General - During the month of December, pilferage of AC and UNRRA supplies increased greatly at ports and warehouses. A preliminary meeting was held with representatives of UNRRA, WB., ANT, MRL., AC and Federations, and plans to remedy this situation were discussed.

b. Genoa - The grain elevators operated satisfactorily with an output of over 20,000 tons for the first 15 days in December. Rail clearances from the silos has been good, and it is expected that the output tonnage will increase to 30,000 tons during January.

c. Savona - The rate of discharge at the coal-discharging plant greatly increased during the month of December.

d. Venice - Coal ships are beginning to arrive at Venice. As for the previous month, there were no bulk wheat shipments. Berth No. 16 is being dredged to accommodate Liberty Ships.

e. Civitavecchia - The SS "Bacon", carrying 5000 tons of UNRRA cargo for discharge at Civitavecchia, struck several mines just outside the harbor. The vessel was beached and the cargo is being salvaged.

f. Barletta - This port is being dredged so as to make possible partial discharge of colliers.

2. WAREHOUSE BRANCH

a. Naples - There has been very little activity at Naples. The December issues greatly exceeded the receipts, increasing the availability of warehouse space.

b. Leghorn - Less activity is shown for the port of Leghorn, with issues slightly greater than receipts. The warehouse situation at Leghorn is generally favorable.

c. Genoa - Receipts in Genoa dropped off slightly this month with issues remaining high. There still remains in Genoa warehouses a large quantity of clothing the distribution of which is the responsibility of ICE. Every effort is being made to move this stock, but there has been little success to date.

d. Bari - There has been little activity in Bari this month, with issues slightly exceeding receipts. There is ample warehouse space for increased activities in the fut

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

.. preliminary meeting was held with representatives of UNRRA, WSA, AMT, SHAEF, AC and Federazioni, and plans to remedy this situation were discussed.

b. Genoa - The grain elevators operated satisfactorily with an output of over 20,000 tons for the first 15 days in December. Rail clearance from the silos has been good, and it is expected that the output tonnage will increase to 30,000 tons during January.

c. Savona - The rate of discharge at the coal-discharging plant greatly increased during the month of December.

d. Venice - Coal ships are beginning to arrive at Venice. As for the previous month, there were no bulk wheat shipments. Berth No. 16 is being dredged to accomodate Liberty Ships.

e. Civitavecchia - The SS "Bacon", carrying 6000 tons of UNRRA cargo for discharge at Civitavecchia, struck several mines just outside the harbor. The vessel was beached and the cargo is being salvaged.

f. Barletta - This port is being dredged so as to make possible partial discharge of colliers.

2. WAREHOUSE BRANCH

a. Naples - There has been very little activity at Naples. The December issues greatly exceeded the receipts, increasing the availability of warehouse space.

b. Leghorn - Less activity is shown for the port of Leghorn, with issues slightly greater than receipts. The warehouse situation at Leghorn is generally favorable.

c. Genoa - Receipts in Genoa dropped off slightly this month with issues remaining high. There still remains in Genoa warehouses a large quantity of clothing, the distribution of which is the responsibility of ICE. Every effort is being made to move this stock, but there has been little success to date.

d. Bari - There has been little activity in Bari this month, with issues slightly exceeding receipts. There is ample warehouse space for increased activities in the future. Considerable pilferage of cargo has taken place; every effort is being made to remedy this situation.

e. Ancona - There have been no ocean-going vessels diverted to Ancona the past month. Issues slightly decreased this month but far exceeded receipts, thereby reducing the stock in warehouses.

3202

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

f. Venice - The warehouse situation at Venice shows little change from last month, with issues slightly higher than receipts. At the Venice warehouses, there is a small quantity of goods that belong to Austria and AMG. Efforts are being made to tranship this stock to the respective consignees.

g. Appendix "C" indicates warehouse movement during the month of December.

