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

JCC 10000/148/215 207/TN/1 REPORTS. MISCELLANEOUS

JAN. 1945 - MAR. 1946

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
Requisition Branch

Ref. RB-400.25

4 March 1946

SUBJECT : Civilian Supplies - Monthly Report - February 1946.

TO : Economic Section (16)
ALCO Transportation Officer Bari, c/o Movements Bari
ALCO Port Liaison Officer Bari
ALCO Transportation Officer, Naples
ALCO Transportation Officer, Palermo
ALCO Transportation Officer, Reggio Calabria.

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1. Attached tables show civil supplies shipped from all sources to Italy, Sicily and Sardinia during February 1946. Figures are from ships manifests, where available.

2. The following corrections should be made on report of 4 February 1946.

Total wheat reads 183369 should read 184645
" other food reads 9178 should read 9872
" coal reads 282360 should read 286887

TB - 325 reads YB should read YT
TB - 349 " YT " " YB

CHARLES W. WALDOT
Colonel,
Acting Vice President
Economic Section

Copy to: CCAC, Washington (1)
CAD War Dept. Washington, for Maj.Gen.Hildring (1)
The Director of Civil Affairs, war office, London (6)
CDC. (Econ) war office, London (For Mr. R.S. Stopford)
C.D.C. AFHQ (1)
MEDMO (5)
[illegible] Med
G-4 (4)
W & Transp.
G-5 AFHQ
CLAC, Washington D.C. (6)
American Embassy (for Maj.W. Dicky - Air Attache)
British Embassy
Warehouse and Port Division

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

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MTOUSA (5)
MTOUSA Med
G-4 (A)
G & Transp.
G-5 AFHQ
CLAC, Washington D.C. (6)
American Embassy (for Maj.W. Dicky - Air Attache)
British Embassy
Warehouse and Port Division
Sub-Bureau of Relief Supply
Analys & Branch.

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

CIVILIAN SUPPLIES SHIPPED TO ALL PORTS
IN ITALY, SICILY AND SARDINIA
During February 1946 (Long Tons)

Origin	Arrival Date	Port of Discharge	TE No.	Ship Name	Type of Import	Wheat	Other Food	Coal
US	16 Febr.	Genoa	210	J. Leverean	YB	8539		
"	10 Febr.	C. Mare	211	Benjamin Grierson	YB	8270		
"	4 "	Venice	218	John W. Davis	YT-YT			
"	4 "	Naples	219	Wm. Dobson	YT-YT			
"	8 "	Genoa	223	Edgerton Sidney	YT			
"	11 "	Genoa	224	Jose Benitez	YT			
"	3 "	Sevona	225	Palmer Mitchell	YT			
"	2 "	Venice	231	A. Judson	YT			
"	2 "	Naples	232	Wm. Fargo	YT			
"	6 "	Naples	235	J. Willcer	YT			
"	11 "	Palermo	238	Joel Palmer	YT	8322		
"	1 "	Bagnoli	252	Tarleton Brown	YB			6452
"	6 "	Venice	257	William Bradford	YB			8222
"	6 "	Genoa	261	Robert S. Beam	YB			8320
"	6 "	Genoa	262	Michael S. Stone	YB			8020
"	10 "	Venice	265	Eugene Field	YB			7986
"	1 "	Venice	267	John Ross	YB			8112
"	5 "	Colonia	268	Woodrow Wilson	YB			8250
"	11 "	Bagnoli	271	Robert Y. Hayne	YB			7983
"	5 "	Trieste	295	William Watson	YB			8500
"	3 "	Bari	304	Billy Mitchell	YB	7500		
"	27 "	Genoa	309	J. Bidwell	YB	8031		
"	2 "	Bari	313	Joyce Kilmer	YB	8000		
"	7 "	Messina	314	Geo L. Baker	YB	8000		
"	11 "	Naples	318	Cleveland Forbes	YB	8114		
"	11 "	Genoa	321	Joe C.S. Blackburn	YB	8036		
"	4 "	Genoa	328	Julia Show	YB	8000		
"	9 "	Venice	333	Rufs F. Peckam	YB-YT			
"	7 "	Genoa	334	Purdue Victory				
" 4158	20 "	Naples	336	Attleboro Victory	YB-YT			
"	26 "	Genoa	337	L.G. Otis	YT			

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CIVILIAN SUPPLIES SHIPPED TO ALL PORTS IN ITALY, SICILY AND SARDINIA During February 1946 (Long Tons)

TE No.	Ship Name	Type of Import	Wheat	Other Food	Coal	Misc. Non Food	Grand Total
210	J. Leverean	YB	8539				8539
211	Benjamin Grierson	YB	8270				8270
218	John W. Davis	YB-YT				7235 a)	7235
219	Wm. Dobson	YB-YT				7639 b)	7639
223	Edgerton Sidney	YT				8318 c)	8318
224	Jose Benitez	YT				5179 d)	5179
225	Palmer Mitchell	YT				8159 e)	8159
231	A. Judson	YT				8043 f)	8043
232	Wm. Fargo	YT				8717 g)	8717
235	J. Willder	YT				8700 h)	8700
238	Joel Palmer	YT	8322				8322
252	Tarleton Brown	YB			6452		3452
257	William Bradford	YB			8222		8222
261	Robert S. Beam	YB			8320		8320
262	Michael S. Stone	YB			8020		8020
265	Eugene Field	YB			7986		7986
267	John Ross	YB			8112		8112
268	Woodrow Wilson	YB			8250		8250
271	Robert Y. Hayne	YB			7983		7983
295	William Watson	YB			8500		8500
304	Billy Mitchell	YB	7500				7500
309	J. Bidwell	YB	8051				8051
313	Joyce Kilmer	YB	8000				8000
314	Geo L. Baker	YB	8000				8000
318	Cleveland Perbon	YB	8114				8114
324	Joe C.S. Blackburn	YB	8036				8036
328	Julia Show	YB	8000				8000
333	Rufs F. Peckam	YB-YT				7022÷520)1)	7022÷520
334	Purdue Victory					7403 k)	7403
336	Attleboro Victory	YB-YT				8316 l)	8316
337	L.G. Otis	YT				8244 m)	8244

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(Continued Page 2)

Origin	Arrival Date	Port of Discharge	TB No.	Ship Name	Type of Import	Wheat	Other Food	Coa
	19 Febr.	Genoa	338	Jefferson City Victory	YT-YB			
US	3 "	Genoa	343	Forman E. Heck	YB			8136
	3 "	Civitavecchia	344	H. Watterson	YB			8111
	13 "	Genoa	345	Anson Burlingham	YB			8228
	25 "	Genoa	348	Mingo Seam	YB			8676
"	6 "	Venice	350	Atlanta City	YB			6936
	17 "	Venice	351	F. Dingley	YB			8467
"	2 "	Venice	355	W.S. Bryan	YB			7839
"	8 "	Genoa	357	John McGuigg	YB			7951
	12 "	Savona	358	John Carlisle	YB			8413
	18 "	Venice	359	W. Royburn	YB			8102
	23 "	Venice	360	H. Williams	YB			8287
	23 "	Venice	361	D.H. Hughes	YB			8296
	11 "	C. Vecchia	362	W. Bellevue	YB			8069
	2 "	Genoa	363	Red Stone Seam	YB			8133
	11 "	C. Vecchia	364	Ben. Bristow	YB			8040
	5 "	Genoa	365	John Chandler	YB			8348
	4 "	Genoa	367	Banner Seam	YB			8418
	11 "	Bari	370	James He. Henry	YB			7917
	23 "	Venice	371	John Hanson	YB			7630
	21 "	Savona	372	Libbie Rook	YB			8204
	15 "	Venice	373	S. Burdick	YB			8356
	17 "	Bari	374	F.F. Bing	YB			8146
	3 "	Palermo	375	Edward W. Scripps	YB			8129
	5 "	Savona	376	Samuel Blatchford	YB			8104
	19 "	Reynold	377	J. Prinz	YB			8277
US	13 "	Palermo	378	Andrew Carnegie	YB			8229
"	18 "	Venice	381	L. Stewart	YB			8764
"	10 "	Genoa	382	C. Braxton	YB			8075
"	16 "	Bari	385	Henry Rice	YB			8112
"	1 "	Savona	386	Charles Sumner	YB			8143
"	22 "	Genoa	387	Edwin Nettleton	YB			8073
"	2 "	Genoa	388	Glamorgan Seam	YB			8110

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TB No.	Ship Name	Type of Import	Wheat	Other Food	Coal	Misc. Non Food	Grand Total
330	Jefferson City Victory	YT-YB				6872 n)	6872
343	Norman E. Mack	YB			8136		8136
344	H. Watterson	YB			8111		8111
345	Anson Burlingham	YB			8228		8228
348	Mingo Seam	YB			8676		8676
350	Atlanta City	YB			6938		6938
351	F. Dingley	YB			8467		8467
355	W.S. Bryan	YB			7839		7839
357	John McCuigg	YB			7951		7951
358	John Carlisle	YB			8413		8413
359	W. Royburn	YB			8102		8102
360	H. Williams	YB			8287		8287
361	D.M. Hughes	YB			8296		8296
362	W. Bellevue	YB			8069		8069
363	Red Stone Seam	YB			8133		8133
364	Ben. Pristow	YB			8040		8040
365	John Chandler	YB			8348		8348
367	Banner Seam	YB			9418		9418
370	James Mc. Henry	YB			7917		7917
371	John Hauson	YB			7630		7630
372	Elihu Root	YB			8204		8204
373	S. Purdy	YB			8356		8356
374	F.P. Lung	YB			8146		8146
375	Edward F. Spigg	YB			8129		8129
376	Samuel Platchford	YB			8104		8104
377	J. Prinz	YB			8277		8277
378	Andrew Carnegie	YB			8229		8229
381	L. Stewart	YB			8764		8764
382	C. Braxton	YB			8075		8075
385	Henry Rice	YB			8412		8412
386	Charles Sumner	YB			8143		8143
387	Edwin Nettleton	YB			8073		8073
388	Glamorgan Seam	YB			9410		9410

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(Continued Page 3)

Origin	Arrival Date	Port of Discharge	TB No.	Ship Name	Type of Import	Wheat	Other Food	C
US	9 Febr.	Genoa	389	Chitton Seam	YB			92
"	14 "	Genoa	391	Pittsburg Seam	YB			95
"	15 "	Genoa	396	G.N. Flanders	YB-YT			
	23 "	Catania	398	Ph. C. Shera	YB			81
"	17 "	Genoa	399	R.S. Wilson	YB			82
"	29 "	Genoa	436	M. Cleveland	YB			81
"	28 "	Genoa	440	R. Jackson	YB			80
"	26 "	Bari	446	G. Chaffey	YB			83

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

ort of charge	TB No.	Ship Name	Type of Import	Wheat	Other Food	Coal	Misc. Non Food	Grand Total
ba	389	Clitton Seam	YB			9273		9273
ba	391	Pittsburg Seam	YB			9556		9556
oc	396	G.N. Flanders	YB-YT				8650 c)	8650
nia	398	Th. C. Shera	YB			8187		8187
a	399	R.C. Wilson	YB			8223		8223
ba	436	M. Cleveland	YB			8102		8102
n	440	R. Jackson	YB			8058		8058
i	446	G. Chaffey	YB			8372		8372

	Footnote	Long Tons	Pounds
a)	Paper Tubes	2	
	Naphthaline flakes	112	
	Truck Chassis & Cabs	125	
	Steel Beams	2725,00	
	Jack Hammers		810
	Machine Parts		25
	Copper wire	4	
	Steel Billets	45	
	Bismuth Metal	12	
	" Subcarbonate		708
	" Metal		21021
	Tires & Tubes flaps	20	
	Casein	12	
	Woollen blankets	2	
	Meat & Vegetable Stews	2333	
	Gum Rosin	124	
	Oil of Emulsion	219	
	Tractors & Parts	454	
	Plow Parts	25	1060
	Steel Plates	629	
	Steel Channels	247	
	Steel Angles	145	
	Acid Muriatic		1245
	Aniline oil		1032
	Potas sulphate		31
	Acid Hydrofluoric		40
b)	Copper Wire	2	
	Steel plates	30	
	Steel Beams	2514	
	" Channels	2278	
	Graphite electrodes	191	
	Carbon electrode paste	73	
	Ferrotungsten	18	
	Molybdenum	76	
	Tires & Tubes flaps	159	
	Auto parts	21	
	Tires Tubes	239	
	White Book paper	23	
	Blankets	5	
	Grum Electrodes	35	
	Wheat Flour	809	
	Green peas	362	
	Soling Sheets	32	
	Rubber soling	54	
	Wool Greasy	108	
	Meat Vegetable	3047	
c)	Phenol	163	
	Cotton	3563	
	Tie Plates	963	
	Track bolts	40	
	Relay Rails	3589	
d)	Tie plates	654	
	Angle bars	41	
	Carbon black	17	
	Relay rails	4436	
	Rosin Mexican	29	
e)	Ferromanganese	1082	

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	Meat & Vegetable Stews	2335	
	Gum Rosin	124	
	Oil of Emulsion	219	
	Tractors & Parts	454	
	Plow Parts	25	1060
	Steel Plates	629	
	Steel Channels	247	
	Steel Angles	145	
	Acid Muriatic		1245
	Aniline oil		1032
	Potas sulphate		31
	Acid Hydrofluoric		40
b)	Copper Wire	2	
	Steel plates	30	
	Steel Beams	2514	
	" Channels	2276	
	Graphite electrodes	191	
	Carbon electrode paste	73	
	Ferrotungsten	18	
	Molybdenum	76	
	Tires & Tubes flaps	159	
	Auto parts	21	
	Tires Tubes	239	
	White Book paper	23	
	Blankets	5	
	Grum Electrodes	35	
	Wheat Flour	809	
	Green peas	362	
	Soling Sheets	32	
	Rubber soling	54	
	Wool Greasy	108	
	Meat Vegetable	3047	
c)	Phenol	163	
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	Tie Plates	963	
	Track bolts	40	
	Relay Rails	3589	
d)	Tie plates	654	
	Angle bars	41	
	Carbon black	17	
	Relay rails	4438	
	Rosin Mexican	29	
e)	Ferromanganese	1082	
	Manganese Ore	7077	
f)	Cotton		800
	Copper wire bars		2160
	Stab. Blister copper		2159
	" " "		3501
	Copper	9	
g)	Copper wire bars	7654	
	Cotton	1063	
h)	Sodium Nitrate	8700	
i)	Rubber soling sheets	585	
	Trucks Chassis	110	
	Rerolling Billets	3387	
	Lanolin	9	

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	Footnote	Long Tons	Pounds
i)	Steel Beams	99	
	" Billets	503	
	" Floor plates	65	
	Naphthalene Flakes	58	
	Canned Meat &Vegetable stews	765	
	Stake bodies & Racks	48	
	Wool blankets	3	
	Agar Agar flakes	3	
	Gum Arabic	10	
	Babbit Metal		520
	Wheat flour	1425	
k)	Flour	3100	
	Pig Iron	1930	
	Billets	1735	
	Rubber Sheets	155	
	Copper Wire	2½	
	Rubber	11	
	Mica	32	
	Molybdenum Wire		691
	Rosin	25	
	Arabic Gum	8	
	Litium cloridrate		883
	Atrophine Sulphate		29
	Steel Rope	4½	
	Airoplastic	5	
	Air compressor		620
	Spare Parts	75	
	Wool	288	
	Paraphine	31	
	Roll Bearings		555
	Alluminium		481
	Brushes		75
	Erasers		2618
1)	Meat & Vegetable	38	
	Wheat Flour	3868	
	Synthetic Rubber	1014	
	Steel Billets	103	
	Xylol Xylene	27	
	Wire Rope	45	
	Carbon electrode paste	70	
	Green electrodes	70	
	Pig Iron	3014	
	Wrot Pipe Galvanized	106	
	Graphite electrodes	31	
m)	Flour	3994	
	Steel Billets	2356	
	" "	1588	
	Varnish	41	
	Graphite	51	
	Blankets	14	
n)	Milk evap.	2160	
	" dry	1510	
	Flour	646	
	Meat & Vegetable	38	
	Naphthalene Flakes	61	
	Tungston Wire	819	

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

	Billets	1735	
	Rubber Sheets	155	
	Copper Wire	2½	
	Rubber	11	
	Mica	32	
	Molybdenum Wire		691
	Rosin	25	
	Arabic Gum	8	
	Litium cloridrate		883
	Atrophine Sulphate		29
	Steel Rope	4½	
	Airoplastic	5	
	Air compressor		620
	Spare Parts	75	
	Wool	288	
	Paraphine	31	
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	Synthetic Rubber	1014	
	Steel Billets	103	
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	Wire Rope	45	
	Carbon electrode paste	70	
	Green electrodes	70	
	Pig Iron	3014	
	Wrot Pipe Galvanized	106	
	Graphite electrodes	51	
m)	Flour	3994	
	Steel Billets	2356	
	" "	1588	
	Varnish	41	
	Graphite	51	
	Blankets	14	
n)	Milk evap.	2160	
	" dry	1510	
	Flour	646	
	Meat & Vegetable	38	
	Naphthalene Flakes	61	
	Tungsten Wire	819	
	Tires & Tubes	59	
	Rubber Soling	131	
	Copperlead Wire	2	
	Steel Billets	500	
	Bismuth Subnitrate	708	
	Buthyl Acetate	16	
	Graphite Crucible	20	
	Truck Chassis & Cabs	114	
	Tie Plates	78	
	Blankets	10	
o)	Granulated Nitrate Soda	3220	
	Copper Wire bars	5430	

Declassified E.O. 12356 Section 3.3/NND No. 785001

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

MINISTERO DEI TRASPORTI

IL CAPO
DI GABINETTO DI S. E. IL MINISTRO

Roma - 5 DIC 1945

n.23237/Pr.
al n.AC/207/12/Tnl del 30 novembre

OGGETTO: Organizzazione del
Ministero dei Trasporti.

4153

Colonel P.D.G. BUCHANAN
Director
Transportation And Shipping Sub Commission
R O M A

Con riferimento alla lettera su distinta si trasmette in doppia copia lo schema grafico della organizzazione del Ministero dei Trasporti.

IL CAPO DI GABINETTO

All.2

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207/Tnl

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

CWGI/gbl

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB-COMMISSION

4152

REF /- AC/207/12/Tnl 30 NOV 1945

SUBJECT :- Organization of Ministry of Transport

TO :- Capo di Gabinetto del Ministro
Ministero dei Trasporti
Piazza della Croce Rossa- ROMA

1.- May this Office please be furnished with a detailed chart in duplicate showing the organization of the Ministry of Transport .

2.- Such a chart is urgently required and it would be appreciated if it could reach this Office on or before Tuesday next, 4 DEC .

P.D.G. BUCHANAN
Colonel
Director

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

TRADUZIONE SWR

CWGT/gbl

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB-COMMISSION

REF :- AC/207/12/Tnl

30 NOV. 1945
4151

OGGETTO :- Organizzazione del
Ministero dei Trasporti

AL :- Capo di Gabinetto del Ministro
Ministero dei Trasporti - ROMA

1.- Si prega di fornire a questo Ufficio in doppia copia uno schema grafico particolareggiato dell'organizzazione del Ministero dei Trasporti .

2.- Detto grafico viene richiesto con urgenza, e si gradirebbe che pervenisse a quest'Ufficio non più tardi di Martedì prossimo, 4 Dicembre .

P.D.G.BUCHANAN
Colonnello
Direttore

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

Ref. 207/11/Tn.1

24 November 1945

4150

SUBJECT: Pending Projects

TO : Chief, Supply Group

1. Reference PB/1.36 of 20 November 1945, received 11:00, 23 November. It would not be correct to say that these two projects were before this Sub-Commission, since this is the first mention, of which I am aware, of the two projects in question. As a progress report is called for by 11:00 24 November, there is little opportunity for consideration.

2. Project (a). Information on Military Exports of Italian Products. In my opinion, if complete information is required about the export under military auspices of Italian products, the only practicable method of obtaining such information is to put in a request to AFHQ (G-5) for details of (1) proposals in this connection, and (2) actual exports by rail and sea. The detailed movement of military traffic is no concern of this Sub-Commission, since the arrangements for movement of the traffic are made directly between the military authorities and the carrying agency.

Contracts for local purchase of certain Italian products (e.g. timber, glass, vegetables) have it is understood been entered into by the Allied military authorities and the goods are normally taken over at site or factory and thereafter become military stores. It is believed that the quantity exported by sea is negligible, but some items appear to go by rail to Austria, since Italy and Austria, to AFHQ, are one theatre. One or two items that have been thus exported have been noticed by chance, or by reports from the ICC, but the latter can not be expected to know the origin of all military stores passing over the railway system, nor will they have any knowledge of future intention to export such products. It seems, therefore, that any system which would employ scouts at the various gateways of Italy is quite impractical.

It would seem that the only other way of dealing with this question would be to get a directive issued that no indigenous resources of Italy should be exported under military auspices without the agreement of the Italian Government.

3. Project (b). Work of Import Programming and Port Reception Committee. On this Committee are represented: -

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

USA and MWT
Allied Commission
UNRRA
Ministry of Marine
Ministry of Transport

The Committee is functioning satisfactorily; bids for port capacity in December and January have been submitted and port capacities are now being considered in relation to port clearance. It has been suggested that the scope of the Committee should be extended by the inclusion of representatives from ICS and CIR, but it is not felt that any useful purpose would be served by so doing at the present juncture, and the effect would merely be to increase the number of members.

4149

As regards documents, there does not seem to be any great problem. It has been agreed that all US ships' documents should go to USA, Rome, for distribution, and Washington has already been asked to arrange accordingly.

It seems, therefore, that the present set-up is as good as can be arranged at present, and there does not seem to be any point in disturbing present arrangements. Both AC and UNRRA are represented on the Committee, and as the one fades out the other can readily take over. UNRRA already provides the secretariat of the Committee.

P.D.G. D'CHARAN, Colonel
Director

2194

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

HEAD UARTERS ALLED COMISSION
APO 394
ECONOLIC SECTION

Ref.: ES/1.38 November 1945

SUBJECT : Pending Projects Various Staff Branches under Supply Group

TO : Food & Agriculture S/C
Transportation S/C
Industry & Utilitities S/C
Program Coordination Branch
Requisition Branch
Surplus & Special Materials Branch
Captured Enemy Materials Branch

4128

1. Reference ES/1.38 of 20 November 1945 from the Deputy Vice President, Economic Section, copy to all S/Cs and Branches of Supply Group.

2. It is requested that the progress report be submitted to this office not later than 1100 hours Saturday, 24 November 1945 so that a consolidated report may be presented to the Acting Vice President.

for CHARLES W. WALTON
Colonel, AC
Chief, Supply Group

2195

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

Tha Shipping S/C

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

LDD/rem

Tel. : 267

30 November 1945

Ref. : SS/1.38

SUBJECT: Pending Projects Transportation and Shipping Sub-Commission

TO : Supply Group (Copy for Transportation S/C)

4127

1. Upon leaving for a trip to North Italy, the Acting Vice-President left notes with respect to pending projects now before the Transportation and Shipping Sub-Commission.

2. He lists the projects as follows:

(a) Set up a definite reporting system on military exports of Italian products (most of our information on this subject has come from reports picked up by the Mail Division).

(b) Reviewing the set-up of the new Import Programing and Shipping Committee, to tie it in with both our present shipping document problem and our future responsibilities as the major importer of goods into Italy during 1946.

3. The Acting Vice-President requested that a progress report be made relative to the above on Monday 26 November.

For the Acting Vice-President:

(sgd) L. D. DENSMORE

L. D. DENSMORE
Colonel, F. A.
Deputy Vice-Pres.

2196

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

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CHR/em

Ref. 235/9/Tn.2

26 May 1945

FILE MEMORANDUM

1. Conversation Col. Thomas/Charlie Ryan Reference 235/7/Tn.2 16 May 1945.

2156

2. In view of the information gathered by Col. Thomas on his trip to the Region concerned, particularly the status of 15th Army and 4th Corps occupation areas as opposed to Regional Commission control, it is deemed advisable to hold this matter in abeyance for the time being. Col. Thomas discussed the matter with Regional Transportation Officers and accord has been expressed, pending date-line of control turn over.

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

Copy to:
Col. Thomas.

refer: Civil Transportation Ready Program Report

235/7/Tn.1

S E C R E T.

Subject : Progress Report - Italy.

Transportation Increment,
C. M. F.
Tel : Firebox - 49
Outside line 843332
Ref : TM.A.1/43.
1 May 1945.

To : Director of Transportation,
War Office,
Metropole Buildings,
Northumberland Avenue,
LONDON, W.C.2.

Herewith my Progress Report No. 19 for the month of March 1945.

(R.D. WACHORN).
Brigadier,
Director of Transportation.

DISTRIBUTION:

Director of Transportation, War Office. (Air Mail).	(1)
Director of Transportation, War Office. (Sea Mail).	(2)
G-4 (Mov & Tn), A.F.H.Q.	(2)
D.D.Tn., A.F.H.Q.	(2)
Q(M), H.Q., 15 Army Group.	(1)
D.Tn., G.H.Q., M.E.F.	(1)
D.Tn., Rear H.Q., 11 Army Group, S.E.A.C.	(1)
D.D.Tn., E.A.S., Washington.	(1)
D.D.M.R.S.	(1)
D.D.Tn.(Docks).	(1)
D.D.Tn.(Railways).	(1)
Liaison Officer, Tn.(Er), H.Q., 15 Army Group.	(1)
H.Q., Movements, Central Italy.	(1)
H.Q., Movements, West Italy.	(1)
H.Q., Movements, East Italy.	(1)
Transportation Sub-Commission, A.C.	(1)
1 Port Operating Group, R.E.	(1)
5 Port Operating Group, R.E.	(1)
7 Port Operating Group, R.E.	(1)
3 Port Construction & Repair Group, R.E.	(1)
H.Q., 6 I.W.T. Group, R.E.	(1)
1 Railway Construction & Maintenance Group, R.E.	(1)
1212 Railway Construction & Maintenance Group, R.E.	(1)
Railway Construction Group, S.A.E.C.	(1)
4 Indian Railway Constr & Maint Group, I.E.	(1)
1 Railway Operating Group, R.E.	(1)

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

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LONDON, W.C.2.

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D.Tn., G.H.Q., M.E.F.	(1)
D.Tn., Rear H.Q., 11 Army Group, S.E.A.C.	(1)
D.D.Tn., B.A.S., Washington.	(1)
D.D.M.R.S.	(1)
D.D.Tn.(Docks).	(1)
D.D.Tn.(Railways).	(1)
Liaison Officer, Tn.(Br), H.Q., 15 Army Group.	(1)
H.Q., Movements, Central Italy.	(1)
H.Q., Movements, West Italy.	(1)
H.Q., Movements, East Italy.	(1)
Transportation Sub-Commission, A.C.	(1)
1 Port Operating Group, R.E.	(1)
5 Port Operating Group, R.E.	(1)
7 Port Operating Group, R.E.	(1)
3 Port Construction & Repair Group, R.E.	(1)
H.Q., 6 I.W.T. Group, R.E.	(1)
1 Railway Construction & Maintenance Group, R.E.	(1)
1212 Railway Construction & Maintenance Group, R.E.	(1)
Railway Construction Group, S.A.E.C.	(1)
4 Indian Railway Constr & Maint Grcup, I.E.	(1)
1 Railway Operating Group, R.E.	(1)
2 Railway Operating Group, R.E.	(1)
3 Transportation Stores Group, R.E.	(1)
Transportation Sub-Commission, Rail Section.	(2)
War Diary.	(1)
File.	(1)

(10)

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

S E C R E T.

Copy N°. 34

4144

TRANSPORTATION INCREMENT.
O.M.F.

PROGRESS REPORT N°. 19.
MARCH 1945.

CONTENTS :

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2. Port Operating.
3. Port Construction and Repair.
4. Railway Construction.
5. Railway Electrification.
6. Railway Operating.
7. Mechanical Engineering.
8. Transportation Stores.
9. Finance.

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2. Administration.
3. Employment of Italian Units.
4. Summary of Port Facilties.
5. Barge Erection Position.
6. Summary of Works completed in March and in progress on 1 April.
7. Statistical Details of Reconstruction work in March.
8. Directive on Railway Reconstruction Northern Italy.
9. Daily Average Train Operation.
10. Locomotive Position - Italy, March 31.
11. Principal Items of Tn. Stores Received - by Convoys.
12. Statement of Locomotive and Wagon Situation.
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13B. Stock Position of Oils and Lubricants.
14. Holdings of Mechanical Plant.
15. Holdings of Mobile Cranes by Services.
16. Railway Passenger and Freight Statistics.
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18. Summary of Tonnages Loaded at East Coast Ports.
19. Accummulative Totals of Tonnages Discharged and Loaded.
20. Tonnage cleared from East Coast Ports.
21. Tonnage handled by British Units in West Coast Ports.
22. Evaluation of assistance rendered by M.R.S. to Italian Railways.

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

TRANSPORTATION INCREMENT.

C. M. F.

PROGRESS REPORT N° 19. 1143

MARCH 1945.

ITALY.

1. GENERAL.

(a) All Tn units were fully employed during March and with continual good weather satisfactory progress was made in all departments.

(b) The daily average tonnage handled at all ports was slightly less than during the previous month. Traffic in the Heel ports was 1200 tons a day less than in February.
The tonnage exported was practically the same as last month, the reduction being all in imports. Increased tonnages were handled at BARI and ANCONA, the total at the latter port being the highest recorded up to date viz: 154,844 tons.
The millionth ton of cargo was discharged at ANCONA on the 26 March and at that date over 300,000 tons of bulk petrol had been discharged.

(c) Port Construction and Repair has proceeded satisfactorily at RAVENNA and PORTO CORSINI where 1900 ft of quay have now been repaired. Of the original 5500 ft (Approx) of quay it is proposed to repair only about 2500 ft in the first instance.

(d) The repair of Line 219 PISA - EMPOLI - FLORENCE was completed during the month and opened for traffic on Apr 1, thus opening up railheads at FLORENCE, PRATO and PISTOIA. Railhead on Line 86 was advanced to [illegible] at the same time.
Work on the Apennine Tunnel is proceeding satisfactorily. The Serravalle Tunnel continues to present many difficulties and falls of rock are hindering the work.
The work of doubling Line 65, ROME - ORTE, and of Line 86, ANCONA - FORLI, is nearly complete. The repairs of Line 86, ORTONA - ANCONA, is proceeding satisfactorily.

(e) Electric Traction on Line 87 has been interrupted by equipment failures and, pending repairs, restrictions have had to be imposed on operating. In spite of this, the traffic hauled by electric locos has increased slightly. The repair of contact lines has proceeded at a slightly increased rate and the reconstruction of transmission lines and substations has made satisfactory progress. Fourteen more electric locos have been made ready for service.

(f) On 1 March the Lines south of ROME were handed back to the I.S.R. who are now fully responsible for operating them. A joint Railway Control Office was set up in NAPLES for Liaison with [illegible] This arrangement has proved satisfactory and demands for

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ments.

(b) The daily average tonnage handled at all ports was slightly less than during the previous month. Traffic in the Heel ports was 1200 tons a day less than in February.

The tonnage imported was practically the same as last month, the reduction being all in imports. Increased tonnages were handled at BARI and ANCONA, the total at the latter port being the highest recorded up to date viz: 151,844 tons.

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(f) On 1 March the Lines south of ROME were handed back to the I.S.R. who are now fully responsible for operating them. A joint Railway Control Office was set up in NAPLES for Liaison with the I.S.R. This arrangement has proved satisfactory and demands for traffic have been handled through the Control Office with excellent results. Traffic has been heavy during the month and Civil loadings have increased. Operating facilities are being steadily improved and the traffic has been dealt with expeditiously.

(g) On 15 March the bridge between GENGA and SAN QUIRICO (Line 87) was closed in order to replace the temporary spans by a permanent single span. The work took 60 hours and, although some congestion occurred at FALCONARA, traffic was not seriously dislocated, adequate arrangements having been made beforehand.

/to sheet 2....

220011

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(h) The Locomotive power situation is good, but it is certain that we shall require every one of our present stock as soon as the North of Italy is liberated.

(i) The recovery and repair of rolling stock has received special attention and the number of wagons repaired in March was about 60% greater than in February.

(j) The rehabilitation of I.S.R. Workshops is proceeding well. This is reflected in the increased number of repairs which are carried out. Various private firms are also coming into production with spare parts and are undertaking a proportion of the repairs to rolling stock.

(k) There were heavy movements of Tn Stores during the month surpassing the record made in February. Tonnages handled in depots were 17% greater than last month.

(l) Issues of bridging were heavy during the month, but in spite of delays in receipt of supplies specified for delivery, the actual receipts more than covered issues and the stock is substantially the same as at the end of last month. However we are expecting heavy demands as soon as the battlefront moves forward and anticipate an anxious period until May shipments become available at Tn Stores Depots, as shipments for April are less than planned.

(m) Stocks of rail have been slightly reduced, but as issues for doubling Line 86 (North) and for repairs between ANCONA and CHIONA are now complete, the situation is satisfactory.

(n) The timber situation although not yet satisfactory shows some improvements. Cement is still in short supply. Our requirements amount to more than one fourth of the whole production in liberated Italy.

(o) The Coal position is satisfactory and there are adequate reserves of fuel oil.

2. PORT OPERATING.

A. GENERAL.

(1) Employment of Port Operating Groups.

The responsibilities of Nos. 1, 5 and 7 Port Operating Groups in Italy were unchanged during March.

Ports operated by the various Groups and the Operating units employed are tabulated below :

Group.	Ports.	Operating Units. Brit.	South African.	Maur.	Italian.	Remarks.
No 1 Port Op. Gp.	Taranto.	- 1	Det.	-	2	
	Gallipoli.	-	-	-	-	Civilians only.
	Brindisi	2X	Det.		2	

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	Gallipoli.	-	-	-	-	Civilians only.
	Brindisi.	2½	Det.	-	2	
No 5 Port Op. Gp.	Monopoli.	Det.	-	-	-	
	Bari.	4	1 less Dets.	1	1	Also 4 Ship Working Secs. of Lebanese.
	Barletta.	Det.	-	-	1	
No 7 Port Op. Gp.	Ancona.	4¾	-	1	-	

/to sheet 3....

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M 1027 Port Operating Company (less dets.) moved from BRINDISI to TORTORETTO 27 Mar 45 to provide labour for railway construction work under the supervision of H.Q., 1212 Railway C. & M. Group. The Company was put under command of H.Q., 7 Port Operating Group w.e.f. 29 March.

Docks units employed at other locations were :

1010 Port Operating Coy.	Greece.
992 " " "	Greece.
1021 " " "	Leghorn.
N° 3 South African Docks Operating Coy.	Naples.
Det. of 1027 Port Operating Coy.	Civitavecchia.
" " 990 " " "	"
" " 1027 " " "	Jugo Slavia.
208 Indian 'Z' Craft Operating Coy., I.E.	Leghorn.

(2) General Remarks.

Weather conditions throughout March were favourable and helped considerably in the achievement of record tonnages at BARI and ANCONA although at BRINDISI and TARANTO there were considerable reductions in work, due principally to lack of shipping.

The average tonnage handled (including M.T.) was 15,794 tons of which 22% was accounted for by exports.

Preliminary arrangements have been made for H.Q., N° 5 Port Operating Group to undertake responsibility for the operation of all Heel Ports thereby releasing H.Q., N° 1 Port Operating Group for the opening of other ports in the North of Italy.

The average daily tonnages for the month handled by Tn. units are indicated in the following table.

Port.	Daily Averages. Export. M.T. No.	Tons.	Stores.	Import. M.T. No.	Tons.	Stores.	Total. M.T. No.	Tons.	Stores.
TARANTO.	58	230	151	23	83	764	81	313	915
GALLIPOLI.			56			160			216
BRINDISI.	4	15	859	7	28	1001	11	43	1860
MONOPOLI.			51			13			64
BARI.	22	198	1709	13	73	5286	35	271	6995
BARLETTA.			150			69			219
ANCONA.			76	29	160	4662	29	160	4738
LEGHORN.	77	374				152	77	374	152
NAPLES.			82	7	34	539	7	34	621

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"	" 990 "	"	"
"	" 1027 "	"	"
208 Indian 'Z' Craft Operating Coy., I.E.			Jugo Slavia. Leghorn.

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LEGHORN.	77	374				152	77	374	152
NAPLES.			82	7	34	539	7	34	621
	161	817	3134	79	378	12646	240	1195	15780

(3) Operations.

P.C. & R. work at RAVENNA proceeded satisfactorily during March and most of the shore work is expected to be completed during April. It is not yet known if and when RAVENNA and PORTO CORSINI will be used for military purposes.

/to sheet 4....

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

No. 975 Port Repair Ship "Progress" R.E. has completed work at CIVITAVECCHIA on behalf of A.C. and sailed 29 March to NAPLES for refitting.

A detachment of 1027 Port Operating Company went to JUGO SLAVIA on 15 March in connection with operation "ACCOMPLISH".

(4) Shore Labour.

The position has been satisfactory throughout the month. As has been the case for several months, ANCONA was the only port relying for the most part on British Pioneer shore labour. The local Area H.Q. there, however, has been approached with a view to civilian labour being allotted for Dockswork, in anticipation of the future withdrawal of the existing Military Labour.

(5) Docks Working experiments.

Conveyance of Rolling Stock by L.S.T.

Representatives of this H.Q. visited REGGIO DI CALABRIA during the month to watch rolling stock being discharged over a shore ramp from an American L.S.T. The data they obtained there together with the data obtained from previous planning will enable this H.Q. to make arrangements for similar work to be carried out should the need arise.

B. EAST ITALIAN PORT WORKING.

TARANTO.

There was a considerable reduction in tonnages at this port in March.

The 150 tons Floating Crane which had been under overhaul for some time was completed in mid March.

GALLIPOLI.

One collier only was discharged at this port. There was in addition a certain amount of A.C. export traffic.

BRINDISI.

Owing to lack of shipping the tonnages for March at BRINDISI were the lowest yet handled there in any one month.

MONOPOLI.

Small tonnages only were handled and there are no features of importance to record.

BARI.

This port continued to be well supplied with shipping [illegible] and work a record tonnage of 225,241

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to civilian labour being allotted for Dock-work, an anticipated the future withdrawal of the existing Military Labour.

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B. EAST ITALIAN PORT WORKING.

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There was a considerable reduction in tonnages at this port in March.

The 15(tons Floating Crane which had been under overhaul for some time was completed in mid March.

GALLIPOLI.

One collier only was discharged at this port. There was in addition a certain amount of A.C. export traffic.

BRINDISI.

Owing to lack of shipping the tonnages for March at BRINDISI were the lowest yet handled there in any one month.

MONOPOLI.

Small tonnages only were handled and there are no features of importance to record.

BARI.

This port continued to be well supplied with shipping and as a result of good all round work a record tonnage of 225,241 tons, including M.T., was handled through the port.

No. 10 Floating Crane Section manning P.D.107 was very fully employed. During the month 138 lifts totalling 2,750 tons were handled.

No. 3273 U.S. Q.M. Service Coy., reported last month as undergoing training in ship work, has now been withdrawn by the U.S. Authorities.

/to sheet 5....

Declassified E.O. 12356 Section 3.3/NND No. 759031

2208

BARLETTA. 141

No occurrences of note took place at this port although there was some increase in total tonnage handled compared with the month of February.

ANCONA.

The tonnage of stores and M.T. handled at this port was the highest so far achieved amounting to 151,844 tons.

Clearance facilities were adequate for the increased tonnages mainly owing to an increase in M.T. available and the completion of Railway reconstruction work. (Up to 2,000 tons per day can now be cleared by rail.)

Owing to the shortage of mechanically sound Chasseside tractors, successful experiments were carried out in the utilisation of 10 ton Mack lorries for the shunting of railway wagons.

C. WEST ITALIAN PORT WORKING.

LEGHORN.

1021 Port Operating Coy. were employed here very much on the same lines as reported in last months progress report, a heavy M.T. loading programme and a reduced Stores discharge. The latter was less than 50% of the February tonnage.

The tonnage discharged at this Coy's lighter point also showed a decrease of 28% on the tonnage handled here last month.

The supply of rubble and local stones for re-surfacing quays, stacking area, and vehicle assembly parks has recently improved. The result is that quay working, especially from the point of view of loading, has proved easier and quicker and is less affected by downpours of rain so frequent in this area.

The lighterage work done by 208 Ind. 'Z' Craft Op. Coy., I. continues to be regarded here with the greatest esteem from all authorities, both British and American. The months figure of 50,250 tons carried by the 13 craft located here shows an increase of 12,100 tons on that figure for the previous month of February.

An interesting point of note is that whereas the planning net tonnage lift per 'Z' Craft each 24 hrs is 96 tons, the figure obtained this past month of March rose to 125 tons.

NAPLES.

No. 3 Docks Op. Coy., S.A.E.C., U.D.F., were more extensively employed at this port during the month. The months discharge tonnage was double that of the short month of February. However the loading programme dropped and only an average of 92 tons of Stores and no M.T. were loaded daily. The increase of tonnages discharged ex lighters at this Coy's lighter point was due to the number of additional lighters being routed there from other points.

CIVITAVECCHIA.

It was only towards the end of the month when the rail

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

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An interesting point of note is that whereas the planning net tonnage lift per 'Z' craft each 24 hrs is 96 tons, the figure obtained this past month of March rose to 125 tons.

NAPLES.

No. 3 Docks Op. Coy., S.A.E.C., U.D.F., were more extensively employed at this port during the month. The months discharge tonnage was double that of the short month of February. However the loading programme dropped and only an average of 82 tons of Stores and no M.T. were loaded daily. The increase of tonnages discharged ex lighters at this Coy's lighter point was due to the number of additional lighters being routed there from other points.

CIVITAVECCHIA.

It was only towards the end of the month, when the rail lines were completed and lighters became available, that the mixed det. of 990 Port Maint. Coy. and 1027 Port Op. Coy. was fully employed on discharge of coal. Previous to this time the work of this detachment was on similar lines to that mentioned in February's report, i.e. general repairs and clearance of berths and quays.

/to sheet 6....

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On 29th March 975 Port Repair Ship "Progress" sailed for NAPLES where on the 30th it was to enter into Dry Dock for repairs and general overhaul.
During the month the following jobs were in hand.

(i) Raising the sunken derrick barge at MOLO LITTORIO. Under water repairs are now being carried on by the Italian Navy. (Item b of February Report).

(ii) Removal of heavy debris sunk alongside Banchina Cialdi, including a grain sucker of apprex, 50 tons weight and 6 concrete pillars weighing apprex. 15 - 20 tons each.
Owing to the size and weight of the grain sucker, it was necessary to cut it into three pieces before it was possible to raise and land on shore.
Difficulty was experienced with concrete blocks owing to the fact that all blocks were joined together with heavy reinforcing iron which had to be burnt through after raising the blocks to the surface. (Item c of February Report).

(iii) Raising the steam tug sunk alongside the Banchina Cialdi. After an unsuccessful attempt had been made to raise the steam tug, with 4½" S.W.R. the job was suspended as not sufficient time was available for stronger S.W.R. to be obtained. (Item h of February Report).

(iv) Removal of debris from off the tug sunk alongside berth 5. (Item g of February Report).

D. PORT MAINTENANCE.

A 75 ton fixed jib floating crane, completely dismantled, arrived BARI ex NORTH AFRICA and has been reshipped to ANCONA where it will be erected by 990 Port Maintenance Coy. While complete erection drawings for the boom have been received, the only information avail about the assembly of the pontoons is of a somewhat sketchy nature. -able There are apparently no drawings showing either this phase of the erection or the placing of the machinery on the completed pontoon. In view of this it is not possible to give an estimated time of completion.

To assist in the discharge of lighters at ANCONA, 990 Port Maintenance Coy. have undertaken the erection of two 2 ton derricks and one 5 ton overhead travelling crane on the lighter berths. Each derrick carries a fabricated lattice work samson post with two 30 ft tubular steel booms. They will be operated by two diesel winches which are enemy equipment captured at TARANTO.
The overhead travelling crane is a more ambitious project. The actual travelling crane part, complete with motors and controls, is being taken from the shipyard but the gantry is being fabricated and erected by the Port Maintenance Coy. The majority of this work will be carried out by riveters, welders and steel erectors and it

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The arrival of class 'A' spares to the agreed scales is still awaited and the spares position in respect of plant of D.W. provision is still acute. The 19 R.B. crane mentioned in last month's report as having been awaiting a fuel pump since 25 Nov 44 is still awaiting it.

/to sheet 7....

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There will be ample electric power for dock lighting and installations at ANCONA when the 600 K.V.A. Turbo-Alternator, obtained by the Royal Navy, is installed in the shipyard and coupled up to the dock mains. This will make the dock area independant of the town supply. Points are being installed every 200 ft along the Molo Sud at ANCONA where leads can be plugged in to augment ships' lighting, the inadequacy of which is serious.

The supply of temporary lighting to ships (particularly coasters), although strictly speaking a Sea Transport responsibility, has become a regular commitment of Port Maintenance Companies. There are two aspects involved :

(i) The supply of clusters and electric light bulbs for use with ships' electricity supply.

(ii) The supply of electric current to ships that are not themselves able to generate adequate current.

With regard to (i) the provision of clusters and bulbs has recently been improved through efforts made by Sea Transport, but the installation on ships, and the adaption of fittings as required is normally done by Port Maintenance personnel.

So far as (ii) is concerned, it is understood from the Sea Transport Service that no improvement in ships' electrical equipment is likely. Hence the supply of current from mobile generators or quay points is likely to be a continued requirement. In this case also the operation of generators on shore is normally carried out by Port Maintenance personnel.%

If future plans materialise as envisaged, all Port Maintenance Companies will be very much more extended than they are at present and it is extremely doubtful whether they will be able to undertake responsibilities in connection with the lighting of ships' holds in the future to the same extent as in the past.

B. BARGE CONSTRUCTION.

No barge construction was carried out in East Italy. Additional K.D. barges were received and at the end of March the situation in respect of stored K.D. craft was as follows:

TARANTO.	3
BRINDISI.	1 (incomplete)
BARI.	30 (1 incomplete)

Efforts are being made to complete the two craft which have packages missing.

The current situation is shown at Appendix 5.

F. WATER TRANSPORT.

Weather conditions were generally favourable and caused little interference with lighterage work.

No 6 I.W.T. Group is employing civilian watermen as much as possible, and with a view to releasing the two Italian I.W.T.

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E. BARGE CONSTRUCTION.

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BRINDISI.	1 (incomplete)
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Efforts are being made to complete the two craft which have packages missing.

The current situation is shown at Appendix 5.

F. WATER TRANSPORT.

Weather conditions were generally favourable and caused little interference with lighterage work.

No 6 I.W.T. Group is employing civilian watermen as much as possible, and with a view to releasing the two Italian I.W.T. (Port) Operating Companies at present working in Heel Ports it is planned to hand over lighterage at these ports entirely to civilians working under the control of British detachments, as there is no doubt that considerable reliance will have to be placed on Italian I.W.T. units in future ports.

Two Indian 'Z' Craft crews have been despatched to India and have been replaced by two British crews from Mideast.

/to sheet 8...

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Locations of I.W.T. Units operating under the technical control of N° 6 I.W.T. Group were the same as last month, i.e.

945	I.W.T. (Port) Operating Coy., R.E.	ANCONA.	Dets. SENIGALLIA PESARO, BARI.
947	" " " " "	"	Dets. BRINDISI and TARANTO.
1065	I.W.T. Workshops Coy., R.E.	"	Det. PESARO.
N° 1	(Italian) I.W.T. (Port) Op. Coy.	BARI.	
N° 2	" " " " "	TARANTO and BRINDISI.	
N° 3	" " " " "	ANCONA.	

N° 947 I.W.T. (Port) Operating Coy was responsible for the lighterage work at ANCONA.

N° 945 Company is for the most part available for future operations.

In addition to these units 208 Indian 'Z' Craft Op. Coy. at Leghorn is independant of 6 I.W.T. Group.

Cargo handled by I.W.T. at Italian Ports was:

TARANTO.	911 tons.
BRINDISI.	4739 "
BARI.	41894 "
ANCONA.	61879 "
LEGHORN.	50250 "
Total.	159673 "

G. I.W.T. MAINTENANCE AND REPAIR.

The failure of the bottom end bearing of Lister-Blackstone auxiliary engines mentioned in last month's report has received close attention. Oil samples have been analysed with the result that it does not now appear as though the oil is at fault nor as though undue dilution is taking place. Various experiments are, however, being carried out in an endeavour to trace the real cause of the trouble.

It has been found that some tug engineers did not appreciate the function of the compression changeover valve on these engines with the result that it is suspected that many engines have been allowed to run for long periods on full load on high compression. This would have the effect of considerably over-loading the bearings and it is hoped that orders now issued on the use of the de-compressior valve, together with notices painted on the engines, will have the desired result of eliminating bearing failures.

Three Tusa tugs have again experienced reduction gear trouble. In all three cases the gears themselves have stripped one or more teeth and have fractured the spring steel plates which constitute the cushion drive. In each case the modified keep plates held. It is obvious that the design of this drive is unsuitable for

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[illegible]					[illegible].
Nº 2	"	"	"	"	TARANTO and BRINDISI.
Nº 3	"	"	"	"	ANCONA.

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Nº 945 Company is for the most part available for future operations.

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Three Tusa tugs have again experienced reduction gear trouble. In all three cases the gears themselves have stripped one or more teeth and have fractured the spring steel plates which constitute the cushion drive. In each case the modified keep plates held. It is obvious that the design of this drive is unsuitable for harbour tugs and either the Tusa tugs should be replaced by Tanacs or else an adequate supply of replacement parts be made available. It would be interesting to know what experiences other theatres have had with these tugs.

The conversion of Z.32 to Sherman tank engines has been completed and work is in hand on the last of the four craft earmarked for conversion.

H. ITALIAN UNITS.

Details of Italian Docks Units will be found in Appendix 3.

/to sheet 9....

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3. PORT CONSTRUCTION AND REPAIR.

A. COMPOSITION OF 3 P.C. & R. GROUP. R.E.

H.Q., 3 P.C. & R. Group, R.E.
932 P.C. & R. Company, R.E.

Under Command for Works only

41 Harbour Construction Company, S.A.E.C.

B. ANCONA.

(i) Road Communications.

The civilian road gang mentioned in last month's report has continued work on all roads in the dock area.

(ii) Rail Communications.

The breaking out of the concrete slab and the excavation to formation level for the Rail track on Berths 14 and 15 has been completed and all track has now been laid.

(iii) Quay Repairs.

Cases have occurred recently where lengths of the Quay facing have failed below water level, leaving holes up to 20ft. long, 10ft. high and 4ft. deep in the Quay face. These present no difficulty if tackled in time. But the work is necessarily intermittent as it is impossible when berths are occupies. Repairs of this nature are now in hand on berth 13.

(iv) Quay Grading and Surfacing.

Early in the month work was started on the re-grading and resurfacing of the quay space behind Berths 6 & 7. Simultaneously a drainage scheme, utilising as much as possible of the existing drains, was put in hand. The drainage scheme has been completed and the work of surfacing should be completed early next month.

(v) Oil Line.

A 2-ton Derrick with a 55 foot jib has been constructed and erected on the Tanker Berth to handle the armoured flexible pipe lines from the tanker to the intake.
A 6" Derv. line is being laid on the Molo Sud from Berth 24 to the oil tanks at the South end of the Mandracchio.

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A 6" Derv. line is being laid on the Molo Sud from Berth 24 to the oil tanks at the South end of the Mandracchio.

(vi) Quarrying Operations.

Poggia Quarry is still being worked by 3 P.C.& R.Gp. for supplying stone to the Dock Area and to 20 C.R.E.(Works).

(vii) General.

Close liaison is now being kept with the Civil Affairs representative and Genio Civile with a view to handing over all work at present being undertaken by No 3 P.C. & R. Group.

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C. PARI.

The weather has been very unfavourable this month and only 3 Tips were accomplished. On the 1st March one of the tipping barges sank during tipping operations.

The filling of cracks, the pointing of the outside face and the replacing of loose or dislodged coping stones were continued from Berth 24 shorewards throughout the month.

The remainder of the Company not employed on works has been undergoing a course of Military Training.

D. TARANTO.

A small diving party has been assisting 1037 P.M. Coy., R.E., on repair work to the Genio Marina Slipway.

E. RAVENNA.

(i) Communications.

The restoration of the access road to Berths 1, 2 and 3 on the N. side of the canal involving the filling of several large craters has now been completed.

The access road on the South bank leading from the main road to Berths 4, 5 and 6 and thence along the canal bank to PORTO CORSINI has also been restored.

(ii) Stacking Areas.

In order to provide space for stacking cargo, 3 separate stacking areas have been cleared by the demolition and removal of damaged buildings behind Berths 3, 4 and 5. These areas have all been surfaced. A further stacking area is at present being prepared behind Berth 6.

(iii) Quay Repairs.

Quay wall repairs have been continued throughout the month on all berths and the following table shows the lengths of quay which have been rendered fit for use. Dredging by grab bucket has been carried out wherever the foundation level of the existing quay wall has permitted and the approximate depths of water at the different berths are also shown on the following table:-

Berth No.	Length of Quay. Original Length	Rep'd on 29/2/45	Rep'd on 30/3/45	Proposed Final Length to Repair	Min. Depth of water Actual	Min. Depth of water Final	Dredging	Remarks
1	1060	-	180	300	15'	16'	-	
2	720	150	210	210	16'	16'	-	
3	580	170	190	190	11'	11'	100%	Dredging level lim-

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A small diving party has been assisting 1037 F.M. Coy., R.E., on repair work to the Genio Marina Slipway.

B. RAVENNA.

(i) Communications.

The restoration of the access road to Berths 1, 2 and 3 on the N. side of the canal involving the filling of several large craters has now been completed.

The access road on the South bank leading from the main road to Berths 4, 5 and 6 and thence along the canal bank to PORTO CORSINI has also been restored.

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Berth No.	Length of Quay. Original Length	Rep'd on 29/2/45	Rep'd on 30/3/45	Proposed Final Length to Repair	Min. Depth of water Act-ual	Final	Dredging	Remarks
1	1060	-	180	300	15'	16'	-	
2	720	150	210	210	16'	16'	-	
3	580	170	190	190	11'	11'	100%	Dredging level limited by level of existing wall fnds.
4	270	170	200	300	12'	12'	100%	
5	600	306	470	470	250ft at 12' 220ft at 16'	250ft at 12' 220ft at 16'	100%	Do. Do.
6	1100	-	350	510	14'	16'	In hand 60%	Dredging in Hand.
Totals.	4330	796	1600	1980				

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(iv) Salvage.

A German Siebel Ferry boat was found sunk in the Canal approximately 4 Kilometres from PORTO CORSINI. Salvage work was put in hand on the 12th. Air tight compartments were made and two large holes in the sides were blanked off. Air was then pumped in and on the 15th the vessel was refloated.

(v) Dredging.

As a result of an accurate survey of the entire length of the canal two stretches were found of depths of water of 12 and 14 feet for lengths of 800 and 2000 feet respectively, approximately 2 Kilometres from PORTO CORSINI. The minimum total quantity of dredging to give a 30 feet canal with a depth of 17 feet at LWOST is 27,000 C.yds and the estimated dredging time is 5 weeks, if dredging equipment proves successful.

In order to carry out this work the abovementioned salvaged Siebel ferry is being converted into a suction dredger by installing a 10" pump driven by a 60 H.P. Diesel Ricardo Engine. It is hoped that those will be installed to enable dredging to start before the end of the month. Attempts are being made to obtain the use of other dredgers to assist in this work.

(vi) Dock Fencing.

The Dock Area is being enclosed by an unclimbable fence on both the North and South sides. That on the South side has been completed and work on the North side is at present in hand.

F. PORTO CORSINI.

(i) Repairs to North and South Mole.

Repair work on breaches on both Moles as mentioned in last month's report has been continued. Two craters have been repaired on the North Mole and three on the section of Mole which is now referred to as Berth 12. The largest crater on the South Mole occurring approximately one quarter of the way along its length is now being repaired. The work consists of restoring the quay face on the inside and the laying of a reinforced concrete slab across the top of the mole.

(ii) Quay Repairs.

With the exception of repair work to quay walls of civilian Contractors under the direction of C.O.E.. Berth 10 no further work of this nature has been carried out. Berth 12 is a naval berth and repair work is being done by a firm

The Salvaging of sunken craft and underwater obstructions is being carried out by R.N. Fleet Salvage at Berth 11. The following table gives particulars of the CORSINI

Berths :-

Length of Quay.	Min. Depth of Water	Dredging Remarks.

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approximately 2 Kilometres from PORTO CORSINI. The minimum total quantity of dredging to give a 50 feet canal with a depth of 17 feet at L.O.S.T is 27,000 C.yds and the estimated dredging time is 5 weeks, if dredging equipment proves successful.

In order to carry out this work the abovementioned salvaged Siebel ferry is being converted into a suction dredger by installing a 10" pump driven by a 60 H.P. Diesel Ricardo Engine. It is hoped that these will be installed to enable dredging to start before the end of the month. Attempts are being made to obtain the use of other dredgers to assist in this work.

(vi) Dock Fencing.

The Dock Area is being enclosed by an unclimbable fence on both the North and South sides. That on the South side has been completed and work on the North side is at present in hand.

E. PORTO CORSINI.

(i) Repairs to North and South Mole.

Repair work on breaches on both moles as mentioned in last month's report has been continued. Two craters have been repaired on the North Mole and three on the section of Mole which is now referred to as Berth 10. The largest crater on the South Mole occurring approximately one quarter of the way along its length is now being repaired. The work consists of restoring the quay face on the inside and the laying of a reinforced concrete slab across the top of the mole.

(ii) Quay Repairs.

With the exception of repair work to quay walls Berth 10 no further work of this nature has been carried out. Berth 12 is a naval berth and repair work is being done by a firm of Civilian Contractors under the direction of D.O.L.

The Salvaging of sunken craft and underwater obstructions is being carried out by R.N. Fleet Salvage at Berth 11.

The following table gives particulars of the CORSINI Berths :-

Berth No.	Length of Quay. Original Length	Rep'd on 29/2/45	Rep'd on 30/3/45	Proposed Final Length	Min. Depth of water Actual	Min. Depth of water Final	Dredging	Remarks.
10.	300	-	300	300	10'	16'	-	Dredging to be done
11.	350	-	-	190	14'	16'	-	Salvaging of wreck in hand by RN Fleet Salvage.
12.	550	NAVAL BERTH						
Totals.	1200	-	300	490				

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(iii) Labour.

One I.P.L. Company and approx. 150 Civilians are assisting in the works at RAVENNA and PORTO CORSINI. Both types of labour are found to work well and it is considered that for keeness and enthusiasm the labour is better than any used previously.

4. RAILWAY CONSTRUCTION.

a. GENERAL.

1. The following report covers the period 15 March to 18 April 1945.

2. Work has continued on the lines set out in my previous report. The following are the important features:-

(a) Reconstruction of line 219 PISA - EMPOLI - FLORENCE was completed and opened to full traffic on 1st April.

(b) Repairs to the Serravalle tunnel on line 218, PISA - PISTOIA to FLORENCE have proceeded. Considerable difficulties have been encountered. The target date for completion has been set back to 7 May.

(c) Reconstruction of the PRATO - GRIZZANA section of line 65 PRATO - BOLOGNA has proceeded to schedule. The firm completion date for the opening of the Appennine tunnel and hence the line to the railhead at GRIZZANA is 10 May.

(d) The doubling of line 86 between ANCONA and FORLI has been completed, with the exception of two bridges, scheduled for later completion. The Base Marshalling yard at MONDOLFO is substantially complete and is in use.

(e) FAENZA was opened as a railhead on 1st April. Work is already in hand beyond, following immediately behind the recent 8 Army advance towards BOLOGNA.

(f) Repairs to line 86 between ANCONA and CATOLA have proceeded satisfactorily. Essential work will be completed by 28 April, but it will be necessary to allow a further two weeks before opening to traffic, to allow new concrete arches to mature.

(g) Construction of line 227 between COLLE SALVETTI and PISA has been put in hand by the American Section.

3. Plans have been formulated for the reconstruction of the railways of Northern Italy following the expected collapse of the enemy.

Details are given in a directive to Group Commanders, copy of which is appended at Appendix 8.

Considerable use is being made of Air Photographic [illegible] reconnaissance sortie

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18 April 1945.

2. Work has continued on the lines set out in my previous report. The following are the important features:-

(a) Reconstruction of line 219 PISA - EMPOLI - FLORENCE was completed and opened to full traffic on 1st April.

(b) Repairs to the Serravalle tunnel on line 218, PISA - PISTOIA to FLORENCE have proceeded. Considerable difficulties have been encountered. The target date for completion has been set back to 7 May.

(c) Reconstruction of the PRATO - GRIZZANA section of line 65 PRATO - BOLOGNA has proceeded to schedule. The firm completion date for the opening of the Appennine tunnel and hence the line to the railhead at GRIZZANA is 10 May.

(d) The doubling of line 86 between ANCONA and FOSSATO has been completed, with the exception of two bridges, scheduled for later completion. The Base Marshalling yard at CASTELFIDARDO is substantially complete and is in use.

(e) FAENZA was opened as a railhead on 1st April. Work is already in hand beyond, following immediately behind the recent 8 Army advance towards BOLOGNA.

(f) Repairs to line 86 between ANCONA and ORTONA have proceeded satisfactorily. Essential work will be completed by 28 April, but it will be necessary to allow a further two weeks before opening to traffic, to allow new concrete arches to mature.

(g) Construction of line 227 between COLLE S.ILVESTRI and PISA has been put in hand by the American Section.

3. Plans have been formulated for the reconstruction of the railways of Northern Italy following the expected collapse of the enemy.

Details are given in a directive to Group Commanders, copy of which is appended at Appendix 8.

Considerable use is being made of Air Photographic reconnaissance in all planning. A special reconnaissance sortie was carried out at our request on 23/24 March, and excellent cover obtained of lines 65 and 86 into BOLOGNA, and BOLOGNA yards.

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B. RAILHEADS.

1. Railheads opened during the period were:-

Line 219 FLORENCE (CAMPO MARTE)		April 1.
Line 65 IRATO	via FLORENCE	April 1.
Line 217 PISTOIA	and Line 219.	April 1.
Line 86 FAENZA		April 1.

2. Firm estimated dates for opening of new railhead is

Line 65 GRIZZANA — May 10.

C. RECONNAISSANCE AND DEMOLITIONS.

1. Aerial Reconnaissance.

(a) Line 65.

Aerial reconnaissance has shown that on 23 March all important structures on line 65 between Km.70 and BOLOGNA have been severely damaged by bombing. Tunnel portals have also been attacked with considerable success. It remains to be seen whether blocking of the tunnels by bombing will prevent the enemy carrying out additional deliberate demolition. There is evidence that all bridges not already demolished are prepared for demolition.

Track damage seems as yet to be limited to bomb craters. A length of 6 Kms. has been dismantled completely between SAN RUFFILO and BOLOGNA. It is not possible to say whether any of the material remains at site.

(b) Line 86 and BOLOGNA.

Aerial reconnaissance shows that on 24 March the whole of the structures on line 86 between FAENZA and BOLOGNA had been destroyed by bombing or demolition with the exception of the viaducts over the Idice and Santerno rivers. The latter has since been demolished by the retreating enemy.

Between CASTEL BOLOGNESE and BOLOGNA over 90% of the track has been dismantled.

In BOLOGNA, both viaducts over the River Reno were still standing and in use as roads.

Bomb damage to the yards in BOLOGNA has been intense, and most of the tracks have been dismantled by the enemy.

It is apparent that there is no usable track left in the town, and the whole of the facilities required will have to be completely rebuilt.

2. Ground Reconnaissance.

Line 86.

Ground reconnaissance has been carried out from FAENZA to CASTEL PIETRO Station, 23 Kms. from BOLOGNA. In this stretch, three viaducts have been completely demolished and 16

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D. RECONNAISSANCE AND DEMOLITIONS.

1. Aerial Reconnaissance.

(a) Line 65.

Aerial reconnaissance has shown that on 23 March all important structures on line 65 between Km.70 and BOLOGNA have been severely damaged by bombing. Tunnel portals have also been attacked with considerable success. It remains to be seen whether blocking of the tunnels by bombing will prevent the enemy carrying out additional deliberate demolition. There is evidence that all bridges not already demolished are prepared for demolition.

Track damage seems as yet to be limited to bomb craters. A length of 6 Km. has been dismantled completely between SAN RUFFILO and BOLOGNA. It is not possible to say whether any of the material remains at site.

(b) Line 86 and BOLOGNA.

Aerial reconnaissance shows that on 24 March the whole of the structures on line 86 between FAENZA and BOLOGNA had been destroyed by bombing or demolition with the exception of the viaducts over the Idice and Santerno rivers. The latter has since been demolished by the retreating enemy.

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In BOLOGNA, both viaducts over the River Reno were still standing and in use as roads.

Bomb damage to the yards in BOLOGNA has been intense, and most of the tracks have been dismantled by the enemy. It is apparent that there is no usable track left in the town, and the whole of the facilities required will have to be completely rebuilt.

2. Ground Reconnaissance.

Line 86.

Ground reconnaissance has been carried out from FAENZA to CASTEL PIETRO Station, 23 Kms. from BOLOGNA. In this stretch, three viaducts have been completely demolished and 16 bridges of spans less than 40 feet. The viaducts are crossings of the Senio, Santerno and Sillaro rivers and comprise three, eight and four spans respectively of about 50 feet. Between FAENZA and CASTEL BOLOGNESE, track damage is confined to battle damage. Beyond, all track is dismantled, and sleepers removed entirely. Rails are left on site but have all been blown.

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D. LINE RECONSTRUCTION.

1. (a) Line 65 - ROME - ORTE Doubling.

Work will be completed by 30th April, with the exception of a 3 Km. section between STIMIGLIANO and CIVITA CASTELLANA, containing two steel bridges which cannot be doubled at present.

(b) Line 65 PRATO to BOLOGNA.

The heading through the blocked Southern end of the Appenning tunnel was holed out on 18th April, and arching and walling is following up well to schedule.

Work in the heading proceeded on four faces from April 4th onwards, the central faces being worked through the service adit.

Construction of railhead facilities at GRIZZANA is well advanced, and the firm date for opening to traffic has been given as 10th May.

Steel has been delivered to GRIZZANA ready for construction of the Vada viaduct, the next large structure to be repaired, and girders are already assembled, ready to move up the line by trolley to the bridge site.

The South African Group is fully prepared to take over the whole of the route to BOLOGNA, as soon as the line is clear of the enemy, and forward reconnaissance has just commenced.

2. Line 218/217/65. PISA - PISTOIA - FLORENCE.

Work on the Serravalle tunnel is proceeding at maximum speed against great difficulties.

The central demolition has now been holed out and arching and walling is half complete.

The western block has presented the severest problems. The work has been tackled on four faces, one inside the tunnel, two from a service addit and one at the Western entrance.

The inner half has been holed, and only about 4 ft. remains to hole out in the outer half.

Work has been arduous and dangerous as the whole of the tunnelling at this block has been through badly shattered rock. Falls from cavaties above the tunnel debris have smashed timbering and delayed progress. In the outer half it was necessary to cast the whole tunnel ring in concrete in small sections, timbering the roof of the cavity against falls.

Completion is expected on 7th May, thus opening the whole line.

3. Line 219. PISA - EMPOLI - FLORENCE.

The line was opened to test train on 27th March and to full traffic on 1st April.

Civilian contractors, under A.C. supervision, are now at work on permanent repairs.

The most important work is the reconstruction of the Arno Viaduct in mass concrete arches, which will release five U.C.R.E. three girder spans of 105 ft. length. The arches are being

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The line was opened to test train on 27th March and to full traffic on 1st April.

Civilian contractors, under A.C. supervision, are now at work on permanent repairs.

The most important work is the reconstruction of the Arno Viaduct in mass concrete arches, which will release five U.C.R.E. three girder spans of 105 ft length. The arches are being turned alongside the new steel bridge, with no interruption to traffic.

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4. Line 86. ANCONA - BOLOGNA.

(a) Line doubling between FORLI (Ronco Bridge) and ANCONA is complete, except for the Metauro and Misa bridges. The latter will be doubled by the end of April. The Mondolfo Base Marshalling yard is completed, except for some ballasting.

(b) FAENZA as opened to traffic on 1 April, by a single line railway from FORLI.

All the necessary work has been done to double the line between FORLI and FAENZA, except for the placing of spans over the Lamone Viaduct.

This work has been postponed to conserve U.C.B. material for work further forward.

(c) Work has just commenced beyond FAENZA on the line taken during the present advance. The whole of No. 1 Group are available.

5. Line 86. ORTONA - ANCONA.

Work has progressed satisfactorily, despite delay in the supply of cement.

The long tunnel, 3 Km. South of ANCONA has almost been opened out, and the 210 foot bridge over the PESCARA river is now almost completed, there being the top booms only to place and rivet.

Although all work will be complete by 28 April, it will not be possible to open to traffic until 10 May, to allow concrete arches (some up to 60 ft. span) to mature.

6. Line 89. CASTELLECHE - ROME.

Due to failure of shuttering under load in one of the viaducts under construction by contractors, opening of the line will be delayed until 10 May.

7. Line 227. CC & SALVETTI - PISA.

The American Group now has this line under construction. Repairs should be complete early in May.

E. LINE MAINTENANCE.

Preparations are being made to withdraw military personnel from maintenance duties on all lines South of FLORENCE and ANCONA. A very small supervisory staff will remain to control contract work where necessary.

F. STATISTICS.

At Appendices 6 and 7 are summaries of works completed during March and in hand on 1st April, together with statistical [illegible] during March.

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(c) Work has just commenced beyond FAENZA on the line taken during the present advance. The whole of No. 1 Group are available.

5. Line 86. ORTONA - ANCONA.

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The long tunnel, 3 Km. South of ANCONA has almost been opened out, and the 210 foot bridge over the PESCARA river is now almost completed, there being the top booms only to place and rivet.

Although all work will be complete by 28 April, it will not be possible to open to traffic until 10 May, to allow concrete arches (some up to 60 ft. span) to mature.

6. Line 89. CAMPOLEONE - ROME.

Due to failure of shuttering under load in one of the viaducts under construction by contractors, opening of the line will be delayed until 10 May.

7. Line 227. CO S SALVETTI - PISA.

The American Group now has this line under construction. Repairs should be complete early in May.

E. LINE MAINTENANCE.

Preparations are being made to withdraw military personnel from maintenance duties on all lines South of FLORENCE and ANCONA.

A very small supervisory staff will remain to control contract work where necessary.

F. STATISTICS.

At Appendices 6 and 7 are summaries of works completed during March and in hand on 1st April, together with statistical detail covering works during March.

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5. RAILWAY ELECTRIFICATION.

A. GENERAL.

Electric working on Line 87 was extended 15.5 Kms. from FOSSATO to FABRIANO on 8 March when Mobile Substation at FOSSATO was put into service after repair. This substation failed again on 9 March and is again under repair. The failure was due to a breakdown of the insulation of an anode shield in the vacuum chamber of the mercury arc rectifier which resulted in other complications and has necessitated the dismantling of the unit and replacement of parts from another rectifier obtained from FATTI-FABRIA Substation. This is a lengthy process and repairs will take approximately one month. Electric working to FABRIANO was retained, but due to low voltage conditions locomotives have been restricted to "Series" running only, until the substation repairs are completed. Partial steam working is retained meanwhile. The supply to this section of line will be greatly improved when the repairs to GENGA Substation are completed at the end of April.

The supply of new copper wire from NAPLES has been low during this month owing to various manufacturing difficulties and progress of wiring new tracks has been retarded on this account, but the position is improving.

An inspection of the copper smelting and rolling plants of the Societa Metallurgica Italiana S.M.I. at CAMPO FIZZORO and FORNACI DI BARGA was made on 24 March. These plants have a large potential output and necessary preparation work for future manufacture is being done. The latter is the wire drawing plant, but as the enemy lines are in the vicinity, production has not yet begun. This plant will be able to supply the future needs of the I.S.R. for rehabilitation of electric power lines and railways.

Supervision of all works is hampered by the lack of road transport and progress is being affected accordingly. Constant supervision and contact with Italian personnel is essential to ensure works being carried out according to programme.

B. Electric Operation.

The following is a summary of electric operating statistics for the period 4 March - 31 March 1945 for the section TERNI - FABRIANO.

Route Kilometres.	111.5 Kms.
Number of substations in operation.	2
Average Number of Electric Locos in Service.	16.25
Total Electric Loco Kilometrage.	79,663 Kms.
Average Kms. per day per Loco.	176.5 Kms.
Total Gross Ton Km. hauled -	
Freight	23,718,402 T.Km.
Passenger	2,200,598 T.Kms.
F + P	25,919,000 T.Km.
Gross Ton Km. per Loco per day.	57,553 T.Km.
Average Gross Ton per Loco	325 T.

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complications and has necessitated the dismantling of the unit and replacement of parts from another rectifier obtained from DATTI-PAGLIA Substation. This is a lengthy process and repairs will take approximately one month. Electric working to FABRIANO was retained, but due to low voltage conditions locomotives have been restricted to "Series" running only, until the substation repairs are completed. Partial steam working is retained meanwhile. The supply to this section of line will be greatly improved when the repairs to GENGA Substation are completed at the end of April.

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An inspection of the copper smelting and rolling plants of the Societa Metallurgica Italiana S.M.I. at CAMPO TIZZORO and PORNACCI DI BARGA was made on 24 March. These plants have a large potential output and necessary preparation work for future manufacture is being done. The latter is the wire drawing plant, but as the enemy lines are in the vicinity, production has not yet begun. This plant will be able to supply the future needs of the U.S.R. for rehabilitation of electric power lines and railways.

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Passenger	2,200,598 T.Kms.
F + P	25,919,000 T.Kms.
Gross Ton Km. per Loco per day.	57,553 T.Kms.
Average Gross Ton per Loco	325 T.
Total Energy Consumption.	1,277,140 K.W.H.
Energy Consumption per 100 Ton Km.	4.92 K.W.H.

The increase in the figure of energy consumption per 100 Ton Km. from 4.55 to 4.92 K.W.H. is due to the present system of working over the FOSSATO - FABRIANO Section without FOSSATO Substation. This causes inefficient distribution.

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C. LABOUR.

Work on the CRTE - TERNI and FABRIANO - FALCONARA Sections is progressing satisfactorily considering delays in supply of material. The CRTE - TERNI Section will be completed about mid-April. The completion of the FABRIANO - FALCONARA Section will be limited by the amount of work required in the Della Rocca Tunnel where the bad ceiling is causing difficulties in the erection of suspension fittings.

Employment TERNI - CRTE	25	ISR personnel.
FABRIANO - FALCONARA	75	ISR personnel.
Total	100	ISR approx.

D. ERECTION OF 3000V D.C. OVERHEAD CONTACT LINE.

	During March.	Total to Date.
Catenary wire erected	12 tons.	82 tons.
Contact wire erected	20 tons.	135 tons.
Track-Kilometres renewed	12 Kms.	92 Kms.

E. RECONSTRUCTION OF 120 K.V. TRANSMISSION LINES.

Work on CRTE - FLORENCE progressing satisfactorily. 30 Kms. of Aluminium-Steel Conductor sent to RIFREDI for repairs to RIFREDI - FALCONA Line.

F. SUBSTATIONS.

GIUNCINA Substation.
Second group of conversion equipment 75% complete.

FOLIGNO Substation.
Fixed substation 80% complete.
Expected completion end April.

TUSCANIO Substation.
Mobile Substation rectifier under repair for second time. Completion mid-April.

GENOA Substation.
Fixed substation 90% complete.
Main transformer drying out. Expected completion end April.

G. ELECTRIC LOCOMOTIVES.

18 No 626 Class in service.
18 No 626 Class ready for service.

H. POWER SUPPLY.

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FABRIANO - FALCONARA	75	ISR personnel.
Total	100	ISR approx.

D. ERECTION OF 3000V D.C. OVERHEAD CONTACT LINE.

	During March.	Total to Date.
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Work on CRTE - FLORENCE progressing satisfactorily. 30 Kms. of Aluminium-Steel Conductor sent to RIFREDI for repairs to RIFREDI - DICIOMA Line.

F. SUBSTATIONS.

CHIUSANA Substation.
Second group of conversion equipment 75% complete.

FOLIGNO Substation.
Fixed substation 80% complete.
Expected completion end April.

FOSSATO Substation.
Mobile substation rectifier under repair for second time. Completion mid-April.

GENGA Substation.
Fixed substation 90% complete.
Main transformer drying out. Expected completion end April.

G. ELECTRIC LOCOMOTIVES.

18 No 626 Class in service.
18 No 626 Class ready for service.

H. POWER SUPPLY.

No power failures have occurred to interrupt railway working.

Repairs to the second 30,000 K.V.A. Generating Unit at GALLETO are progressing satisfactorily. When this unit is in service, the railway power allotment will be increased to 8,000 K.W. 15 minute demand and 4.5 million K.W.H. per month energy. This amount is to cover the working over the complete section TERNI - FALCONARA.

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S.ROGITT.RIO Power Station repair work is progressing. Turbine shafts and Pelton wheels have been delivered to TERNI Steelworks for repair.

I. FR.TO - ROGLOGN. Line (65).

Replacement of the contact line has not yet been started. One officer is being sent to the site to supervise this work which can now commence in view of the progress of work on the Appennine Tunnel.

The 60,000 volt cables entering the tunnel at PRECIDENZ. Station have been examined and found to be repairable. These cannot be used quickly due to the proposed power supply being at 120 K.V.

Provision is being made to feed Mobile Substations direct from the 120 K.V. line at V.LMO and CRIZZ.NO Stations to supply 3,000V. D.C. for traction.

J. ROME - NAPLES Line (80).

Repairs to substation buildings have begun.

6. RAILWAY OPER.TING.

A. ORGANISATION.

1. Area.

No change took place in the area under control D.D.Tn. (Railways).

2. H.Q. D.D.Tn.(Rlys) Officer Changes.

Major D.A.F. QUEIGTT, R.E. reported on 4 Mar 45 for duty as D.A.D.Tn. (Op).
Lt. Col. C.F.E. HARVEY, R.E. (CC 6 Rly Op Gp) departed on repatriation under 'Python'.

3. Moves of Units.

H.Q., 169 Rly Op Coy. moved from PESARO to RIMINI on 31 Mar 45.

'E' det., 163 Rly. Wksp. Coy. installed at PESC.RA w.e.f. 23 Mar 45 for supervision of machinery erection in preparation for the opening of Line 86 (Central between CRTONA and .NCONA.

4. Relations with Italian State Railways.

These remained good, and a distinct improvement in Italian initiative was noticed during the month, largely attributed to our decision to give the Italians complete operation of line 86

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station have been examined and found to be repairable. These cannot be used quickly due to the proposed power supply being at 120 K.V.

Provision is being made to feed Mobile Substations direct from the 120 K.V. line at VALMONTONE and GRIZZANO Stations to supply 3,000V. D.C. for traction.

J. ROME - NAPLES Line (Sq).

Repairs to substation buildings have begun.

6. RAILWAY OPERATING.

a. ORGANISATION.

1. Area.

No change took place in the area under control D.D.Tn. (Railways).

2. H.Q. D.D.Tn.(Rlys) Officer Changes.

Major D.A.F. QUELCUTT, R.E. reported on 4 Mar 45 for duty as D.A.D.Tn. (Op).
Lt. Col. O.F.E. HARVEY, R.E. (CO 6 Rly Op Gp) departed on repatriation under 'Python'.

3. Moves of Units.

H.Q., 189 Rly Op Coy. moved from PESARO to RIMINI on 31 Mar 45.

'D' det., 163 Rly. Wkop. Coy. installed at PESARO w.e.f. 23 Mar 45 for supervision of machinery erection in preparation for the opening of Line 86 (Central) between ORTONA and ANCONA.

4. Relations with Italian State Railways.

These remained good, and a distinct improvement in Italian initiative was noticed during the month, largely attributed to our decision to give the Italians complete operation of line 86 (Central) between ORTONA and ANCONA. Some improvement was also noticed on Line 87, sufficient to give confidence in a future extension of Italian responsibility on that line at an early date.

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M.R.S. Welfare activity on behalf of Italian Railwaymen continued to pay dividends in maintenance of attendance at work. There are signs, however, of a growing industrial unrest in certain places (notably FOLIGNO and ANCONA) but these are symptomatic of political conditions generally and are not a reflection on railway administration as such. Training of British W.D. engine crews in electric locomotive handling continued as a partial insurance against a possible stoppage on Line 87 (TERNI - FABRIANO) which is/critical L of C largely dependant on electric traction.

B. RAILWAY OPERATING CENTRAL ITALY.

1. Opening of New Lines.

No new lines opened to traffic.

2. New Operating Facilities on Lines Open to Traffic.

(a) Line 65.

AREZZO.
General clearing up of the station area continued and certain sidings were extended.

CHIUSI.
A third running line was brought into operation and general clearing up and construction of new loco depot facilities continued.

SMISTAMENTO.
New roads 24 to 26 inclusive in marshalling sidings were completed, also four roads cleared of cripples to give additional accommodation for stabling special type vehicles.

(b) Line 87.

FABRIANO.
An additional road is now available for electric Locomotives. Installation of lighting is completed.

(c) Line 84

ANCONA Docks.
Additional sidings were installed on 16 and 17 Berths.

ANCONA Station.
Alterations and additions to yard and station layouts have been completed.

FALCONARA.

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5. RAILWAY OPERATING CENTRAL ITALY.

1. Opening of New Lines.

No new lines opened to traffic.

2. New Operating Facilities on Lines Open to Traffic.

(a) Line 65.

AREZZO.
General clearing up of the station area continued, and certain sidings were extended.

CHIUSI.

A third running line was brought into operation and general clearing up and construction of new loco depot facilities continued.

SMISTAMENTO.

New roads 24 to 26 inclusive in marshalling sidings were completed, also four roads cleared of cripples to give additional accommodation for stabling special type vehicles.

(b) Line 87.

FABRIANO.

An additional road is now available for electric Locomotives. Installation of lighting is completed.

(c) Line 56

ANCONA Docks.

Additional sidings were installed on 16 and 17 Berths.

ANCONA Station.
Alterations and additions to yard and station layouts have been completed.

FALCONARA.
Alterations to loco yard layout are complete.

Main Line.

Double line working has been brought into operation throughout, with the following exceptions:-

MISCA Bridge - SENIGALLIA
CESENA " - SCAPEZZANO - ANDOLFO

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METAURO Bridge - MONDOLFO - FANO
MISCO " - FOSSOMBRONE - FOSSOMBRONE

BRIDGE.

Down sorting sidings completed.

MONDOLFO KEY.

Priority one has been completed and other work has proceeded well.

3. Signalling.

Colour light signalling was brought into use at FALCONARA North and the avoiding line during the month. This completed the work on the avoiding line apart from the installation of level crossing barriers on road route 16 (in hand).

Installation of signalling on Line 86 is proceeding slowly due to shortage of I.S.R. technical labour and transport. As it will be difficult to transport I.S.R. personnel from FALCONARA to locations North of MONDOLFO, covered vans are being equipped by the I.S.R. as sleeping quarters and workshops.

SENIGALLIA was brought into use during the month and MONDOLFO is expected to be completed by 8 Apr.

Colour light signals were brought into use during the month at FABRIANO, PIEVE TORINA and IESI.

4. Freight Train Working.

(a) Line 65.

Traffic over this route remained normal throughout the month.

FIORENTINO closed down as a PCL RH at the end of Mar : this commodity will in future be handled in AREZZO.

The ESD in MONTEROTONDO closed and outloading of surplus stores is expected to be finished during the first few days in Apr.

(b) Line 87.

Due to continued technical difficulties at substations full scale electric working into FABRIANO is still not possible although w.e.f. 6 Mar. a limited number of trains has been worked between FABRIANO and FOSSATO by electric locomotives on shuttle service.

The railway was closed from 0800 hrs., 15 Mar. to 1955 hrs., 17 Mar. for the replacement by a permanent structure of the bridge at km. 244 between GUBBIO and SERRA SAN QUIRICO.

[illegible] in connection

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SENIGALLIA was brought into use during the month and MONDOLFO is expected to be completed by 8 Apr.

Colour light signals were brought into use during the month at FABRIANO, PIEVE TORINA and IESI.

4. Freight Train Working.

(a) Line 65.

Traffic over this route remained normal throughout the month.

FIORENTINO closed down as a PCL RH at the end of Mar : this commodity will in future be handled in AREZZO.

The ESD in MONTEROTONDO closed and outloading of surplus stores is expected to be finished during the first few days in Apr.

(b) Line 87.

Due to continued technical difficulties at substations full scale electric working into FABRIANO is still not possible although w.e.f. 8 Mar. a limited number of trains has been worked between FABRIANO and FOSSATO by electric locomotives on shuttle service.

The railway was closed from 0800 hrs., 15 Mar. to 1955 hrs., 17 Mar. for the replacement by a permanent structure of the bridge at km. 244 between GENGA and SERRA SAN QUIRICO.

The movements traffic arrangements in connection with this job worked admirably and as a result there was not traffic held up, nor any backlog in either direction caused by the occupation.

Traffic was normal during the month with the exception of the last few days when an AFV move ex BASSANO caused a slight increase in the West to East flow.

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(c) Line 86.

Traffic over this route increased progressively as the introduction of various new facilities previously mentioned enabled higher capacity targets to be reached. 1133

During the first 14 days, i.e. prior to the introduction of double line working- the daily nett tonnage moved North of FALCONARA averaged 4212. Over the last 17 days however, an average of 5776 nett tons daily was moved, the peak day being 23 Mar, when a total of 7591 net freight tons was reached.

That this big increase in tonnage was successfully handled before the introduction of the new EMY at MONDOLFO is attributable to the inclusion therein of a large number of AFV specials operating both from Westside and ANCONA direct to RH; also during the same period it was possible to operate an exceptional number of trains of special commodities, e.g. Ammn, PSP, etc., from ANCONA and MARZOCCA direct to RH without use of intermediate marshalling yards.

During the month the average clearance from ANCONA Docks by rail was 1300 tons per day.

5. Passenger Trains.

W.e.f. the morning of 19 Mar. the CENO - ANCONA workers' service was extended to and from FABRIANO.

W.e.f. 31 Mar. an Ambulance train service to operate six days a week between RICCIONE and ANCONA was inaugurated.

C. RAILWAY OPERATING EAST ITALY.

1. Once again there has been a slight increase of traffic handled during the month. Train operation has improved over previous months and traffic has been moved currently. The wagon supply has been adequate consequently, with few exceptions, Movements loading programmes have been fulfilled. East Italy gained 412 wagons during the month through the exchange points.

2.

	Mar.	Feb.
Loaded wagons passed to West via FOGGIA and BOVINO	7818	6481
Wagons loaded out of BARI Docks	4381	3349
" " " " TARANTO "	1489	1679
" " " " BRINDISI "	1367	1516

D. OPERATING STATISTICS.

The Daily Average Train Operation Statistics for Central and East Italy are given in Appendix 9.

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7. MECHANICAL ENGINEERING.

a. LOCATION OF UNITS AND PERSONNEL.

The detachment of 163 Rly. Wksp. Coy. R.E., which had previously been at TARANTO for the purpose of offloading locomotives from MIDEAST, has been sent there again to deal with the additional locos now coming in. They are also dealing with the warflats from MIDEAST now being unloaded at BARI. Another small detachment of 163 Rly. Wksp. Coy. R.E., has also been sent to PESCARA to expedite rehabilitation of the shed there.

On the American side 701 Grand Division moved from NAPLES TO FLORENCE and nearly all the 'B' Coy.(Mech.) of 715 Rly. Op. Bn. have also moved to FLORENCE from San Lorenzo, ROME.

b. LOCOMOTIVE REPAIRS (STEAM).

Locomotives ex general repairs during the month are as follows :-

TARANTO (Tosi and Nuova Italia)	2
FOGGIA	2
Pietrarsa (NAPLES)	12 + 23 others (annual inspection)
753 Shop (NAPLES)	5
FOLIGNO	3
FLORENCE (Romito and Porta Prato)	Nil
San Lorenzo (ROME)	
Total.	43 + 23 others (annual inspection)

Heavy service repairs were also given to six other locomotives in running sheds and subsidiary shops.

Production at FOLIGNO fell due to the very heavy boiler repairs involved but this will be reflected in increased figures during April.

At SAN LORENZO no heavy service repairs were done to Italian locomotives due to the transfer of the 715 Rly. Op. Bn., 'B' Coy., to FLORENCE, thereby necessitating the transfer of almost all the Italians who were working in the backshop, into the running shed for maintenance purposes.

753 Shop at NAPLES is now engaged on the heavy programme of annual and two-yearly inspections of American 2-8-0 locos envisaged in my last report and consequently for the time being all repairs to Italian power at NAPLES are diverted to Pietrarsa.

The Mikado and the Stanier involved in the accident at MONDOLFO on 16 Feb. 45, require very heavy repairs. In the case of the latter the boiler has been removed from the frames in order that those latter may be straightened, whilst the tender requires virtually rebuilding.

We are experiencing a certain amount of trouble with loose coupled tyres on the Mikados; they have no Gibson rings and are simply shrunk on. They are being replaced with shims.

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C. LOCOMOTIVE RECOVERY.

Work continues on the recovery of the remaining engines at ANCONA, whilst those recovered by No. 5 Mobile Wksp at RIMINI are now all on the road and awaiting tying in of the track to enable them to move for shopping.

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Two other engines were brought to ROME after recovery on Line 63. 4432
Three more very badly damaged engines are to be moved from MONTA-
GONE on Line 89 to NAPLES. The work of recovery at PESCARA
continues. In the FLORENCE area five locomotives were recovered
from the V.A.L.NO Tunnel and brough to FLORENCE.

E. LOCOMOTIVE REPAIRS (DIESEL).

Heavy repairs to thirty Whitcomb Diesels were carried out by 760th Diesel Shop Bn. at LITTORIO during March. The main bottleneck for these locomotives now is the shortage of bearings and we are anxiously awaiting the return from U.K. of the used bearings which were flown home for remetalling, also the first of the new ones from Hoyts. We are also awaiting the first three of the new built-up heads from Davey Paxmans, which are to be flown out for test purposes.

Diesel Railcar nº 85 was burnt out during the month due to an explosion of a primus stove. A feature of the month's working of these Fiat railcars has been the amount of trouble given by the magneto type of electric fuel pumps used.

Two additional cars are being converted for the use of D.Tn.; the coachwork is being done at Pattison Shop, NAPLES.

D. LOCOMOTIVE REPAIRS (ELECTRIC).

Three electric locomotives received heavy repairs at Rimessa Dagnoli Shop, NAPLES.

Four more were completed at FOLIGNO. The repairs to these locomotives are becoming more and more difficult as the more easily repairable ones are completed. The engines in service on Line 87 are working high milonges, averaging 175 Kilometres per day, and are giving most satisfactory service.

F. POWER POSITION.

Now that the TARANTO crane is working again, further locomotives, including the two outstanding Staniers, two L.M.S. 350 H.P. Diesels, and additional Mikados, are again coming forward from MIDEAST.

During the month of March sixteen further American 2-8-0's arrived. All were oilburners.

The power position at present is undoubtedly good but with the forthcoming use of Italian power on Lines 65, 89 and 90 and the early opening of the [illegible] - ORTONA line, coupled with the prospect of opening up all Northern Italy, where at least two-thirds of the original Italian locomotive park was used, every locomotive that can be obtained will require to be pressed into service, as Intelligence reports indicate that we shall find extremely little there in serviceable condition.

The monthly census is appended as Appendix 10, whilst an additional census of the locomotive stock in Sicily is given below. This is the first time figures for Sicily have been reported.

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Locomotive Census SICILY.

31 March 1945.

Type.	A Available	B Waiting Shops	C In Shops	D Laid U/S	E Awaiting Serviceable
Steam Main Line ISR Coalburning	158	73	37	12	-
" Switch " " "	42	18	3	-	-
	200	91	40	12	-

Total 343.

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It may be of interest to note the increase in the locomotive stock in N.A.T.S. Area since last November and this is shown below. This embodies locomotives actually serviceable and excludes shops, waiting, etc. Calabria, Inaccessible Lines and SICILY are not included. In addition certain engines both steam and electric have been transferred during the period to CALABRIA.

	Italian Steam.	U.S.A.	M.D.	U.S.A. Diesel.	Italian Electric.	Total.
30 Nov. 44.	586	124	14	78	72	874
31 Dec. 44.	609	115	28	75	80	907
31 Jan. 45.	617	114	31	63	81	906
28 Feb. 45.	629	123	27	58	94	931
31 Mar. 45.	644	132	28	63	94	961

A redistribution of Italian power in the various divisions is now in hand with the I&R., to prepare for future working.

G. OILBURNING.

Conversion was carried out to five Italian 735 Class during the month.

Investigation into the question of Italian locomotives with steel fireboxes is still proceeding.

Four of the Mikados about to arrive from MIDEAST are equipped for coal burning and will be converted to oil burning at NAPLES.

The bulk oil installation at ANCONA opened on 15 March and is working very satisfactorily.

The underground concrete reservoir for additional oil storage at FALCONARA is complete and that at RIMINI well in hand.

Installation of fuel oil tanks is also well in hand at FLORENCE and PRATO.

H. CARRIAGE AND WAGON REPAIRS.

Twentynine coaches were put into service during the month. Nineteen coaches were fitted with lamps and cushions. Batteries are also coming forward now from Partenope and Coy. of NAPLES and numerous coaches have been installed with electric lighting.

Six overhead water tanks were made at FLORENCE and fitted to Gen. Mark Clark's train.

Wagon repairs have proceeded well. An investigation was made into the I&R methods of shopping wagons on the NAPLES Division, a number of misconceptions were corrected, and the number of cripples on the Division has been considerably reduced.

Timber has been coming forward much better and a first consignment of steel plate is expected any time now.

The following are the monthly figures of repaired stock:-

	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.

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31 Dec. 44.	609	115	28	65	80	907
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	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
FULIGNO.	-	-	80	123
COLLEFERRO	-	-	46	-
TORRE ANNUNZIATA.	3	5	69	446
Pattison Shop (NAPLES)	4	61	63	365
Bufola Shop (NAPLES)	-	-	71	396
Trastevere (RCLE)	-	-	-	438
San Bibiana (RCLE)	"	45	-	281
Porta Maggiore (RCLE)	24	17	122	68

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	Coaches. Heavy.	Coaches. Light.	Wagons. Heavy.	Wagons. Light.
Wagon Lits (ROME)	7	-	-	4
Cristaforo (ROME)	-	-	16	131
FOGGIA	1	-	270	325
BARI	12	11	127	455
TARANTO	4	13	73	377
LECCE	1	2	99	100
FLORENCE	-	1	44	3
LEGHORN	-	1	7	520
PISTOIA	11	-	7	3
AREZZO	-	-	17	-
PISA	-	-	20	64
ANCONA	-	-	1	368
TOTAL	57	155	1132	4336

Also running repairs to 2327 wagons were done on sicklines and riptracks outside shops.

The first consignment of warflats from MIDEAST are now arriving and details will be given in next month's report.

I. ROLLING STOCK RECOVERY.

Considerable progress continues to be made. All the wagons repaired at FLORENCE have of course now been incorporated into regular service with the opening of the line. Much work remains to be done however in the NAPLES area and in CALABRIA, and the ISR are being pressed to expedite this work.

During March 283 wagons were recovered and put into service on the British Zone and 611 on the American Zone, a total of 894.

J. REHABILITATION OF SHOPS AND SHEDS.

At FOGGIA the main Wagon Shop is almost complete and is working hard. The Spring Shop is nearly complete and another month should see it finished.

At FALCONARA new run-round roads for the coaling and watering points were completed and full use made of them. Additional valuable pits were also made available during March. Hot water washing out has been put into force here.

FABRIANO Shed is now virtually returned to its pre-war condition.

At ANCONA the reconstruction of the very badly damaged Shed and Shop buildings is proceeding slowly, but the Machine Shop is now in operation, also the Smithy. Woodworking machinery is now being set up and an effort is being made to repair the shattered wheel lathe. In general, ANCONA is now handling its quota of wagon repairs and will be in a position to deal with locomotive power for the ANCONA - CHIUSI line when it opens.

At ASSISI the Nissen hut for use as a temporary Loco Shed is well in hand. One bay of the Shops is to be rehabilitated by the ISR as a future project, in order to carry out more extensive running repairs.

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At PESCARA work on repairing the track in the Loco Yard and also on rebuilding the essential parts of the Shed is well in hand. A number of machines have been installed and others are on their way from FLORENCE.

A small Machine Shop is also being set up at CASERTA, together with other minor facilities on Lines 89 and 90 for coal-burning.

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At CHIUSI the machine shop has been rebuilt during the month and the machinery is in process of installation. The turntable which had been badly damaged has been repaired, also the coal elevator, and the depot will very shortly be able to deal suitably with coal power. This work has been carried out by Nº 2 Mobile Wksp.

Great progress was made at Smistamento Wagon Shop, ROMA, and the machinery and wood working apparatus is now nearly all installed and the shop has already begun to turn out wagon repairs.

Continued general progress was made at both Romita and Porta Prato Shops in FLORENCE.

K. PRIVATE FIRMS.

Permission has now been received to manufacture considerable numbers of spare parts at TERNI Steelworks and to plate-up and repair wagons which have been burnt out and a start will be made very shortly. The boiler repairs to fifteen boilers sent to TERNI are well under way.

CIVITANOVA MARCHE Wagon Shop has already repaired a considerable number of wagons and the Works are now getting on to a proper basis. An A.C. Mechanical Officer has been sent there as a resident inspector.

PISTOIA (San Giorgio) has begun to work well and is repairing wagons and completing some new coaches. It is supervised by the 701 Rly. Grand Division.

SACFEM Works at AREZZO has now definitely been put under our auspices. A few wagons have already been repaired and some South African personnel from R. & H. Coy. at FLORENCE have been put in to supervise.

Wagon production at COLLEFERRO continues to increase.

L. STORES.

No particular difficulties during the month.

M. MOBILE WORKSHOPS.

No change.

N. MISCELLANEOUS.

The 35-ton breakdown crane received from U.K. is being erected at FOLIGNO but all parts are not yet to hand. News has also been received of the arrival of two of the 75-ton breakdown cranes from U.S.A.

The ISR pamphlet on lead bronze wagon axlebox bearings was despatched to the War Office during the month.

A.D.Tn.3.(F) has recently paid a visit to CALABRIA and Sicily. Considerable energy was being displayed in all aspects of the ISR Mechanical Department in Sicily and their power and rolling stock position is good, whilst every effort seems to be made to get running sheds and shops back to normal. An inspection was also made of the Naval Dockyard at PALERMO in the hands of the U.S. Navy.

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In CALABRIA, however, considerable lethargy was evident and but little effort was being made to put additional locomotives and stock into service.

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Engineer Corbellini, the C.M.E. of the ISR, was also taken on this trip and it is hoped that the energetic measures 1430 took with all the staff will be reflected in an improvement there.

9. TRANSPORTATION STORES.

(A) A.D.Tn. Stores visited 331 T.S.D., Calambrone, LEGHORN, construction sites on line 218 and Tn. Stores Dump, AREZZO, 17 - 21 Mar. and left ROME for a liaison visit to U.K. on 29 Mar.

(B) Tn. Stores Depots.

Shipments of track from NAPLES and BARI to LEGHORN and ANCONA continued. All sleepers, including those in use as roadways, have been taken up from 328 Tn. Stores Sub Depot, Casalnuova, NAPLES and sent for shipment.

3 Mission and 3 Flambo Huts have been released as a result of closing 327 T.S.D., Foggia Inferiore and reduction of holdings in the NAPLES area and are being sent for use at 331 T.S.D., Calambrone, LEGHORN.

The Tn. Stores Depot Workshop, which was transferred to 329 T.S.D., Tiburtina, ROME in Feb., commenced operation early in the month. Further machines are being brought into use as electric motors are obtained.

T.S.D. workshop facilities will be augmented by the stationing of No. 1 Rly. Mobile Workshop at 329 T.S.D. This workshop arrived on 12 Mar. and was brought into use towards the end of the month.

Arrangements were made to employ Austrian P.O.W. technicians in the T.S.D. Workshops. 14 started work on 1 Mar. and a further 14 are to be employed when workshops are in full use. Their standard of workmanship is described as good.

The German crawler crane in use at 326 T.S.D. FOGGIA broke down during the month, and was repaired by the fortunate recovery of the main drive bevel pinion from a similar crane which had been lying abandoned, in a derelict condition, by the roadside at PONTICI since 1943 when the Germans evacuated NAPLES.

(C) Shipment of Tn. Stores.

Convoys arriving at Italian ports during the month contained 10,000 tons of Tn. Stores, all of which have been, or are being, discharged.
Principal items were:-

Description	From
16 - 2-8-0 Locomotives	U.S.A.
96 - Box Cars.	U.S.A.
12 miles Track, 1 mile sleepers.	U.S.A.
35 - 40 ft. Sect. Welded Bridges.	U.K.
2 - 150 ft. Lattice Girder Bridges.	U.K.
2 - [illegible] Spans U.S.	U.S.

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(b) Tn. Stores Depots.

Shipments of track from NAPLES and BARI to LEGHORN and ANCONA continued. All sleepers, including those in use as roadways, have been taken up from 328 Tn. Stores Sub Depot, Casalnuova, NAPLES and sent for shipment.

3 Nissen and 3 Flambo Huts have been released as a result of closing 327 T.S.D., Nocera Inferiore and reduction of holdings in the NAPLES area and are being sent for use at 331 T.S.D., Calambrone, LEGHORN.

The Tn. Stores Depot Workshop, which was transferred to 329 T.S.D., Tinurtine, ROME in Feb., commenced operation early in the month. Further machines are being brought into use as electric motors are obtained.

T.S.D. workshop facilities will be augmented by the stationing of No. 1 Fly. Mobile Workshop at 329 T.S.D. This workshop arrived on 12 Mar. and was brought into use towards the end of the month.

Arrangements were made to employ Austrian P.O.W. technicians in the T.S.D. Workshops. 14 started work on 1 Mar. and a further 14 are to be employed when workshops are in full use. Their standard of workmanship is described as good.

The German crawler crane in use at 326 T.S.D. POGGIBONSI broke down during the month, and was repaired by the fortunate recovery of the main drive bevel pinion from a similar crane which had been lying abandoned, in a derelict condition, by the roadside at PONTICI since 1943 when the Germans evacuated NAPLES.

(c) Shipment of Tn. Stores.

Convoys arriving at Italian ports during the month contained 10,000 tons of Tn. Stores, all of which have been, or are being, discharged.
Principal items were:-

Description	From
16 - 2-8-0 Locomotives	U.S.A.
66 - Box Cars.	U.S.A.
12 miles Track, 1 mile sleepers.	U.S.A.
35 - 40 ft. Sect. Welded Bridges.	U.K.
2 - 150 ft. Lattice Girder Bridges.	U.K.
R.S.J. Spans N.25.	U.K.
" " N.26.	U.K.
1 set Launching Equipment.	U.K.
2 - 70 ft. Deck U.C.R. Bridges.	U.S.A.
2 - 70 ft. Thru' " "	U.S.A.
1 set 'E' Conversion Bracings.	U.S.A.
1 - 75 ton Floating Crane.	U.S.A.
66 tons Locomotive Spares.	M.E.
37 - Mobile Cranes.	17 ex U.K. 20 ex U.S.A.

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Description.	From.
30 tons Boiler Tubes	U.K.
18 - Chasseide Tractors.	10 ex U.K. 8 ex N.A.
4 cwts. Lignum Vitae.	U.K.
1 set Marconi Echo Sounding Apparatus.	U.K.

Further details appear at Appendix II.

One vessel, the "Thomas Bullfinch" ex U.S.A. in UGS 78 was damaged in convey and put into ORAN.

The following Tn. Stores were on board:-

3 Hyster Cranes.
6 - 70 feet U.C.A. Bridges, Deck.
5 - 70 feet " " Through.
3 sets 'E' Conversion Bracing, U.C.R.B.

The extent of the damage to Tn. Bridging stowed in the damaged hold has not yet been assessed, but it is known that 163 tons were involved. Further details are awaited. The salvaged cargo is being transhipped and part expected to reach ANCONA in early APRIL.

The following coastwise shipments of track materials were made during the month:-

NAPLES to ANCONA	3750 tons.
NAPLES to LEGHORN	1940 "
	5690 "

72 tons of Tn. Stores were shipped from 325 T.S.D., MODUGNO, BARI to GREECE and 1 ton to NORTH AFRICA.

(D) Movement of Tn. Stores by Rail and Road.

Accepted rail tonnage bids for forward movement of stores, coal and fuel oil averaged the following in tons per day:-

		Tons per day
Tn. Stores	- Rear Depots to 330 T.S.D. ANCONA	250
	- " " " 331 T.S.D. Leghorn	300
	- 330 T.S.D. to RIMINI and forward	160
Coal	- NAPLES to ROME	280
Fuel Oil	- NAPLES to ROME	290
	- ROME forward	130
	- ANCONA forward	55

Transfers of bridging, cement and bricks for use on lines 86 and 219 caused tonnage movement to rise sharply during the month.

General movement of stores to and from T.S.Ds. again

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The following Tn. Stores were on board:-

3 Hyster Cranes.
6 - 70 feet U.C.R. Bridges, Deck.
5 - 70 feet " " Through.
3 sets 'E' Conversion Bracing, U.C.R.S.

The extent of the damage to Tn. Bridging stowed in the damaged hold has not yet been assessed, but it is known that 163 tons were involved. Further details are awaited. The salvaged cargo is being transhipped and part expected to reach ANCONA in early APRIL.

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		Tons per day
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	- " " " 331 T.S.D. Leghorn	300
	- 330 T.S.D. to RIMINI and forward	160
Coal	- NAPLES to ROME	280
Fuel Oil	- NAPLES to ROME	290
	- ROME forward	130
	- ANCONA forward	55

Transfers of bridging, cement and bricks for use on lines 86 and 219 caused tonnage movement to rise sharply during the month.

General movement of stores to and from T.S.Ds. again showed an increase over all previous months and is summarised as follows:-

	Received & unloaded	Loaded & despatched	Total	Increase over Feb.45.
Wagons.	1759	1585	3344	290
M.T.	1841	1639	3480	227

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(E) Tonnages of Th. Stores.

The continued heavy transfers and issue of track materials to line 86 (Central) and (North) and of bridging and construction materials to line 219 (PISA - EMPOLI - FLORENCE) eclipsed all previous tonnage records of stores (excluding coal and oil) handled in T.S.Ds. Comparative figures are as under:-

	Feb.	Mar.	Increase + Decrease - over Feb. 45.
Unloaded	17,669	30,320	+ 12,651
Reconsigned.	1,673	1,193	- 480
Loaded & Despatched	33,075	29,999	- 3,076
	52,417	61,512	+ 9,095

Tonnages of stores received, issued and in stock, based upon depot quantitive accounts, and excluding transfers between depots:-

	Feb.	Mar.	Total to 31 Mar. 45.
Received in Italy.	8,193	16,929	205,782
Issued (a) Italy	25,120	24,912	162,389
(b) S. France	12	-	2,307
Closing Stock	66,430	67,277	-

(F) Indents and Transfers.

	Number	Number of Descriptive items
Indents received by all depots in March.	2,452	7,439
Transfer Vouchers issued by all depots in March	629	4,067

(G) Railway Bridging.

Issues during March were heavy, including 8 - 105 feet 3-girder U.C.R.B. spans for line 219 PISA - EMPOLI - FLORENCE, and 1 - 110 feet 3-girder U.C.R.B. span for Pine River Bridge, near Vada Station, on line 50, and supplies for reconstruction of line 86 (Central). Delay in the receipt of supplies of U.C.R.B. specified for delivery in March has caused us concern and the situation resulting from the delayed arrival of bridging from U.S.A. and also the damage to the "Thomas Bullfinch" referred to in para. (c) has been put to the staff with a request that priority should be given to shipment of Th. Bridge and Trestling materials ex U.S.A. to ensure that advised availabilities are shipped to arrive during the month in which expected.

To offset requirements for delivery Jul./Dec. 45 the transfer of 1 - 80-feet U.C.R.B. and 1 - 150-feet Lattice Span from Mid East has been arranged.

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Unloaded	17,669	30,320	+ 12,651
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Transfer Vouchers issued by all depots in March	629	4,067

(G) Railway Bridging.

Issues during March were heavy, including 8 - 105 feet 3-girder U.C.R.B. spans for line 219 PISA - EMPOLI - FLORENCE, and 1 - 110 feet 3-girder U.C.R.B. span for Fine River Bridge, near Vada Station, on line 56, and supplies for reconstruction of line 86 (Central). Delay in the receipt of supplies of U.C.R.B. specified for delivery in March has caused us concern and the situation resulting from the delayed arrival of bridging from U.S.A. and also the damage to the "Thomas Bullfinch" referred to in para. (c) has been put to the staff with a request that priority should be given to shipment of Tn. Bridge and Trestling materials ex U.S.A. to ensure that advised availabilities are shipped to arrive during the month in which expected.

To offset requirements for delivery Jul./Dec. 45 the transfer of 1 - 80-feet U.C.R.B. and 1 - 150-feet Lattice Span from Mid East has been arranged.

The general bridging position is summarised below. We have included for the first time details of the non-standard R.S.J. spans fabricated from U.S. (Yunnan-Burma), British and captured enemy joists. These spans have been fabricated by contractors as required for specific jobs.

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Type of Bridging		RECEIVED Mar.	RECEIVED Total to end Mar 45	ISSUED Feb.	ISSUED Mar.	ISSUED Total to end Mar. 45	Stock at end of Mar. 45.
R.S.J. Spans.	ft.run	808	11,272	570	185	5,856	5,416
Sectional 40'	"	640	7,400	200	280	4,640	2,760
U.C.R.B.	"	1050	13,015	90	1770	10,865	2,150
Lattice Girder	"	307	2,736	-	-	973	1,568
Plate Girder	"	-	210	-	-	180	30
Yunnan Burma	"	-	7,255	-	-	5,726	1,529
Total ft.run		2805	41,888	860	2235	28,240	13,453
Fabricated Bridging - R.S.J. Spans.							
46'5½"x33"x15⅝"-Mk.II	ft.run	-	325	-	-	46½	278
48'6"x33"x15⅝"-Mk.IIA	"	-	48½	-	-	48½	-
146'1¾"x33"x15⅝"-Mk.IIIA	"	-	146	-	-	146	-
56'5⅛"x33"x11⅛"-Mk.IV	"	-	903	-	-	903	-
35'0"x7⅛"x24"-Mk.V	"	-	560	-	-	350	210
56'5⅛"x31⅛"x11¾"-Mk.VII	"	-	113	-	-	113	-
Total ft.run		-	2,095	-	-	1,607	488 +
Grand Total ft.run		2805	43,983	860	2235	29,847	13,941
Treatling.							
Light	Tons	-	11,967	274	78	6,142	5,825
Heavy	"	15	1,339	-	-	705	634

\+ Had been previously issued and now returned from units.

(H) Track.

Issues for doubling line 86 (North) and repairs between ORTONA - ANCONA have been completed.

The balance of 37-1/4 miles of track less sleepers due from Mid East against our 1944 programme and also the 100 miles S.G. Sleepers allocated for 1945 are being called forward commencing May and July respectively. 30 miles track and 150 turnouts of the 60 miles and 300 turnouts requested for 1945 delivery are being supplied from Mid East by reallocation from the Balkan reserve. The balance still to be obtained may also be supplied from Mid East when the reallocation of availabilities in Mid East has been finalised.

	RECEIPTS MAR	RECEIPTS TOTAL TO DATE	ISSUES MAR	ISSUES TOTAL TO DATE	STOCK

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Yunnan Burma	"	-	7,255	-	-	5,726	1,529
Total ft.run		2805	41,888	860	2235	28,240	13,453
Fabricated Bridging - R.S.J. Spans.							
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48'6"x33"x15½"-Mk.IIA	"	-	48½	-	-	48½	-
146'1¾"x33"x15½"-Mk.IIIA	"	-	146	-	-	146	-
56'5½"x33"x11½"-Mk.IV	"	-	903	-	-	903	-
35'0"x7½"x24"-Mk.V	"	-	560	-	-	350	210
56'5½"x31½"x11¾"-Mk.VII	"	-	113	-	-	113	-
Total ft.run		-	2,095	-	-	1,607	488 +
Grand Total ft.run		2805	43,983	860	2235	29,847	13,941
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		RECEIPTS		ISSUES		
		MAR	TOTAL TO DATE	MAR	TOTAL TO DATE	STOCK
Plain Line (excl sleepers)	Miles	12	271	19	188	83
Sleepers	"	1	374	20	255	119
Turnouts (excl Timbers)	each	-	1484	19	652	832
Crossing Timbers	sets	-	1244	13	535	709

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(I) Locos and Rolling Stock.

The following were received in the month:-

Locos U.S. 2-8-0	16 from U.K.A.
20 ton Box Cars	96 from N.A.

Additional locos and cars for delivery to Italy in the second half of 1945 have now been demanded by A.F.H.Q. on AGWaR. The following are the items listed in Theatre Project No. U-52-45:-

100 Locomotives 2-8-0 Oil burning Steam.
2500 Box Cars 20-ton
1850 Gondolas high sided 20-ton.
150 Flat cars 50-ton.
350 Gondolas low sided 20-ton.
150 Rail Tank Cars 10,000 gallons.

A statement of the current loco. and car position is included at Appendix 12.

(K) Timber.

Our allocation for March was 800 tons. Receipts however total only 650 tons whilst actual issues during the month amounted to 1213 tons. It was again necessary to rip up quantities of sleepers to provide tunnel linings.

With the delivery of the backlog of our March requirements, the allocation for April of 2000 tons and the acceptance of our bid for 1100 tons for May, it is expected that the need to continue the ripping of sleepers will cease.

The difficulties in supply of baulk timber referred to in our last report have now been partly overcome by releases from E.S.D. stocks.

Following the successful trials carried out last month in movement of timber piles 60 feet long by road from SIENNA to AREZZO, a further 5 transporters, making 6 in all, have been put at our disposal and the fitting of cradles is being carried out at AREZZO. 4 transporters will be in use by 7 Apr. A total of 232 piles had been felled at 31 Mar. of which 100 had been lifted to AREZZO for onward rail movement.

To ensure that these piles would be readily available for use when required it has been decided to establish a forward In. Stores Dump at FAENZA and we will commence rail movement to that point on 2 April.

(L) Cement.

Demands for March totalled 3500 tons. Owing to production difficulties only 2500 tons was released by D.E.P. & S., A.F.H.Q. and limited assistance to A.C. Tn. Sub-Commission for CRTONA - ANCONA repairs was only possible by diversion of supplies originally intended for other projects.

Demands for locally produced ordinary cement up to March,

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100 Locomotives 2-8-0 Oil burning Steam.
2500 Box Cars 20-ton
1850 Gondolas high sided 20-ton.
150 Flat cars 50-ton.
350 Gondolas low sided 20-ton.
150 Rail Tank Cars 10,000 gallons.

A statement of the current Loco. and car position is included at Appendix 12.

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Our allocation for March was 800 tons. Receipts however total only 650 tons whilst actual issues during the month amount d to 1213 tons. It was again necessary to rip up quantities of sleepers to provide tunnel linings.

With the delivery of the backlog of our March requirements, the allocation for April of 2000 tons and the acceptance of our bid for 1100 tons for May, it is expected that the need to continue the riping of sleepers will cease.

The difficulties in supply of bault timber referred to in our last report have now been partly overcome by releases from S.O.D. stocks.

Following the successful trials carried out last month in movement of timber piles 60 feet long by road from BIBBIENA to AREZZO, a further 5 transporters, making 6 in all, have been put at our disposal and the fitting of cradles is being carried out at AREZZO. 4 transporters will be in use by 7 Apr. A total of 232 piles had been felled at 31 Mar. of which 100 had been lifted to AREZZO for onward rail movement.

To ensure that these piles would be readily available for use when required it has been decided to establish a forward Tn. Stores Dump at FAENZA and we will commence rail movement to that point on 2 April.

(L) Cement.

Demands for March totalled 3500 tons. Owing to production difficulties only 2500 tons was released by D.E.P. & S., A.F.H.Q. and limited assistance to A.C. Tn. Sub-Commission for CRTCWA - ANCCWA repairs was only possible by diversion of supplies originally intended for other projects.

Demands for locally produced ordinary cement up to March, for U.S. M.R.S., Br. M.R.S., and A.C. Tn. Sub-Commission purposes had been routed through normal Service and A.C. supply channels, but as a result of the recurring difficulties in obtaining sufficient cement to meet Services requirements and representations made to A.F.H.Q., D.E.P. & S. A.F.H.Q. placed the responsibility for allocation of supplies from April onwards in the hands of the Allied Forces Local Resources Section (Engineering Materials Committee), upon which we are represented, they are to receive details of the estimated production capacity at all works, both military and civilian controlled, and to allocate tonnages against bids submitted by Fr. and U.S. Services, and also to A.C. for civilian purposes.

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We agreed to co-ordinate April requirements for U.S. and Br. M.R.S. units and also for military projects carried out under A.C. Tn. Sub-Commission supervision. Our bid for 12,850 tons was accepted in full but subsequent difficulties in supply from civilian operated factories necessitated cuts reducing our allocation to 10,000 tons.

The total estimated production capacity of all works in liberated Italy is 42,000 tons monthly.

2000 tons Rapid Hardening Cement due in KING 88 commenced to reach T.S.Ds. towards the end of the month. A forecast requirement of 1000 tons monthly during period Jul./Dec. 45 has been forwarded to D.E.P. & S. A.F.H.Q. to be shipped against Tn. tonnage bids.

(M) Industrial Gases.

Monthly requirements were:-

Oxygen - 690,000 Cub. feet.
Acetylene - 252,000 " "

Allocation of production is co-ordinated for all users by A.F.L.R.S. (Industrial Gases Committee). Our monthly forecasts are submitted to Ordnance A.F.H.Q. 21 days in advance of the first of the month in which required and are included in consolidated bids for all Br. Army users. Supplies for U.S. A.R.S. units are bid by P.B.S.

Production of Calcium Carbide has commenced at a TERNI works under A.C. control and we are bidding for a proportion of estimated production through Ord.

(N) Coal.

The overall stock position remains satisfactory.

Requirements of low volatile coal are estimated at 9000 tons monthly (3000 tons for use on TARANTO - SALERNO (line 94) and 6000 tons NAPLES - ROME (line 89)). Bids have been submitted to Coal Sec. A.F.H.Q. accordingly. Washington have indicated they will endeavour to ship one cargo (approx. 6000 tons) each month but are unprepared to guarantee monthly availability. Present stocks of low volatile coal are adequate but a regular supply is essential in view of the danger in use of other types of coal on these lines.

Details of M.R.S. coal stocks are at Appendix 13.

(O) Fuel and Diesel Oil.

The bulk Fuel Oil storage tanks came into operation on 15 March. Supplies for lines 86 and 87 excluding TERNI are being supplied from that source. TERNI is being supplied from ROME.

Adequate reserves are held at all filling points.

(P) Lubricating Oils and Greases.

Details of stocks of Tn. Oils held at T.S.Ds. appear at

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forwarded to P.B.S. & U.S. A.F.H.Q. to be shipped against all tonnage bids.

(M) Industrial Gases.

Monthly requirements were:-

Oxygen	-	690,000 Cub. feet.
Acetylene	-	252,000 " "

Allocation of production is co-ordinated for all users by A.F.L.E.S. (Industrial Gases Committee). Our monthly forecasts are submitted to Ordnance A.F.H.Q. 21 days in advance of the first of the month in which required and are included in consolidated bids for all Br. Army users. Supplies for U.S. M.R.S. units are bid by P.B.S.

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Details of M.R.S. coal stocks are at Appendix 13A.

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The bulk Fuel Oil storage tanks came into operation on 15 March. Supplies for lines 86 and 87 excluding TERNI are being supplied from that source. TERNI is being supplied from ROME.

Adequate reserves are held at all filling points.

(P) Lubricating Oils and Greases.

Details of stocks of Tn. Oils held at T.S.Ds. appear at Appendix 13B.

At the request of A.F.H.Q. Petroleum Section the following quantities were despatched from T.S.Ds. for shipment to the Balkans:-

448 barrels Loco. Engine Oil.
160 " Sat. Steam Cylinder Oil.

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(6) Spare Parts.

Advice that S.P.D.C. Malta is in operation has not yet reached us. We had decided, as our stock of Gray Marine diesel spares for 'Z' Craft was almost exhausted, to send technical and stores officers to Malta to ascertain the position. We are 27.- ever advised by the Director of Harbour Craft A.F.H.Q. that C.-in-C (Med.) has so far declined to agree to an official visit, stating he has not yet received instructions from the Admiralty that Malta is to cover craft operated by the Army. The policy is still under discussion, but, as our demand UK 157 (since cancelled) was placed over 12 months ago, and apart from the generous but quite inadequate supply allocated from Mid East we have received no further supplies, our position is giving us serious concern.

We have arranged with D.E.P. & S. A.F.H.Q. for Power unit spares for Ordnance supply plant in common use by Engineer services and ourselves to be ordered by D.E.P. & S. and held at M.S.T.S's for general distribution.

We will render a return to D.E.P. & S. of all such plant held by us in the theatre as a basis for demanding. This arrangement will effect economy in storage space at T.S.Ds., in clerical labour, and should also provide a greater service cover to all units of both Services.

Th. holdings of mechanical plant of Engineer supply and Generators and Lighting Sets of Ord. and A.E. supply are summarised at Appendix 14.

Total theatre holdings of Mobile Cranes by Services, up to and including receipts from MIS. 87/88, are shown at Appendix 15.

(7) Whitemetal.

Production of Whitemetal at FOLIGNO Rly. Workshops from constituents obtained from ISR stocks and local resources has now been completed. 163 Rly. Workshop Coy. have retained 3 months supply for workshop use and turned over the balance to 330 T.S.D. FALCONARA for control and general issue. The following quantity has been taken into T.S.D. stock:-

Grade A (equiv. to Ord. Gp. 2) - 28,000 lbs.
" B (" " " Gp. 3) - 5,000 lbs.

This supply together with the provision action taken in past periods will enable us to avoid demanding through Ord. for the second quarter in succession.

(8) Local Resources and Production.

It has not proved possible, in response to the I.S.R. request, to obtain protection from disposal of the controlled items of equipment and materials at the SAFFEM Works, AREZZO, but it was agreed at the A.F.L.R.S. (Engineering Materials Committee) Meeting held 14 Mar. for consideration of bids to be deferred for one month to enable us to present our case for total allocation to M.R.S.

Our bid to A.F.L.R.S. for 1702 tons steel sections for April was cut to 879 tons and accepted at this figure. The increased bid over the 830 tons for March was needed to cover the transport (in steel) of 500 wagons during April. The allo-

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We have arranged with D.E.P. & S. A.F.H.Q. for Power unit spares for Ordnance supply plant in common use by Engineer services and ourselves to be ordered by D.E.P. & S. and held at M.S.F.S's for general distribution.

We will render a return to D.E.P. & S. of all such plant held by us in the theatre as a basis for demanding. This arrangement will effect economy in storage space at T.S.Ds., in clerical labour, and should also provide a greater service cover to all units of both Services.

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Grade A (equiv. to Ord. Gp. 2)	-	28,000 lbs.
" B (" " " Gp. 3)	-	5,000 lbs.

This supply together with the provision action taken in past periods will enable us to avoid demanding through Ord. for the second quarter in succession.

(S) Local Resources and Production.

It has not proved possible, in response to the I.S.R. request, to obtain protection from disposal of the controlled items of equipment and materials at the BASTIA Works, AREZZO, but it was agreed at the A.F.L.R.S. (Engineering Materials Committee) Meeting held 14 Mar. for consideration of bids to be deferred for one month to enable us to present our case for total allocation to M.R.S.

Our bid to A.F.L.R.S. for 1702 tons steel sections for April was cut to 879 tons and accepted at this figure. The increased bid over the 830 tons for March was needed to cover the repair target (in steel) of 500 wagons during April. The allocation made will reduce our ability to supply steel for this purpose by 33-1/3% in plate for flooring and 70% in sheet steel for sides and roofs, and such deficiency will be made good in timber. The reduced allocation was necessary in view of shortages in production.

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Allocation of locally produced Nails and Paints has now been placed under A.F.L.R.S. and bids for 45 and 31 tons respectively were submitted to cover April requirements. Bolts, Nuts and Screws are also to be allocated by A.F.L.R.S. commencing May.

(T) The application for 770 tons signalling wire for production at D.E.P. & S. controlled works has now been screened. It was found that this quantity represented 10 million metres of wire, of which, only 100,000 metres was recommended as essential for immediate purposes. D.E.P. & S. has undertaken to draw this quantity at his I.V. Works, Bagnoli, NAPLES, from steel to be provided by us.

The I.S.R. assessed their initial requirements of canvas for reroofing box cars etc. at 65,000 square metres. This quantity was considered excessive and upon screening was found to be sufficient for 2 years consumption at the present rate. We have agreed to make an emergency release of 2500 metres to cover one month's requirements, plus a special release of 500 metres for fabrication of hatch covers etc, for the I.S.R. ferry steamer "Scilla" operating between MESSINA (Sicily) and the mainland.

Release of 20,000 scrap petrol tins has been obtained from Salvage for use of I.S.R. Contractors in the manufacture of railway hand and signal lamps.

The I.S.R. have tabled their estimated immediate requirements for rubber gaskets, hose, diaphragms etc. The quantities are very large and we are ascertaining the period covered before submitting to technical branches for screening.

9. FINANCE.

a. RAILWAY FINANCE.

(1) Cost of Railway Rehabilitation Works.

Completion reports received and costed during the month numbered 64, of which 6 were for Military works not classified as railway rehabilitation projects, and consequently are being recorded separately for future disposal action. A further evaluation statement of Allied War Department materials and mechanical equipment work in railway rehabilitation works, amounting in value to 37 million lire, was sent to the Financial Adviser for incorporation in the Allied Commission Account, bringing the figure so reported up to date to 273 million lire. A summary of amounts advised during the present month appears as Appendix 22.

(2) Separation of British and American percentage of Track and Bridging Materials.

Reference has been made in previous Progress Reports to the impossibility of separating, except upon percentage basis, Track and Bridging Materials issued from British/American Common Stocks used in rehabilitation and construction works. An analysis has now been made as to the origin of track and bridging materials received in this theatre from various sources. This has been carried out by exhaustive examination of bills of lading, shipping

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Release of 20,000 scrap petrol tins has been obtained from Salvage for use of I.S.R. Contractors in the manufacture of railway hand and signal lamps.

The I.S.R. have tabled their estimated immediate requirements for rubber gaskets, hose, diaphragms etc. The quantities are very large and we are ascertaining the period covered before submitting to technical branches for screening.

9. FINANCE.

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Reference has been made in previous Progress Reports to the impossibility of separating, except upon percentage basis, Track and Bridging Materials issued from British/American Common Stocks used in rehabilitation and construction works. An analysis has now been made as to the origin of track and bridging materials received in this theatre from various sources. This has been carried out by exhaustive examination of bills of lading, shipping advices and other documents and as at December 31st 1944, the percentages determined are - British (including Lend-Lease) 77.51% and American 22.49%. It may therefore be taken that Allied W.D. material used in railway works is susceptible to a percentage division and the necessary data will therefore continue to be collected to this end.

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(3) Financing of Private Railways.

The question of financing all private railways has been taken up through the Allied Commission with the Italian Ministry of Transport. In the case of the Valdineto Railway, it is understood that no funds have yet been made available although the matter was put in the hands of the Allied Commission in July 44. In so far as the Sud Est Railway is concerned, this Service has been asked to certify certain statements of traffic. As much of the traffic referred to is a proportion of through booked traffic to the State lines, this railway has been informed that the division of railway freight is a matter for the interested railways to decide, but that the Italian Ministry of Transport will be pressed to make necessary funds available.

F. STORES.

Accounts passed for settlement through I.S.R.

The value of accounts passed to the I.S.R. for direct settlement during the month amounted to 6,072,185 lire. The bills mainly concerned local purchase of bricks, timber, gravel etc., used in reconstruction works.

G. RECOVERIES OF FREIGHT AND PORT CHARGES FROM E.F.I. AND OTHER NON-MILITARY BODIES.

Following the reversal of a policy that no recoveries would be made from non-military bodies for the cost of freight, port landing charges etc., this Service has been ordered to confirm that records are available whereby these charges may be implemented. In these circumstances it is fortunate that all records of rail traffic were continued to be maintained in the form of ton and passenger.kilometres, which can be resolved into values by the application of average rates per ton and passenger kilometre. Tonnages of goods landed at the Ports for these organisations are being collated from port documents, and it has been recommended that a comprehensive charge of 100 lire per ton to cover all landed costs should be made, which is a comparable figure with that charged in North Africa. It is understood that the E.F.I. has made reserve provision for any freight etc. charges which may later be incurred with retrospective effect, as a result of discussions with my Finance Branch some twelve months ago, when the Institute was recommended to fund on the basis of not less than one lire per ton kilometre and half lire per passenger kilometre.

D. RECOVERIES ON TN. ACCOUNT.

The following is the position with regard to cash recoveries from the Italian State Railways and Civilian Contractors. Debit Notes issued during the month were in respect of damage caused to W.D. Cargo handling Gear used under Quay and Stevedore Labour Contracts at B&RI.

	Billed.	Recovered.	O/S as at 31/3/45
	Lire.	Lire.	Lire.

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the Italian Ministry of Transport will be pressed to make necessary funds available.

E. STORES.

Accounts passed for settlement through I.S.R.

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D. RECOVERIES ON TN. ACCOUNT.

The following is the position with regard to cash recoveries from the Italian State Railways and Civilian Contractors. Debit Notes issued during the month were in respect of damage caused to W.D. Cargo handling Gear used under Quay and Stevedors Labour Contracts at BARI.

	Billed.	Recovered.	O/S as at 31/3/45
	Lire.	Lire.	Lire
Italian State Railways	212,376	..	212,376
Contractors	310,298	290 565	19,733
Totals.	522,674	290.565.	232.109

E. STATISTICS.

Railway (Passenger and Freight) Statistics for all British operated Areas in Italy are shewn as Appendix 16.

Brigadier.
Director of Transportation.
(R.D.WAGHORN).

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APPENDIX 1.

Part 1, Sheet 1.

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LOCATION STATEMENT.

TW. UNITS, C.M.F.

31 MARCH, 1945.

Unit.	Location.	Remarks.
H.Q., No.1 Port Operating Group, R.E.	Brindisi.	Det. Taranto.
992 Port Operating Coy., R.E.	Greece.	
997 Port Operating Coy., R.E.	Brindisi.	
1010 Port Operating Coy., R.E.	Greece.	
1015 Port Operating Coy., R.E.	Taranto.	
1027 Port Operating Coy., R.E.	Tortoreto.	
1037 Port Maintenance Coy., R.E.	Brindisi.	Det. Taranto, N. Africa.
2 (Italian) IWT Port Operating Coy.	Taranto.	Det. Brindisi.
1060 (Italian) Port Maintenance Sec.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
1063 (Italian) Docks Operating Coy.	Brindisi.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
3 Docks Operating Coy. S.A.T.C.	Naples.	
H.Q., No.5 Port Operating Group, R.E.	Bari.	Det. Barletta.
991 Port Operating Coy. R.E.	Bari.	
1007 Port Operating Coy., R.E.	Bari.	Det. Monopoli.
1014 Port Operating Coy., R.E.	Bari.	
1017 Port Operating Coy., R.E.	Bari.	
1021 Port Operating Coy., R.E.	Leghorn.	
1041 Port Operating Coy., R.E.	Bari.	
1019 Port Maintenance Coy., R.E.	Bari.	Det. Barletta.
4 Docks Workshop Section, R.E.	Bari.	
10 IWT Floating Crane Section, R.E.	Bari.	
1062 (Italian) Port Maintenance Sec.	Bari.	
921 (Italian) Docks Operating Coy.	Barletta.	
922 (Italian) Docks Operating Coy.	Bari.	
1 (Italian) IWT Port Operating Coy.	Bari.	
Attached No.5 Port Operating Group, R.E.		
1222/3 Ship Working Sections, R.E.	Bari.	
1224/5 Ship Working Sections, R.E.	Bari.	
2 Docks Operating Coy. S.A.T.C.	Bari	Det. Brindisi, Taranto.

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H.Q., No.1 Port Operating Group, R.E.	Brindisi.	Det. Taranto.	
992 Port Operating Coy., R.E.	Greece.		
997 Port Operating Coy., R.E.	Brindisi.		
1010 Port Operating Coy., R.E.	Greece.		
1015 Port Operating Coy., R.E.	Taranto.		
1027 Port Operating Coy., R.E.	Tartoreto.		
1037 Port Maintenance Coy., R.E.	Brindisi.	Det. Taranto, N. Africa.	
2 (Italian) IWT Port Operating Coy.	Taranto.	Det. Brindisi.	
1060 (Italian) Port Maintenance Sec.	Brindisi.		
1061 (Italian) Docks Operating Coy.	Taranto.		
1063 (Italian) Docks Operating Coy.	Brindisi.		
923 (Italian) Docks Operating Coy.	Taranto.		
924 (Italian) Docks Operating Coy.	Brindisi.		
3 Docks Operating Coy. S.A.E.C.	Naples.		
H.Q., No.5 Port Operating Group, R.E.	Bari.	Det. Barletta.	
991 Port Operating Coy. R.E.	Bari.		
1007 Port Operating Coy., R.E.	Bari.	Det. Monopoli.	
1014 Port Operating Coy., R.E.	Bari.		
1017 Port Operating Coy., R.E.	Bari.		
1021 Port Operating Coy., R.E.	Leghorn.		
1041 Port Operating Coy., R.E.	Bari.		
1019 Port Maintenance Coy., R.E.	Bari.	Det. Barletta.	
4 Docks Workshop Section, R.E.	Bari.		
10 IWT Floating Crane Section, R.E.	Bari.		
1062 (Italian) Port Maintenance Sec.	Bari.		
921 (Italian) Docks Operating Coy.	Barletta.		
922 (Italian) Docks Operating Coy.	Bari.		
1 (Italian) IWT Port Operating Coy.	Bari.		
Attached No.5 Port Operating Group, R.E.			
1222/3 Ship Working Sections, R.E.	Bari.		
1224/5 Ship Working Sections, R.E.	Bari.		
2 Docks Operating Coy. S.A.E.C.	Bari	Det. Brindisi, Taranto.	
H.Q., No.7 Port Operating Group, R.E.	Ancona.		
990 Port Maintenance Coy. R.E.	Ancona.	Det: Civitavecchia.	
993 Port Operating Coy., R.E.	Ancona.		
994 Port Operating Coy., R.E.	Ancona.		
1023 Port Operating Coy., R.E.	Ancona.		
1030 Port Operating Coy. R.E.	Ancona.		
1031 Port Operating Coy., R.E.	Ancona.	Det: N.africa.	
1064 Docks Operating Coy., R.E.	Ancona.		
3 (Italian) IWT Port Operating Coy.	Ancona.		

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APPENDIX 1.
Sheet 2.

LOCATION STATEMENT.
TH. UNITS, C.M.F.
31 MARCH 1945.

Unit.	Location.	Remarks.
H.Q. No.3 Port Constr. & Repair Gp.R.E.	Ancona.	
932 Port Constr. & Repair Coy.,R.E.	Bari.	Det. Ancona.
41 Harbour Construction Coy.,S.A.E.C.	Ancona.	Det. Ravenna.
HQ.,No.6 I.W.T. Group, R.E.	Ancona.	
945 IWT (Port) Operating Coy.,R.E.	Ancona.	Det. Bari, Pesaro, Senigallia.
947 IWT (Port) Operating Coy.,R.E.	Ancona.	Det. Brindisi.
1065 IWT Workshop Coy., R.E.	Ancona.	Det. Pesaro.
208 'Z' Craft Operating Coy.,I.E.	Leghorn.	
209 'Z' Craft Operating Coy.,I.E.	Ancona.	
1206 'Z' Craft Operating Coy.,R.E.	Greece.	
975 Port Repair Ship, R.E.	Naples.	
H.Q.,No.1 Railway C.& M. Group, R.E.	Riccione.	
150 Railway Construction Coy.,R.E.	Cesena.	Det. Rimini.
161 Railway Construction Coy.,R.E.	Rimini.	Det. Forli, Faenza.
1 Railway Bridging Section, R.E.	Gli Angelli.	
29 Railway Survey Coy.,R.E. 2 Sec.	Riccione.	
H.Q.No.1212 Railway C.& M.Group, R.E.	Porto Recanati.	
16 Railway Construction Coy., R.E.	Mondolfo Marotta.	Det. Senigallia.
159 Railway Construction Coy., R.E.	Porto San Elpidio.	
160 Railway Construction Coy., R.E.	Marina di Silva.	Det.Pescara.
2 Railway Bridging Section, R.E.	Ancona.	
29 Railway Survey Coy.,R.E. H.Q.	Porto Potenza Picena.	
No.1 Section.		
No.3 Section.	Figline.	
H.Q.,Railway Constr. Engrs., S.A.E.C.	Prato.	
38 Railway Construction Coy.S.A.E.C.	Mercatale.	
39 Railway Construction Coy.S.A.E.C.	Prato.	
40 Railway Construction Coy.S.A.E.C.	Prato.	Det. Grizzana.
Dets Railway & Harbour Comp:Op. Coy., S.A.E.C.	Mercatale & Vernio.	
61 Tunnelling Coy., S.A.E.C.	Serravalle.	

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932 Port Constr. & Repair Coy., R.E.	Bari.	Det. Ancona.
41 Harbour Construction Coy., S.A.E.C.	Ancona.	Det. Ravenna.
HQ., No.6 I.W.T. Group, R.E.	Ancona.	
945 IWT (Port) Operating Coy., R.E.	Ancona.	Det. Bari, Pesaro, Senigallia.
947 IWT (Port) Operating Coy., R.E.	Ancona.	Det. Brindisi.
1065 IWT Workshop Coy., R.E.	Ancona.	Det. Pesaro.
208 'Z' Craft Operating Coy., I.E.	Leghorn.	
209 'Z' Craft Operating Coy., I.E.	Ancona.	
1206 'Z' Craft Operating Coy., R.E.	Greece.	
975 Port Repair Ship, R.E.	Naples.	
H.Q., No.1 Railway C.& M. Group, R.E.	Riccione.	
150 Railway Construction Coy., R.E.	Cesena.	Det. Rimini.
161 Railway Construction Coy., R.E.	Rimini.	Det. Forli, Faenza.
1 Railway Bridging Section, R.E.	Gli Angelli.	
29 Railway Survey Coy., R.E. 2 Sec.	Riccione.	
H.Q. No.1212 Railway C.& M.Group. R.E.	Porto Recanati.	
10 Railway Construction Coy., R.E.	Mondolfo Marotta.	Det. Senigallia.
159 Railway Construction Coy., R.E.	Porto San Elpidio.	
160 Railway Construction Coy., R.E.	Marina di Silva.	Det. Pescara.
2 Railway Bridging Section, R.E.	Ancona.	
29 Railway Survey Coy., R.E. H.Q.	Porto Potenza Picena.	
No.1 Section.		
No.3 Section.	Figline.	
H.Q., Railway Constr. Engrs., S.A.E.C.	Prato.	
38 Railway Construction Coy. S.A.E.C.	Mercatale.	
39 Railway Construction Coy. S.A.E.C.	Prato.	
40 Railway Construction Coy. S.A.E.C.	Prato.	Det. Grizzana.
Dets Railway & Harbour Comp: Op. Coy., S.A.E.C.	Mercatale & Vernio.	
61 Tunnelling Coy., S.A.E.C.	Serravalle.	
62 Tunnelling Coy., S.A.E.C.	Vernio.	
187 Mech. Equipment (Tn) Coy., R.E.	Florence.	
45 Mech. Equipment (Tn) Pln., R.E.	Ancona.	
46 Mech. Equipment (Tn) Pln., R.E.	Rimini.	
88 Mech. Equipment (Tn) Pln., R.E.	Florence.	

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APPENDIX 1.
Sheet 8.

LOCATION STATEMENT.
UK. UNITS, C.M.F.
31 MARCH 194[illegible].

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Unit.	Location.	Remarks.
H.Q., No.4 Indian Rly O.& L. Group, I.E.	Ancona.	
120 Railway Construction Coy., I.E.	Ancona.	
136 Railway Maintenance Coy., I.E.	Ancona.	Det. Fabriano, Fano, Falconara.
H.Q., No.2 Railway Tele Coy., R.Sigs.	Rimini.	
102 Construction Section(Rly),R.Sigs.	Recanati.	
103 Construction Section(Rly),R.Sigs.	Fano.	Det. Cesena, Pesaro, Riccione.
72 Rly Telegraph Optg. Sec., R.Sigs.	Senigallia.	Det. Bari, Foggia, Brindisi, Foligno.
H.Q., No.3 Railway Tele. Coy., R.Sigs.	Florence.	
104 Construction Section(Rly),R.Sigs.	Ardenza.	Det. Leghorn, Cecina, Grosseto.
76 Rly Telegraph Optg. Sec., R.Sigs.	Rome.	Det. Bari, Riccione, Florence.
40 (R & P) Rly Telegraph Coy., SAOS.	Foligno.	Det. Orvieto, Orte.
D.D.Tn(Railways).	Ancona.	
H.Q., No.1 Railway Operating Group, R.E.	Falconara.	
152 Railway Operating Coy., R.E.	Palombina Nuovo.	Det. Falconara.
189 Railway Operating Coy., R.E.	Rimini.	Det. Cesena.
192 Railway Operating Coy., R.E.	Senigallia.	Det. Pesaro.
5 Railway Mobile Workshop, R.E.	Rimini.	
13 Railway Mobile Workshop, R.E.	Ancona.	
H.Q., No.2 Railway Operating Group, R.E.	Rome.	
154 Railway Operating Coy., R.E.	Foligno.	Det. Orte, Terni, Rome, Arezzo.
190 Railway Operating Coy., R.E.	Fabriano.	
2 Railway Mobile Workshop, R.E.	Chiusi.	
H.Q., No.3 Railway Operating Group, R.E.	Ancona.	(Forming part of D.D.Tn(Railways))
H.Q., Railway & Harbour Comp. Op. Coy. S.E.A.C.	Florence.	Det. Florence Prato.
Workshops.		
	Foligno.	Det. Pescara.

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183 Railway [illegible] Falconara.

H.Q., No.2 Railway Tele Coy., R.Sigs. Rimini.

102 Construction Section(Rly),R.Sigs. Recanati.
103 Construction Section(Rly),R.Sigs. Fano. Det. Cesena, Pesaro, Riccione.

72 Rly Telegraph Optg. Sec., R.Sigs. Senigallia. Det. Bari, Foggia, Brindisi, Foligno.

H.Q., No.3 Railway Tele. Coy., R.Sigs. Florence.

104 Construction Section(Rly),R.Sigs. Ardenza. Det. Leghorn, Cecina, Grosseto.

76 Rly Telegraph Optg. Sec., R.Sigs. Rome. Det. Bari, Riccione, Florence.

40 (R & H) Rly Telegraph Coy., SACS. Foligno. Det. Orvisto, Orte.

D.D.Tn(Railways). Ancona.

H.Q., No.1 Railway Operating Group, R.E. Falconara.

153 Railway Operating Coy., R.E. Palombina Nuovo. Det. Falconara.
189 Railway Operating Coy., R.E. Rimini. Det. Cesena.
192 Railway Operating Coy., R.E. Senigallia. Det. Pesaro.
5 Railway Mobile Workshop, R.E. Rimini.
13 Railway Mobile Workshop, R.E. Ancona.

H.Q., No.2 Railway Operating Group, R.E. Rome.

154 Railway Operating Coy., R.E. Foligno. Det. Orte, Terni, Rome, Arezzo.

190 Railway Operating Coy., R.E. Foligno.
2 Railway Mobile Workshop, R.E. Chiusi.

H.Q., No.6 Railway Operating Group, R.E. Ancona. (Forming part of D.D.Tn(Railways))

H.Q. Railway & Harbour Comp. Op. Coy. S.A.C. Florence. Det. Florence Prato.

Workshops.

163 Railway Workshop Coy., R.E. Foligno. Det. Pescara, Ancona, Foggia.

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Appendix 1.
Sheet 4.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
31 MARCH, 1945.

Unit.	Location.	Remarks.
H.Q., N°.3 Transportation Stores Gp.R.E. Rome.		
325 Tn.S.D. – 196 Tn.Stores Coy.,R.E.	Modugno, Nr. Bari.	
326 Tn.S.D. – 922 Tn.Stores Coy.,R.E.	Naples.	
328 Tn.S.S.D. – 922 Tn.Stores Coy.,R.E.	Casalnuovo.	
329 Tn.S.D. – 156 Tn.Stores Coy.,R.E.	Tiburtino, Rome.	
330 Tn.S.D. – 1069 Tn.Stores Coy.,R.E.	Falconara.	
– 186 Tn.Stores Coy.,R.E.	Falconara.	
331 Tn.S.D. – 24 Tn.Stores Coy.,R.E.	Leghorn.	
18 Tn. Stores Port Section, R.E.	Leghorn.	Det. Naples.
19 Tn. Stores Port Section, R.E.	Ancona.	Det. Bari.

Declassified E.O. 12356 Section 3.3/NND No. 780031

APPENDIX 1

Part 2.

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MOVES OF UNITS DURING MARCH 1945.

Unit	Strength	Vehicles	From	To	Date
H.Q., & 1 Sec 159 Rly Cons Coy	96	40	Prato	Civitanova Marche	2
Det 159 Rly Cons Coy., R.E.	77	10	Arezzo	Civitanova Marche	2
H.Q., & 2 Secs 160 Rly Cons Coy	139	34	Montecatini	Pescara	5
20 Italian Rly Emgr Coy.,	240	2	Montecatini	Pescara	8
7 Italian Rly Emgr Coy.,	185	4	Prato	Civitanova Marche	7
H.Q., 1 Italian Rly Emgr Bn	34	3	Prato	Civitanova Marche	7
H.Q., 2 Italian Rly Emgr Group	29	4	Rome	Monsummano	7
H.Q., 1212 Rly C. & M. Group	23	4	Florence	Loreto	10
H.Q., 29 Rly Survey Coy., R.E.	16	3	Prato	Loreto	10
Det 160 Rly Cons Coy., R.E.	153	30	Montecatini	Pescara	10
H.Q., 11 Harbour Cons Coy. R.E.	30	5	Ancona	Ravenna	12
45 Mech Equip (Pal) Plat R.E.	80	10	Monsummano	Ancona	15
Det 163 Rly Workshop Coy.,	16	2	Foligno	Pescara	18
Det 159 Rly Cons Coy., R.E.	72	14	Cortona	Porto Recanati	21
2 Rly Bridging				Porto	

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				Marche	
Det 159 Rly Cons Coy., R.E.	77	10	Arezzo	Civitanova Marche	2
H.Q., & 2 Secs 160 Rly Cons Coy	159	34	Montecatini	Pescara	5
20 Italian Rly Tngr Coy.,	240	2	Montecatini	Pescara	8
7 Italian Rly Tngr Coy.,	185	4	Prato	Civitanova Marche	7
H.Q., 1 Italian Rly Tngr Bn	34	3	Prato	Civitanova Marche	7
H.Q., 2 Italian Rly Tngr Group	29	4	Rome	Monsummano	7
H.Q., 1212 Rly C. & M. Group	33	4	Florence	Loreto	10
H.Q., 29 Rly Survey Coy., R.E.	16	3	Prato	Loreto	10
Det 160 Rly Cons Coy., R.E.	153	30	Montecatini	Pescara	10
H.Q., 41 Harbour Cons Coy. & Det	30	5	Ancona	Ravenna	12
45 Mech Equip (Tk.) Plm: R.E.	80	10	Monsummano	Ancona	15
Det 163 Rly Workshop Coy.,	16	2	Foligno	Pescara	18
Det 159 Rly Cons Coy., R.E.	72	14	Cortona	Porto Recanati	21
2 Rly Bridging Section, R.E.	25	4	Orvieto	Porto Recanati	26
1027 Port Op Coy., R.E.	250	6	Brindisi	Teramo	27

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APPENDIX 2.
Sheet 1.

ADMINISTRATION. 122

1. REVISION OF ESTABLISHMENTS AND FORMATION OF UNITS.

(a) H.Q's PORT OPERATING GROUPS, R.E. and PORT OPERATING COYS. R.E.

The conversion of the following units from Docks Groups, R.E. and Docks Operating Coys., R.E. respectively is virtually completed.

H.Q. 1 Port Operating Group, R.E.
H.Q. 5 Port Operating Group, R.E.
H.Q. 7 Port Operating Group, R.E.
991 Port Operating Coy., R.E.
992 Port Operating Coy., R.E.
993 Port Operating Coy., R.E.
997 Port Operating Coy., R.E.
1010 Port Operating Coy., R.E.
1014 Port Operating Coy., R.E.
1015 Port Operating Coy., R.E.
1017 Port Operating Coy., R.E.
1023 Port Operating Coy., R.E.
1027 Port Operating Coy., R.E.

(b) TRANSPORTATION STORES COYS., R.E.

The conversion of units as below is proceeding satisfactorily

(i) 24 Tn Stores Coy. R.E. from W.E. CH/114/1(XII/203/1) to W.E. IV/20A/1.

(ii) 922 Tn Stores Coy. R.E. from W.E. IV/20/3 to W.E. CH/120/1.

(c) Amendments to the following War Establishments (mainly in respect of M.T. and M.T. personnel) have been approved by War Establishments Committee, A.F.H.Q. and recommended to War Office :-

(i) PORT CONSTRUCTION AND REPAIR.

A Port Construction & Repair Coy. R.E. (IV/213/2).

A Port Repair Ship, R.E. (IV/117/2).

(ii) PORT MAINTENANCE.

A Port Maintenance Coy., R.E. (IV/22N/2).

(iii) INLAND WATER TRANSPORT.

An H.Q. I.W.T. Group, R.E. (IV/222/1).

An I.W.T. (Port) Operating Coy., R.E. (IV/1931/228/1).

(iv) MECHANICAL EQUIPMENT.

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H.Q. 5 Port Operating Group, R.E.
H.Q. 7 Port Operating Group, R.E.
991 Port Operating Coy., R.E.
992 Port Operating Coy., R.E.
993 Port Operating Coy., R.E.
997 Port Operating Coy., R.E.
1010 Port Operating Coy., R.E.
1014 Port Operating Coy., R.E.
1015 Port Operating Coy., R.E.
1017 Port Operating Coy., R.E.
1023 Port Operating Coy., R.E.
1027 Port Operating Coy., R.E.

(b) TRANSPORTATION STORES COYS., R.E.

The conversion of units as below is proceeding satisfactorily

(i) 24 Tn Stores Coy. R.E. from W.E. CI/114/1(VII/203/1) to W.E. IV/26A/1.

(ii) 922 Tn Stores Coy. R.E. from W.E. I/20/3 to W.E. CI/123/1.

(c) Amendments to the following War Establishments (mainly in respect of M.T. and M.T. personnel) have been approved by War Establishments Committee, A.F.H.Q. and recommended to War Office :-

(i) PORT CONSTRUCTION AND REPAIR.

A Port Construction & Repair Coy. R.E. (IV/213/2).

A Port Repair Ship, R.E. (IV/117/2).

(ii) PORT MAINTENANCE.

A Port Maintenance Coy., R.E. (IV/22N/2).

(iii) INLAND WATER TRANSPORT.

An H.Q. I.W.T. Group, R.E. (IV/222/1).

An I.W.T. (Port) Operating Coy., R.E. (IV/1931/228/1).

(iv) MECHANICAL EQUIPMENT.

An H.Q. Mechanical Equipment (Tn) Coy., R.E.(IV/22C/4).

A Mechanical Equipment (Tn) Platoon, R.E. (IV/22D/3).

(v) RAILWAY CONSTRUCTION.

An H.Q. Railway Constr & Maint Group, R.E. (IV/15/2).

A Railway Construction Coy., R.E. (IV/16/4).

A Railway Survey Coy., R.E. (IV/13/2).

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(vi) RAILWAY OPERATING AND RAILWAY WORKSHOPS.

A Railway Operating Coy., R.E. (IV/16/4).

A Railway Workshop Coy., R.E. (IV/21/5).

A Railway Mobile Workshop Coy., R.E. (IV/184/3).

(d) The War Establishments Committee L.F.H.Q. have approved amendments to the the following War Establishments but authority to implement the amendments (mainly in respect of M.T. and M.E. personnel) has not yet been issued.

An I.W.T. Workshop Coy., R.E. (CE/283/1).

A Railway Bridging Section, R.E. (CE/357/1).

(e) War Office have authorised the implementation of an amendment to W.E. IV/10/2 in respect of H.Q. 3 TRANSPORTATION STORES GROUP, R.E. to include an additional Car 4 x 2. LightUtility and one Driver I.C. when the Group is responsible for four or more Companies.

2. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Lieut.	C.	Foster.	Tn./FHQ.	Posted to Inc.Rly.Op. Ops.w.e.f. 3.3.45.
Lieut. (Miss)	E.P.	Rowe. (WAAS)	X(iv) List.	Posted to Tn./FHQ w.e.f. 27.2.45.

(b) Railway Operating.

Lieut.	J.T.	Peck.	Inc.Rly.Op. Groups.	Posted to 192 Rly.Op. Coy. w.e.f. 3.3.45.
Lieut.	W.L.	Tescroft.	X(iv) List.	Attached to 154 Rly.Op. Coy.w.e.f. 25.3.45.
Lieut.	A.E.	Greves.	X(iv) List.	Attached to 154 Rly.Op. Coy. w.e.f. 25.3.45.
Lieut.	H.R.	Henson.	X(iv) List.	Attached to 163 Rly W/ Shop Coy.w.e.f. 25.3.45.
Lieut.	E.W.	Stringer.	X(iv) List.	Attached HQ 2 Rly.Op.Gp. w.e.f. 31.3.45.
Lieut.	H.	Simons.	X(iv) List.	Attached HQ 2 Rly.Op.Gp. w.e.f. 31.3.45.
Lieut.	H.J.	Rowsell.	X(iv) List.	Attached 189 Rly.Op. Coy w.e.f. 31.3.45.

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amendments to WE the following [illegible] implement the amendments (mainly in respect of M.T. and H.T. personnel) has not yet been issued.

An I.W.T. Workshop Coy., R.E. (CM/283/1).

A Railway Bridging Section, R.E. (CM/357/1).

(c) War Office have authorised the implementation of an amendment to W.E. IV/10/2 in respect of H.Q. 3 TRANSPORTATION STORES GROUP, R.E. to include an additional Car 4 x 2, light Utility and one Driver I.C. when the Group is responsible for four or more Companies.

2. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Lieut.	C.	Foster.	Tn.AFHQ.	Posted to Inc.Rly.Op. Cps.w.e.f. 3.3.45.
Lieut. (Miss)	E.P.	Rowe. (WAAS)	X(iv) List.	Posted to Tn.AFHQ w.e.f. 27.2.45.

(b) Railway Operating.

Lieut.	J.W.	Peck.	Inc.Rly.Op. Groups.	Posted to 192 Rly.Op. Coy. w.e.f. 3.3.45.
Lieut.	W.L.	Bencroft.	X(iv) List.	Attached to 154 Rly.Op. Coy.w.e.f. 25.3.45.
Lieut.	A.E.	Greves.	X(iv) List.	Attached to 154 Rly.Op. Coy. w.e.f. 25.3.45.
Lieut.	H.R.	Hanson.	X(iv) List.	Attached to 163 Rly W/ Shop Coy.w.e.f. 25.3.45.
Lieut.	E.W.	Stringer.	X(iv) List.	Attached HQ 2 Rly.Op.Gp. w.e.f. 31.3.45.
Lieut.	H.	Simons.	X(iv) List.	Attached HQ 2 Rly.Op.Gp. w.e.f. 31.3.45.
Lieut.	H.J.	Rowsell.	X(iv) List.	Attached 189 Rly.Op. Coy.w.e.f. 31.3.45.
Lieut.	K.	Hetheson.	X(iv) List.	Attached 189 Rly.Op. Coy. w.e.f. 31.3.45.

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(c) Railway Construction.

Capt.	R.O.	Pakes.	900 Port Maint Coy.	Posted to X(iv) List in W/S Rank of Lieut (4121 untmy reversion) and att'd to HQ 1 Rly C & M Gp. w.e.f. 27.3.45.
Lieut.	A.I.	Webb.	X(iv) List.	Attached to HQ 1 Rly C & M Gp. w.e.f. date of reporting for duty.
2/Lieut.	J.H.	Pickering.	X(iv) List.	Posted to 89 WE (Tn) Pln w.e.f. 26.3.45. and is att'd to 1019 Port Maint Coy. w.e.f. 26.3.45.
Lieut.	J.M.	Fogarty.	X(iv) List att'd 1212 E.C.K.G.	Posted to 10 Rly. Constr Coy. w.e.f. 26.2.45.

(d) Docks.

Capt.	H.	McNeill.	208 Ind Z Craft Op Coy IE.	Posted to 209 Ind Z Craft Op.Coy.IE w.e.f. 13.3.45.
Lieut.	D.	Crowley.	209 Ind Z Craft OP Coy IE.	Posted to 208 Ind Z Craft Op.Coy.IE and granted A/Rank of Capt w.e.f. 13.3.45.
Lieut.	C.A.	Meadows.	X(iv) List att'd 994 Port Op Coy.	Transferred to Corps of Royal Engineers and posted to 994 Port Op Coy w.e.f. 12.1.45.
Lieut.	E.J.	Merrton.	1027 Port Op Coy.	Posted to HQ 1 Port Op Gp and granted A/Rank of Capt w.e.f.10.3.45.
Lieut.	F.T.	Grey.	1027 Port Op Coy.	Posted to 994 Port Op Coy and granted A/Rank of Capt w.e.f. 26.2.45.
Lieut.	T.H.E.	Horton.	1224/5 Ship Working Sec.	Posted to HQ 5 Port Op Gp w.e.f. 19.3.45.
Lieut.	J.L.	Carney.	X(iv) List.	Att'd HQ 5 Port Op Gp w.e.f. 22.3.45 and posted to 1014 Port Op

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				reporting for duty.
2/Lieut.	J.B.	Pickering.	X(iv) List.	Posted to 89 LE (Tn) Pln w.e.f. 25.3.45. and is att'd to 1019 Port Maint Coy. w.e.f. 26.3.45.
Lieut.	J.M.	Fogarty.	X(iv) List att'd 1212 E.C.& M.Gp.	Posted to 10 Rly. Constr Coy. w.e.f. 26.2.45.

(d) Docks.

Capt.	H.	McNeill.	208 Ind Z Cr ft Op Coy IE.	Posted to 209 Ind Z Craft Op.Coy.IE w.e.f. 13.3.45.
Lieut.	D.	Crowley.	209 Ind Z Craft OP Coy IE.	Posted to 208 Ind Z Craft Op.Coy.IE and granted A/Rank of Capt w.e.f. 13.3.45.
Lieut.	C.A.	Meadows.	X(iv) List att'd 994 Port Op Coy.	Transferred to Corps of Royal Engineers and posted to 994 Port Op Coy w.e.f. 12.1.45.
Lieut.	F.J.	Moreton.	1027 Port Op Coy.	Posted to HQ 1 Port Op Gp and granted A/Rank of Capt w.e.f. 10.3.45.
Lieut.	E.T.	Grey.	1027 Port Op Coy.	Posted to 994 Port Op Coy and granted A/Rank of Capt w.e.f. 28.2.45.
Lieut.	T.H.E.	Horton.	1224/5 Ship Working Sec.	Posted to HQ 5 Port Op Gp w.e.f. 19.3.45.
Lieut.	J.L.	Carney.	X(iv) List.	Att'd HQ 5 Port Op Gp w.e.f. 22.3.45 and posted to 1014 Port Op Coy w.e.f. same date.
Lieut.	W.B.	Mich.	X(iv) List.	Att'd HQ 7 Port Op Gp w.e.f. 21.3.45 and posted to 1064(M)Docks Op Coy w.e.f. same date.

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(d) Docks. (Cont'd).

Lieut.	F.P.	Hughes.	X(iv) List.	Att'd HQ 7 Port Op Gp w.e.f.21.3.45. and posted to 1023 Port Op Coy w.e.f. same date.
Lieut.	R.L.	Fredd.	X(iv) List.	Posted to 1060 Italian Port Maint Soc w.e.f. 14.3.45.
Lieut.	J.F.L.	Smalley.	1023 Port Op Coy.	Posted to 1030 Port Op Coy w.e.f. 26.3.45.
Lieut.	J.W.	Woodhouse.	1007 Port Op Coy.	Posted to HQ 7 Port Op Gp and granted A/Rank of Capt w.e.f. 29.3.45.
Lieut.	H.D.	Williams.	993 Port Op Coy.	S.O.S. on proceeding to U.K. w.e.f. 28.3.45.
Lieut.	J.H.	Mason.	Inc.Rly.Op. Groups.	Posted to 990 Port Maint Coy and granted A/Rank of Capt w.e.f. 27.3.45.

(e) Stores.

Lieut.	R.J.	Wheeland.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 922 Tn Stores Coy w.e.f. 14.3.45.

(f) Finance.

No change.

3. MANPOWER.

Officers.

Vacancies on Tn Staff.	- Nil.
Arrived in KMF 41.	- 8 Officers made up of: Mech Dept 1. Rly Op (Traffic) 3. Rly Op (Elec.T) 1. Port Op 2. Port Maint. 1.
Demanded by GHQ. 2nd Echelon for KMF 42.	- 3 Officers made up of: Rly Op (Loco) 1. Tn Stores 1.

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				14.3.45.
Lieut.	J.F.L.	Smalley.	1023 Port Op Coy.	Posted to 1030 Port Op Coy w.e.f. 26.3.45.
Lieut.	J.W.	Woodhouse.	1007 Port Op Coy.	Posted to Hq 7 Port Op Gp and granted A/Rank of Capt w.e.f. 29.3.45.
Lieut.	H.D.	Williams.	993 Port Op Coy.	S.O.S. on proceeding to U.K. w.e.f. 26.3.45.
Lieut.	J.H.	Mason.	Inc.Rly.Op. Groups.	Posted to 990 Port Maint Coy and granted A/Rank of Capt w.e.f. 27.3.45.

(e) Stores.

Lieut.	R.J.	Wheatland.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 922 Tn Stores Coy w.e.f. 14.3.45.

(f) Finance.

No change.

3. MANPOWER.

Officers.

Vacancies on Tn Staff.	-	Nil.
Arrived in MMF 41.	-	8 Officers made up of: Mech Eqpt 1. Rly Op (Traffic) 3. Rly Op (Elec.T) 1. Port Op 2. Port Maint. 1.
Demanded by GHQ. 2nd Echelon for MMF 42.	-	3 Officers made up of: Rly Op (Loco) 1. Tn Stores 1. IWT Workshops 1.
Demanded by GHQ. 2nd Echelon for MMF 43.		19 Officers made up of: Elec.Trac(Constr) 1. Marine Eng (Port Repair Ship) 1. Port Op. 15. Rly Survey 1. Tn Stores 1.

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OTHER RANKS.

Arrived in MEF 41. - 8

Demanded by GHQ, 2nd Echelon for MEF 42. - 22

Demanded by GHQ, 2nd Echelon for MEF 43. - Nil.

Overall theatre deficiencies and surpluses by trades as at 31 March 45 are shown on page 6.

4. LEAVE TO U.K.

A total of 5 Officers and 181 Other Ranks have departed for leave in U.K. since the commencement of the LI.A.P. scheme. Of these 1 Officer and 24 Other Ranks left during March.

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APPENDIX 2.
Sheet 6.

SURPLUS AND DEFICIENCIES BY TRADES, AGAINST WAR ESTABLISHMENTS OF TRANSPORTATION UNITS IN O.M.F.

POSITION AS AT 31 MARCH 1945.

TRADE.	1. SIR.	2. DET.
Bakers.	1	
Blacksmith.	18	3
Blacksmith Strikers.	25	
Blacksmith Electric.	42	
Bricklayers.	59	
Bricklayers Labourers.	13	
Cabinet & Pattern Makers.	7	
Carpt & Wdwk Repairers.	102	
(Shipwright).		
Clerks General)	44	
Clerks Rly)		
Coopers.		
Coppersmith.		
Draughtsmen.		
Driver T.C. (C)	73	1
Driver T.C. (E)		
Driver Crane.	42	3
Drivers T.C.		
Drivers Operators.	10	1
Electn Diesel.	79	
Electn Mtnce.	228	
Electn Wireless.		
Electr T.C.		
Electrn M.T.		
Engine Fitters M.T.		
Engine Fitters T.C.		
Engine Repr T.C.		
Fishermen T.C.		
Fitters.		
Fitters Loco.		
Fitters Marine.		
Fitters R.C.		
Fitters Diesel.		
Fitters Loco Steam.		
Fitters Rly Stns.		

TRADE.	1. SIR.	2. DET.
Hairdressers.	11	2
Hammermen.	6	
Hammermen Labourers.	4	
Hammermen Strikers.	5	16
Instrument Repairers.	103	5
Labourers.	28	50
Linemen.	2	
Linemen Labourers.	1	
Loco Boilermakers.	73	2
Loco Boilermakers Labourers.	3	
Loco Boilermakers Strikers.	7	
Loco Cleaners.	10	3
Loco Firemen.	2	1
Loco Firemen Labourers.	1	
Loco Firemen Strikers.	3	
Loco Shed Labourers.	7	1
Loco Shed Strikers.	2	
Loco Steamraising Labourers.	1	
Loco Steamraising Strikers.	1	
Loco Turners.	1	
Loco Turners Labourers.	1	
Loco Turners Strikers.	1	
Machinists.	1	1
Machinists Labourers.	1	
Machinists Strikers.	1	
Masons.	4	
Masons Labourers.	40	
Masons Strikers.	2	
Motor Mechanics.	32	
Motor Mechanics Labourers.	14	
Motor Mechanics Strikers.	1	
Painters.	2	
Painters Labourers.	1	
Painters Strikers.	1	
Patternmakers.	28	
Patternmakers Labourers.	1	
Patternmakers Strikers.	1	
Plumbers.		
Quarrymen.		
R.E.C. (Steam).		
Riggers.		
Riveters.		
Sawyers.		
Sheet Met. Workers.		
Shipwrights.		
Steel Benders.		
Steelwork Erectors.		
Stevedores.		
Studer S.E.		
Storemen T.D.		
Surveyors Engr.		
Untrained.		
Timbermen R.C.		
Traffic Ops.		
Trimmers.		
Welders.		
Wagon Erector.		