P.D.G. Buchanan

P.D.G. BUCHANAN
Colonel,
Director

3 Encls.
Appendices "A", "B" and "C".

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

APPENDIX 'A'

TRANSPORTATION AND SHIPPING SUB COMMISSION
MONTHLY REPORT FOR DECEMBER 1945
LIST OF OFFICERS IN TRANSPORTATION SUB COMMISSION

A = American
B = British

DIRECTOR
Colonel P.D.C. Buchanan (B)

ADMINISTRATIVE DIVISION
Chief :
Lt. Col. W.P. Scoggins (A)

Accounts and Statistics Branch
Capt. M. Steinberg (A)

MOVEMENTS DIVISION
Major C.F. Berridge (B)

Rail-Road Branch
Capt. I.F. Clinging (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Laraman (B)
Capt. J.H. Haselton (B)
Capt. A. Tosi (I)

RAIL DIVISION
Chief :
Mr. Roy P. Moss (A)

Executive Officer
Major A.C. Ping (B)

Operations Branch
Major P.C. Matson (A)
Capt. D.A. Jeffreys (B)

Civil Engineering Branch
Lt. Col. A.H. Street (B)
Major D.J. Mole (B)
Major P.G. Buckley (B)
Capt. L.A. Conway (B)
Mr. E. Richard (A)
Lt. W.H. Skouse (B)

Mechanical & Supply Branch
Major G.S. Barnes (B)

ROADS DIVISION
Chief :
Mr. G.S. Franklin (C)

Operations Branch
Capt. J.S. Billinghurst (B)
Mr. R. Santamaria (I)

Supply Branch
Capt. W.C. Peterson (A)
1st Lt. C.W. Barrus (A)

PORT & WAREHOUSE DIVISION
Chief :
Mr. C.C. Crooks (A)

Operations Branch
Mr. U.A. Chilardi (B)
Mr. B. Mc. Donnel (NZ)

Port Branch
Mr. J.J. Ruggirello (A)

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

DIRECTOR
Colonel P.D.C. Buchanan (B)

ADMINISTRATIVE DIVISION
Chief :
Lt. Col. W.P. Scoggins (A)

Accounts and Statistics Branch
Capt. M. Steinberg (A)

MOVEMENTS DIVISION
Major C.F. Berridge (B)

Rail-Road Branch
Capt. I.P. Clinging (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Lareman (B)
Capt. J.H. Hazelton (B)
Capt. A. Tosi (I)

RAIL DIVISION
Chief :
Mr. Roy P. Moss (A)

Executive Officer
Major A.C. Ping (B)

Operations Branch
Major P.C. Matson (A)
Capt. E.A. Jeffreys (B)

Civil Engineering Branch
Lt. Col. A.H. Street (B)
Major [illegible].J. Mole (B)
Major P.C. Buckley (B)
Capt. L.A. Conwey (B)
Mr. E. Richard (A)
Lt. W.H. Skouse (B)

Mechanical & Supply Branch
Major G.S. Barnes (B)

ROADS DIVISION
Chief :
Mr. G.S. Franklin (C)

Operations Branch
Capt. J.S. Billinghurst (B)
Mr. R. Santamaria (I)

Supply Branch
Capt. W.G. Peterson (A)
1st Lt. G.W. Berrus (A)

PORT & WAREHOUSE DIVISION
Chief :
Mr. C.C. Crooks (A)

Operations Branch
Mr. U.A. Chilardi (B)
Mr. B. Mc. Donnel (NZ)

Port Branch
Mr. J.J. Ruggirello (A)

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

APPENDIX "B"

TRANSPORTATION AND SHIPPING SUB-COMMISSION

MONTHLY REPORT FOR DECEMBER 1945

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

Naples	- Capt. T.E. Ramsey	(A)
Roma	- Capt. S.C. Hall	(A)
Bari	- Mr. S.P. France	(A)
Brindisi	- Lt. R.F. Lewis	(B)
Ancona	- Capt. M.F. Vaughan	(B)
Bologne	- Capt. J.O. Dodds	(B)
Florence	- W.O.J.G. W.W.Hill	(A)
AMG Livorno	Zone-1st Lt.G.Lester	(A)