TRADE.	1. SIR.	2. DET.
WOs & S/Sgts.	1	
Rly Op.	1	
Drs. Rec.	16	
Qrmr Sgmen.	1	

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| | | |

APPENDIX 3.

Sheet 1.

EMPLOYMENT OF ITALIAN UNITS.

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1. Italian Docks Operating Coys., I.W.T.Coys., and Port Maint., Sections.

(a) Locations of Units are as follows:-

Unit.		Location.
921	(Italian) Docks Operating Coy.	Barletta
922	" " " "	Bari
923	" " " "	Taranto
924	" " " "	Brindisi
1061	" (Co-Operator) Docks Op Coy.	Taranto
1063	" " " "	Brindisi
No.1	" I.W.T. (Port) Op Coy.	Bari
No.2	" " " " "	Brindisi and Taranto
No.3	" " " " "	Ancona
1060	" Port Maintenance Section.	Brindisi
1062	" " " " "	Bari

(b) Italian Docks Operating Companies.

The strengths of the Italian Docks Operating Companies compared with War Establishments are as under:-

	Number of Company.							
	921	922	923	924	1063 Br	1063 It	1061 Br	1061 IT
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sjts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	356
Actual.								
Officers.	8	10	8	12	3	7	3	4
W.O's & Sjts.	37	38	23	25	8	14	8	15
Rank & File.	388	384	422	393	8	343	8	346

The technical efficiency of the above units has continued at about the same level as previously.

(c) Italian I.W.T. Companies.

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Unit.

921	(Italian)	Docks Operating Coy.	Barletta
922	"	" " "	Bari
923	"	" " "	Taranto
924	"	" " "	Brindisi
1061	"	(Co-Operator) Docks Op Coy.	Taranto
1063	"	" " "	Brindisi
No.1	"	I.W.T. (Port) Op Coy.	Bari
No.2	"	" " " "	Brindisi and Taranto
No.3	"	" " " "	Ancona
1060	"	Port Maintenance Section.	Brindisi
1062	"	" " " "	Bari

(b) Italian Docks Operating Companies.

The strengths of the Italian Docks Operating Companies compared with War Establishments are as under:-

	Number of Company.							
	921	922	923	924	1063 Br	1063 It	1061 Br	1061 IT
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sjts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	356
Actual.								
Officers.	8	10	9	12	3	7	3	4
W.O's & Sjts.	37	38	23	25	8	14	8	15
Rank & File.	398	384	422	393	8	343	8	346

The technical efficiency of the above units has continued at about the same level as previously.

(c) Italian I.W.T. Companies.

The strengths of these units compared with War Establishments are given overleaf.

/to sheet 2...

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	W.E.	Strengths No.1	No.2	No.3
Officers.	4	5	6	5
W.O's & Sjts.	19	25	22	24
Rank & File.	189	186	185	185

The Technical efficiency of No.1 (Italian) I.W.T. Company and No.3 (Italian) I.W.T. Company is still well below the standard required if these units are to cope with the demands which will be made upon them when further Northern Italian ports are opened.

Plans are being put into effect to give the personnel of No.2 (Italian) I.W.T. Company training in the operation of 'Z' Craft as a safeguard in the event of having to release further Indian 'Z' craft personnel from this theatre.

(c) Port Maintenance Sections.

The strengths of the two Italian Port Maintenance Sections in East Italy are:-

W.E.	Number of Sections. 1060. Brit.	1060. Italian.	1062. Brit.	1062. Italian.
Officers.	1	-	1	-
W.O's & Sjts.	1	2	1	2
Rank & File.	2	56	2	55
Actual.				
Officers.	-	-	-	-
W.O's & Sjts.	1	2	1	2
Rank & File.	2	56	2	53

Favourable reports are made on the work of these sections by employing units. It is planned to send 1060 Port Maintenance Section to Ancona with a view to making available much needed assistance for 930 Port Maintenance Company.

2. Italian Railway Engineer Units.

(c) The formation of the last programmed No.6 Rly Engineer Battn is now complete except for one Coy. The

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Company and No.3 (Italian) I.W.T. Company is still well below the standard required if these units are to cope with the demands which will be made upon them when further Northern Italian ports are opened.

Plans are being put into effect to give the personnel of No.2 (Italian) I.W.T. Company training in the operation of 'Z' Craft as a safeguard in the event of having to release further Indian 'Z' craft personnel from this theatre.

(d) Port Maintenance Sections.

The strengths of the two Italian Port Maintenance Sections in East Italy are:-

	Number of Section.			
	1060.		1062.	
I.W.T.	Brit.	Italian.	Brit.	Italian.
Officers.	1	-	1	-
W.O's & Sjts.	1	2	1	2
Rank & File.	2	55	2	55
Actual.				
Officers.	-	-	-	-
W.O's & Sjts.	1	2	1	2
Rank & File.	2	56	2	53

Favourable reports are made on the work of these sections by employing units. It is planned to send 1060 Port Maintenance Section to Ancona with a view to making available much needed assistance for 990 Port Maintenance Company.

2. Italian Railway Engineer Units.

(a) The formation of the last programmed No.6 Rly Engineer Battn is now complete except for one Coy. The Battn. H.Q. are to be transferred from ROME to OSIMO near ANCONA while No.4 and 5 Coys are working under No.4 Indian Rly Constr. and Maint. Group. I.E., at ANCONA and RIMINI respectively.

The reserve Coy of this Battn. is still in course of formation at ROME and is waiting for long promised drafts of reinforcements.

(b) The strength of the Italian Rly Units is showing a welcome increase and now amounts to an all ranks strength of 3265 or 13% above the figure for last month. The

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numbers of reinforcements promised last month did not come up to expectations and demands for a further 521 have been made. 2118

With the liberation of Northern Italy some 250 time expired personnel will be released and provision must be made to find replacements.

(c) During the month a reinforcement training centre was set up at PISA through which 429 personnel have passed. At this centre reinforcements are clothed and equipped and given elementary military training before being drafted to Companies.

(d) The location and unit strengths are as follows:-

Unit.		Location.	Officers.	O.R's	Total.
Italian Rly Engr.	Inspect.	Rome.	12	58	70
1st It. Rly Engr.	Group HQ.	Ancona.	7	24	31
5th It. Rly Engr.	Battn HQ.	Rome.	5	18	23
	1st Coy.	Ancona.	5	221	226
	3rd Coy.	Rimini.	5	202	207
	19th Coy.	Roma.	5	29	34 +
13th It. Rly Engr.	Battn.HQ.	Riccione.	5	17	22
	8th Coy.	Fano.	6	222	228
	21st Coy.	Cesena.	5	224	229
	31st Coy.	Forli.	5	170	175
2nd It. Rly Engr.	Group HQ.	Tonsummano.	8	22	30
1st It. Rly Engr.	Battn HQ.	Porto Potenza Picena.	5	18	23
	2nd Coy.	Pesaro.	5	159	164
	7th Coy.	Civitanova.	6	194	200
	20th Coy.	Fossombrone.	6	170	176
2nd It. Rly Engr.	Battn HQ.	Ardenza (Livorno)	5	20	25
	9th Coy.	Empoli.	5	186	191
	16th Coy.	Livorno.	5	226	231
	24th Coy.	Pisa.	6	227	233
3rd It. Rly Engr.	Battn HQ.	Pisa.	5	21	26
	6th Coy.	Pisa.	6	233	239
	18th Coy.	Firenze.	4	252	256
	23rd Coy.	Empoli	5	221	226
			131	3134	3265

+ In course of formation.

3. Administration of Italian Units.

(a) Italian Docks & I.W.T. Units.

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(c) During the month a reinforcement training centre was set up at PISA through which 129 personnel have passed. At this centre reinforcements are clothed and equipped and given elementary military training before being drafted to Companies.

(d) The location and unit strengths are as follows:-

Unit.		Location.	Officers.	O.R's	Total.
Italian Rly Engr.	Inspect.	Rome.	12	58	70
1st It. Rly Engr.	Group HQ.	Ancona.	7	24	31
6th It. Rly Engr.	Battn HQ.	Rome.	5	18	23
	1st Coy.	Ancona.	5	221	226
	3rd Coy.	Rimini.	5	202	207
	10th Coy.	Rome.	5	29	34 +
13th It. Rly Engr.	Battn.HQ.	Riccione.	5	17	22
	6th Coy.	Fano.	6	222	228
	21st Coy.	Cosenz.	5	224	229
	31st Coy.	Forli.	5	170	175
2nd It. Rly Engr.	Group HQ.	Fossumano.	8	22	30
1st It. Rly Engr.	Battn HQ.	Porto Potenza Picena.	5	18	23
	2nd Coy.	Fano.	5	159	164
	7th Coy.	Civitanova.	6	194	200
	20th Coy.	Roseto.	6	170	176
2nd It. Rly Engr.	Battn HQ.	Ardenza (Livorno)	5	20	25
	9th Coy.	Empoli.	5	186	191
	16th Coy.	Livorno.	5	225	231
	24th Coy.	Pisa.	6	227	233
3rd It. Rly Engr.	Battn HQ.	Pisa.	5	21	26
	6th Coy.	Pisa.	6	233	239
	18th Coy.	Firenze.	4	252	256
	23rd Coy.	Empoli	5	221	226
			131	3134	3265

+ In course of formation:

3. Administration of Italian Units.

(a) Italian Docks & I.W.T. Units.

The general administration of the Italian Companies is on the whole improving and with the advent of better weather should continue to do so. The two I.W.T. Companies mentioned above, however, still give cause for concern. The personnel changes in No.3 (Italian) I.W.T. Company in Ancona have improved the standard of discipline but it is too early to say whether this improvement will be carried over to technical work. As far as No.1

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(Italian) I.W.T. Company is concerned, few personnel changes have been effected. The administration and technical work of the Company is not good.

(b) Italian Railway Engineer Units.

Proposals have been submitted by the Director of Italian Railway Engineer Troops for a substantial increase of the W.E. of his H.Q., to cover the unforeseen commitments of Record Office and Reinforcement Transit Camp. The proposals are being considered by the M.M.I.A., W.E. Committee.

There is, at last, some indication that these units are capable of administering themselves without undue Allied supervision. Maintenance stores now reach the units direct from Italian Army sources without the need of special provision action by this Directorate.

All units are making steady headway and satisfactory reports are received of their work in the field.

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SUMMARIES OF PORT FACILITIES.

AS AT 31 MAR 45.

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1. TARANTO

(a) Berths available.

No.	Type	Draft	Remarks
1.	MT/Stores	25' 6"	
2.	"	24'	
3.	"	19'/23'	
4.	MT only	12'/23'	
5.	"	18'/21'	
6.	MT/Stores	18'/22'	
6A.	"	17'/22'	
7.	"	17'/20'	
12.	Coal Wharf	12'/24'	Also used as lighter berth.
15.	MT/Stores	22' 6"	
	Oil Tanker Jetty		
	Naval Coal Berth	21'	

(b) Floating Equipment.

Tugs	1 Civilian 5 W.D.
Craft	2 Launches
Lighters & Barges	7 R.C.L.s 18 Civilian Lighters

Floating Cranes

Revolving, steam	150	tons	Max.	Load)	
Fixed "	90	"	"	")	All use is
Revolving, electric	40	"	"	")	subject to
" , steam	20	"	"	")	R.N. requirements

Dredgers.

1 Suction
1 Grab
1 Bucket (not in working order)

(c) Shore Cranes and Equipment.

4 R.R.	6 Tons	1 P&H Lorry mounted	5/7 Tons
1 Coles	3 "	1 R.R.	8½ "

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2.	"	24'	
3.	"	19'/23'	
4.	MT only	12'/23'	
5.	"	18'/21'	
6.	MT/Stores	18'/22'	
6A.	"	17'/22'	
7.	"	17'/20'	
12.	Coal Wharf	12'/24'	Also used as lighter berth.
15.	MT/Stores	22' 6"	
	Oil Tanker Jetty		
	Naval Coal Berth	21'	

(b) Floating Equipment.

Tugs	1 Civilian 5 W.D.
Craft	2 Launches
Lighters & Barges	7 R.C.L.s 18 Civilian Lighters

Floating Cranes

Revolving, steam	150 tons	Max. Load)	
Fixed "	90 "	" ")	All use is
Revolving, electric	40 "	" ")	subject to
" , steam	20 "	" ")	R.N. requirements

Dredgers.

1 Suction
1 Grab
1 Bucket (not in working order)

(c) Shore Cranes and Equipment.

4 R.R.	6 Tons	1	P&H Lorry mounted	5/7	Tons
1 Coles	3 "	1	R.R.	8½	"
1 " (steam, Rly)	3 "	3	Hyster	2	
1 FB40	3 "	3	Clark Carloaders		
		12	Lister Tractors		

(d) Rail facilities.

Number of rail served berths = 6
Number of wagons which can be set up for loading at one time. = 84
Lighter Quay now rail served = 20 extra wagons.

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2. . . : BRINDISI

(a) Berths Available.

No.	Type	Draft	Remarks.
1.	Coaster	21'	
2.	MT/Stores	23'6"	
3.	Coaster	23'6"	
4.	MT/Stores	23'	
5.	"	28'	
6.	"	23'6"	
7.	MT	23'	
8.	MT/Stores	21'	
9.	Coaster	22'	
10.	Lighter	20'	

Total berths available.

MT/Stores	5
MT	1
Coaster	3
RN Collier	1
Lighter Quays	2

(b) Floating Equipment.

Tugs	2 Civilian 3 W.D.
Craft	2 Launches
Lighters & Barges	6 R.C.Ls 14 Mines/Minus 12 Civilian Lighters 1 Steel (Mideast type)
Dredgers	Nil

Floating Cranes.

1 Diesel Electric = 40 tons
1 Steam Sheerlegs = 8 tons at 5 Metres.
Maximum Lift 9 Metres.

(c) Shore Cranes and Equipment.

1 R.B.10	5 tons	2 Coles	3 tons
5 Hyster	2 "	3 Jones	3 "
1 Wasserhutte	7 "	2 Morris	5 "
1 FB 45	2½ "	3 Cheeseide Tractors	
1 Linkbelt Speeder	5 "		
1 R & R	6 "		
1 R & R	10 "		

(d) Rail facilities.

Number alongside rail served berths	10
Number quays rail served	2

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5.	"	26'	MT	
6.	"	23'6"	Coaster	3
7.	MT	23'	RN Collier	1
8.	MT/Stores	21'	Lighter Quays	2
9.	Coaster	22'		
10.	Lighter	20'		

(b) Floating Equipment.

Tugs	2 Civilian	
	3 W.D.	
Craft	2 Launches	
Lighters & Barges	6 R.C.Ls	
	14 Minca/Minus	
	12 Civilian Lighters	
	1 Steel (Mideast type)	
Dredgers	Nil	

Floating Cranes.

1 Diesel Electric	=	40 tons
1 Steam Sheerlegs	=	8 tons at 5 Metres. Maximum Lift 9 Metres.

(c) Shore Cranes and Equipment.

1 R.B.19	5 tons	2 Coles	3 tons
5 Hyster	2 "	3 Jones	3 "
1 Wesserhutte	7 "	2 Morris	5 "
1 FB 45	2½ "	3 Chaseside Tractors	
1 Linkbelt Speeder	5 "		
1 R & R	6 "		
1 R & R	10 "		

(d) Rail facilities.

Number alongside rail served berths	10
Number quays rail served	2
Number of wagons which can be set up for loading at one time.	130

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3. BARI

(a) Berths Available.

No.	Type	Draft	Remarks
1/4	Lighter		
Upper berth	"		
5.	Naval	16'	
6.	Coaster	19' 6"	
7.	"	20'	
8.	Schooner	15'	
10.	"	16'	
11.	Schooner (Naval)	28/30'	
12.	Coal	28/30'	
13.	MT/Stores	28/30'	
14.	Liberty	28/30'	
15.	"	30'	
16.	MT/Stores	30'	
17.	Liberty	32'	
18.	"	33'	
19.	Liberty (M.T.only)	33'	Narrow quay.
21/31			Deep sea. Stern on holding berths

2 "Z" Craft berths.
1 Tanker berth.

(b) Floating Equipment.

Tugs	2 Civilian
	8 W.D.
Craft	2 Motor Launches
Lighters & Barges	3 Z Craft
	16 R.C.Ls
	45 Mince/Minus
	9 Steel Barges (Mideast Type)
	4 Civilian Lighters

Grain Elevator Nil.

W.D. Pontoon Derrick 107 = 60 Tons
Italian Floating Crane S.936 5 "

(c) Shore Cranes and Equipment.

Italian W.D.

61 Tons

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6.	Coaster	15' 6"	
7.	"	20'	
8.	Schooner	15'	
10.	"	16'	
11.	Schooner (Naval)	20/30'	
12.	Coal	28/30'	
13.	MT/Stores	28/30'	
14.	Liberty	26/30'	
15.	"	30'	
16.	MT/Stores	30'	
17.	Liberty	32'	
18.	"	33'	
19.	Liberty (M.T.only)	33'	Narrow quay.
21/31			Deep sea. Stern on holding berths

2 "Z" Craft berths.
1 Tanker berth.

(b) Floating Equipment.

Tugs	2 Civilian
	8 W.D.
Craft	2 Motor Launches
Lighters & Barges	3 Z Craft
	16 R.C.Ls
	45 Mincs/Minus
	9 Steel Barges (Mideast Type)
	4 Civilian Lighters

Grain Elevator Nil.

W.D. Pontoon Derrick 107 = 60 Tons
Italian Floating Crane S.936 5 "

(c) Shore Cranes and Equipment.

Italian

3 Electric Quay Cranes	5 Tons
1 Tracked Fiat	12 "
1 Steam Lloyd	

W.D.

1 R.R.	8½ Tons
2 R.R.	10 "
6 R.R.	3½ "
11 R.R.	6 "
3 Marion Portal	3 "
3 Hysters	2 "
1 Coles	3 "
1 Morris	5 "
1 10 R.B.	
1 44 Bucyrus Eyrie	20 "
14 Clark Carloaders	
7 Chaseside Tractors	
1 Fordson "	
17 Lister "	

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(c) Shore Cranes and Equipment (Contd)

Shore Plant

Grain Silo. Berth 15.

(d) Rail facilities

Number of rail served berths = 8
Number of wagons which can be set up for loading at one time = 120

4. BARLETTA

(a) Berths Available.

No.	Type	Draft		Remarks
3.	Coaster	16'		Restricted to 250' long
4.	"	17'		" " 300' "
5.	"	14'		" " 200' "
7.	"	15'		" " 265' "
9.	"	19')	620'	Depths alongside 21'
10.	"	19')	620'	but entrance channel
11.	"	19')	75'	allows 19' only
12.	Berths 6 & 8 for Schooners	19')	75'	

(b) Floating Equipment.

- N i l -

(c) Shore Cranes and Equipment.

2 Coles 3 Tons. 3 Clark Carloaders.
1 Hyster 2 Tons. 1 Chaseside Tractor.
1 Stanley 1 Ton. 1 Lister Tractor.

(d) Rail Facilities.

Number of Rail served berths = 6
Number of wagons which can be set up for loading at one time = 50.

5. ANCONA.

(a) Berths available.

No.	Type.	Draft.	Remarks.

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4. BARLETTA

(a) Berths Available.

No.	Type	Draft		Remarks
3.	Coaster	16'		Restricted to 250' long
4.	"	17'		" " 300' "
5.	"	14'		" " 200' "
7.	"	15'		" " 265' "
9.	"	19')	620'	Depths alongside 21'
10.	"	19')	620'	but entrance channel
11.	"	19')	75'	allows 19' only
12.	Berths 6 & 8 for Schooners	19')	75'	

(b) Floating Equipment.

- N i l -

(c) Shore Cranes and Equipment.

2 Coles	3	Tons.	3 Clark Carloaders.
1 Hyster	2	Tons.	1 Chaseside Tractor.
1 Stenhey	1	Ton.	1 Lister Tractor.

(d) Rail Facilities.

Number of Rail served berths = 6
Number of wagons which can be set up for loading at one time = 50.

5. ANCONA.

(a) Berths available.

No.	Type.	Draft.	Remarks.
Bulk POL	Tanker	30 ft.	
1.(Stern on)	Liberty	24 ft.	Temporarily not available.
3	Lighter	8 ft.	
4	Liberty (Lightened)	21 ft.	
6 (Stern on)	Liberty	24 ft.)	Also discharge of lighters.
7 (Stern on)	Liberty	24 ft.)	
12 (Stern on)	Liberty	24 ft.	
13	Coaster	19 ft. 6 ins.	Also used by personnel & Hospital Ships.
14	Coaster	20 ft.	

/ Cont'd Berth 15.

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5. (Cont'd)

ANCONA (Cont'd)

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(a) Berths available. (Cont'd)

No.	Type.	Draft.	Remarks.
15) 16) 17)	Lighter	4'6"/12'	3 Hards on berth 17
18	Lighter & Schooner	12'/17'	1 Hard.
19) 20) 21)	Coasters	16'/20'	Berth 21 used as anchorage for Liberty (Stern on = 24')
22	Liberty (Lightened)	24'	

(b) Floating Equipment

Tugs.	20 W.D.
Craft.	4 Launches.
	5 Outboard Motors.
Lighters & Barges.	15 'Z' Craft.
	33 RCLs.
	62 Mince/Minus.
Dredgers.	NIL.

(c) Shore Cranes and Equipment.

1	37 RB.		1	Bunger	10 Tons.
3	19 RB	5 Tons.	2	Coles	
5	10 RB	3½ Tons.	5	Hyster	2 Tons.
1	Koehring	20Tons.	9	R.R.	3½/5 Tons.

1 10 tons Scotch Derrick
12 Towmotors
3 Chaseside Tractors
10 Lister Trucks

(d) Rail facilities

Berth	4	2 sidings	
"	6	1 "	
"	7	1 "	
"	14	1 "	
"	15/16/17	5 "	2 for loading, 1 running road, 2 for standing and shunting.
"	19/20/21	3 "	1 for loading, 2 for standing and shunting.

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18	Lighter & Schooner	12'/17'	1 Hard.
19)			
20)	Coasters	16'/20'	Berth 21 used as anchorage for Liberty (Stern on = 24')
21)			
22	Liberty (Lightened)	24'	

(b) Floating Equipment

Tugs.	20 W.D.
Craft.	4 Launches.
	5 Outboard Motors.
Lighters & Barges.	15 'Z' Craft.
	33 RCLs.
	62 Mince/Minus.
Dredgers.	NIL.

(c) Shore Cranes and Equipment.

1	37 RB.		1	Bunger	10 Tons.
3	19 RB	5 Tons.	2	Coles	
5	10 RB	3½ Tons.	5	Hyster	2 Tons.
1	Kochring	20Tons.	9	R.R.	3½/5 Tons.

1 10 tons Scotch Derrick
12 Townotors
3 Chaseside Tractors
10 Lister Trucks

(d) Rail facilities

Berth	4	2	sidings	
"	6	1	"	
"	7	1	"	
"	14	1	"	
"	15/16/17	5	"	2 for loading, 1 running road, 2 for standing and shunting.
"	19/20/21	3	"	1 for loading, 2 for standing and shunting.
"	22	2	"	

Number of wagons which can be set up for loading at one time = 130

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BARGE ERECTION POSITION AT END OF MARCH 1945.

Port	Craft	Total completed prior to 1 Mar.	Total completed during March	Under construction	Awaiting construction
Bari	Minus Barges X	10	–	–	–
	Minca Barges	87	–	–	30
	R.C.L.	36	–	–	–
Brindisi	Minus Barges	–	–	–	–
	Minca Barges	44	–	–	1
	R.C.L.	22	–	–	–
Molfetta	Minus Barges	–	–	–	–
	Minca Barges	47	–	–	–
	R.C.L.	35	–	–	–
Ancona	Minca Barges	1	–	–	–
Mola di-Bari	R.C.L.	26	–	–	–
Taranto	Minca Barges	–	–	–	3
	R.C.L.	1	–	–	–
Totals	Minus Barges X	10	–	–	–
	Minca Barges 0	179	–	–	34 +
	R.C.L.	120	–	–	–

X - 1 Minus sunk
0 - 1 Minca sunk (Sengallia)

1 Minca handed over to R.N.
5 RCLs " " " "
12 " " " " Force 266
1 " " " " F.F. Service

+ 32 complete Mincas
complete Minca sto
assembly, or trans

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Appendix No.5.

BARGE ERECTION POSITION AT END OF MARCH 1945.

	Total completed prior to 1 Mar.	Total completed during March	Under construction	Awaiting construction	Total Received
s X	10	–	–	–	10
s	87	–	–	30	117
	36	–	–	–	36
s	–	–	–	–	–
s	44	–	–	1	45
	22	–	–	–	22
s	–	–	–	–	–
s	47	–	–	–	47
	35	–	–	–	35
s	1	–	–	–	1
	26	–	–	–	26
s	–	–	–	3	3
	1	–	–	–	1
s X	10	–	–	–	10
s O	179	–	–	34 +	213
	120	–	–	–	120

1 Minca handed over to R.N.
lia) 5 RCLs " " " "
12 " " " " Force 266
1 " " " " F.F. Service

+ 32 complete Mincas & 2 partly complete Minca stored waiting assembly, or transhipment.

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WORKS COMPLETED DURING MARCH, 1945.

Job No.	Agency	Location	Description	Size	Co
LINE 65, ROME - CHIUSI - AREZZO.					
65/106	2 Rly Bgd. Section, Italian State Rlys.	Bassano	Additional repairs to Bridge 5 at Km.92.4	Flood protection works	3
65/107	2 Rly Bgd. Section	Castiglione in Teverina.	Additional repairs to Bridge 7 at Km.109.3.	Flood protection works	2
65/117	'59 Rly Const. Coy.	Castiglion Fiorentino	Additional repairs to Bridge 43 at Km.208.0	1 No. 40' Sectional span	2
LINE 65, FLORENCE - PRATO.					
65/412	159 Rly Const. Coy.	Prato	Calenzone (exclusive) to Prato (inclusive)	5.3 Km. track repairs	
LINE 65, PRATO - BOLOGNA.					
65/521	701 Artisan Wks.Coy.	Vaiano	Repairs to tunnel 6 at Km.30.4.	Clear debris at portals and rebuild lining.	1
65/523	701 Artisan Wks.Coy.	Vernio	Repairs to tunnel 8 at Km.31.8.	Clear debris at portals and rebuild lining.	1
65/524	701 Artisan Wks.Coy.	Vernio	Repairs to tunnel 9 at Km.32.1	Clear debris at portals and rebuild lining.	2
65/532	39 Rly Const. Coy. S.A.E.C.	Crizzana	Repairs to tunnel 17 at Km.59.0.	Clear debris at portals and rebuild lining.	2
65/533	38 Rly Const. Coy. S.A.E.C.	Vaiano	Repairs to Bridge 6 at Km.31.3.	3 No. 35 ft. R.S.Js and 2 No. 41 ft. Yunnan Burma spans.	3

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WORKS COMPLETED DURING MARCH, 1945.

cation	Description	Size	Date of completion	Remarks.
ano	Additional repairs to bridge 5 at Km.92.4	flood protection works	31.3.45.	
tiglione in prina.	Additional repairs to bridge 7 at Km.109.3.	flood protection works	24.3.45.	
tiglion rentino	Additional repairs to Bridge 43 at Km.208.0	1 No. 40' sectional span	27.3.45.	
to	Calenzano (exclusive) to Prato (inclusive)	5.3 Km. track repairs	3.3.45.	
ano	Repairs to tunnel 6 at Km.30.4.	clear debris at portals and rebuild lining.	10.3.45.	
nio	Repairs to tunnel 8 at Km.31.8.	clear debris at portals and rebuild lining.	10.3.45.	
nio	Repairs to tunnel 9 at Km.32.1	clear debris at portals and rebuild lining.	24.3.45.	
zzana	Repairs to tunnel 17 at Km.59.0.	clear debris at portals and rebuild lining.	24.3.45.	
ano	Repairs to Bridge 6 at Km.31.6.	3 No. 35 ft. R.S.Js and 2 No. 41 ft. Yuman Burma spans.	31.3.45.	

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Job No.	Agency	Location	Description	Size	G
65/592	39 Rly Const. Coy. S.A.E.C.	Prato	Deviation No.3. Km.20.3 to Km.21.0	0.7 Km. track	
LINE 86, ORTONA - ANCONA.					
86/51	I.S.R. Contractor	Ortona	Repairs to tunnel at Km.368.0.	Clear debris and rebuild arch ring.	
86/66	I.S.R. Contractor	Francavilla	Repairs to Bridge at Km.358.31	7/8 metre brick arches	
86/76	I.S.R. Contractor	Atri Pineto	Repairs to Bridge at Km.333.16.	5/8 metre brick arches	
86/78	I.S.R. Contractor	Roseto	Atri Pineto (exclusive) to Roseto (inclusive)	9.1 Km. track repairs	
LINE 86, ANCONA - RIMINI - FAENZA - BOLOGNA.					
86/212	Italian State Rlys.	Falconara	Additional loco facilities	Repairs to running shed	
86/233	136 Ind. Rly Maint.Coy.	Ancona	Additional facilities	Sidings to berths 14 and 15 at Docks.	
86/307	10 Rly Const. Coy.	Senigallia	Doubling Bridge 6 at Km.180.091	1 No. 24 ft. R.S.J span	
86/308	10 Rly Const. Coy.	Senigallia	Doubling Bridge 8 at Km.178.945	Repairs in masonry	
86/311	10 Rly Const. Coy.	Senigallia	Doubling Bridge 12 at Km.177.026	3 No. 24 ft. R.S.J spans	

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WORKS COMPLETED DURING MARCH, 1945 (contd).

ion	Description	Size	Date of Completion	Remarks.
	Deviation No.5. Km.20.5 to Km.21.0	0.7 Km. track	10.3.45.	
ca	Repairs to tunnel at Km.360.0.	Clear debris and rebuild arch ring.	25.3.45.	
avilla	Repairs to Bridge at Km.366.31	7/8 metre brick arches	23.3.45.	
Pineto	Repairs to Bridge at Km.373.16.	5/8 metre brick arches	27.3.45.	
to	Tri Pineto (exclusive) to Roseto (inclusive)	9.1 Km. track repairs	21.3.45.	
BOLOGNA.				
onara	Additional loco facilities	Repairs to running shed	21.3.45.	
ns	Additional facilities	Sidings to berths 14 and 15 at Docks.	14.3.45.	
gallia	Doubling Bridge 6 at Km.180.091	1 No. 24 ft. R.S.J span	9.3.45.	
gallia	Doubling Bridge 8 at Km.178.945	Repairs in masonry	6.3.45.	
gallia	Doubling Bridge 12 at Km.177.026	3 No. 24 ft. R.S.J spans	5.3.45.	

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WORKS COMPLETED DURING MARCH, 1945 (contd).

Job No.	Agency	Location	Description	Size	D comp
86/316A	10 Rly Const. Coy.	Mondolfo Marotta	Doubling Bridge 29 at Km.166.025.	1 No. 55 ft. R.S.J span.	
86/320A	46 M.E.(Tn) Platoon	Fano	Doubling Bridge 49 at Km.155.48	Fill	
86/323A	1 Rly Bdg. Section 150 Rly Const. Coy.	Pesaro	Doubling Fano (exclusive) to Pesaro (inclusive)	12.9 Km. track repairs	
86/326A	150 Rly Const. Coy.	Cattolica	Doubling Pesaro (exclusive) to Cattolica (inclusive)	15.1 Km. track repairs	20
86/328A	150 Rly Const. Coy.	Riccione	Doubling Cattolica (exclusive) to Riccione (inclusive)	8.3 Km. track repairs	
86/330A	150 Rly Const. Coy.	Riccione	Doubling Bridge 82 at Km. 118.172 (R. Marano)	1 No.40 ft. Sectional and 1 No. 5 ft. extension span.	
86/331A	150 Rly Const. Coy.	Rimini	Doubling Bridge 86 at Km. 111.570 (R. Ausa).	Repairs to existing spans	
86/332A	150 Rly Const. Coy.	Rimini	Doubling Riccione (exclusive) to Rimini (inclusive)	10 Km. track repairs	31
86/333A	150 Rly Const. Coy.	Rimini	Doubling Bridge 87 at Km. 110.505 (R.Marecchia)	2 No. 35 ft. R.S.J spans	20
86/334A	150 Rly Const. Coy.	Rimini	Doubling Bridge 88 at Km. 109.65 (R. Marecchia)	3 No. 47 ft. Yunnan Burma spans	1
86/335A	150 Rly Const. Coy.	S. Arcangelo	Doubling Rimini (exclusive) to S. Arcangelo (inclusive)	10.1 Km. track repairs	2

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WORKS COMPLETED DURING MARCH, 1945 (Contd).

Location	Description	Size	Date of Completion	Remarks.
ndolfo Marotta	Doubling Bridge 29 at Km.166.023.	1 No. 35 ft. R.S.J span.	6.3.45.	
no	Doubling Bridge 49 at Km.155.48	Fill	2.3.45.	
saro	Doubling Fano (exclusive) to Pesaro (inclusive)	12.5 Km. track repairs	7.3.45.	
ttolica	Doubling Pesaro (exclusive) to Cattolica (inclusive)	15.1 Km. track repairs	20.3.45.	
ccione	Doubling Cattolica (exclusive) to Riccione (inclusive)	8.3 Km. track repairs	2.3.45.	
ccione	Doubling Bridge 82 at Km. 118.172 (R. Marano)	1 No.40 ft. Sectional and 1 No. 5 ft. extension span.	1.3.45.	
mini	Doubling Bridge 86 at Km. 111.570 (R. Ausa).	Repairs to existing spans	9.3.45.	
mini	Doubling Riccione (exclusive) to Rimini (inclusive)	10 Km. track repairs	31.3.45.	
mini	Doubling Bridge 87 at Km. 110.505 (R.Marecchia)	2 No. 55 ft. R.S.J spans	20.3.45.	
mini	Doubling Bridge 88 at Km. 109.65 (R. Marecchia)	3 No. 47 ft. Yunnan Burma spans	16.3.45.	
Arcangelo	Doubling Rimini (exclusive) to S. Arcangelo (inclusive)	10.1 Km. track repairs	23.3.45.	

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WORKS CO PLANNED DURING MARCH, 1945 (contd).

Job No.	Agency	Location	Description	Size	C
86/338A	150 Rly Const. Coy.	Savignano	Doubling S. Arcangelo (exclusive) to Savignano (inclusive)	4.6 Km. track repairs	
86/339A	150 Rly Const. Coy.	Savignano	Doubling Bridge 91 at Km.95.06 (R. Fiumicino)	1 No. 55 ft. U.C.R.B span	
86/341A	150 Rly Const. Coy.	Gambettola	Doubling Savignano (exclusive) to Gambettola (inclusive)	6.4 Km. track repairs	
86/344A	150 Rly Const. Coy.	Cesena	Doubling Gambettola (exclusive) to Cesena (inclusive)	7.1 Km. track repairs	
86/345A	150 Rly Const. Coy.	Cesena	Doubling Bridge 95 at Km.81.232 (R. Savio)	5 No. 56 ft. Yuma Warren spans.	
86/346A	161 Rly Const. Coy.	Forlimpopoli	Doubling Bridge 97 at Km.76.14	1 No. 27 ft. R.S.J span	
86/347A	161 Rly Const. Coy.	Forlimpopoli	Doubling Cesena (exclusive) to Forlimpopoli (inclusive)	11.2 Km. track repairs	
86/	161 Rly Const. Coy.	Forli	Repairs to Bridge 105 at Km.57.574	1 No. 55 ft. R.S.J span	
86/351A	161 Rly Const. Coy.	Forli	Doubling Bridge 105 at Km.57.574	1 No. 55 ft. R.S.J span	
86/352	161 Rly Const Coy.	Forli	Repairs to Bridge 106 at Km.57.425	1 No. 55 ft. R.S.J span	
86/352A	161 Rly Const. Coy.	Forli	Doubling Bridge 106 at Km.57.425	1 No. 55 ft. R.S.J span	

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WORKS CO MPLETED DURING MARCH, 1945 (Contd).

Location	Description	Size	Date of Completion	Remarks.
Savignano	Doubling S. Arcangelo (exclusive) to Savignano (inclusive)	4.6 Kms. track repairs	9.3.45.	
Savignano	Doubling Bridge 91 at Km.95.86 (R. Fiumicino)	1 No. 55 ft. U.C.R.S span	4.3.45.	
Gambettolo	Doubling Savignano (exclusive) to Gambettolo (inclusive)	6.4 Km. track repairs	7.3.45.	
Cesena	Doubling Gambettolo (exclusive) to Cesena (inclusive)	7.1 Km. track repairs	9.3.45.	
Cesena	Doubling Bridge 95 at Km.81.252 (R. Savio)	5 No. 56 ft. Yuman Girder spans.	7.3.45.	
Forlimpopoli	Doubling Bridge 97 at Km.76.14	1 No. 27 ft. R.S.J span	12.3.45.	
Forlimpopoli	Doubling Cesena (exclusive) to Forlimpopoli (inclusive)	11.2 Km. track repairs	7.3.45.	
Forli	Repairs to Bridge 105 at Km.57.374	1 No. 35 ft. R.S.J span	14.3.45.	
Forli	Doubling Bridge 105 at Km.57.374	1 No. 35 ft. R.S.J span	16.3.45.	
Forli	Repairs to Bridge 106 at Km.57.423	1 No. 35 ft. R.S.J span	14.3.45.	
Forli	Doubling Bridge 106 at Km.57.423	1 No. 35 ft. R.S.J span	9.3.45.	

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WORKS COMPLETED DURING MARCH, 1945 (Contd).

Job No.	Agency	Location	Description	Size
86/353	161 Rly Const. Coy.	Faenza	Repairs to Bridge 108 at Km.50.027 (R. Lamone)	4 No. 60 ft. U.C.R.B spans
86/355	161 Rly Const. Coy.	Faenza	Forli (exclusive) to Faenza (inclusive)	14.5 Km. track repairs
LINE 67, ORTE - TERNI - FOLIGNO - FALCONARA.				
87/57A	1 Rly Bridg. Section	Serra San Quirico	Additional repairs to Bridge 28 at Km.244.138.	1 No. 150 ft. lattice girder span.
87/72A	136 Ind. Rly. Maint. Coy.	Chiaravalle	Additional repairs to Bridge 39 at Km.270.6 (R. Esino).	Flood protection works
87/105	136 Ind. Rly. Maint. Coy.	Falconara	Additional local facilities.	Underground fuel oil reservoir
LINE 302, FOGGIA - POTENZA.				
302/8	Italian State Rlys.	Rochetta	Permanent repairs to bridge 1 at Km.47.62	1 No. 8 metre masonry arch

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WORKS COMPLETED DURING MARCH, 1945 (Contd).

Location	Description	Size	Date of completion	Remarks.
Faenza	Repairs to Bridge 108 at Km.50.027 (R. Lamone)	4 No. 60 ft. U.C.R.B spans	23.3.45.	
Faenza	Forli (exclusive) to Faenza (inclusive)	14.9 Kms. track repairs	23.3.45	
SC - FALCONARA				
Serra San Quirico	Additional repairs to Bridge 26 at Km.244.138.	1 No. 150 ft. lattice girder span.	29.3.45.	
Chiaravalle	Additional repairs to Bridge 39 at Km.278.6 (R. Esino).	Flood protection works	8.3.45.	
Falconara	Additional loco facilities.	Underground fuel oil reservoir	19.3.45.	
Rochetta	Permanent repairs to Bridge 1 at Km.47.82	1 No. 8 metre masonry arch	3.3.45.	

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WORKS IN PROGRESS AT 31ST MARCH, 1945.

Job No.	Agency.	Location.	Description.	Size.	Progress	C
Line 65. ROME - CHIUSI - AREZZO.						
65/104	120 Ind.Rly.Maint. Coy.	Arezzo.	Rome (excl) to Arezzo (incl)	Maintenance	-	
65/109	I.S.R.	Allerona	Additional repairs to tunnel at Km. 139.1	Additional clearance and repairs.	-	
65/111	I.S.R.	Ficulle	Additional repairs to tunnel at Km. 142.7	Additional clearance and repairs.	-	
65/114	120 Ind.Rly.Maint. Coy.	Cannucia	Additional repairs to Br. 40 at Km. 198.70	2/31' R.S.J. spans	30	3
65/115	120 Ind.Rly.Maint. Coy.	Cannucia	Additional repairs to Br. 41 at Km. 201.8	2/31' R.S.J. spans	35	
65/120	I.S.R.	Castiglion Fiorentino	Additional repairs to Br. 45 at Km. 211.6	Flood protection works	-	
65/121	I.S.R.	Castiglion Fiorentino	Additional repairs to Br. 46 at Km. 212.1	Flood protection works	-	
65/123	120 Ind.Rly.Maint. Coy.	Chiusi	Additional repairs to Br. 23 at Km. 166.2	1/80' U.C.R.B. span	40	
Line 65. PRATO - BOLOGNA.						
65/501	38 Rly. Constr.Coy. (S...E.C)	Vernio	Km. 30 to Km. 35	5 Kms. track repairs.	85	
65/502	62 Tunnelling Coy. (S...E.C)	Precedence	Km. 35 to Km. 47	12 Kms. track repairs.	89	

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WORKS IN PROGRESS AT 31ST MARCH, 1945.

Location.	Description.	Size.	% Progress	Estd. date of Completion.	Remarks.
Arezzo.	Rome (excl) to Arezzo (incl)	Maintenance	-	-	
Allerone	Additional repairs to tunnel at Km. 139.1	Additional clearance and repairs.	-	-	
Ficulle	Additional repairs to tunnel at Km. 142.7	Additional clearance and repairs.	-	-	
Chiusi	Additional repairs to Br. 40 at Km. 196.70	2/31' R.S.J. spans	30	30.4.45.	
Chiusi	Additional repairs to Br. 41 at Km. 201.8	2/31' R.S.J. spans	35	-	
Castiglion Fiorentino	Additional repairs to Br. 45 at Km. 211.6	Flood protection works	-	-	
Castiglion Fiorentino	Additional repairs to Br. 46 at Km. 212.1	Flood protection works	-	-	
Chiusi	Additional repairs to Br. 23 at Km. 166.2	1/80' U.C.F.E. span	40	-	
Vernio	Km. 30 to Km. 35	5 Kms. track repairs.	85	-	
Precedenso	Km. 35 to Km. 47	12 Kms. track repairs.	89	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress
65/503	39 Rly.Constr.Coy. (S.A.E.C)	Grizzano	Km. 47 to Km. 61	14 kms. track repairs.	75
65/510	40 Rly.Constr.Coy. (S.A.E.C)	S.Benedetto	Station yard.	General track repairs.	80
65/511	40 Rly.Constr.Coy. (S.A.E.C)	Grizzano	Station yard.	Construction of railway.	75
65/518	39 Rly.Constr.Coy. (S.A.E.C) 664 A.W. Coy.R.E.	Vernio	Repairs to Tunnel 3 at Km. 24.7	Clear debris at portals and rebuild lining.	90
65/519	664 A.W. Coy.R.E.	Vernio	Repairs to Tunnel 4 at Km. 26.5	Clear debris at portals and rebuild linung.	95
65/528	656 A.W. Coy.R.E.	Vernio	Repairs to Tunnel 13 at Km. 35.2	Clear debris at portals and rebuild lining.	30
65/529	656 A.W. Coy.R.E.	Vernio	Repairs to Tunnel 14 at Km. 35.7	Clear debris at portals and rebuild lining.	83
65/530	62 Tunnelling Coy. 39 Rly.Constr.Coy. 40 Rly.Constr.Coy. (S.A.E.C)	Precciensco	Repairs to Tunnel 15. Km. 37.2 to Km. 35.7 (Apennine Tunnel)	Clearance of debris and rebuild lining.	-
65/547	38 Rly.Constr.Coy. (S.A.E.C)	Vernio	Deviation No. 2 Km. 32.3 to Km. 35.0	2.7 Kms. track	82
65/554	38 Rly.Constr.Coy. (S.A.E.C) 701 A.W. Coy.R.E.	Vernio	Repairs to Br. 7 at Km. 32.4	2/90', 1/85' and 1/75' U.C.R.E. spans.	50

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Location.	Description.	Size.	Progress	Estd. date of Completn.	Remarks.
Grizzano	Km. 47 to Km. 61	14 kms. track repairs.	75	-	
S.Benedetto	Station yard.	General track repairs.	80	-	
Grizzano	Station yard.	Construction of railroad.	75	-	
Veiano	Repairs to Tunnel 3 at Km. 24.7	Clear debris at portals and rebuild lining.	90	-	
Veiano	Repairs to Tunnel 4 at Km. 28.5	Clear debris at portals and rebuild lining.	95	-	
Vernio	Repairs to Tunnel 13 at Km. 35.2	Clear debris at portals and rebuild lining.	30	-	
Vernio	Repairs to Tunnel 14 at Km. 35.7	Clear debris at portals and rebuild lining.	83	-	
Precenzo	Repairs to Tunnel 15. Km. 37.2 to Km. 35.7 (Apennine Tunnel)	Clearance of debris and rebuild lining.	-	-	See text of report.
Vernio	Deviation No. 2 Km. 32.3 to Km. 35.0	2.7 Kms. track	82	-	
Vernio	Repairs to Br. 7 at Km. 32.4	2/90', 1/85' and 1/75' U.C.R.S. spans.	50	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress	Est. Completion
65/555	701 A.W.Coy. 38 Rly.Constr.Coy. (S...E.C)	Vernio	Repairs to Br. 8 at Km. 32.6	2/90', 1/85' and 1/75' U.C.R.B. spans.	65	
65/563	38 Rly.Constr.Coy. (S...E.C)	Vernio	Repairs to Br. 12 at Km. 33.4	2/41' Yarman Bursk and 2/33' R.S.J. spans	97	
65/568	39 Rly.Constr.Coy. (S.A...C)	Grizzano	Repairs to Br. 17 at Km. 60.8	4/75' U.C.R.B. spans	80	
65/569	40 Rly.Constr.Coy. (S...E.C)	Grizzano	Repairs to Br. 18 at Km. 61.6	German R.S.J. spans	90	
65/583	40 Rly.Constr.Coy. (S...E.C)	Monzuno	Repairs to Br. 32 at Km. 70.6	1/90' U.C.R.B. span	16	
65/593	39 Rly.Constr.Coy. 40 Rly.Constr.Coy. (S...E.C) 656 A.W. Coy.R.E.	Vaiano	Deviation No. 4 Km. 22.5 to Km. 24.0	1.5 Kms track.	75	
65/595	38 Rly.Constr.Coy. (S...E.C)	Vernio	Deviation No. 6 Km. 35.3 to Km. 35.5	0.3 Kms track	55	
Line 86 LECCE - BRINDISI - BARI - FOGGIA - ANCONA.						
86/43	I.S.R. Contractor	Ortona	Repairs to tunnel at Km. 371.30	Clear debris and rebuild arch ring.	90	
86/55	I.S.R. Contractor	Tollocenoso	Ortona (excl) to Tollocenoso (incl)	7.3 Kms. track repairs.	30	
86/56	160 Rly.Constr.Coy.	Francavilla	Tollocenoso (excl) to Francavilla (incl)	5.1 Kms. track repairs.	65	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd.)

Location.	Description.	Size.	Progress	Estimated of Completion.	Remarks.
Vernio	Repairs to Br. 8 at Km. 32.6	2/90', 1/85' and 1/75' U.C.R.B. spans.	65	-	
Vernio	Repairs to Br. 12 at Km. 35.4	2/41' Yunnan Burma and 2/35' R.S.J. spans	97	-	
Grizzano	Repairs to Br. 17 at Km. 60.8	4/75' U.C.R.B. spans	80	-	
Grizzano	Repairs to Br. 18 at Km. 61.6	German R.S.J. spans	90	-	
Monzuno	Repairs to Br. 32 at Km. 70.6	1/90' U.C.R.B. span	16	-	
Vairano	Deviation No. 4 Km. 22.3 to Km. 24.0	1.5 Kms track.	75	-	
Vernio	Deviation No. 6 Km. 35.3 to Km. 35.5	0.3 Kms track	55	-	
BARI - FOGGIA - ANCONA.					
Ortona	Repairs to tunnel at Km. 371.30	Clear debris and rebuild arch ring.	90	-	
Tollocenoso	Ortona (excl) to Tollocenoso (incl)	7.3 Kms. track repairs.	30	-	
Francavilla	Tollocenoso (excl) to Francavilla (incl)	5.1 Kms. track repairs.	65	-	

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WORKS IN PROGRESS AT 31st MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress	Estd. date of Completion
86/57	I.S.R.Contractor	Pineta di Pescara	Francavilla (excl) to Pineta di Pescara (incl)	5.4 Kms track repairs.	40	-
86/58	I.S.R.Contractor	Pescara P.W.	Pineta di Pescara (excl) to Pescara P.W. (incl)	2.5 Kms track repairs	45	-
86/59	I.S.R.Contractor	Pescara Cent.	Pescara P.W. (excl) to Pescara Centrale (incl)	1.4 Kms track repairs.	40	-
86/60	I.S.R.Contractor	Tollocanese	Repairs to Br. at Km. 367.43	3/8 metre brick arches	40	-
86/61	I.S.R.Contractor	Tollocanese	Repairs to Br. at Km. 366.93	1/8 metre brick arch	60	-
86/62	I.S.R.Contractor	Tollocanese	Repairs to Br. at Km. 366.60	5/8 metre brick arches	60	-
86/63	I.S.R.Contractor	Tollocanese	Repairs to Br. at Km. 365.33	1/6 metre brick arch	90	-
86/64	I.S.R.Contractor	Tollocanese	Repairs to Br. at Km. 363.05	5/40' Scotland spans 3 extended to 45'	25	-
86/65	I.S.R.Contractor	Francavilla	Repairs to Br. at Km. 358.40	Gap completely filled.	80	-
86/67	I.S.R.Contractor	Pescara	Repairs to Br. at Km. 354.30	2/6 metre brick arches	90	-
86/68	160 Rly.Constr.Coy.	Pescara	Repairs to Br. at Km. 350.09 (R.Pescara)	1/12 m. 1/20 m. and 1/64 m. steel spans.	35	-

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ROADS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Location.	Description.	Size.	% Progress.	Estd. date of Compltn.	Remarks.
Pineta di Pescara	Francavilla (excl) to Pineta di Pescara (incl)	5.4 Kms track repairs.	40	-	
Pescara F.S.	Pineta di Pescara (excl) to Pescara F.S. (incl)	2.5 Kms track repairs	45	-	
Pescara Cent.	Pescara F.S. (excl) to Pescara Centrale (incl)	1.4 Kms track repairs.	40	-	
Tollocanoso	Repairs to Br. at Km. 367.40	3/8 metre brick arches	40	-	
Tollocanoso	Repairs to Br. at Km. 366.98	1/8 metre brick arch	80	-	
Tollocanoso	Repairs to Br. at Km. 366.66	5/8 metre brick arches	60	-	
Tollocanoso	Repairs to Br. at Km. 365.33	1/6 metre brick arch	90	-	
Tollocanoso	Repairs to Br. at Km. 363.05	5/40' Sectional spans 3 extended to 45'	25	-	
Francavilla	Repairs to Br. at Km. 358.40	Gap completely filled.	80	-	
Pescara	Repairs to Br. at Km. 354.35	2/3 metre brick arches	90	-	
Pescara	Repairs to Br. at Km. 350.89 (R.Pescara)	1/12 m. 1/20 m. and 1/6 m. steel spans.	35	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress	Estd.date of Complth.	Rem
86/69	I.S.R.Contractor	Montesilvano	Repairs to Br. at Km. 346.11	1/1 metre brick arch	40	-	
86/70	160 Fly.Constr.Coy.	Montesilvano	Pescara Centrale (excl) to Montesilvano (incl)	6.9 kms. track repairs	6	-	
86/71	I.S.R.Contractor	Montesilvano	Repairs to Br. at Km. 342.28	12/12 metre brick arches	75	-	
86/72	I.S.R.Contractor	Di Silvi	Repairs to Br. at Km. 340.86	4/12 metre brick arches	70	-	
86/73	I.S.R.Contractor	Di Silvi	Montesilvano (excl) to Di Silvi (incl)	9.6 Kms. track repairs	40	-	
86/74	I.S.R.Contractor	Di Silvi	Repairs to Br. at Km. 335.50	2/8 metre brick arches	70	-	
86/75	I.S.R.Contractor	Atri Pineto	Di Silvi (excl) to Atri Pineto (incl)	6.4 Kms. track repairs	70	-	
86/77	I.S.R.Contractor	Roseto	Repairs to Br. at Km. 324.86	19/12 metre brick arches	60	-	
86/79	I.S.R.Contractor	Roseto	Repairs to Br. at Km. 319.07	13/8 metre brick arches	85	-	
86/80	I.S.R.Contractor	Giulianova	Repairs to Br. at Km. 311.35	8/12 metre brick arches	90	-	
86/81	I.S.R.Contractor	Giulianova	Roseto (excl) to Giulianova (incl)	9.3 Kms. track repairs.	90	-	

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WORKS in PROGRESS at 31ST MARCH, 1945 (Contd)

	Description.	Stage.	% Progress	Estd. Date of Compltn.	Remarks.
lvano	Repairs to Br. at Km. 346.11	1/7 metre brick arch	40	-	
lvano	Pescara Centrale (excl) to Montesilvano (incl)	6.9 Kms. track repairs	6	-	
lvano	Repairs to Br. at Km. 342.28	12/12 metre brick arches	75	-	
i	Repairs to Br. at Km. 340.86	4/12 metre brick arches	70	-	
i	Montesilvano (excl.) to pi Silvi (incl)	5.6 Kms. track repairs	40	-	
i	Repairs to Br. at Km. 335.50	2/8 metre brick arches	70	-	
neto	Di Silvi (excl) to Atri Pineto (incl)	6.4 Kms. track repairs	70	-	
	Repairs to Br. at Km. 324.86	19/12 metre brick arches	60	-	
	Repairs to Br. at Km. 319.07	3/8 metre brick arches	85	-	
nova	Repairs to Br. at Km. 314.35	8/12 metre brick arches	90	-	
anova	Roseto (excl) to Giulianova (incl)	9.3 Kms. track repairs.	90	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress
86/82	I.S.R.Contractor	Torteretо	Repairs to Br. at Km. 303.09	4/12 metre brick arches	70
86/83	I.S.R.Contractor	Torteretо	Civitanova (excl) to Torteretо (incl)	10.2 kms. track repairs	50
86/84	I.S.R.Contractor	Torteretо	Repairs to Br. at Km. 302.08	4/12 metre semi elliptical spans	50
86/85	I.S.R.Contractor	Torteretо	Repairs to Br. at Km. 298.50	1/14' R.C.B. span	80
86/86	2 Ry.Bridging Sec.	P. D'Ascoli	Repairs to Br. at Km. 295.44	3/30' R.S.J. spans	40
86/87	160 Ry.Constr.Coy.	P. D'Ascoli	Torteretо (excl) to P. D'Ascoli (incl)	6.6 kms track repairs.	25
86/88	I.S.R.Contractor	S.Benedetto	Repairs to Br. at Km. 288.76	1/24' R.S.J. span	20
86/89	I.S.RContractor	S.Benedetto	Repairs to Br. at Km. 288.67	1/24' R.S.J.span	70
86/90	I.S.R.Contractor	S.Benedetto	P. D'Ascoli (excl) to S. Benedetto (incl).	4.3 kms. track repairs	70
86/91	I.S.R.Contractor	Crottmare	Repairs to Br. at Km. 287.68	6/15 metre brick arches	55
86/92	I.S.R.Contractor	Crottmare	S.Benedetto (excl) to Crottmare (incl)	6.5 kms. track repairs.	70

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PART II. PROGRESS UP 31ST MARCH, 1945 (Contd).

Location.	Details.	Size.	Progress	Anticd. Date of Completn.	Remarks.
Torterato	Repairs to Br. at Km. 308.69	4/12 metre brick arches	70	-	
Torterato	Giulianova (excl) to Torterato (incl)	10.2 Kms. track repairs	50	-	
Torterato	Repairs to Br. at Km. 302.63	4/12 metre reds concrete open	50	-	
Torterato	Repairs to Br. at Km. 298.50	1/11' R.S.J. open	80	-	
P. D'Ascoli	Repairs to Br. at Km. 295.44	6/55' R.S.J. spans	40	-	
P. D'Ascoli	Torterato (excl) to P. D'Ascoli (incl)	6.8 Kms track repairs.	25	-	
S.Benedetto	Repairs to Br. at Km. 280.76	1/24' R.S.J. open	20	-	
S.Benedetto	Repairs to Br. at Km. 288.67	1/24' R.S.J. open	70	-	
S.Benedetto	P. D'Ascoli (excl) to S. Benedetto (incl).	4.3 Kms. track repairs	70	-	
Grottammare	Repairs to Br. at Km. 283.68	6/40 metre brick arches	55	-	
Grottammare	S.Benedetto (excl) to Grottammare (incl)	4.3 Kms. track repairs.	70	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress
86/93	I.S.R.Contractor	Cuprumeritting	Repairs to Br. at K.m. 280.16	2/8 metre and 4/7 metre brick arches	65
86/94	I.S.R.Contractor	Cuprumeritting	Cretumere (excl) to Cuprumeritting (incl)	3.4 Kms. track repairs.	90
86/95	I.S.R.Contractor	Cuprumeritting	Repairs to Br. at Km. 278.70	3/25 metre steel concrete spans.	50
86/96	I.S.R.Contractor	Cuprumeritting	Repairs to Br. at Km. 277.07	3/8 metre brick arches	90
86/97	I.S.R.Contractor	Pedroro	Repairs to Br. at Km. 275.37	3/8 metre brick arches	45
86/98	I.S.R.Contractor	Pedroro	Repairs to Br. at Km. 273.20	2/51' R.S.J. spans	50
86/99	I.S.R.Contractor	Pedroro	Repairs to Br. at Km. 273.52	1/6 metre brick arch	45
86/100	I.S.R.Contractor	Pedroro	Cuprumeritting (excl) to Pedroro (incl).	6 Kms. track repairs.	90
86/119	I.S.R.	Pedroro	Reconstruction of subway at station.	1/6 metre concrete arch.	61
86/120	I.S.R.	Cuprumerino	Repairs to Kiferno Pumping Station.	Reconstruction of buildings and pumping installations.	97
86/126	I.S.R.	Incoronata	Permanent repairs to Br. 1 at Km. 538	Reconstruction of 2/11.5 and 1/12 metre arches	33

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	Location.	Description.	Size.	Progress	Rate of Completion.	Remarks.
	Capranichina	Repairs to Br. at Km. 280.16	2/8 metre and 4/7 metre brick arches	65	-	
	Capranichina	Cattaneo (excl) to Capranichina (incl)	5.4 Kms. track repairs.	90	-	
	Capranichina	Repairs to Br. at Km. 278.70	3/25 metre arch concrete spans.	50	-	
	Capranichina	Repairs to Br. at Km. 27..07	3/6 metre brick arches	90	-	
	Fedarco	Repairs to Br. at Km. 275.37	3/8 metre brick arches	45	-	
	Fedarco	Repairs to Br. at Km. 275.20	2/31' R.S.J. spans	50	-	
	Fedarco	Repairs to Br. at Km. 273.52	1/6 metre brick arch	45	-	
	Fedarco	Capranichina (excl) to Fedarco (incl).	6 Kms. track repairs.	90	-	
	Foggia	Reconstruction of subway at station.	1/6 metre concrete arch.	61	-	
	Cerignola	Repairs to Bifurno Pumping Station.	Reconstruction of buildings and pumping installations.	97	-	
	Incoronata	Permanent repairs to Br. 1 at Km. 538	Reconstruction of 2/11.5 and 1/12 metre arches	80	-	

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WORKS IN PROGRESS AT 1ST MARCH, 1945 (Contd).

Sub No.	Agency.	Location.	Description.	Size.	% Progress	Est. Comp.
86/128	I.S.R.	Foggia	Additional workshop facilities.	Repairs to spring shop and siding.	91	-
86/-	I.S.R.	Ortona	Water Supply.	Repairs to existing facilities.	40	-
86/150	I.S.R.Contractor	Pedrace	Repairs to Br. at Km. 27.00	1/5.35 metre brick arch	55	-
86/151	I.S.R.Contractor	Pedrace	Repairs to Br. at Km. 271.53	6/20.5 metre brick arches	55	-
86/152	I.S.R.Contractor	Pedrace	Repairs to Br. at Km. 266.74	2/30' R.S.J. spans	55	-
86/153	I.S.R.Contractor	Pedrace	Repairs to Br. at Km. 267.63	2/35' R.S.J. spans.	55	-
86/154	I.S.R.Contractor	Porto S. Giorgio	Repairs to Br. at Km. 264.29	4/10 metre brick arches	45	-
86/155	I.S.R.Contractor	Porto S. Giorgio	Pedrace (excl) to Porto S. Giorgio (incl)	10.2 Km. track repairs.	25	-
86/156	I.S.R.Contractor	Porto S. Giorgio	Repairs to Br. at Km. 262.22	1/21' R.S.J. span	60	-
86/157	159 Rly.Constr.Coy.	Civitanova	Repairs to Br. at Km. 256.03 (R.Tenna)	6/33', 2/32' and 2/28' R.S.J. spans.	40	-
86/158	159 Rly.Constr.Coy.	Civitanova	Repairs to Br. at Km. 248.82 (R.Chienti)	10/40' Skidbud, 2/36' and 2/35' R.S.J. spans.	40	-

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Location.	Description.	Size.	Progress	Estd. date of Completion.	Remarks.
Foggia	Additional workshop facilities.	Repairs to spring shop and saltby.	91	-	
Orione	Water Supply.	Repairs to existing facilities.	40	-	
Fodarco	Repairs to Br. at Km. 27.00	1/5.35 metre brick arch	55	-	
Fodarco	Repairs to Br. at Km. 271.53	6/20.5 metre brick arches	33	-	
Fodarco	Repairs to Br. at Km. 266.71	2/33' R.S.J. spans	55	-	
Fodarco	Repairs to Br. at Km. 267.63	2/33' R.S.J. spans	55	-	
Porto S. Giorgio	Repairs to Br. at Km. 261.29	4/10 metre brick arches	45	-	
Porto S. Giorgio	Fodarco (excl) to Porto S. Giorgio (incl)	10.2 K.s. track repairs.	25	-	
Porto S. Giorgio	Repairs to Br. at Km. 262.22	1/21' R.S.J. span	60	-	
Civitanova	Repairs to Br. at Km. 256.05 (R.Tenna)	6/30', 2/32' and 2/28' R.S.J. spans.	40	-	
Civitanova	Repairs to Br. at Km. 248.02 (R.Chienti)	10/40' Sectional, 2/36' and 2/35' R.S.J. spans.	40	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress	Estd. date of Compltn.
86/159	I.S.R.Contractor	Civitanova	Porto S. Giorgio (excl) to Civitanova (incl)	15.6 Kms. track repairs.	90	-
86/160	I.S.R.Contractor	Civitanova	Repairs to Br. at Km. 244.45	1/6 metre and 1/3 metre brick arches.	25	-
86/161	I.S.R.Contractor	Civitanova	Repairs to Br. at Km. 244.15	3/6 metre brick arches	40	-
86/162	I.S.R. Contractor	Potenza Picena	Repairs to Br. at Km. 244.96	2/16 metre brick arches	48	-
86/163	I.S.R.Contractor	Potenza Picena	Civitanova (excl) to Potenza Picena (incl)	6.1 Kms. track repairs.	90	-
86/164	I.S.R.Contractor	Potenza Picena	Repairs to Br. at Km. 240.43	1/15.2 metre brick arch	60	-
86/165	I.S.R.Contractor	Potenza Picena	Repairs to Br. at Km. 237.66	2/7.5 metre brick arches	42	-
86/166	I.S.R.Contractor	Potenza Picena	Repairs to Br. at Km. 236.44	2/4.75 metre brick arches.	60	-
86/167	I.S.R.Contractor	Potenza Picena	Repairs to Br. at Km. 236.00	1/3 metre mass concrete arch	30	-
86/168	159 Rly.Constr.Coy.	Loreto	Repairs to Br. at Km. 233.21	4/37' R.S.J.s and 2/40' Sectional spans.	40	-
86/169	159 Rly.Constr.Coy.	Loreto	Potenza Picena (excl) to Loreto (incl)	13 Kms. track repairs.	50	-

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

No.	Description.	Size.	Progress	Estd. date of Compltn.	Remarks.
ove.	Porto S. Giorgio (excl) to Civitanove (incl)	15.6 Kms. track repairs.	90	-	
ove.	Repairs to Br. at Km. 246.43	1/6 metre and 1/5 metre brick arches.	25	-	
ove.	Repairs to Br. at Km. 244.15	3/6 metre brick arches	40	-	
	Repairs to Br. at Km. 241.96	2/16 metre brick arches	48	-	
	Civitanove (excl, to Potenza Picene (incl)	6.1 Kms. track repairs.	90	-	
	Repairs to Br. at Km. 240.43	1/15.2 metre brick arch	60	-	
	Repairs to Br. at Km. 237.86	2/7.3 metre brick arches	42	-	
	Repairs to Br. at Km. 236.44	2/4.75 metre brick arches.	80	-	
	Repairs to Br. at Km. 236.00	1/8 metre mass concrete arch	80	-	
	Repairs to Br. at Km. 233.21	4/37' R.S.J.s and 2/40' Sectional spans.	40	-	
	Potenza Picena (excl) to Loreto (incl)	13 Kms. track repairs.	50	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1949 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress	Estd. date of Comp'ltn.
86/170	159 Rly.Constr.Coy.	Loreto	Repairs to Br. at Km. 225.49	6/37' R.S.J. and 2/40' Sectional spans.	65	-
86/171	159 Rly.Constr.Coy.	Osimo	Loreto (excl) to Osimo (incl)	8.5 Kms. track repairs.	40	-
86/172	I.S.R.Contractor.	Osimo	Repairs to Br. at Km. 217.97	2/26' R.S.J spans	60	-
86/173	I.S.R.Contractor	Varano	Repairs to Br. at Km. 214.26	1/17 metre brick arch	20	-
86/174	159 Rly.Constr.Coy.	Varano	Osimo (excl) to Varano (incl)	9.7 Kms. track repairs.	40	-
86/175	I.S.R.Contractor	Ancona	Repairs to tunnel at Km. 207.60	Clearance of debris and rebuild lining.	50	-
86/176	I.S.R.Contractor	Ancona	Repairs to Br. at Km. 206.76	1/12' R.S.J. span	10	-
86/177	I.S.R.Contractor	Ancona	Repairs to tunnel at Km. 204.60	Clearance of debris and rebuild lining.	90	-
86/178	159 Rly.Constr.Coy.	Ancona	Varano (excl) to Ancona (incl)	5.5 Kms. track repairs.	45	-
86/182	159 Rly.Constr.Coy.	Civitanova	Water supply	Repairs to existing facilities.	2	-
86/183	159 Rly.Constr.Coy.	Loreto	Water supply	Repairs to existing facilities.	2	-

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

ation.	Description.	Size.	Progress	Estd. date of Completion.	Remarks.
eto	Repairs to Br. at Km. 225.49	6/37' R.S.J. and 2/40' Sectional spans.	65	-	
to	Loreto (excl) to Ombo (incl)	3.3 Kms. track repairs.	40	-	
no	Repairs to Br. at Km. 217.97	2/26' R.S.J spans	60	-	
eno	Repairs to Br. at Km. 214.26	1/17 metre brick arch	20	-	
eno	Ombo (excl) to Verano (incl)	2.7 Kms. track repairs.	40	-	
ono	Repairs to tunnel at Km. 207.60	Clearance of debris and rebuild lining.	50	-	
ono	Repairs to Br. at Km. 206.76	1/12' R.S.J. span	10	-	
ono	Repairs to tunnel at Km. 204.60	Clearance of debris and rebuild lining.	90	-	
eno	Verano (excl) to Ancon (incl)	5.5 Kms. track repairs.	45	-	
vitamove	Water supply	Repairs to existing facilities.	2	-	
reto	Water supply	Repairs to existing facilities.	2	-	

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WORKS IN PROGRESS AT 31st MARCH, 1945 (contd).

Job No.	Agency.	Location.	Description.	Size.	% Progress	Estd. cost
Line 86 ANCONA - RIMINI - FAENZA - BOLOGNA.						
86/209	136 Ind.Rly.Maint. Coy.	Falconara	Avoiding line between Lines 86 and 87.	½ turnouts and 1 mile track.	85	-
86/210	136 Ind.Rly.Maint. Coy.	Rimini	Ancona to Rimini	Maintenance	-	-
86/217	I.S.R.	Montemarciano	Reconstruction Br. 1 at Km. 192.895 (R. Esino)	Permanent repairs in concrete	55	-
86/218	I.S.R.	Ondolfo Mretta	Reconstruction Br. 14 at Km. 172.63 (R. Cesano)	Permanent repairs in concrete	90	-
86/219	I.S.R.	Fano	Reconstruction Br. 44 at Km. 159.801 (R. Metauro)	Permanent repairs in concrete	20	-
86/226	I.S.R.	Rimini	Additional loco facilities.	Construction of loco shed.	60	-
86/227	I.S.R.	Falconara	Additional loco facilities.	Repairs to existing sidings and pits at loco shed.	75	-
86/228	136 Ind.Rly.Maint. Coy.	Rimini	Additional loco facilities.	Underground fuel oil reservoir.	40	-
86/229	I.S.R.	Ancona	Additional loco facilities	Repairs to existing sidings at loco shed.	80	-
86/230	136 Ind.Rly.Maint. Coy.	Ancona	Additional facilities.	Repairs to existing sidings.	95	-

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Location.	Description.	Size.	% Progress	Estd. date of Compltn.	Remarks.
RIMINI - BOLOGNA.					
Falconara	Avoiding line between Lines 86 and 87.	¼ turnouts and 1 mile track.	85	-	
Rimini	Access to Rimini	Maintenance	-	-	
Montevarchino	Reconstruction Br. 1 at K.M. 192.695 (R. Esino)	Permanent repairs in concrete	55	-	
Monselfo Cerrotta	Reconstruction Br. 14 at Km. 172.03 (R. Cesano)	Permanent repairs in concrete	90	-	
Fano	Reconstruction Br. 44 at K.M. 159.301 (R. Metauro)	Permanent repairs in concrete	20	-	
Rimini	Additional loco facilities.	Construction of loco shed.	60	-	
Falconara	Additional loco facilities.	Repairs to existing sidings and pits at loco shed.	75	-	
Rimini	Additional loco facilities.	Underground fuel oil reservoir.	40	-	
Ancona	Additional loco facilities	Repairs to existing sidings at loco shed.	83	-	
Ancona	Additional facilities.	Repairs to existing sidings.	95	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	% Progress	Es Co
86/231	136 Ind.Rly.Maint. Coy. 10 Rly.Constr.Coy.	Mondolfo Marotta	Additional facilities.	Construction of marshalling yard and water supply.	80	
86/232	10 Rly.Constr.Coy.	Mondolfo Marotta	Additional loco facilities.	Construction of track and buildings for loco shed.	75	
86/234	136 Ind.Rly.Maint. Coy.	Falconara	Additional loco facilities	Alterations to sidings and water supply installation.	85	
86/309	10 Rly.Constr.Coy.	Senigallia	Doubling Pr. 10 at Km. 177.95 (R. Misa)	1/30' U.C.R.B. span	5	
86/310	10 Rly.Constr.Coy. 120 Ind.Rly.Constr. Coy.	Senigallia	Doubling Marzocca (excl) to Senigallia Incl.	6.6 kms. track repairs. 2/24' & 1/12' R.S.J.spans	98	
86/315	10 Rly.Constr.Coy. 120 Ind.Rly.Constr. Coy.	Mondolfo Marotta	Doubling Senigallia (excl) to Mondolfo Marotta (incl)	6.3 Kms. track repairs and 1/12' R.S.J. span.	92	
86/316	10 Rly.Constr.Coy.	Fano	Doubling Mondolfo Marotta (excl) to Fano (incl)	12.2 Kms. track repairs and 2/16' R.S.J. spans	97	
86/348	150 Rly.Constr.Coy. 161 Rly.Constr.Coy.	Forlimpopoli	Doubling Pr. 100 at Km. 67.615 (R. Reno)	2/65' and 3/60' U.C.R.B. spans	25	
86/349	161 Rly.Constr.Coy.	Forli	Doubling Forlimpopoli (excl) to Forli (incl)	7.6 Kms. track repairs.	80	
86/350	161 Rly.Constr.Coy.	Forli	Doubling Pr. 101 at Km. 61.6 (R. Montone)	1/56' Yunken Bunn spans	95	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Location.	Description.	Size.	% Progress	Estd. date of Complin.	Remarks.
Rondelli Marotta	Additional facilities.	Construction of reshunting yard and water supply.	80	-	
Rondelli Marotta	Additional loco facilities.	Construction of track and buildings for loco shed.	75	-	
Falconara	Additional loco facilities	Alterations to sidings and water supply installation.	85	-	
Senigallia	Doubling Br. 10 at Km. 177.93 (R. Misa)	1/30' U.C.R.B. span	5	-	
Senigallia	Doubling Marzocca (excl) to Senigallia Incl).	6.8 Kms. track repairs. 2/24' & 1/12' R.S.J. spans	98	-	
Rondelli Marotta	Doubling Senigallia (excl) to Rondelli Marotta (incl)	6.3 Kms. track repairs and 1/12' R.S.J. Span.	92	-	
Fano	Doubling Rondelli Marotta (excl) to Fano (incl)	12.2 Kms. track repairs and 2/16' R.S.J. spans	97	-	
Forlimpopoli	Doubling Br. 100 at Km. 67.815 (R. Ronco)	2/55' and 3/60' U.C.R.B. spans	25	-	
Forli	Doubling Forlimpopoli (excl) to Forli (incl)	7.6 Kms. track repairs.	80	-	
Forli	Doubling Br. 101 at Km. 61.6 (R. Montone)	4/56' Kmuth Burve spans	95	-	

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

WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress	Estd. date of Completion
86/3534	161 Rly.Constr.Coy.	Fronsa	Doubling Br. 108 at Km. 50.027 (E. Lenone)	4/60' U.G.R.B. spans	55	-
86/3554	161 Rly.Constr.Coy.	Fronsa	Doubling Forli (excl) to Fronsa (incl)	14.5 Kms. track repairs.	80	-
Line 87 ORTE - TERNI - FOLIGNO - FALCONARA						
87/85	136 Ind.Rly.Maint. Coy.	Falconara	Orte to Falconara	Maintenance	-	-
87/86	I.S.R.	Foligno	Additional workshop facilities.	Repairs to workshop roof.	92	-
87/94	I.S.R.	Fabriano	Permanent repairs to Br. 23 at Km. 225	Rebuild arches in masonry	62	-
87/97	I.S.R.	Foligno	Additional workshop facilities.	Repairs to carriage shed roof.	90	-
87/98	I.S.R.	Spoleto	Permanent repairs to Br. at Km. 143.363	Rebuild arch in concrete	40	-
87/99	I.S.R.	Trevi	Additional facilities.	Repairs to tracks in station.	25	-
Line 218. PISA - LUCCA - PISTOIA.						
218/47	61 Tunnelling Coy.	Serravalle	Repairs to tunnel at Km. 6.5 to Km. 7.5.	Clearance of debris and rebuild lining and aqueduct.		

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Section.	Description.	Size.	% Progress	Estd. date of Comptn.	Remarks.
Cecina	Doubling Br. 168 at Km. 50.027 (R. Cecina)	4/60' U.C.R.B. spans	55	-	
Cecina	Doubling Forli (excl) to Cecina (incl)	14.5 Kms. track repairs.	60	-	
10 - FALCONARA					
Falconara	Orte to Falconara	Maintenance	-	-	
Foligno	Additional workshop facilities.	Repairs to workshop roof.	92	-	
Fabriano	Permanent repairs to Br. 23 at K.M. 225	Rebuild arches in masonry	62	-	
Foligno	Additional workshop facilities.	Repairs to carriage shed roof.	90	-	
Spoleto	Permanent repairs to Br. at Km. 143.363	Rebuild arch in concrete	40	-	
Orvi	Additional facilities.	Repairs to tracks in stitch.	25	-	
ORM.					
Narnville	Repairs to tunnel at Km. 6.5 to Km. 7.5.	Clearance of debris and rebuild lining and conduct.			See text of report.

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress	Estd. Date of Compl
Line 244. FOLIGNO - TERUCIA - TERCITOL.						
244/11	136 Ind.Rly.Maint. Coy.	Bastia	Foligno to Bastia	Maintenance	-	-
Line 245 ROCHETTA - GICLA DEL COLLE.						
245/-	I.S.R.	Pogginsani	Water supply	Repairs to existing facilities.	90	-

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Location.	Description.	Size.	Progress.	Estd. date of Compltn.	Remarks
- TRIPOLI.					
Bastia	Foligno to Bastia	Maintenance	-	-	
EL COLLE.					
Forgiarini	Water supply	Repairs to existing facilities.	98	-	

SUMMARY OF WORK CARRIED OUT ON THE RECONSTRUCTION AND MAINTENANCE OF LINES 65, 86, 87, 218 AND 244

Line 65.

I. Orte to Arezzo.

(i) Track. Total length maintained and improved — 144 Kms.
(ii) Bridging. Total length maintained and improved — 2149 lin. ft.
(iii) Labour.

1 British Railway Constr. Coy. (part only)	55 men.
1 British Railway Bridging Sect.	20 men.
1 Indian Rly. Constr. Coy. (part only)	110 men.
I.S.R. and Civilian Labour	410 men.
Total Labour employed	595 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 12 No. 3 ton lorries.

II. Prato to Monsummano.

(i) Track.

(a) Track deliberately demolished	6.2 Kms.
(b) Track demolished by fighting and bombing	18.3 Kms.
	24.5 Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolitions of large bridges for first 15 Kms. then no demolitions for remainder of section.

(b) W.D. bridging being used for repairs — 2,300 lin. ft.

(iii) Labour.

5 Railway Construction Companies S.A.E.C.	690	Men.
1 Tunnelling Company S.A.E.C.	100	"
5 British Artisan Works Companies	750	"
1 Railway and Harbour Composite Company S.A.E.C.	250	"
	70	"
1 British Mech. Equip. Platoon	225	"
1 British Pioneer Labour Company	2520	"
14 Italian Pioneer Labour Companies	2460	"
I.S.R. and Civilian Labour	7015	men.

(iv) Transport. (a) Normal G.1098 of Rly. Construction Coy.
(b) 180 No. 3 ton lorries
(c) 15 No. Light Tank Transporters.

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1 British Railway Bridging Sect.		20 men.
1 Indian Rly. Constr. Coy. (part only)		110 men.
I.S.R. and Civilian Labour		410 men.
Total labour employed		595 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 12 No. 3 ton lorries.

II. Prato to Monmuro.

(i) Track.

(a) Track deliberately demolished	6.2 Kms.
(b) Track demolished by fighting and bombing	48.3 Kms.
	54.5 Kms.

Deliberate demolitions to points and crossings in stations not considered, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolitions of large bridges for first 49 Kms. then no demolitions for remainder of section.

(b) W.D. bridging being used for repairs 2,300 lin. ft.

(iii) Labour.

3 Railway Construction Companies S.A.E.C.	690	Men.
1 Tunnelling Company S.A.E.C.	100	"
3 British Artisan Works Companies	750	"
1 Railway and Harbour Composite Company S.A.E.C.	250	"
1 British Mech. Equip. Platoon	70	"
1 British Pioneer Labour Company	225	"
14 Italian Pioneer Labour Companies	2520	"
I.S.R. and Civilian Labour	2460	"
	7065	men.

(iv) Transport. (a) Normal G.1098 of Rly. Construction Coy.
(b) 180 No. 3 ton lorries
(c) 15 No. Light Tank Transporters.

Line 86.

I. Ancona to Forli.

(i) Track.

(a) Total length of double line (Ancona - Marzocca and Pesaro - Cattolica) maintained and improved	33.6 Kms.
(b) Total length of single line (Marzocca - Pesaro and Cattolica - Forli) maintained and improved	106.56 Kms.
Total length track maintained.	173.76 Kms.

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Line 86. (cont)

I. Ancona to Forli (contd)

(ii) Bridging. Total length maintained and improved 4594 lin. ft.

II. Forli to Faenza.

(i) Track.

(a)	Track damaged by fighting and bombing	14.5 Kms.
(b)	Track being repaired	14.5 Kms.

(ii) Bridging.

(a)	Length of bridging to be repaired	534 lin. ft.
(b)	Length of bridging repaired	534 lin. ft.

(iii) Labour.

1	British Railway Constr. Company (part only)	120 men.
1	Indian Railway Maintenance Company (part only)	130 "
2	Italian Railway Engineer Companies (one part only)	225 "
1	Italian Pioneer Labour Company	180 "
2	Indian Pioneer Labour Companies	250 "
	I.S.R. and Civilian Labour	980 "
	Total labour employed	1,885 men.

(iv) Transport. (a) Normal G.1098 of Rly. Constr. Company.
(b) 30 No. 5 ton lorries) also in use on doubling
(c) 6 No. Light Tank Transporters) Marzocca to Faenza.

III. Doubling Marzocca to Faenza.

(i) Track.

(a)	Track to be repaired	120.45 Kms.
(b)	Track repaired and double line in operation	105.95 Kms.

(ii) Bridging. Length of W.D. bridging being used 2476 lin. ft.

(iii) Labour.

3	British Railway Constr. Companies (one part only)	670 men.
1	British Railway Bridging Section (part only)	10 "
1	Mech. Equip.(Tn) Platoon	70 "
1	Indian Railway Constr. Company (part only)	130 "
3	Italian Railway Engineer Companies (one part only)	425 "
2	Indian Pioneer Labour Companies	200 "
3	Italian Pioneer Labour Companies	540 "
	I.S.R. and Civilian Labour	830 "
	Total labour employed	2,875 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 47 No. 5 ton lorries.
(c) 12 No. Light Tank Transporters. Also in use on work

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(a) Track damaged by fighting and bombing 14.5 Kms.
(b) Track being repaired 14.5 Kms.

(ii) Bridging.

(a) Length of bridging to be repaired 534 lin. ft.
(b) Length of bridging repaired 534 lin. ft.

(iii) Labour.

1 British Railway Constr. Company (part only)	120	men.
1 Indian Railway Maintenance Company (part only)	130	"
2 Italian Railway Engineer Companies (one part only)	225	"
1 Italian Pioneer Labour Company	180	"
2 Indian Pioneer Labour Companies	250	"
I.S.R. and Civilian Labour	980	"
Total labour employed	1,885	men.

(iv) Transport. (a) Normal G.1098 of Rly. Constr. Company.
(b) 30 No. 3 ton lorries) also in use on doubling
(c) 6 No. Light Tank Transporters) Marzocca to Faenza.

III. Doubling Marzocca to Faenza.

(i) Track.

(a) Track to be repaired 120.45 Kms.
(b) Track repaired and double line in operation 105.95 Kms.

(ii) Bridging. Length of W.D. bridging being used 2476 lin. ft.

(iii) Labour.

3 British Railway Constr. Companies (one part only)	670	men.
1 British Railway Bridging Section (part only)	10	"
1 Mech. Equip.(Tn) Platoon	70	"
1 Indian Railway Constr. Company (part only)	130	"
3 Italian Railway Engineer Companies (one part only)	425	"
2 Indian Pioneer Labour Companies	200	"
3 Italian Pioneer Labour Companies	540	"
I.S.R. and Civilian Labour	330	"
Total labour employed	2,875	men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 47 No. 3 ton lorries.
(c) 12 No. Light Tank Transporters) Also in use on work
(d) 15 No. 10 ton lorries) shown under Line 86 II.

IV. Ortona to Faenza.

(i) Track.

(a) Track deliberately demolished 95 Kms.
(b) Track demolished by fighting and bombing 35 Kms.

(ii) Bridging.

(a) Approximately 100% demolition of all bridges
(b) W.D. bridging being used in repairs 2227 lin.ft.

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Line 86 (Contd).

IV. Ortona to Ancona (contd).

(iii) Labour. 2 British Railway Construction Companies (one part only) — 485 men
1 Mech. Equip. (Tn) Platoon — 70 "
1 British Port Operating Company (part time only). — 200 "
2 Italian Railway Engineer Companies — 300 "
3 Italian Pioneer Labour Companies — 540 "
I.S.R. and Civilian Labour — 620 "

Total Labour employed — 2,215 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 146 No. 3 ton lorries.
(c) 12 No. 20 ton Tank Transporters.
} Also in use on works being carried out under Allied Commission control.

Line 87 Foligno to Falconara.

(i) Track. Total length of track maintained and improved — 119 Kms.

(ii) Bridging. Total length maintained — 2,855 lin.ft.

Line 244. Foligno to Rastia.

(i) Track. Total length maintained and improved — 19 Kms.

Labour and transport statistics for Lines 87 and 244 are combined.

(ii) Labour. 1 British Railway Bridging Sect. (part only) — 10 men.
1 Indian Railway Maintenance Company (part only) — 130 "
1 Italian Railway Engineer Company (part only) — 100 "
I.S.R. and Civilian Labour — 180 "

Total labour employed — 420 men.

(iii) Transport. (a) Normal G.1098 of Railway Bridging Section.
(b) Normal G.1098 of Indian Rly. Maintenance Coy.
(c) 2 No. 3 ton lorries.

Line 218 Lucca to Florence.

(i) Track repaired and maintained — 82 Kms.

(ii) Bridging repaired and improved — 2,269 lin.ft.

Only work now proceeding is that of clearing and repairing Serravalle Tunnel.

(iii) Labour. 1 Tunnelling Company S.A.E.C. — 100 men.
3 Italian Pioneer Labour Companies — 540 "
I.S.R. and Civilian Labour — 530 "

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Total labour employed 2,215 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 146 No. 3 ton lorries. } Also in use on works
(c) 12 No. 20 ton Tank Transporters } being carried out under Allied Commission control.

Line 87 Foligno to Falconara.

(i) Track. Total length of track maintained and improved 119 Kms.

(ii) Bridging. Total length maintained 2,855 lin.ft.

Line 244. Foligno to Bastia.

(i) Track. Total length maintained and improved 19 Kms.

Labour and transport statistics for Lines 87 and 244 are combined.

(ii) Labour.

1 British Railway Bridging Sect. (part only)	10	men.
1 Indian Railway Maintenance Company (part only)	130	"
1 Italian Railway Engineer Company (part only)	100	"
I.S.R. and Civilian Labour	180	"
Total labour employed	420	men.

(iii) Transport. (a) Normal G.1098 of Railway Bridging Section.
(b) Normal G.1098 of Indian Rly. Maintenance Coy.
(c) 2 No. 5 ton lorries.

Line 218 Lucca to Florence.

(i) Track repaired and maintained 82 Kms.

(ii) Bridging repaired and improved 2,269 lin.ft.

Only work now proceeding is that of clearing and repairing Serravalle Tunnel.

(iii) Labour.

1 Tunnelling Company S.A.E.C.	100	men.
3 Italian Pioneer Labour Companies	540	"
I.S.R. and Civilian Labour	530	"
Total labour employed	1,170	men.

(iv) Transport. Normal G.1098 of Tunnelling Company S.A.E.C.

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Appendix 8. SECRET.
Sheet 1.

Subject: Railway reconstruction - Northern Italy.

In.A.4/95.
5 April'45.

1. TACTICAL SITUATION.

It is expected that at any time within the next few weeks, large areas, or the whole, of Northern Italy will fall into Allied hands, either by

(a) the total surrender of the enemy.

(b) Local surrender of the enemy.

(c) steady advance against a retreating enemy.

Any forecast of the trend of events at this time, is conjectural. It is necessary however to have a plan for Railway construction which can be put into immediate effect, to cover the early stages following the occupation of the territory.

2. OBJECT.

The final object of Railway reconstruction in Northern Italy is as follows:-

To provide railways by the quickest possible means

(a) serving the 5 Army on the axis BOLOGNA - VERONA - BRENNER - INNSBRUCK

(b) serving the 8 Army on the axis BOLOGNA - VENICE - TRIESTE - TARVISIO - VIENNA.

(c) providing rail access to the North West to feed the heavily populated areas from the Port of GENOA and through BOLOGNA.

(d) providing rail access to Southern France.

3. FACTORS.

(a) There are many alternative routes in the highly developed rail system of Northern Italy.

(b) The main obstacle to development of the whole area will be repairs to major river crossings, particularly at the River PO. Most of these have already been severely damaged by Allied bombing.

(c) There is a large potential of military and civilian labour available in Northern Italy.

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(c) There is a large potential of military and civilian labour available in Northern Italy.

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4. PLAN.

(a) Priorities.

In view of the uncertainty of the future, it is only proposed in what follows, to cover the first phase of reconstruction.

Repair work will be carried out as follows:-

Priority I. Line 86, FAENZA - BOLOGNA.
Line 65, GRIZZANA - BOLOGNA.

Priority II. BOLOGNA Station and Yards.

Priority III. Line 69 or 65/202 } BOLOGNA - VERONA.

Priority IV. Line 86, BOLOGNA - FERRARA.
Line 65/59, BOLOGNA - ALESSANDRIA.

(b) Allocation of reconstruction works.

In the overall plan, areas of responsibility are allotted to Groups as under:-

R.C.E.1 - after completion of Line 66 to BOLOGNA.

TRIESTE, TARVISIO into AUSTRIA.

R.C.E.(S.A.E.C) - after completion of Line 65 to BOLOGNA.

BOLOGNA and VERONA to VENICE.
VENICE to TRIESTE.

U.S. Group - BOLOGNA - VERONA - BRENNER to AUSTRIA.

R.C.E.1212 - BOLOGNA and VERONA to MILAN and TURIN.
GENOA - TURIN to France.

R.C.E.4 (Ind) - will be responsible for maintenance of way in all British operated areas South of BOLOGNA, and for the development of BOLOGNA (including FAENZA - BOLOGNA doubling), and other important railway centres as decided.

This is intended as a basis for planning only. The greatest flexibility will be essential to meet rapidly changing conditions.

The following will be carried out as soon as the territory referred to is in Allied hands and represents the first phase of reconstruction:-

(i) No.1 Rly Constr & Maint. Group.

Line 86, FAENZA to BOLOGNA.

This involves no departure from the existing plans.

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Priority II. BOLOGNA Station and Yards.

Priority III. Line 69 or 65/202 } BOLOGNA - VERONA.

Priority IV. Line 85, BOLOGNA - FERRARA.
Line 65/59, BOLOGNA - ALESSANDRIA.

(b) Allocation of reconstruction works.

In the overall plan, areas of responsibility are allotted to Groups as under:-

R.C.E.1 - after completion of Line 66 to BOLOGNA.

TRIESTE, TARVISIO into AUSTRIA.

R.C.E.(S.A.E.C) - after completion of Line 65 to BOLOGNA.

BOLOGNA and VERONA to VENICE.
VENICE to TRIESTE.

U.S. Group - BOLOGNA - VERONA - BRENNER to AUSTRIA.

R.C.E.1212 - BOLOGNA and VERONA to MILAN and TURIN.
GENOA - TURIN to France.

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This is intended as a basis for planning only. The greatest flexibility will be essential to meet rapidly changing conditions.

The following will be carried out as soon as the territory referred to is in Allied hands and represents the first phase of reconstruction:-

(i) No.1 Rly Constr & Maint. Group.

Line 66, FAENZA to BOLOGNA.

This involves no departure from the existing plans.

(ii) South African Group.

Line 65, GRIZZANA to BOLOGNA.
Line 85, BOLOGNA to FERRARA.

In the case of Line 65, this involves no departure from present plans. R.C.E.(S.A.E.C) will carry out reconnaissance on Line 85 BOLOGNA to PO River (PONTELAGOSCURO Bridge) and will put in hand repair to the line as a second priority work with any labour available from Line 65. The object of the work will be to establish a railhead as near as possible to FERRARA with a minimum of effort. Reconnaissance will continue as opportunity permits through PADUA, VENICE to TRIESTE via Lines 85, 53 and 84, and VERONA - PADUA, Line 53.

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(iii) 4 (Indian) Rly constr & Maint. Group.

BOLOGNA Station and Yards.

I.R.C.E.4 will carry out reconnaissance, in conjunction with D.D.Tn (Rlys), to determine the rail facilities required to be restored in BOLOGNA. D.D.Tn (Rlys) will determine the layout of the reconstructed yards and the order of priority of work.

I.R.C.E.4 will be prepared to withdraw all units of his Group from their present maintenance works on lines 65, 66 and 87 for work in BOLOGNA, leaving behind a skeleton supervisory staff only.

(iv) U.S. Group.

Line 69 or Line 65/202 } BOLOGNA to VERONA.

Engineer will carry out reconnaissance of the BOLOGNA - OSTIGLIA - VERONA and BOLOGNA - MODENA - MANTUA - VERONA routes, to determine as quickly as possible which is the easiest to repair. He will then put work in hand at once. Reconnaissance will continue, as circumstances permit beyond VERONA via Line 69 towards the BRENNER pass.

(v) 1212 Rly Constr & Maint. Group.

Line 65/58, BOLOGNA - ALESSANDRIA.

R.C.E.1212 will carry out reconnaissance MODENA to ALESSANDRIA, and put work in hand at once. As soon as opportunities permit, he will reconnoitre in addition all lines in N.W. Italy, with a view to establishing connections by the fastest means between ALESSANDRIA and MILAN, TURIN and GENOA.

(c) As soon as possible after reconnaissance, Groups will submit the following to D.M.R.S.

(i) Reconnaissance reports.

(ii) Lists of material required to complete the works detailed in para. (b) above.

(iii) Requests for additional labour, plant or transport required to carry out the works.

Decisions on the lines to be rebuilt beyond those detailed, will depend on the result of reconnaissance and will be taken by D.M.R.S. after results have been collated.

(d) 187 Mechanical Equipment (Tn) Company.

H.Q., 187 M.E.(Tn) Coy. will be set up in BOLOGNA as soon as possible. Sections will be attached to Groups as under:-

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(iv) U.S. Group.

Line 69 or Line 65/202 } BOLOGNA to VERONA.

Engineer will carry out reconnaissance of the BOLOGNA - OSTIGLIA - VERONA and BOLOGNA - MODENA - MANTUA - VERONA routes, to determine as quickly as possible which is the easiest to repair. He will then put work in hand at once. Reconnaissance will continue, as circumstances permit beyond VERONA via Line 69 towards the BRENNER pass.

(v) 1212 ply Constr & Maint. Group.

Line 65/59, BOLOGNA - ALESSANDRIA.

R.C.E.1212 will carry out reconnaissance MODENA to ALESSANDRIA, and put work in hand at once. As soon as opportunities permit, he will reconnoitre in addition all lines in N.W. Italy, with a view to establishing connections by the fastest means between ALESSANDRIA and MILAN, TURIN and GENOA.

(c) As soon as possible after reconnaissance, Groups will submit the following to D.M.R.S.

(i) Reconnaissance reports.

(ii) Lists of material required to complete the works detailed in para. (b) above.

(iii) Requests for additional labour, plant or transport required to carry out the works.

Decisions on the lines to be rebuilt beyond those detailed, will depend on the result of reconnaissance and will be taken by D.M.R.S. after results have been collated.

(d) 187 Mechanical Equipment (Tn) Company.

H.Q., 187 M.E.(Tn) Coy. will be set up in BOLOGNA as soon as possible. Platoons will be attached to Groups as under:-

R.C.E.1212 - 45 M.E. (Tn) Platoon.

R.C.E.1 - 46 M.E. (Tn) Platoon.

I.R.C.E.4 - 89 M.E. (Tn) Platoon.

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Para.4 (Contd).

(e) Communications.

Signal and Telegraph Companies will be allotted to areas corresponding to those of the R.C & M Groups, for purpose of reconnaissance and reconstruction.
Provisional allocation is as under:-

Area of R.C.E.1	2 Rly Telegraph Coy.
R.C.E. (S...E.C) (beyond BOLOGNA)	40 Rly Tele. Coy. SACS.
(Line 65 GRIZZANA - BOLOGNA)	3 Rly Telegraph Coy.
U.S. Group.	U.S. Signal sections.
R.C.E.1212	3 Rly Telegraph Coy.

A Tn. Signal office equipped with Teletype will be set up by 3 Railway Telegraph Coy. at BOLOGNA at the earliest opportunity.

(f) Local Resources. -

(i) Group Commanders will exploit to the full all I.S.R., civilian and military repair resources found in their areas.

(ii) I.S.R. Compartimenti will be instructed to put in hand repairs to achieve the final object set out in para.2 as soon as they can be contacted, and before units are necessarily working in their area.

Compartimenti, for Engineering purposes, are allotted as follows:-

R.C.E.1	TRIESTE
R.C.E.(S.A.E.C)	VENICE
R.C.E.4	BOLOGNA
R.C.E.1212	GENOA
	MILAN
	TURIN

The U.S. Army axis (BOLOGNA - VERONA and BRENNER) falls in the BOLOGNA and VENICE Compartimenti, and each will be contacted by U.S. Group as necessary.

(g) Stores Supply.

In the first phases, stores will be supplied as under:-

R.C.E.(S.A.E.C)
U.S. Group
} ex 331 Tn.S.D. to railhead at GRIZZANA.

R.C.E.1
I.R.C.E.4.
R.C.E.1212.
} ex 330 Tn.S.D. to railhead at FAENZA.

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U.S. Group. U.S. Signal sections.

R.C.E.1212 3 Rly Telegraph Coy.

A Tn. Signal office equipped with Teletype will be set up by 3 Railway Telegraph Coy. at BOLOGNA at the earliest opportunity.

(f) Local Resources. -

(i) Group Commanders will exploit to the full all I.S.R., civilian and military repair resources found in their areas.

(ii) I.S.R. Compartimenti will be instructed to put in hand repairs to achieve the final object set out in para.2 as soon as they can be contacted, and before units are necessarily working in their area.

Compartimenti, for Engineering purposes, are allotted as follows:-

R.C.E.1	TRIESTE
R.C.E.(S.A.E.C)	VENICE
R.C.E.4	BOLOGNA
R.C.E.1212	GENOA
	MILAN
	TURIN

The U.S. Army axis (BOLOGNA - VERONA and BRENNER) falls in the BOLOGNA and VENICE Compartimenti, and each will be contacted by U.S. Group as necessary.

(g) Stores Supply.

In the first phases, stores will be supplied as under:-

R.C.E.(S.A.E.C) } ex 331 Tn.S.D. to railhead at GRIZZANA.
U.S. Group }

R.C.E.1 }
I.R.C.E.4. } ex 330 Tn.S.D. to railhead at FAENZA.
R.C.E.1212. }

As soon as rail reaches BOLOGNA, a stores depot will be set up to supply all Groups.
Further depots will be established later at GENOA and TRIESTE.

(J.Ratter) Colonel,
for Brigadier,
Director, Military Railway Service.

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Appendix 9.

Part 1.

DAILY AVERAGE TRAIN OPERATION MARCH 1945

CENTRAL ITALY

	Military Freight Wagons				Troop & POW		Amb.	Civil
	Trains	Ldr	Eties	Total	Trains	Wgns	Trns	Passr
RIMINI - FORLI	5.7	192	8	200	.1	1	-	-
FORLI - RIMINI	5.3	13	154	167	-	1	-	-
RIMINI - FALCONARA	8.9	77	264	341	.7	15	-	-
FALCONARA - RIMINI	8.9	287	5	292	.9	15	-	-
MONDOLFO TRIPS	.2	6	-	6	-	-	-	-
FALCONARA - ANCONA	4.4	37	119	156	-	1	.03	3
ANCONA - FALCONARA	5.4	139	2	141	-	6	-	3
FALCONARA - FABRIANO	6.9	119	58	177	.9	23	-	1
FABRIANO - FALCONARA	7.5	173	19	192	.9	24	.03	1
FABRIANO - FOLIGNO	7.6	124	61	185	.9	24	-	-
FOLIGNO - FABRIANO	7.5	160	17	177	.9	28	.03	-
FOLIGNO - ASSISI	1.4	2	12	14	-	-	.2	-
ASSISI - FOLIGNO	1.1	14	1	15	-	-	.2	-
TERNI - FOLIGNO	8.7	222	7	229	.9	15	.2	-
FOLIGNO - TERNI	8.5	143	62	205	.9	15	.2	-
ORTE - TERNI	5.9	203	23	226	.8	11	.2	-
TERNI - ORTE	5.4	123	63	186	.9	12	.2	-
ORTE - AREZZO	3.2	95	21	116	.9	15	.06	-
AREZZO - ORTE	4.6	83	71	154	.9	18	.06	-
ROME - ORTE	7.9	292	34	326	1.7	41	.2	-
ORTE - ROME	7.6	220	122	342	1.7	21	.2	-
TOTALS :-	122.7	2724	1153	3877	14.0	301	1.8	8

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	Military Freight Wagons				Troop & POW		Amb.	Civil
	Trains	Lds	Mties	Total	Trains	Wgns	Trns	Passr
RIMINI - FORLI	2.7	192	8	200	.1	2	-	-
FORLI - RIMINI	2.3	43	154	197	-	1	-	-
RIMINI - FALCONARA	8.9	77	264	341	.7	15	-	-
FALCONARA - RIMINI	8.9	287	5	292	.9	15	-	-
CIVITANOVA TRIPS	.2	6	-	6	-	-	-	-
FALCONARA - ANCONA	4.4	37	119	156	-	1	.03	3
ANCONA - FALCONARA	5.4	139	2	141	-	6	-	3
FALCONARA - FABRIANO	6.9	119	58	177	.9	23	-	1
FABRIANO - FALCONARA	7.5	173	19	192	.9	24	.03	1
FABRIANO - FOLIGNO	7.6	124	61	185	.9	24	-	-
FOLIGNO - FABRIANO	7.5	160	17	177	.9	28	.03	-
FOLIGNO - ASSISI	1.4	2	12	14	-	-	.2	-
ASSISI - FOLIGNO	1.1	14	1	15	-	-	.2	-
TERNI - FOLIGNO	8.7	192	37	229	.9	15	.2	-
FOLIGNO - TERNI	8.5	143	62	205	.9	15	.2	-
ORTE - TERNI	5.9	203	23	226	.8	14	.2	-
TERNI - ORTE	5.4	123	63	186	.9	19	.2	-
ORTE - AREZZO	3.2	95	21	116	.9	16	.06	-
AREZZO - ORTE	4.5	83	71	154	.9	18	.06	-
ROME - ORTE	7.9	292	34	326	1.7	41	.2	-
ORTE - ROME	7.8	220	122	342	1.7	21	.2	-
TOTALS :-	122.7	2724	1153	3877	14.0	301	1.8	8

TOTAL TRAINS ALL CLASSES RUN.....146.5
AVERAGE TRAIN MILES PER DAY.....6574.5

MILITARY FREIGHT:- Average No. loaded wagons per train.....22.2
Average No. of empty wagons per train.... 9.4
Average No.(Total)of wagons per train....31.6

Average Net Tons per train.....315
Average Gross Tons per train.....623

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Appendix 9

Para 2.

DAILY AVERAGE TRAIN OPERATION MARCH 1945

EAST ITALY

	Military Freight Wagons				Troop & POW		Amb.	Civil
	Trains	Loads	Mtys	Total	Trains	Wags	Trains	Pass
TERMOLI - ORTONA	2.1	21	8	29	.1	1	-	-
ORTONA - TERMOLI	2.1	6	36	42	.1	1	-	-
TERMOLI - FOGGIA	3.4	51	46	97	.2	1	-	-
FOGGIA - TERMOLI	3.3	85	10	95	.2	2	-	-
FOGGIA BRANCOLI	3.7	57	28	85	-	-	-	-
FOGGIA - CERIGNARO	4.2	55	6	61	-	1	-	-
FOGGIA - BARI	7.8	152	151	303	1.5	22	.2	2.5
BARI - FOGGIA	9.6	315	4	319	1.8	33	.2	2.1
BARI - BRINDISI	4.1	71	21	92	1.4	15	-	2.4
BRINDISI - BARI	3.5	58	38	96	1.4	13	-	2.5
BARI - TARANTO	3.5	38	10	48	.5	6	-	2.8
TARANTO - BARI	3.2	43	37	80	.7	8	-	2.7
BRINDISI - TARANTO	1.8	22	12	34	.4	7	-	1.5
TARANTO - BRINDISI	3.4	25	8	33	.3	7	-	1.4
TARANTO - METAPONTO	2.8	37	9	46	.5	5	-	1.7
METAPONTO - TARANTO	3.3	41	27	68	.6	7	-	1.4
METAPONTO - POTENZA	2.7	42	4	46	.3	6	-	.3
POTENZA - METAPONTO	2.7	19	57	76	.4	4	-	.3
METAPONTO - SIBARI	2.2	18	3	21	-	-	-	.7
TOTALS:-	70.5	1157	544	1701	10.8	139	.4	32.7

TOTAL TRAINS ATS CLASS ENG..... 104.4
AVERAGE TRAIN MILES PER DAY.....6055

MILITARY FREIGHT:- Average No. loaded wagons per train.....16.3
Average No. empty wagons per train.....

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	Trains	Loads	Dives	Total	Trains	Vans	Trains	Passs
TERMOLI - ORTONA	2.1	21	8	29	.1	1	-	-
ORTONA - TERMOLI	2.1	6	36	42	.1	1	-	-
TERMOLI - FOGGIA	3.4	51	46	97	.2	1	-	-
FOGGIA - TERMOLI	3.3	85	10	95	.2	2	-	-
FOGGIA MANCHES	3.7	57	28	85	-	-	-	-
FOGGIA - CERIGNO	4.2	55	6	61	-	1	-	-
FOGGIA - BARI	7.3	152	151	303	1.5	22	.2	2.3
BARI - FOGGIA	9.6	315	4	319	1.8	23	.2	2.4
BARI - BRINDISI	4.1	71	21	92	1.4	15	-	2.4
BRINDISI - BARI	3.5	58	38	96	1.4	13	-	2.5
BARI - TARANTO	3.5	38	10	48	.6	6	-	2.3
TARANTO - BARI	3.2	43	37	80	.7	8	-	2.7
BRINDISI - TARANTO	1.9	22	12	34	.6	7	-	1.5
TARANTO - BRINDISI	2.4	25	8	33	.5	7	-	1.4
TARANTO - METAPONTO	2.8	37	9	46	.5	5	-	1.4
METAPONTO - TARANTO	3.3	41	27	68	.6	7	-	1.4
METAPONTO - POTENZA	2.7	42	4	46	.3	6	-	.5
POTENZA - METAPONTO	2.7	19	57	76	.4	4	-	.5
METAPONTO - SIBARI	2.2	12	22	34	-	2	-	.7
TOTALS:-	70.5	1151	544	1701	10.8	139	.4	32.7

SOCIAL TRAINS AT 1 CLASS RUN..... 104.4
AVERAGE TRAIN MILES PER DAY.....6055

MILITARY TRAINS:- Average No. Loaded wagons per train.....16.3
Average No. empty wagons per train..... 7.7
Average No.(Total) of wagons per train. 24

Average Net Tons per train..... 244.5
Average Gross Tons per train.... 532.5

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Appendix 10

I.S.R. LOCO POSITION - 31 MARCH 1945

COMPARATIVE POSITION THROUGHOUT ITALY.

Type			A Available	B Waiting Shops	C In Shops	D Laid U/S	E Aside Serviceable
WEST ITALY (NAPLES AND ROME COMPARTIMENTI)							
Steam Main Line	ISR	Coalburning	170	66	19	53	11
" " "	"	Oil "	22	-	-	-	-
" " "	USA	" "	106	3	13	-	-
" Switch	ISR	Coal "	105	46	10	23	4
" "	USA	" "	4	-	1	-	-
Diesel 650 HP	USA		53	45	8	-	-
Electric	ISR		54	33	4	46	-
			517	193	55	122	15
CENTRAL ITALY (ANCONA COMPARTIMENTO)							
Steam Main Line	ISR	Coalburning	68	39	13	44	7
" " "	"	Oil "	5	1	1	-	-
" " "	WD	" "	22	1	3	-	-
" " "	"	Coal "	2	-	-	-	-
" Switch	ISR	" "	7	4	2	7	-
" "	WD	" "	3	2	1	-	-
Diesel 350 HP	"		1	-	1	-	-
Electric	ISR		36	27	8	23	19
			144	74	29	74	26
EAST ITALY (BARI COMPARTIMENTO)							
Steam Main Line	ISR	Coalburning	179	17	26	24	-
" Switch	"	" "	68	12	4	6	-
Electric	"		4	-	2	5	-
			251	29	32	35	-
FLORENCE COMPARTIMENTO							
Steam Main Line	ISR	Coalburning	11	17	9	12	-
" " "	"	Oil "	1	-	-	-	-
" " "	USA	" "	22	-	-	-	-
" Switch	ISR	Coal "	5	1	1	7	-
Diesel 650 HP	USA		10	-	-	-	-
Electric	ISR		-	-	-	12	-
			49	18	10	31	-
SUM TOTAL MRS			961	314	126	262	41
TOTAL ALL TYPES MRS				1663			
CALABRIA (A.C.)							
Steam Main Line	ISR	Coalburning	58	25	13	14	-
" Switch	"	" "	21	7	4	3	-
Electric	"		3	1	-	-	-
			112	33	17	17	-

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"	"	USA	"	"	4	:	-	:	1 : -	: -
Diesel 650 HP		USA			53	:	45	:	8 : -	: -
Electric		ISR			54	:	33	:	4 : 46	: -
					517	:	193	:	55 : 122	: 15
				CENTRAL ITALY (ANCONA COMPARTIMENTO)						
Steam Main Line		ISR	Coalburning		68	:	39	:	13 : 44	: 7
"	" "	"	Oil	"	5	:	1	:	1 : -	: -
"	" "	WD	"	"	22	:	1	:	3 : -	: -
"	" "	"	Coal	"	2	:	-	:	- : -	: -
"	Switch	ISR	"	"	7	:	4	:	2 : 7	: -
"	"	WD	"	"	3	:	2	:	1 : -	: -
Diesel 350 HP		"			1	:	-	:	1 : -	: -
Electric		ISR			36	:	27	:	8 : 23	: 19
					144	:	74	:	29 : 74	: 26
				EAST ITALY (BARI COMPARTIMENTO)						
Steam Main Line		ISR	Coalburning		179	:	17	:	26 : 24	: -
"	Switch	"	"	"	68	:	12	:	4 : 6	: -
Electric		"			4	:	-	:	2 : 5	: -
					251	:	29	:	32 : 35	: -
				FLORENCE COMPARTIMENTO						
Steam Main Line		ISR	Coalburning		11	:	17	:	9 : 12	: -
"	" "	"	Oil	"	1	:	-	:	- : -	: -
"	" "	USA	"	"	22	:	-	:	- : -	: -
"	Switch	ISR	Coal	"	5	:	1	:	1 : 7	: -
Diesel 650 HP		USA			10	:	-	:	- : -	: -
Electric		ISR			-	:	-	:	- : 12	: -
					49	:	18	:	10 : 31	: -
			SUM TOTAL MRS		961	:	314	:	126 : 262	: 41
			TOTAL ALL TYPES MRS						1663	
				CALABRIA (A.C.)						
Steam Main Line		ISR	Coalburning		58	:	25	:	13 : 14	: -
"	Switch	"	"	"	21	:	7	:	4 : 3	: -
Electric		"			3	:	1	:	- : -	: -
					112	:	33	:	17 : 17	: -
				INACCESSIBLE LINES.						
Steam Main Line		ISR	Coalburning		4	:	16	:	1 : 24	: -
"	Switch	"	"	"	4	:	12	:	- : 19	: -
Electric		"			-	:	-	:	- : 6	: -
					8	:	28	:	1 : 49	: -
			GRAND TOTAL		1081	:	375	:	144 : 328	: 41
			GRAND TOTAL ALL TYPES						1928	

N.B. - All engines shown as stored serviceable are included in the available figures.

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DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX UK., U.S.A., N.A. AND M.

Convoy	Port	No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items	D
KMS 84	ANCONA BARI NAPLES BRINDISI	8	850	4 - 5 ton Coles Cranes Nos. 4635-6-7, 4196 1 - 8½ ton Ransome Crane No. 2153 5 - 40' Welded Span Bridges 2 - 150' Lattice Girder Bridges 1 - 75 ton Floating Crane 1 - 10 R.B. Crane 1 - 3½/5 ton Ransome Crane 4 - Lister Trucks and 2 Trailers 2 - 1 ton Jones Cranes and 3 Jibs 1 - 2 ton Neals Crane 1 - 3 ton Coles Crane 2 - Chaseside Tractors 1 - 2 ton Jones Crane No. 20664 1 - 5 ton Morris Crane No. 24558 6 - 40' Welded Span Bridges 6 - prs. R.S.Js. N.25 6 - " " N.26	MED/T MED/ MED/ MED/
UGS 74	NAPLES	1	360	4 - Locomotives 2-8-0	
UGS 86	ANCONA BARI NAPLES	12	650	66 - tons L.M.S. Loco Spares 30 - tons Boiler Tubes 5 - Chaseside Tractors 1 - 8½ ton Ransome Crane No. 2155 2 - 1 ton Jones Cranes Nos. 20611/2 1 - 6 ton Ransome Crane No. 3508 Qty. Crane Spares 16 - Nos. Fuel Tanks for oil conversion 70 - tons Steel Tubes 18 - prs. R.S.Js. N.25 15 - prs. R.S.Js. N.26 1 - Jones "20" Crane No. 20648 12 - 40-ft. Sectional Bridges 2 - 6 ton Ransome Cranes Nos. 3504-5 1 - set Marconi Echo Sounding Apparatus	MED/ MED/ MED/ MED/ MED/ MED/ MED/ MED/ MED/ MED/ MED/ MED/

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APPENDIX NO. 11.
SHEET NO. 1.

CF TN. STORES DISCHARGED ON DISCHARGING FROM CONVOYS ETC. EX UK., U.S.A., N.A. AND M.E. - MARCH 1945.

ips ng es	Approx. total tonnage Tn. Stores	Principal Items	Demand No.	Remarks
	850	4 - 5 ton Coles Cranes Nos. 4635-6-7, 4196	MED/TN2/UK. 155-189	U.K.
		1 - 8½ ton Ransome Crane No. 2153	MED/TN2/UK. 189	"
		3 - 40' Welded Span Bridges	MED/TN2/UK. 147	"
		2 - 150' Lattice Girder Bridges	"	"
		1 - 75 ton Floating Crane	-	N.A.
		1 - 10 R.D. Crane	-	"
		1 - 3½/5 ton Ransome Crane	-	"
		4 - Lister Trucks and 2 Trailers	-	"
		2 - 1 ton Jones Cranes and 3 Jibs	-	"
		1 - 2 ton Neals Crane	-	"
		1 - 3 ton Coles Crane	-	"
		2 - Chaseside Tractors	-	"
		1 - 2 ton Jones Crane No. 20664	MED/TN2/UK. 189	U.K.
		1 - 5 ton Morris Crane No. 24558	"	"
		6 - 40' Welded Span Bridges	MED/TN2/UK. 147	"
		6 - prs. R.S.Js. N.25	"	"
		6 - " " N.26	"	"
	360	4 - Locomotives 2-8-0	-	U.S.A.
	650	66 - tons L.M.S. Loco Spares	-	M.E.
		30 - tons Boiler Tubes	MED/TN2/UK. 165	U.K.
		5 - Chaseside Tractors	MED/TN2/UK. 186	"
		1 - 8½ ton Ransome Crane No. 2155	MED/TN2/UK. 189	"
		2 - 1 ton Jones Cranes Nos. 20611/2	MED/TN2/UK. 196	"
		1 - 6 ton Ransome Crane No. 3508	"	"
		Qty. Crane Spares	MED/TN2/UK. 141	"
		16 - Nos. Fuel Tanks for Oil Conversion	MED/TN2/UK. 151	"
		70 - tons Steel Tubes	MED/TN2/UK. 165	"
		18 - prs. R.S.Js. N.25	MED/TN2/UK. 147	"
		15 - prs. R.S.Js. N.26	"	"
		1 - Jones "20" Crane No. 20648	MED/TN2/UK. 189	"
		12 - 40-ft. Sectional Bridges	MED/TN2/UK. 147	"
		2 - 6 ton Ransome Cranes Nos. 3504-5	MED/TN2/UK. 196	"
		1 - set Marconi Echo Sounding Apparatus	MED/TN2/UK. 194	"

2.3.6.21

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DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A. AND

Convoy	Port	No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items	Det
KMS 86 (Cont'd)				4 - 2 ton Jones Cranes (U.S.) 3 - 3 ton Coles Cranes 2 - 5 ton Coles Cranes 2 - 3½/5 ton Ransome Cranes 1 - Stanhay Crane 2 - 6 ton Ransome Cranes 6 - Chaseside Tractors 1 - Lister Truck	
UGS 75	NAPLES	1	2	Qty. R.C.I. Engine Spares " Tug Propellors	
KMS 88	NAPLES ALGIER	3	520	5 - Chaseside Tractors Bridge Launching Equipment 44 Nos. 40' Welded Span Bridges 30 prs. R.S.Js. N.25 15 " " " N.26 Qty. Lignum Vitae " L.M.S. Loco Spares " Signalling Equipment 2 - 5 ton Coles Cranes Nos. 5107/8 1 - 8½ ton Ransome Crane No. 2156 1 - drum Vulcafer Qty. Spares for Neals Cranes	
UGS 77	NAPLES	1	360	4 - 2-6-0 Locomotives	
UGS 78	NAPLES	3	560	Qty. R.C.I. Engine Spares 2 - U.C.R. Bridges - 70' Deck 2 - " " - 70' Through 1 set "E" for conversion of above from Through to Deck 4 - 2-8-0 Locomotives	
UGS 79	NAPLES	1	360 900	4 - 2-8-0 Locomotives 96 - Box Cars	

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...GE OF TH. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A. AND M.E. - MARCH 1943.

...ships ...ding ...ores	Approx. total tonnage Th. Stores	Principal Items	Demand No.	Remarks
		4 - 2 ton Jones Cranes (U.S.)	-	N.A.
		3 - 3 ton Coles Cranes	-	"
		2 - 5 ton Coles Cranes	-	"
		2 - 3½/5 ton Ransome Cranes	-	"
		1 - Stanhay Crane	-	"
		2 - 6 ton Ransome Cranes	-	"
		6 - Chaseside Tractors	-	N.A.
		1 - Lister Truck	-	U.S.A.
	2	Qty. N.C.L. Engine Spares	-	"
		" Tug Propellers	MED/TN2/UK. 166	U.K.
	520	6 - Chaseside Tractors	MED/TN2/UK. 163	"
		Bridge Launching Equipment	MED/TN2/UK. 147	"
		14 Nos. 40' Welded Span Bridges	MED/TN2/UK. 147	"
		30 prs. R.S.Js. N.25	MED/TN2/UK. 147	"
		15 " " N.26	MED/TN2/UK. 166	"
		Qty. Lingan Vitae	-	N.E.
		" L.M.S. Loco Spares	MED/TN2/UK. 86	"
		" Signalling Equipment	MED/TN2/UK. 169	U.K.
		2 - 5 ton Coles Cranes Nos. 5107/8	"	U.K.
		1 - 8½ ton Ransome Crane No. 2156	-	U.K.
		1 - drum Vulcafor	MED/TN2/UK. 141	U.K.
		Qty. Spares for Neals Cranes	-	U.S.A.
	360	4 - 2-8-0 Locomotives	-	U.S.A.
	560	Qty. N.C.L. Engine Spares	MED/TN2/UK. 147	"
		2 - U.C.K. Bridges - 70' Deck	"	"
		2 - " " - 70' Through	"	"
		1 set "E" for conversion of above from Through to Deck	-	"
		4 - 2-8-0 Locomotives	-	"
	360	4 - 2-8-0 Locomotives	-	N.A.
	900	96 - Box Cars	-	

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SUMMARY OF U.S. AND BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 31 [illegible] 1943

DESCRIPTION	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY WHEN OUTSTANDINGS MET	
	NORTH AFRICA	ITALY	against Demands	against Transfers		
LOCOS.						
MAIN LINE - Steam US 2-8-2	-	15	12 (a)	-	27	(a)
US 2-8-0	-	144	99 (b)	-	243	(b)
UMS 2-8-0	-	13	2 (a)	-	15	(c)
SHUNTING - Steam US 0-6-0	-	5	-	-	5	
GW 0-6-0	-	6	-	-	6	
MAIN LINE - Diesel-Electric US 0-4-4-0 650 HP	-	146	-	-	146	(e)
SHUNTING - Diesel-Electric UMS 0-6-0 350 HP	-	2	2 (a)	-	4	
Diesel - General 0-4-0 250 HP	-	1	-	-	1	
WAGONS.						
U.S. Box - 20 ton	15½ (c)	385	-	100 (c)	385	
Converted to Rail Van	3 (c)	9	-	3	12	
Chassis used as Flat	6 (c)	8	-	6	14	
U.S. Box - 40 ton Chassis used as Flat	53 (c)	5	-	53	58	
U.S. Bolster Van 20 ton converted as Flat	1 (c)	-	-	-	1	
Br. Flat for /FV's - 40/50 ton	-	50	-	-	50	
U.S. " " " - 50/56 ton	-	29	50(a)	-	79	
Br. Open H.S. - 13 ton	-	98	-	-	98	
U.S. Well - 50 ton	3 (c)	-	-	-	3	

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APPENDIX 12.

S. AND BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 31 MAR. 45.

DESCRIPTION	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY AFR OUTSTANDINGS MET	REMARKS
	NORTH AFRICA	ITALY	Against Demands	Against Transfers		
2-8-2	-	15	12 (a)	-	27	(a) Ex M.E.
2-8-0	-	144	99 (b)	-	243	(b) Ex U.S.
2-8-0	-	13	2 (a)	-	15	(c) To be transferred to Italy.
0-6-0	-	5	-	-	5	
0-6-0	-	6	-	-	6	
etric US 0-4-2-0 650 HP	-	116	-	-	116	(c) Includes 6 discharged at Palermo (Sicily), awaiting re-shipment to Italy.
etric TMS 0-6-0 350 HP	-	2	2 (a)	-	4	
an 0-4-0 250 HP	-	1	-	-	1	
						The following have been advised shipped ex M.E. but not yet received Italy: -
	154 (c)	385	-	160 (c)	925	
erted to Well van	3 (c)	9	-	3	12	Locos - Steam US 2-8-2 - 4
his type as Flat	6 (c)	8	-	6	14	TMS 2-8-0 - 2
his used as Flat	53 (c)	5	-	53	58	Diesel-elec.
converted as Flat	1 (c)	-	-	1	1	WS 0-6-0 - 2
0/50 ton	-	50	-	-	50	Wagons - Flat /50 ton - 28
0/56 ton	-	29	50(a)	-	79	
13 ton	-	96	-	-	96	This survey does not take into account wagons which are being shipped from North Africa to South America.
50 ton	3 (c)	-	-	3	3	

(A)

COAL - MARCH 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	14,169	25,883	40,052
RECEIPTS	39,059	22,874	61,933
ISSUES	32,254	19,642	51,896
TRANSFERS	767	2,948	3,715
CLOSING STOCK	20,207 +	26,167 +	46,374
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES (5-WEEK MONTH)	22	47	31
AVERAGE WEEKLY RECEIPTS	7,812	4,575	12,386
AVERAGE WEEKLY ISSUES	6,451	3,928	10,379

+ Closing stock includes Grade A Coal - EAST ITALY 2558 tons.
- WEST ITALY 3735 tons.

(B)

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF MARCH 1945.

In barrels (35 Imp. Galls. - 42 U.S. Galls.)

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	4459	1024	1988	293
RECEIPTS DURING MONTH	2	1145	454	5

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OPENING STOCK	14,169	25,883	40,052
RECEIPTS	39,059	22,674	61,933
ISSUES	32,254	19,642	51,896
TRANSFERS	767	2,948	3,715
CLOSING STOCK	20,207 +	26,167 +	46,374
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES (5-WEEK MONTH)	22	47	31
AVERAGE WEEKLY RECEIPTS	7,812	4,575	12,386
AVERAGE WEEKLY ISSUES	6,451	3,928	10,379

+ Closing stock includes Grade A Coal - EAST ITALY 2558 tons.
- WEST ITALY 5735 tons.

(E)

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF MARCH 1945.

In barrels (35 Imp. Galls. - 42 U.S. Galls.)

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	4459	1084	1968	293
RECEIPTS DURING MONTH	2	1145	494	5
ISSUES DURING MONTH	207	656	1050	15
CLOSING STOCK	4259	1573	1392	283

All receipts include quantities taken over ex U.S. Depots.

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APPENDIX 14.

SHEET NO. 1.

MECHANICAL EQUIPMENT.

Type	Cubic Capacity	Capacity	Total Held	ATTACHMENTS D/L	C.	P/D	Clam-shell	F/S
(1) EXCAVATORS.								
10 R.B.	¾ cu.yd.	3 ton	19	4	19	-	3	-
19 R.B.	⅘ cu.yd.	5 ton	20	6	13	1	1	1
37 R.B.			1		1			
15B Erie	½ cu.yd.		1	-	-	-	-	-
44B Erie		15 ton	2	-	2	-	-	-
Bay City	½ cu.yd.		2	-	2	-	-	-
Fiorentini FB.40		7 ton	4	-	4	-	-	-
" FB.45	⅘ cu.yd.	10 ton	6	1	4	1	-	-
" FB.55		10 ton	1	-	1	-	-	-
" FB.90		3/12 ton	1	-	1	-	-	-
Northwest	1 cu.yd.	10 ton	1	-	1	-	-	-
P. & H.		7 ton	4	-	4	-	-	-
Byers No. 75			2	-	2	-	-	-
Koering		30 ton	1	-	1	-	-	-
Enemy Captured.								
Wesserhute		7 ton	1	-	1	-	-	-
Crane (Meker's No. not shown)		7 ton	1	-	1	-	-	-
Bungar	1 cu.yd.	10 ton	1	-	1	-	-	-
(2) DUMPERS.								
Muirhill	2-3 cu.yd.		44					

	Total Held	ATTACHMENTS E/D	A/D	E/T	P.C.U.
(3) TRACTORS.					
D.4	28	2	19	3	6
D.6	12	-	3	-	11
D.7	18	-	3	-	13
D.8 (includes 2 McCormick Deering)	30	-	20	1	19
(4) ROOTERS.					
Le Tourneau	6				

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10 R.B.	¾ cu.yd.	5 ton	19	4	19	-	3	-
19 R.B.	¾ cu.yd.	5 ton	20	6	13	1	1	1
37 R.B.			1					
15B Erie	½ cu.yd.		1	-	1	-	-	-
44B Erie		15 ton	2	-	2	-	-	-
Bay City	½ cu.yd.		2	-	2	-	-	-
Fiorentini FB.40		7 ton	4	-	4	-	-	-
" FB.45	⅝ cu.yd.	7½ ton	6	1	4	1	-	-
" MB.55		10 ton	1	-	1	-	-	-
" FB.90		5/12 ton	1	-	1	-	-	-
Northwest	1 cu.yd.	10 ton	1	-	1	-	-	-
E. & H.		7 ton	4	-	4	-	-	-
Byers No. 75			2	-	2	-	-	-
Koering		30 ton	1	-	1	-	-	-
Enemy Captured.								
Wesserhute		7 ton	1	-	1	-	-	-
Crane (Maker's No. not shown)		7 ton	1	-	1	-	-	-
Bungar	1 cu.yd.	10 ton	1	-	1	-	-	-
(2) SCRAPERS.								
Muirhill	2-3 cu.yd.		44					

	Total Held	ATTACHMENTS			
		B/D	A/D	H/W	P.C.U.
(3) TRACTORS.					
D.4	28	2	19	3	6
D.6	12		5		11
D.7	18	-	3	-	13
D.8 (includes 2 McCormick Deering)	30	-	20	1	19
(4) ROOTERS.					
Le Tourneau	6				
(5) SCRAPERS.					
Le Tourneau - 4 cu.yd.	2				
- 6 " "	20				
- 8 " "	8				
- 12½ " "	2				
(6) GRADERS.					
No. 66 Full. Caterpillar	1				

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APPENDIX 14.

SHEET NO. 2.

MECHANICAL EQUIPMENT.

Type	Cubic Capacity	Capacity	Total Held
(7) COMPRESSORS.	100/125 cu.ft.		28
	157/160 cu.ft.		29
	200/210 cu.ft.		21
	500 cu.ft.		2
Stationary	75 cu.ft.		1
	250 cu.ft.		1
	315 cu.ft.		1
	500 cu.ft.		2
Truck Mounted	156 cu.ft.	15 cwts.	11
(8) Concrete Mixers.	3½/5 cu.yd.		7
	5/7 cu.yd.		2
	10/7 cu.yd.		56
	14/10 cu.yd.		14
(9) STONE CRUSHERS. (Includes 3 captured enemy)		4 tons per hour	15
(10) LEGO. DECAUVILLE. H.P. 25			16
(11) GENERATORS. 4 K.W.			10
5 K.W.			14
7.5 K.W.			1
9 K.W.			1
12 K.W.			3
16 K.W.			1
22 K.W.			5
25 K.W.			1
(12) LIGHTING SETS. 1 K.W.			13
4 K.W.			23
5 K.W.			2
7.5 K.W.			1
			1

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	200/210 cu.ft.		24
	500 cu.ft.		2
Stationary	75 cu ft.		1
	250 cu.ft.		1
	315 cu.ft.		1
	500 cu.ft.		2
Truck Mounted	156 cu.ft.	15 cuts.	11
(8) Concrete Mixers.	3½/5 cu.yd.		7
	5/7 cu.yd.		2
	10/7 cu.yd.		56
	14/10 cu.yd.		14
(9) STONE CRUSHERS.	4 tons per hour		15
(Includes 5 captured enemy)			
(10) LOCO. DECAUVILLE.			
H.P. 25			16
(11) GENERATORS.			
4 K.W.			10
5 K.W.			14
7.5 K.W.			1
9 K.W.			1
12 K.W.			3
16 K.W.			1
22 K.W.			5
25 K.W.			1
(12) LIGHTING SETS.			
1 K.W.			15
4 K.W.			23
5 K.W.			2
7.5 K.W.			1
10 K.W.			1

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APPENDIX 15.

MOBILE ROAD CRANES - C.M.F.

(Up to and including K.M.S. 87/88).

NAME AND CAPACITY	TN. HOLDINGS			OTHER SERVICES						
	N. AFRICA	ITALY	TOTAL	WORKS	ORD.	REME	SALV.	U.S. FORCES	R.N.	TOTAL
R. & R.										
10 ton	-	3	3	-	4	-	-	-	-	7
8½ "	-	2	2	1	10	3	-	-	-	16
6 "	5	35	40	4	12	26	-	-	2	64
3½/5 "	7	23	30	7	5	4	1	-	-	47
2/3 "	-	-	-	-	5	-	-	-	-	5
1 "	-	-	-	-	3	-	-	-	-	3
Jones.										
2 ton	-	6	6	31	19	2	-	-	-	58
1 "	-	6	8	5	12	1	2	2	-	30
Morris.										
5 ton	1	10	11	2	3	-	-	-	-	16
Coles.										
5 ton	-	14	14	26	12	5	1	-	1	59
3 "	3	8	11	4	5	1	1	-	-	22
2 "	-	-	-	-	-	1	-	-	-	1
Stanmay.										
1 ton	-	2	2	-	2	3	-	-	-	7
Chesside.										
1 ton	-	-	-	-	-	1	-	-	-	1
Hyster.										
10,000 lb.	-	20	20	-	2	11	-	-	-	33
6,000 lb.	-	23	23	4	18	-	-	-	-	45
Neals.										
2 ton	2	2	4	5	11	-	-	-	-	20
1 "	-	-	-	6	-	-	-	-	-	6
15 cwt.	-	-	-	7	-	-	-	-	-	7

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R. & R.											
10 ton	-	3	3	-	4	-	-	-	-	7
8½ "	-	2	2	1	10	3	-	-	-	16
6 "	5	35	40	4	12	26	-	-	2	84
3½/5 "	7	23	30	7	5	4	1	-	-	47
2/3 "	-	-	-	-	5	-	-	-	-	5
1 "	-	-	-	-	3	-	-	-	-	3
Jones.										
2 ton	-	6	6	31	19	2	-	-	-	58
1 "	-	8	8	5	12	1	2	2	-	30
Morris.										
5 ton	1	10	11	2	3	-	-	-	-	16
Coles.										
5 ton	-	14	14	26	12	5	1	-	1	59
3 "	3	8	11	4	5	1	1	-	-	22
2 "	-	-	-	-	-	1	-	-	-	1
Stanhay.										
1 ton	-	2	2	-	2	3	-	-	-	7
Chaseside.										
1 ton	-	-	-	-	-	1	-	-	-	1
Hyster.										
10,000 lb.	-	20	20	-	2	11	-	-	-	33
6,000 lb.	-	23	23	4	18	-	-	-	-	45
Neals.										
2 ton	2	2	4	5	11	-	-	-	-	20
1 "	-	-	-	6	-	-	-	-	-	6
15 cwt.	-	-	-	7	-	-	-	-	-	7
Mercer.										
4 ton	-	2	2	-	-	-	-	-	-	2
	18	158	176	102	123	58	5	2	3	469

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NAIROBI PASSENGER & FREIGHT STATISTICS - IN IV

WARRANTED BY BRITISH R.T.O's — FEB. 1st. TO MAR. 12th. 1945

Passenger

Traffic	Total Warrants	Personnel Embarking	Kgm Kilos	Excess Baggage Kgms Tons	Excess Baggage Kgms Kilos	Tons
British		126,360	25,805,547	392 2,582	447,957	
U.S.A.		507	1,[illegible]	10 20	1,520	
A.M.G./A.C.C.		558	152,[illegible]			
E.A.F.		136	37,250	1 2	313	
Italian Military		5,786	2,749,999	42 283	11,175	
U.N.R.R.A.		2	589			
Total	4,534	136,558	28,851,081	445 2,887	460,918	

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Kgms Kilos	Tons Kilos
British		36,000	397,160	8,315,959	85,271,123
U.S.A.		5,214	59,786	1,026,733	10,796,195
+ A.M.G./A.C.C.		1,629	25,673	208,408	3,126,695
E.A.F.		1,409	17,199	423,463	5,[illegible]
Italian Military		145	3,037	145,933	[illegible]
Coal etc. to I.S.R & Sub Est.		781	13,519	97,346	1,[illegible]
U.D.F.I.		3	41	1,044	22,466
I.M.C.A.		1	5	399	1,995
N.Z. Red Cross		2	17	230	1,955
Total	11,611	45,484	516,337	10,222,192	106,759,960

Note:- + Excludes traffic warranted by A.C.C. representatives.

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ITALY PASSENGER & FREIGHT STATISTICS - BY RY

Appendix No.16

WARRANTED BY BRITISH A.C.C's FEB. 13th. to FEB. 28th. 1945

Total Warrants	Passengers Embarked	Kms Kilos	Passenger Journeys Wagon Tons	Wagon Kilos	Ton Kilos	Average Length of Journey (Kilos)
	126,365	25,880,547	392 2,582	147,307	951,265	
	527	109,458	10 20	1,520	3,040	
	563	156,791				
	116	37,350	1 2	316	652	
	8,786	2,379,995	42 293	11,175	82,963	
	2	565				
1,304	136,558	28,564,682	445 2,887	160,318	1,037,920	229

Total Warrants	Total Wagons	Total Tons	Wagon Kilos	Ton Kilos	Average Wagon Load (Tons)	Average Wagon Haul (Kilos)
	36,000	397,160	8,314,233	85,271,123		
	5,214	59,786	1,921,783	10,796,195		
	1,629	25,673	298,408	5,126,635		
	1,407	17,100	423,463	5,119,999		
	145	3,937	145,235	776,532		
	781	13,518	97,326	1,652,068		
	3	41	1,644	22,460		
	1	5	399	1,995		
	2	17	230	1,955		
11,811	45,484	516,337	10,222,159	106,759,960	10.4	225

Note:- + Excludes traffic warranted by A.C.C. representatives.

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PORT WORKING STATISTICS - EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 MARCH 45

Port	No. of Ships	No. of days Discharging	Cargo	No. of M.T. & Tons Discharged M.T.	Tons QUAY	M.T.	Tons LIGHTER	Total Tonnage	Average Daily Tonnage Discharged
TARANTO	29	72	M.T.	703	2577	911		26255	23 = 83
			Stores		10838				350
			Coal		12840				414
BRINDISI	22	83	M.T.	210	865	4739		31895	7 = 28
			Stores		31030				1001
BARI	81	272	M.T.	398	2271	41394		166138	13 = 73
			Stores		141623				4568
			Coal		22244				718
BARLETTA	4	7	Stores		2140	-		2140	69
GALLIPOLI	1	9	Coal		4965	-		4965	160
MONOPOLI	8	9	Stores		376			421	12
			Coal		45				1
ANCONA	105	343	M.T.	897	4946	61879		149483	29 = 160
			Stores		134120				4326
			Coal		10417				336

Total discharged ALL PO

Notes:- Lighter tonnage is also included in ouey commodity tonnage
The Stores figure does not include P.O.L. discharged by Pi
2143 Animals discharged at Bari during month.

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Appendix No. 17

PORT WORKING STATISTICS - EAST ITALY

EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 MARCH 45

Cargo	No. of M.T. & Tons Discharged QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day
M.T.	703	2577				23 = 83	
Stores		10838	911		26255	350	365
Coal		12840				414	
M.T.	210	865				7 = 28	
Stores		31030	4739		31895	1001	384
M.T.	398	2271				13 = 73	
Stores		141623	41394		166138	4568	611
Coal		22244				718	
Stores		2140	-		2140	69	06
Coal		4965	-		4965	160	552
Stores		376				12	
Coal		45			421	1	47
M.T.	897	4946				29 = 160	
Stores		134120	61879		149483	4326	
Coal		10417				336	435

Total discharged ALL PORTS 381297 Tons

Notes:- Lighter tonnage is also included in quay commodity tonnage
The Stores figure does not include P.O.L. discharged by Pipe Line.
2143 Animals discharged at Bari during month.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJG/vb

Tel. Ext. 318

20th April, 1945.

207/9/Tn.1.

SUBJECT: Agriculture Sub-Commission Monthly Report - Transportation Difficulties.

TO : Agriculture Sub-Commission.

1. Reference your AGP/111, dated 17th April, 1945, and conversation Allbaugh/Sieff of even date.

2. The present general position is that more transport is available in most areas in Italy than there are stores - forming part of the disease and unrest programme - being offered for movement. There are areas in which immediate movement may temporarily prove difficult, and there are short periods of time during which the full programme may not move, but adjustments can be made to enable these difficulties to be overcome.

3. This Sub-Commission will draw your attention to failures to load, and at the same time it will be appreciated if you will bring to our notice, as early as possible, any transportation difficulties you are encountering.

M.J. SIEFF, Colonel.
For MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:

Economic Section.

4094

(9)

HQ.ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

FROM: TO:

DIRECTOR
MR. MERRITT H. TAYLOR
DEPUTY DIRECTOR
COLONEL M.R.THOMAS
PLANNING STAFF
MR. CHARLIE RYAN
LT.COL. M. HARRIS
MAJOR F.P.RICHARDSON
ADMINISTRATIVE DIV.
LT.COL. W.P.SCOGGINS
CAPT. C.S.WYATT
MOVEMENTS DIV.
COL. M.J.SIEFF
LT.COL. J.W.BAKER
LT.COL. C.N.CHRISTENSEN
LT.COL. J.A.BALFOUR
RAIL DIV.
LT.COL. O.H.LINDBERG
MAJOR W.C.FLETCHER
MAJOR A.C.PING
MAJOR M.G.MATSON
MAJOR A.H.STREET
MAJOR S.L.BAISTER
MAJOR C.M.LONG
ROADS DIV.
MR. GEORGE G. GROSS
LT.COL. C.FERNYHOUGH
MAJOR D.C.BOYLE
MAJOR H.M.DOWNER
CAPT. W.G.PETERSON
PORTS & WHOUSE DIV.
MR. R.M.BAZZANELLA
MR. JAMES D.HURLEY
MAJOR R.H.KLEIN
CAPT. G.W.E.WARLEY

DATE & TIME REC'D
85 20 APR 1945

Return buck slip to Chief Clerk, Admin.Div. with reference of file on which attached has been put.

REMARKS: 4093

Declassified E.O. 12356 Section 3.3/NND No. 763021

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

LT.COL. W.P.SCOGGINS
CAPT. C.S.WYATT

MOVEMENTS DIV.

COL. M.J.STEPP
LT.COL. J.W.BAKER
LT.COL. C.N.CHRISTENSEN
LT.COL. J.A.BALFOUR

RAIL DIV.

LT.COL. O.H.LINDBERG
MAJOR W.C.FLETCHER
MAJOR A.C.PING
MAJOR M.G.MATSON
MAJOR A.H.STREET
MAJOR S.L.BAISTER
MAJOR C.M.LONG

ROADS DIV.

MR. GEORGE G. GROSS
LT.COL. G.FERNYHOUGH
MAJOR D.C.MOYLE
MAJOR H.M.DOWNER
CAPT. W.G.PETERSON

PORTS & WHOUSE DIV.

MR. R.M.BAZZANELLA
MR. JAMES D.HURLEY
MAJOR R.H.KLEIN
CAPT. G.W.E.WARLEY

DATE & TIME REC'D

BS 20 APR 1945

Return back side to Chief Clerk, Admin.Div. with reference of file on which attached has been put.

REMARKS: 4093

Col Lieff,

I have read Agriculture letter (folio 8) & think we must agree there is fair comment. Not only AC, but also the Military, have experienced & are still experiencing great difficulty in connection with clearance of Naples Port.

2388

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

JTM/cmm

Tel. 262

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

17 April 1945

AGR/111

2078

SUBJECT: Agriculture Sub-Commission Monthly Report - Transportation Difficulties

TO : Transportation Sub-Commission, Movements Division

1. Reference your letter AC/207/6/Tn.1 of 13 April 1945, subject as above. Transportation difficulties are a definite limiting factor in the distribution of supplies such as fertilizer, but all transportation difficulties which are susceptible to improvement are brought to the attention of the Transportation Sub-Commission without delay. However, in reviewing the agricultural situation it is necessary to take into account problems which are transportation in the broad sense of the word.

2. In specific reply to your comments - the first and second paragraphs on page 1 (summary) indicate that fertilizer distribution has been handicapped, and are based on the first and second paragraphs, Agricultural Supplies, page 2, paragraph b.

3. Page 2, paragraph b, states that "owing to scarcity of rail wagons". During the period indicated, 4,500 tons of ammonium sulphate and 3,000 tons of copper sulphate arrived in Naples, and all reports received from officers in the area indicated that shipments on a port clearance basis were handicapped due to the current scarcity of rail wagons. This is presumed to be true as much of the material is still warehoused at or near the port area. The matter was brought to the attention of the Transportation Sub-Commission in Naples and in Rome, but the scarcity of rail wagons could not be overcome.

4. In this connection, the distribution of fertilizer has been handicapped from a transportation standpoint for the past 6 months, during which time shortages of rail wagons, lack of truck facilities at rail destinations, general scarcity of transportation has prevented the flow of supplies uniformly to all provinces to which they have been allocated. Shipments from the Terni area would have been completed long ago had rail wagons been made available to move accepted tonnages, and had truck transport been at the disposition of provinces not served by rail. Distribution will be completed without any reduction in the return in food per ton of fertilizer, but the increase will not be uniform, and will be proportionately later, due to the fact that the stocks are located in a relatively inaccessible area served only by a rail carrying urgent military traffic. The same is true of superphosphate stocks in Portici, but to a lesser extent, and loading labor difficulties have further handicapped the fulfillment of the programs as initially drafted.

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5. In regard to the movement of sulphur, we are advised that shortages of coal and rail wagons impedes the movement of sulphur in Sicily, as well as grinding capacity. While the situation has been considered at various times during recent months, it is of importance as the season for disease control is at hand and Sicilian sulphur is not available. It is understood that all possible action has been taken to improve the situation.

6. With reference to paragraph 2 of page 4, the phrase "although serious handling and transportation problems are anticipated" is not justified on past experience in moving livestock from Sardinia to areas in Littoria and Frosinone comparatively near the port of disembarkation. Such a program expanded to involve shipments to points in Toscana and Marche Regions involves not only the ocean haul but the long internal movement with transfer points, etc. For instance, the movement of livestock from Sardinia to Civitavecchia by boat, thence to provinces such as Ancona and Pesaro by rail and road would materially increase "handling and transportation problems." This matter has not been taken up with the Transportation Sub-Commission because a justifiable availability of livestock in Sardinia and comparable deficiency in Toscana and Marche have not been demonstrated. If it is decided to develop a definite program, the matter will be thoroughly investigated with the Transportation Sub-Commission before any commitments are made.

7. In summary, the staff of Transportation Sub-Commission has cooperated fully in the distribution of agricultural supplies, etc., although problems continue to limit the full realization of programs which involve movement of bulky items such as fertilizer, or special items such as livestock. While these problems are not susceptible of action, they must be recognized as effecting the agricultural situation, and taken into account. Relevant programs will continue to be investigated with the Transportation Sub-Commission, as requested.

Leland G. Allbaugh
LELAND G. ALLBAUGH
Director

Distribution:
Economic Section

1691

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Port & Whouse Div

SECRET

1. Passed to you for information.
2. Return to Tn 1. for filing

W L Thomas
2 March 45.

207 [TN]

7

SECRET

Copy for Col. Thomas.

SECRET.

Subject : Progress Report - Italy.

Transportation Increment,
Italy.
Tel : Firebox 49.
Outside line 843362.
Ref : TN.A.1/43.
25 February 1945.

To : The Director of Transportation,
The War Office,
Metropole Buildings,
Northumberland Avenue,
LONDON. W.C.2.

Herewith my Progress Report Nº. 17 for the month of January, 1945.

(R.D.WAGHORN).
Brigadier.
Director of Transportation.

DISTRIBUTION:

Director of Transportation, The War Office.	(4)
G-4 Mov & Tn., A.F.H.Q.	(2)
D.D.Tn., A.F.H.Q.	(2)
Q(M)., H.Q., 15 Army Group.	(2)
D.Tn., G.H.Q., M.E.F.	(1)
D.Tn., Rear H.Q., 11 Army Group, S.E.A.C.	(1)
D.D.Tn., B.A.S., Washington.	(1)
D.D.M.R.S.	(1)
D.D.Tn. (Docks).	(1)
D.D.Tn. (Railways).	(1)
A.D.Tn.(Er)., 15 Army Group.	(1)
H.Q., Movements Central Italy.	(1)
H.Q., Movements West Italy.	(1)
H.Q., Movements East Italy.	(1)
Transportation sub-Commission, A.C.	(1)
1 Port Operating Group, R.E.	(1)
5 Port Operating Group, R.E.	(1)
7 Port Operating Group, R.E.	(1)
3 Port Construction & Repair Group, R.E.	(1)
H.Q., 6 E.W.T. Group, R.E.	(1)
1 Railway Construction and Maintenance Group, R.E.	(1)
1212 Railway Construction and Maintenance Group, R.E.	(1)
Railway Construction Group, S.A.E.C.	(1)
4 Indian Railway Constr. & Maintenance Group, I.E.	(1)
1 Railway Operating Group, R.E.	(1)
2 Railway Operating Group, R.E.	(1)

2361

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

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Northumberland Avenue,
LONDON. W.C.2.

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Brigadier.
Director of Transportation.

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G(M)., H.Q., 15 Army Group. (2)
D.Tn., G.H.Q., M.E.F. (1)
D.Tn., Rear H.Q., 11 Army Group, S.E.A.C. (1)
D.D.Tn., B.A.S., Washington. (1)
D.D.M.R.S. (1)
D.D.Tn. (Docks). (1)
D.D.Tn. (Railways). (1)
A.D.Tn.(Br)., 15 Army Group. (1)
H.Q., Movements Central Italy. (1)
H.Q., Movements West Italy. (1)
H.Q., Movements East Italy. (1)
Transportation Sub-Commission, A.C. (1)
1 Port Operating Group, R.E. (1)
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H.Q., 6 L.W.T. Group, R.E. (1)
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4 Indian Railway Constr. & Maintenance Group, I.E. (1)
1 Railway Operating Group, R.E. (1)
2 Railway Operating Group, R.E. (1)
3 Transportation Stores Group, R.E. (1)
War Diary. (2)
File. (1)
Transportation Sub-Commission, Rail Section. (1)

4089

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

TRANSPORTATION INCREMENT. SECRET.

C. M. F. Copy No. 22

PROGRESS REPORT No. 17.

JANUARY, 1945.

CONTENTS:

1. General.
2. Docks Working.
3. Port Construction and Repair.
4. Railway Construction.
5. Railway Electrification.
6. Railway Operating.
7. Mechanical Engineering.
8. Stores.
9. Finance.

APPENDICES:

1. Location of Transportation Units.
2. Administration.
3. Summaries of Port Facilities.
4. Barge Erection Position.
5. Review of Current and Projected Contract Works (Rly Construction)
6. Summary of Works completed in January and in hand on Feb. 1st, 1945.
7. Statistical details of Reconstruction and Maintenance during January, 1945.
8. Daily Average Train Operation.
9. Locomotive Power Situation.
10. Locomotive Running Statistics.
11. Principal Items of Tn. Stores received. By Convoys.
12A. Stock Position of Coal.
12B. Stock Position of Oil and Lubricants.
13. Evaluation of Assistance rendered by Military Railway Service to Italian State Railways.
14. Railway Passenger and Freight Statistics.
15. Summary of Tonnage discharged at East Coast Ports;
16. Summary of Tonnage loaded at East Coast Ports.

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

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16. Summary of Tonnage loaded at East Coast Ports.
17. Accumulative Totals of Tonnage discharged and loaded.
18. Tonnage cleared from East Coast Ports.
19. Tonnage handled by British Units in West Coast Ports.

2 3 9 4 1

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

TRANSPORTATION INCREMENT.
C. M. F.

PROGRESS REPORT No. 17. SECRET.
JANUARY, 1945.
ITALY.

1. GENERAL.

(a) Unfavourable weather conditions prevailing throughout the month have continued to hamper all Transportation activities, particularly port operating at Ancona where considerable damage to craft has been caused through the inability of the Italian I.W.T. Port Operating Coys., to cope with the wintry conditions and bad weather. The 'Regio Marina' have been requested, through F.C.L.I., to replace the less experienced officers and men in the two Italian I.W.T. Coys. at Ancona.

(b) The total tonnage of Stores and M.T. handled at ports by British units during January shows the considerable decrease of 76,840 tons or 14.6% over the December figure. This is caused by a decline of 13.5% and 46.5% respectively in the discharge at East and West Italian ports due to a reduction in the amount of cargo offering. Exports from West Italian ports increased by 3477 tons or 140% over the corresponding December figure.

(c) Bad weather has again necessitated continuous maintenance of quay and road surfaces at Ancona. A noticeable improvement has been effected but shortage of stone has not allowed a high standard to be reached and surfaces are still far from satisfactory and much inferior to those of other East Coast ports.

(d) Work on the Appennine Tunnel has proceeded satisfactorily, the slip in the open cut at the South portal has been halted and construction of the tunnel ring commenced. Good progress is being made with two adits, one to draw flood water and the other to provide access to additional faces in the demolished section. The estimated time of completion is 15 April - 15 May depending on the ground conditions encountered during tunnelling.

(e) The work on Line 219, Pisa - Empoli - Florence, has been raised in priority by A.F.H.Q., in order to provide insurance against the possibility of prolonged delay in the opening of the Serravalle Tunnel on the Pisa - Pistoia - Florence line. This work, originally to be carried out by the I.S.R. under A.C. supervision, will now be treated as a military project and has been allotted 2 American Engineer Bn's. and 3 Italian Rly. Engineer Coys.

(f) Line 90 was reopened for traffic on 23 January after the completion of the new 150 ft. lattice span over the river Melfa and repairs to washouts near Vairano.

(g) The reconstruction of the overhead contact line, on the Terni - Fabriano section of line 87, has been completed; preliminary trials took place on 21 January during which a single electric locomotive successfully hauled a 400 ton test train over the section, during final trials a 700 ton test train was hauled successfully from Terni to Fossato, double heading being necessary up the long 1 in 45 gradient between Terni and Baino.

During 30/31 January electric locomotives were worked into

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During 30/31 January electric locomotives were worked into service and a completely new service and time table introduced from Terni to Foligno.

(h) Heavy blizzards at the beginning of the month seriously interfered with traffic on lines 86 and 87 where snow drifts of from 8' to 9' were not uncommon; snow ploughs were brought into use, but stationary trains became quickly snowed up and had to be dug out by specially organised I.S.R. gangs. At first difficulty was experienced in obtaining food for these men but authority has now been obtained to hold reserves of Army rations at [illegible]ints for issue in such emergencies.

/To shew [illegible]....

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(i) A service of leave trains from Montecatini to Rome was inaugurated, on 20 Jan., at present only three round trips are made perweek but it is proposed to operate a second train next month and to run a regular weekday service.

(j) Transportation Stores Units handled a total of 40,750 tons (excluding coal and fuel oil) during the month, 6.8% above the December record figure. The increase was due principally to transfers and heavy issues of track materials. The issues of rail and sleepers amounting to 22 miles and 30 miles respectively, while standard military bridging declined slightly to 2136 ft. run.

(k) Supplies of repaired boots and battle dress to the I.S.R. have been on a very much reduced scale during Jandue to shortage of stocks in the theatre and an alteration in the Allied Commission policy of distribution.

Agreement has now been reached that I.R.S. will receive 14.16% of the total available A.C. stocks and in consequence substantial releases of boots and clothing have been authorised for early February.

(l) Authority has been received for the issue, on repayment, to train crews of additional rations consisting of 12 oz. tinned meat and vegetable stew and 4 oz. biscuit for each 8 hour shift worked. Distribution is complicated by the fact that the cost to the I.S.R. of rations supplied from American sources is 50% higher than similar rations from British stocks. In order to avoid discontent among crews working in American controlled areas, I.S.R. have been asked to issue all rations at the same price irrespective of whether they are of American or British provision.

(m) A total of 132 senior officials of the I.S.R. have been suspended from duty by the Epuration Commission since the beginning of the Anti Fascist purge of which only 8 have been reinstated; the remainder will continue under suspension until the Commission is able to complete their investigations. The number of new suspensions during January has been very small.

2. PORT OPERATING.

A. GENERAL.

(i) Employment of Port Operating Groups, R.E.

Port Operating Groups available in East Italy were Nos. 1, 5 and 7 Groups with Headquarters at Brindisi, Bari and Ancona respectively.

Allocation of Ports and Operating Units to Groups was as under :

		Operating Units.				
Group.	Ports.	Brit.	South African.	Maur.	It.	Remarks.
No. 1 Port Op. Group, R.E.	Taranto, Gallipoli.	1	Det.		2	Civilians only.

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	Gallipoli.					Civilians only.
	Brindisi.	2	Det.		2	
No. 5 Port Op. Group, R.E.	Monopoli.	Det.				
	Bari.	4	1 less Dets.	1	1	Also 2 Coys Lebanese.
	Barletta.	Det.			1	
No. 7 Port Op. Group, R.E.	Ancona.	4		1		

/To sheet 3....

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No. 1 Port Operating Group has in addition two British Port Operating Companies employed in Greece i.e., 1010 Port Operating Company at Piraeus and 992 Port Operating Company at Salonika with detachments at Corfu, Patras and Volas. No. 5 Port Operating Group also has one British Port Operating Company working at Leghorn, while one South African Docks Operating Company is employed at Naples on supervisory duties. Dets of 1027 Port Operating Company and 990 Port Maintenance Company have been located at Civitavecchia with five mobile cranes to operate the port on behalf of A.C.

(ii) General remarks.

The operation of all East Coast ports was adversely affected by bad weather throughout the month. This was one of the main causes of the reduced tonnage handled in January which totalled 413,885 tons and was 11½% below the December figure.

The average tonnages for January of M.T. and stores dealt with by Tn.(Br) Units are summarised below:-

Daily averages.

Port.	Export. M.T. No.	Tons.	Stores.	Import. M.T. No.	Tons.	Stores.	Total. M.T. No.	Tons.	Stores.
Taranto.	63	296	307	43	144	456	106	440	763
Gallipoli.	-	-	-	-	-	180	-	-	180
Brindisi.	-	-	533	10	53	1537	10	53	2070
Monopoli.	-	-	130	-	-	28	-	-	158
Bari.	2	34	1336	34	172	4163	36	206	5499
Barletta.	-	-	230	-	-	131	-	-	361
Ancona.	-	-	28	39	164	3431	39	164	3459
Leghorn.	9	31	704	-	-	150	9	31	854
Naples.	6	19	257	-	-	42	6	19	299
Totals.	80	380	3525	126	533	10118	206	913	13643

(iii) Operations.

The cessation of fighting in Greece has enabled the civil and military stores shipped from the Med to that country to be resumed on a routine basis. The forwarding of cargo handling gear on all ships has now ceased and the detachment of 1027 Port Operating Company that was at Patras has returned to Brindisi.

The shipping of civil supplies to Split and Dubrovnik was

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The shipping of civil supplies to Split and Dubrovnik was in hand at the end of January under arrangements of M.L. Jugo Slavia who are also arranging for the provision of port equipment (cargo handling gear, etc.).

A Mov & Tn reconnaissance was carried out of Ravenna and Porto Corsini. The port was found to be suitable for Army supplies as soon as the R.N. have dealt with the mine problem.

4086

/to sheet 4.....

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(iv) Shore labour.

The most important event during January in connection with civilian labour was the Italian Government call up of the 1924 class. It is not yet clear what the effects will be but the position is being watched.

Most Head Ports relied mainly on civilians for shore labour. The supply of labour was somewhat erratic, particularly at Brindisi as a direct result of bad weather experienced.

Allied employed civilians are now covered by the various Italian State insurances for sickness, etc. This should help considerably in ensuring regular attendance of labour.

The employment of civilians at Ancona on quay work is confined almost entirely to checkers and plant operators.

B. PORT WORKING EXPERIMENTS.

(i) Conveyance of Rolling Stock by L.S.T.

The U.S. authorities are carrying out the conversion of an L.S.T. for the conveyance of rolling stock at Palermo. Available information has been passed on to the U.S. authorities to assist work and a liaison officer has been sent to Palermo. No detailed information is yet available of the progress of the work.

(ii) Slinging of Locomotives and Wagons.

Tests have been carried out with the locally designed wagon lifting gear. These were successful and eight sets of such gear are being made. The trials of the loco slings have not yet been carried out.

C. EAST ITALIAN PORT WORKING.

Taranto.

The work performed in January at this port was on a considerably reduced scale, particularly so far as imports were concerned. This was due to the reduction of traffic from M.E. and North Africa.

The 150 tons floating crane has been out of action for several weeks owing to a general overhaul. Repairs are expected to be completed by the end of February.

Gallipoli.

This port was fairly well employed on Hoal coal imports.

Brindisi.

Brindisi tonnages were somewhat lower than in previous months. This was due to various reasons including bad weather, shortage of labour and transport, the difficulty at the local Depot in accepting P.O.L. passing through the port.

Monopoli.

Declassified E.O. 12356 Section 3.3/NND No. 759031

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This port was fairly well employed on Hoof coal imports.

Brindisi.

Brindisi tonnages were somewhat lower than in previous months. This was due to various reasons including bad weather, shortage of labour and transport, the difficulty at the local Depot in accepting P.O.L. passing through the port.

Monopoli.

Apart from the handling of bulk oil, the port was mainly employed exporting maintenance stores to the Dalmatian Coast. Tonnages dealt with however were not large.

Bari.

Bad weather was experienced at Bari and work suffered. Serious quay congestion resulted at one period during the month when ship discharge had to be curtailed. A peak figure of 14,973 tons awaiting clearance on 15 Jan. was recorded.

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The reasons for the congestion were

(a) Heavy imports for certain receivers.

(b) Shortage of clearance facilities.

In spite of the above difficulties the good daily average tonnage of 5704 tons was maintained.
The units working the port remained unchanged.
The W.D. Pontoon Derrick No. 107 continued to do good work, and the crew are now able to operate with satisfactory speed.

Barletta.

Another quiet month was experienced at Barletta. The port was used by the R.N. as a landing craft repair base. W.D. cargo handled was mostly exports, 63% of the tonnage handled being accounted for under this head.

Ancona.

Continued bad weather was experienced at this port and in spite of every effort being made to maintain roads and quays, these remained on the whole in a poor state compared with other East Italian ports.
Railway construction work was continued and the railway connections to Molo Sud were practically completed by the end of January.
The R.N. are desirous of having more berths allocated for their use and a decision is awaited.
An average of 1739 tons a day was dealt with by Lighterage. This was 48% of the tonnage handled. The reduction as compared with previous months was due to a variety of reasons including an increase in the amount of heavy cargo and bad weather. In order to counteract this and improve craft turn round extra cranes have been allotted to the port for craft discharge.

D. WEST ITALIAN PORT WORKING.

Leghorn.

1021 Port Op. Coy. continued to work a section of this port and although the month started well with the discharge of 4000 tons of ammunition and bagged grain from 2 ships in 48 hours, the average daily tonnage dropped to a new low level for the port at 919 tons, due to lack of shipping.
Exports showed a marked increase over previous months and during the last week equalled imports.
During slack periods the Company has been employed on the clearance of their quays and on repairing and checking cargo handling gear.
On the 17th Jan. the presentation of the Fifth Army Plaque for meritorious service was marked by a special parade in which half the

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and the crew are now able to operate with a reduced crew.

Barletta.

Another quiet month was experienced at Barletta. The port was used by the R.N. as a landing craft repair base. U.S. cargo handled was mostly exports, 63% of the tonnage handled being accounted for under this head.

Ancona.

Continued bad weather was experienced at this port and in spite of every effort being made to maintain roads and quays, these remained on the whole in a poor state compared with other East Italian ports.

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During slack periods the Company has been employed on the clearance of their quays and on repairing and checking cargo handling gear.

On the 17th Jan. the presentation of the Fifth Army Plaque for meritorious service was marked by a special parade in which half the Company took part.

Naples.

No. 3 Docks Op. Coy., S.A.E.C. continued to supervise the civilian labour in a small area of this port. The area allocated to this Company is K pier (Berths 58 - 61), a lighter berth and a back-pile stacking area. None of the berths are rail served and except for clearance from the backpile, road transport only can be used.

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The following plant loaned from the American Engineers, is operated and maintained by personnel of this Company :-

2	Lima cranes capacity	40 tons.
2	Bucyrus Erie "	2 "
1	" " "	2½ "
2	Koerhing cranes "	10 "
1	P & H Crane "	4 "
7	Clark tractors.	
4	Fork Lift trucks.	
1	International tractor.	
60	Dollies.	

Work during the month has been less than that of previous months due to the following reasons.

(a) Inclement weather preventing the discharge of ships with perishable cargo.

(b) Broken road surfaces rendering the use of dollies impracticable. During the month however much maintenance was undertaken on these road surfaces and a marked improvement is already apparent.

(c) Flooded areas could not be used for stacking without pallets first being laid down.

(d) Shortage, at times, of rail wagons and road transport.

(e) Depots being unable to cope with traffic despatched from port.

(f) Lighting facilities on quays and hards being inadequate and at times out of commission.

3. PORT MAINTENANCE.

1019 Port Maintenance Company have fitted Sherman tank engines to 2 Craft No. 28 and the 4 cylinder Gray Marine engines replaced are being overhauled by the Docks Workshop Section prior to being put into store to be held as spares.

A meeting was held at the beginning of the month to discuss the question of provision of spares for plant and craft of Tn. provision. It was decided that, as spares for all plant and craft could not be held at each T.S.D., Companies should be permitted to hold an agreed scale of Class 'A' spares. Scales are to be agreed for each type of plant and craft and units will then be equipped with spares to these scales when they become available.

As the scheme will put an increased strain on Company Store-keeping, an offer made by C.C. No. 3 Tn. Stores Group has been accepted and selected men from the Companies are undergoing a short Storeman's Course at No. 325 T.S.D. The course lays particular emphasis upon spare parts accounting.

There have been a number of breakages of steering caster king posts on 6 tons H. & E. cranes. New king posts have been made by the

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60 Dollies.

Work during the month has been less than that of previous months due to the following reasons.

(a) Inclement weather preventing the discharge of ships with perishable cargo.

(b) Broken road surfaces rendering the use of dollies impracticable. During the month however much maintenance was undertaken on these road surfaces and a marked improvement is already apparent.

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(e) Depots being unable to cope with traffic despatched from port.

(f) Lighting facilities on quays and hards being inadequate and at times out of commission.

E. PORT MAINTENANCE.

1019 Port Maintenance Company have fitted Sherman tank engines to 2 Craft No. 28 and the 4 cylinder Gray Marine engines replaced are being overhauled by the Docks Workshop Section prior to being put into store to be held as spares.

A meeting was held at the beginning of the month to discuss the question of provision of spares for plant and craft of Tn. provision. It was decided that, as spares for all plant and craft could not be held at each T.S.D., Companies should be permitted to hold an agreed scale of Class 'A' spares. Scales are to be agreed for each type of plant and craft and units will then be issued with spares to these scales when they become available.

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There have been a number of breakages of steering caster king posts on 6 tons R. & R. cranes. New king posts have been made by the Docks Workshop Section and, in order to strengthen the design, the hole up the centre through which the electrical wiring is normally run has been omitted and the wires taken up the outside. This modification has proved successful and the rate of breakage has decreased.

F. BARGE CONSTRUCTION.

No barge construction was undertaken in January. All barge parts received have been stored. The number of barges now held in store is as follows :

Taranto.	3 Minca.
Brindisi.	1 Minca.
Bari.	12½ Minca.