LOMBARDIA

Lt. Col. Milton Harris	(A)
Major H.A. Symons	(B)
Capt. R.J. Woodcock	(B)
Capt. W.H. Nunn	(B)
1st Lt. R.T. O'Donnel	(A)

LIGURIA

Capt. J.H. Lloyd Davies	(B)
Capt . I. Calvanese	(A)
Capt. W.C. Bickley	(A)
1st Lt. A.M. Pankratz	(A)

PIEMONTE

Capt.Paul E. Hannon	(A)
Lt. A. McD. Clark(LIAP)	(B)

VENEZIE

Major E.B.Corby	(C)
Major H.J.G.Prinsloo	(B)
Capt. J.N. Bowes	(B)
Capt.J.W.E. Osborne	(UDF)
Lt. W.J.D. Evans	(B)

VENEZIE GIULIA(AMG13 CORPS)

Major C.W. Lockwood-Tathem	(B)
Major W.T. Martin(LIAP)	(B)
Capt. D.L. Coleman	(A)
Capt. M.C.Polyblank	(B)
Capt. R.K. Harper	(B)
1st Lt. George Mitchell	(A)
1st Lt. J.D. Howell	(A)
Lt. W.J. Lister	(B)

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

APPENDIX "C"

STATEMENT OF WAREHOUSE ACTIVITY

WAREHOUSE	OPENING INVENTORY	RECEIVED	ISSUED	INVENTORY 31 DEC.
NAPLES				
Fed. Cons.	21765	437	8212	13990
I.C.E.	372	—	2	370
Total	22137	437	8214	14360
GENOA				
Fed. Cons.	30585	23831	33431	20986
I.C.E.	44	3288	3288	44
Total	30629	27119	36719	21030
ANCONA				
Fed. Cons.	5280	250	1753	3777
I.C.E.	133	—	1	132
Total	5413	250	1754	3909
VENICE				
Fed. Cons.	4004	5722	5029	4697
I.C.E.	230	—	—	230
Total	4234	5722	5029	4927
LEGHORN				
Fed. Cons.	7869	1300	1615	7553
I.C.E.	408	—	165	243
Total	8277	1300	1780	7796

3200

Declassified E.O. 12356 Section 3.3/NND No. 765021

Fed. Cons.	21765	437	8212	13990
I.C.E.	372	—	2	370
Total	22137	437	8214	14360
GENOA				
Fed. Cons.	30585	23831	33431	20986
I.C.E.	44	3288	3288	44
Total	30629	27119	36719	21030
ANCONA				
Fed. Cons.	5280	250	1753	3777
I.C.E.	133	—	1	132
Total	5413	250	1754	3909
VENICE				
Fed. Cons.	4004	5722	5029	4697
I.C.E.	230	—	—	230
Total	4234	5722	5029	4927
LEGHORN				
Fed. Cons.	7869	1300	1615	7553
I.C.E.	408	—	165	243
Total	8277	1300	1780	7796

3200

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

Final Report

1. The Transportation Sub-Commission was formed at Tizi Ouzu North Africa in Sept. 43 by Lieut Col L.E. Vining (B) and landed on the mainland of Italy on the 11th Nov. 43 under the direction of Col. S.A. Fitch (B).

2. This nucleus of the present Transportation Sub-Commission was attached to Mov. & Transp. and consisted of a rail division; Ports and Shipping Division, and Rail Movements.

3. A Sub Section consisting of three officers was also sent to Sicily.

4. During the existence the Sub-Commission has been under the direction of Col. S A Fitch (B) from Sept 43 to 27 April 44.