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G. WATER TRANSPORT:

The operation of lighterage work in the East Italian ports continued in January at about the same level as previous months. On a number of days however bad weather was experienced which considerably curtailed work. This was particularly so at Ancona and Bari, the two main ports.

The work of Nos. 1 and 3 Italian I.W.T. Companies was not satisfactory during the wintry weather.

645 Company, apart from the detachment at Bari, is available for lighterage work at the next major port to be opened.

The number of civilians employed at the various ports is considerable. In fact it is considered that the Naval ports could operate on a civilian basis under British supervision if and when necessary to liberate Italian Companies for future ports.

Cargo handled by I.W.T. at the various ports is indicated below :-

Port.	Tonnage.
Taranto.	768
Brindisi.	7,921
Bari.	31,349
Ancona.	53,903
Leghorn.	43,860
	137,701

Maintenance and Repair.

A large number of craft have been out of action, but as a surplus exists, work in ports has fortunately not been affected. Much unnecessary damage has been caused by the bad handling of Italian I.W.T. personnel.

The cracking of Diesel tug cylinder heads is still causing concern and facilities for casting new ones are very limited. Only one firm has so far been found capable of doing the work and production is not keeping up with wastage.

The advice of the Naval Degaussing Officer at Taranto was sought on the necessity for degaussing or wiping tugs and "Z" Craft. His advice was that all such craft operating from Ancona Northwards and any crossing the Adriatic should be wiped and instructions have been issued for this to be done. Facilities for carrying out this work exist at Ancona and Taranto.

Apart from one small patch on a Minus barge at Bari, no trace has so far been found of any infestation by Sea Worm.

The slipway at Taranto has been found to be in very bad condition below the water line and will require renewal of all timbers.

3. PORT CONSTRUCTION AND REPAIR.

A. COMPOSITION OF 3 P.C. & R. GROUP, R.E.

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H.Q., 3 P.C. & R. Group, R.E.
932 P.C. & R. Company, R.E.

Under Command for Works only.

41 Harbour Construction Company, S...E.C.
975 Port Repair Ship, R.E.

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B. GENERAL.

(i) Personnel.

The C.R.E. visited Bari on the 16th January '45.
Major J.R. Middleton, R.E., Second-in-Command, returned from Greece on the 15th January.

(ii) Miscellaneous.

On 13th January '45, 975 Port Repair Ship 'Progress' .R.E. sailed from Ancona for repairs at Bari.

On 9th January '45 a reconnaissance of RAVENNA and PORTO CORSINI was made. A survey of the damage sustained by both ports was subsequently carried out and plans prepared.

Planning for future operations has been continued. To date, surveys have been carried out and detailed plans have been prepared of the following harbours :- Senegallia, Fano, Pesaro, Cattolica, Rimini and Ravenna.

During his visit to Greece 2 i/c carried out recce of following ports, PIRAEUS, SALONIKA, VOLOS, KALAMATA and submitted to CE 3 Corps schemes for their repair.

C. ANCONA.

(i) Road Communications.

Almost continuous rain throughout the month has necessitated constant maintenance of all roads in the dock area.

The relaying of the stretch between the main entrance and the R.N. Dockyard has been continued throughout the month but priority of stone delivery for this job is now low as the surface has been considerably improved.

The road running along the West side of the Mole Sud has deteriorated so badly that it has now been relaid over its entire length.

Foundation for the road across the Mole Mandracchio has been laid.

(ii) Rail Communications.

Earthworks have been carried out for the laying of tracks from Mole Mandracchio to Berth 21 at an average distance of approximately 100 ft. from the quay edge. Excavation in the quay wall on Berth 21 is at present in hand to lay the track 12 feet from the quay face. All quay surfaces have been [illegible] track has been laid. Track laying by the end of the month will be complete to Berth 21. All switches have been decked over.

(iii) Quay Repairs.

No further repair work to the Coastal Forces Berth has been possible on account of continuous rough weather. Vertical fenders have however been fixed on a stretch of 100 feet of berth to allow for the safe mooring of Coastal Forces Craft alongside.

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No further repair work to the Coastal Forces Berth has been possible on account of continuous rough weather. Vertical fenders have however been fixed on a stretch of 100 feet of berth to allow for the safe mooring of Coastal Forces Craft alongside.

Further repair work to quay wall on Berth 15 was carried out.

A 70-foot long crater to water level on Molo Mandracchio causeway was repaired to enable the railway to be laid along West side of Molo Sud.

(iv) Quay Grading & Surfacing.

Regrading and resurfacing of berths on the Molo Sud have been continued throughout the month, Berth 21 having been completed on the 17th January, and work is proceeding now on Berth 22.

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Regrading has also been carried out on Berth 17, the resurfacing of which will be completed by the end of this month.

A railway loading platform to facilitate the loading of cargo on to railway wagons has been commenced during the month on Berth 16.

Surfacing has also been carried out between tracks on Berth 4 and all turnouts decked over and timber sleepers laid longitudinally as check rails.

Maintenance work on all quay surfaces has been continuous throughout the month.

(v) Protective Works.

(a) Mole Clementino.

The concrete roadway across this mole has been extended approximately 50 feet at either end to provide further protection to the quay.

Additional concrete blockshave been cast to provide a reserve of 50 which can be placed whenever a weak spot develops on the sea ward side of the mole. Gaps at either end of the sea wall have been left to provide access for the travelling crane for this purpose.

(b) Mole Nord.

No further work has been carried out on the filling of cavities on the seaward side of this mole on account of continuous heavy seas. As a result of an inspection of this breakwater, the Genio Civile Chief Maritime Engineer has expressed the opinion that the breakwater is in such a state now as to be able to stand up to any storm this winter.

(c) Mole Mandracchio.

Further heavy rubble from demolished buildings, and large boulders from Poggia Quarry have been tipped on the seaward side of this causeway.

A start has been made on the casting of 150 concrete blocks 3'6" x 3'6" x 2'6" which will subsequently be placed on the seaward side for further protection.

(vi) Salvage.

The remaining half of the 'F' lighter has been dragged 35 feet inshore with a view to thorough examination and disposal. It is expected that this work will be completed by the end of the month.

(vii) Oil Line.

The relaying of the two oil lines mentioned in last month's report has been continued.

The laying of the third oil line for carrying Derv from the Tanker Berth to the Pumping Station has been completed.

The alternative oil and derv intake on Berth 8 has been completed and is now ready for use.

A new [illegible] has been installed on the

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(a) Molo Clementino.

The concrete roadway across this mole has been extended approximately 50 feet at either end to provide further protection to the quay.

Additional concrete blocks have been cast to provide a reserve of 50 which can be placed whenever a weak spot develops on the sea ward side of the mole. Gaps at either end of the sea wall have been left to provide access for the travelling crane for this purpose.

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The alternative oil and derv intake on Berth 8 has been completed and is now ready for use.

Another intake point for derv has been installed on the Royal Yacht "Savoia" for discharging shuttle tankers and is now in operation.

(viii) Quarrying Operations. 4083

The output from Poggia Quarry has been maintained at the target figure of 300 tons per day. The I.P.L. Coy. mentioned in last month's report works the day shift and a Detachment of Bechuanas work the night shift.

Several night shifts have however had to be cancelled on account of the extremely severe wintry conditions which have rendered the road unsafe for traffic

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D. BARI.

Tipping of stone outside the breakwater continued whenever weather allowed. During the month 9 barges were tipped bringing the total tipped to date to 33,500 tons.

After a bad storm lasting three days an inspection of the breakwater was carried out and the following noticed :-

(i) Berth 19.

35 ton blocks previously placed had slid out of sight, concrete appeared sound and no cracks.

(ii) Berth 24.

Blocks appeared to have settled very slightly but NOT to have moved relative to each other.

(iii) Berth 29.

Signs of cracks developing on either side of repair.

(iv) General.

Old cracks reopened and new ones developed throughout length of breakwater but none of a serious character.

4. RAILWAY CONSTRUCTION.

a. GENERAL.

1. The following report covers the period 16 January to 10 February 1945.

2. Work has continued at full pressure as follows.

No 1 Rly Construction and Maintenance Group R.E.

Line 86. Forli to Faenza, reconstruction.
Fano to Forli, line doubling, including provision of new yard at Rimini.

No 1212 Rly Construction and Maintenance Group R.E.

Line 218/217/65. Pisa to Florence, reconstruction.
Line 65. Orte to Arezzo, permanent repairs.

South African Rly Construction Group.

Line 65. Prato to Grizzano, reconstruction.

No 4 (Indian) Rly Construction and Maintenance Group.

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(ii) Berth 24.

Blocks appeared to have settled very slightly but NOT to have moved relative to each other.

(iii) Berth 29.

Signs of cracks developing on either side of repair.

(iv) General.

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Line 65. Orte to Arezzo, permanent repairs.

South African Rly Construction Group.

Line 65. Prato to Grizzano, reconstruction.

No 4 (Indian) Rly Construction and Maintenance Group.

Line 86. Ancona to Fano, line doubling, including provision of new yards at Ancona and Mondolfo.

Line 86. Ancona to Fano.
Line 87. Orte to Falconara.
} Permanent repairs and heavy maintenance. Provision of additional operating facilities.

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U.S. Group.

Line 50 and 90.	Permanent repairs.
Line 50.	Leghorn to Pisa. Provision of additional operating facilities.
Line 65.	Florence. Campo Marte. Construction of Army Railhead.

3. (i) The construction plan set out in para. 4.C.2. of my December report has proceeded without alteration.

(ii) Continued difficulty in the opening of the Serravalle Tunnel on the Pisa - Florence line has caused a serious setback to the Railway development of the Florence Area.

(iii) Consideration has been given to increasing the pricrity of repair of Line 219 (Pisa Empoli Florence). Apart from increasing the available tonnage from Leghorn to Florence railheads and Line 65, the rapid construction of the line provides an insurance against prolonged delay in the opening of the Serravalle Tunnel. AFHQ have therefore allotted two U.S. Engineer Battalions to the work. Repairs, already in hand by I.S.R. contractors under A.C. supervision, will be very greatly expedited by placing the work under the American Section. Two "A" Coys. Rly. Operating Battalions, Two U.S. Engineer Battalions and three Italian Railway Construction Companies will be employed. Details are given in para. D.3., below.

(iv) During the period, there has been a build up of additional strength in the Ancona - Fano area, to enable N° 4 (Ind) Rly. Constr. and Maint. Group to carry out commitments in the doubling of line 86.

(v) A.C. work on the Ancona - Ortona section of line 86 is now well under way. Arrangements are being made for 1212 Group to take over part of the work as units are released from the Florence Area.

B. RAILHEADS.

The situation as detailed in my December report remains unchanged.

C. RECCE'AISSANCE AND DEMOLITIONS.

The tactical position has permitted no new reconnaissance on lines 65 or 86.

D. LINE RECONSTRUCTION.

1. Line 65. Prato - Bologna.

Work has proceeded on the lines set out in my December report. Pratotunnel at 24.7 km. has been entered, the northern portal of the

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B. RAILHEADS.

The situation as detailed in my December report remains unchanged.

C. RECONNAISSANCE AND DEMOLITIONS.

The tactical position has permitted no new reconnaissance on Lines 65 or 86.

D. LINE RECONSTRUCTION.

1. Line 65. Prato - Bologna.

Work has proceeded on the lines set out in my December report. The tunnel at 24.7 km. has been entered, the northern portal of the Appennine Tunnel has been entered, and the remainder of the work is proceeding according to plan.

At the South portal of the Appennine Tunnel, the slip in the bank of the open cut has been halted by the trestle buttresses and construction of the tunnel ring has begun.

Tunnelling for single line is in progress at the south face at the end of the open cut, and clearance of the blockage has commenced inside the tunnel. The air is now clear at this point but three feet of flood water remains, and work is being carried out on platforms above it.

Good progress is being made with two adits, one to act as a drain for flood water and the other to provide entrance to additional faces in the demolished section.

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The date of opening of the tunnel, and hence of the whole line from Prato to Grizzana has been estimated as between 15 April and 15 May, dependant on conditions of ground met with in tunnelling.

2. Line 218-217-65. Pisa - Pistoia - Florence.

The Serravalle tunnel has continued to be a serious problem. Beyond it, the track is ready to receive traffic, with the exception of one small bridge, right through to Florence.

Entry has been made to the western section of the Tunnel by means of a vertical shaft and the extent of the damage measured.

The central block is 135 feet long, and there is still 286 feet to clear at the western portal. The job has been taken over by RCE (SAEC), and 61 Tunnelling Coy. SAEC have commenced work inside the Tunnel.

The estimated date of completion is 1 April to 30 April, dependant on condition of ground in the breaks.

3. Line 219. Pisa - Empoli - Florence.

This work, originally rated at Priority 4, and to be undertaken only by I.S.R. contractors under A.C. supervision, has been raised in priority by A.F.H.Q. and is to be treated as a military project.

The line will thus provide an insurance against further unforeseen delay in the opening of Serravalle Tunnel, and will provide additional tonnage at a much earlier date to the Florence Railheads.

Track is demolished throughout, but in most cases the rails, 30 metres long, have only one cut.

The total amount of new steel required is 1,600 feet. The key job is the Arno Bridge near Empoli, where five skew arches of 100 feet span were completely demolished. The piers, 30 foot high to springers, are cut down to about 6 feet above normal water level but can all be used as foundations. In addition, there are five other bridges of spans between 100 and 110 feet.

The Arno Bridge will be repaired by bringing up piers to full width, and a temporary bridge will be built of 100 ft three girder U.C.B. deck spans under one line, whilst contractors continue to turn new arches under the other. The temporary bridge will be removed as soon as the arches can take traffic, and the bridge then completed to double width.

Repair to the whole line is being undertaken by the American Section, using two "A" Companies, two U.S. Engineer Battalions and Italian Rly. Constr. Coys. The fullest possible use will also be made of contractors, particularly on the Arno bridge, and on repairs to small culverts, of which there are very many.

Estimated completion date has not yet been assessed.

4. Line 86.

(i) Ancona Bologna.

(a) Work continues on repairs to the Forli - Faenza section. Priority at present is low, and being given to doubling the line to the rear.

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ROE (S.EC), and 61 Tunnelling Coy. S.EC have commenced work inside the Tunnel.

The estimated date of completion is 1 April to 30 April, dependant on condition of ground in the breaks.

3. Line 21c. Pisa - Empoli - Florence.

This work, originally rated at Priority 4, and to be undertaken only by I.S.R. contractors under A.C. supervision, has been raised in priority by A.F.H.Q. and is to be treated as a military project.

The line will thus provide an insurance against further unforeseen delay in the opening of Serravalle Tunnel, and will provide additional tonnage at a much earlier date to the Florence Railheads.

Track is demolished throughout, but in most cases the rails, 30 metres long, have only one cut.

The total amount of new steel required is 1,600 foot. The key job is the Arno Bridge near Empoli, where five skew arches of 100 feet span were completely demolished. The piers, 30 feet high to springers, are cut down to about 6 feet above normal water level but can all be used as foundations. In addition, there are five other bridges of spans between 100 and 110 feet.

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Estimated completion date has not yet been assessed.

4. Line 86.

(i) Ancona Bologna.

(a) Work continues on repairs to the Forli - Faenza section. Priority at present is low, and being given to doubling the line to the rear.

(b) Line doubling between Marzocca and Forli is proceeding satisfactorily and well up to schedule.

(ii) Ortona Ancona.

It is anticipated that the first units of 1212 Group will commence work on this section during the first week in March. Meanwhile repairs by contractors under A.C. control are proceeding satisfactorily.

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The tasks to be undertaken by 1212 Group are :-

(a) The erection of a 210 ft steel span over the River Pescara. The bridge will be erected on piled falsework to be provided by contractor. The span to be used is Italian, originally manufactured at Arezzo for a new bridge over the River Po.

(b) Erection of 15 steel bridges on abutments and piers to be provided by contractors.

(c) Repair to demolished track.

In addition, units will take over tasks from contractors wherever progress must be expedited as the repairs proceed.

5. Other Lines under repair.

Details of state of repairs by contractors under A.C. supervision on other lines are attached at Appendix 5.

E. LINE MAINTENANCE.

(1) There have been no washouts or major difficulties in the period under review, the maintenance problem is felt to have been largely overcome, and the number of troops engaged on maintenance work is being steadily reduced.
The efficiency of the I.S.R. maintenance is steadily improving, better weather is being experienced, and all weak bridges have been either dealt with, or work is nearing completion.

(2) Line 90 was re-opened to traffic on 23rd January after the completion of the new 150 ft. lattice span over the River Molfa, and the repairs to washouts of banks near Vairano.
The American units which were engaged are now being moved as rapidly as possible to line 219.

F. COMMUNICATIONS.

Reallocation of duties of companies has been made as under :-

(1) No 3 Rly. Telegraph Coy :-

Reconstruction — Line 65, Prato - Bologna.
Line 219, Pisa Empoli Florence.

(2) No 2 Rly. Telegraph Coy :-

Reconstruction — Line 86, Ancona to San Benedetto.
Line 86, Forli to Bologna.

Maintenance and Improvements — Line 86, Ancona to Forli.

(3) No 40 (R & H) Rly. Telegraph Coy., S.A.C.S.

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Maintenance and Improvements	Line 86, Ancona to Forli.

(3) No 40 (R & H) Rly. Telegraph Coy., S.A.C.S.

Reconstruction	Line 86, San Benedetto to Ortona.
Maintenance and Improvements	Line 87, Orte to Falconara. Line 65, Rome to Arezzo.

G. STATISTICS.

At Appendices 6 and 7 are summaries of works completed during January and on hand at 1 February, together with statistical detail covering works during January.

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5. RAILWAY ELECTRIFICATION.

A. GENERAL.

During the month the reconstruction of overhead contact line over the section Terni Fabriano was completed. Future work in this section will be the wiring of additional sidings and passing loops which will be carried out by the maintenance squads, without interruption to electric working.

The completed line was tested mechanically during the period 18 - 20th Jan. with satisfactory results.

A special electric power allotment from the Rome Area was arranged for a limited time during 21 Jan. to allow a test electric train to be run through the section. This test was made with one electric locomotive and a train load of 400 tons and was run from Terni to Fabriano, after which the electric locomotive returned light to Foligno. The test was satisfactory.

The first of 2 - 20,000 K.V.A. transformers at Gallete Power Station was put in. service during the night of 24/25 Jan. and power was thus available for electric traction.

On the 26th Jan. loading tests with electric locomotives commenced and a 700 ton train was run from Terni to Fossato. Two electric locomotives were used over the section Terni - Baiano where there is a long stretch of 1 in 45 gradient and one locomotive only from Baiano to Fossato. The locomotive left at Baiano after this test was used as banking engine for steam worked trains and worked on a shuttle service from Terni to Baiano thus saving the employment of 2 steam locomotives on each banking trip made.

Damage to overhead wires in Fossato Tunnel due to a breakage which necessitated some re-wiring, and also the uncertain operation of Fossato Substation resulted in full scale tests being made only to Fossato.

Additional tests with electric locomotive at the head of a train and 2 steam banking locomotives over the Terni bank were made, followed by a test with one electric locomotive at the head of the train and one in the rear for pushing. The latter was the method decided upon as most satisfactory as the locomotive in rear would provide braking power in case of a breakaway on the bank.

During the 30/31 Jan. electric locomotives were worked into service and a completely electric service with a new time-table was introduced over the section Terni - Fossato. Steam power is being held in reserve and can be introduced when necessary at short notice.

Power failures and other irregularities which occurred during the first few days rapidly diminished after the causes were known.

The remaining section Fossato - Fabriano will be brought into service as soon as the substation at Fossato is ready for operation.

Approximately 5,000 Electric Loco. kilometres were run during the testing period from 26th to 31st Jan.

The immediate results of electric working are faster running times, fewer locomotives, saving of coal and oil, and release of steam locomotives for overhaul.

B. LABOUR.

Work on the Orte - Terni and Fabriano - Falconara sections will

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arranged for a limited time during 21 Jan. to allow a
train to be run through the section. This test was made with one
electric locomotive and a train load of 400 tons and was run from Terni
to Fabriano, after which the electric locomotive returned light to
Foligno. The test was satisfactory.

The first of 2 - 20,000 K.V.A. transformers at Galleto Power Station was put in. service during the night of 24/25 Jan. and power was thus available for electric traction.

On the 26th Jan, loading tests with electric locomotives commenced and a 700 ton train was run from Terni to Fossato. Two electric locomotives were used over the section Terni - Baiano where there is a long stretch of 1 in 45 gradient and one locomotive only from Baiano to Fossato. The locomotive left at Baiano after this test was used as banking engine for steam worked trains and worked on a shuttle service from Terni to Baiano thus saving the employment of 2 steam locomotives on each banking trip made.

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E. LABOUR.

Work on the Orte - Terni and Fabriano - Falconara sections will be carried out by Italian Rly. employees only.

The military units have been released for employment on Signal and Telephone line work, as it is considered that their retention on electrification wiring was not justifiable.

Employment.	Terni - Orte.	25 I.S.R.
	Fabriano - Falconara.	75 I.S.R.
		100 (approx).

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C. LINE CONSTRUCTION.

Erection of 3000 V. D.C. Overhead Contact Line.

	During Jan.	Total to date.
Catenary wire erected.	10 tons.	60 tons.
Contact wire erected.	14 tons.	100 tons.
Track - kilometres renewed.	10 km.	70 km.

120 K.V. Transmission Line.

Rehabilitation of H.T. line from Orte to Florence commenced 15th January.

D. SUBSTATIONS.

Guinzano Substation.

Fixed substation with 1 main transformer, 1 - 2000 K.W. Rectifier and all auxiliaries completed and in service 26th Jan.

Foligno Substation.

Fixed substation 50% complete.
Mobile substation 100% and in service.

Fossato Substation.

Mobile substation has developed a fault in the rectifier and is under repair.

Genga Substation.

Fixed substation 75% complete.

E. ELECTRIC LOCOMOTIVES.

12 No. 626 class locomotives were in regular service on 30 Jan.
6 No. 626 class are ready for service.

F. POWER SUPPLY.

(1) Galleto Power Station.

The 30,000 K.V.A. unit at Galleto is in service. One 30,000 K.V.A. 10,000/60,000 Volt transformer was put in service on 24/25 Jan. and is now feeding the railway H.T. line. In case of failure of this unit the railway supply is fed from the Central Italy network and the railway supply is of the highest priority of any user.

(2) Aprersa - Sagittario Power Station.

Parts necessary for the repair of the Pelton Wheel sets and alternators are being manufactured at Terni Steel works.
There is little damage to the H.T. line feeding from

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15th January.

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Fixed substation with 1 main transformer, 1 - 2000 K.W. Rectifier and all auxiliaries completed and in service 26th Jan.

Poligno Substation.

Fixed substation 50% complete.
Mobile substation 100% and in service.

Fossato Substation.

Mobile substation has developed a fault in the rectifier and is under repair.

Genga Substation.

Fixed substation 75% complete.

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(2) Aprorsa - Sagittario Power Station.

Parts necessary for the repair of the Pelton Wheel sets and alternators are being manufactured at Terni Steel works.
There is little damage to the H.T. line feeding from this power station to Roma.

G. PRATO - BOLOGNA LINE.

An inspection of the interior of the Appennine Tunnel was made on 9th Jan. and showed that only a small amount of work is required to reinstate the contact line throughout the tunnel. This cannot commence however until the south portal is opened.
Tests will be carried out shortly on the 60,00 Volt oil filled cables which enter the tunnel at the middle of its length. If these cables are in order they will be used to feed a mobile substation which would be located at Precedenzo station.

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6. RAILWAY OPERATING.

A. ORGANISATION.

(i) General.

Eighth Army RH moved forward from Cesena to Forli on 21 Jan and the area worked under the control of M.R.S. then increased to :-

Central Italy.

Route Kms operated by Tn (Br) Troops under Military Railway Rules	-	276 Kms.
Route Kms operated by I.S.R. under direct supervision of Tn (Br)	-	329 Kms.
		605 Kms.

East Italy.

Route Kms operated and supervised by I.S.R. in Tn (Br) sphere of influence, Bari Division.	-	1131 Kms.

West Italy.

Route Kms operated by U.S. Tn Troops as Military Railways.	-	270 Kms.
Route Kms operated by I.S.R. under direct supervision of U.S. Tn Troops.	-	1057 Kms.
		1327 Kms.

(ii) HQ Officer Personnel Changes.

Capt. E.M. TANNER joined as S.O. Signals.
Lt. I.E.I. BURKE joined as Asst Adm Offr.

(iii) Location of Units.

The following changes took place :-

(a) (R & H) 5A Comp Rly Op Coy on 10 Jan, took over responsibility for all workshop activities in Florence upon the withdrawal of 'B' det 163 Rly Wksp Coy from Porta Prato shops, and on 28 Jan came under direct cmd DMRS in Rome.

(b) Withdrawal of det of 192 Coy from electrification work (overhead line construction) 25 Jan.

(iv) Transport.

No change.

(v) Relations with Italian State Railways.

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Route Kms operated by Tn (Br) Troops under Military Railway Rules - 276 Kms.
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(iv) Transport.

No change.

(v) Relations with Italian State Railways.

(a) Organisation.

No change took place in the status of lines in CENTRAL ITALY or in the relations with the I.S.R. of this HQ or units under cmd.

Efforts are being made to give the I.S.R. increased and clearly defined responsibilities in CENTRAL ITALY in relation to the actual situation as it develops, which may require the sudden withdrawal of military rly units for service farther North in ITALY or elsewhere. The experience of British-supervised Italian operation of Line 87 between Orte and Foligno is still unsatisfactory and inconclusive, but it gives valuable pointers for future policy.

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(b) Welfare.

The question of supply of boots and clothing to I.S.R. workers is one which is being carefully followed up and, although there was a falling off in January due to the revision of the A.C. policy for distribution, some slight increase in the number of boots and a considerable increase in the amount of clothing is expected in February, when the new system will have come into operation.

The issue of rations to train crews will contribute to the well being of the workers. Authority has also been obtained for the issue of rations to civilians employed on snow clearance.

The Ancona Sapo Compartimento was forced to take rest from 28 Jan - 4 Feb inclusive owing to overstrain.

(vi) State of Tn Railway Units.

No change to report: efforts were made to consolidate the work of 1c2 Rly. Op. Coy., which has 14 dets spread all over ITALY including residual responsibilities in the BARI Compartimento.

(B) RAILWAY OPERATING CENTRAL ITALY.

(i) Opening of New Lines.

The test train to Forli ran on 5 Jan but the RH was not opened for traffic until 21 Jan and then only for about 30 wagons a day on average, Cesena and Rimini still remained the chief rhs. One intermediate crossing station - Forlimpopoli - was opened at the same time.

(ii) New Operating Facilities on Lines Open to Traffic.

Line 65.

No new work has been handed over to Operating during the month, though work is in hand on the doubling between Orte and Sette Bagni.

ARE220. Various road improvements have been carried out and buildings renovated.

ALBERONA. remodelling of layout, which enables a short loop for station to station traffic to be used instead of crossing loop, was completed during month.

CORTONA - TERONTOLA. three new sidings, one of which will be used in connection with A.C. traffic, brought into use during month.

Line 87.

TERNI The new loops in the main line and the electric loco lie-by siding completed. Work continues on the [illegible]

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CAVA FRANCHILLO The quarry sidings were opened for traffic on 15 Jan.

CASTEL FERETTI Fourth spur into the ESD completed 31 Jan.

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Line 86.

ANCONA Line from station to Molo Sud completed during the month but not handed over to Operating. Siding off this for fuel oil rail tank car filling completed and in use as a stabling line, but pipeline and loading racks not yet laid. Various lines and connections renewed leading to and from the Loco Shed and Shops.

SENIGALLIA Existing loops extended to 1750 ft, to accommodate a full length train, on 13 Jan.

(iii) Signalling.

The colour light signalling installations at Gualdo Tadino and Castelplanio were completed and brought into use, and colour lights for main line signals at Foligno. Albacina is ready but awaiting power.

Most of the Signal department's efforts for the month have, however, been concentrated on preparing plans and materials for signalling line 86 when doubled

(iv) Freight Train Working.

(a) Line 86.

The month started with a blizzard and intense cold in the mountain areas which reacted on train working, though on line 86 snow fell only north of Pesaro. The temperature dropped well below freezing: fuel oil solidified and engine tenders could not be filled. Apart from these two difficulties and two bad derailments at Miramare and Savignano there was no difficulty in meeting current demands despite the granting of some hours daily occupation to Constr for unloading of material for doubling. During the month some 40 odd cistern wagons were taken into use for bulk petrol from Falconara to Fano for the USAAF and for dorv from Ancona to Eighth Army. There are still, however, 50 of these wagons standing idle in this area - sometimes an embarrassment.

Traffic ex Docks and Ancona station has increased considerably and the following figures are of interest :-

Maximum daily clearance by rail - Jan. - 2140 tons
" " " " " - previous 2 months - 1480 tons.

Maximum No of loaded wagons worked ex Ancona and Docks in Jan on any day - 242

(b) Line 87.

A heavy blizzard developed in the Fabriano area on the night of 1 Jan 45, being particularly severe at Galleria Fossato, Fossato and Gualdo Tadino. The line was blocked at the last named point from 1130 to 1400 hrs., 2 Jan. The actual fall of snow did not exceed 2' 6" at any point, but drifts 8' to 9' deep formed very quickly at certain spots. Snow ploughs were used on the main line but stationary trains [illegible] snowed up and had to be dug out before

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By 5 Jan interruptions to train working raised the total of eastbound traffic at Rome and on line 87 to 612 loads against a normal figure of 250 which was not reached until 19 Jan. Heavy occupations to the electrification staff for overhead line work (varying from 32 to 74 hours per week) also delayed this recovery.

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During the last five days of the month the average exchange at Orte northbound from line 65 to line 87 rose to 246 wagons, which with allowance for troop trains gave a net tonnage of 3500 tons/day.

(c) Line 65.

Traffic on this line continued to decline from a peak of about 225 wagons per day in November to an average of 113 wagons per day this month. If this trend continues the additional work put in at Arezzo to increase the offloading capacity will have been done unnecessarily. Some days more loaded traffic moved from North to South than from South to North.

(d) Dock Clearance by Rail.

Shunting Ancona Docks became a major problem with the rise in traffic and demands were barely satisfied. The following arrangements were put in hand :-

Two more W.D. 0-6-0 Diesels requested from MEF for the Molo Sud which has a first class track.

Additional water column for the North quays.

Experimental fitting of a 4-wheeled tender to an Italian 835-class 0-6-0 tank which has a capacity of 1100 gallons only.

Improvement of tracks on North quay for use of heavier engines (this is long-term and must follow the Ancona yard development).

(v) Passenger Train Services.

On 29 Jan an additional leave train commenced to run from Rimini to Rome each Monday formed with the empty stock of the Rome - Rimini reinforcement train, thus giving four leave trains a week. In addition a Wagon-Lits runs Rimini - Rome and back twice a week.

The local Ancona workmen's service is overloaded and unless a check on its use is made will require additional passenger train mileage.

Flagstaff train ran Rome to Cesena on 15/16 Jan and returned to Arezzo on 17 Jan.

(e) FUTURE DEVELOPMENTS.

Plans, prepared in draft in November and December in anticipation of a big increase in traffic were put into effect on 12 Jan to make line 86 Ancona - Bologna capable of taking the whole of Ancona imports and traffic from line 87 plus heavy civilian maintenance in the Po Valley.

They include the following, with an E.T.C. of 15 March :-

(i) Doubling the line Ancona to Faenza.

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North.

(d) Dock Clearance by Rail.

Shunting Ancona Docks became a major problem with the rise in traffic and demands were barely satisfied. The following arrangements were put in hand :-

Two more W.D. C-6-0 Diesels requested from MEF for the Molo Sud which has a first class track.

Additional water column for the North quays.

Experimental fitting of a 4-wheeled tender to an Italian 835-class C-6-0 tank which has a capacity of 1100 gallons only.

Improvement of tracks on North quay for use of heavier engines (this is long-term and must follow the Ancona yard development).

(v) Passenger Train Services.

On 29 Jan an additional leave train commenced to run from Rimini to Rome each Monday formed with the empty stock of the Rome - Rimini reinforcement train, thus giving four leave trains a week. In addition a Wagon-Lits runs Rimini - Rome and back twice a week.

The local Ancona workmen's service is overloaded and unless a check on its use is made will require additional passenger train mileage.

Flagstaff train ran Rome to Cesena on 15/16 Jan and returned to Arezzo on 17 Jan.

(c) FUTURE DEVELOPMENTS.

Plans, prepared in draft in November and December in anticipation of a big increase in traffic were put into effect on 12 Jan to make line 86 Ancona - Bologna capable of taking the whole of Ancona imports and traffic from line 87 plus heavy civilian maintenance in the Po Valley.

They include the following, with an E.T.C. of 15 March :-

(i) Doubling the line Ancona to Faenza.

(ii) Base marshalling yard and regulating station at Rondolfi (north of the Ancona depots).

(iii) Remodelling of Ancona yards to give 3500 tons/day dock clearance.

(iv) Minor extensions to Ancona dock rail layout.

(v) Southbound marshalling facilities at Rimini.

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The reconstruction of line 96 from Ortona to Ancona is to be accelerated: plans are in hand to give this line to the IGR for operation from the outset.

(D) OPERATING EAST ITALY.

(1) There has been a decrease in the amount of traffic moved during the month. The reduction is due mainly to docks clearance by rail having dropped; in addition Line 90 (Naples - Rome) was cut by a washout 14-22 Jan. and loading stops were put on.

Line 96 Metaponto to Sibari was opened for traffic on 26 Jan. for night operation, having been closed as a through route on 30 Nov. Ballasting is now being done during daylight hours.

(2) The accumulation of Northbound traffic at Bari at the end of Dec. was soon worked off. Difficulty was experienced towards the end of the month in clearing Northbound traffic at Brindisi. However, power was temporarily diverted from Taranto and the backlog was almost cleared by 31 Jan; the congestion was caused by sudden increased loadings out Brindisi Docks for week-ending 27 Jan.

(3) The wagon shortage in the Bari Division has now been eliminated; heavy troop moves into the area from the West have produced the necessary wagons. There have been two main troop moves into the Bari Division from Arezzo area (Line 65) to Taranto, and one from Telese Cerreto (Line 91) to Ortona; neither of those moves had been completed by the month end up to which time 700 box and 112 flat wagons had been utilised. The Bari Compartimento gained 727 wagons on the interchange during the month.

Loaded wagons passed to West	JAN	DEC
via Foggia and Potenza.....	5280	7559
Wagons loaded out of Bari Docks...	3431	3680
" " " " Taranto "...	1011	2310
" " " " Brindisi "...	1895	2197
Wagons off-loaded at Ortona.....	419	607 +

+ Ortona has now virtually ceased to be operated as Railhead except for special moves.

7. MECHANICAL ENGINEERING.

(A) Location of Units.

'B' Detachment of 163 Railway Workshop Coy. R.E., was withdrawn from Florence to Foligno, also the detachment of 163 Railway Workshop Coy. R.E., at Taranto, which had been unloading locomotives from MIDEAST.

Capt. Moran took over command of No 2 Mobile Workshop vice Capt. Tanner now on signalling work at D.D.Tn. (Rlys) Headquarters.

Capt. Brown returned to 163 Railway Workshop Coy's Headquarters at Foligno from Foggia and was replaced by Lt. Wallace.

R & H Comp. Fly. Op. Coy. RAEC, at Florence Workshops was

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Capt. Brown returned to 163 Railway Workshop Coy's Headquarters at Foligno from Foggia and was replaced by Lt. Wallace.

R & H Comp. Rly. Op. Coy. S.A.E.C, at Florence Workshops was brought directly under this Headquarters' administration instead of D.D.Tn. (Rlys).

No changes took place in the locations of American Mechanical personnel.

(B) Locomotive Repairs.

In spite of extremely inclement weather at times, especially at Foligno, the production of locomotives from general repairs has been kept well up. Figures for the various shops are as follows :-

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TARANTO (Tosi and "Nuova Italia" Shops)	3	
FOGGIA	9	
Pietrarsa, NAPLES	10	
753rd Shop, NAPLES	10	plus 11 heavy casuals.
FOLIGNO	3	
FLORENCE (Romito and Porto Prato)		
San Lorenzo, ROME	49	plus 11 heavy casuals.

In addition heavy service repairs were given to seven other Locomotives in running sheds and auxiliary shops.

Recovery of locomotives continues and some four engines are being prepared at Ancona for shopping. Florence is not yet connected to the main railway system so that every locomotive repaired there is of necessity recovered. A spur has been put in at Orte which will enable five locomotives to be drawn out eventually and shopped. Six locomotives have been brought off Lines 5C and 65, completely stripped in San Lorenzo, Rome, and frames and parts sent to Naples for combination with boilers being recovered in that area. The original damaged boilers are being sent for repairs to Terni Steelworks. As almost all demolitions are either cylinders or fireboxes, recovery now depends to a large extent on their suitable combination. Loco recovery is also proceeding slowly at Rimini and Faenza and six others are also being hauled into Naples from Benevento for repair when possible.

A serious accident occurred at Vairano on Line 90 due to the slipping of a fill. U.S.A. engine No 2748 was carried down the bank with the subsidence, some 50ft. to a stream. Efforts are now being made to drag it to the bank top with caterpillar tractors. If this fails it will be necessary to await the arrival of the 75 ton breakdown cranes in April.

One G.W.R. 0-6-0, after continual repairs has cracked its tubeplate so badly it is feared the only remedy would be a new tubeplate. However, efforts are being made to copper weld it, but if not successful the engine will be used as a source of spare parts for the other five engines of this class, since it is not of sufficient use to warrant major boiler repairs. In such a case requests to write the locomotive off will be made.

(c) Locomotive Repairs (Diesel).

Shop repairs to 36 Whitecomb Diesels were carried out by 760th Shop Bn. at Littorio during the month. The numbers of locomotives out of service due to fractured heads is now 45 out of 116. 120 U.S.A. heads are, however, in process of arrival now - sufficient for 20 locomotives.

It is most satisfactory to learn that it may be possible to obtain built-up heads from Davey, Paxman & Coy. An officer and serjeant from 760th Shop Bn., together with sample cylinder heads and drawings, are preparing to go to UK by air in this connection.

A further 20 British ORs received instruction in Diesel engines. This series of courses is now terminating on 15 Feb. 45.

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(D) Locomotive Repairs (Electric).

8 electric locomotives underwent heavy repairs at Rinessa Bagnoli Shop, Naples.

9 more were completed at Foligno, making 21 so far at this shop.

The first electric train on Line 87 ran on 21 Jun. 45, when a single electric locomotive hauled 280 tons plus a steam locomotive (an equivalent of 450 tons) up the 1-in-45 banks unaided. The performance of all the locomotives repaired at Foligno has been very satisfactory and 14 are now in regular service, this being sufficient for the section of line electrified.

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Locomotives now being undertaken for repairs are mostly very heavily damaged, and will take longer to complete. Also many parts such as instrument panels, Gauges, ammeters, etc., are practically non-existent, and a search party is in process of combing all liberated Italy for them.

(E) Power Position.

This is satisfactory for the moment. Electrification of Line 87 has already enabled run down steam engines to be released for shopping, and others will shortly be put in reserve for future eventualities.

Plans are being made for the eventual use of Italian coal-burners on Lines 65, 89 and 90 when the U.S.A. oilburners have to operate further forward, and these stored engines will then be extremely useful.

In all, 15 Mikados and 13 LMS Staniers have been received from MIDEAST; the final 2 Staniers are held up due to inability to receive them at Taranto on account of breakdown of the Floating crane.

Enquiries are still proceeding with a view to obtaining some further LMS 2-8-0's and Mikados from MIDEAST.

(F) Oilburning.

Conversion was carried out on two WD Mikados and five 735 Class ISR locomotives at 753 Shop. The fifth and last coalburning Mikado has now been sent in for conversion.

The figure of 14 Italian locomotives converted to oil given in last month's Progress Report was erroneous. The true figures of engines converted in Italy to date are 99 U.S.A. 2-8-0's with their own equipment, 17 U.S.A. 2-8-0's ex NORTH AFRICA and 22 Italian locomotives, with equipment made in Italy.

The programme is for steady conversion of Italian 735 Class, substituting their copper ended tubes by steel ended ones.

The material situation is satisfactory.

The oil fuel installations on Lines 86 and 87 have all been working satisfactorily whilst the bulk import installation at Ancona is well on the way to completion, the tank and equipment being erected, with the exception of the loading racks.

The fuelling installation at San Lorenzo Shed, Rome, has been considerably increased and storage for 250 tons approx. is now in place.

(G) Carriage and Wagon Repairs.

Still further passenger stock has been repaired and put into operation at Pattison Shop, Naples, and Porta Maggiore Shop, Rome.

A staff train was made up at very short notice for Gen. Mark Clark. For this the three remaining coaches of Brig. Gen. Gray's train were used. A baggage van was fitted up as an automobile carrying vehicle and generating sets included. Also an additional sleeping car from the Wagon Lits Coy. was fitted out and incorporated.

A further sleeping car was obtained from the Wagon Lits for use as a Senior Officers coach on the Rimini leave train.

In spite of this, repair of wagons has kept up well as the

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A further sleeping car was obtained from the Wagon Lits for use as a Senior Officers coach on the Rimini leave train.

In spite of this, repair of wagons has kept up well as the appended figures will show :-

	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
FOLIGNO.	-	-	46	60
ANCONA	-	1	1	53
COLLEFERRO	-	-	1	26 +
TORRE ANNUNZIATA	2	2	78	348
Pattison, NAPLES	5	48	94	245
Bufola, NAPLES	-	-	59	355

NOTE : + Just Starting Work.

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	Coaches. Heavy.	Coaches. Light.	Wagons. Heavy.	Wagons. Light.
Trastevere, ROME	-	-	2	371
Santa Bibiana, ROME	-	86	2	250
Porta Maggiore, ROME	36	20	166	38
Wagon Lits, ROME	3	1	-	9
FOGGIA	-	3	221	301
BARI	8	23	58	321
TARANTO	5	24	64	390
BECCE	3	3	29	90
	62	211	821	2857

Also running repairs to 2180 wagons have been done on sicklines and riptracks outside shops.

Due to an increasing timber shortage attention is being paid to the utilisation of steel plate for flooring.

It is hoped to obtain further wagon stock from MIDEAST during the next six months but the matter is still in the exploratory stage. As a very long term policy the restarting of construction of new all steel stock in this country by certain private firms, who are sufficiently rehabilitated to undertake the work, is being studied.

(H) Rolling Stock Recovery.

Considerable progress has again been made with the recovery of stock. The British Wagon Recovery Unit completed its work at Terni and also on Line 65.

In all 269 vehicles were recovered, repaired and put into service on the British Zone. On the American Zone 567 vehicles were put into circulation making a total for the month of 836 vehicles. In addition Florence recovered and repaired 66, which cannot of course be put into general circulation until the line is connected. Ten U.S.A. box cars were also received from NORTH AFRICA.

As the doubling of the Rome - Orte Section of Line 65 proceeds, many wagons isolated on the down main line will be freed for service or repairs. Wagons are also being recovered on the newly opened Roma - Viterbo and Termoli - Campobasso lines. A connection is being put in at Fabrica di Roma connecting the FSR to the Roma - Viterbo private railway, which will enable many more to be brought off this isolated line without having recourse to the laborious method of removal by road transporter.

(I) Rehabilitation of Shops and Sheds.

FOGGIA.

Great progress has been made of late at the main Wagon Workshop which was entirely devastated by bombs. The Machine Shop and Car Shop have all been rebuilt and roofed, and are beginning to work again. Roofing of the new Spring Shop is in hand and the Woodworking Shop is rapidly taking shape.

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FOLIGNO.

Slow progress was made with the roof of the shops. The preparation of the new Tube Shop continued. Provision of additional boilermakers' tools from TC sources was of great assistance.

Pietrarsa (NAPLES).

Roofing of the Erecting Shop is going ahead.

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Pattison Car Shop (NAPLES).

Here again almost all the important sections have been roofed.

Porta Maggiore (ROME) and Smistamento (ROME).

Roofing approaching completion at Porta Maggiore.
Rehabilitation of the Smistamento Shops is now being undertaken and machinery selected.

FLORENCE.

Rehabilitation in the shape of repairs to buildings, installation of machinery and repairs to other machinery has been carried on uninterruptedly. The main items of interest were the completion of repairs to the 80 ton gantry crane and the concreting in of the newly cast turntable centre pivot casting. The wheel lathe from Civitavecchia has now been despatched to Florence. Remito Wagon Shop is also taking shape.

(J) Private Firms.

General progress continues to be made in the arrangements with all the firms mentioned in the last report.
Partenope of Naples have now repaired and turned out the first batch of 50 batteries for train lighting.
In addition to the repair of heavily damaged boilers at Terni Steelworks, it is now under consideration whether some of the burnt out wagons whose underframes have not suffered too severely from fire, can be plated up as all steel vehicles by this firm.
Bernini & Parodi & Cia of Colleferro have already started to turn out wagon repairs and it is hoped to greatly extend their activities in this direction.
The facilities of the San Giorgio firm of rolling stock builders at Pistoia have now been released to us. These valuable premises, only slightly damaged, will be put to good use for repairs and possible new construction.
A large private firm of rolling stock builders in Arezzo is also being encouraged to put their shops in order, in order to undertake work for the USR.

(K) Stores.

Timber for wagon repair; especially for flooring of 2" - 3" thickness, continues to be in very short supply.
'V' fan belting for [illegible] diesels again became critical and had still not arrived although delivery by air had been requested.
Indents have been placed for some of the more urgent items for "Stanions" and "Brakes" of which MIDEAST had only been able so far to supply very few, viz., Exhaust Steam Injector Cones, Superheater Elements, Westinghouse Pump parts and the like.
Some new G.W.R. 0-6-0 Class Injectors and Cones have also been asked for.
[illegible] steel roofing also for shed and shop roofing lights

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Indents have been placed for some of the more urgent items for "Staniers" and "Mikados" of which MIDEAST had only been able so far to supply very few, viz., Exhaust Steam Injector Cones, Superheater Elements, Westinghouse Pump parts and the like.

Some new G.W.R. 0-6-0 Class Injectors and Cones have also been asked for.

Glass for coach repairs, also for shed and shop roofing lights has been most difficult to obtain.

The shortage of Westinghouse hoses becomes even more acute since civilians have no hesitation in cutting them off coaches or wagons for their own use thereby diminishing an already extremely exiguous supply. Otherwise the supply of materials has been very satisfactory.

The problem this month will be to provide suitable greases, insulating materials, oil silk, cable, etc., etc., for maintenance of electric locomotives on Line 87.

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Information has been supplied to the Coal Section and a special Coal Commission from U.S.A. and U.K. as to the qualities and types of coal suitable and unsuitable for this theatre of war. The disadvantages of highly volatility and sulphur content due to the many tunnels, and large percentage of smalls on the heavy grades of 1 in 45, were specially stressed.

(L) Mobile Workshops.

Nº 2 Mobile Workshop is engaged on Diesel Loco Servicing and wagon and loco recovery at Arezzo, also rehabilitation work at Chiusi.

Nº 5 Mobile Workshop is maintaining locomotives at Rimini and assisting in recovery there and at Faenza.

Nº 13 Mobile Workshop is engaged in restoration work and recovery of locomotives at Ancona.

The equipment of Nº 1 Mobile Workshop from PAIC is due to arrive shortly. No personnel accompany it however, and it will be used with a flying squad from 163 Railway Workshop Coy. RE, whenever the necessity arises.

(M) Miscellaneous.

Good use is now being made of the ISR Experimental Laboratory in Rome.

80% of the footplate personnel of 189 Railway Operating Coy.RE., have now been passed out as competent to handle oilburning locomotives. It will be remembered that the other companies affected, 153, 190, and 192, already had ample experience in PERSIA.

On one occasion 27°F of frost was experienced at Fabriano and at times as many as 50 braziers have been in use to prevent the freezing up of intermediate water bags between engine and tender. Oil fuel was at times practically unmanageable due to the cold.

The 35 ton breakdown crane from U.K. is arriving now and will be erected at Foligno.

The four 75 tons breakdown cranes from U.S.A. are due to arrive in April.

The value of these cannot be too highly stressed since, apart from one other 35 tonner, no railway breakdown cranes exist on the Italian State Railways.

5. TRANSPORTATION STORES.

(A) Shipment of Tn. Stores.

Convoys arriving during the month contained 6600 tons of Tn. Stores, all of which have been discharged or are in process of being discharged, together with 200 tons left over from previous convoys.

Principal items discharged were :-

Description	From
30 miles sleepers.	U.S.A.
126 Turnouts.	U.S.A.

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No 5 Mobile Workshop is maintaining locomotives at Rimini and assisting in recovery there and at Faenza.

No 13 Mobile Workshop is engaged in restoration work and recovery of locomotives at Ancona.

The equipment of No 1 Mobile Workshop from FAIC is due to arrive shortly. No personnel accompany it however, and it will be used with a flying squad from 163 Railway Workshop Coy. RE, whenever the necessity arises.

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Principal items discharged were :-

Description	From
30 miles Sleepers.	N.A.
126 Turnouts.	N.A.
15 Mobile Cranes.	U.K.
5 Lorry Mounted Cranes.	N.A.
1 - 10-ton Marion Wharf Crane.	N.A.
1 - 7-ton Steam Derrick.	U.K.
13 Mince Barges.	12 - U.S.A. 1 - M.E.
30 - 40' Welded Span Bridges.	U.K.
1080 - Steel Sheet Piles.	U.K.
2 - Sturdy Tugs.	M.E.
65 tons Locomotive Spares.	M.E.

Further details appear at Appendix II.

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Coastwise shipments, consisting principally of track materials, were made during the month as follows :-

Naples to Leghorn	600 tons.
Kiel ports to Ancona	1600 "

The following 95 cm. gauge locomotives and rolling stock from Eritrea were discharged at Bari and handed over to A.C. for use on the Calabro-Lucano Rly :-

2 - 300 class Locomotives.
37 - 10 ton Box Wagons.
41 - 10 ton Open Wagons.

175 tons of U.S. Loco spares were shipped from Naples to S. France.

Shipment of the balance of two L.M.S. 2-8-0 locomotives of the 15 of this type to be transferred to Italy from M.E. has been deferred owing to the 150 ton floating Crane at Taranto being withdrawn from service for repairs, these are not expected to be completed before the end of February.

(B) Movement of Tn. Stores by Rail and Road.

Accepted bids for movement of stores by rail from rear depots to forward depots averaged 165 tons per day to Leghorn and 108 tons to Ancona. Bids for movement of coal and fuel oil from Naples to Rome and beyond on Lines 65, 86 and 87 averaged 144 and 300 tons per day respectively.

Some difficulty was experienced in obtaining suitable flat wagons for loading 220 Italian 46 kg. rails 40 metres long to Rome for despatch to Rimini. A further complication arose from the fact that the depot personnel had had no previous experience in handling such long rails and the wagons were at first loaded in an unsuitable manner for transit round curves and had to be discharged and reloaded.

General movement of stores to and from T.S.Ds. was again heavier than in the previous month and is summarised as follows :-

	Received & unloaded	Loaded and Despatched	Total	Increase + Decrease - over Dec.
Wagons	1210	1131	2341	+ 264
L.T.	1610	1266	2876	- 476

(C) Tonnages of Tn. Stores.

Due principally to transfers and heavy issues of track materials, the tonnage of stores (excluding coal and fuel oil) handled in T.S.Ds. during Jan. rose to over 40,000 tons, an "all high" figure for Italy exceeding the previous peak figure in Dec.44 by 2,600 tons. Actual figures were :-

Unloaded	19,246 tons
Reconsigned	1,602 "
Loaded and despatched	19,992 "

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41 - 10 ton Open Wagons.

175 tons of U.S. Loco spares were shipped from Naples to S. France.

Shipment of the balance of two L.M.S. 2-8-0 locomotives of the 15 of this type to be transferred to Italy from M.E. has been deferred owing to the 150 ton Floating Crane at Taranto being withdrawn from service for repairs, these are not expected to be completed before the end of February.

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Unloaded	19,246	tons
Reconsigned	1,602	"
Loaded and despatched	19,902	"
	40,750	"

Tonnages of stores received, issued, and in stock, based on depot quantitative accounts and excluding transfers between depots, are summarised below :-

		Dec.44.	Jan.45.	Total to 31 Jan.45.
Received in Italy		7,844	10,545	180,660
Issued	(a) Italy	12,742	14,712	112,357
	(b) S.France	300	175	2,295
Closing stock		81,951	78,829	-

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The total tonnage of Tn. stores in stock in Italy rose to a peak figure of 82,827 in Nov. 1944. Approximately 60% of this tonnage represented track materials provided on a heavy scale for doublings and lengthy main line repairs which are now developing. Stock tonnage is likely to continue decreasing in the next few months until we begin to import track materials again.

(D) Railway Bridging.

Issues of standard military bridging were 2,136 feet run in Jan. as compared with 2,579 feet run in Dec. Stocks are fairly satisfactory with the exception of U.C.R.E. where the margin is very small. It is expected however that the position will improve considerably in Feb. The general position is summarised below :-

Type of Bridging	RECEIVED		ISSUED			Stock at end of Jan.
	Jan.	Total to end Jan.	Dec.	Jan.	Total to End Jan.	
R.S.J. Spans.	298	10107	802	66	5128	4979
Sectional 40'.	1000	5320	1400	240	1320	1000
U.C.R.E.	1540	11755	1070	1830	9005	2750
Lattice Girder.	246	2429	307	-	973	1456
Plate Girder (Obs.).	-	210	-	-	180	30
Yunnan Burma.	-	7743	-	-	5935	1808
TOTAL ft. run.	3084	37564	3579	2136	25541	12023
Trestling.						
Light tons	850	11467	675	445	5790	5677
Heavy "	80	1324	468	10	705	619

(E) Track.

Demands for track for the doubling of Line 86 Marzocca to Faenza and for the reconstruction of Line 86 Ortona to Ancona total 64 miles. 22 miles of track and 30 miles of sleepers were issued in Jan.

Stocks are more than adequate but preparation must be made for further large demands of this character and arrangements have been made to call forward the bulk of the track materials (approx. 20 miles track and 120 turnouts) remaining in North Africa and originally intended to be handed over to the French, and a bid is being made for delivery commencing in May 45 of 37 miles of track reserved for Italy in M.E.

Materials for the doubling of Line 86 are being supplied from 330 T.S.D. Leghorn and for reconstruction Ortona to Ancona from 325 T.S.D. Bari.

The general position in regard to track is summarised below:-

	RECEIPTS.		ISSUES.		
	JAN.	TOTAL.	JAN.	TOTAL.	STOCK.

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small. It is expected however that the position will improve consider-
ably in Feb. The general position is summarised below :-

Type of Bridging	RECEIVED Jan.	RECEIVED Total to end Jan.	ISSUED Dec.	ISSUED Jan.	ISSUED Total to End Jan.	Stock at end of Jan.
R.S.J. Spans.	298	10107	802	66	5128	4979
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The general position in regard to track is summarised below:-

	RECEIPTS. JAN.	RECEIPTS. TOTAL.	ISSUES. JAN.	ISSUES. TOTAL.	STOCK.
Plain Line (excl. sleepers) miles	-	259	22	130	129
Sleepers. "	18	351	30	186	165
Turnouts (excl. timbers) each	31	1358	34	524	834
Crossing Timbers sets	13	1203	32	425	778

(F) Locos and Rolling Stock.

No standard gauge locomotives have been delivered to Italy since my last report.

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Delivery of 2 L.M.S. 2-8-0 locos from M.E. (forming the balance of 15 of this type to be transferred under present arrangements) and 4 - U.S. 2-8-2 locos from P...I.C. has been deferred until after the end of Feb. owing to the 150 ton floating crane at Taranto being out of commission for repairs.

Conclusive arrangements have not yet been made in regard to the transfer of further locos from M.E. or of rolling stock against our estimate of 1000 additional wagons required by the end of June 1945.

Of the total of 478 U.S. wagons to be transferred from North Africa to Italy the following had been received up to the end of Jan :-

75	box cars, 20 ton.	
9	" " " "	converted to mail vans.
8	" " " "	chassis used as flats.
Total. 92		

(G) Timber.

The position for Jan. is tabulated as follows :-

Allocated by A.F.H.Q.	-	400 tons.	
Released by M.G.R.B.	-	823 "	(a)
Received in T.S.Ds.	-	145 "	(b)
Issued from T.S.Ds.	-	1150 "	
Stock at 19 Jan.	-	850 "	

Notes: (a) Includes releases against backlogs of Nov. and Dec. allocations.
(b) Balance of Jan. releases is in process of shipment to Ancona.

Jan. issues of timber totalling 1150 tons indicated the complete inadequacy of the original staff allocation of 400 tons for March, as the result of action taken by Tn.(Br.) A.F.H.Q. agreement was obtained to increasing this quantity to 800 tons, with a further 200 tons if production permits.

The Appennine tunnel is an example of the requirements which Tn. is unexpectedly faced with and which must be met at short notice from Tn. stocks to allow railway construction to proceed in accordance with planned dates. It was not until access was finally obtained from the inside of the tunnel to the demolition at the south end that it was discovered the block extended for 660 feet necessitating an immediate demand on Tn. Stores for 40,000 feet run of shoring timbers.

(H) Bricks.

Arrangements have now been completed through A.F.H.Q. for D.E.P.S. to operate 8 brickworks in the Florence - Pisa area upon behalf of Tn. Transport to haul lignite to the works is being provided by 5th Army. The requirements of R.O.E. 5.A.E.C. total 30,000 bricks daily. Further quantities are required by R.C.E. 1212 including 500,000 for the Serravalle tunnel.

Pending the completion of the above arrangements it has been necessary for R.C.Es. to obtain releases through Army and A.M.G. to the extent of 3 million bricks. As an emergency reserve to guard against any shortages in supply from these sources a quarter of a million bricks

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(G) Timber.

The position for Jan. is tabulated as follows :-

Allocated by A.F.H.Q.	-	400 tons.	
Released by M.G.A.D.	-	823 "	(a)
Received in T.S.Ds.	-	145 "	(b)
Issued from T.S.Ds.	-	1150 "	
Stock at 19 Jan.	-	850 "	

Notes: (a) Includes releases against backlogs of Nov. and Dec. allocations.
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Pending the completion of the above arrangements it has been necessary for R.C.Es. to obtain releases through Army and A.M.G. to the extent of 3 million bricks. As an emergency reserve to guard against any shortages in supply from these sources a quarter of a million bricks were collected by Tn. Stores transport from Molfetta brickworks near Bari, loaded to rail and despatched to 331 T.S.D. Leghorn.

(I) Coal.

A confused situation arose at Ancona due to conflicting advices and alterations in the dates of arrival of colliers. The FORT WALSH arrived in the early part of the month with 4500 tons of railway coal which proved to be South African coal, instead of American coal as advised, and therefore unsuitable for locomotive use on Line 87.

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A second collier, the R.S. WILSON, containing American coal and the remainder of the month's allocation for Ancona, did not arrive until 29 Jan. and as a consequence stocks at Foligno, Terni and Fabriano dropped to only 5 days supply. To cope with this situation 240 tons were transferred immediately from Rome stocks and agreement obtained from A.F.H.Q. for the same quantity to be railed up daily from Naples to Line 87 until the R.S. WILSON commenced discharge.

M.R.S. have been allocated the whole of a coal dump, consisting of over 8000 tons of prime Welsh steam coal in good condition, stored in caves at Gaeta. Coal Section A.F.H.Q. have informed us that this coal will be shipped to Rome by schooner at the rate of approx. 500 tons a week commencing shortly.

Details of the M.R.S. coal position appear at Appendix 12.A.

(J) Fuel Oil and Diesel Oil.

The Fuel and Diesel Oil position remained satisfactory. Filling points on Lines 86 and 87 now hold a reserve of approximately 8 days Fuel Oil requirements.

(K) Lubricating Oils and Greases.

Stocks remain satisfactory. Details of stocks of Tn. Oils appear at Appendix 12.B.

(L) Quarterly Demands.

Bulk replenishment demands have been submitted to provision services for delivery in the quarter April - June 1945. Details are as follows :-

Provision Service.		Demand Items.	Tonnage.
CRD	(Western Group).	356	850
	(Eastern Group).	33	150
R.E.		51	1700
T.M.		128	80
R.A.S.C.		54	20
	Total.	652	2800

(M) Spare Parts.

Under conditions encountered in Italy it has not been considered expedient to form Tn. Spare Parts Sections as units with separate war establishments. Such units would in any case have to be formed below the manpower ceiling of the theatre and from such personnel in the present stores companies who are experienced in this branch of storekeeping. The advantages of separate units would therefore be slight but the principal reason which has deterred us from following the example of other theatres is that the most suitable place for a Spare Parts Section is at a T.S.D. to which units have to go for their other stores requirements, and where spares are in constant demand for repairing plant held in the depot. A Spare Parts Section may therefore need to be provided at any depot and should therefore form an integral part of the depot organisation as in the case of the other main depot

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Details of the M.A.S. coal position appear at Appendix 12.A.

(J) Fuel Oil and Diesel Oil.

The Fuel and Diesel Oil position remained satisfactory. Filling points on Lines 86 and 87 now hold a reserve of approximately 8 days Fuel Oil requirements.

(K) Lubricating Oils and Greases.

Stocks remain satisfactory. Details of stocks of Tn. Oils appear at Appendix 12.E.

(L) Quarterly Demands.

Bulk replenishment demands have been submitted to provision services for delivery in the quarter April - June 1945. Details are as follows :-

Provision Service.		Demand Items.	Tonnage.
CRD	(Western Group).	356	850
	(Eastern Group).	33	150
R.E.		54	1700
TN.		188	80
R.A.S.C.		21	20
	Total.	652	2800

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The three spares-holding T.S.Ds. in Italy are as follows :-

325 T.S.D. Bari. - Spares for Tn. plant and harbour craft.
326 T.S.D. Naples. - Spares for U.S. 2-8-0 locos and U.S. rolling stock.
330 T.S.D. Ancona. - Spares for locos, rolling stock and Z craft.

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It has now been agreed by D.C.S. and M.G.R.E. that spares for common power units in plant held by Tn. will be obtained from Machinery Spare Parts Sections R.E. Tn. will merely render a return of such power units to M.G.R.E. and provisioning for both R.E. and Tn. requirements will be done by M.G.R.E. through D.C.S.

We learn with relief that base spares for tugs are at last arriving in the theatre and will be held in an M.W.T. depot which is to be opened at Naples in April. The first consignment of spares for TUS. tugs will be taken into 326 T.S.D. pending the opening of the M.W.T. depot, and it has been agreed that we can withdraw any spares required for specific current repairs.

600 tons of spares for L.M.S. 2-8-0 and U.S. 2-8-2 locos have arrived from M.E. and are held at 330 T.S.D. Ancona.

The mobile crane spares position is improving now that bulk shipments are arriving.

8 tons of spares have arrived for R.C.L. 6 cyl. Gray Marine petrol engines.

Issues of spares have been heavy this month, particularly for harbour craft. The following shows the position for all types of spares :-

Spares issues in Jan.	-	17,300
Spares in stock.	-	306,000
Number of Stockheads.	-	8,100

(F) Local Resources and Production.

In July last authority was obtained from H.Q. A.A.I. for the badly damaged SACFEM Works at Arezzo to become a reserved Transportation area. A detachment of stores personnel was placed in the Works to control and record issues of all stores and machinery. These were considerable, and included not only issues to Tn. units but issues to numerous Divisional and Corps troops for operational purposes when Arezzo was still in Army Area. A requisition receipt note has now been presented for all stores removed, comprising 76 pages and 3963 items. A list of controlled stores remaining in the Works has been sent to Allied Forces Local Resources (I) Board for allocation among other services.

Our bid for 260 tons of steel sections for delivery in Feb. from production in Italy was accepted by A.F.L.R.

Assistance has been given to A.C. in maintaining production of glass etc. at a factory in Rome and an order placed through I.S.R. for 4000 sq. m. of glass for railway carriage windows. An order for 6000 cell plate rests for train lighting accumulators has also been placed on the same firm.

1500 cushions for leave trains have been manufactured to date - 1000 by contractors in Rome, and 500 in I.S.R. workshops. Material has been ordered for a further 500.

Manufacture of wagon sheets has been fraught with difficulties. Under normal peacetime processes a sheet takes 6 months to manufacture. Improvisation of a less durable article is by no means an easy matter. The principal centre of normal production is Milan and I.S.R. have failed to find a contractor in liberated Italy who can undertake waterproofing. This is therefore being done in 329 T.S.D. Rome. In the absence of more suitable waterproofing agents linseed oil is being used and has proved satisfactory when sheets have been tested under 5 c.m. Unfortunately as linseed oil freezes at 55°F it has been

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The mobile crane spares position is improving now that both shipments are arriving.

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Of 875 sheets received from U.K. only 261 proved suitable as wagon sheets without further fabrication. These are being marked, numbered and roped as quickly as possible. The remaining sheets are either too small or too big (some measure 40' x 30') and are being altered. The sewing of the sheets and the procurement of thread is a formidable task.

Up to date 250 sheets have been placed at the disposal of Movements A.F.H.Q.

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9. FINANCE.

(A) RAILWAY FINANCE.

(i) Preparation of Records of Charges assessable to the Italian Government.

At a meeting held at A.F.H.Q. on January 5th, attended by representatives of Staff Sections and British and American Military, Naval and Air Services, agreement was reached upon the form in which records of charges assessable to the Italian Government should be evaluated for incorporation in the Allied Commission Account. The formula eventually agreed upon was in accordance with that already adopted by the Military Railway Service for costing railway projects. Therefore no alteration in procedure by this service was necessary.

(ii) Costing of Railway Rehabilitation Projects.

A further evaluation statement of Allied War Department materials and mechanical equipment, used in railway rehabilitation projects, was sent to the Financial Adviser during the month for incorporation in the Allied Commission Account. The statement, covering the cost of W.D. material and mechanical equipment hire charges for 160 jobs, amounted in total to over 60 million lire. In accordance with agreed practice, no charges were included for local materials or labour paid for in A.M.G. Currency. A brief summary appears in Appendix 13 to this report.

(B) STORES.

(i) Recovery of charges from I.S.R. for Bricks purchased by Works Services.

Works Services having undertaken to control and purchase the output of certain brick manufacturers, it has been arranged that the cost of bricks, required for railway repairs on the I.S.R. and supplied through this agency, shall be recovered from the I.S.R. by means of bills prepared on information supplied by the Railway Construction Groups concerned, and verified by monthly statements of issue furnished by Works Service. This procedure is in accordance with the agreed policy that the value of local materials used on behalf of the I.S.R. is ultimately made a direct charge on the Railway Budget.

(ii) Local Purchases of Materials for incorporation in Railway Rehabilitation Works.

During the month bills totalling lire 2,238,153, in respect of local purchases made by Railway Construction Units engaged in the repairs of the Italian Railway System were passed to the I.S.R. for direct settlement. A regular system of advice of payment as and when made by the I.S.R. facilitates dealing with suppliers on questions arising out of alleged delays in payment.

(C) FINANCE SUB-COMMITTEE - ALLIED RAILWAY BOARD.

A Finance Sub-Committee composed of M.R.S., Allied Commission

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[redacted] Therefore no alteration in procedure by this service was necessary.

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(D) STORES.

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(C) FINANCE SUB-COMMITTEE - ALLIED RAILWAY BOARD.

A Finance Sub-Committee composed of M.R.S., Allied Commission and I.S.R. representatives under the chairmanship of A.D.Tn.(F), was appointed by the Allied Railway Board to consider and provide a working basis on financial matters in which M.R.S. and Transportation Sub-Commission (A.C) have a joint interest.
Subjects included in the terms of references are shown below:-

(a) Works commenced by the M.R.S. and subsequently handed over to A.C. for completion, either by direct contract or through the I.S.R.

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(b) Works commenced and completed under A.C. supervision but with certain military labour and equipment assistance.

(c) Accounting for military stores.

(d) Contracts placed by I.S.R. on instructions of M.R.S. or A.C.

At a preliminary meeting of this Sub-Committee, certain aspects of the above were discussed, and the proposals and decisions made were referred to the Allied Railway Board for confirmation. The Sub-Committee recommended to the Board the inclusion in the terms of reference, responsibility for the examination of I.S.R. demands for cash allocation required for rehabilitation and construction works.

(D) STATISTICS.

Railway (Passenger and Freight) Statistics for all British operated areas in Italy are shown in Appendix 14.

(R.D.MACHORN).
Brigadier.
Director of Transportation.

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Appendix 1.

Part 1, Sheet 1.

LOCATION STATEMENT.

TN. UNITS, C.M.F.

31 JANUARY, 1945.

Unit.	Location.	Remarks.
H.Q., No.1 Port Operating Group, R.E.	Brindisi.	Det. Taranto.
992 Port Operating Coy. R.E.	Greece.	
997 Port Operating Coy. R.E.	Brindisi.	
1010 Port Operating Coy. R.E.	Greece.	
1015 Port Operating Coy. R.E.	Taranto.	
1027 Port Operating Coy. R.E.	Brindisi.	
1037 Port Maintenance Coy. R.E.	Brindisi.	Det. Taranto.
2 (Italian) I.T Port Operating Coy.	Taranto.	Det. Brindisi.
1060 (Italian) Port Maintenance Section.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
1063 (Italian) Docks Operating Coy.	San Vito.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
3 Docks Operating Coy. S.A.E.C.	Naples.	
H.Q., No.3 Port Operating Group, R.E.	Bari.	Det. Barletta.
991 Port Operating Coy. R.E.	Bari.	
1007 Port Operating Coy. R.E.	Bari.	Det. Monopoli, Force 266.
1014 Port Operating Coy. R.E.	Bari.	
1017 Port Operating Coy. R.E.	Bari.	Det. Barletta.
1019 Port Maintenance Coy. R.E.	Bari.	Det. Barletta.
1021 Port Operating Coy. R.E.	Leghorn.	
1041 Port Operating Coy. R.E.	Bari.	
4 Docks Workshop Section, R.E.	Bari.	
10 I.T Floating Crane Section, R.E.	Bari.	
1062 (Italian) Port Maintenance Section.	Bari.	
921 (Italian) Docks Operating Coy.	Barletta.	
922 (Italian) Docks Operating Coy.	Bari.	
1 (Italian) I.T Port Operating Coy.	Bari.	
Attached No.5 Port Operating Group, R.E.		
1222/3 Ship Working Sections, R.E.	Bari.	
1224/5 Ship Working Sections, R.E.	Bari.	
2 Docks Operating Coy. S.A.E.C.	Bari.	Det. Brindisi, Taranto.

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992	Port Operating Coy. R.E.	Greece.	
997	Port Operating Coy. R.E.	Brindisi.	
1010	Port Operating Coy. R.E.	Greece.	
1015	Port Operating Coy. R.E.	Taranto.	
1027	Port Operating Coy. R.E.	Brindisi.	
1037	Port Maintenance Coy. R.E.	Brindisi.	Det. Taranto.
2	(Italian) IWT Port Operating Coy.	Taranto.	Det. Brindisi.
1060	(Italian) Port Maintenance Section.	Brindisi.	
1061	(Italian) Docks Operating Coy.	Taranto.	
1063	(Italian) Docks Operating Coy.	San Vito.	
923	(Italian) Docks Operating Coy.	Taranto.	
924	(Italian) Docks Operating Coy.	Brindisi.	
	3 Docks Operating Coy. S.A.L.C.	Naples.	
	H.Q., No.5 Port Operating Group, R.E.	Bari.	Det. Barletta.
991	Port Operating Coy. R.E.	Bari.	
1067	Port Operating Coy. R.E.	Bari.	Det. Monopoli, Force 266.
1014	Port Operating Coy. R.E.	Bari.	
1017	Port Operating Coy. R.E.	Bari.	Det. Barletta.
1019	Port Maintenance Coy. R.E.	Bari.	Det. Barletta.
1021	Port Operating Coy. R.E.	Leghorn.	
1041	Port Operating Coy. R.E.	Bari.	
4	Docks Workshop Section, R.E.	Bari.	
10	IWT Floating Crane Section, R.E.	Bari.	
1062	(Italian) Port Maintenance Section.	Bari.	
921	(Italian) Docks Operating Coy.	Barletta.	
922	(Italian) Docks Operating Coy.	Bari.	
1	(Italian) IWT Port Operating Coy.	Bari.	
	Attached No.5 Port Operating Group, R.E.		
1222/3	Ship Working Sections, R.E.	Bari.	
1224/5	Ship Working Sections, R.E.	Bari.	
2	Docks Operating Coy. S.A.L.C.	Bari.	Det. Brindisi, Taranto.
	H.Q., No.7 Port Operating Group, R.E.	Ancona.	
990	Port Maintenance Coy. R.E.	Ancona.	Det. Civitavecchia.
993	Port Operating Coy. R.E.	Ancona.	
994	Port Operating Coy. R.E.	Ancona.	
1023	Port Operating Coy. R.E.	Ancona.	
1030	Port Operating Coy. R.E.	Ancona.	
1064	Docks Operating Coy. R.E.	Ancona.	
3	(Italian) IWT Port Operating Coy.	Ancona.	

/To Sheet 2

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Appendix 1.

Part 1. Sheet 2.

LOCATION STATEMENT.

TN.UNITS, C.M.F.

31 JANUARY, 1945.

Unit.	Location.	Remarks.
H.Q.,No.3 Port Constr & Repair Gp.RE.	Ancona.	
932 Port Constr. & Repair Coy. R.E.	Ancona.	Det. Bari.
41 Harbour Construction Coy.SAEC.	Ancona.	
H.Q., No.6 I.W.T. Group, R.E.	Ancona.	
945 IWT (Port) Operating Coy. R.E.	Ancona.	Det. Bari, Pesaro, Senigallia.
947 IWT (Port) Operating Coy. R.E.	Ancona.	Det. Brindisi.
1065 IWT Workshop Coy. R.E.	Ancona.	Det. Pesaro.
208 'Z' Craft Operating Coy. I.E.	Leghorn.	
209 'Z' Craft Operating Coy. I.E.	Ancona.	
1206 'Z' Craft Operating Coy. R.E.	Greece.	
975 Port Repair Ship, R.E.	Ancona.	Moving to Civitavecchia.
H.Q.,No.1 Railway C. & M.Group, R.E.	Riccione.	
150 Railway Construction Coy. R.E.	Cesena.	Det. Faenza, Rimini.
151 Railway Construction Coy. R.E.	Rimini.	Det. Forli, Faenza.
1 Railway Bridging Section, R.E.	Fano.	
29 Railway Survey Coy. R.E. 2 Sect.	Riccione.	
H.Q.,1212 Railway C. & M.Group. R.E.	Florence.	
10 Railway Construction Coy. R.E.	Mondolfo Marotta.	
159 Railway Construction Coy. R.E.	Pistoia.	Det. Prato.
160 Railway Construction Coy. R.E.	Pieve è Nievole.	Det. Pescia, S.Salvatore Serravalle.
2 Railway Bridging Section, R.E.	Orvieto.	
29 Railway Survey Coy. R.E. H.Q.	Prato.	
No.1 Section.	Lastra à Signa.	
No.3 Section.	Figline.	
H.Q.,Railway Constr. Engineers,SAEC.	Prato.	
38 Railway Construction Coy.SAEC.	Mercatale.	
39 Railway Construction Coy.SAEC.	Prato.	
40 Railway Construction Coy.SAEC.	Prato.	Det. Grizzano.
Dets Railway & Harbour Const. Op.	Mercatale	

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H.Q., No.3 Port Constr. & Repair Gp. R.E.	Ancona.	
932 Port Constr. & Repair Coy. R.E.	Ancona.	Det. Bari.
41 Harbour Construction Coy. SAEC.	Ancona.	
H.Q., No.6 I.W.T. Group, R.E.	Ancona.	
945 I.W.T (Port) Operating Coy. R.E.	Ancona.	Det. Bari, Pesaro, Senigallia.
947 I.W.T (Port) Operating Coy. R.E.	Ancona.	Det. Brindisi.
1065 I.W.T Workshop Coy. R.E.	Ancona.	Det. Pesaro.
208 'Z' Craft Operating Coy. R.E.	Leghorn.	
209 'Z' Craft Operating Coy. R.E.	Ancona.	
1206 'Z' Craft Operating Coy. R.E.	Greece.	
975 Port Repair Ship, R.E.	Ancona.	Moving to Civitavecchia.
H.Q., No.1 Railway C. & M.Group, R.E.	Riccione.	
150 Railway Construction Coy. R.E.	Cesena.	Det. Faenza, Rimini.
161 Railway Construction Coy. R.E.	Rimini.	Det. Forli, Faenza.
1 Railway Bridging Section, R.E.	Fano.	
29 Railway Survey Coy. R.E. 2 Sect.	Riccione.	
H.Q., 1212 Railway C. & M.Group. R.E.	Florence.	
10 Railway Construction Coy. R.E.	Mondolfo Marotta.	
159 Railway Construction Coy. R.E.	Pistoia.	Det. Prato.
160 Railway Construction Coy. R.E.	Pieve è Nievole.	Det. Pescia, S.Salvatore Serravalle.
2 Railway Bridging Section, R.E.	Orvieto.	
29 Railway Survey Coy. R.E. H.Q.	Prato.	
No.1 Section.	Lastra à Signa.	
No.3 Section.	Figline.	
H.Q., Railway Constr. Engineers, SAEC.	Prato.	
38 Railway Construction Coy. SAEC.	Mercatale.	
39 Railway Construction Coy. SAEC.	Prato.	
40 Railway Construction Coy. SAEC.	Prato.	Det. Grizzano.
Dets Railway & Harbour Comp. Cp.	Mercatale	
Coy. S.A.E.C.	Vernio.	
Tunnelling Det. H.Q., S.A.E.C.	Vaiano.	
61 Tunnelling Coy. S.A.E.C.	Prato.	Det. Lagaro.
62 Tunnelling Coy. S.A.E.C.	Vernio.	
187 Mech. Eqpt. (Tn) Coy. R.E.	Florence.	
45 Mech. Eqpt. (Tn) Pln. R.E.	Monsummano.	
46 Mech. Eqpt. (Tn) Pln. R.E.	Rimini.	
89 Mech. Eqpt. (Tn) Pln. R.E.	Florence.	

/To Sheet 3.

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Appendix 1.

Part 1, Sheet 3.

LOCATION STATEMENT.

TN. UNITS, C.M.E.

31 JANUARY, 1945.

Unit.	Location.	Remarks.
H.Q., No.4 Indian Railway C. & M.Group, I.T.	Ancona.	
136 Railway Maintenance Coy. I.T.	Ancona.	Det. Fabriano, Fano, Falconara.
H.Q., No.2 Railway Telegraph Coy. R.Sigs.	Rimini.	
102 Construction Section(Railway) R.Sigs.	Foligno.	
103 Construction Section(Railway) R.Sigs.	Fano.	Det.Cesena, Pesaro, Falconara.
72 Railway Telegraph Op.Sec., R.Sigs.	Senigallia.	Det.Falconara, Bari, Foggia, Foligno.
H.Q., No.3 Railway Telegraph Coy. R.Sigs.	Florence.	
104 Construction Section(Railway) R.Sigs.	Ardenza.	Det. Leghorn, Cecina, Grosseto.
76 Railway Telegraph Optg. Sec. R.Sigs.	Rome.	Det. Bari, Florence, Riccione.
40 Railway Telegraph Coy. S.A.C.S.	Foligno.	Det. Orvieto, Orte, Terni.
D.D.Tn. (Railways).	Ancona.	
H.Q., No.1 Railway Operating Group, R.E.	Falconara.	
153 Railway Operating Coy. R.E.	Piombino Nuovo.	Det. Falconara.
189 Railway Operating Coy. R.E.	Pesaro.	Det. Rimini.
192 Railway Operating Coy. R.E.	Senigallia.	Det. Forli.
5 Railway Mobile Workshop, R.E.	Rimini.	
H.Q., No.2 Railway Operating Group, R.E.	Rome.	
154 Railway Operating Coy. R.E.	Foligno.	Det. Orte, Terni.
190 Railway Operating Coy. R.E.	Fabriano.	
2 Railway Mobile Workshop, R.E.	Arezzo.	
H.Q., No.6 Railway Operating Group, R.E.	Ancona.	(Forming part of D.D.Tn., Railways)
H.Q., Railway & Harbour Comp.Op.Coy. SAEC.	Florence.	Det. Florence, Prato.
Workshops.		
13 Railway Mobile Workshop, R.E.	Ancona.	
163 Railway Workshop Coy. R.E.	Foligno.	Det.Florence, Foggia.
H.Q., No.3 Transportation Stores Group, RE.	Rome.	

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H.Q., No.2 Railway Telegraph Coy. R.Sigs.	Rimini.	
102 Construction Section(Railway) R.Sigs.	Foligno.	
103 Construction Section(Railway) R.Sigs.	Fano.	Det.Cesena, Pesaro, Falconara.
72 Railway Telegraph Op.Sec., R.Sigs.	Senigallia.	Det.Falconara, Bari, Foggia, Foligno.
H.Q., No.3 Railway Telegraph Coy. R.Sigs.	Florence.	
104 Construction Section(Railway) R.Sigs.	Ardenza.	Det. Leghorn, Cecina, Grosseto.
76 Railway Telegraph Optg. Sec. R.Sigs.	Rome.	Det. Bari, Florence, Riccione.
40 Railway Telegraph Coy. U.A.C.B.	Foligno.	Det. Orvieto, Orte, Terni.
D.D.Tn. (Railways).	Ancona.	
H.Q., No.1 Railway Operating Group, R.E.	Falconara.	
153 Railway Operating Coy. R.E.	Palombina Nuovo.	Det. Falconara.
189 Railway Operating Coy. R.E.	Pesaro.	Det. Rimini.
192 Railway Operating Coy. R.E.	Senigallia.	Det. Forli.
5 Railway Mobile Workshop, R.E.	Rimini.	
H.Q., No.2 Railway Operating Group, R.E.	Rome.	
154 Railway Operating Coy. R.E.	Foligno.	Det. Orte, Terni.
190 Railway Operating Coy. R.E.	Fabriano.	
2 Railway Mobile Workshop, R.E.	Arezzo.	
H.Q., No.6 Railway Operating Group, R.E.	Ancona.	(Forming part of D.D.Tn., Railways)
H.Q., Railway & Harbour Comp.Op.Coy. SAEC.	Florence.	Det. Florence, Prato.
Workshops.		
13 Railway Mobile Workshop, R.E.	Ancona.	
163 Railway Workshop Coy. R.E.	Foligno.	Det.Florence, Foggia.
H.Q., No.3 Transportation Stores Group, RE.	Rome.	
325 Tn.S.D. – 196 Tn.Stores Coy. R.E.	Modugno, Nr. Bari.	
326 Tn.S.D. – 922 Tn.Stores Coy. R.E.	Naples.	
327 Tn.S.S.D. – 922 Tn.Stores Coy. R.E.	Nocera.	
328 Tn.S.S.D. – 922 Tn.Stores Coy. R.E.	Casalnuovo.	
329 Tn.S.D. – 156 Tn.Stores Coy. R.E.	Tiburtino, Rome.	
330 Tn.S.D. – 196 Tn.Stores Coy. R.E.	Falconara.	
" 1069 Tn.Stores Coy. R.E.	Falconara.	
331 Tn.S.D. – 24 Tn.Stores Coy. R.E.	Leghorn.	
18 Tn. Stores Port Section, R.E.	Leghorn.	Det. Naples.
19 Tn. Stores Port Section, R.E.	Ancona.	Det. Bari.

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Moves of Transportation Units in January, 1945.

Unit.	Strength.	Vehs.	From.	To
N°.2 Italian Railway Engineer Coy.	200	4	PISA	MONDOLFO.
N°.10 Railway Construction Coy. R.E. (Main party)	160	40	PISA	SENIGALLIA.
N°.10 Railway Construction Coy. R.E. (Half Company)	120	30	ORVIETO	MONDOLFO.
N°.2 Railway Bridging Section, R.E.	25	4	PISA	ORVIETO.
	505	78		

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Appendix 1.

Part 2, Sheet 1.

Moves of Transportation Units in January, 1945.

	Strength.	Vehs.	From.	To	Date.
er Coy.	200	4	PISA	MONDOLFO.	18
Coy. R.E.	160	40	PISA	SENIGALLIA.	18
Coy. R.E.	120	30	ORVIETO	MONDOLFO.	22
on, R.E.	25	4	PISA	ORVIETO.	25
	505	78			

APPENDIX 2.

Sheet 1.

ADMINISTRATION.

1. REVISION OF ESTABLISHMENTS AND FOR ACTION OF UNITS.

(a) H.Q's Port Operating Groups, R.E., and Port Operating Coys, R.E.

The conversion of the following units from Docks Groups, R.E. and Docks Operating Coys.R.E. respectively is proceeding:-

H.Q., N°.1 Port Operating Group, R.E.
H.Q., N°.5 Port Operating Group, R.E.
H.Q., N°.7 Port Operating Group, R.E.
931 Port Operating Coy. R.E.
932 Port Operating Coy. R.E.
933 Port Operating Coy. R.E.
937 Port Operating Coy. R.E.
1010 Port Operating Coy. R.E.
1014 Port Operating Coy. R.E.
1015 Port Operating Coy. R.E.
1017 Port Operating Coy. R.E.
1023 Port Operating Coy. R.E.
1027 Port Operating Coy. R.E.

(b) Indian 'Z' Craft Operating Coy. I.E.

Application has been made to A.F.H.Q. for amendment of W.E. to provide additional W.E. If approved, the amendment will apply to 208 and 209 'Z' Craft Operating Coys. I.E.

(c) Transportation Stores Coys. R.E.

In order to reduce the number of W.E's on which Tn. Stores Coys are organised in this theatre, proposals as under have been submitted to A.F.H.Q. -

(i) that 922 Tn. Stores Coy. R.E. be converted from W.E. IV/20/3 to NA/129/1 - the latter being the W.E. on which 156 and 196 Tn. Stores Coys are organised.

(ii) that W.E. NA/129/1 be amended to provide for an increase in Clerks and Storemen and a decrease in Orderlies and Regimental Police.

(iii) That 24 Tn. Stores Coy. R.E. be converted from W.E. NA/114/1 to W.E. IV/20A/1 - the latter being the W.E. on which 1069 Tn. Stores Coy. is organised.

If approved, the effect of these amendments and conversions will be that the three large Tn. Stores Coys. in the theatre will operate on W.E. NA/129/1 and the two small Coys will operate on

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H.Q., No.1 Port Operating Group, R.E.
H.Q., No.5 Port Operating Group, R.E.
H.Q., No.7 Port Operating Group, R.E.
991 Port Operating Coy. R.E.
992 Port Operating Coy. R.E.
993 Port Operating Coy. R.E.
997 Port Operating Coy. R.E.
1010 Port Operating Coy. R.E.
1014 Port Operating Coy. R.E.
1015 Port Operating Coy. R.E.
1017 Port Operating Coy. R.E.
1023 Port Operating Coy. R.E.
1027 Port Operating Coy. R.E.

(b) Indian 'Z' Craft Operating Coy. I.E.

Application has been made to A.F.H.Q. for amendment of W.E. to provide additional M.T. If approved, the amendment will apply to 208 and 209 'Z' Craft Operating Coys. I.E.

(c) Transportation Stores Coys. R.E.

In order to reduce the number of W.E's on which Tn. Stores Coys are organised in this theatre, proposals as under have been submitted to A.F.H.Q. -

(i) that 922 Tn. Stores Coy. R.E. be converted from W.E. IV/20/3 to NA/129/1 - the latter being the W.E. on which 156 and 196 Tn. Stores Coys are organised.

(ii) that W.E. NA/129/1 be amended to provide for an increase in Clerks and Storemen and a decrease in Orderlies and Regimental Police.

(iii) That 24 Tn. Stores Coy. R.E. be converted from W.E. NA/114/1 to W.E. IV/20A/1 - the latter being the W.E. on which 1069 Tn. Stores Coy. is organised.

If approved, the effect of these amendments and conversions will be that the three large Tn. Stores Coys. in the theatre will operate on W.E. NA/129/1 and the two small Coys will operate on W.E. IV/20A/1.

(d) Transportation H.Q., C.M.F.

A proposal was submitted to the War Establishments Committee, A.F.H.Q. on 19 Jan., for a new Transportation A.F.H.Q. W.E. to take the place of the four separate ones now existing i.e.

(i) Transportation, A.F.H.Q.
(ii) Transportation Increment, C.M.F.
(iii) H.Q., No.6 Railway Operating Group, R.E.
(iv) Increment to Railway Operating Groups, R.E.

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/The proposal was

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The proposal was agreed subject to minor modifications of transport and administrative personnel and authority to implement is now awaited.

2. EFFICIENCY OF ITALIAN UNITS.

(a) Italian Docks Operating Companies.

There has been no change in the technical efficiency of these Units and they have been satisfactorily employed within their limitations.

Strengths of the Units are tabulated hereunder:-

		Number of Company.						
		921.	922	923	924	1063.		1061
						Brit.	It.	Brit.	It.
W.E.									
Officers.		7	7	7	7	3	4	3	4
W.O's & Sjts.		23	23	23	23	8	15	8	15
Rank and File.		403	403	403	403	8	356	8	356
Actual.									
Officers.		9	8	7	10	3	7	3	4
W.O's & Sjts.		27	35	23	25	8	15	8	15
Rank and File.		356	351	409	380	8	315	9	325
Tradesmen.	W.E.								
Carpenters.	3	-	3	3	3	-	3	1	3
Checkers.	56	31	32	48	46	4	44	2	43
Clerks.	14	4	11	5	8	4	9	5	5
Drivers Crane.	32	19	27	32	21	-	17	-	17
Stevedores.	248	220	236	273	248	-	185	1	171
Other Trades.	50	82	42	48	54	-	57	-	82

(b) Italian I.W.T. (Port) Operating Companies.

During the wintry weather, it has been found that, particularly at Bari and Ancona, the majority of the Italian personnel have not sufficient experience to meet requirements. The question of obtaining replacements for unsatisfactory personnel has been taken up with the Naval Sub-Commission. The morale and efficiency of these units is low.

Strengths of the units compared with W.E. are given below:

	Number of Company.		
W.E.	No.1	No.2	No.3
Officers	4	4	4
W.O's & Sjts.	19	19	19

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Units and they have been satisfactorily employed within their limitations.

Strengths of the Units are tabulated hereunder:-

		Number of Company.						
		921.	922	923	924	1063. Brit.	1063. It.	1061 Brit.	1061 It.
W.E.									
Officers.		7	7	7	7	3	4	3	4
W.O's & Sjts.		23	23	23	23	8	15	8	15
Rank and File.		403	403	403	403	8	356	8	356
Actual.									
Officers.		9	8	7	10	3	7	3	4
W.O's & Sjts.		27	35	23	25	8	15	8	15
Rank and File.		356	337	409	380	8	315	9	325
Tradesmen.	W.E.								
Carpenters.	3	-	3	3	3	-	3	1	3
Checkers.	56	31	32	48	46	4	44	2	43
Clerks.	14	4	11	5	8	4	9	5	9
Drivers Crane.	32	19	27	32	21	-	17	-	17
Stevedores.	248	220	236	273	248	-	185	1	171
Other Trades.	50	82	42	48	54	-	57	-	82

(b) Italian I.W.T. (Port) Operating Companies.

During the wintry weather, it has been found that, particularly at Bari and Ancona, the majority of the Italian personnel have not sufficient experience to meet requirements. The question of obtaining replacements for unsatisfactory personnel has been taken up with the Naval Sub-Commission. The morale and efficiency of these units is low.

Strengths of the units compared with W.E. are given below:

			Number of Company.		
W.E.			No.1	No.2	No.3
Officers			4	4	4
W.O's & Sjts.			19	19	19
Rank and File.			189	189	189
Actual.	Officers.		5	4	4
	W.O's & Sjts.		25	23	23
	Rank and File.		188	191	176
Tradesmen.		W.E.			
	Engineers.	13.	17	33	15
	Carpenters.	4.	3	4	2
	Clerks.	4.	3	4	4
	Firemen.	9.	12	9	9
	Lightermen.	138	137	120	135
	Others.		16	21	11

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(c) Port Maintenance Sections.

The two Co-operator Port Maintenance Sections continued to give useful assistance to the British Units to which they were attached. Strengths compared with W.E. are:-

		Number of Section.			
		1060.		1062	
		Brit.	Italian.	Brit.	Italian.
W.E.	Officers	1	-	1	-
	W.O's & Sjts.	1	2	1	2
	Rank and File.	2	55	2	55
Actual.	Officers.	-	-	-	-
	W.O's & Sjts.	1	2	1	2
	Rank and File.	2	52	2	54

(d) Italian Railway Engineer Units.

(i) The formation of the first Company of the 6th Battalion is well advanced and arrangements are in hand to transfer it from Rome to Ancona for work on line 86. The formation of No.3 Company will then be undertaken.

(ii) Two of the four existing Battalions remain under American control and are employed in the Pisa - Leghorn area.

Strengths.

	Location.	Strengths. Offrs.	O.R's.	Total.
Inspectorate of Italian Railway Engineer Troops.	ROME.	11	61	72
H.Q., No.1 Italian Railway Engineer Group.	ROME.	4	20	24
H.Q., No.2 Italian Railway Engineer Group.	ROME.	6	14	20
H.Q., No.1 Bn. Italian Railway Engineers.	MONSUMMANO.	4	18	22
No.2 Italian Railway Engineer Coy.	PONTEDERA.	4	170	174
No.7 Italian Railway Engineer Coy.	PRATO.	6	164	170
No.20 Italian Railway Engineer Coy.	PIEVE à NIEVOLE.	4	173	177
H.Q., No.2 Bn. Italian Railway Engineers.	ARDENZA.	4	22	26

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		Brit.	Italian.	Brit.	Italian.
T.E.	Officers	1	-	1	-
	W.O's & Sjts.	1	2	1	2
	Rank and File.	2	55	2	55
Actual.	Officers.	-	-	-	-
	W.O's & Sjts.	1	2	1	2
	Rank and File.	2	52	2	54

(d) Italian Railway Engineer Units.

(i) The formation of the first Company of the 6th Battalion is well advanced and arrangements are in hand to transfer it from Rome to Ancona for work on Line 86. The formation of No.3 Company will then be undertaken.

(ii) Two of the four existing Battalions remain under American control and are employed in the Pisa - Leghorn area.

Strengths.

	Location.	Strengths. Offrs.	O.R's.	Total.
Inspectorate of Italian Railway Engineer Troops.	ROME.	11	61	72
H.Q., No.1 Italian Railway Engineer Group.	ROME.	4	20	24
H.Q., No.2 Italian Railway Engineer Group.	ROME.	6	14	20
H.Q., No.1 Bn. Italian Railway Engineers.	MONSUMMANO.	4	18	22
No.2 Italian Railway Engineer Coy.	PORTOLTO.	4	170	174
No.7 Italian Railway Engineer Coy.	PRATO.	6	164	170
No.20 Italian Railway Engineer Coy.	PIEVE à NIEVOLE.	4	173	177
H.Q., No.2 Bn. Italian Railway Engineers.	ARDENZA.	4	22	26
No.9 Italian Railway Engineer Coy.	PISA.	5	195	200
No.16 Italian Railway Engineer Coy.	LIVORNO.	5	149	154
No.24 Italian Railway Engineer Coy.	PISA.	5	154	159

/H.Q., No.3 Italian Railway

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APPENDIX 2.

Sheet 4.

	Location.	Strength. Offrs.	O.R's.	Total.
H.Q.,No.3 Bn. Italian Railway Engineers.	PISA	5	22	27
No.6 Italian Railway Engineer Coy.	LIVORNO.	4	174	178
No.18 Italian Railway Engineer Coy.	FIORENCE.	4	162	166
No.23 Italian Railway Engineer Coy.	CHERANO.	5	172	177
H.Q.,No.6 Bn. Italian Railway Engineers. (+)	ROME.	4	15	19
No.1 Italian Railway Engineer Coy. (+)	ROME.	5	179	184
No.3 Italian Railway Engineer Coy. (+)	ROME.	2	36	38
No.10 Italian Railway Engineer Coy. (+)	ROME.	-	-	-
H.Q.,No.13 Bn. Italian Railway Engineers.	RICCIONE.	3	17	20
No.8 Italian Railway Engineer Coy.	FANO.	5	183	188
No.21 Italian Railway Engineer Coy.	CESENA.	5	185	190
No.31 Italian Railway Engineer Coy.	FORLI.	5	184	189
	Totals.	105	2469	2574

((+) In course of formation)

3. ADMINISTRATION OF ITALIAN UNITS.

(a) Italian Docks Units.

(i) Personnel.

922 (Italian) Docks Operating Company received orders through Italian Staff Channels that certain men of the 1924 class should be put at the disposal of a higher formation for transfer to other branches of the Army. In view of the extreme difficulty of training Italian personnel for Docks Operating duties, strongest representations have been made to H.Q.I.A. that these transfers are highly detrimental to the efficiency of the unit concerned. Pending a decision no releases are being sanctioned.

The British Naval authorities have forwarded to the Italian Navy our request for the replacement of unsatisfactory personnel from [illegible] (Italian) L.C.T. Companies.

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No.23 Italian Railway Engineer Coy.		ORVIETO.	5	172	177
H.Q., No.6 Bn. Italian Railway Engineers.	(+)	ROME.	4	15	19
No.1 Italian Railway Engineer Coy.	(+)	ROME.	5	179	184
No.3 Italian Railway Engineer Coy.	(+)	ROME.	2	36	38
No.10 Italian Railway Engineer Coy.	(+)	ROME.	-	-	-
H.Q., No.13 Bn. Italian Railway Engineers.		RICCIONE.	3	17	20
No.8 Italian Railway Engineer Coy.		PARMA.	5	183	188
No.21 Italian Railway Engineer Coy.		CESENA.	5	185	190
No.31 Italian Railway Engineer Coy.		FORLI.	5	184	189
		Totals.	105	2469	2574

((+) In course of formation)

3. ADMINISTRATION OF ITALIAN UNITS.

(a) Italian Docks Units.

(i) Personnel.

922 (Italian) Docks Operating Company received orders through Italian Staff Channels that certain men of the 1924 class should be put at the disposal of a higher formation for transfer to other branches of the Army. In view of the extreme difficulty of training Italian personnel for Docks Operating duties, strongest representations have been made to M.C.I.A. that these transfers are highly detrimental to the efficiency of the unit concerned. Pending a decision no releases are being sanctioned.

The British Naval authorities have forwarded to the Italian Navy our request for the replacement of unsatisfactory personnel from Nos. 1 and 3 (Italian) I.W.T. Companies.

(ii) Welfare.

Routine administration remains fairly satisfactory. H.Q., No.5 Port Operating Group is experimenting with the provision on a limited scale of Welfare facilities for 922 (Italian) Docks Operating Company on the lines of those for a British unit, and it is hoped that the gradual extension of such facilities will lead to a general improvement in morale and discipline.

/(iii) Accommodation

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(iii) Accomodation.

Strenuous efforts have been made for several months to obtain accommodation for No.1 (Italian) I T Company nearer the Docks at Bari (they are at present over 4 miles away). FOTALI has instructed the Italian Staff to expedite the provision of such accomodation but so far nothing has materialised. Failing provision, no guarantee can be given that craft will not be severely damaged in the event of the sudden gales to be expected at this time of the year. This contingency has been forcibly pointed out.

(b) Italian Railway Engineer Units.

(i) These units continue to do useful work although there is a considerable variation in the degree of usefulness among the various Companies. Their work has been handicapped by shortage of both officers and men, a draft of 150 O.R's has been earmarked for the Ancona area and arrangements have been made for these reinforcements to join the Battalion early in February.

(ii) Supplies of boots and clothing have been more plentiful and all Companies are in a fairly satisfactory position.

(iii) New clothing and equipment has been released for the 6th Battalion and a proportion of Class V vehicles drawn. Arrangements are in hand to move the 1st Company of this Battalion into the Ancona area to work with Indian R.C.E.4.

(iv) New clothing and equipment have also been released for the Inspectorate and the two Regimental Group H.Q's. The completion of formation is held up pending the issue of administrative vehicles.

4. BUILD-UP OF UNITS INTO C.M.F.

Unit.	Strength.	Location.	Destination.	Remarks.
120 Ind. Rly Constr Coy.I.E.	Br. Offrs. 5. V.C.O's. 2. Br. O.R's 5 Ind. ORs. 240	MEF.	Senigallia.	Due to arrive Taranto 2 Feb.45
1031 Port Operating Coy.R.E. (less 1 Section)	Coy less 1 section.	North Africa	Ancona.	Due to arrive Naples 12 Feb.45
Det.1037 Port Maint. Coy.R.E. (less 1 Offr, 12 O.R's).	30 O.R's.	North Africa	Brindisi.	Due to arrive Naples. 12 Feb.45

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been forcibly pointed out.

(b) Italian Railway Engineer Units.

(i) These units continue to do useful work although there is a considerable variation in the degree of usefulness among the various Companies. Their work has been handicapped by shortage of both officers and men, a draft of 150 O.R's has been earmarked for the Ancona area and arrangements have been made for these reinforcements to join the Battalion early in February.

(ii) Supplies of boots and clothing have been more plentiful and all Companies are in a fairly satisfactory position.

(iii) New clothing and equipment has been released for the 6th Battalion and a proportion of Class V vehicles drawn. Arrangements are in hand to move the 1st Company of this Battalion into the Ancona area to work with Indian R.C.E.4.

(iv) New clothing and equipment have also been released for the Inspectorate and the two Regimental Group H.Q's. The completion of formation is held up pending the issue of administrative vehicles.

4. BUILD-UP OF UNITS INTO C.M.F.

Unit.	Strength.	Location.	Destination.	Remarks.
120 Ind. Rly Constr Coy.I.E.	Br. Offrs. 5. V.C.O's. 2. Br. O.R's 5 Ind. ORs. 240	MEF.	Senigallia.	Due to arrive Taranto 2 Feb.45
1031 Port Operating Coy.R.E. (less 1 Section)	Coy less 1 section.	North Africa	Ancona.	Due to arrive Naples 12 Feb.45
Det.1037 Port Maint. Coy.R.E. (less 1 Offr, 12 O.R's).	30 O.R's.	North Africa	Brindisi.	Due to arrive Naples 12 Feb.45

5. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Capt.	J.T.	Morley	X(iv) List. att. Tn.Inc.	Posted to Inc. to Rly Op. Groups, w.e.f. 15 Jan.45
Major	A.N.	Adams.	Tn. Inc.	Relinquished appt. of DADTn. w.e.f. 9 Jan 45 and SOS w. e.f. 4 Feb.45 on proceeding to U.K. to take up another appointment.

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(b) Railway Operating.

Capt.	T.M.	Tanner	2 Rly Fob. Workshop.	Posted to Inc to Rly Op Gp w.e.f. 15 Jan.45
Capt.	M.G.	Moran.	Inc Rly Op Gp.	Posted to 2 Rly Fob Workshop w.e.f. 15 Jan 45.
Lieut.	E.C.	Brown.	X(iv) List.	Posted 154 Rly Op Coy w.e.f. date of reporting for duty.
Lieut.	F.V.	Hedges.	X(iv) List.	Posted to Inc to Rly Op Groups w.e.f date of reporting for duty.
Lieut.	K.C.	Elliott.	X(iv) List.	Posted to Inc to Rly Op Groups w.e.f. date of reporting for duty.

(c) Railway Construction.

Lieut.	K.I.	Wightman.	159 Rly Con. Coy.	Posted to 10 Rly Constr. Coy w.e.f. date of reporting for duty.
Lieut.	J.C.	Johnston.	1212 Rly C. & M.Group.	Posted to 159 Rly Constr.Coy w.e.i. 13 Jan.45.
Lieut.	G.	Athey.	10 Rly Con. Coy.	SOS on proceeding U.K. 'Python' w.e.f. Jan.45.
2/Lt.	L.J.	Broadberry.	X(iv) List.	Remains posted to X(iv) List & att'd to 1 Rly C.& M. Group w.e.f. date of reporting for duty.
T/Capt.	J.H.	Mason.	X(iv) List.	Posted to 89 M.E.(Tn) Pln in W/S Rank of Lieut. w.e.f. date of reporting for duty.
2/Lt.	K.C.	Harland.	X(iv) List.	Remains posted to X(iv) List & att'd to 1212 Rly C.& M. Group w.e.f. date of reporting for duty.

(d) Docks. Etc.

Lieut.	C.M.E.	Heaton.	5 Port Op Gp.	Posted to 1224/5 Ship Working Sec. w.e.f. 1 Jan.45
2/Lt.	R.B.	Hart.	Att'd 5 Port Op Group.	Posted to 1014 Port Op Coy w.e.f. 1 Jan.45
2/Lt.	S.	Brogden.	Att'd 5 Port Op Group.	Posted to 1014 Port Op Coy w.e.f. 1 Jan.45
Lieut.	H.S.	Coe.	931 Port Op Coy.	Posted to 5 Port Op Group w.e.f. 1 Jan.45.
Lieut.	L.	Hunkin.	1017 Port Op Coy	Posted to 1021 Port Op Coy w.e.f. 1 Jan.45.
Lieut.	D.C.F.	Brown.	1014 Port Op Coy.	Posted to 931 Port Op Coy w.e.f. 1 Jan.45.

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				Posted to HQ to Rly Op Groups w.e.f. date of reporting for duty.

(c) Railway Construction.

Lieut.	K.L.	Wightman.	159 Rly Con. Coy.	Posted to 10 Rly Constr. Coy w.e.f. date of reporting for duty.
Lieut.	J.C.	Johnston.	1212 Rly C. & E.Group.	Posted to 159 Rly Constr.Coy w.e.f. 13 Jan.45.
Lieut.	G.	Athey.	10 Rly Con. Coy.	SOS on proceeding H.M. 'Python' w.e.f. Jan.45.
2/Lt.	L.J.	Broadberry.	X(iv) List.	Remains posted to X(iv) List & att'd to 1 Rly C.& E. Group w.e.f. date of reporting for duty.
T/Capt.	J.H.	Mason.	X(iv) List.	Posted to 89 M.E.(Tn) Pln in W/S Rank of Lieut. w.e.f. date of reporting for duty.
2/Lt.	K.C.	Harland.	X(iv) List.	Remains posted to X(iv) List & att'd to 1212 Rly C.& E. Group w.e.f. date of reporting for duty.

(d) Docks. Etc.

Lieut.	J.M.E.	Heaton.	5 Port Op Gp.	Posted to 1224/5 Ship Working Sec. w.e.f. 1 Jan.45
2/Lt.	R.E.	Hart.	Att'd 5 Port Op Group.	Posted to 1014 Port Op Coy w.e.f. 1 Jan.45
2/Lt.	S.	Brogden.	Att'd 5 Port Op Group.	Posted to 1014 Port Op Coy w.e.f. 1 Jan.45
Lieut.	H.G.	Coe.	991 Port Op Coy.	Posted to 5 Port Op Group w.e.f. 1 Jan.45.
Lieut.	L.	Hunkin.	1017 Port Op Coy	Posted to 1021 Port Op Coy w.e.f. 1 Jan.45.
Lieut.	D.C.F.	Brown.	1014 Port Op Coy.	Posted to 991 Port Op Coy w.e.f. 1 Jan.45.
Lieut.	J.T.A.	Wylde.	1224/5 Ship Working Sec.	Posted to 1017 Port Op Coy w.e.f. 1 Jan.45.
Lieut.	N.D.	Cooper.	1030 Port Op Coy.	SOS on proceeding to UK w.e.f. 8 Jan.45.
Lieut.	K.K.	Douglas. (Recce)	X(iv) List att'd 1 Port Op Group.	Posted to 1015 Port Op Coy w.e.f. 9 Jan.45

/Lieut. A.F. Reynolds.

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(d) Docks (Contd.)

Lieut.	A.F.	Reynolds.	X(iv) List att'd 1063 (It) Dock Op Coy.	Posted to 1015 Port Op Coy w.e.f. 31 Dec. 44.
2/Lt.	J.H.	Common.	X(iv)List.	Posted to 900 Port Maint. Coy. w.e.f. 5 Feb. 45.
Lt.Col.	F.W.	Lace.	6 I D Group.	SOS on proceeding to U.K. w.e.f. Jan.45.
Capt.	J.	McCormick.	907 Port Op Coy	SOS on proceeding to U.K. w.e.f. 19 Jan. 45.
Lieut.	A.E.	Simmonds.	904 Port Op Coy.	Posted 907 Port Op Coy and granted Acting Rank of Capt. w.e.f. date of joining.
Lieut.	T.L.	Crosland.	1021 Port Op Coy.	SOS on posting to X(2) List w.e.f. 17 Dec.44.
2/Lt.	S.	Brogden.	1014 Port Op Coy.	SOS on posting to U.K.w.e.f. 31 Jan.45

(e) Stores.

Lieut.	N.J.	Archer.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 156 Tn. Stores Coy w.e.f. 10 Jan. 45.
Lieut.	J.C.	Alder.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 196 Tn.Stores Coy w.e.f. 10 Jan.45
Lieut.	L.E.	Moore.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.
Lieut.	A.	Mooney.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.
2/Lt.	R.J.	Wheatland.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp W.e.f. 31 Jan.45.

6. MANPOWER.

Officers.

Vacancies on Tn. Staff. - Nil.

Arrived in NWE 38. - 10 Officers made up of:-
Rly Constr. - 2
Rly Op(Traffic) - 3
Tn. Stores. - 3

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Capt.	J.	McCormick.	907 Port Op Coy.	SOS on proceeding to U.K. w.e.f. 19 Jan. 45.
Lieut.	A.F.	Simmonds.	994 Port Op Coy.	Posted 907 Port Op Coy and granted Acting Rank of Capt. w.e.f. date of joining.
Lieut.	T.L.	Crossland.	1021 Port Op Coy.	SOS on posting to X(2) List w.e.f. 17 Dec.44.
2/Lt.	S.	Brogden.	1014 Port Op Coy.	SOS on posting to U.K.w.e.f. 31 Jan.45

(e) Stores.

Lieut.	F.J.	Archer.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 156 Tn. Stores Coy w.e.f. 10 Jan. 45.
Lieut.	J.C.	Alder.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 196 Tn.Stores Coy w.e.f. 10 Jan.45
Lieut.	W.E.	Moore.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.
Lieut.	A.	Mooney.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.
2/Lt.	R.J.	Wheatland.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp W.e.f. 31 Jan.45.

6. MANPOWER.

Officers.

Vacancies on Tn. Staff.	- Nil.
Arrived in MMF 38.	- 10 Officers made up of:- Rly Constr. - 2 Rly Op(Traffic) - 3 Tn. Stores. - 3 Mech. Equip. - 1 Port Maintnce. - 1
Demanded by GHQ 2nd Echelon for MMF 39	- 30 Officers.
Under Orders for MMF 39.	- 5 Officers made up of: I/T Port Operating - 1 Rly Operating(Loco) - 3 Tn. Stores. - 1

4065

/Other Ranks.

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Other Ranks.

Arrived in KMF 38	- 27	
Demanded by GHQ 2nd Echelon for KMF 39.	- 226.	
Under orders for KMF 39.	- 65	- Rfts.
	25	- Python replacements
	33	- Python replacements for 10 Rly Con Coy.
	123	

The chief deficiencies and surplus/by trades as at 31 Jan.45 are as follows:-

Deficient.		Surplus.	
Clerks General) Clerks Railway)	68	Brakesmen Shunters	60
Cooks, A.C.C.	33	Firemen Loco.	39
Drivers Mech.	13	Lightermen.	13
Drivers T.F. (Port)	15	Moulders.	11
Drivers T.C.	229	R.E.D. (Steam)	68
Storemen T. & D.	47		
Welders.	40		

7. LEAVE TO U.K.

A total of 3 Officers and 120 Other Ranks have departed for leave in U.K. since the commencement of the LI&P scheme, of these 1 Officer and 53 Other Ranks departed during January.

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Appendix No.3.

SUMMARIES OF PORT FACILITIES

AT 31 JANUARY 1945

The following amendments should be made to the summary for 31st December 1944 (appendix 3 December report).

TARANTO.

Floating Equipment.

Delete all detail and substitute 5 W.D. Tugs.

Dredgers.

Delete all detail and substitute

1 Section
1 Grab
2 Buckets (not in working order)

Shore cranes.

Add 1 Hyster 2½ tons.

BARI.

Floating Equipment.

Tugs. Add 2 W.D. Tugs.

Lighters and Barges Add 1 Minec/Minus.

ANCONA.

Floating Equipment.

Tugs. Amend 19 Tanaco to read 19 Tanac tugs.
And 3 W.D. Tugs.

Craft. Amend 39 R.C.Ls to read 33 R.C.Ls.
" 85 Minec/Minus to read 62 Minec/Minus

Shore cranes and Equipment.

Add 2 Coles 3 tons
3 Hyster 2 tons
1 R & R 3½ - 5 tons

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Delete all detail and substitute 5 W.D. Tugs.

Dredgers.

Delete all detail and substitute

1 Section
1 Grab
2 Buckets (not in working order)

Shore cranes.

Add 1 Hyster 2½ tons.

BARI.

Floating Equipment.

Tugs. Add 2 W.D. Tugs.

Lighters and Barges Add 1 Mines/Minus.

ANCONA.

Floating Equipment.

Tugs. Amend 19 Tanes to read 19 Tanec tugs.
Add 3 W.D. Tugs.

Craft. Amend 39 R.C.Ls to read 33 R.C.Ls.
" 55 Mines/Minus to read 62 Mines/Minus

Shore cranes and Equipment.

Add 2 Coles 3 tons
3 Hyster 2 tons
1 H & R 3½ - 5 tons

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2.4.8.3.

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Appen

BARGE ERECTION POSITION AT END OF JANUARY 1945.

Port	Craft	Total completed prior to 1 Jan.	Total completed during January	Under Construction	Awaiting Construc
BARI	Minus Barges X	10	–	–	–
	Minca Barges	87	–	–	13
	R.C.L.	36	–	–	–
BRINDISI	Minus Barges	–	–	–	–
	Minca Barges	44	–	–	1
	R.C.L.	22	–	–	–
MOLFETTA	Minus Barges	–	–	–	–
	Minca Barges	47	–	–	–
	R.C.L.	35	–	–	–
ANCONA	Minca Barges	1	–	–	–
MOLA DI BARI	R.C.L.	26	–	–	–
TARANTO	R.C.L.	1	–	–	–
	Minca Barges	–	–	–	3
Totals	Minus Barges X	10	–	–	–
	Minca Barges O	179	–	–	17 x
	R.C.L.	120	–	–	–

X – 1 Minus sunk
O – 1 Minca sunk (Senegallia)

1 Minca handed over to R.N.
2 R.C.L. " " " "
12 " " " " Force 266
1 " " " " F.F.Service
3 " shipped to Force 149

x. 16 complete Min
complete Minca
ssembly, or tra

2484

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Appendix No.4.

BARGE ERECTION POSITION AT END OF JANUARY 1945.

t	Total completed prior to 1 Jan.	Total completed during January	Under Construction	Awaiting Construction	Total Received
Barges X	10	–	–	–	10
Barges	87	–	–	13	100
	36	–	–	–	36
Barges	–	–	–	–	–
Barges	44	–	–	1	45
	22	–	–	–	22
Barges	–	–	–	–	–
Barges	47	–	–	–	47
	35	–	–	–	35
Barges	1	–	–	–	1
	26	–	–	–	26
	1	–	–	–	1
Barges	–	–	–	3	3
Barges X	10	–	–	–	10
Barges O	179	–	–	17 x	196
	120	–	–	–	120

enegallia)

1 Mincs handed over to R.N.
2 R.C.L. " " " "
12 " " " " Force 266
1 " " " " F.F.Service
3 " shipped to Force 140

x 16 complete Mincs and 1 partly complete Minca stored waiting assembly, or trans-shipment

Appendix 5.

REVIEW OF CURRENT AND PROJECTED CONTRACT WORKS

RAILWAY CONSTRUCTION.

1. The Military Railway Service has agreed to supervise all contracts which have been let by the I.S.R. on the direct instructions of M.R.S. until the completion of the contract, or until such time as the section of the railway covered by the Contract is returned by the Allied Military Authorities to civil administration under the supervision of the Transportation Section, A.C.

2. The present position regarding the current and projected contract works is as follows:-

(a) Line 66 Orbetello - Ancona.

This work is now in hand under Military Priority. All contractors are on the site and work is proceeding well. With few exceptions materials are coming forward as required. All military R.E. assistance requested is now on site and fully employed. A Railway Construction Company is expected to arrive early in March.

Arrangements have been made for the signals rehabilitation to be carried out by Military Units with such assistance as may be available from civil sources, using military stores and equipment.

(b) Line 65 Rome - Orte Doubling.

The importance of this work (now proceeding) has risen considerably. It is estimated that various sections will be opened for double line working at dates ranging between 10 February and 10 April. Every effort will be made to improve those dates, both A.C. and I.S.R. have been requested to examine all "tie points" and "bottlenecks" in the work with a view to accelerating progress at these points.

The work as at present ordered involves the doubling and permanent repair of the whole line, with the exception of the section 8½ Kms. long between Stimigliano and Civita Castellana over and between the bridges Paglia and Tiber. The permanent repair of the Paglia bridge should be a fairly simple job and although it will not affect the capacity of the line the I.S.R. have been requested to prepare plans for carrying out the work.

(c) Line 65 Orte - Arezzo.

With the exception of the two bridges over the River Tiber there are no structures on this section of railway requiring permanent repair that present any serious engineering difficulties. There are, however, a number of minor jobs to which permanent repairs are highly desirable. The I.S.R. therefore, have been requested to prepare and submit a scheme of permanent repair for the whole section.

(d) Line 65 Arezzo - Florence.

The Allied Commission state that financial authority has been received for the repair of this section of the line as a civil project. The estimated duration of the works is 12 months.

The execution of this work will involve the use of large quantities of plant, stores and other resources which could be more effectively employed on works of shorter duration at the present time.

It has been agreed therefore, that the work of rehabilitation of the line [illegible] divided into two phases:

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It has been agreed, therefore, that the work of rehabilitation of the line Florence - Civitavecchia be divided into two phases:

(a) Line 86 Ortona - Ancona.

This work is now in hand under Military Priority. All contractors are on the site and work is proceeding well. With few exceptions materials are coming forward as required. All military M.T. assistance requested is now on site and fully employed. A Railway Construction Company is expected to arrive early in March.

Arrangements have been made for the signals rehabilitation to be carried out by Military Units with such assistance as may be available from civil sources, using military stores and equipment.

(b) Line 65 Rome - Orte Doubling.

The importance of this work (now proceeding) has risen considerably. It is estimated that various sections will be opened for double line working at dates ranging between 10 February and 10 April. Every effort will be made to improve those dates, both A.C. and I.S.R. have been requested to examine all "tie points" and "bottlenecks" in the work with a view to accelerating progress at these points.

The work as at present ordered involves the doubling and permanent repair of the whole line, with the exception of the section 2½ Kms. long between Stimigliano and Civita Castellana over and between the bridges Imella and Tiber. The permanent repair of the Imella bridge should be a fairly simple job and although it will not affect the capacity of the line the I.S.R. have been requested to prepare plans for carrying out the work.

(c) Line 65 Orte - Arezzo.

With the exception of the two bridges over the River Tiber there are no structures on this section of railway requiring permanent repair that present any serious engineering difficulties. There are, however, a number of minor jobs to which permanent repairs are highly desirable. The I.S.R. therefore, have been requested to prepare and submit a scheme of permanent repair for the whole section.

(d) Line 65 Arezzo - Florence.

The Allied Commission state that financial authority has been received for the repair of this section of the line as a civil project. The estimated duration of the works is 12 months.

The execution of this work will involve the use of large quantities of plant, stores and other resources which could be more effectively employed on works of shorter duration at the present time.

It has been agreed therefore, that the work of rehabilitation of the line Arezzo - Florence be divided into two phases:

(i) Clearing debris, salvaging squared masonry, bricks etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.

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(ii) The rebuilding of the line from the end of Phase 1 to completion.

Phase 1 will be put in hand forthwith.
Phase 2 will be deferred until such time as materials are available in sufficient quantities to permit the execution of the work.

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Para. 2 (continued)

(e) Line 220 Chiusi - Sinalunga - Empoli.

Financial sanction for this work is being sought by Allied Commission as the line has a certain civil importance.

(f) Line 218 Pisa - Empoli - Florence.

This work is being put in hand partly as an insurance against failure to complete the Sarrovalle Tunnel on line 218 in reasonable time, and partly to increase the rail capacity between Pisa and Florence. The work has been allocated a military priority and will be carried out by the American Section of M.R.S. assisted where possible by contractors working under the direction of A.C. The signal installations will be repaired by military signal units assisted by civil forces using military stores.
It has been agreed that

(i) All bridges of span greater than 8.5 metres and all track be repaired by military forces using military materials and assisted where possible by contractor's resources.

(ii) All bridges of span less than 8.5 metres be repaired by contractors using local materials as far as possible.

A review of progress of all works carried out by contractors will be made three weeks before the estimated date of opening of the line and any works not then showing sufficient progress will be taken over and made fit for traffic by military forces.
The bridge over the River Arno will be repaired by military bridging used in such a way as to permit the permanent repair of the structure by contract work. The contractor will start work as soon as possible and when he has completed one half of the structure the running line will be diverted to that half and the military bridging will be removed.

(g) Line 50 Vada - Rossignano.

Repair of this line to give access to Solvay Works is in hand and is expected to complete during the first week in March.

(h) Line 89 Rome - Formia - Naples.

Work is proceeding on repairs to 7 viaducts between Rome and Campoleone, in order to open this section of line to traffic. Work is also proceeding on repairs to the lining of 4 tunnels between Campoleone and Naples.

(i) Line 90. Rome - Cassino - Naples.

No contract work is at present in hand on this line but it is expected that it will be necessary for some such work to be done in order to increase the resistance of the line to floods.

(j) Line 229. Piombino - Campiglia.

Repairs to this line are expected to be completed by the end of this month.

(k) Line 88 Avellino - Benevento.

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tion of R.R.S. assisted where possible by contractors' resources under direction of A.C. The signal installations will be repaired by military signal units assisted by civil forces using military stores.

It has been agreed that

(i) All bridges of span greater than 6.5 metres and all track be repaired by military forces using military materials and assisted where possible by contractors resources.

(ii) All bridges of span less than 6.5 metres to be repaired by contractors using local materials as far as possible.

A review of progress of all works carried out by contractors will be made three weeks before the estimated date of opening of the line and any works not then showing sufficient progress will be taken over and made fit for traffic by military forces.

The bridge over the River Arno will be repaired by military bridging used in such a way as to permit the permanent repair of the structure by contract work. The contractor will start work as soon as possible and when he has completed one half of the structure the running line will be diverted to that half and the military bridging will be removed.

(g) Line 50 Vada - Rossignano.

Repair of this line to give access to Solvay Works is in hand and is expected to complete during the first week in March.

(h) Line 69 Rome - Formia - Naples.

Work is proceeding on repairs to 7 viaducts between Rome and Campoleone, in order to open this section of line to traffic. Work is also proceeding on repairs to the lining of 4 tunnels between Campoleone and Naples.

(i) Line 90. Rome - Cassino - Naples.

No contract work is at present in hand on this line but it is expected that it will be necessary for some such work to be done in order to increase the resistance of the line to floods.

(j) Line 229. Piombino - Campiglia.

Repairs to this line are expected to be completed by the end of this month.

(k) Line 281 Avellino - Benevento.

Allied Commission have just received financial sanction for this project, but work has not yet commenced.

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WORKS COMPLETED DURING JANUARY, 1945.

Job No.	Agency	Location	Description	Size
LINE 65, ROME - ORTE - AREZZO.				
65/112	714 Artisan Wks Coy.	Citta della Pieve	Additional repairs to culvert at Km.156.1.	Flood protection works
65/119	10 Rly Const. Coy. 714 Artisan Wks Coy.	Castiglion Fiorentino	Additional repairs to bridge 44 at Km.208.5.	2 No. 31 ft. R.S.J. spans
65/122	10 Rly Const. Coy.	Arezzo	Additional repairs to bridge over road at Arezzo	Arch strutted with timber
LINE 65, FLORENCE - PRATO.				
65/400	Italian State Rlys	Rifredi	Florence (inclusive) to Rifredi (inclusive)	2.9 Km. track repairs
65/401	Italian State Rlys	Castello	Rifredi (exclusive) to Castello (inclusive)	2.1 Km. track repairs
65/402	Italian State Rlys	Sesto Fiorentino	Castello (exclusive) to Sesto Fiorentino (inclusive)	2.4 Km. track repairs
65/407	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 4 at Km.12.6.	Pipe and fill
65/410	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 7 at Km.15.5	1 No. 36 ft. salvaged through span
65/411	159 Rly Const. Coy.	Prato	Repairs to Bridge 8 at Km.15.90	Pipe and fill

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WORKS COMPLETED DURING JANUARY, 1945.

bation	Description	Size	Date of completion	Remarks.
tta Pella eve	Additional repairs to culvert at Km.156.1.	Flood protection works	10.1.45	
stiglion orentino	Additional repairs to bridge 44 at Km.206.5.	2 No. 31 ft. R.S.J. spans	19.1.45.	
ezzo	Additional repairs to bridge over road at Arezzo	Arch strutted with timber	16.1.45	
rredi	Florence (inclusive) to Rifredi (inclusive)	2.9 Km. track repairs	1.1.45	
stello	Rifredi (exclusive) to Castello (inclusive)	2.1 Km. track repairs	1.1.45	
sto Fiorentino	Castello (exclusive) to Sesto Fiorentino (inclusive)	2.4 Km. track repairs	1.1.45	
lenzano	Repairs to Bridge 4 at Km.12.6.	Pipe and fill	12.1.45	
lenzano	Repairs to Bridge 7 at Km.15.5	1 No. 36 ft. salvaged through span	25.1.45	
rato	Repairs to Bridge 8 at Km.15.90	Pipe and fill	31.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Date of Complet
LINE 65,	PRATO - BOLOGNA.				
65/500	39 Rly Const. Coy. S.A.E.C.	Vaiano	Km.17 to Km.30	13 Km. of track repairs	5.1.4
65/507	39 Rly Const. Coy. S.A.E.C.	Vaiano	Station Yard	General track repairs	3.1.4
65/522	708 Artisan Wks Coy. S.A.E.	Vernio	Repairs to tunnel No.7 at Km.31.6	Clear debris at portals and rebuild lining.	20.1.4
65/546	38 Rly Const. Coy. S.A.E.C.	Vaiano	Deviation No.1 at Km.29.2 to Km.30.2.	1 Km. track	6.1.4
65/551	38 Rly Const. Coy. S.A.E.C.	Vaiano	Repairs to bridge No.4 at Km. 30.1.	1 No. 51 ft- Yunnan Burma span.	6.1.4
65/552	38 Rly Const. Coy. S.A.E.C.	Vaiano	Repairs to bridge No.5 at Km.30.7.	4 No. 28 ft. R.S.J. spans	6.1.4
65/556	38 Rly Const. Coy. S.A.E.C.	Vaiano	Culvert on deviation No.2	1 No. 10 ft x 4 ft box culvert.	6.1.4
65/566	61 Tunnelling Coy. S.A.E.C.	S. Benedetto	Repairs to Bridge No.15 at Km.56.7	Rebuild wing walls and fill bank	13.1.4
65/567	39 Rly Const. Coy. S.A.E.C.	S. Benedetto	Repairs to Bridge No.16 at Km.57.45	3 No. 90 ft. U.C.R.B. and 1 No. 40 ft. steel spans	10.1.4
65/594	39 Rly Const. Coy. S.A.E.C.	Vaiano	Deviation No.5 at Km.29.45	0.1 Km. track	31.1.4

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

cation	Description	Size	Date of Completion	Remarks.
iano	Km.17 to Km.30	13 Km. of track repairs	5.1.45.	
iano	Station Yard	General track repairs	3.1.45	
rnio	Repairs to tunnel No.7 at Km.31.6	Clear debris at portals and rebuild lining.	20.1.45.	
iano	Deviation No.1 at Km.29.2 to Km.30.2.	1 Km. track	5.1.45.	
iano	Repairs to bridge No.4 at Km. 30.1.	1 No. 51 ft. Yunnan Burma span.	6.1.45.	
iano	Repairs to bridge No.5 at Km.30.7.	4 No. 28 ft. R.S.J. spans	6.1.45	
iano	Culvert on deviation No.2	1 No. 10 ft x 4 ft box culvert.	6.1.45	
Benedetto	Repairs to Bridge No.15 at Km.56.7	Rebuild wing walls and fill bank	13.1.45	
Benedetto	Repairs to Bridge No.16 at Km.57.45	3 No. 90 ft. U.C.R.B. and 1 No. 40 ft. sect'l spans	10.1.45	
iano	Deviation No.5 at Km.29.45	0.1 Km. track	31.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Date of Completion
LINE 86, LECCE - BRINDISI - BARI - FOGGIA - ANCONA					
86/129	Italian State Rlys	Bari	Siding for U.S. Dump.	1 turnout and 8 mile track.	13.1.45.
LINE 86, ANCONA - RIMINI - FAENZA - BOLOGNA					
86/215	Italian State Rlys	Ancona	Additional loco' facilities	Rebuilding loco' shed roof	26.1.45
86/345	150 Rly Const. Coy	Cesena	Repairs to Bridge No.95 at Km. 81.232 (R. Savio)	5 No. 56 ft. Yumm Burma spans	12.1.45
86/348	161 Rly Const. Coy	Forlimpopoli	Repairs to Bridge No.100 at Km. 67.815 (R. Ronco)	5 No. 65 ft. U.C.R.B. spans.	26.1.45
86/349	161 Rly Const. Coy 150 Rly Const. Coy	Forli	Forlimpopoli (exclusive) to Forli (inclusive)	7.6 Km. track repairs	13.1.45
LINE 87, ORTE - TERNI - FOLIGNO - FALCONARA.					
87/57A	1 Rly Brdg. Sect. 161 Rly Const. Coy.	Serra San Quirico	Additional repairs to Bridge 28 at Km. 244.14.	1 No. 150 ft. Through truss span	20.1.45
87/104	136 Ind. Rly Maint. Coy.	Castel Ferretti	E.S.B.D. Construction of fourth span.	1 Turnout and 904 yards of track	13.1.45.
LINE 217, PISTOIA - PRATO.					
217/2	159 Rly Const. Coy	Pistoia	Repairs to Bridge 1 at Km. 32.78	1 No. 21 ft. R.S.J span	6.1.45
217/5	159 Rly Const. Coy	Montale	Repairs to Bridge 4 at Km.26.5	1 No. 85 ft. U.C.R.B span.	20.1.45

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

n	Description	Size	Date of Completion	Remarks.
- FOGGIA - ANCONA				
	Siding for U.S. AM Dump.	1 turnout and $\frac{1}{8}$ mile track.	13.1.45.	
- BOLOGNA				
	Additional loco' facilities	Rebuilding loco' shed roof	26.1.45	
	Repairs to bridge No.95 at Km. 81.232 (R. Savio)	5 No. 56 ft. Yunnan Burma spans	12.1.45	
poli	Repairs to bridge No.100 at Km. 67.815 (R. Ronco)	5 No. 65 ft. U.C.R.E. spans.	26.1.45	Open to traffic 6.1.45.
	Forlimpopoli (exclusive) to Forli (inclusive)	7.6 Km. track repairs	13.1.45	Open to traffic 6.1.45
ALCONARA.				
n Junction	Additional repairs to Bridge 28 at Km. 244.14.	1 No. 150 ft. Through truss span	20.1.45	Cross girders not positioned.
Ferratt	R.E.M.E. Construction of fourth spur.	1 turnout and 904 yards of track	15.1.45.	
	Repairs to Bridge 1 at Km. 32.78	1 No. 21 ft. R.S.J span	6.1.45	
	Repairs to Bridge 4 at Km.26.5	1 No. 85 ft. U.C.R.E span.	20.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Date of Completi
217/6	159 Rly Const. Coy.	Montale	Pistoia (exclusive) to Montale (inclusive)	8 Km. track repairs	20.1.4
217/9	159 Rly Const. Coy.	Prato	Repairs to Bridge 7 at Km.19.80	Re-use old steel span	3.1.4
217/12	159 Rly Const. Coy.	Prato	Montale (exclusive) to Prato (inclusive)	8 Km. track repairs	2.1.4
LINE 218, PISA - LUCCA - PISTOIA					
218/3	724 Artisan Wks Coy	San Giuliano	Repairs to Bridge 3 at Km.50.7	Pipe and fill	7.1.4
218/4	724 Artisan Wks Coy	San Giuliano	Pisa San Rossore (inclusive) to San Giuliano (inclusive)	6 Km. track repairs	3.1.4
218/8	724 Artisan Wks Coy	Montuolo	Ripafratta (exclusive) to Montuolo (inclusive)	2 Km. track repairs	6.1.4
218/9	724 Artisan Wks Coy	Montuolo	Repairs to Bridge 5 at Km. 48.5	1 No. 95 ft. U.C.R.F span	7.1.4
218/10	724 Artisan Wks Coy	Lucca	Montuolo (exclusive) to Lucca (inclusive)	6 Km. track repairs	7.1.4
218/12	160 Rly Const. Coy	Porcari	Repairs to Bridge 8 at Km.35.72	1 No. 35 ft. A.S.J span	7.1.4
218/14	160 Rly Const. Coy	Porcari	Lucca (exclusive) to Porcari (inclusive)	9 Km. track repairs	3.1.4
218/17	160 Rly Const. Coy.	Altopascio	Porcari (exclusive) to Altopascio (inclusive)	5 Km. track repairs	3.1.4

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

ion	Description	Size	Date of Completion	Remarks.
is	Fistoia (exclusive) to Pontale (inclusive)	8 Km. track repairs	20.1.45	
	Repairs to Bridge 7 at Km.19.80	Re-use old steel span	3.1.45	
	Pontale (exclusive) to Prato (inclusive)	8 Km. track repairs	2.1.45	
iuliano	Repairs to Bridge 3 at Km.50.7	Pipe and fill	7.1.45	
Giuliano	Pian San Rosaro (inclusive) to San Giuliano (inclusive)	6 Km. track repairs	3.1.45	
uolo	Ripafratta (exclusive) to Ponteuolo (inclusive)	2 Km. track repairs	6.1.45	
ola	Repairs to Bridge 5 at Km. 48.5	1 No. 95 ft. U.C.A.B span	7.1.45	
a	Pontuole (exclusive) to Lucca (inclusive)	6 Km. track repairs	7.1.45	
ari	Repairs to Bridge 8 at Km.55.72	1 No. 35 ft. A.B.J span	7.1.45	
ari	Lucca (exclusive) to Porcari (inclusive)	9 Km. track repairs	3.1.45	
pascio	Porcari (exclusive) to Altopascio (inclusive)	5 Km. track repairs	3.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Date Complete
218/19	150 Rly Const. Coy.	Montecarlo	Altopascio (exclusive) to Montecarlo (inclusive)	42 Km. track repairs	3.1
218/20	160 Rly Const. Coy. 700 Artisan Wks Coy	Montecarlo	Repairs to Bridge 13 at Km.23.79	1 No. 40 ft. pictured span pipe and fill remainder.	9.1
218/21	160 Rly Const. Coy.	Pescia	Repairs to bridge 14 at Km.22.0	2 No. 55 ft. U.C.R.B. spans	6.1
218/22	45 M.E.(Tn) Pln	Pescia	Repairs to tunnel at Km-21.0	Clearance of debris	7.1
218/23	160 Rly Const. Coy.	Pescia	Montecarla (exclusive) to Pescia (inclusive)	42 Km. track repairs	7.1
218/24	160 Rly Const. Coy. 700 Artisan Wks Coy	Pescia	Repairs to viaduct No.15 Km.20.25 to Km.19.35	2 No. 65 ft & 1 No. 70 ft. UCRB, 2 No. 40 ft. steel, 1 No. 21 ft., 2 No. 27 ft., 4 No. 51 ft., 15 No. 55 ft. R.S.J, & 16 No. 35 ft. Yunnan Burma spans	9.1
218/25	700 Artisan Wks Coy	Pescia	Repairs to bridge 16 at Km.19.65	1 No. 35 ft. R.S.J span	7.1
218/26	160 Rly Const. Coy.	Borgo A Buggiano	Repairs to bridge 17 at Km.18.30	1 No. 35 ft. R.S.J span	7.1
218/29	160 Rly Const. Coy.	Borgo A Buggiano	Pescia (exclusive) to Borgo A Buggiano (inclusive)	3½ Km. track repairs	13.1
218/32	700 Artisan Wks Coy	Montecatini	Repairs to Bridge 22 at Km.15.24	1 No. 27 ft. R.S.J span	7.1

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WORKS COMPLETED DURING JANUARY, 1945 (contd).

ation	Description	Size	Date of Completion	Remarks.
ontecarlo	Altopascio (exclusive) to Montecarlo (inclusive)	½ Km. track repairs	3.1.45	
ontecarlo	Repairs to bridge 13 at Km.23.79	1 No. 40 ft. sectional span pile and fill remainder.	9.1.45	
ucca	Repairs to bridge 14 at Km.22.0	2 No. 55 ft. U.C.R.B. spans	6.1.45	
escia	Repairs to tunnel at Km.21.0	Clearance of debris	7.1.45	
escia	Montecarlo (exclusive) to Pescia (inclusive)	½ Km. track repairs	7.1.45	
escia	Repairs to viaduct No.15 Km.20.25 to Km.19.66	2 No. 65 ft & 1 No. 70 ft. UCRB, 2 No. 40 ft. sect'l, 1 No. 21 ft., 2 No. 27 ft., 4 No. 31 ft., 13 No. 35 ft. R.S.J, & 16 No. 35 ft. Yunnan Burma spans	9.1.45	
escia	Repairs to bridge 16 at Km.19.65	1 No. 35 ft. R.S.J span	7.1.45	
orgo A Buggiano	Repairs to bridge 17 at Km.18.32	1 No. 35 ft. R.S.J span	7.1.45	
orgo A Buggiano	Pescia (exclusive) to Borgo A Buggiano (inclusive)	½ Km. track repairs	13.1.45	
Montecatini	Repairs to Bridge 22 at Km.15.24	1 No. 27 ft. R.S.J span	7.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Date of Completion
218/33	700 Artisan Wks Coy	Montecatini	Repairs to Bridge 23 at Km.15.13	Pipe and fill	7.1.45
218/34	700 Artisan Wks Coy	Montecatini	Repairs to bridge 24 at Km.14.99	Pipe and fill	7.1.45
218/37	700 Artisan Wks Coy	Montecatini	Repairs to Bridge 27 at Km.14.60	Pipe and fill	6.1.45
218/38	700 Artisan Wks Coy	Montecatini	Repairs to Bridge 28 at Km.14.49	1 No. 35 ft. R.S.J span	7.1.45
218/42	159 Rly Const. Coy. 160 Rly Const. Coy.	Montecatini	Borgo a Buggiano (exclusive) to Montecatini (inclusive)	3½ Km. track repairs	7.1.45
218/45	2 Rly Bde. Section 160 Rly Const. Coy.	Serravalle	Repairs to Bridge 34 at Km.8.05	2 No. 27 ft. R.S.J. 1 No. 55 ft. U.C.R.B spans and re-use old steel	20.1.45
218/48	160 Rly Const. Coy.	Serravalle	Montecatini (exclusive) to Serravalle (inclusive)	8 Km. track repairs	7.1.45
218/49	159 Rly Const. Coy.	Serravalle	Repairs to Bridge 36 at Km.4.4	1 No. 31 ft. R.S.J span	21.1.45
LINE 219, PISA - EMPOLI - FLORENCE.					
219/101	Italian State Rlys	Rifredi	Repairs to Bridge at Km.6.15	1 No. 31 ft R.S.J span	15.1.45

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WORKS COMPLETED DURING JANUARY, 1945 (contd).

tion	Description	Size	Date of Completion	Remarks.
catini	Repairs to Bridge 23 at Km.15.13	Pipe and fill	7.1.45	
catini	Repairs to bridge 24 at Km.14.99	Pipe and fill	7.1.45	
catini	Repairs to Bridge 27 at Km.14.60	Pipe and fill	6.1.45	
catini	Repairs to Bridge 28 at Km.14.49	1 No. 35 ft. R.S.J span	7.1.45	
catini	Borgo a Buggiano (exclusive) to Montecatini (inclusive)	3¼ Km. track repairs	7.1.45	
valle	Repairs to Bridge 34 at Km.8.05	2 No. 27 ft. R.S.Js 1 No. 55 ft. U.C.R.B spans and re-use old steel	20.1.45	
valle	Montecatini (exclusive) to Serravalle (inclusive)	8 Km. track repairs	7.1.45	
valle	Repairs to Bridge 35 at Km.4.4	1 No. 31 ft. R.S.J span	21.1.45	
E.				
di	Repairs to Bridge at Km.6.15	1 No. 31 ft R.S.J span	15.1.45	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945.

Job No.	Agency	Location	Description	Size	Progress	Est'd date of completion
LINE 65. ROME - ORTE - AREZZO.						
65/104	10 Rly Const. Coy. 159 Rly Const. Coy.	Arezzo	Rota (exclusive) to Arezzo (inclusive)	Maintenance	-	-
65/106	2 Rly Brdg Section Italian State Rlys	Rassano	Additional repairs to Bridge 5 at Km.92.4	Flood protection works	10%	
65/107	2 Rly Brdg Section 10 Rly Const. Coy.	Castiglione in Teverina	Additional repairs to bridge 7 at Km.102.3	Flood protection works	15%	
65/108	2 Rly Brdg Section 10 Rly Const. Coy.	Allerona	Additional repairs to ridge 11 at Km.134.1	Flood protection works	25%	
65/110	159 Rly Const. Coy.	Allerona	Additional repairs to bridge 13 at Km.[illegible]	1 No. 60 ft. U.F.R.B span	5%	
65/111	Italian State Rlys	Piccille	Additional repairs to tunnel at Km.142.7	Additional clearance and repairs	10%	
65/113	159 Rly Const. Coy.	Panicale	Additional repairs to Bridge 29 at Km.174.6	Flood protection works	50%	
65/114	734 Artisan Wks Coy	Cenaccia	Additional repairs to Bridge 40 at Km.193.70	2 No. 31 ft. R.S.J spans	10%	
65/115	10 Rly Const. Coy. 159 Rly Const. Coy.	Cenaccia	Additional repairs to Bridge 41 at Km.201.8	2 No. 31 ft. R.S.J spans	10%	
65/117	734 Artisan Wks Coy 159 Rly Const. Coy.	Castiglion Fiorentino	Additional repairs to Bridge 43 at Km.208.0	1 No. 40 ft. sectional span	30%	
65/118	734 Artisan Wks Coy 159 Rly Const. Coy.	Castiglion Fiorentino	Additional repairs to culvert at Km.202.3	1 No. 31 ft. R.S.J span	85%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945.

Section	Description	Size	Progress	Est'd date of completion	Remarks.
Roma	Roma (exclusive) to Arezzo (inclusive)	Maintenance	-	-	
Arezzo	Additional repairs to bridge 5 at Km.92.4.	Flood protection works	10%		
Orvieto Baglione Narni	Additional repairs to bridge 7 at Km.102.3	Flood protection works	15%		
Orte	Additional repairs to bridge 11 at Km.134.1	Flood protection works	25%		
Orte	Additional repairs to bridge 13 at Km.1[illegible].0	1 No. 80 ft. R.C.R.B span	3%		
Orvieto	Additional repairs to tunnel at Km.142.7	Additional clearance and repairs	10%		
Orvieto	Additional repairs to bridge 29 at Km.174.6	Flood protection works	50%		
Orvieto	Additional repairs to bridge 40 at Km.198.70	2 No. 31 ft. R.S.J spans	10%		
Orvieto	Additional repairs to bridge 41 at Km.201.8	2 No. 31 ft. R.S.J spans	18%		
Baglione Orvieto	Additional repairs to bridge 43 at Km.208.0	1 No. 40 ft. sectional span	50%		
Baglione Orvieto	Additional repairs to culvert at Km.202.1	1 No. 32 ft. R.S.J span	85%		

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Progress	Est'd date of Completion
65/123	734 Artisan Wks Coy	Chiusi	Additional repairs to Bridge 25 at Km.166.2	1 No. 40 ft. Steel span	12%	
LINE 65, FLORENCE - PRATO.						
65/403	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 1 at Km.11.20 (R. Gaville)	1 No. 29 ft. R.S.J span	60%	
65/404	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 2 at Km.11.90 (R. Marina)	2 No. 26 ft. R.S.J spans	67%	
65/405	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 3 at Km.12.00	1 No. 24 ft. R.S.J span	92%	
65/406	159 Rly Const. Coy.	Calenzano	Sesto Fiorentino (exclusive) to Calenzano (inclusive)	4.7 Km. track repairs	72%	
65/408	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 5 at Km.12.70	1 No. 27 ft. R.S.J span	62%	
65/409	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 6 at Km.14.40	1 No. 22 ft. R.S.J span	89%	
65/412	159 Rly Const. Coy.	Prato	Calenzano (exclusive) to Prato (inclusive)	5.3 Km. track repairs	77%	
LINE 65, PRATO - BOLOGNA.						
65/501	30 Rly Const. Coy. S.A.E.C.	Vernio	Km.30 to Km.35	5 Km. track repairs	34%	
65/502	62 Tunnelling Coy. S.A.E.C.	Precedenzo	Km.35 to Km.47	12 Km. track repairs	58%	

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (contd).

on	Description	Size	Progress	Est'd date of Completion	Remarks.
	Additional repairs to Bridge 23 at Km.166.2	1 No. 40 ft. Seat'l span	12%		
ano	Repairs to Bridge 1 at Km.11.20 (R. Gaville)	1 No. 29 ft. R.S.J span	60%		
ano	Repairs to Bridge 2 at Km.11.90 (R. Marina)	2 No. 26 ft. R.S.J spans	67%		
ano	Repairs to Bridge 3 at Km.12.00	1 No. 24 ft. R.S.J span	92%		
ano	Sesto Fiorentino (exclusive) to Calenzano (inclusive)	4.7 Km. track repairs	72%		
ano	Repairs to Bridge 5 at Km.12.70	1 No. 27 ft. R.S.J span	62%		
ano	Repairs to Bridge 6 at Km.14.40	1 No. 22 ft. R.S.J span	89%		
	Calenzano (exclusive) to Prato (inclusive)	5.3 Km. track repairs	77%		
	Km.30 to Km.35	5 Km. track repairs	34%		
lenzo	Km.35 to Km.47	12 Km. track repairs	58%		

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Est'd date of Completion
65/503	61 Tunnelling Coy. S.A.E.C.	Grizzano	Km.47 to Km. 61	14 Km. track repairs	35%	
65/508	62 Tunnelling Coy. 39 Rly Const. Coy. S.A.E.C.	Vernio	Station Yard	General truck repairs	92%	
65/510	61 Tunnelling Coy. 40 Rly Const. Coy. S.A.E.C.	S. Benedetto	Station Yard	General truck repairs	92%	
65/516	656 Artisan Wks Coy	Prato	Repairs to tunnel No.1 at Km.20.6	Clear debris at portals and rebuild lining.	-	-
65/517	656 Artisan Wks Coy	Prato	Repairs to tunnel No.2 at Km.23.1	Clear debris at portals and rebuild lining.	-	-
65/518	664 Artisan Wks Coy	Vaiano	Repairs to tunnel No.3 at Km.24.7	Clear debris at portals and rebuild lining.	50%	
65/519	664 Artisan Wks Coy	Vaiano	Repairs to tunnel No.4 at Km.28.5	Clear debris at portals and rebuild lining.	77%	
65/521	38 Rly Const. Coy. S.A.E.C. 701 Artisan Wks Coy	Vaiano	Repairs to tunnel No.6 at Km.30.4	Clear debris at portals and rebuild lining.	75%	
65/523	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to tunnel No.8 at Km.31.8	Clear debris at portals and rebuild lining	76%	
65/524	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to tunnel No.9 at Km.32.1	Clear debris at portals and rebuild lining.	77%	
65/528	62 Tunnelling Coy. S.A.E.C.	Vernio	Repairs to tunnel No.13 at Km.35.2	Clear debris at portals and rebuild lining.	35%	

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (Contd).

tion	Description	Size	Progress	Est'd date of Completion	Remarks.
zano	Km.47 to Km. 61	14 Km. track repairs	55%		
io	Station Yard	General track repairs	92%		
enedetto	Station Yard	General track repairs	92%		
o	Repairs to tunnel No.1 at Km.20.6	Clear debris at portals and rebuild lining.	-	-	Abandoned 10.1.45.
o	Repairs to tunnel No.2 at Km.23.1	Clear debris at portals and rebuild lining.	-	-	Abandoned 6.1.45
no	Repairs to tunnel No.3 at Km.24.7	Clear debris at portals and rebuild lining.	50%		
no	Repairs to tunnel No.4 at Km.28.5	Clear debris at portals and rebuild lining.	77%		
no	Repairs to tunnel No.6 at Km.30.4	Clear debris at portals and rebuild lining.	75%		
io	Repairs to tunnel No.8 at Km.31.8	Clear debris at portals and rebuild lining	76%		
io	Repairs to tunnel No.9 at Km.32.1	Clear debris at portals and rebuild lining.	77%		
io	Repairs to tunnel No.13 at Km.35.2	Clear debris at portals and rebuild lining.	35%		

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Progress
65/529	656 Artisan Wks Coy 62 Tunnelling Coy. S.A.E.C.	Vernio	Repairs to tunnel No.14 at Km.35.7	Clear debris at portals and rebuild lining.	65%
65/530	61 Tunnelling Coy. 62 Tunnelling Coy. S.A.E.C. 40 Rly Const. Coy. S.A.E.C.	Precedenze	Repairs to tunnel No.15 Km.37.2 to Km.55.7 (Appenine tunnel).	Clearance of debris and rebuild lining.	
65/531	61 Tunnelling Coy. S.A.E.C.	S. Benedetto	Repairs to tunnel No.16 at Km.57.1	Clear debris at portals and rebuild lining.	90%
65/532	61 Tunnelling Coy. 39 Rly Const. Coy. S.A.E.C.	Grizzano	Repairs to tunnel No.17 at Km.59.0	Clear debris at portals and rebuild lining.	45%
65/547	38 Rly Const. Coy. S.A.E.C.	Vernio	Deviation No.2 Km. 32.3 to Km. 35.0	2.7 Km. track repairs	97%
65/548	656 Artisan Wks Coy	Prato	Repairs to Bridge No.1 at Km.21.12.	-	90%
65/549	656 Artisan Wks Coy	Vaiano	Repairs to Bridge No.2 at Km.22.60	-	80%
65/553	38 Rly Const. Coy. S.A.E.C.	Vaiano	Repairs to Bridge No.6 at Km.31.8	3 No. 35 ft R.S.Js and 2 No. 41 ft. Yunnan Burma spans	87%
65/554	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to Bridge No.7 at Km.32.4	2 No. 90 ft., 1 No. 85 ft & 1 No. 75 ft. U.C.R.B spans	2%
65/555	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to Bridge No.8 at Km.32.6	2 No. 90 ft., 1 No. 85 ft & 1 No. 75 ft. U.C.R.B spans	1%

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (Contd).

Location	Description	Size	Progress	Estd date of Completion	Remarks.
ernio	Repairs to tunnel No.14 at Km.35.7	Clear debris at portals and rebuild lining.	65%		
recedenze	Repairs to tunnel No.15 Km.37.2 to Km.55.7 (Appenine tunnel).	Clearance of debris and rebuild lining.			See text of report.
. Benedetto	Repairs to tunnel No.16 at Km.57.1	Clear debris at portals and rebuild lining.	90%		
rizzano	Repairs to tunnel No.17 at Km.59.0	Clear debris at portals and rebuild lining.	45%		
ernio	Deviation No.2 Km. 32.3 to Km. 35.0	2.7 Km. track repairs	97%		
rato	Repairs to Bridge No.1 at Km.21.12.	-	90%		
aiano	Repairs to Bridge No.2 at Km.22.60	-	80%		
aiano	Repairs to Bridge No.6 at Km.31.8	3 No. 35 ft R.S.Js and 2 No. 41 ft. Yunnan Burma spans	87%		
ernio	Repairs to Bridge No.7 at Km.32.4	2 No. 90 ft., 1 No. 85 ft & 1 No. 75 ft. U.C.R.B spans	2%		
ernio	Repairs to Bridge No.8 at Km.32.6	2 No. 90 ft., 1 No. 85 ft & 1 No. 75 ft. U.C.R.B spans	1%		

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Progress	Est. Cost
65/559	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to Bridge No.10 at Km.34.1	-	1%	
65/563	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to Bridge No.12 at Km.35.4	2 No. 41 ft. Yunnan Burma & 2 No. 35 ft. R.S.J spans	85%	
65/564	39 Rly Const. Coy. 62 Tunnelling Coy. S.A.E.C.	Vernio	Repairs to Bridge No.13 at Km.37.1	1 No. 85 ft. U.C.R.B span	91%	
65/568	39 Rly Const. Coy. S.A.E.C.	Grizzano	Repairs to Bridge No.17 at Km.60.3	4 No. 75 ft. U.C.R.B spans	60%	
65/569	40 Rly Const. Coy. S.A.E.C.	Grizzano	Repairs to Bridge No.10 at Km.61.6	(Permin R.S.J spans	93%	
65/583	40 Rly Const. Coy. S.A.E.C.	Monzuno	Repairs to Bridge No.52 at Km.70.6	1 No. 90 ft. U.C.R.B span	12%	
65/592	656 Artisan Wks Coy.	Prato	Deviation No.3. Km.20.3 to Km.21.0	0.7 Km. track	50%	
65/593	656 Artisan Wks Coy. 61 Tunnelling Coy. 40 Rly Const. Coy. S.A.E.C.	Vaiano	Deviation No.4. Km.22.5 to Km.24.0	1.5 Km. track	46%	
65/595	38 Rly Const. Coy. S.A.E.C.	Vernio	Deviation No.6. Km.33.5 to Km.35.3	0.3 Km. track	3%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

tion	Description	Size	Progress	Estd date of completion	Remarks.
lo	Repairs to Bridge No.10 at Km.4.1	-	1%		
io	Repairs to Bridge No.12 at Km.35.4	2 No. 41 ft. Yunnan Burma & 2 No. 35 ft. R.S.J spans	85%		
rio	Repairs to Bridge No.13 at Km.37.1	1 No. 65 ft. U.C.R.B span	91%		
zzano	Repairs to Bridge No.17 at Km.60.8	4 No. 75 ft. U.C.R.B spans	60%		
zzano	Repairs to Bridge No.18 at Km.61.6	German R.S.J spans	95%		
zuno	Repairs to Bridge No.32 at Km.70.6	1 No. 90 ft. U.C.R.B span	12%		
zo	Deviation No.3. Km.20.3 to Km.21.0	0.7 Km. track	50%		
ano	Deviation No.4. Km.22.5 to Km.24.0	1.5 Km. track	46%		
nio	Deviation No.6. Km.33.5 to Km.35.3	9.3 Km. track	8%		

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Tab No.	Agency	Location	Description	Size	Progress	Anticipated completion
LINE 86, ANCONA - BARLETTA - FOGGIA - ADRIA.						
86/112	Italian State Rlys	Foggia	Reconstruction of subway at station.	1 No. 8 metre arch	49%	
86/120	Chief Engineer Italian State Rlys	Casamarino	Repairs to pilcano pumping station	Reconstruction of buildings and pumping installations.	95%	
86/126	Italian State Rlys	Incoronata	Permanent repairs to bridge No.1 at Km.530	Reconstruction of 2 No. 11.5 and 1 No. 12 metre arches	62%	
86/128	Italian State Rlys	Foggia	Additional workshop facilities.	Repairs to spring shop and smithy	60%	
86/--	Italian State Rlys	Ortona	Water Supply	Repairs to existing facilities.	11%	
LINE 86, ANCONA - RIMINI - FAENZA - BOLOGNA.						
86/209	136 Ind. Rly. Maint Coy.	Falconara	Avoiding line between line 86 and line 87	4 turnouts and 1 mile track	55%	
86/210	136 Ind. Rly. Maint. Coy.	Rimini	Ancona to Rimini	maintenance	-	
86/212	Italian State Rlys.	Falconara	Additional Loco' facilities.	repairs to running shed	80%	
86/216	136 Ind. Rly. Maint. Coy.	Ancona	Rail service to berths 19 & 20 Mole 3nd.	8 turnouts and 2,367 yds track.	Stage 1. 100%	
86/217	Italian State Rlys.	Montemarciano	Reconstruction Bridge 1 at Km.192.855 (R.Esino)	Permanent repairs in concrete.	21%	

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WORKS IN PROGRESS AS AT 31st MARCH, 1945 (cont'd).