L.E. Vining Lt. Col. (B) from 27 April 44 to 15th July 44
Col. D.S. Adams (A) from 15th July 44 to Nov. 44
Mr. Merritt H Taylor (A) from Nov. 44 to 8th Aug. 45
Mr. Frank Upman (Jnr) from 8th Aug. 45 to 10th Oct. 45
Col. P.G. D Buchanan (B) from 10th Oct. 45 to 28th Feb. 46.

5. Thus in two a half years existence the Sub-Commission has had 6 Directors, which did not allow of a continued policy.

6. The Headquarters of the Commission were originally at Naples where they remained until the transfer to Rome in July 44.

7. From Oct. 43 til Feb 44 a Liaison Officer was maintained at Brindisi with the Military Mission to Italy.

8. In January 45 in addition to the above a planning Division was added, this was founf to be unnecessary and was closed in Aug. 45.

9. The problem facing the Sub-Commission can be expressed in a few words, to move urgent civilian supplies over a completely disrupted transport organisation and to rehabilitate the system.

10. In the case of the Rail Division, except for the east coast as far as Ortona, the railways in Southern and Central Italy

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

2. This nucleus of the present Transportation Sub-Commission was attached to Mov. & Transp. and consisted of a rail division; Ports and Shipping Division, and Rail Movements.

3. A Sub Section consisting of three officers was also sent to Sicily.

4. During the existence the Sub-Commission has been under the direction of Col. S A Fitch (B) from Sept 43 to 27 April 44.

L.E. Vining Lt. Col. (B) from 27 April 44 to 15th July 44
Col. D.S. Adams (A) from 15th July 44 to Nov. 44
Mr. Merritt H Taylor (A) from Nov. 44 to 8th Aug. 45
Mr. Frank Upman (Jnr) from 8th Aug. 45 to 10th Oct. 45
Col. P.G. D Buchanan (B) from 10th Oct. 45 to 28th Feb. 46.

5. Thus in two a half yeeas existence the Sub-Commission has had 6 Directors, which did not allow of a continued policy.

6. The Headquarters of the Commission were originally at Naples where they remained until the transfer to Rome in July 44.

7. From Oct. 43 til Feb 44 a Liaison Officer was maintained at Brindisi with the Military Mission to Italy.

8. In January 45 in addition to the above a planning Division was added, this was found to be unnecessary and was closed in Aug. 45.

9. The problem facing the Sub-Commission can be expressed in a few words, to move urgent civilian supplies over a completely disrupted transport organisation and to rehabilitate the system.

10. In the case of the Rail Division, except for the east coast as far as Ortona, the railways in Southern and Central Italy were almost completely destroyed, this not only refers to track, bridges, tunnels etc, but also to the rolling stock.

11. At the commencement, the Rail Division had no control whatsoever in the repairs or operation of the Italian State Railways, this being entirely undertaken by the Military.

170

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

12. The Sub-Commission duties were laid down in:

a. Appendice P to Planning Directive N° 7 of 26 Sept. 43 issued under ACC/1014 of 26th Sept.
b. General Order A.F.H.Q. N° 60 dated 22 Oct. 43
c. A.F.H.Q. Administrative Memorandum N° 76 of 9 Nov.43
d. Advanced Administrative Echelon A.F.H.Q. Administrative instruction N° 14 dated 6 Dec. 43.

13. The chief problems peculiar to the rail division were, difficulty in obtaining any rail transport for civilian goods. At first basic trains were allocated for civilian freight but unfortunately these trains were never run,and as loading continued there was considerable congestion of loaded wagons and for a time all civilian freight traffic was cancelled. To overcome this difficulty basic tonnages were allotted over the various lines for civilian freight, and a complicated system of movement control introduced to control loadings which necessitated the ordering of wagons three weeks in advance.

14. As far as the repairs to the railways were concerned administrative circular N° 76 was never fully operative. M.R.S. were only interested in the repair of the parts of the railways required for military purpose and to get civilian traffic started, it was imperative that the rail Division assisted the I.S.R. to rehabilitate others lines, although that division had not been handed back by the Military. Before the liberation of Northern Italy, a programme had been arranged as to which lines should be repaired by M.R.S. and which by the I.S.R. this programme was not adhered to, which resulted in confusion, overlapping and consequent delay.

15. Another problem was the obtaining of materials for the rehabilitation of the lines and the repair of the rolling stock as all railway material had been frozen by the military; such as cement, steel and timber A.C. intervention was required to obtain release.

16. Due to the depredations of the Germans most of the contractors were without transport and a great deal of time and labour had to be expended on this, especially in obtaining supplies of tyres and P.O.L. the method of obtaining supplies of this was never satisfactorally settled.

17. Shortage of technical officers also caused considerable delay in reconstruction, as there were not sufficient available

Declassified E.O. 12356 Section 3.3/NND No. 759021

difficulty in obtaining any rail transport for civilian goods. At first basic trains were allocated for civilian freight but unfortunately these trains were never run, and as loading continued there was considerable congestion of loaded wagons and for a time all civilian freight traffic was cancelled. To overcome this difficulty basic tonnages were allotted over the various lines for civilian freight, and a complicated system of movement control introduced to control loadings which necessitated the ordering of wagons three weeks in advance.

14. As far as the repairs to the railways were concerned administrative circular Nº 76 was never fully operative. R.E.S. were only interested in the repair of the parts of the railways required for military purpose and to get civilian traffic started, it was imperative that the rail division assisted the I.S.R. to rehabilitate others lines, although that division had not been handed back by the Military. Before the liberation of Northern Italy, a programme had been arranged as to which lines should be repaired by R.E.S. and which by the I.S.R. this programme was not adhered to, which resulted in confusion, overlapping and consequent delay.

15. Another problem was the obtaining of materials for the rehabilitation of the lines and the repair of the rolling stock as all railway material had been frozen by the military; such as cement, steel and timber A.C. intervention was required to obtain release.

16. Due to the depredations of the Germans most of the contractors were without transport and a great deal of time and labour had to be expended on this, especially in obtaining supplies of tyres and P.C.L. the method of obtaining supplies of this was never satisfactorally settled.

17. Shortage of technical officers also caused considerable delay in reconstruction, as there were not sufficient available for liaison duties in the different divisions and the civilian contractors were helpless in obtaining release of materials etc. without A.C. assistence.

18. Due to the removal of a very large portion of the load carrying vehicles by the enemy at the beginning, the road transportation of goods was almost entirely stopped, also there was a serious shortage of spares and tyres.

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

19. Another problem once the civilian vehicles had been collected into pools, was to ensure that the drivers carried out the duties assigned to them and did not indulge in the far more lucrative black market.

20. As soon as the motor pools were organised and working efficiently they were handed over to ENAC, an Italian Government organization, who assumed full responsibility for the maintenance and running of the vehicles. This organization was formed on February 1st 46 and assumed full responsability by No. 1945.

21. Another task carried out by the Roads Division was the obtaining of extra vehicles both from the U.S. and from surplus army stocks. This was difficult due to the scarcity of shipping, to transport the vehicles.

22. Shortage of officers rendered the task of dealing with black market traffic very difficult at the commencement, but with the institution of ENAC, road blocks were organized by the Italians and were instrumental in greayly reducing this traffic.

23. The Shipping Ports and Warehouse Division was handicapped at the outset by the whole of the Italian Mercantile Marine being handed over to the Supreme Military Commander under the terms of the Armistice.

24. In a country such as this, with a very long coast line in proportion to the area, coastwise shipping naturally carried a large proportion of the traffic.

25. After a great deal of negotiation at first small schooners were released for the carriage ofnoivilian goods, later some of the larger schooners, and finally some coasters were released.

26. Another difficulty was the destruction of the portd by bombs and the use of all available berths for military purposes.