Location	Description	Size	Progress	Est. date of completion	Remarks.
ROME - PISA - LEGHORN.					
Poggia	Reconstruction of 1 span at station.	1 No. 8 metre arch	19%		
Civitavecchia	Repairs to viaduct pumping station	Reconstruction of buildings and pumping installations.	95%		
Tarquinia	Permanent repairs to bridge No.1 at Km.53	Reconstruction of 2 No. 11.5 and 1 No. 12 metre arches	62%		
Poggia	Additional workshop facilities.	Repairs to spring shop and smithy	60%		
Orbetello	Water Supply	Repairs to existing facilities.	11%		
FLORENCE - BOLOGNA.					
Falconara	Avoiding line between line 86 and line 87	4 turnouts and 1 mile track	55%		
Pisani	Access to Pisani	Maintenance	-	-	
Falconara	Additional Loco' facilities.	Repairs to running shed	30%		
Ancona	Rail service to berths 19 & 20 Molo Sud.	8 turnouts and 2,367 yds track.	Stage 1. 100%		
Montemarciano	Reconstruction Bridge 1 at Km.192.855 (R.Esino)	Permanent repairs in concrete.	21%		

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WORKS IN PROGRESS as at 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Est. Comp.
86/218	Italian State Rlys	Mondolfo Marotta	Reconstruction bridge No.14 at Km 172.63 (R. Metro).	Permanent repairs in concrete	35%	
86/221	136 Ind. Rly. Maint Coy.	Mondolfo Marotta	Additional facilities	Loop, 1,750 ft. long	98%	
86/222	136 Ind. Rly. Maint Coy.	Fano	Additional facilities	Loop, 1,750 ft. long	12%	
86/226	Italian State Rlys	Rimini	Additional Loco' facilities	Construction of loco' shed	5%	
86/227	Italian State Rlys	Falconara	Additional Loco' facilities	Repairs to existing sidings and pits at loco' shed	40%	
86/228	Italian State Rlys	Rimini	Additional Loco' facilities	Underground fuel oil reservior	1%	
86/230	135 Ind. Rly. Maint Coy.	Ancona	Additional facilities	Repairs to existing sidings	1½%	
86/231	136 Ind. Rly. Maint Coy. 10 Rly Const. Coy.	Mondolfo Marotta	Additional facilities	Construction of marshalling Yard and water supply	1%	
86/307A	10 Rly Const. Coy.	Senigallia	Doubling Bridge No.6 at Km.180.091	1 No. 24 ft. R.S.J span	3%	
86/310	136 Ind. Rly. Maint Coy.	Senigallia and Serpozzano	Additional facilities	Lengthening passing loops	80%	
86/310A	10 Rly Const. Coy.	Senigallia	Doubling Marzocca (exclusive) to Senigallia (inclusive)	Km. track repairs. 2 No. 24 ft & 1 No. 12 ft R.S.J spans.	15%	

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WORKS IN PROGRESS as at 31 JANUARY, 1945 (Contd).

tion	Description	Size	Progress	Est'd date of completion	Remarks.
elfo Caretta	Reconstruction bridge No.14 at Km. 172.63 (R. Seano).	Permanent repairs in concrete	35%		
elfo Moretta	Additional facilities	Loop, 1,750 ft. long	98%	15.2.45	
	Additional facilities	Loop, 1,750 ft. long	12%	7.2.45	
mi	Additional Loco' facilities	Construction of Loco' shed	5%	1.3.45	
conara	Additional Loco' facilities	Repairs to existing sidings and pits at Loco' shed	40%	-	
mi	Additional Loco' facilities	Underground fuel oil reservior	1%	1.3.45	
ona	Additional facilities	Repairs to existing sidings	1½%	31.3.45	
elfo Moretta	Additional facilities	Construction of marshalling Yard and water supply	1%	-	
igallia	Doubling Bridge No.6 at Km.160.091	1 No. 24 ft. R.S.J span	3%	-	
igallia and pezzano	Additional facilities	Lengthening passing loops	00%	-	
igallia	Doubling Marzocca (exclusive) to Senigallia (inclusive)	Km. track repairs. 2 No. 24 ft & 1 No. 12 ft R.S.J spans.	15%	-	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Estd. of comple
86/318A	10 Rly Const. Coy.	Rimini	Doubling Senigallia (exclusive) to Rimini (inclusive)	6.8 Km. track repairs & 1 No. 12 ft. R.S.J span	1%	-
86/318A	10 Rly Const. Coy.	Fano	Doubling Rimini (exclusive) to Fano (inclusive)	21.2 Km. track repairs & 2 No. 10 ft. R.S.J spans	5%	-
86/319A	1 Rly Brdg Section	Fano	Doubling Bridge No.45 at Km. 155.857 (Fiesia Canal)	1 No. 65 ft. U.C.R.B span	70%	
86/321A	1 Rly Brdg Section	Fano	Doubling Bridge No.50 at Km. 155.2 (Arzilla viaduct)	3 No. 45 ft. Yonan Burma spans	70%	
86/322A	1 Rly Brdg Section	Fano	Doubling Bridge No.64 at Km. 150.28 (R. Sejore)	Local R.S.J spans	50%	
86/325A	1 Rly Brdg Section 150 Rly Const. Coy.	Pesaro	Doubling Fano (exclusive) to Pesaro (inclusive)	12.5 Km. track repairs	5%	
86/324A	150 Rly Const. Coy.	Pesaro	Doubling Bridge No.77 at Km 143.8 (Foglia viaduct)	1 No. 95 ft. U.C.R.B and 4 No. 46 ft Yonan Burma spans	90%	
86/326A	150 Rly Const. Coy.	Cattolica	Doubling Pesaro (exclusive) to Cattolica (inclusive)	15.1 Km. track repairs	10%	
86/327A	150 Rly Const. Coy.	Cattolica	Doubling Bridge No.79 at Km. 127.0 (R. Conca)	2 No. 40 ft. steel spans	20%	
86/328A	150 Rly Const. Coy.	Riccione	Doubling Cattolica (exclusive) to Riccione (inclusive)	8.5 Km. track repairs	30%	
86/329A	150 Rly Const. Coy.	Riccione	Doubling Bridge No.81 at Km. 120.409	1 No. 65 ft. U.C.R.B span	30%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Location	Description	Size	Progress	Est'd date of completion	Remarks.
mbolle Ponente	Doubling Pondalla (exclusive) to Pondalla Ponente (inclusive)	6.6 Km. track repairs & 1 No. 12 ft. R.S.J span	1%	-	
ano	Doubling Pondalla Ponente (exclusive) to Fano (inclusive)	21.2 Km. track repairs & 2 No. 18 ft. R.S.J spans	5%	-	
ano	Doubling Bridge No.48 at Km. 155.847 (Lecia canal)	1 No. 65 ft. U.C.R.B span	70%		
ano	Doubling Bridge No.50 at Km. 155.2 (Arzilla viaduct)	5 No. 45 ft. Yunnan Burma spans	70%		
no	Doubling Bridge No.64 at Km. 150.28 (R. Saire)	Local R.S.J spans	50%		
saro	Doubling Fano (exclusive) to Pesaro (inclusive)	12.5 Km. track repairs	5%		
saro	Doubling Bridge No.77 at Km 143.3 (Foglia viaduct)	1 No. 95 ft. U.C.R.B and 4 No. 45 ft Yunnan Burma spans	90%		
ttolica	Doubling Pesaro (exclusive) to Cattolica (inclusive)	15.1 Km. track repairs	10%		
ttolica	Doubling Bridge No.79 at Km. 127.0 (R. Conca)	2 No. 40 ft. metal spans	20%		
ccione	Doubling Cattolica (exclusive) to Riccione (inclusive)	8.5 Km. track repairs	30%		
ccione	Doubling Bridge No.81 at Km. 120.409	1 No. 65 ft. U.C.R.B span	30%		

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress
86/332A	150 Fly Const. Coy.	Rimini	Doubling Riccione (exclusive) to Rimini (inclusive	10 Km. track repairs	20%
86/333A	150 Fly Const. Coy.	Rimini	Doubling bridge No.87 at Km. 110.505 (R. Marecchia)	2 No. 55 ft. R.S.J spans	5%
86/335A	150 Fly Const. Coy.	S. Arcangelo	Doubling Rimini (exclusive) to S. Arcangelo (inclusive)	10.1 Km. track repairs	10%
86/336A	150 Fly Const. Coy.	S. Arcangelo	Doubling Bridge No.89 at Km. 100.08 (R. Uso)	1 No. 65 ft. U.C.R.B and 1 No. 51 ft. R.S.J spans	30%
86/337A	150 Fly Const. Coy.	Savignano	Doubling Bridge No.90 at Km. 96.9 (R. Salto)	1 No. 55 ft. R.S.J span	10%
86/338A	150 Fly Const. Coy.	Savignano	Doubling S. Arcangelo (exclusive) to Savignano (inclusive)	4.6 Km. track repairs	65%
86/340A	150 Fly Const. Coy.	Gambettola	Doubling Bridge No.92 at Km. 90.515 (Pisoss Canal)	1 No. 65 ft. U.C.R.B span	10%
86/341A	150 Fly Const. Coy.	Gambettola	Doubling Savignano (exclusive) to Gambettola (inclusive)	6.4 Km. track repairs	5%
86/342A	150 Fly Const. Coy.	Gambettola	Doubling Bridge No.93 at Km. 82.222	1 No. 60 ft. U.C.R.B span	5%
86/343A	150 Fly Const. Coy.	Gambettola	Doubling Bridge No.94 at Km. 86.115	1 No. 17 ft. R.S.J span	5%
86/344A	150 Fly Const. Coy.	Cesena	Doubling Gambettola (exclusive to Cesena (inclusive)	7.1 Km. track repairs	55%

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Location	Description	Size	Progress	Estimated date of completion	Remarks.
Rimini	Doubling Riccione (exclusive) to Rimini (inclusive)	10 Km. track repairs	20%		
Rimini	Doubling Bridge No.87 at Km. 110.505 (R. Marecchia)	2 No. 35 ft. R.S.J spans	5%		
S. Arcangelo	Doubling Rimini (exclusive) to S. Arcangelo (inclusive)	10.1 Km. track repairs	10%		
S. Arcangelo	Doubling Bridge No.89 at Km. 100.00 (R. Uso)	1 No. 65 ft. U.C.R.B and 1 No. 51 ft. R.S.J spans	50%		
Savignano	Doubling Bridge No.90 at Km. 96.9 (R. Rubicone)	1 No. 35 ft. R.S.J span	10%		
Savignano	Doubling S. Arcangelo (exclusive) to Savignano (inclusive)	4.6 Km. track repairs	65%		
Gabicce	Doubling Bridge No.92 at Km. 90.315 (Pigaro Canal)	1 No. 65 ft. U.C.R.B span	10%		
Gabicce	Doubling Savignano (exclusive) to Gabicce (inclusive)	6.4 Km. track repairs	5%		
Pesaro	Doubling Bridge No.93 at Km. 82.222	1 No. 60 ft. U.C.R.B span	5%		
Gabicce	Doubling Bridge No.94 at Km. 86.115	1 No. 17 ft. R.S.J span	5%		
Cesena	Doubling Gabicce (exclusive to Cesena (inclusive)	7.1 Km. track repairs	55%		

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WORKS IN PROGRESS as at 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Estimated Completion
86/349A	150 Rly Const. Coy.	Cesena	Doubling Bridge No.95 at Km 81.232 (R. Savio)	5 No. 56 ft. Yunnan Burma spans	20%	
86/347A	161 Rly Const. Coy.	Forlimpopoli	Doubling Cesena (exclusive) to Forlimpopoli (inclusive)	Km. track repairs	10%	
86/348A	161 Rly Const. Coy.	Forlimpopoli	Doubling Bridge No.100 at Km 67.035 (R.Ronco)	2 No. 65 ft. and 3 No. 60 ft U.C.R.D. Spans.	10%	
86/349A	161 Rly Const. Coy.	Forli	Doubling Forlimpopoli (exclusive) to Forli inclusive)	11.2 Km. track repairs	8%	
86/350	161 Rly Const. Coy.	Forli	Repairs to Bridge No.101 at Km.61.6 (R.Montone)	4 No. 56 ft. Yunnan Burma spans	75%	
86/350A	161 Rly Const. Coy.	Forli	Doubling Bridge No.101 at Km.61.6 (R. Montone)	4 No. 56 ft. Yunnan Burma spans	10%	
86/351	161 Rly Const. Coy.	Forli	Repairs to Bridge No.105 at Km.57.574	1 No. 55 ft. R.S.J span	10%	
86/352	161 Rly Const. Coy.	Forli	Repairs to Bridge No.106 at Km.57.423	1 No. 55 ft. R.S.J span	5%	
86/353	161 Rly Const. Coy.	Faenza	Repairs to Bridge No.108 at Km.50.027 (R. Lamone)	4 No. 60 ft. U.C.R.D spans	5%	
86/355	150 Rly Const. Coy. 161 Rly Const. Coy.	Faenza	Forli (exclusive) to Faenza (inclusive)	14.5 Km. track repairs	20%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Location	Description	Size	Progress	Estimated Date of Completion	Remarks.
Cesena	Doubling Bridge No.95 at Km. 61.232 (R. Savio)	5 No. 56 ft. Yunnan Burma spans	20%		
Forlimpopoli	Doubling Cesena (exclusive) to Forlimpopoli (inclusive)	Ka. track repairs	10%		
Forlimpopoli	Doubling Bridge No.100 at Km 67.815 (R.Ronco)	2 No. 65 ft. and 3 No. 60 ft U.C.K.B. Spans.	10%		
Forli	Doubling Forlimpopoli (exclusive) to Forli Inclusive)	11.2 Km. track repairs	8%		
Forli	Repairs to bridge No.101 at Km.61.6 (R.Montone)	4 No. 56 ft. Yunnan Burma spans	75%		
Forli	Repairs Bridge No.101 at Km.61.6 (R. Montone)	4 No. 56 ft. Yunnan Burma spans	10%		
Forli	Repairs to Bridge No.105 at Km.57.574	1 No. 35 ft. R.S.J span	10%		
Forli	Repairs to bridge No.106 at Km.57.423	1 No. 35 ft. R.S.J span	5%		
Faenza	Repairs to Bridge No.108 at Km.50.027 (R. Lamone)	4 No. 60 ft. U.C.R.B spans	5%		
Faenza	Forli (exclusive) to Faenza (inclusive)	14.5 Km. track repairs	20%		

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Rem (cont
LINE 87, ORTE - TERNI - FOLIGNO - FALCONARA.						
87/124	136 Ind. Rly. Maint. Coy.	Chiaravalle	Additional repairs to Bridge No.39 at Km.276.6 (R. Esino)	Flood protection works	85%	
87/85	136 Ind. Rly. Maint. Coy.	Falconara	Orte to Falconara	Maintenance	-	
87/86	Italian State Rlys.	Foligno	Additional workshop facilities	Repairs to workshop roof.	50%	
87/88	Italian State Rlys.	Fabriano	Additional Loco' facilities	Repairs to Loco' shed roof.	96%	7
87/93	136 Ind. Rly. Maint. Coy.	Terni	Additional facilities	Repairs to existing sidings.	Stage II 100%	
87/94	Italian State Rlys	Fabriano	Permanent repairs to bridge No.23 at Km.225	Rebuild arches in masonry	21%	
87/97	Italian State Rlys.	Foligno	Additional workshop facilities.	Repairs to carriage shed roof.	22%	
87/90	Italian State Rlys.	Spoleto	Additional repairs to bridge at Km.143.363	Rebuilding arch in concrete	2%	
87/105	136 Ind. Rly. Maint. Coy.	Falconara	Additional Loco' facilities	Underground fuel oil reservoir	5%	
LINE 217, PISTOIA - PRATO.						
217/13	159 Rly Const. Coy.	Prato	Repairs to Bridge No.10 at Km.17.35 (R. Bisenzio)	4 No. 40 ft. steel & 1 No. 65 ft. U.C.R.B spans	95%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Location	Description	Size	Progress	Estd date of completion	Remarks.
NO - FALCONARA.					
Chiaravalle	Additional repairs to bridge No.99 at Km.270.6 (R. Esino)	Flood protection works	85%		
Falconara	Orte to Falconara	Maintenance	-	-	
Poligno	Additional workshop facilities	Repairs to workshop roof.	58%		
Fabriano	Additional Loco' Facilities	Repairs to Loco' shed roof.	96%	7.2.45	
Spoleto	Additional facilities	Repairs to existing sidings.	Stage II 100%		
Fabriano	Permanent repairs to bridge No.23 at Km.225	Rebuild arches in masonry	21%		
Poligno	Additional workshop facilities.	Repairs to carriage shed roof.	22%		
Spoleto	Additional repairs to bridge at Km.143.363	Rebuilding arch in concrete	2%		
Falconara	Additional Loco' facilities	Underground fuel oil reservoir	5%		
Orte	Repairs to bridge No.10 at Km.17.35 (R. Bisenzio)	4 No. 45 ft. sect'l & 1 No. 65 ft. D.C.R.B spans	95%		

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Est. Comp.
LINE 218, PISA - LUCCA - PISTOIA.						
218/47	45 M.E.(Tn) Pln. 160 Rly const. Coy.	Serravalle	Repairs to tunnel Km.6.5 to Km.7.5	Clearance of debris and rebuilding of aqueduct	-	
218/53	159 Rly Const. Coy.	Pistoia	Serravalle (exclusive) to Pistoia (inclusive)	5½ Km. track repairs	92%	
218/54	714 Artisan Wks Coy.	Lucca	Water supply	Erection of tank and fittings.	94%	
218/55	700 Artisan Wks Coy.	Montecatini	Water supply	Erection of tank and fittings.	97%	
218/56	159 Rly Const. Coy.	Pistoia	Water, fuel oil and diesel supply.	Erection of tanks and fittings.	50%	
LINE 219, PISA - EMPOLI - FLORENCE.						
219/102	Italian State Rlys	Rifredi	Repairs to bridge at Km.6.54	1 No. 45 ft. German R.S.J span	50%	
LINE 244, FOLIGNO - FERUGLA - TERNTOLA						
244/11	136 Ind. Rly. Maint. Coy.	Bastia	Foligno to Bastia	Maintenance	-	
LINE 295, ROCHETTA - CIOLA DEL COLLE.						
295/--	Italian State Rlys.	Poggiorsini	Water supply	Repairs to existing facilities.	84%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Location	Description	Size	Progress	Estd date of completion	Remarks.
GIOIA.					
Serravalle	Repairs to tunnel Km.6.5 to Km.7.5	Clearance of debris and rebuilding of aqueduct	-	See	text of report
Pistoia	Serravalle (exclusive) to Pistoia (inclusive)	5½ Km. track repairs	92%		
Lucca	Water supply	Erection of tank and fittings.	94%		
Montecatini	Water supply	Erection of tank and fittings.	97%		
Pistoia	Water, fuel oil and diesel supply.	Erection of tanks and fittings.	50%		
FLORENCE.					
Rifredi	Repairs to Bridge at Km.6.54	1 No. 45 ft. German R.S.J span	50%		
- TERONTOLA					
Bastia	Foligno to Bastia	Maintenance	-	-	
DEL COLLE.					
Poggiorsini	Water supply	Repairs to existing facilities.	84%		

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Progress	Est'd date of Completion
LINE 302. FOGGIA - POTENZA.						
302/8	Italian State Rlys.	Rochetta	Permanent repairs to Bridge No.1 at Km.47.82	1 No. 8 metre masonry arch.	95%	
302/9	Italian State Rlys.	Rochetta	Permanent repairs to Bridge No.2 at Km.49.68	2 No. 9 metre masonry arches.	95%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

Location	Description	Size	Progress	Estd date of Completion	Remarks.
Rochetta	Permanent repairs to Bridge No.1 at Km.47.82	1 No. 8 metre masonry arch.	95%		
Rochetta	Permanent repairs to Bridge No.2 at Km.49.68	2 No. 9 metre masonry arches.	99%		

SUMMARY OF WORK CARRIED OUT ON THE RECONSTRUCTION AND MAINTENANCE OF LINES 50, 65, 66, 67, 217, 218 & 244

LINE 65.

I. Orte to Arezzo.

(i)	Track. Total length maintained and improved	144	Kms.
(ii)	Bridging. Total length maintained and improved	2,149	Lin. ft.
(iii)	Labour		
	1 British Rly. Constr. Coy. (part only)	110	men.
	1 British Rly. Bridging Section (part only)	10	men.
	I.S.R. and Civilian labour	430	men.
	Total labour employed	550	men.
(iv)	Transport (a) Normal G.1098 of Railway Constr. Coy. (b) 12 No. 3 ton lorries.		

II. Prato to Monzuno.

(i)	Track. (a) Trk deliberately demolished	6.2	Kms.
	(b) Track demolished by fighting and bombing	48.3	Kms.
		54.5	Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolition of large bridges for first 45 Kms. then no demolitions for remainder of section.

(b) W.D. bridging bells used in repairs 2,300 Lin. ft.

(iii)	Labour.		
	5 Rly. Construction Companies (S.A.E.C)	690	men.
	2 Tunnelling Companies (S.A.E.C)	200	men.
	3 British Artisan Works Companies.	750	men.
	1 Rly. & Harbour Composite Coy.,(S.A.E.C)	250	men.
	1 British Mech. Equipment Platoon	70	men.
	1 British Pioneer Labour Company.	225	men.
	12 Italian Pioneer Labour Companies	2,160	men.
	I.S.R. and Civilian labour	3,100	men.
	Total labour employed	7,445	men.

(iv) Transport. (a) Normal G.1098 of Railway Constr. Company.
(b) 90 No. 3 ton lorries.
(c) 15 No. Light Tank Transporters.

III. Prato to Florence.

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	1 British Ely. Bridging Section (part only)	10	men.
	I.S.R. and Civilian labour	430	men.
	Total labour employed	550	men.

(iv) Transport (a) Normal G.1098 of Railway Constr. Coy.
(b) 12 No. 3 ton lorries.

II. Prato to Monzuno.

(i) Track. (a) Track deliberately demolished 6.2 Kms.
(b) Track demolished by fighting and bombing 48.3 Kms.
54.5 Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolition of large bridges for first 40 Kms. then no demolitions for remainder of section.

(b) W.D. bridging bei. used in repairs 2,300 Lin. ft.

(iii) Labour.	3 Ely. Construction Companies (S.A.E.C)	690	men.
	2 Tunnelling Companies (S.A.E.C)	200	men.
	3 British Artisan Works Companies.	750	men.
	1 Ely. & Harbour Composite Coy.,(S.A.E.C)	250	men.
	1 British Mech. Equipment Platoon	70	men.
	1 British Pioneer Labour Company.	225	men.
	12 Italian Pioneer Labour Companies	2,160	men.
	I.S.R. and Civilian labour	3,100	men.
	Total labour employed	7,445	men.

(iv) Transport. (a) Normal G.1098 of Railway Constr. Company.
(b) 90 No. 3 ton lorries.
(c) 15 No. Light Tank Transporters.

III. Prato to Florence.

(i) Track. (a) Track deliberately demolished 15.00 Kms.
(b) Track damaged by fighting and bombing 2,627 Kms.
17.627 Kms.

(ii) Bridging. (a) 100% demolition of large bridges
(b) Length of bridging to be repaired 164 Lin. ft.

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III. Prato to Florence (contd).

(iii) Labour.

1 British Railway Constr. Coy. (part only)	65	men.
1 Italian Pioneer Labour Company	180	men.
1 Italian Railway Construction Coy. (part only)	70	men.
I.S.S. and Civilian labour	270	men.
Total labour employed	585	men.

(iv) Transport. Normal G.1098 of Railway Construction Company.

LINE 86.

1. Ancona to Cesena.

(i) Track.

(a) Total length of double line (Ancona - Marzocca and Pesaro - Cattolica) maintained and improved	33.6	Kms.
(b) Total length of single line (Marzocca - Pesaro and Cattolica - Cesena) maintained and improved	37.76	Kms.
Total length track maintained	154.96	Kms.

(ii) Bridging. Total length maintained and improved 4,062 lin. ft.

II. Cesena to Faenza.

(i) Track.

(a) Track damaged by fighting and bombing	33.3	Kms.
(b) Track repaired (Cesena to Forli)	18.6	Kms.

(ii) Bridging.

(a) Length of bridging to be repaired	1,390	lin. ft.
(b) Length of bridging repaired	856	lin. ft.

(iii) Labour.

2 British Railway Construction Companies (part only)	195	men.
1 Mech. Equipment (In) Platoon	70	men.
1 British Railway Operating Company (part only)	50	men.
1 Italian Railway Maintenance Company (part only)	130	men.
2 Italian Railway Construction Companies (part only)	180	men.
4 Italian Pioneer Labour Companies (part only)	360	men.
2 Italian Pioneer Labour Companies (part only)	300	men.
I.S.S. and Civilian labour	750	men.
Total labour employed	2,035	men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 30 No. 3 ton lorries) Also in use on doubling
(c) 6 No. Light Tank Transporters) Marzocca to Faenza.

III. Doubling, Marzocca to Faenza.

(i) Track. Track to be repaired 120.45 Kms.

(ii) Bridging. Length of bridging to be repaired 2,476 lin. ft.

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I. Ancona to Cesena.

(i) Track.

(a)	Total length of double line (Ancona - Marzocca and Pesaro - Cattolica) maintained and improved	33.6 Kms.
(b)	Total length of single line (Marzocca - Pesaro and Cattolica - Cesena) maintained and improved	87.76 Kms.
	Total length track maintained	154.96 Kms.

(ii) Bridging. Total length maintained and improved 4,062 lin. ft.

II. Cesena to Faenza.

(i) Track. (a) Track damaged by fighting and flooding 33.3 Kms.
(b) Track repaired (Cesena to Forli) 18.8 Kms.

(ii) Bridging.

(a)	Length of bridging to be repaired	1,390 lin. ft.
(b)	Length of bridging repaired	856 lin. ft.

(iii) Labour.

2 British Railway Construction Companies (part only)	195 men.
1 Mech. Equipment (In) Platoon	70 men.
1 British Railway Operating Company (part only)	50 men.
1 Italian Railway Maintenance Company (part only)	130 men.
2 Italian Railway Construction Companies (part only)	180 men.
4 Italian Pioneer Labour Companies (part only)	360 men.
2 Italian Pioneer Labour Companies (part only)	300 men.
A.I.S.H. and Civilian Labour	750 men.
Total labour employed	2,035 men.

(iv) Transport. (a) Normal C.1098 of Railway Construction Company.
(b) 30 No. 3 ton lorries) Also in use on doubling
(c) 6 No. Light Tank Transporters) Marzocca to Faenza.

III. Doubling, Marzocca to Faenza.

(i) Track. Track to be repaired 120.45 Kms.

(ii) Bridging. Length of bridging to be repaired 2,476 lin. ft.

(iii) Labour.

3 British Railway Construction Coys.(part only)	510 men.
1 British Railway Bridging Section (part only)	10 men.
1 British Railway Operating Company (part only)	50 men.
4 Italian Railway Construction Coys. (part only)	270 men.
2 Italian Pioneer Labour Companies (part only)	200 men.
4 Italian Pioneer Labour Companies (part only)	360 men.
Civilian Labour	250 men.
Total labour employed	1,650 men.

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III. Doubling, Marzocca to Phenna (contd).

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 30 No. 5 ton lorries.) also in use on work
(c) 12 No. Light Tank Transporters) shown under Line 86 II.
(d) 10 No. 10 ton lorries.

LINE 87. Foligno to Falconara.

(i) Track. Total length of track maintained and improved 119 Kms.

(ii) Bridging. Total length maintained 2,655 lin.ft.

LINE 244. Foligno to Ennvia.

(i) Track. Total length maintained and improved 19 Kms.

Labour and transport statistics for Lines 87 and 244 are combined.

(ii) Labour.

1 British Railway Construction Company (part only)	60	men.
1 British Railway Bridging Section (part only)	10	men.
1 Indian Railway Maintenance Company (part only)	130	men.
1 Italian Railway Construction Company (part only)	100	men.
I.S.R and Civilian labour.	945	men.
Total labour employed	1,245	men.

(iii) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) Normal G.1098 of Indian Railway Maintenance Coy.
(c) 2 No. 5 ton lorries.

LINE 217. Prato to Pistoia, LINE 216 Pistoia to Pisa and LINE 50 - Pisa.

(i) Track.

(a) Track deliberately demolished	82	Kms.
(b) Track repaired and maintained	82	Kms.

(ii) Bridging.

(a) Approximately 100% demolition of all bridges.		
(b) Length of bridging repaired and improved.	2269	lin. ft.

(iii) Labour.

3 British Railway Construction Companies (2 part only)	390	men.
1 Mech. Equipment (Tn) Platoon	70	men.
1 British Railway Bridging Section (part only)	10	men.
1 British Artisan Works Company.	250	men.
3 Italian Railway Construction Companies (2 part only)	280	men.
2 Italian Pioneer Labour Companies	360	men.
I.S.R. and Civilian labour	1,300	men.
Total labour employed	2,660	men.

(iv) Transport.

(a) Normal G.1098 of Railway Construction Company.
(b) 90 No. 5 ton lorries.
(c) 15 No. Light Tank Transporters.

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LINE 244. Foligno to Pistoia.

(i) Track. Total length maintained and improved 19 Kms.

Labour and transport statistics for Lines 87 and 244 are combined.

(ii) Labour.

1 British Railway Construction Company (part only)	60 men.
1 British Railway Bridging Section (part only)	10 men.
1 Indian Railway Maintenance Company (part only)	130 men.
1 Italian Railway Construction Company (part only)	100 men.
I.S.R and Civilian labour.	945 men.
Total labour employed	1,245 men.

(iii) Transport.
(a) Normal G.1098 of Railway Construction Company.
(b) Normal G.1098 of Indian Railway Maintenance Coy.
(c) 2 No. 3 ton lorries.

LINE 217. Prato to Pistoia, LINE 218 Pistoia to Pisa and LINE 50 - Pisa.

(i) Track. (a) Track alternately demolished 82 Kms.
(b) Track repaired and maintained 82 Kms.

(ii) Bridging.
(a) Approximately 100% demolition of all bridges.
(c) Length of bridging repaired and improved. 2269 lin. ft.

(iii) Labour.

3 British Railway Construction Companies (2 part only)	390 men.
1 Mech. Equipment (Tn) Platoon	70 men.
1 British Railway Bridging Section (part only)	10 men.
1 British Artisan Works Company.	250 men.
3 Italian Railway Construction Companies (2 part only)	280 men.
	360 men.
2 Italian Pioneer Labour Companies	1,300 men.
I.S.R. and Civilian labour	
Total labour employed	2,660 men.

(iv) Transport.

(a) Normal G.1098 of Railway Construction Company.
(c) 90 No. 3 ton lorries.
(c) 15 No. Light Tank Transporters.

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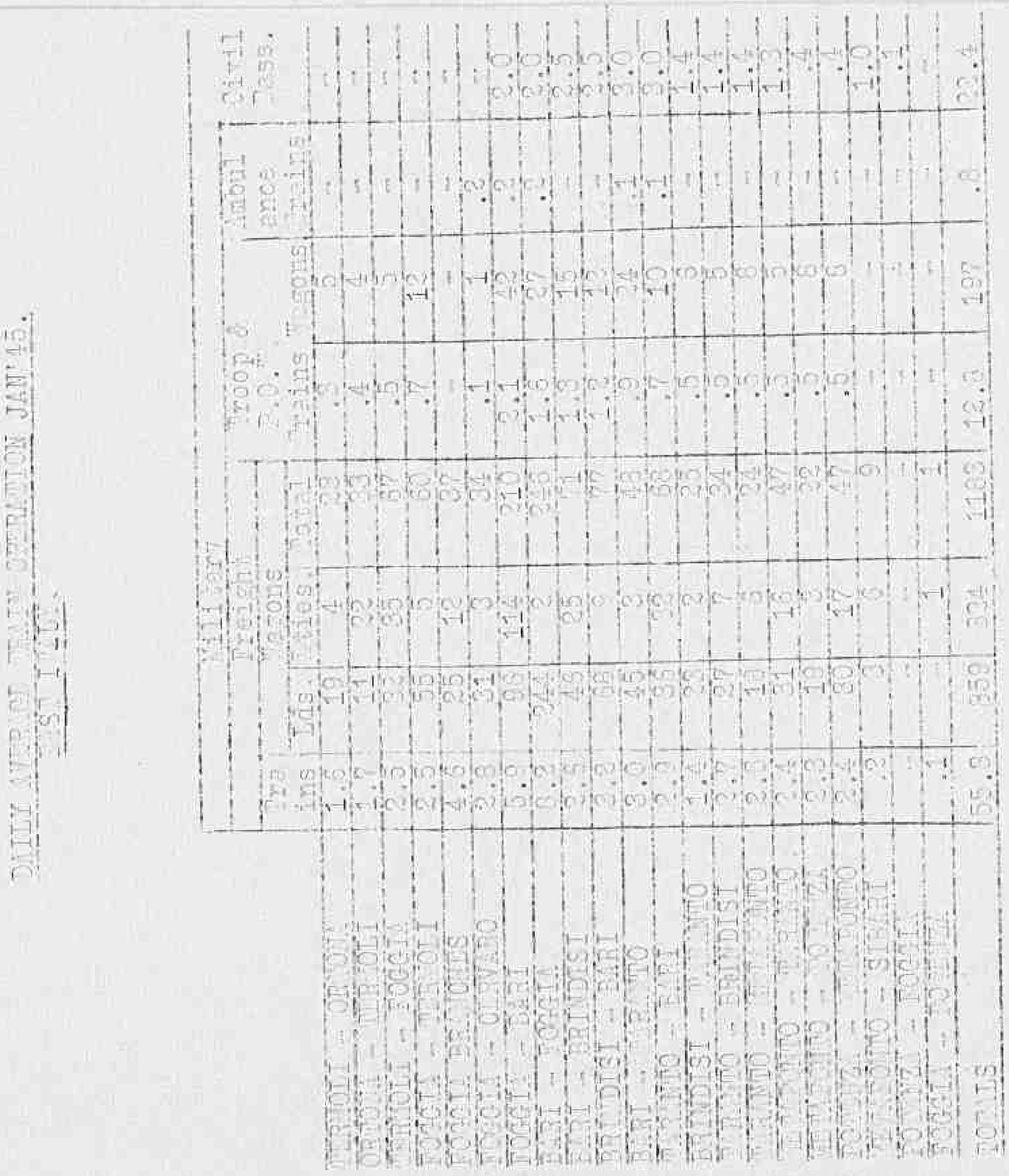
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Appendix 8.
Part 1.

DAILY WEATHER OBSERVATION JAN'45.

Scale 1"=10".


Rainfall 24 hrs. ending 8 a.m.
Wind direction & force at 2.0 p.m.
Cloud amount at 2.0 p.m.
Visibility at 2.0 p.m.
Temperature at 2.0 p.m.
Rainfall 24 hrs. ending 8 a.m.
Wind direction & force at 2.0 p.m.
Cloud amount at 2.0 p.m.
Visibility at 2.0 p.m.
Temperature at 2.0 p.m.
Lts. Miles Tenths Degrees Tenths Degrees Tenths Degrees

	Trains	Wagons Loaded	Wagons Empty	Wagons Total	Troop & P.O.W. Trains	Troop & P.O.W. Wagons	Ambulance Trains	Hosp. Ships
FERMOY - ORTONA	1.6	10	4	14	.3	5	-	-
ORTONA - TERMOLI	1.7	31	32	63	.4	4	-	-
TERMOLI - FOGGIA	2.3	32	35	67	.5	5	-	-
FOGGIA - TERMOLI	2.5	55	5	60	.7	13	-	-
FOGGIA BENICHES	4.5	35	12	47	-	-	-	-
FOGGIA - CHIVARO	2.8	31	3	34	.1	1	.2	-
FOGGIA - BARI	5.9	96	114	210	3.1	42	.2	2.0
BARI - FOGGIA	4.2	244	3	246	1.6	27	.3	2.0
BARI - BRINDISI	3.6	46	25	71	1.3	15	-	2.5
BRINDISI - BARI	3.2	68	9	77	1.5	12	-	2.5
BARI - TARANTO	3.0	45	3	48	.9	24	.1	3.0
TARANTO - BARI	3.9	35	32	66	.7	10	.1	3.0
BRINDISI - TARANTO	1.4	23	2	25	.5	5	-	1.4
TARANTO - BRINDISI	2.7	27	7	34	.5	5	-	1.4
TARANTO - METAPONTO	3.0	16	6	22	.5	0	-	1.4
METAPONTO - TARANTO	3.4	31	16	47	.5	5	-	1.8
METAPONTO - POTENZA	2.3	19	6	25	.5	6	-	.4
POTENZA - METAPONTO	2.4	30	17	47	.5	8	-	.4
METAPONTO - SICILY	.3	3	6	9	-	-	-	1.9
POTENZA - FOGGIA	-	-	-	-	-	-	-	.1
FOGGIA - POTENZA	.1	-	1	1	-	-	-	-
TOTALS	55.8	859	324	1183	12.3	197	.8	22.4

Total trains all classes run 81.3
Average train miles per day 5351.6

MILITARY FREIGHT.

Average No. loaded wagons per train 15.5
Average No. empty wagons per train 5.9
Average total No. wagons per train 21.4

Average net tons per train 282.5
Average gross tons per train 489.3

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Appendix 8.
Part 2.

DAILY OPERATION JUNE 45.

GENERAL TRAFFIC.

	Kilometres.	Wagons.	Tons.	Axles.	Total trains	Troop & Ammunition Trains	Kabul Provisions Trains	Civil Pass.
BY UNIT - CESTM.	3.2	63	2.2	69	6	1	1	1
CESTM - RTMT	2.4	15	2.4	75	1	1	1	1
RTMT - BALCONEY	2.4	51	2.4	248	5	1	1	1
RTMT - RTMT	2.6	166	2.6	430	11	1	1	1
MONDRACO - MITES	1.0	35	1.0	35	8	1	1	1
FALCONET - MONT	5.7	84	5.7	86	5	1	1	1
MONCRIEFF - BALCONEY	3.2	132	3.2	286	9	1	1	1
BALCONEY - MONCRIEFF	3.0	141	3.0	162	6	1	1	1
FALCONET - MONCRIEFF	3.6	175	3.6	165	8	1	1	1
BALCONEY - FALCONET	3.3	62	3.3	173	6	1	1	1
FALCONET - BALCONEY	5.7	157	5.7	160	6	1	1	1
BALCONEY - CADET	1.0	3	1.0	2	1	1	1	1
CADET - BALCONEY	5.0	105	5.0	105	6	1	1	1
BALCONEY - MONCRIEFF	3.5	107	3.5	160	8	1	1	1
MONCRIEFF - BALCONEY	4.4	171	4.4	173	9	1	1	1
BALCONEY - MONCRIEFF	3.3	126	3.3	167	8	1	1	1
MONCRIEFF - BALCONEY	2.3	60	1.0	99	5	1	1	1
BALCONEY - MONCRIEFF	2.3	69	1.2	111	5	1	1	1
MONCRIEFF - CADET	6.9	272	1.7	277	5	1	1	1
CADET - MONCRIEFF	5.7	157	2.0	357	10	1	1	1
MONCRIEFF - FORT	83.5	2268	13.1	3103	124	1	1	4

Total trains all classes the
Average train miles per day

115.5
4276.8

24.2
89.9

MILITARY FREIGHT.
Wagons No. loaded with
Wagons per train

	Trains	Military Freight: Wagons Lds.	Wagons Mties.	Wagons Total	Troop & POW Trains	Troop & POW Wagons	Ambulance Trains	Civil Pass.
RIMINI - CESENA	3.3	93	6	99	-	-	-	-
CESENA - RIMINI	2.8	15	63	78	-	-	-	-
RIMINI - FALCONARA	3.4	51	197	248	.3	11	-	-
FALCONARA - RIMINI	5.9	196	3	200	.5	8	-	-
MONDOLFO CRIPS	1.0	35	-	35	-	-	-	-
FALCONARA - ANCONA	5.2	84	66	150	-	-	-	1.0
ANCONA - FALCONARA	5.6	181	8	189	-	1	-	1.0
FALCONARA - FABRIANO	5.0	91	71	162	.5	9	.1	1.0
FABRIANO - FALCONARA	5.9	173	2	175	.7	8	.1	1.0
FABRIANO - FOLIGNO	5.5	99	74	173	.8	9	.1	-
FOLIGNO - FABRIANO	5.7	137	2	139	.7	8	.1	-
FOLIGNO - ASSISI	1.0	3	4	7	-	-	.2	-
ASSISI - FOLIGNO	.9	5	1	6	-	-	.3	-
TERNI - FOLIGNO	5.0	123	9	132	.7	9	.5	-
FOLIGNO - TERNI	5.5	107	83	190	.8	8	.3	-
ORTE - TERNI	4.4	171	5	176	.7	9	.3	-
TERNI - ORTE	4.3	112	65	177	.8	11	.3	-
ORTE - AREZZO	2.9	90	9	99	1.0	14	.2	-
AREZZO - ORTE	2.6	69	42	111	1.2	23	.2	-
ROME - ORTE	6.9	272	5	277	1.7	24	.3	-
ORTE - ROME	5.7	157	100	257	2.0	32	.3	-
TOTALS	93.5	2366	734	3100	13.1	185	3.0	4

Total trains all classes run 118.6
Average train miles per day 4276.3

MILITARY FREIGHT.

Average No. loaded wagons per train 24.2
Average No. empty wagons per train 8.9
Average total No. of wagons per train 33.1
Average net tons per train 363
Average gross tons per train 660

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S.R. LOCO DISPOSITION - 31 JANUARY 1945.

COMPARATIVE POSITION THROUGHOUT ITALY.

Type			Available.	Waiting Shops.	In Shops	Laid Aside. U.S.	Laid Aside. Serviceable
WEST ITALY (NAPLES AND ROME COMPARTIMENTI).							
Steam Main Line	ISR	Coalburning	154	55	23	57	–
" " "	"	Oil "	14	–	–	–	–
" " "	USA	" "	85	2	4	1	–
" Switch	ISR	Coal "	101	53	13	28	2
" "	USA	" "	5	–	–	–	–
Diesel 650 HP.	"		54	45	8	–	–
Electric	ISR		51	35	7	50	4
			464	190	55	136	6
CENTRAL ITALY (ANCONA COMPARTIMENTO).							
Steam Main Line	ISR	Coalburning	72	31	10	50	–
" " "	"	Oil "	7	–	–	–	–
" " "	WD	" "	25	–	10	–	–
" " "	"	Coal "	2	–	–	–	–
" Switch	ISR	" "	7	–	1	8	–
" "	WD	" "	2	2	2	–	–
Diesel 350 HP.	"		2	–	–	–	–
Electric ISR			17	22	8	22	4
			134	55	22	80	4
EAST ITALY (BARI COMPARTIMENTO).							
Steam Main Line	ISR	Coalburning	183	19	21	26	–
" Switch	"	" "	65	13	6	6	–
Electric	"		5	–	1	5	–
			253	32	28	37	–
FLORENCE COMPARTIMENTO (INCL. LEGHORN).							
+Steam Main Line	ISR	Coalburning	8	21	6	11	–
" " "	"	Oil "	1	–	–	–	–
" " "	USA	" "	24	–	–	–	–
+ " Switch	ISR	Coal "	3	1	1	3	–
Diesel 650 HP.	USA		9	–	–	–	–
+Electric	ISR		–	–	–	10	–
			45	22	7	24	–
SUM TOTAL M.R.S.			896	299	112	277	10
TOTAL ALL TYPES M.R.S.			1594				
CALABRIA (A.C.).							
Steam Main Line	ISR	Coalburning	44	54	15	–	–
" Switch	"	" "	13	10	8	–	–
Electric	"		27	13	2	–	–
			84	77	25	–	–
INACCESSIBLE LINES.							
Steam Main Line	ISR	Coalburning	4	1	1	65	–
" Switch	"	" "	1	1	–	25	–

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				464	190	55	136	6
CENTRAL ITALY (ANCONA COMPARTIMENTO)								
Steam Main Line	ISR	Coalburning		72	34	10	50	–
" " "	"	Oil	"	7	–	–	–	–
" " "	WD	"	"	25	–	1 Ø	–	–
" " "	"	Coal	"	2	–	–	–	–
" Switch	ISR	"	"	7	–	1	8	–
" "	WD	"	"	2	2	2	–	–
Diesel 350 HP.	"			2	–	–	–	–
Electric ISR				17	22	8	22	4
				134	55	22	80	4
EAST ITALY (BARI COMPARTIMENTO).								
Steam Main Line	ISR	Coalburning		183	19	21	26	–
" Switch	"	"	"	65	13	6	6	–
Electric	"			5	–	1	5	–
				253	32	28	37	–
FLORENCE COMPARTIMENTO (INCL. LEGHORN).								
+Steam Main Line	ISR	Coalburning		8	21	6	11	–
" " "	"	Oil	"	1	–	–	–	–
" " "	USA	"	"	24	–	–	–	–
+ " Switch	ISR	Coal	"	3	1	1	3	–
Diesel 650 HP.	USA			9	–	–	–	–
+Electric	ISR			–	–	–	10	–
				45	22	7	24	–
SUM TOTAL M.R.S.				896	299	112	277	10
TOTAL ALL TYPES M.R.S.					1594			
CALABRIA (A.C.).								
Steam Main Line	ISR	Coalburning		44	54	15	–	–
" Switch	"	"	"	13	10	8	–	–
Electric	"			27	13	2	–	–
				84	77	25	–	–
INACCESSIBLE LINES.								
Steam Main Line	ISR	Coalburning		4	1	1	65	–
" Switch	"	"	"	4	1	–	25	–
Electric	"			–	–	–	6	–
				8	2	-1	96	–
GRAND TOTAL				988	376	138	373	10
GRAND TOTAL ALL TYPES					1887			

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NOTES :- Ø In shops for oil conversion.

\+ At FLORENCE.

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Appendix 10.

LOCO RUNNING STATISTICS 23 DEC 44 TO 27 JAN 45.

(i) Coal Burners.

Kilometrage, train engines	111,114
" Shunting, Banking, Light	126,714
Total kilometrage	237,928
Coal consumption, tons	9,061
Average coal consumption (kg/km)	25.2
+ Km per day per engine allocated	76.3

(ii) Oil Burners.

Kilometrage, train engines	38,286
" Shunting, Banking, Light	"
Total Kilometrage	62,286
Fuel Oil Consumption, tons	1,994
Average Fuel oil consumption (L/km)	33.3(all oil burner
	44.1(ISR engines converted),
+ Km per day per engine allocated	56.3(all oil converted)
	33.7(ISR engines converted)

(iii) All steam engines.

Lubric. diag oil consumption (Litres)	15,352
Average lub. oil consumption (L/100 km)	4.9
Cylinder oil consumption (Litres)	6,935
Average cyl. oil consumption (L/100 km)	2.2

(iv) Diesel.

Kilometrage, train engines	144
" , Shunting, Banking, Light	2,883
Total Kilometrage.	3,027
Fuel oil consumption (gallons)	2,000
Average fuel oil consumption (L/km)	4.2
+ Km per day per engine allocated	43.2

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(i) Coal Burners.

Kilometrage, train engines	111,114	
" Shunting, Banking, Light	123,714	
Total kilometrage	227,928	
Coal consumption, tons	9,061	
Average coal consumption (kg/km)	25.2	
+ Km per day per engine allocated	76.6	

(ii) Oil Burners.

Kilometrage, train engines	33,286	
" Shunting, Banking, Light	"	
Total Kilometrage	33,286	
Fuel Oil Consumption, tons	1,394	
Average Fuel oil consumption (L/km)	33.9	(all oil burners)
	44.1	(ISR engines converted).
+ Km per day per engine allocated	56.8	(all oil converted)
	33.7	(ISR engines converted)

(iii) All steam Engines.

Lubricating oil consumption (Litres)	15,352
Average lub. oil consumption (L/100 km)	4.9
Cylinder oil consumption (Litres)	6,395
Average cyl. oil consumption (L/100 km)	2.2

(iv) Diesel.

Kilometrage, train engines	144
" , Shunting, Banking, Light	2,883
Total kilometrage.	3,027
Fuel oil consumption (Gallons)	2,000
Average fuel oil consumption (L/km)	4.2
+ Km per day per engine allocated	43.2

+ Excludes engines in workshops.

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DETAILS OF PRINCIPAL ITEM OF TN. STORES DISCHARGED OR DISCHARGING FROM COMVOYS EX U.K., U.S.A., N.A. AND M.E.

Convoy	Port	No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items.	D
UGS 63	ANCONA	1	60	2 - sets K for extension of 120' Lattice Girder Bridge to 153'9"	MED/
MKS 72	TARANTO	1	60	1 - Sturdy Tug	MED/
KMS 72	NAPLES	6	1000	1030 - No. 2 Piling Bars, 45' lengths	MED/
	ANCONA			12 Tanks for Loco Oil Conversion	MED/
	BARI			20 - 40' Welded Span Bridges	MED/
	TARANTO			2 - 5 ton Coles Cranes Nos. 4626-7	MED/
				1 - 3½/5 ton R.R. Crane No. 1890	MED/
				5 - 6 ton R.R. Cranes Nos. 3452, 3477-8-9-80	MED/
				1 - 8½ " " " No. 2150	MED/
KMS 74	NAPLES	6	500	3 - 5 ton Coles Cranes Nos. 4628, 5890-1	MED/
	ANCONA			3 - 6 ton R.R. Cranes Nos. 3444, 3453, 3481	MED/
	BARI			10 - 40' Welded Span Bridges	MED/
				4 Jib Extensions for R.R. Cranes	MED/
				1 - 7 ton Steam Derrick	MED/
				1 - Marion Wharf Crane	
				1 - Minca Barge	
UGS 64	BARI	5	370	17 tons R.C.L. Base Spares	
	TARANTO			1 - Sturdy Tug	
	NAPLES			5 - 8-12 ton P. & H. Lorry Mounted Cranes	TN2
	ANCONA			1 - Kochring Crane	
				65 tons Locomotive Spares	
UGS 65	NAPLES	3	600	12 - Minca Barges	
KMS 76	NAPLES	2	50	Qty. Crane Spares	MED
				50 No. 2 Piling Bars, 45' lengths	MED

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APPENDIX NO. II

SCHEME OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS EX U.K., U.S.A., N.A. AND M.E. - JANUARY 1945.

No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items.	Demand No.	Remarks
1	60	2 - sets K for extension of 120' Lattice Girder Bridge to 153'9"	MEI/TN2/UK. 147	U.S.A.
1	60	1 - Sturdy Tug	-	M.E.
6	1000	1030 - No. 2 Piling Bars, 45' lengths	MED/TN2/UK. 191	U.K.
		12 Tanks for Loco Oil Conversion	MED/TN2/UK. 151	"
		20 - 40' Welded Span Bridges	MED/TN2/UK. 147	"
		2 - 5 ton Coles Cranes Nos. 4626-7	MED/TN2/UK. 189	"
		1 - 3½/5 ton R.R. Crane No. 1890	MED/TN2/UK. 155	"
		5 - 6 ton R.R. Cranes Nos. 3452, 3477-8-9-80	MED/TN2/UK. 189	"
		1 - 8½ " " " No. 2150	MED/TN2/UK. 173	"
6	500	3 - 5 ton Coles Cranes Nos. 4628, 5890-1	MED/TN2/UK. 189	"
		3 - 6 ton R.R. Cranes Nos. 3444, 3453, 3481	"	"
		10 - 40' Welded Span Bridges	MED/TN2/UK. 147	"
		4 Jib Extensions for R.R. Cranes	MED/TN2/UK. 188	"
		1 - 7 ton Steam Derrick	MED/TN2/UK. 160	"
		1 - Marion Wharf Crane	-	R.A.
		1 - Minca Barge	-	M.A.
5	370	17 tons R.C.I. Base Spares	-	U.S.A.
		1 - Sturdy Tug	-	M.E.
		5 - 8-12 ton P. & H. Lorry Mounted Cranes	TN2/ORD. 100	ex Ord.
		1 - Koehring Crane	"	" "
		65 tons Locomotive Spares	-	M.E.
3	600	12 - Minca Barges	-	U.S.A.
2	50	Qty. Crane Spares	MEI/TN2/UK. 141	U.K.
		50 No. 2 Piling Bars, 45' Lengths	MED/TN2/UK. 191	"

APPENDIX NO. 12.

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF JANUARY 1945.

In barrels (35 Imp. Galls. - 42 U.S. Galls.)

B.

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	2429	393	1543	175
RECEIPTS DURING MONTH	557	121	464	157
ISSUES DURING MONTH	58	176	337	40
CLOSING STOCK	2928	338	1670	292

All receipts include quantities taken over ex U.S. Depots.

A.

COAL - JANUARY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	21,787	35,766	57,553
RECEIPTS	30,770	13,498	44,268
ISSUES	29,648	13,484	43,132
TRANSFERS	939	5,172	6,111

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TRANSFERS		939	5,172	6,111

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	2429	393	1543	175
RECEIPTS DURING MONTH	557	121	464	157
ISSUES DURING MONTH	58	176	337	40
CLOSING STOCK	2928	338	1670	292

All receipts include quantities taken over ex U.S. Depots.

A.

COAL - JANUARY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	21,787	35,766	57,553
RECEIPTS	30,770	13,498	44,268
ISSUES	29,648	13,484	43,132
TRANSFERS	939	5,172	6,111
CLOSING STOCK	21,970	30,608	52,578
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	23	75	38
AVERAGE WEEKLY RECEIPTS	7,692	3,374	11,067
AVERAGE WEEKLY ISSUES	7,412	3,371	10,783

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Appendix No. 13.

EVALUATION OF ASSISTANCE RENDERED BY MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS, REPORTED DURING THE MONTH OF JANUARY 1945.

A. Rehabilitation of Italian State Railways.

Line Rehabilitated	F.O.R.(England) Value of Allied W.D.Materials incorporated.	Hire Charge for use of Mechanical Equipment.		Military Man-hours.	
		British	American	British	American
ITALY.	Lire	Lire	Lire	Man-hours	Man-hours
Line 4A.					
Naples Area	206,911	-	548,000	-	26,174
Line 85.					
Rome - Orte - Florence	21,758,613	3,324,040	-	584,946	-
Line 87.					
Orte - Terni - Foligno - Ancona	232,756	185,500	-	99,155	-
Line 90.					
Naples - Cancello - Caserta - Rome	17,545,009	187,000	315,640	211,200	9,216
Line 91.					
Foggia - Benevento - Naples	560,930	500	-	4,817	-
Line 94.					
Brindisi - Taranto - Potenza - Naples	612,135	50,000	-	31,946	-
Line 226.					
Colle Salvetti - Pisa	2,841,789	-	204,840	-	22,977
Line 244.					
Perugia - Terontola	2,600	55,500	-	4,163	-
Line 283.					
Naples - Cancello - Avellino - Benevento	-	-	-	15,014	-
Line 287.					
Naples - Pagguali - Villa Literno	978,747	10,000	-	14,456	1,200
Line 290.					
Sparanise - Gaeta	3,915,827	222,600	5,179,600	-	91,568
Line 302.					
Foggia - Potenza	1,641,547	34,000	-	31,475	-
TOTAL.	50,296,764	4,069,140	6,248,160	997,052	150,935

B. W.D.Materials Supplied to I.S.R. and other Railway Undertakings for Domestic Use.

SUPPLIES.	I.S.R.	SUD-EST	FERROTRAMVIARIA S.A.I.T.	FERROVIA CALABRO LUCANA.

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Line 85.					
Rome - Orte - Florence	21,758,613	3,324,040	-	584,946	-
Line 87.					
Orte - Terni - Foligno - Ancona	232,756	185,500	-	99,155	-
Line 90.					
Naples - Cancello - Caserta - Rome	17,545,009	137,000	315,640	211,200	9,216
Line 91.					
Foggia - Benevento - Naples.	560,930	500	-	4,817	-
Line 94.					
Brindisi - Taranto - Potenza - Naples	612,135	50,000	-	31,846	-
Line 225.					
Colle Salvetti - Pisa	2,841,739	-	204,840	-	22,977
Line 244.					
Perugia - Terentola	2,600	55,500	-	4,163	-
Line 283.					
Naples - Cancello - Avellino - Benevento	-	-	-	15,014	-
Line 287.					
Naples - Pagguali - Villa Literno	978,747	10,000	-	14,436	1,200
Line 290.					
Sparanise - Gaeta	3,915,827	222,600	5,179,600	-	91,368
Line 302.					
Foggia - Potenza	1,641,547	54,000	-	31,475	-
TOTAL.	50,296,764	4,009,140	6,248,160	997,052	150,935

B. U.D. Materials Supplied to I.S.R. and other Railway Undertakings for Domestic Use.

SUPPLIES.	I.S.R.	SUD-EST	FERROTRAMVIARIA S.A.I.F.	FERROVIA CALABRO LUCANE.
ex T.S.Ds	538,972	39,336	-	-
U.D. Food Rations	72,540	-	-	-
TOTAL.	611,512	39,336	-	-

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RAILWAY PASSENGER AND FREIGHT STATISTICS - ITALY

WARRANTED BY BRITISH R.T.O's — DEC. 13th. 1944 to JAN. 12th.

Passenger

Traffic	Total Warrants	Personnel Entrained	Pass Kiloms	Baggage Stores Guns etc. Wgns	Tons	Wgn Kiloms	Ton Kilom
British		77,035	22,843,718	517	2,256	231,646	947,77
U.S.A.		1,973	614,542				
+ A.M.G/A.C.C.		830	83,339				
E.F.I.		12	3,863				
Italian Military		3,542	1,408,555	18	78	4,356	20,09
ø " Civilian		11	1,223				
Y.M.C.A.		1	316				
Total	3,506	83,404	24,955,556	535	2,334	236,002	967,86

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Kiloms	Ton Kiloms
British		25,144	284,892	5,112,358	54,050,865
U.S.A.		3,698	46,004	533,224	6,787,924
+ A.M.G/A.C.C.		1,106	18,126	179,009	2,861,509
E.F.I.		657	7,818	181,111	2,143,112
Italian Military		218	3,073	55,394	901,446
Coal, etc., to I.S.R. & Sud Est		918	13,964	85,591	1,302,241
Canadian Y.M.C.A.		3	35	306	3,570
Red Cross		8	58	652	4,660
Total	7,602	31,752	373,970	6,147,645	68,055,327

Notes:- + Excludes traffic warranted by A.C.C. reprsentatives.
ø For employment on railways.

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RAILWAY PASSENGER AND FREIGHT STATISTICS -- ITALY

Appendix No. 14

WARRANTED BY BRITISH R.T.O's DEC. 13th. 1944 to JAN. 12th. 1945

Total Warrants	Personnel Entrained	Pass Kiloms	Baggage Stores Guns etc. Wgns	Tons	Wgn Kiloms	Ton Kiloms	Average Length of Journey (Kiloms)
	77,035	22,843,718	517	2,256	231,646	947,777	
	1,973	614,542					
	830	83,339					
	12	3,863					
	3,542	1,408,555	18	78	4,356	20,092	
	11	1,223					
	1	316					
3,506	83,404	24,955,556	535	2,334	236,002	967,869	299

Total Warrants	Total Wagons	Total Tons	Wagon Kiloms	Ton Kiloms	Average Wagon Load (Tons)	Average Wagon Haul (Kiloms)
	25,144	284,892	5,112,358	54,050,865		
	3,698	46,004	533,224	6,787,924		
	1,106	18,126	179,009	2,861,509		
	557	7,818	181,111	2,143,112		
	218	3,073	55,394	901,446		
	918	13,964	85,591	1,302,241		
	3	35	306	3,570		
	8	58	552	4,660		
7,602	31,752	373,970	6,147,645	68,055,327	11.1	194

Notes:- + Excludes traffic warranted by A.C.C. representatives.
ø For employment on railways.

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A

PORT WORKING STATISTICS - EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 JANUARY 1945.

Port	No. of Ships	No. of days Discharging	Cargo	No. of M.T. & Tons Discharged QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tonnages Discharged
TARANTO	28	77	M.T.	1323	4444	768		18568	43 = 144
			Stores		6285				203
			Coal		7839				253
BRINDISI	31	150	M.T.	319	1649	7921		49314	10 = 53
			Stores		47665				1537
BARI	50	283	M.T.	1045	5322	31349		134382	34 = 172
			Stores		110993				3580
			Coal		18067				583
BARLETTA	10	22	Stores		4055	-		4055	131
GALLIPOLI	2	17	Coal		5565	-		5565	180
MONOPOLI	15	22	Stores		837	-		857	27
			Coal		20				1
ANCONA	79	298	M.T.	1205	5090	53903		111456	39 = 164
			Stores		100019				3226
			Coal		6347				205

Notes:- Lighter tonnage is also included in quay commodity tonnage.
The Stores figure does not include P.O.L. discharged by pipe line.
1377 Animals discharged at Bari during month.

2504

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Appendix No. 15

PORT WORKING STATISTICS - EAST ITALY

RN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 JANUARY 1945.

s g	Cargo	No. of M.T. & Tons Discharged QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons Total per Discharge Ship Day ALL PORTS
	M.T.	1323	4444				43 = 144	
	Stores		6285		768	18568	203	241
	Coal		7839				253	
	M.T.	319	1649				10 = 53	
	Stores		47665		7921	49314	1537	329
	M.T.	1045	5322				34 = 172	
	Stores		110993		31349	134382	3580	475
	Coal		18067				583	
	Stores		4055		-	4055	131	184
	Coal		5565		-	5565	180	327
	Stores		837				27	
	Coal		20		-	857	1	39
	M.T.	1205	5090				39 = 164	
	Stores		100019		53903	111456	3226	374
	Coal		6347				205	

324197 tons

tonnage is also included in quay commodity tonnage.

es figure does not include P.O.L. discharged by pipe line.

mals discharged at Bari during month.

2.5.6.

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Appendix No.16.

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 JANUARY 1945.

Port	No.of Ships	No.of days Loading	Cargo	No.of MT & Tons loaded QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tonnages Loaded	Ship
TARANTO	40	88	M.T.	1958	9170				63 = 296	
			Stores		9525	-		18695	307	
BRINDISI	37	99	Stores		16518			16518	533	
BARI	68	175	M.T.	54	1042				2 = 34	
			Stores		41402	-		42444	1336	
BARLETTA	17	43	Stores		7134			7134	230	
MONOPOLI	15	28	M.T.	12	9					
			Stores		3982	-		4017	128	
			Coal/Min		26				1	
ANCONA	16	28	Stores		880	-		880	28	

Note :- The Stores figure does not include P.O.L. loaded by Pipe Line.

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Appendix No.16.

PORT WORKING STATISTICS - EAST ITALY.

RN PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 JANUARY 1945.

s	Cargo	No.of MT & Tons loaded QUAY M.T.	Tons	M.T. LIGHTER	Tons	Total Tonnage	Average Daily Tonnages Loaded	Ship tons per Ship Day	Total Loaded ALL PORTS
	M.T.	1958	9170				63 = 296		
	Stores		9525	-		18695	307	212	
	Stores		16518			16518	533	167	
	M.T.	54	1042				2 = 34		
	Stores		41402	-		42444	1336	243	
	Stores		7134			7134	230	166	
	M.T.	12	9						
	Stores		3982	-		4017	128	143	
	Coal/Min		26				1		
	Stores		880	-		880	28	31	89688 tons

igure does not include P.O.L. loaded by Pipe Line.

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Appendix No.

PORT WORKING STATISTICS - EAST ITALY.

ACCUMULATIVE TOTALS - DISCHARGED AND LOADED (From 1 December 1943).

DISCHARGED	M.T. (No.)	COAL TONNAGE	OTHER TONNAGE	TOTAL T
Accumulative total Brought Forward	98,697	442,845	4,062,549	4,505,
Jenuery 1945	3,892	37,838	286,359	324,
Totals to Date	102,589	480,683	4,348,908	4,829,
LOADED				
Accumulative Total Brought Forward	13,322	330	645,325	645,
January 1945	2,024	26	89,662	89,
Totals to Date	15,346	356	734,987	735,
Total DISCHARGED & LOADED to Date	117,935	481,039	5,083,895	5,564

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Appendix No.17.

STATISTICS - EAST ITALY.

SHIPPED AND LOADED (From 1 December 1943).

	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
	442,845	4,062,549	4,505,394
	37,838	286,359	324,197
	480,683	4,348,908	4,829,591
	330	645,325	645,655
	26	89,662	89,688
	356	734,987	735,343
	481,039	5,083,895	5,564,934

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PORT WORKING STATISTICS - EAST ITALY

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 31 JANUARY 1945.

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI
Road	1010	20195	71623	3171	-	843
Rail	13608	25985	54159	554	5475	-
I.W.T.	124	2775	2128	313	-	48
	14742	48955	127910	4038	5475	891

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI
Discharged to Lighter	768	7921	31349	-	-	-
No. of Lighters in use per port	34	53	89	-	-	-
Average tons per Lighter	23	149	352	-	-	-

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Appendix No. 18

PORT WORKING STATISTICS - EAST ITALY

GES CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 31 JANUARY 1945.

ANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
010	20195	71623	3171	-	843	66592	163434
608	25985	54159	554	5475	-	32782	132563
124	2775	2128	313	-	48	50	5438
742	48955	127910	4038	5475	891	99424	301435

ANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
768	7921	31349	-	-	-	53903	93941
34	53	89	-	-	-	111	287
23	149	352	-	-	-	486	327

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Appendix

WEST COAST TONNAGES.

PORT	TOTAL DISCHARGED M.T. NO.	TOTAL DISCHARGED M.T. TONS	TOTAL DISCHARGED STORES TONS	DAILY AVERAGE DISCHARGE M.T. NO.	DAILY AVERAGE DISCHARGE M.T. TONS	DAILY AVERAGE DISCHARGE STORES TONS	TOTAL LOADED M.T. NO.	TOTAL LOADED M.T. TONS	TOTAL LOADED STORES TONS	DAILY AVER. LOADED M.T. NO.	DAILY AVER. LOADED M.T. TONS	DAILY AVER. LOADED STO
LEGHORN	264	968	21815	9	31	704	14	123	4649	–	–	
NAPLES	197	586	7962	6	19	257	–	–	1297	–	–	
	461	1554	29777	15	50	961	14	123	5946	–	–	

PORT	NO.OF LIGHTERS DISCHARGED	TONS DISCHARGED FROM LIGHTER	NO.OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO.OF S DISCHA
LEGHORN	320	14180	–	–	13
NAPLES	224	6045	14	335	10
	544	20225	14	335	23

Units Employed.

LEGHORN. 1021 Port Operating Company.
" 208 Indian 'Z' Craft Operating Company.
NAPLES. No.3 Docks Operating Company, S.A.E.C., U.D.F.

5705

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Appendix No.19.

WEST COAST TONNAGES.

TOTAL DISCHARGED			DAILY AVERAGE DISCHARGE			TOTAL LOADED			DAILY AVERAGE LOADED		
M.T. NO.	M.T. TONS	STORES TONS	M.T. NO.	M.T. TONS	STORES TONS	M.T. NO.	M.T. TONS	STORES TONS	M.T. NO.	M.T. TONS	STORES TONS
64	968	21815	9	31	704	14	123	4649	-	-	150
97	586	7962	6	19	257	-	-	1297	-	-	42
61	1554	29777	15	50	961	14	123	5946	-	-	192

NO.OF LIGHTERS DISCHARGED	TONS DISCHARGED FROM LIGHTER	NO.OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO.OF SHIPS DISCHARGED	NO.OF SHIPS LOADED
320	14180	-	-	13	1
224	6045	14	335	10	3
544	20225	14	335	23	4

Units Employed.

1021 Port Operating Company.
208 Indian 'Z' Craft Operating Company.
No.3 Docks Operating Company, S.A.E.C., U.D.F.

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HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission
(Movements Division)

MJS/lx

Ref. : AC/207/5/Tn.1. 16 April 1945

SUBJECT : Agriculture Sub-Commission Monthly Report - March - Transportation Difficulties.

TO : Agriculture Sub-Commission.

1. Reference the Agriculture Sub-Commission Monthly Report for March.

2. It is noted that in the first and second paragraphs on page 1 and the sixth paragraph on page 2, reference is made to general difficulties met in regard to the distribution of Fertilizers, which resulted in the programme not being met. This Sub-Commission would appreciate some further details in respect of these problems, because from Reports that have been received it would not, on the whole, appear to be lack of transportation which is preventing an adequate distribution of Fertilizers.

3. Reference paragraph two of page 4, which anticipates transportation problems in movement of livestock, this comment is not justified on past experience. The experience of this Sub-Commission is that difficulty is being met in utilizing fully the space made available for movement of livestock, even when allowance is made for problems due to outbreaks of foot and mouth disease. It is requested that future programmes, both Short and Long Term, are carefully investigated with this Sub-Commission before transportation problems are given as a reason for the possible non-fulfilment or non-practicability of such programmes.

M.J. SIFFF, Colonel.
for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission

Copy to : Economic Section

MR. TAYLOR

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HEAD, QUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Col Thomas -
This is the best report T IV S/C has put out. I am very pleased with the marked improvement:
— Taylor

MONTHLY REPORT FOR JANUARY 1945.

PART I. GENERAL

1. REORGANISATION OF TRANSPORTATION SUB-COMMISSION.

(a) During January a reorganisation of the Transportation Sub-Commission was carried out; the Sub-Commission, under the general direction of the Director and Deputy Director, was divided as follows:-

Planning Staff
Administration Division
Movements Division
Rail Division
Road Division
Port and Warehouse Division

Appendix "A" sets out in detail the responsibilities of each Division.

(b) At the same time all the Transportation officers in the field were placed on the staff of the Regional Commissioners and were not regarded as officers of the Transportation Sub-Commission on detachment, (there remain one or two minor exceptions to this arrangement).

(c) A list of officers in the Sub-Commission as at 31st January, 1945, is attached at Appendix "C".

2. ARRANGEMENT OF MONTHLY REPORT.

(a) In future the Monthly Report of this Sub-Commission will be arranged in five parts as follows:-

Part I.	General.	Part IV.	Road.
Part II.	Movements.	Part V.	Port and Warehouse.
Part III.	Rail.		

Part I will include general matters affecting the Sub-Commission as a whole, or administrative items.

The other parts will correspond to the Divisions shown in para 1 above.

PART II. MOVEMENTS

1. GENERAL.

(a) The organisation of the Movements Division of the Transportation Sub-

Declassified E.O. 12356 Section 3.3/NND No. 775021

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Part V. Port and Warehouse.

Part I will include general matters affecting the Sub-Commission as a whole, or administrative items.

The other parts will correspond to the Divisions shown in para 1 above.

PART II. MOVEMENTS

1. GENERAL.

(a) The organisation of the Movements Division of the Transportation Sub-Commission at HQ, AC, continued during January. HQ Rail and Shipping Sections are now adequately organised, and have sufficient strength to deal with present and foreseen problems; the Road Section is not yet fully organised. Steps are in hand to bring this Section on to a level with the other two, so that it can adequately carry out its movement function.

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(b) A much closer liaison is being established with G-4 (Mov & Tn), A.F.H.Q., and programmed traffic is generally moving to time. Considerable assistance has been received from A.F.H.Q. in this respect.

(c) Steps have been taken to provide promptly the statistical information, required to check actual movement against programmed movement, to enable daily ship, rail, and road movement to be followed up. It is not anticipated that this information will be fully available till mid-March, but sufficient information is now being passed to enable the programmes by sea and rail of major commodities to be checked. Except in the case of Civitavecchia information on ship working in ports handed back to the Italian Government is woefully inadequate and delayed, and much ships' time wastage is resulting. The necessary information should become available during February.

2. SHIPPING.

(a) In general the programme bid has been carried and large outstanding phosphate tonnages have been cleared. Appendix "D" shows tonnages lifted. The Sardinia-Italy ferry service is functioning more smoothly. The rehabilitation of Civitavecchia has made considerable progress and ships' turn-round has improved.

3. RAIL.

(a) As stated in para 1 (c) above, statistical information is inadequate fully to check movement against programmes, but tonnages - considerably increased over previous months - of cereals, coal, lignite, and pyrites on civil account have been moved. Rail clearance of Civitavecchia has been good and no delays to ships have occurred. The loss of boxed wagons out of Sicily has been so heavy that programmed movement has not been carried out; steps have been taken in agreement with A.F.H.Q. to move by sea as high a proportion as possible of traffic moving out of the island on military account.

(b) A.F.H.Q. have been given details of major foreseen future movements in central Italy and major rehabilitation projects, which will entail an increased demand for rail capacity. They have been requested to advise the Transportation Sub-Commission whether any of the projects are likely to be largely valueless because the rail capacity will not be forthcoming; so far no reply has been received.

4. ROAD.

(a) Adequate road movement programmes are not yet being issued. Progress has been made in linking road and rail movement programmes in an attempt to increase the efficient use of road transport. Demands for road transport everywhere greatly exceeded the supply; the establishment of the Priorities Board should enable much clearer direction to be given to the Road Division and Regional Commissioners on overall priorities. It will be the Regional Commissioner's responsibility to decide his local priorities and to instruct his Regional Transport Officer on this. Where local priorities conflict with overall priority programmes issued from HQ, A.C., then it will be necessary to refer to HQ, A.C. for a final decision.

PART III. RAIL

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

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PART III. RAIL

1. RAILHEADS.

(a) During the month repairs to line 86 have been completed as far north as Forli, and on the west side, repairs to line 50 have reached Pisa; repairs are now in progress towards Prato on line 218, reaching a new railhead at Montecatini; unfortunately, difficulties have arisen which have prevented this line reaching Florence as originally planned.

2. ALLIED RAILWAY BOARD.

(a) Under the chairmanship of DQMG (M.& Tn) A.F.H.Q., the first meeting of the Allied Railway Board met on 18th January, 1945. The Chairman stated its

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functions were to establish machinery to assist the Italian State Railways in greater measure, to meet distribution requirements, to cover the urgency for rehabilitation, and to deal with day to day problems. The Board appointed five Sub-Committees, with power of action and decision, as follows:

Traffic Sub-Committee
Construction Sub-Committee
Equipment Sub-Committee
Stores Sub-Committee
Finance Sub-Committee.

The general procedure will be for the Board to review the Minutes of the Sub-Committees, and take action where the Committees have been unable to reach a satisfactory settlement on any particular problem.

(b) With the formation of the Board the Railway Rehabilitation Committee, with its subsidiary New Works and Contracts Sub-Committee, ceased to operate.

3. CIVIL ENGINEERING.

(a) During the month work continued on all engineering projects set out in the December Report, and work on the Termoli-Campobasso project was almost completed.

(b) Contracts have been let for the rehabilitation of line 219 Pisa-Empoli-Florence. It is hoped to have this in operation by 30th May.

(c) Tenders for the reconstruction of line 65 Arezzo-Florence have been called for and work should be started during February. This line has low military priority, and it is expected it will take 12 months to complete.

(d) The washout on line 95 between Tursi and Nova Siri was repaired under MRS supervision and traffic resumed on 26th January

(e) All engineering projects have been delayed due to the severe weather, in some cases the roads being impassable due to snow.

(f) Repairs to railway facilities in the port of Civitavecchia to enable the port to handle 3,000 tons daily are well in hand. It is hoped to complete this work by the end of February.

4. MECHANICAL ENGINEERING.

(a) Bari: Major Jeffrey has now handed over all duties in connection with traffic and movement matters, and is solely engaged on mechancial and stores matters.

(b) Sicily: Arrangements are in hand with U.S. Navy Yard, Palermo, for the repair of boilers from the mainland, in addition to boiler repair work for the Palermo Compartimento.

(c) Reggio: Exchange of electric locomotives, 626 class, from Calabria with 428 class from Foligno, is proceeding. Additional steam power was badly needed in Reggio during the month and this was met with the transfer of four 625 class engines from Sicily, and two from MRS sources at Naples.

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(d) Car Repairs: Timber released for this work has been loaded and despatched from Circella under arrangements made by the Mechanical Engineering Branch with MRS and Road Division.

(e) Bombrini-Parodi-Delfino at Colleferro: Excellent progress in the conversion of these shops for wagon repairs has been made. Light repairs to 20 freight cars were effected during the month.

(f) Car Reconnaissance: Reconnaissance was made on the rail lines Rome-Mandela and Rome-Frascati in conjunction with MRS. Some 150 rail cars were found between Rome and Mandela, many requiring only light repairs. Recovery of these cars is now proceeding. Other cars in running order have been transferred to the State Railway system. No cars of any kind were found on the Rome-Frascati line.

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5. STORES.

(a) Stores Officer attended a conference of Supply Officers G-4 MTOUSA. Information was received as to the allocation of tyres to A.C. It is not expected that sufficient tyres will be received at once to meet ISR needs, but, over a period of time, there will be sufficient released to relieve the critical situation of the shortages. The release will cover only standard sizes which constitutes about 50% of the requests. The odd sizes used by Italian cars and trucks will be repaired if practicable to do so.

(b) Justification for six months supply of materials for the ISR has been furnished to the Economic Section, who have the requests in requisition form.

6. TRAFFIC.

(a) The continuation of the washout at Nova Siri on the Metaponto Crotone line undoubtedly contributed to the difficulties in car supply to Sicily. Cars were standing under load at Naples due for the south, and at Reggio for the north, and even with additional locomotive traction, clearance could not be effected with resultant difficulties in meeting the demands of Sicily for freight cars. The matter is under careful review, and a day to day check on freight cars into Reggio is being maintained. It is hoped that the completion of repairs to the washout (as mentioned in the Engineer's report) will facilitate the flow of traffic.

(b) On the passenger side the event of the month was the first civilian passenger train between Rome and Naples since Allied occupation of the Capital. The first train, which left Rome on 22nd January, with a 12 hours schedule, ran via Formia owing to track repairs on the route via Cassino, and control of traffic has been excellent. The Minister of Communications travelled on the first train and was warmly welcomed en route and upon arrival at Naples. Since starting the train has already been once strengthened, when it conveyed a number of delegates to the first Italian Free Trade Union Conference in Naples.

(c) The shortage of passenger rolling stock is preventing further expansion of passenger services. The many attempts to board military freight trains will be overcome as soon as it is possible to offer even a skeleton service to areas which in the past have known normal communications with the Capital. The absence of electric power is a further factor which restricts train operation. An expansion of the system whereby civilian passengers travel by ISR workers' trains has also been introduced, and Caserta and Naples are thereby linked with a fairly satisfactory morning and evening service.

(d) Continued liaison has been maintained with the Movements Division in order to ensure that full interchange of views and traffic needs are sustained, but freight services still fail to reach the requirements for the accomplishment of the Movements programme.

PART IV. ROAD

1. GENERAL.

(a) A.F.H.Q., G-5, before giving consideration to A.C's request for Italian personnel to form additional G.T. and Q.M. Coys., requested that full plans

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PART IV. ROAD

1. GENERAL.

(a) A.F.H.Q., G-5, before giving consideration to A.C's request for Italian personnel to form additional G.T. and Q.M. Coys., requested that full plans should be submitted to, and agreed by, 15th Army Group. This agreement was obtained and the plans were forwarded to A.F.H.Q., G-5.

(b) Subsequent discussions with A.F.H.Q. have now resulted in 5,000 additional Italian personnel being made available to A.C. in the near future; 2,500 to be trained and equipped by A.F.H.Q. to form G.T. Coys., and 2,500 to be trained by A.C. to form Q.M. Truck Coys..

(c) A scheme has been evolved whereby these 5,000 Italians, plus those already employed in G.T. Coys. and Q.M. Truck Coys. working for A.C., shall be formed into a Motor Transport Brigade. This Brigade, if finally approved, will operate and be responsible for all A.C. transport organised on military lines and distributing essential civilian supplies.

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2. OPERATIONS.

(a) On the 29th January a meeting was held in the Roads Division which was attended by all officers commanding British Cadres of General Transport Coys.. It was decided to transfer the 1000 G.T. Coy. from the West side of Italy to the East side as soon as possible. This decision was made in view of the fact that it was generally considered more advantageous to have All G.T. Companies working on one side of Italy and all Q.M. Truck Companies working on the other side. In order that a central operational control could be maintained for the G.T. Companies on the East side, such as is already in existence for the Q.M. Truck Companies on the West side, Lt. Col. Fletcher, CRASC, kindly offered to instruct a British officer in the necessary duties. Capt. Bent, an officer of the Abruzzi-Marche Region, is now working with Lt. Col. Fletcher to this end.

3. MAINTENANCE.

(a) All units of the 1st Truck Battalion working in Army areas have been assigned for all higher echelons of maintenance to the 5th Army. Such units have been assigned to specific Ordnance Companies.

(b) Reports indicate that the ten day system of preventive maintenance is proving successful. This is particularly so in the Truck Battalion. A favourable report on the subject of maintenance has been received this month from the A.F.H.Q. Inspection Team in respect of Abruzzi-Marche vehicles.

(c) Efforts to make use of civilian firms for higher echelons of maintenance have not yet proved successful. The capabilities of one such firm in Naples were tested during the month, but many difficulties were found, such as non-availability of metals, inadequate equipment, etc.. Subject to the approval of higher authority it has, however, been decided to establish a W.D. higher echelon maintenance shop, with its attendant W.D. spares departments in Rome at the factory of A.T.A.C. (a former city omnibus and tramway repair factory) and it is hoped by this means to break away, at least to some extent, from the Army from the point of view of higher echelon repairs and thus avoid the B.L.R. of vehicles for which replacements are so difficult to obtain.

4. SUPPLIES.

(a) The balance of W.D. trucks to complete the load carrying vehicles for the 1st Truck Battalion have been received. 72 civilian load carrying vehicles, (1½ ton Dodge without bodies) ultimately to form part of the above mentioned Truck Brigade, have been received. Seven have had 2½ ton GMC bodies fitted. Arrangements have been made for handling the balance that is being received without bodies, and it has been decided to use 2½ ton bodies in all cases.

PART V. PORT AND WAREHOUSE.

1. LEGHORN.

(a) Receipts have continued to decline while shipments have not fallen off proportionally. The reduction in inventory carried allowed the closing of one warehouse, and it is expected another will be closed soon. This, plus the improvement of the facilities at another warehouse in Leghorn has provided a more efficient operation, decreasing the need for a portion of the military personnel.

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2. ANCONA.

(a) Efforts have continued to increase the warehouse capacity at Ancona. Partial success has been achieved so that present closed capacity is now about 18,000 tons and open capacity over 9,000 tons, compared to 10,000 and 5,000 tons a month ago. Receipts have continued to increase. The month showed the highest inventory since opening these depots, but expected arrivals will soon quadruple this figure. Plans were made in conjunction with the Red Cross to ship [illegible] tons relief clothing supplies from Naples to Ancona. This movement will take place early in February.

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3. FORLI.

(a) Although warehouses in Forli come under the control of 8th Army AMG, they were inspected during the month and a unified programme agreed with Major Young, Economic and Supply Officer of 8th Army AMG. Every effort will be made to increase the lift from Ancona to Forli, and to increase the capacity at Forli. Assistance from 15th Army Group is needed and has recently been requested.

4. NAPLES.

(a) Very little change has occurred in the Naples situation. Magazzini Generali e Frigoriferi have agreed to reduce their schedule of management charges, but this solution is only temporary. (See para 5 below).

(b) UNRRA receipts were less than expected, and offered no particular problems.

5. GENERAL.

(a) Plans are in the making for turning over to Federazione Consorzi Agrari the operation of the warehouses at Ancona, Leghorn, and Naples.

for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

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

AC TN MEMORANDUM
NUMBER 1.

APPENDIX "A"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

RE-ORGANISATION OF TRANSPORTATION SUB-COMMISSION, AC.

1. With effect from the date of this Memorandum, the Transportation Sub-Commission, A.C., will be composed of a Director, Deputy Director, Planning Staff, and five divisions - Administration, Movements, Rail, Road, and Port and Warehouse. Their duties are set out in the following paragraphs. It is emphasised, however, that the duties are in all cases within the general framework of the Transportation Sub-Commission's responsibility and subject to any changes in policy that may be laid down by higher authority.

2. The Planning Staff will be responsible for all forward planning on transportation questions; it will advise and work closely with the Priorities Board (see Executive Order No. 4) and with the Movements Division.

3. The Administration Division will cover all internal administration, keeping of personnel records, assignments and transfers of personnel, and central secretarial work. Its Accounting Branch will be responsible for accounting for all stores handled at A.C. warehouses, keeping records, etc.. Its Statistical Branch will keep records of all movements by rail, road, sea and other means.

4. The Movements Division will ensure that the policy laid down by the Priorities Board is carried out; it will determine, in accordance with the bids made to it, what traffic is to be carried by rail, road, sea, including coastal, inland water transport, or other means, and how best this work can be coordinated with military movements; for this purpose it will have Rail, Road and Shipping Branches. The Movements Division will make out and circulate programmes and be responsible for seeing that they are fulfilled or for notifying those concerned of changes of programme. The Movements Division will not, however, be responsible for the technical aspect of the carrying agency's work which is the concern of the Rail, Road, and Port and Warehouse Divisions referred to below, and of the Shipping Sub-Commission.

5. The Rail Division will be responsible for the technical aspect of the Italian Railways' work, for advising the Movements Division what can be carried by rail, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and reconstruction of all rail facilities including track, locomotives, rolling stock, stations, buildings, etc.. It will work in close contact with the UNRRA and the Italian State Railways.

6. The Road Division will be responsible for technical questions on all operation by road, for advising the Movements Division what can be carried by road, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and provision of road vehicles. It will be responsible for the raising of new road transport units. It will assist and render technical advice to the Italian road organisations.

7. The Port and Warehouse Division will be responsible for the technical

Declassified E.O. 12356 Section 3.3/NND No. 745021

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6. The Road Division will be responsible for technical questions on all operation by road, for advising the Movements Division what can be carried by road, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and provision of road vehicles. It will be responsible for the raising of new road transport units. It will assist and render technical advice to the Italian road organisations.

7. The Port and Warehouse Division will be responsible for the technical aspect of port, warehouse and inland and coastal water transport work, and for seeing that all installations are worked in the best way possible. Its responsibilities for warehouses will extend only to those warehouses which are used as incidental to transportation, e.g., at ports and at certain limited points in the interior. The Port and Warehouse Division will advise the Movements Division of port capacities for loading and discharging ships, and of any changes in capacity. It will plan and assist with the repair and construction of all facilities at ports, warehouses, and in connection with coastal and inland water transport. The Division will work in close contact with the Shipping Sub-Commission.

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APPENDIX "A"

(8) When rail, road, port, shipping and other facilities are controlled by a military formation, the Movements Division will request an allotment of capacity from the competent military authority.

By command of Rear Admiral Stone:

(Sgd.) MERRITT H. TAYLOR
Director
Transportation Sub-Commission

19th January, 1945.

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

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945. APPENDIX "9"

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

Ref: 169/2/Tn 1 24th January, 1945.

SUBJECT: Transportation Organisation, AC.

TO : Regional Commissioners, All Regions.

1. Transportation Sub-Commission at Headquarters Allied Commission has recently been reorganised and details will be issued by its Director for the information of all concerned.

2. The main function of the Transportation Sub-Commission is to act through the Economic Section as the Headquarters staff branch of the Chief Commissioner on all transportation and movements questions.

3. All transportation and movements questions in the field will be dealt with by the Regional Commissioner. (An exception will be made in the case of military truck units, about which separate instructions will be issued.)

4. Each Regional Commissioner will have a Chief Transportation Officer and other transportation officers on his staff, and it is desirable that their organisation should accord generally with the principles adopted for the Transportation Sub-Commission at Headquarters AC. Regional Transportation Officers will be responsible to and under the command of their Regional Commissioners; they will receive technical instructions from the Transportation Sub-Commission, AC, through Regional Commissioners. As such officers will be under the command of Regional Commissioners, it follows that regional headquarters will deal with the question of administration, promotion and discipline.

5. Transfers of transportation officers from one region to another will be made by Establishments Section in the normal manner.

By command of Rear Admiral Stone:

(Sgd.) M.S. LUSH

BRIGADIER
Chief of Staff

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

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By command of Rear Admiral Stone:

(Sgd.) M.S. LUSH

BRIGADIER
Chief of Staff

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APPENDIX "G"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

DIRECTOR
Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief: Lt. Col. Walter P. Scoggins

Accounts Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Major F.P. Richardson (B)
Mr. Charlie Ryan (A)
Mr. George Gross (A)

MOVEMENTS DIVISION (Tn 3)
Chief: Col. M.J. Sieff (B)

Rail Branch
Lt. Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clinging (B)

Road Branch
Lt. Col. J.H. Bordass (B)
Major C. Strait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. W. Ainsworth (B)
Capt. J.F. Halsted (B)

Shipping Branch
Lt. Col. J.A. Balfour (B)
Major A.H. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hesselton (B)

RAIL DIVISION (Tn 4)
Chief: Lt. Col. O.H. Lindberg (B)

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Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief: Lt. Col. Walker P. Scoggins

Accounts Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChillo (A)

PLANNING STAFF (Tn 2)
Major F.P. Richardson (B)
Mr. Charlie Ryan (A)
Mr. George Gross (A)

MOVEMENTS DIVISION (Tn 3)
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Rail Branch
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Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief: Lt. Col. O.H. Lindberg (B)

Operations Branch
Major W.G. Fletcher (B)
Major A.C. Ping (B)
Major P.C. Matson (A)

Civil Engineering Branch
Major A.H. Street (B)
Major E.J. Molo (B)
Major P.G. Buckley (B)

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APPENDIX "C"

RAIL DIVISION (Cont.)

Mechanical Engineering Branch
Major S.L. Baister (B)
Lt. R.C. Bowie (B)
Major E.N.B. Jeffrey (B)
Lt. N.C. Philby (A)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief: Colonel J.J. Carnes (A)

Operations Branch

-

Administration Branch

Major C.W.A. Pepper (R)

Maintenance Branch
Major H.W. Downer (A)
Major D.C. Moyle (B)
Major D.T.L. Bruce (B)

Supply Branch

Capt. W.G. Petersen

PORT AND WAREHOUSE DIVISION (Tn 6)
Chief: Mr. Charles C. Crocks (A)

Operations Branch
Capt. F.H. Smith (B)
Mr. B. McDonnell (NZ)
Dr. G. Cazzaroli (Italian)

Port Branch
Lt. G.W.E. Warley (B)
Lt. A. Marina (Italian)
Mr. James B. Hurley (A)

Warehouse Branch
Major R.H. Klein (A)

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

Major G.H. Lear (A)

ROAD DIVISION (Tn 5)
Chief: Colonel J.J. Carnes (A)

Operations Branch

-

Administration Branch

Major C.W.A. Pepper (B)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)
Major D.T.L. Bruce (B)

Supply Branch

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Mr. James B. Hurley (A)

Warehouse Branch
Major R.H. Klein (A)

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

APPENDIX "D".

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

I. SUMMARY OF BIDS AND SHIPMENTS DURING JANUARY (EXCLUDING MEDBO SCHOONERS).

Commodity	Bid	Lifted in tons	Outstanding in tons	In Excess tons	Remarks
Citrus fruit	4,000	2,998	1,002		Ships did not load to capacity on account of non-availability.
Olive Oil	315	210	105		
Phosphates	9,300	16,560	-	7,260	
Food-stuffs	1,527	2,106	-	579	
Salt	6,900	4,946	1,954	-	Part of balance lifted by MEDBO Schooners
Wine	6,000	3,191	2,809	-	
Wheat	1,000	1,192	-	192	
	29,042	31,203	5,870	8,031	

Livestock: 300 horses 40 260
500 cattle 247 253
2000 sheep 1432 568

Other Civil Supplies Lifted during January (Sicily to Torre Annunziata.)