27. The handling of the shipping released, 12.640 tons were released by July 1944, i.e. the payment of crews insurance etc. was handed to COGENA an Italian Government organisation set up for this purpose.

28. The almost total destruction of the ports involved the obtaining from the military of temporary means of handling cargoes

3197

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

21. Another task carried out by the Roads Division was the obtaining of extra vehicles both from the U.S. and from surplus army stocks. This was difficult due to the scarcity of shipping, to transport the vehicles.

22. Shortage of officers rendered the task of dealing with black market traffic very difficult at the commencement, but with the institution of ENAC, road blocks were organized by the Italians and were instrumental in greatly reducing this traffic.

23. The Shipping Ports and Warehouse Division was handicapped at the outset by the whole of the Italian Mercantile Marine being handed over to the Supreme Military Commander under the terms of the Armistice.

24. In a country such as this, with a very long coast line in proportion to the area, coastwise shipping naturally carried a large proportion of the traffic.

25. After a great deal of negotiation at first small schooners were released for the carriage ofncivilian goods, later some of the larger schooners, and finally some coasters were released.

26. Another difficulty was the destruction of the portd by bombs and the use of all available berths for military purposes.

27. The handling of the shipping released, 12.640 tons were released by July 1944, i.e. the payment of crews insurance etc. was handed to COGENA an Italian Government organization set up for this purpose.

28. The almost total destruction of the ports involved the obtaining from the military of temporary means of handling cargoes also for the clearance of mines etc.

29. By the end of 1945 all the ports with the exception of Trieste, Leghorn, Naples and Bari had been handed back to Italian operation and there were in the four ports named areas set apart, for handing civilian cargoes.

30. The movements of Civilian AC cargoes by road rail and sea was at first uncorelated, the movements branch dealing solely with rail movements.

3197

Declassified E.O. 12356 Section 3.3/NND No. 759021

31. In January 45 the whole of the control of the movement of AC and Civilian traffic was combined under the present movements division, who from that date coordinated all movements of civilian goods and refugee services.

32. The chief problem was again the scarcity of all class of transportation this was overcome as far as possible, by ensuring that the best use was made of the means of transport available and applying methods that enabled wagons to be loaded and unloaded as quickly as possible, and for the expeditious turn round of all shipping.

33. To ensure the carrying out of the above Movement Officers were stationed at all the ports and principal Railway Divisions, Movements having the largest staff of any Division of the Transportation Sub-Commission.

34. The chief duty of Movements Division was to ensure that the best and most economical use was made of the means of Transport available.

General Resume Problems and Solutions.

1. The problems of the Transportation Sub-Commission can be summed up briefly, as the rehabilitation of the whole of the Italian transport system which had been almost entirely destroyed in Central and Southern Italy by the war.

2. Railroads. Except in the North the railroads had been very severly damaged, tracks, bridges, tunnels, buildings and power stations, locomotives and rolling stock being in bad shape.

The chief difficulty was to obtain material for the repair, due to all material required for the work, being frozen by the military.

These difficulties were over come by constant liaison with the military Authorities and in conjunction with Industry and Commerce Sub-Commission for the rehabilitation and release of factories manufactoring such material. The shortage of rolling stock and locomotives was overcome by ensuring that the best use was made of available stock i e. that wagons were loaded and unloaded quickly, that congestion did not occur, and also that traffic was routed by the most efficient route either rail, road, or sea and arranging for repair of slightly damaged vehicles.

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

33. To ensure the carrying out of the above Movement Officers were stationed at all the ports and principal Railway Divisions, Movements having the largest staff of any Division of the Transportation Sub-Commission.

34. The chief duty of Movements Division was to ensure that the best and most economical use was made of the means of Transport available.

General Resume Problems and Solutions.

1. The problems of the Transportation Sub-Commission can be summed up briefly, as the rehabilitation of the whole of the Italian transport system which had been almost entirely destroyed in Central and Southern Italy by the war.

2. Railroads. Except in the North the railroads had been very severly damaged, tracks, bridges, tunnels, buildings and power stations, locomotives and rolling stock being in bad shape.

The chief difficulty was to obtain material for the repair, due to all material required for the work, being frozen by the military.

These difficulties were over come by constant liaison with the military Authorities and in conjunction with Industry and Commerce Sub-Commission for the rehabilitation and release of factories manufactoring such material. The shortage of rolling stock and locomotives was overcome by ensuring that the best use was made of available stock i e, that wagons were loaded and unloaded quickly, that congestion did not occur, and also that traffic was routed by the most efficient route either rail, road, or sea and arranging for repair of slightly damaged vehicles.

3. Road Transport.

Here again the scarcity of vehicles and the almost complete lack of tyres and spares was the major problem.

This was overcome by the registration of all civilian vehicles and their control by E.N.A.C. an Italian Government organization for civilian traffic, whilst the importation of cargo carrying trucks and obtaining surplus military vehicles, which were formed into truck pools, for ports and rail-head clearance, and also when required for refugee traffic, took care of the supplies imported by A.C. for civilian needs.

Declassified E.O. 12356 Section 3.3/NND No. 735021

4. Ports Warehouses and Shipping Sub-Commission. Shortage of shipping, the destruction of port facilities and of buildings suitable for use as warehouses were the chief problems. The shortage of shipping was overcome by obtaining the release of schooners and coasters from the military authorities, the temporary repair of buildings, for use as warehouses, and the obtaining of release of cargo handling gear and harbour craft etc from the military.

The internal organization of the released vessels was entrusted to Co Ge Na an organization set up by the Italian Government.

Suggestions for the Future.

1. It is felt that it was not fully realized at the beginning the importance, that transportation played in the economic life of a country and the vital need for its speedy rehabilitation.

2. It is suggested that for the future, if possible that the Transportation Sub-Commission should be adequately staffed with technical men especially, as far as the Rail Division is concerned, it should also be placed in a position to obtain requisite materials for rehabilitation and repairs.

3. In a country willing to cooperate, greater responsability should earlier be thrown on the local authorities, who after all, knowing their own transportation system, are in the best position to know what railways etc are essential and the best method of routing traffic.

4. That the function of the different divisions should be advisory and only executive if essential stores etc are not moved, according to programme, this of course does not refer to military traffic, which naturally must be handled under military control.

5. It must be envisaged that the railways are certain to suffer badly and that a very heavy load will be thrown on to road transportation and means should be available to implement road transport, until the railways can be repaired.

6. Stricter control should be exercised in the supply of petrol to obviate, unnecessary traffic on the roads, and of petrol

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

Suggestions for the Future.

1. It is felt that it was not fully realized at the beginning the importance, that transportation played in the economic life of a country and the vital need for its speedy rehabilitation.

2. It is suggested that for the future, if possible that the Transportation Sub-Commission should be adequately staffed with technical men especially, as far as the Rail Division is concerned, it should also be placed in a position to obtain requisite materials for rehabilitation and repairs.

3. In a country willing to cooperate, greater responsability should earlier be thrown on the local authorities, who after all, knowing their own transportation system, are in the best position to know what railways etc are essential and the best method of routing traffic.

4. That the function of the different divisions should be advisory and only executive if essential stores etc are not moved, according to programme, this of course does not refer to military traffic, which naturally must be handled under military control.

5. It must be envisaged that the railways are certain to suffer badly and that a very heavy load will be thrown on to road transportation and means should be available to implement road transport, until the railways can be repaired.

6. Stricter control should be exercised in the supply of petrol to obviate, unnecessary traffic on the roads, and of petrol being obtained by unauthorized means for black market operations and unproductive civilian uses.

3145

WALTER P. SCOBBINS
Director
Transportation Branch.

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