	Tons
Wine	2970
Food Stuffs	860
Cotton	152
	3982

II. TONNAGES LIFTED BY MEDBO SCHOONERS DURING JANUARY.

Timber	650 tons
Food	3,372 "
Carrubeans	520 "
Stores	110 "
Wheat	462 "
Charcoal	560 "

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Citrus fruit	4,000	2,998	1,002		Ships did not load to capacity on account of non-availability.
Olive Oil	315	210	105		
Phosphates	9,300	16,560	-	7,260	
Food-stuffs	1,527	2,106	-	579	
Salt	6,900	4,946	1,954	-	Part of balance lifted by MEDBO Schooners
Wine	6,000	3,191	2,809	-	
Wheat	1,000	1,192	-	192	
	29,042	31,203	5,870	8,031	

Livestock: 300 horses 40 260
500 cattle 247 253
2000 sheep 1432 568

Other Civil Supplies Lifted during January (Sicily to Torre Annunziata)

	Tons
Wine	2970
Food Stuffs	880
Cotton	132
	3982

II. TONNAGES LIFTED BY MEDBO SCHOONERS DURING JANUARY.

Timber	650 tons
Food	3,372 "
Carrubeans	589 "
Stores	110 "
Wheat	462 "
Charcoal	560 "
Sugar	1,025 "
Chestnuts	350 "
Miscellaneous	1,254 "
Island Traffic	1,800 "
Tobacco	72 "
Coal	2,000 "
Cotton	436 "
Fleur	200 "
Salt	2,265 "
Total	15,166 Tons

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TRANSPORTATION SUB-COMMISSION MONTHLY REPORT FOR JAN. 1945
STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES JAN 1945
(All figures in metric tons)

1945	NAPLES			LEGHORN			ANCONA			TOTAL
	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD
Inv. 1 Jan.	19796.2	914.5	20711.0	34238.2	354.6	34593.4	4004.0	1.6	4005.6	58038.3
Rec. in Jan.	5274.2	796.5	6071.0	4088.3	495.5	4583.8	3968.0	=	3968.0	13330.5
Issued Jan.	4485.5	714.0	5199.5	7799.3	458.1	8257.4	1128.0	1.0	1129.0	13412.8
Inv. 31 Jan.	20585.5	997.0	21582.5	30527.8	392.0	30919.8	6844.0	=	6844.0	57957.3

NOTES:-

(1) Food items include soap, which last month was with non-food.
(2) Leghorn issued 8 cases of medical supplies which were on hand 1 Jan.
(3) Approximately 26 tons of UNRRA commodities received at Naples.
(4) 4,015 tons of flour, and 1551 tons of sugar issued directly from shipside to Consignee included in above table.
(5) Tonnages of clothing on hand in Red Cross Depots under our control at Leghorn and Naple above table.

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TRANSPORTATION SUB-COMMISSION MONTHLY REPORT FOR JAN. 1945 Appendix E
STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES JAN 1945
(All figures in metric tons)

AFHQ 36

PIZ		LEGHORN			ANCONA			TOTAL - WAREHOUSES		
HER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL
14.5	20711.0	34238.8	354.6	34593.4	4001.0	1.1	4005.0	58039.3	1270.1	59309.4
96.5	6071.0	4088.3	495.5	4583.8	3568.0	=	3568.0	12930.8	1292.0	14222.8
14.0	5199.5	7709.3	458.1	8257.4	1128.0	1.0	1129.0	13412.8	1173.1	14585.9
97.0	21882.5	30527.8	392.0	30919.3	6444.0	=	6444.0	57557.3	1389.0	58946.3

de soap, which last month was with non-food.
cases of medical supplies which were on hand 1 Jan.
tons of UNRRA commodities received at Naples.
our, and 1551 tons of sugar issued directly from shipside to Consignee at Naples not
e table.
hing on hand in Red Cross Depots under our control at Leghorn and Naples NOT included in

Transportation S/C

HEADQUARTERS ALLIED COMMISSION
Public Works and Utilities Sub-Commission
APO 394

Reference : 158/PWU 13 February 1945.

Subject : Transmittal of Electric Plant Rehabilitation Report.

To : See Distribution List.

1. Transmitted herewith is a copy of a report prepared by the Electrical Division of the Public Works and Utilities Sub-Commission detailing the production of electricity and the progress of repairs to electric plants.

W.H.LIFFEN
Lt-Colonel,
Chief Electrical Div.

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PUGLIA REGION
LIGURIA-PIEDMONT REGION
LOMBARDY REGION
VENETIA REGION.

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HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

ELECTRICAL DIVISION

RESTORATION OF ITALIAN ELECTRICAL PLANT AND TRANSMISSION SYSTEM

PROGRESS REPORT FOR MONTH OF JANUARY 1945

W.M. LAPPER LT.COL.
Chief Electrical Division

Declassified E.O. 12356 Section 3.3/NND No. 763031

RESTORATION OF ITALIAN ELECTRICAL PLANT AND TRANSMISSION SYSTEM

PROGRESS REPORT FOR MONTH OF JANUARY 1945

W.M. LAPTHR LT.COL.
Chief Electrical Division

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

CENTRAL ITALY

TABLE "A"

Installed generating capacity and present output of generating stations in operation on the grid system as of 31 January 1945.

Name of Station	Installed generating capacity KW	Present output capacity KW	REMARKS Reason for LOSS in output
ACQUORIA	57,300	3,400	War damage.
ANCONA TH.	4,240	-	War damage.
ANGUIARI	1,308	-	War damage.
ANVERSA PRINCIPALE	30,000	-	War damage.
ARCI	8,320	5,000	Insufficient water.
ARLA	3,500	-	Enemy hands.
AURELIA TH.	2,500	-	War damage.
AVENTINO	9,600	-	War damage.
BASTARDO TH.	15,000	-	War damage.
BOLOGNOLA	2,760	1,350	Insufficient water.
BORGO (PIORACO)	1,182	-	No report.
BUSSI SUL TIRINO 2 S.	1,300	-	No report.
CANISTRO	New const.	-	War damage. 12,960 KW.
CANTERNO	New.const.	-	Being completed. 12,000 KW
CARSOLI	1,048	4700	Incomplete report.
CASTELLANO	6,720	-	War damage.
CASTELMADAMA	14,000	-	War damage.
CASTELNUOVO GARFAGNANA	7,200	-	Enemy hands.
CASTELNUOVO SABBIONI TH.	20,400	-	War damage.
CASTELNUOVO VAL CECINA TH.	18,000	-	War damage.

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Name of station	Pre-war capacity KW	Present capacity KW	
ACQUORIA	57,300	3,400	War damage.
ANCONA TH.	4,240	-	War damage.
ANGHIARI	1,308	-	War damage.
ANVERSA PRINCIPALE	30,000	-	War damage.
ARCI	6,320	5,000	Insufficient water.
ARLIA	3,500	-	Enemy hands.
AURELIA TH.	2,500	-	War damage.
AVENTINO	9,600	-	War damage.
BASTARDO TH.	15,000	-	War damage.
BOLOGNOLA	2,760	1,350	Insufficient water.
BORGO (PIORACO)	1,182	-	No report.
BUSSI SUL TIRINO 2 S.	1,500	-	No report.
CANISTRO	New const.	-	War damage. 12,960 KW.
CANTERNO	New.const.	-	Being completed. 12,000 KW
CARASSAI	1,048	4700	Incomplete report.
CASTELLANO	6,720	-	War damage.
CASTELMADAMA	14,000	-	War damage.
CASTELNUOVO GARFAGNANA	7,200	-	Enemy hands.
CASTELNUOVO SABBIONI TH.	20,400	-	War damage.
CASTELNUOVO VAL CECINA TH.	48,000	-	War damage.
CHIENO	12,860	3,500 KW	Unit transferred.
CERV..E.	9,000	6,900	Aged machines.
COLLEBEATO	9,000	-	War damage.

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C E N T R A L I T A L Y

TABLE "A" (Continued)

Name of Station	Installed generating capacity KW	Present output capacity KW	REMARKS Reason for LOSS in output
COMELICO SUP.	9,120	5,700	Insufficient water.
CORFINO (PONTE ROSI)	4,780	-	Enemy hands.
COTILE	54,720	-	War damage.
DE CROCE	1,800	550 a	Incomplete report.
F.E. 1	19,200	-	War damage.
F.E. 2	9,000	4,500	War damage.
FORNI AVOLTRI (CHIAZOLI)	2,880	-	War damage.
FONTECCHIA	4,500	-	War damage.
FUSIO	2,820	-	War damage.
GALLETTO	137,600	20,000	War damage.
GALLICANO	22,000	-	War damage.
GARDA, SUPERIORE	14,000	-	War damage.
GLACIER TMO (L.E.)	7,240	-	War damage.
LAGO GRI PICCOLO	1,600	-	War damage.
LANDRO 1 TH.	6,900	2,950	War damage.
LANDRO 2 TH.	72,000	-	War damage.
LIVORNO TH.	42,000	-	War damage.
LIVORNO (U.S. ARMY)	Portable	1,600 a	Portable equipment 4 x 400 KW units. War damage.
MANDEL	6,000	-	War damage.
MARMORE	17,900	-	War damage.
MOLIN. PENG	1,050	-	War damage.

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COMUN.C.UA	9,120	5,700	Insufficient water.
CONFINO (PONTE CORSI)	4,780	-	Enemy mines.
COTRIL.	54,720	-	War damage.
DE CROCO	1,800	550 G	Incomplete report.
F.NE. 1	19,200	-	War damage.
F.NE. 2	9,000	4,500	War damage.
FONTANELLE (GERASOLI)	2,880	-	War damage.
FONTEGUDA	4,800	-	War damage.
FUHLO	2,820	-	War damage.
GALLETO	137,600	20,000	War damage.
GALLIGNO	22,000	-	War damage.
GRUPP. SUPERIORE	14,000	-	War damage.
GUADAGNO (LEC.)	7,240	-	War damage.
L.GO DEI PINI SVI	1,680	-	War damage.
L.RUBBIELLO 1 TH.	6,900	2,950	War damage.
L.RUBBIELLO 2 TH.	72,000	-	War damage.
LIVORNO TH.	42,000	-	War damage.
LIVORNO (U.S. ARMY)	Portable	1,600 G	Portable equipment 4 x 400 GPH units.
MANDEL.	6,000	-	War damage.
M.MONT	17,900	-	War damage.
MOLINI. PANIC	1,050	-	War damage.
MONTE 1 S.	1,080	-	War damage.
MONTE 2 S.	1,686	-	War damage.
MORINO	12,900	-	War damage.
MOZZANO	2,850	-	War damage.
NER. MONTORO	19,600	15,800	Insufficient water.

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TABLE "A" (Continued)

Name of Station	Installed generating capacity KW	Present output capacity KW	REMARKS Reason for LOSS in output
PAPIGNO	66,000	-	War damage.
PAVANA	12,800	-	War damage.
PED.SO	4,500	3,500	
PELAGALLI (SPINELLE)	2,000	1,000	War damage.
PESC.R. 1	9,920	-	War damage.
PESC.R. 2	11,520	-	War damage.
PESC.R. 3	20,500	-	War damage.
PESC.R. 4	28,800	-	War damage.
PETRORIO (CECIO)	4,000	-	War damage.
PIANARUCCI	1,920	1,900 @	
PIAN DELL. ROCC.	33,600	1,000 @	War damage.
PIANICELLI	1,870	1,600	
PIETRAFIT. TH.	16,300	-	War damage.
PIOMBINO TH.	6,960	-	War damage.
POLVERIFICIO FONTANA LIRI	1,850	-	War damage.
PONTEROTTA (G.GIOVANNI RIC.)	9,000	-	War damage.
PONTIVO S.S. (MONTATIRE)	7,100	-	War damage.
PONTOPIANO TH.	4,480	-	War damage.
PRATICCIO	1,175	-	War damage.
PRATOI	9,100	-	War damage.
PROVVIDENZA	Not const.	-	Proposed 120,000 KW.

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PARETO	66,000	-	War damage.
P.VARA	12,000	-	War damage.
PEL.GO	4,500	3,500	
PELAGALLI (SERELLE)	2,000	1,000	War damage.
PESC.R. 1	9,920	-	War damage.
PESC.R. 2	11,520	-	War damage.
PESC.R. 3	20,500	-	War damage.
PESCAT. A	28,800	-	War damage.
PETROPIANO (CERIO)	4,000	-	War damage.
PIANAROCCI	1,920	1,900 @	
PIAN DELL. MOCC.	33,600	1,000 @	War damage.
PIANICELL.	1,870	1,600	
PIETRAFITT. SN.	16,300	-	War damage.
PIOMBINO SN.	6,960	-	War damage.
POLVERIFICIO FONTANA LIRI	1,850	-	War damage.
POLVERIFICIO (S.GIOVANNI INC.)	9,000	-	War damage.
PORCHIO 3 S. (RESTAURO)	7,100	-	War damage.
PORCHIANO ST.	4,430	-	War damage.
PRATICO	1,175	-	War damage.
PRICI	9,100	-	War damage.
PROVVIDENZA	New const.	-	Proposed 120,000 KW.
RIETI T. (Non Grid)	2,000	840	Coal supply to power.
RIFREDI T.	7,000	-	War damage.
RIONERO (PATENTE) (Non Grid)	3,400	1,400 @	War damage.
ROCCHETTA	3,400	-	Enemy hands.

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C E N T R A L I T A L Y

TABLE "A" (Continued)

Name of Station	Installed generating capacity KW	Present output capacity KW	REMARKS Reason for LESS in output
ROME TR.	52,000	27,900	Maint. & Repairs.
ROSIGNANO FI.	9,344	3,000 ?	War damage.
S.ELIGIO	16,000	-	War damage.
S.ELIA	1,360	185	War damage.
S.[illegible]	New const.	-	Proposed 158,400 KW.
S.SAVINO (SAN)	1,488	480	
SCALELLI	5,000	1,000	Insufficient water.
SCANDRIA	3,150	-	War damage.
SELLANO	1,000	-	Enemy hands.
SILICO	1,200	-	Enemy hands.
SPINADO	12,660	-	War damage.
SPOLETO (NOV. 1943)	2,450	250	
SUSSICO	7,760	3,900	War damage.
TARVIS.	30,000	-	Enemy hands.
TERNI JUTE	1,100	900	
TERNI MINIC.	2,000	-	War damage.
TERNI PLANT	1,500	-	Generator burned out.
TERNI STEEL (Nov. 1943)	1,464	494	
VERMANTELLO	15,500	-	War damage.
VESTA	2,640	2,300	
VOLPI	3,520	2,500	
[illegible] 1	1,775	-	War damage.

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ROSIGNANO TI.	9,340	3,000 @	War damage.
S.ELPIDIO	15,000	-	War damage.
S.[illegible]	1,360	185	War damage.
S.[illegible]	Non const.	-	Proposed 158,400 Kw.
S.SAVINO (SIM)	1,400	480	
SARMEDE	8,000	4,000	Insufficient water.
SELVETA	3,150	-	War damage.
SELLANO	1,080	-	Enemy hands.
SELVICO	1,200	-	Enemy hands.
SPELLICO	12,680	-	War damage.
SPOLETO (Non Grid)	2,450	250	
SUSEGO	7,760	3,400	War damage.
TERNI	30,000	-	Enemy hands.
TERNI JUTE	1,100	900	
TORINO/MIC.	2,800	-	War damage.
TORRE PEL.	1,500	-	Generator burned out.
TORRI SUSA (Non Grid)	1,494	494	
VENAFRO/RUMILO	15,520	-	War damage.
VENZA	8,640	8,300	
VULCI	3,520	2,500	
VOLTA. 1	1,775	-	War damage.
VOLTA. 2	1,200	-	War damage.
SMALL PLANTS	64,500	9,748	50 Plants operating.

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TABLE "A" (continued)

Name of Station	Installed generating capacity KW	Present output capacity KW	REMARKS Reason for loss in output.
MOLISE:			
CAPO VOLTURNO	20,000	-	War damage.
LETI (PRAT. SANNIT.)	9,400	-	War damage.
PONTELATO	2,240	-	War damage.
S.[illegible]SEVO	5,000	-	War damage.
S.S. IRETO	1,250	-	War damage.
SOL.[illegible]	1,070	-	War damage.
V[illegible]	1,000	-	War damage.
TOTALS	1,292,336	145,817	

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MOLISE			
CAPO VOLTURNO	20,000	-	War damage.
LETI (PORTA SANNIT.)	9,400	-	War damage.
PONTEROTTO	2,240	-	War damage.
S.[illegible]	5,000	-	War damage.
S.S IRITO	1,250	-	War damage.
OSI.ETO	1,070	-	War damage.
V[illegible]	1,000	-	War damage.
TOTALS	1,292,336	145,817	

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CENTRAL ITALY

TABLE "B"

Schedule of Generator Capacity in service and being repaired 31 January 1945.

Name of Station	Plant in operation 31 Jan.1945	YEAR 1945					
		28 Feb.	31 March	30 April	31 May	30 June	31 July
ACQUORLA	3,500			4,000			
ARCI	8,320						
BOLOGNOLA	2,760						
CASSOSAI	720						
CEPRANO	3,500			3,500			
CERVARA	9,000						
CORNACCHIA	9,120						
DI CECCO	600						
FARFA 2	4,500						
GALLETO	34,400			34,400		34,400	34,400
LANDRILLO 1	4,600						
LEGNOCHI (U.S.A.)	1,600						
MURA MENTORO	19,600						
PIDASO	4,500						
PILAGALLI	1,000						
PILARUCCI	1,920						
PIAN DELLA ROSA	14,000	11,000					
PIANCELLA	1,870						
RIETI TH.	1,000						
RIORDINO	1,400						
ROSE TIBURNO	33,000						
ROSICARIO	6,000						

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ARCI	8,320						
BOLOGNOLA	2,760						
CARABBI	720						
CERRINO	3,500			3,500			
CERVARA	9,000						
CORNIACCHIA	9,120						
DE CECCO	600						
FAEFA 2	4,500						
GALLETO	34,400			34,400		34,400	34,400
LAURENTIO 1	4,600						
LEOPONI (U.S.A.)	1,600						
MEDA MONTORO	19,600						
PADRO	4,500						
PALAGALLI	1,000						
PLANARUCCI	1,920						
PLAN DELL. ROCA	14,000	11,000					
PLANICELLA	1,870						
RELTI FR.	1,000						
RIONDINO	1,400						
ROSE MICHELI	33,000						
ROSIGNANO	6,000						
S.PLEN.	400						
S.SAVINO (SIS)	600						
SCALELLE	4,000						
SPOLETO	3,500						
SUBLOO	3,380						

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TABLE "B" (Continued)

Name of Station	Plant in operation 31 Jan.1945	1945 28 Feb.	31 March	30 April	31 May	30 June	31 July
TERNI SUD	1,100						
TERNI STEEL	600						
VEST.	2,640						
VULCI	3,520						
[illegible]	16,507						
ABBADIA T.		550	210				
AVEZZANO		4,000					
BAGNI DI TIVOLI			250				
CATERNO		10,000					
CASERTA VO					2,250		
CASTELNUOVO GARIG.			12,000				
CASTIGLIA					5,000		
CERRO 1				4,000			
[illegible]		880					
[illegible]		1,500					
[illegible]						3,000	
[illegible]				500			
[illegible]				140			
[illegible]		1,575					
[illegible]		1,800					
[illegible]		150					
[illegible]					3,000		

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TUNNI STEEL	600							
VESTI	2,640							
VULCI	3,520							
[illegible]	10,567							
ADDOLORATI		350	210					
AVENTINO		4,000						
BAGNI DI TIVOLI			250					
CAPITANO		10,000						
CASTELLANO						2,750		
CASTELNUOVO CORSINA			12,000					
CASTELLANA						5,000		
CIRCOS. 1				4,000				
[illegible]		800						
DEA		1,500						
[illegible]							2,000	
EOLIA, ARCHEO				500				
FORSCHT				140				
GELVEL		1,575						
GIAN		1,000						
[illegible]		150						
[illegible]						3,000		
Monthly Increase		31,174	12,460	48,540	-	45,850	37,400	
TOTALS	203,937	235,111	247,571	296,111	296,111	341,761	379,161	

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TABLE "C"

Installed generating capacity and present output of generating stations in operation as of 31 Jan.1945

Name of Station	Installed generating capacity KW	Present output capacity KW	REMARKS Reason for loss in output
AMIC TH.	3,000	-	No report.
CALUSO	33,200	25,000	Insufficient water.
CAFUANO TH.	45,000	30,000	-
CANDOIA	1,050	-	No report.
CELESTE	1,410	-	No report.
DOGLIANI TH.	8,320	3,000	-
FIERI DI MEZZO	1,080	-	No report.
FRETTA TH.	1,400	-	No report.
G.I.ETO	1,000	-	No report.
MUCRE TH.	1,080	-	No report.
[illegible] 1	10,500	5,400	Insufficient water.
[illegible] 2	11,200	-	War damage.
MARIANICO (FROSINONE)	1,800	-	No report.
MERCURI	1,308	-	No report.
MONTE LUCIO	1,680	-	No report.
NAPOLI [illegible] TH.	1,800	-	No report.
ORICOLA	54,000	36,000	Damaged unit.
S.GIOVANNI A [illegible] TH.	1,800	-	No report.
S. MARCO (S.MARTE)	17,250	5,000	War damage.
SOLURI (SORGENTI)	1,400	-	No report.
SUIO (C.RIGLIANO)	9,225	-	War damage.
TAGLIACO 1	9,600	11,750	-
[illegible] 2	2,000		

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[illegible]	[illegible]		
CALUSIA	33,200	25,000	Insufficient water.
CAPUANO TH.	45,000	30,000	-
CARDOSE	1,050	-	No report.
CELESTE	1,410	-	No report.
COGNENIA TH.	8,820	3,000	-
FIUMI DI ROMA	1,080	-	No report.
FRATTA TH.	1,400	-	No report.
G.L.TRO	1,000	-	No report.
LUCIA TH.	1,080	-	No report.
[illegible]	10,500	5,400	Insufficient water.
[illegible]	11,200	-	War damage.
MARIANICO (F[illegible])	1,000	-	No report.
MERCURI	1,308	-	No report.
NERO LAGO	1,680	-	No report.
NAPOLI STA. M.	1,800	-	No report.
ORIENTAL	54,000	30,000	Damaged unit.
S.GIOVANNI [illegible] TH.	1,800	-	No report.
S. [illegible]	17,250	5,000	War damage.
SOLURI (SCU[illegible])	1,400	-	No report.
SUIO (G.RIGLIANO)	9,225	-	War damage.
TAGLIATO 1	9,600	11,750	-
TAGLIATO 2	2,000		
TARANTO TH.	4,385	-	No report.
TEMPIO GRANDE	72,000	79,000	-
TUSCULANO 2 (CLAVICO)	9,680	8,150	Insufficient water.
71 [illegible]	23,503	-	No report.
TOTALS	332,983	203,300	

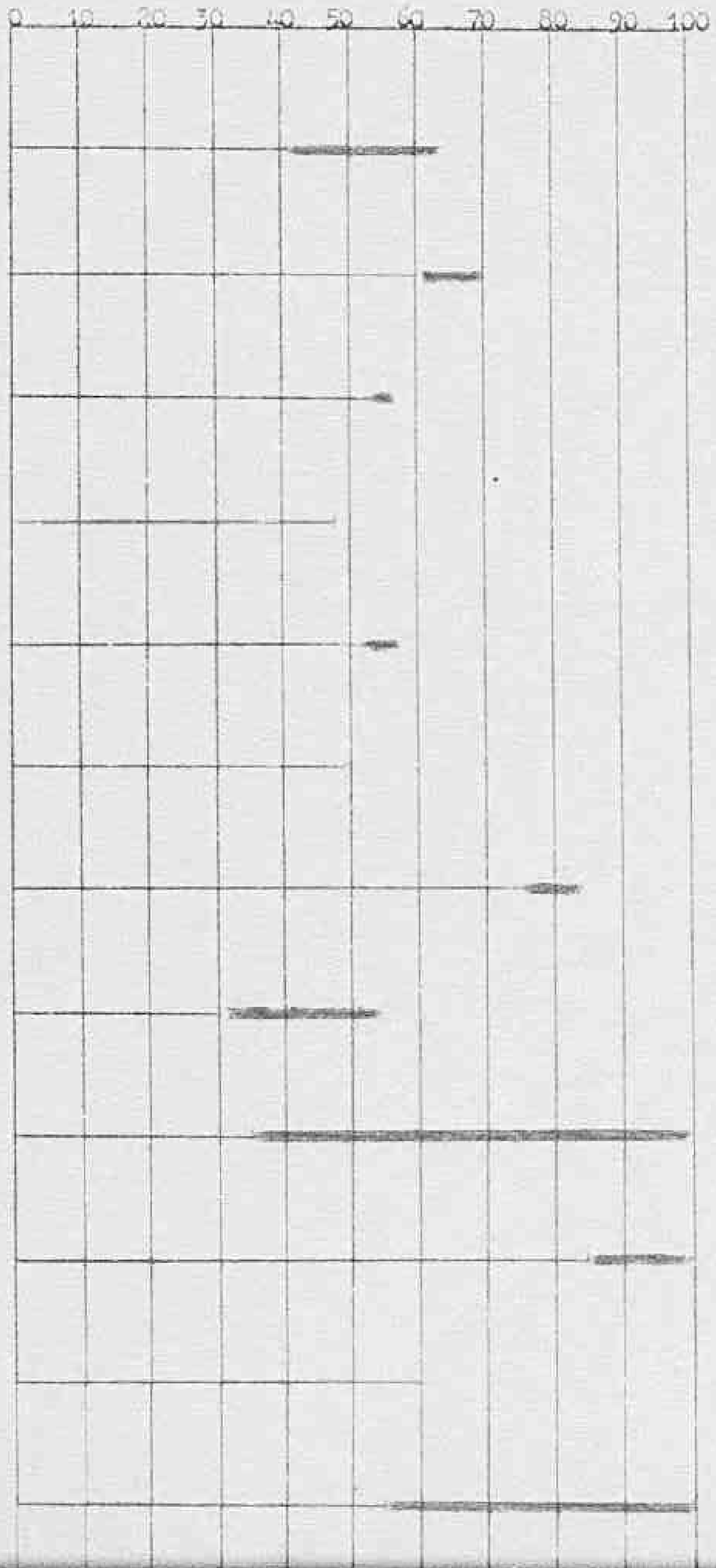
4026

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CENTRAL ITALY

CHART 1

PROGRESS OF RESTORATION OF ELECTRIC TRANSMISSION LINES



TOTAL LENGTH

150 kV Gallato – Lavorantia
94 Km.

150 kV Centorno – Cinecitta'
37,3 Km.

60 kV Terni – [illegible](a.R.)
73,5 Km.

60 kV Terni – [illegible](a.R.)
73,5 Km.

60 kV Terni – Tiburtino (a.R.)
78 Km.

60 kV Terni – Tiburtino (a...)
78 Km.

60 kV Acquaria – [illegible]
68 Km.

30 kV Lascia – [illegible]
30 Km.

30 kV [illegible] – Fabriano
61 Km.

30 kV [illegible] – [illegible]
29 Km.

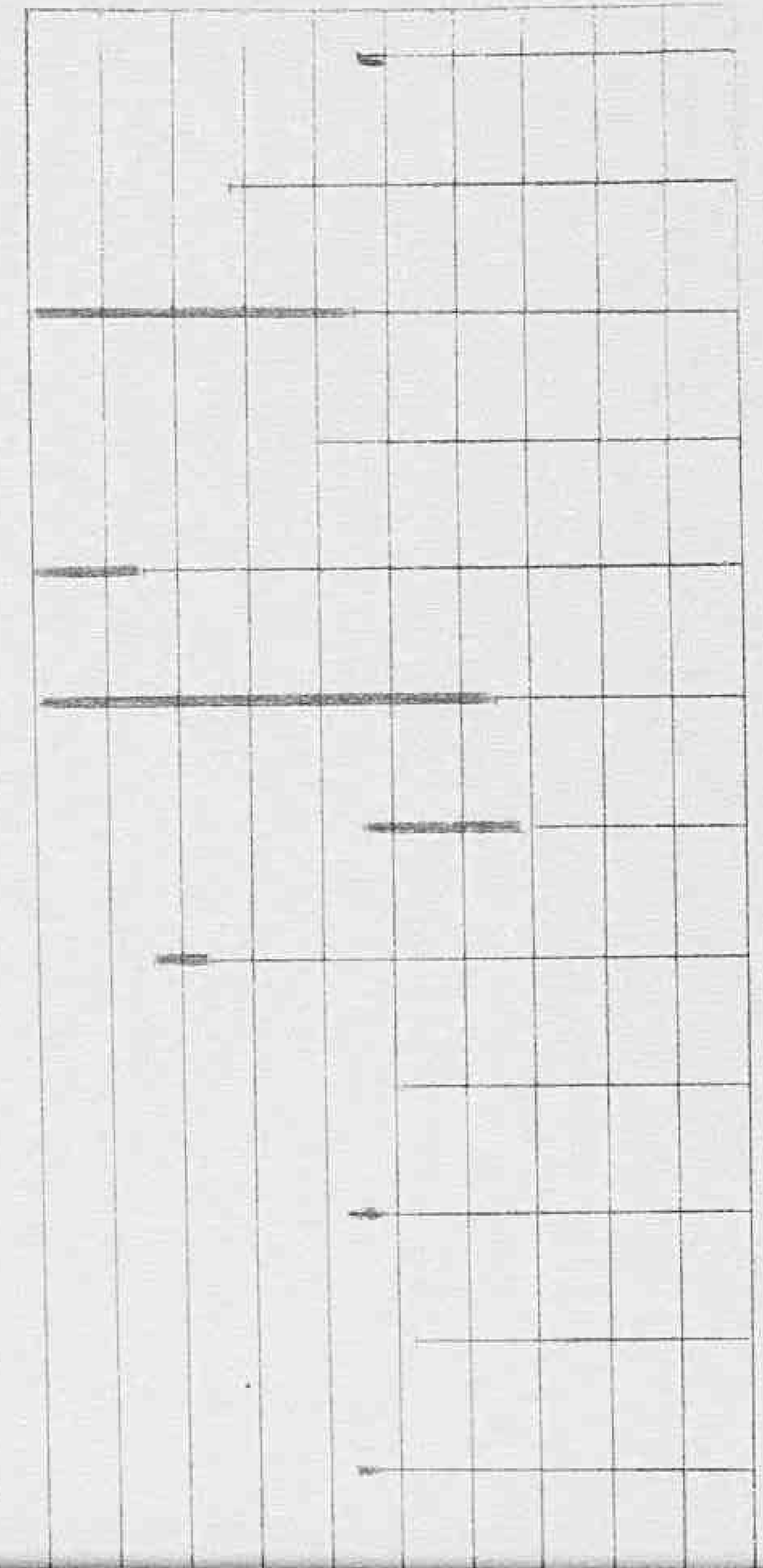
30 kV Foscara – [illegible]
60 Km.

30 kV Fossara – [illegible]
44 Km.

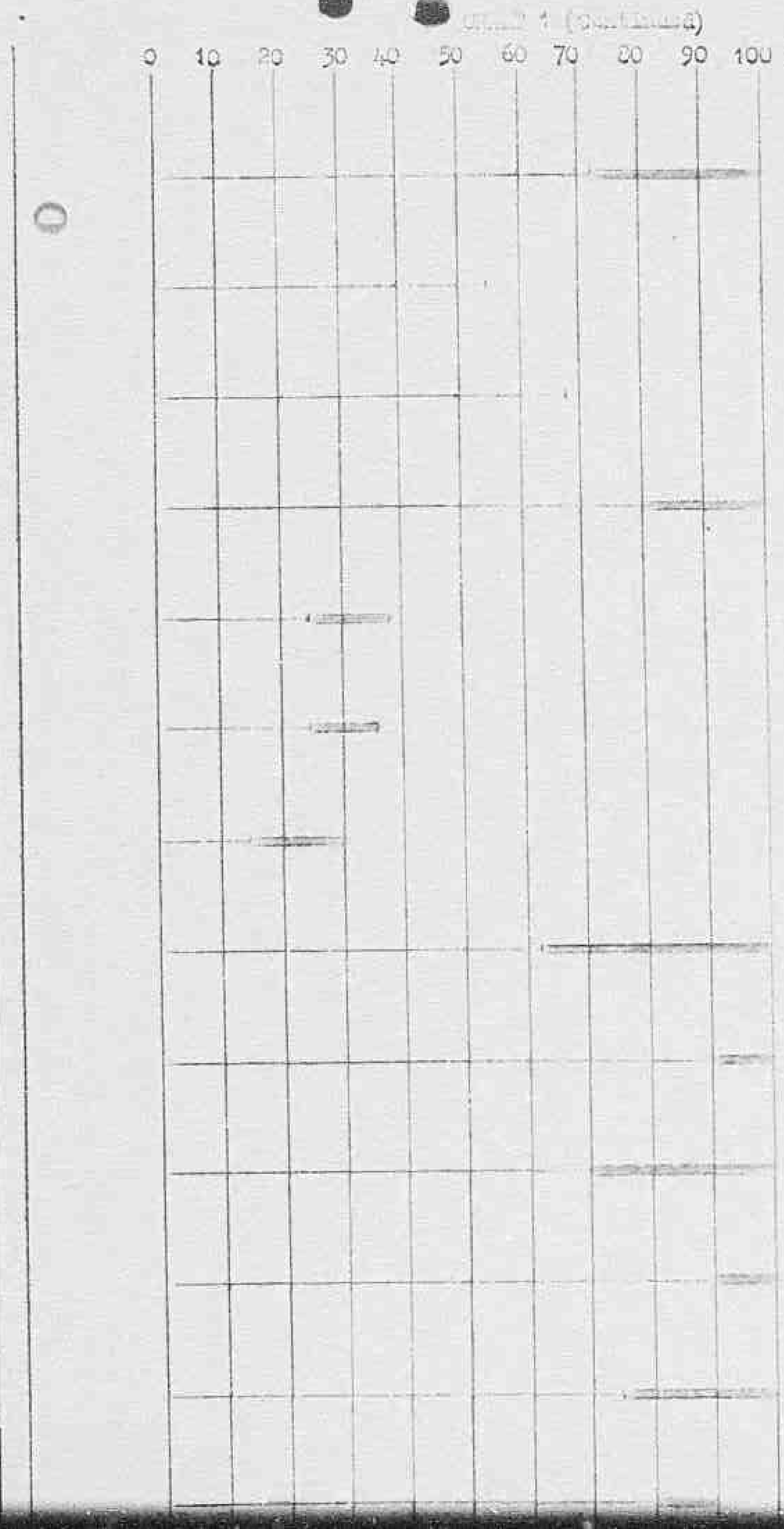
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Note: Red shows restoration completed January 4025



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TOTAL LENGTH

30 kV Antrodoco - Bussi
65 Km.

30 kV Rocca - P. Cubbio
30 Km.

30 kV Cupello - Arbona
40 Km.

30 kV Torano - Monterio
12 Km.

30 kV Capalle - Montecarlo
30 Km.

30 kV Livorno - Portoferr.
29 Km.

30 kV Peccia - Portoferro
27 Km.

60 kV P.Piovano - Piombino
41 Km.

120 kV S.Romano - Tavarnuzze
39 Km.

120 kV P.della Rocca - S.Romano
31 Km.

120 kV Prato - Tavarnuzze
18 Km.

60 kV P.della Rocca - Livorno
66 Km.

30 kV Rifredi - Tavarnuzze
20 Km.

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GRAPH 1 (Continued)



TOTAL LENGTH

120 kV Ciurcomo - P Stipo
37 Km.

120 kV Foligno - Foloctmarn(Nord)
109 Km.

120 kV Foligno - Foloctmarn (Sud)
109 Km.

60 kV Prenestina - Anvorsa
124 Km.

120 kV Rifredi - Tavarnuzze
12 Km.

120 kV Rifredi - Suvi...
52 Km.

230 kV Cupramalto - Pergola
66 Km.

150 kV Castleo - Pescara 3
103 Km.

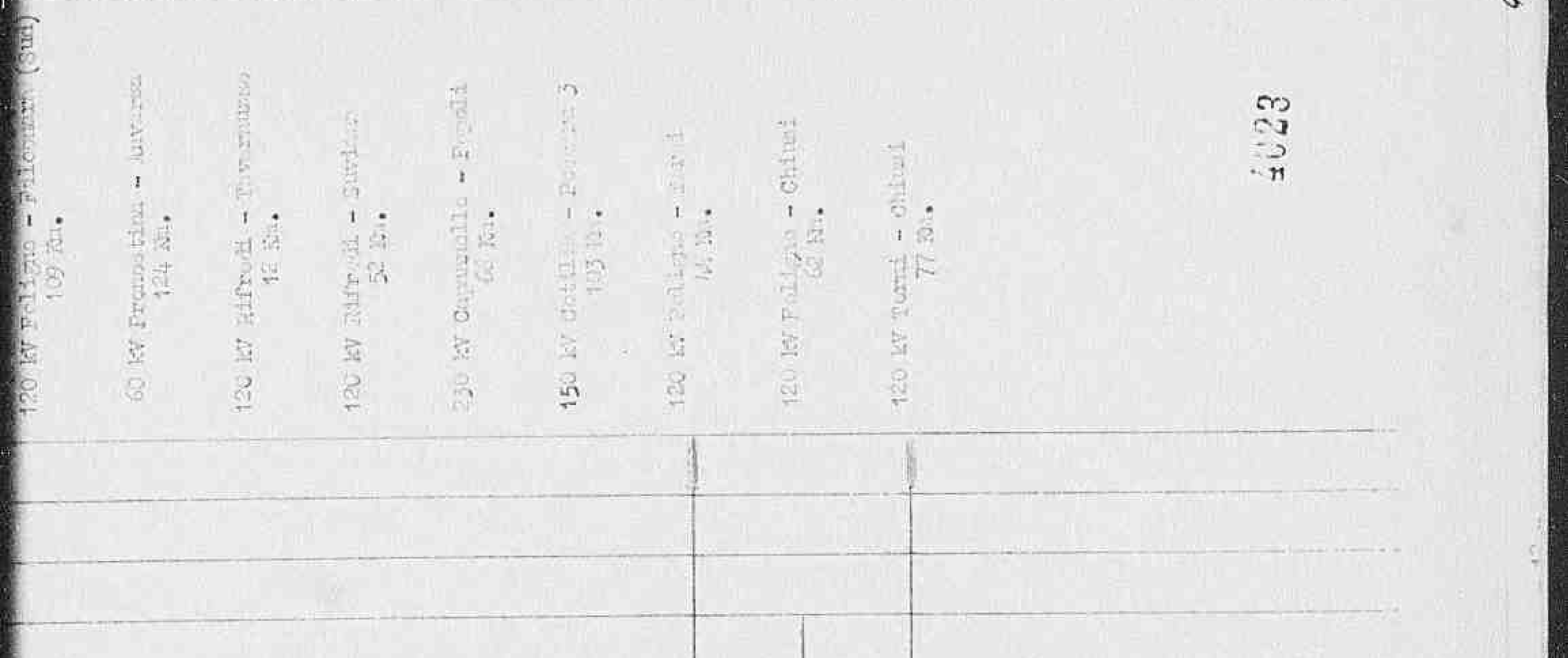
120 kV Foligno - ...
40 Km.

120 kV Foligno - Chiusi
62 Km.

120 kV Terni - Chiusi
77 Km.

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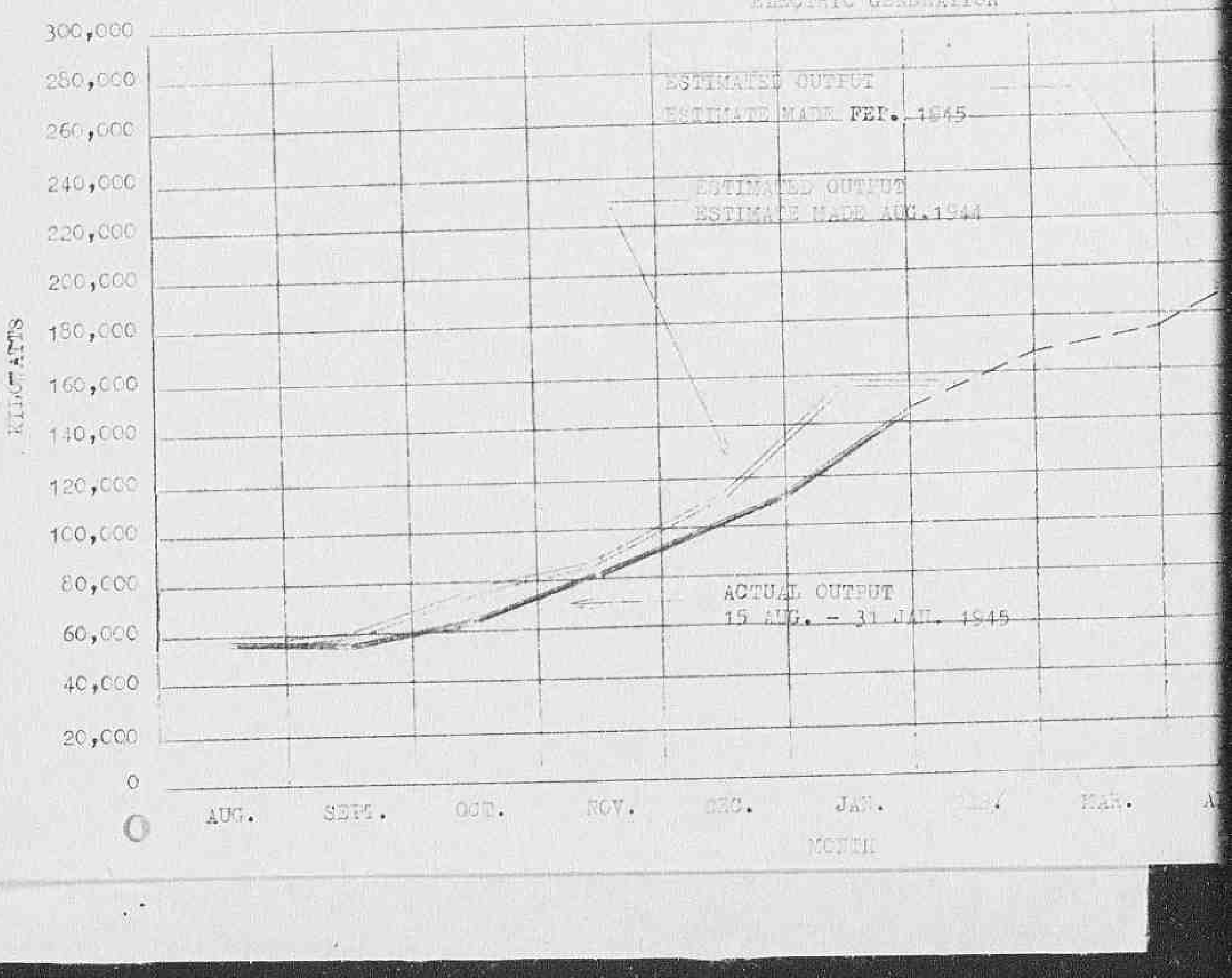


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C E N T R A L I T A L Y

CHART 2

ESTIMATED MONTHLY INCREASE
ELECTRIC GENERATION

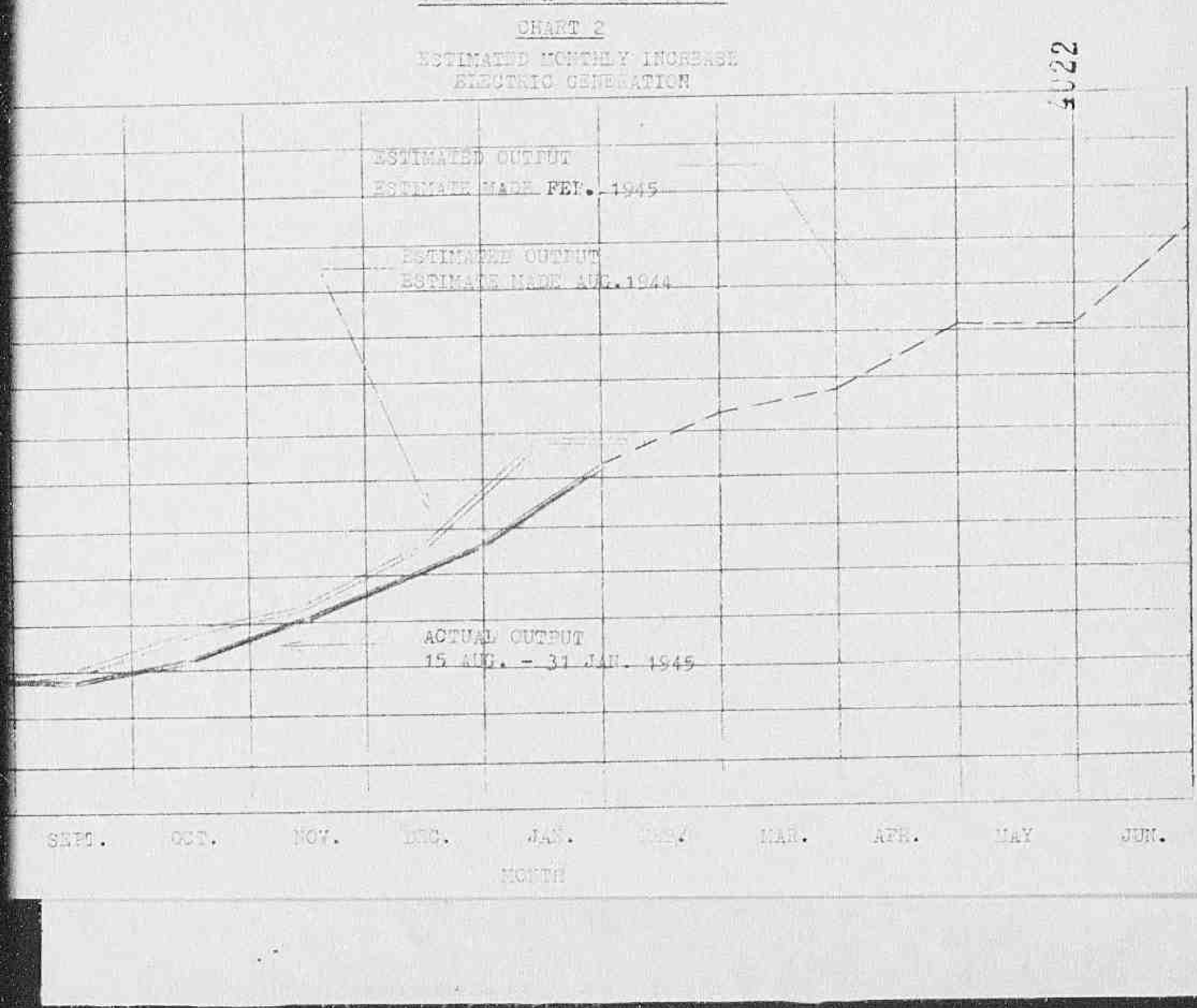


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CENTRAL ITALY

CHART 2

ESTIMATED MONTHLY INCREASE
ELECTRIC GENERATION



R E S T R I C T E D

Tel.489081 HEADQUARTERS ALLIED COMMISSION L"I/ac
Ext. 317Public Works and Utilities Sub-Commission
APO 394

Reference : 158/PWU 24 Jan. 45
Subject : Operation Programme for the month of February 1945 Central Italy - Electricity Scheme

To : DISTRIBUTION BELOW

1) - Attached for your information is operation programme for the month of February 1945 dated 15 of January 1945.

2) - This report contains details of the scheme consisting of loading charts, operating instructions and emergency operating procedure.

3) - Form AC/OP/EL/4 giving allocations for February, was used, at the Electric Power Committee meeting of A.F.L.R.(I) B. held on 22nd January, in setting the February power allocations.

4) - The attached suplements our letter 5th Jan. 45 - file 158/PWU entitled "Electricity Control - Central Italy".

W.N.LAPPER
Lt-Colonel
Chief Elec.Div.

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- Secretary Electric Power Committee A.F.L.R. (I) B.
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MARCHE-ABRUZZI & MOLISE REGION
TOSCANA REGION
EMILIA REGION
LIGURIA REGION
PIEMONTE REGION
LOMBARDIA REGION
VENEZIA REGION

Declassified E.O. 12356 Section 3.3/NND No. 789021

the month of February 1945 dated 15 of January 1945.

2) - This report contains details of the scheme consisting of loading charts, operating instructions and emergency operating procedure.

3) - Form AC/OP/EL/4 giving allocations for February, was used, at the Electric Power Committee meeting of A.F.I.R.(I) B. held on 12nd January, in setting the February power allocations.

4) - The attached suplements our letter 8th Jan. 45 - file 158/PWJ entitled "Electricity Control - Central Italy".

W.K.LAPPER
Lt-Colonel
Chief Elec.Div.

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- Transportation S/C
- P. W. & U. S/C
- Mining Section
- Priority & Movements Sec.
- Requisition Section
- Supply & Resources Sec.

- Secretary Electric Power Committee A.F.I.R. (I) B.

- REG.COMMISSIONER SOUTHERN REG. (Attn Reg. Eng.) LAZIO-UMBRIA REG
MARCHE-ABRUZZI & MOLISE REGION
TOSCANA REGION
EMILIA REGION
LIGURIA REGION
PIEMONTE REGION
LOMBARDIA REGION
VENEZIA REGION

4021

(3)

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

HEADQUARTERS ALLIED COMMISSION
Public Works and Utilities Sub-Commission
APO 394

Electrical Division

GENERAL ITALY ELECTRICITY GRIDS

Operation Programme for the Month of February 1945

C o n t e n t s

Form AC/OE/EL/1 - Summary of Station operation
Form AC/OE/EL/2 - Table of Station loading
Form AC/OE/EL/3 - Notes on operation
Form AC/OE/EL/4 - Chart of allocation of energy
Form AC/OE/EL/5 - Diagram of System
Operation Memorandum N° 1 - Operating instructions
Operation Memorandum N° 2 - Emergency operation

W.T.LAPPER
Lt-Colonel
Chief Elec. Div.

15th January 1945

Declassified E.O. 12356 Section 3.3/NND No. 745021

Contents

Form AC/OP/EL/1 - Summary of Station operation

Form AC/OP/EL/2 - Table of Station loading

Form AC/OP/EL/3 - Notes on operation

Form AC/OP/EL/4 - Chart of allocation of energy

Form AC/OP/EL/5 - Diagram of System

Operation Memorandum N° 1 - Operating instructions

Operation Memorandum N° 2 - Emergency operation

W.M.LAPPER
Lt-Colonel
Chief Elec. Div.

11th January 1945

4020

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

CENTRAL ITALY ELECTRICITY SOCIETY — TEL/ac

MASTER CONTROL CENTRE - ROMA

Operation programme for the Month of February 1963

Units to be generated and maximum load to be carried by each generating station connected to the Central Italy Grid System

Name of Station (1)	Units to be Generated (2)	Maximum Demand (3)	hours in operation (4)
	KWHr	KW	Hours
Gallato	13.300.000	25.000	672
Capranè	2.352.000	3.500	672
Subiaco	2.156.000	3.400	672
Farfa II	3.025.000	4.500	672
Acquoria	2.300.000	3.400	672
Scnielle	2.400.000	3.600	672
Vuloi	1.010.000	1.500	672
Selvene	980.000	1.450	672
S.Savine	530.000	800	672
Treponco	930.000	800	672
S.Antonio	168.000	250	672
Tarquinia	118.000	175	672
Cervara	4.700.000	7.000	672
Veste	1.450.000	2.200	672
Comunacqua	2.830.000	4.200	672
Torri Steel	1.200.000	1.800	672
Farfa Sub	616.000	900	672
Nera Montorio	7.670.000	10.000	672
Aroi	3.300.000	4.800	672
Roma Steam	3.920.000	10.000	672
Roma Diesel	700.000	5.000	672
Centumo	560.000	5.000	672

= 476 019
— 448
— 140
— 112

Declassified E.O. 12356 Section 3.3/NND No. 763021

Name of Station (1)	Units to be Generated (2)	Maximum Demand (3)	hours in operation (4)
	KWH	KW	Hours
Gallato	13,200,000	25,000	672
Caprano	352,000	1,000	672
Subiaco	2,150,000	5,000	672
Parte II	3,975,000	4,500	672
Accuoria	3,300,000	3,400	672
Scalelle	2,400,000	3,600	672
Vulci	1,010,000	1,500	672
Selvone	980,000	1,450	672
S.Savino	530,000	800	672
Treponzo	530,000	800	672
S.Antonio	168,000	250	672
Torquinia	112,000	175	672
Cervara	4,700,000	7,000	672
Vesta	1,460,000	2,000	672
Semmaccua	2,730,000	4,200	672
Terni Diesel	1,000,000	1,500	672
Terni Jute	616,000	900	672
Nera Montoro	7,870,000	12,000	672
Arni	3,300,000	4,800	672
Roma Steam	3,230,000	10,000	672
Roma Diesel	700,000	5,000	672
Canterno	550,000	5,000	672
TOTAL	65,301,000	100,000	

= 476
— 448
— 140
— 112

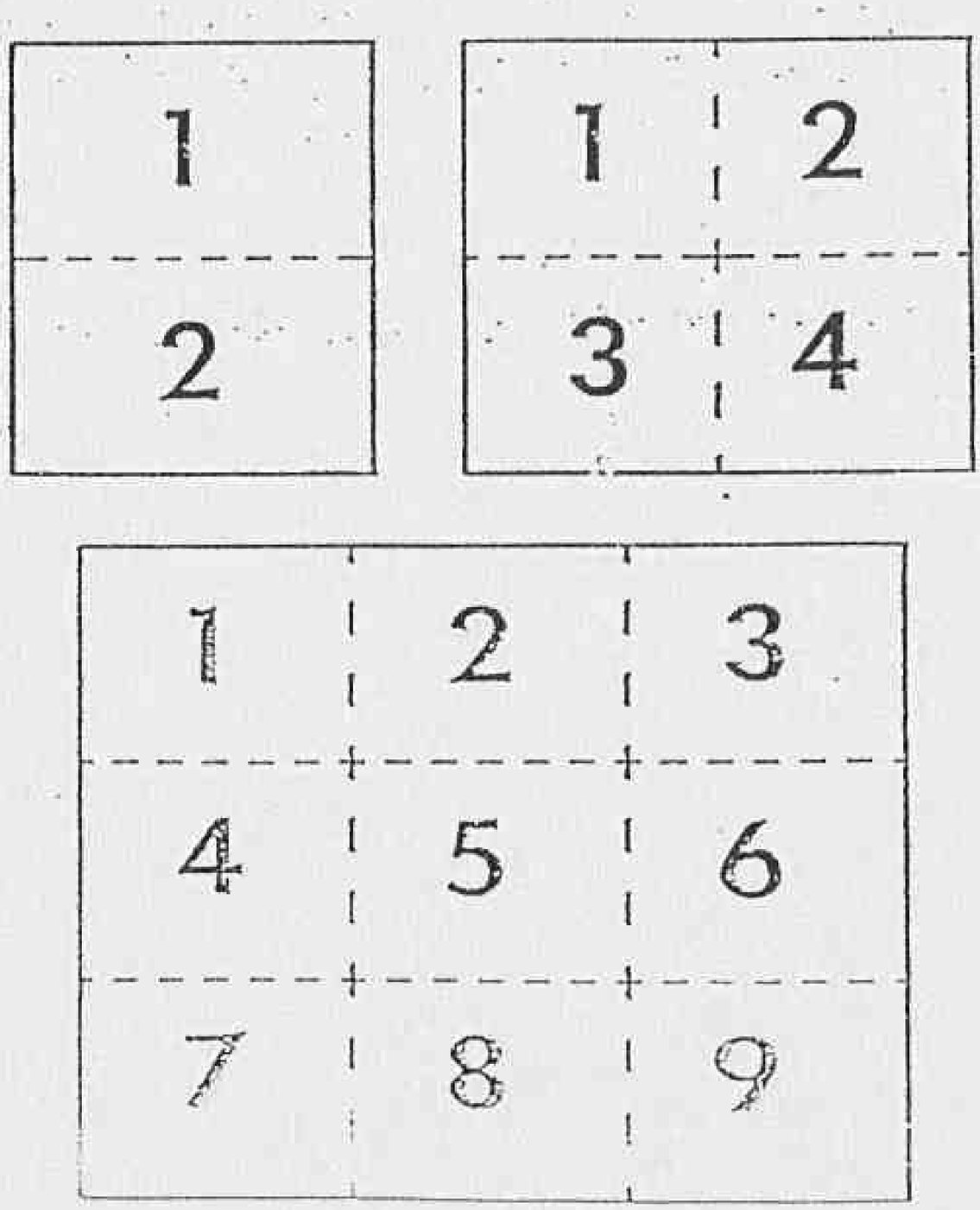
Form AC/OP/EL/1

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

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

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



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

CENTRAL ITALY ELECT

MASTER CONTROL CEN

OPERATION PROGRAMME FOR THE MO

Schedule showing the daily loading of generating stations connected to the

NAME OF STATION	HOURLY LOADING OF STA												
	1	2	3	4	5	6	7	8	9	10	11	12	1
Galleto	11.0	11.0	11.0	11.0	11.0	11.0	15.0	25.0	25.0	25.0	25.0	25.0	2
Cepranо	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Suonico	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	
Farfa II	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Acquoria	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	
Scalelle	3.6	3.6	3.6	3.6	3.6	3.6	3.6	5.0	3.6	3.6	3.6	3.6	
Volci	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Selvena	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	1
S.Savino	0.5	0.8	0.8	0.8	0.8	0.8	0.8	0.5	0.8	0.8	0.8	0.8	
Traponzo	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	
S.Antonio	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
Tarquinia	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	0.175	
Cervara	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Vesta	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	
Comunacqua	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	
Terni Steel	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	
Terni Jute	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	
Nera Montoro	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0	12
Arci							4.8	4.8	4.8	4.8	4.8	4.8	4
Rome Steam*							5.0	10.0	10.0	10.0	10.0	10.0	10
Rome Diesel*													
Canterno													

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

CENTRAL ITALY ELECT 'CITY SCHEME

MASTER CONTROL CENTRE-ROME

OPERATION PROGRAMME FOR THE MONTH OF *February* 1945

e daily loading of generating stations connected to the Central Italy Grid System in order to meet monthly pr

	HOURLY LOADING OF STATIONS IN MEGAWATTS																	
	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	2
0	110	110	150	250	250	250	250	250	250	250	250	250	250	250	250	250	250	20
5	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	3
2	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	3
5	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	4
4	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	3
6	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	3
5	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	1
5	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	14
8	08	08	08	08	09	08	08	08	08	08	08	09	08	09	08	09	08	0
	08	08	08	08	08	08	08	08	08	08	08	08	08	08	08	08	08	0
5	025	025	025	025	025	025	025	025	025	025	025	025	025	025	025	025	025	02
75	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0
	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7
	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	2
2	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	4
7	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	1
9	09	09	09	09	09	09	09	09	09	09	09	09	09	09	09	09	09	0
0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0	12
			4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4
			5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5
												5.0	5.0	5.0	5.0	5.0		
												5.0	5.0	5.0	5.0			

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

ELECT 'CITY SCHEME

TROL CENTRE-ROME

R THE MONTH OF *February* 1945

ed to the Central Italy Grid System in order to meet monthly programme

OF STATIONS IN MEGAWATTS													TOTAL MW
12	13	14	15	16	17	18	19	20	21	22	23	24	
250	250	250	250	250	250	250	250	250	250	200	150	100	477
35	35	35	35	35	35	35	35	35	35	35	35	35	84
32	32	32	32	32	32	32	32	32	32	32	32	32	77
45	45	45	45	45	45	45	45	45	45	45	45	45	103
34	34	34	34	34	34	34	34	34	34	34	34	34	82
36	36	36	36	36	36	36	36	36	36	36	36	36	86
15	15	15	15	15	15	15	15	15	15	15	15	15	36
145	145	145	145	145	145	145	145	145	145	145	145	145	35
08	08	08	08	08	08	09	08	08	08	08	08	08	19
08	08	08	08	08	08	08	08	08	08	08	08	08	19
025	025	025	025	025	025	025	025	025	025	025	025	025	6
0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	0175	4
70	70	70	70	70	70	70	70	70	70	70	70	70	168
22	22	22	22	22	22	22	22	22	22	22	22	22	55
42	42	42	42	42	42	42	42	42	42	42	42	42	101
19	19	19	19	19	19	19	19	19	19	19	19	19	46
09	09	09	09	09	09	09	09	09	09	09	09	09	22
120	120	120	120	120	120	120	120	120	120	120	120	100	274
48	48	48	48	48	48	48	48	48	48	48	48		82
100	100	100	100	100	100	100	100	50	50	50			140
				50	50	50	50	50					25
				50	50	50	50						20

8018

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

Comunacqua	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Terni Steel	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Terni Tube	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Nera Montoro	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
Arci							4.8	4.8	4.8	4.8	4.8	4.8
Rome Steam*							5.0	10.0	10.0	10.0	10.0	10.0
Rome Diesel*												
Canterno												
TOTAL MW.	60	60	60	60	60	60	75	90	90	90	90	90

* In addition 10.0 MW of Steam Plant is kept standing by to meet e
* In addition 5.0 MW of Diesel Plant " " " "

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42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
09	09	09	09	09	09	09	09	09	09	09	09	09	09	09	09	09
100	100	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
		48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
		50	100	100	100	100	100	100	100	100	100	100	100	100	50	50
											50	50	50	50	50	
											50	50	50	50		

60	60	60	75	90	90	90	90	90	90	90	90	100	100	100	100	90	85

0 MW of Steam Plant is kept standing by to meet emergencies
0 MW of Diesel Plant

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42	42	42	42	42	42	42	42	42	42	42	42	42	101
19	19	19	19	19	19	19	19	19	19	19	19	19	46
09	09	09	09	09	09	09	09	09	09	09	09	09	22
120	120	120	120	120	120	120	120	120	120	120	120	100	274
48	48	48	48	48	48	48	48	48	48	48	48		82
100	100	100	100	100	100	100	100	50	50	50			140
				50	50	50	50	50					25
				50	50	50	50						20
90	90	90	90	100	100	100	100	90	85	80	70	60	1964

meet emergencies

3

Form AC/OP/EL/2

CENTRAL ITALY ELECTRICITY SCHEME

MCL/nc

MASTER CONTROL CENTRE - ROME

Operation programme for the Month of February 1945

Notes concerning the operation of the system

1) - The particulars of generation by the Rome steam and diesel Stations will be as follows :

Name of Station	Type of Fuel	Units to be Generated	Maximum load in Month	Fuel Required
		KWHr	KW	Tons
S.Paolo Montemartini	Coal	3,136,000	8,000 ✓	5,000 +
Montemartini	Fuel oil	784,000	2,000	700
Diesel	Diesel oil	700,000	5,000 ✓	350

+ this includes for banking.
✓ does not include emergency operation

2) - The operation programme allows for an equal distribution of generation in order to meet as far as possible emergency conditions in any one district.

3) - In order to save fuel the maximum output will be obtained from the hydro stations, using the Steam and Diesel Stations for day load and emergency conditions.

4) - A sufficient margin of spare capacity will always be operating to meet emergency conditions. Should a second emergency condition arise before a spare margin of plant has been made available, load will be cut off as laid down in operation Memorandum N° 2.

5) - One station will be delegated to carry out system frequency control.

6) - The frequency and voltage of the system will at all times be maintained at the correct standard.

7) - The generated figures shown in the programme form AC/OP/EL/1 and /2 require to be scaled down, to allow for auxiliary

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Stations will be as follows :

Name of Station	Type of fuel	Units to be Generated	Maximum load in Month	Fuel Required
		KWHr	KW	Tons
S.Paolo Montemartini	Coal	3.130,000	8,000 ø	5,000 +
Montemartini	Fuel oil	784,000	2,000	700
Diesel	Diesel oil	700,000	5,000 ø	350

+ this includes for banking.
ø does not include emergency operation.

2) - The operation programme allows for an equal distribution of generation in order to meet as far as possible emergency conditions in any one district.

3) - In order to save fuel the maximum output will be obtained from the hydro stations, using the Steam and Diesel Stations for day load and emergency conditions.

4) - A sufficient margin of spare capacity will always be operating to meet emergency conditions. Should a second emergency condition arise before a spare margin of plant has been again available, load will be cut off as laid down in operation Memorandum N° 2.

5) - One station will be delegated to carry out system frequency control.

6) - The frequency and voltage of the system will at all times be maintained at the correct standard.

7) - The generated figures shown in the programme form AC/OP/EL/1 and /2 require to be scaled down, to allow for auxiliary power and transmission losses, in order to ascertain the energy available for use, this is shown in the table below :

	Available for consumption
- Total units	45.700.000 KWHr
- Maximum demand	90.000 KW

Form AC/OP/EL/3

3

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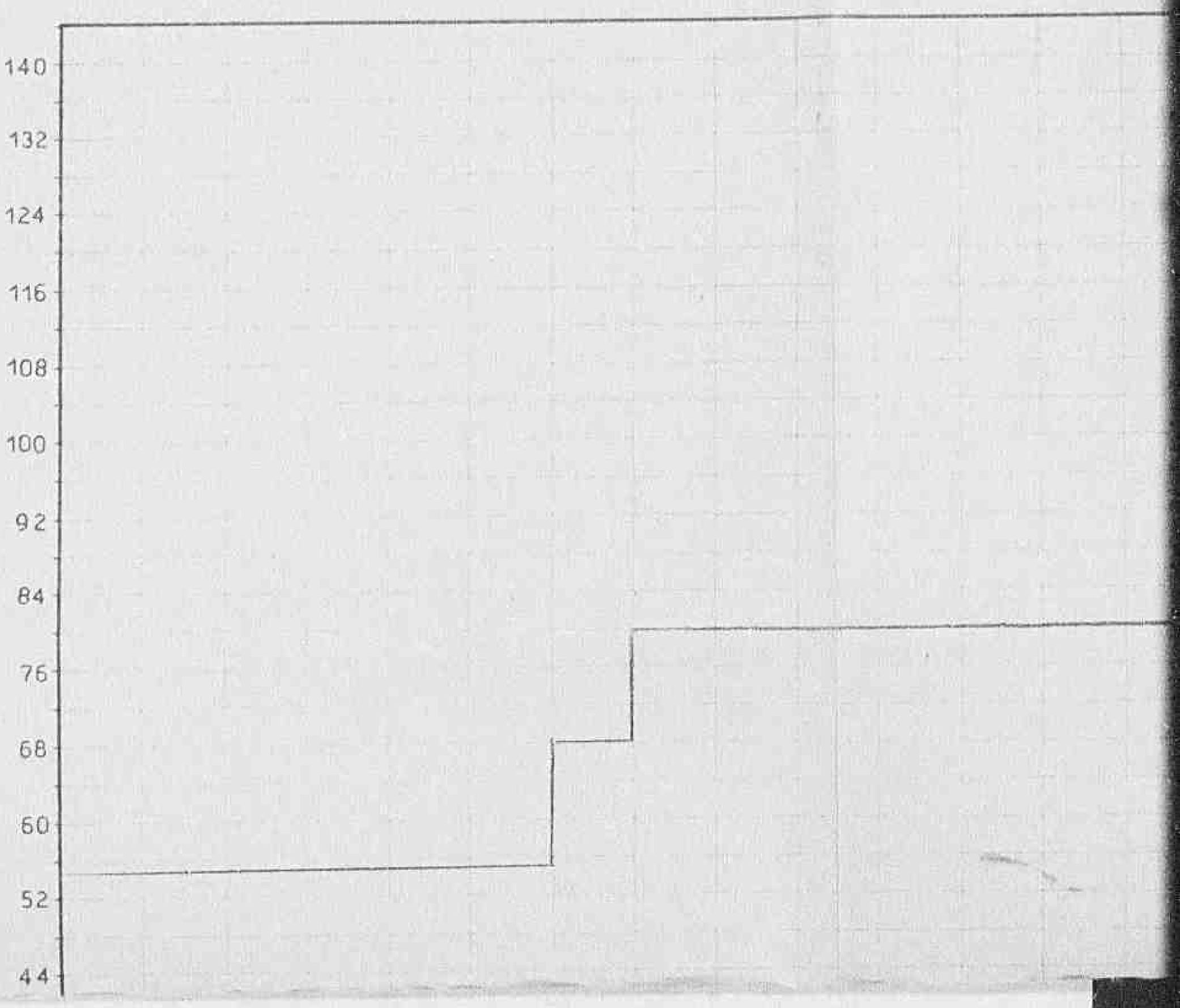
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CENTRAL ITALY ELECTRICI

MASTER CONTROL CENTRE

OPERATION PROGRAMME FOR THE MONTH

Chart showing the daily total energy available from the Central Italy Grid S



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

CENTRAL ITALY ELECTRICITY SCHEME

MASTER CONTROL CENTRE ROME

OPERATION PROGRAMME FOR THE MONTH OF February 1945

daily total energy available from the Central Italy Grid System and allocation of this energy to the various ser

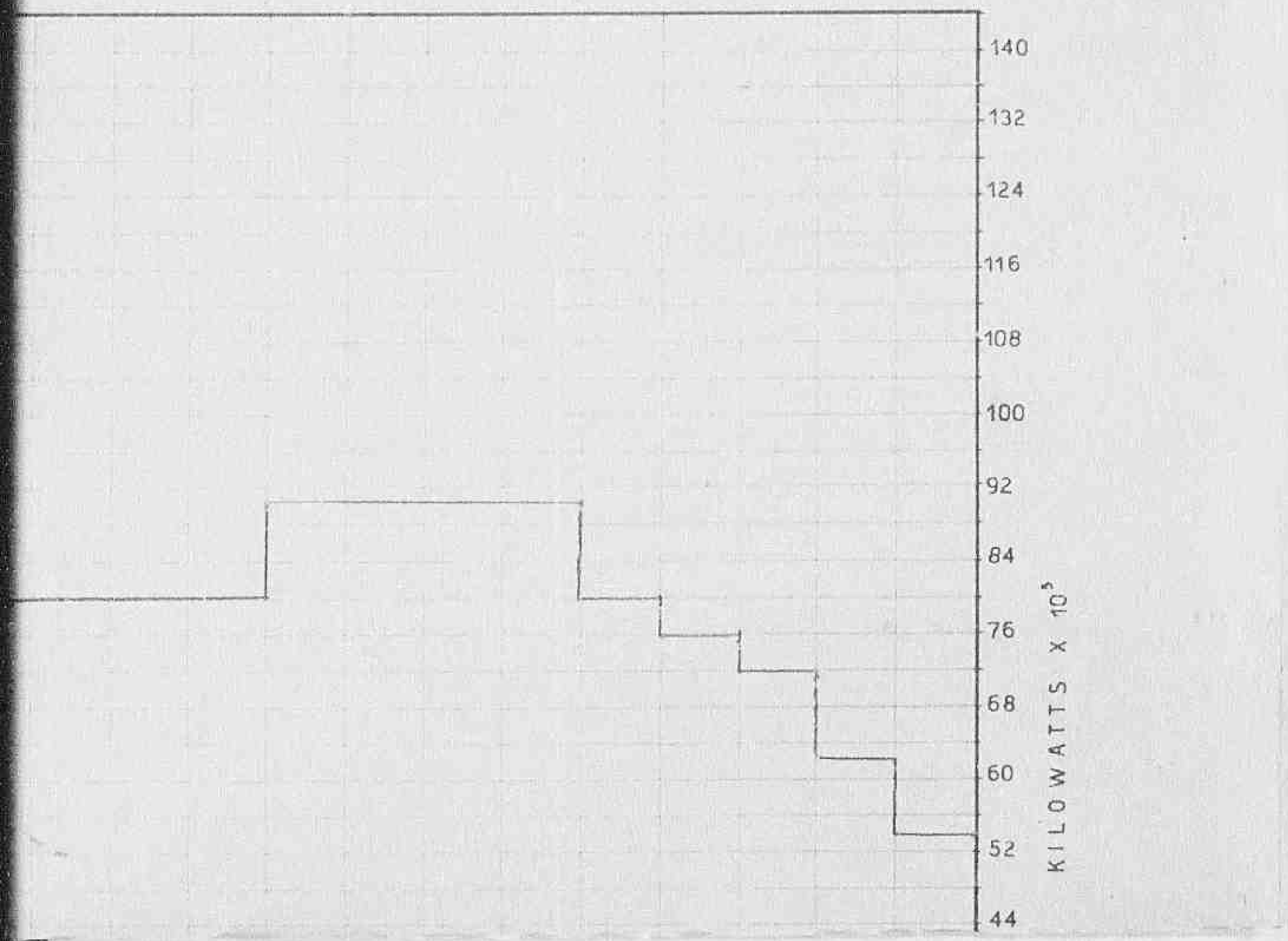
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ELECTRICITY SCHEME

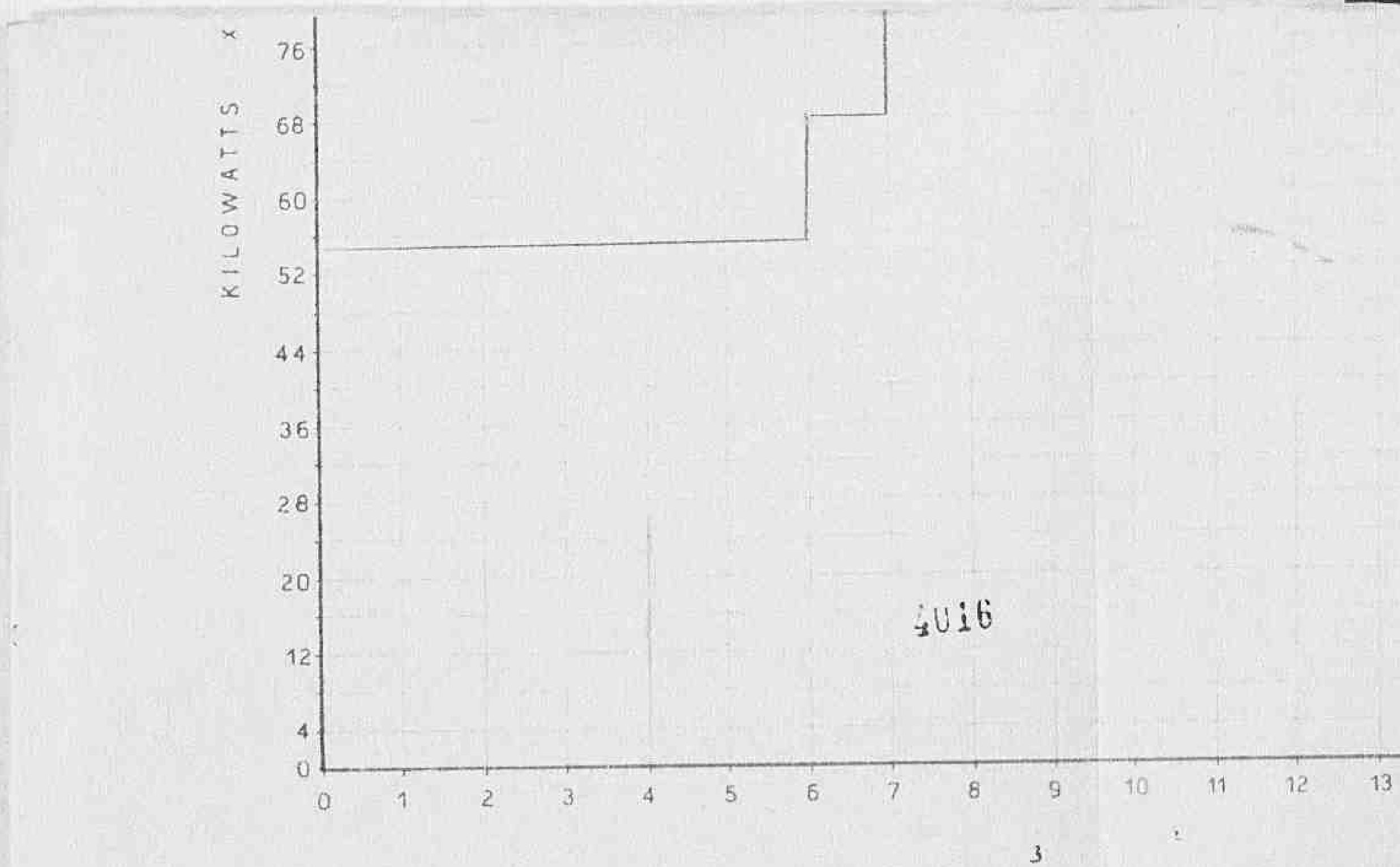
TROL CENTRE ROME

THE MONTH OF February 1945

Italy Grid System and allocation of this energy to the various services.



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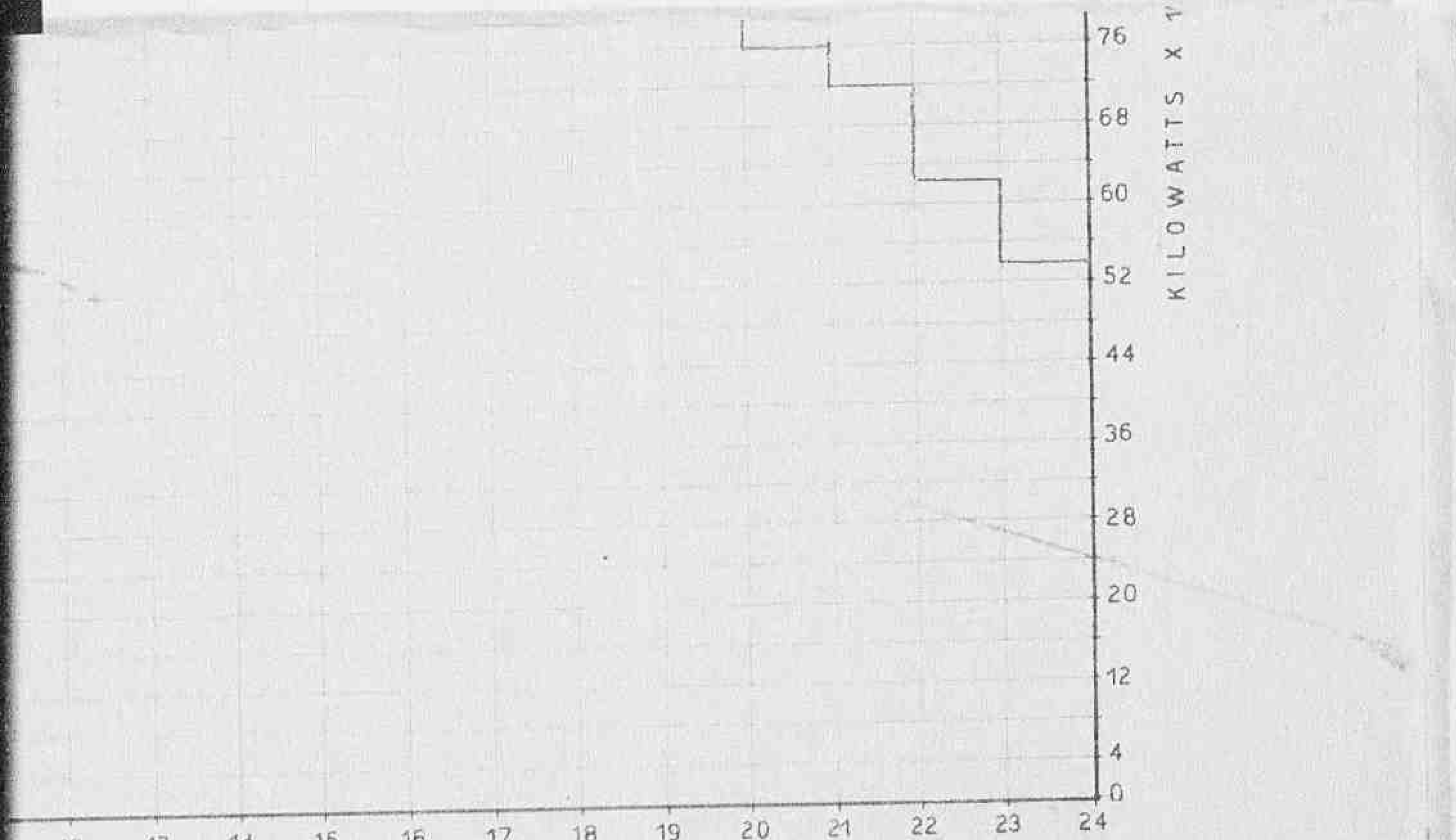


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CENTRAL ITALY ELECTRICITY SCHEME

SCHEMATIC DIAGRAM OF GRID

OPERATION PROGRAMME FOR FEBRUARY 1945

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RICITY SCHEME

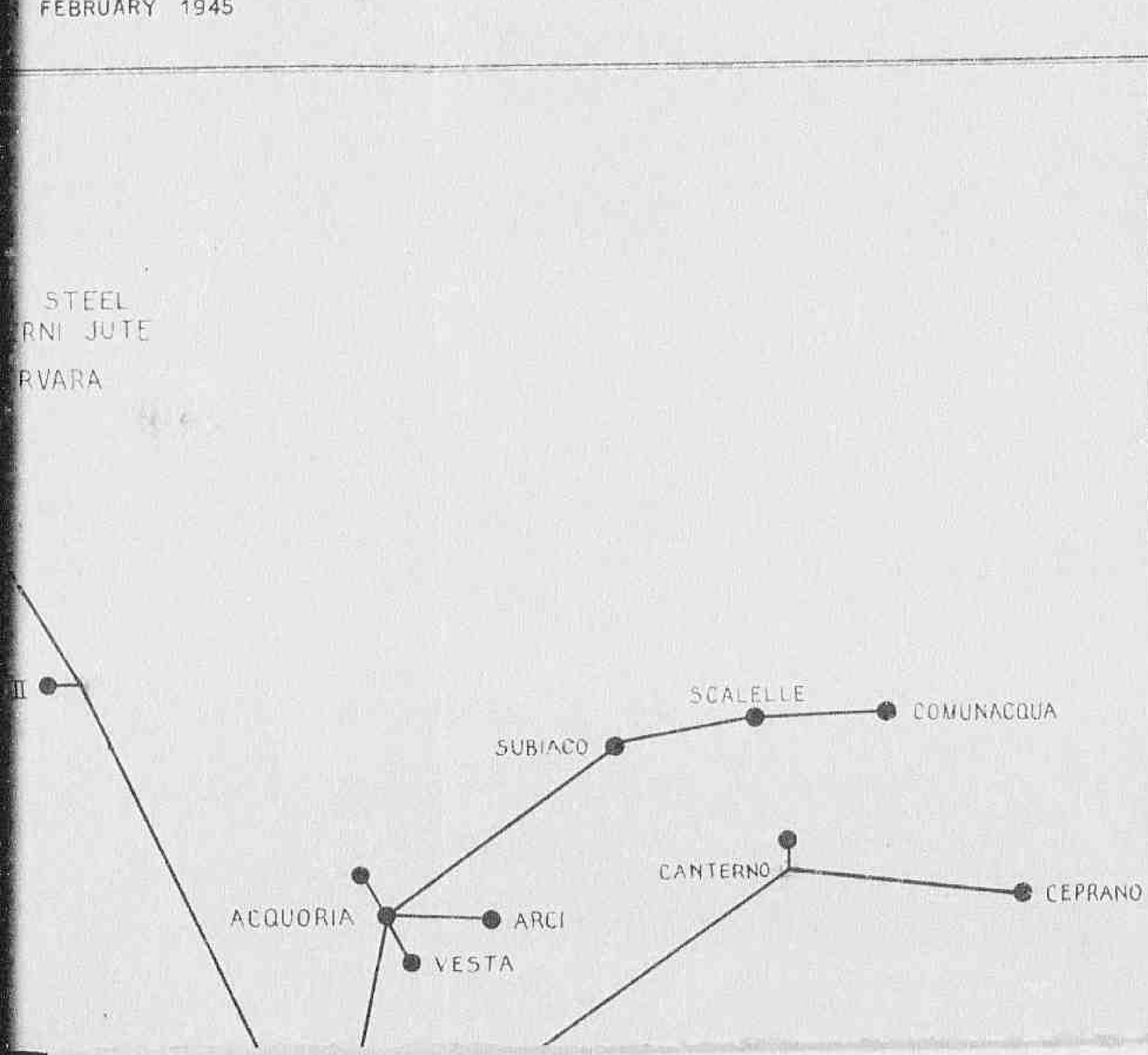
OF GRID

FEBRUARY 1945

STEEL

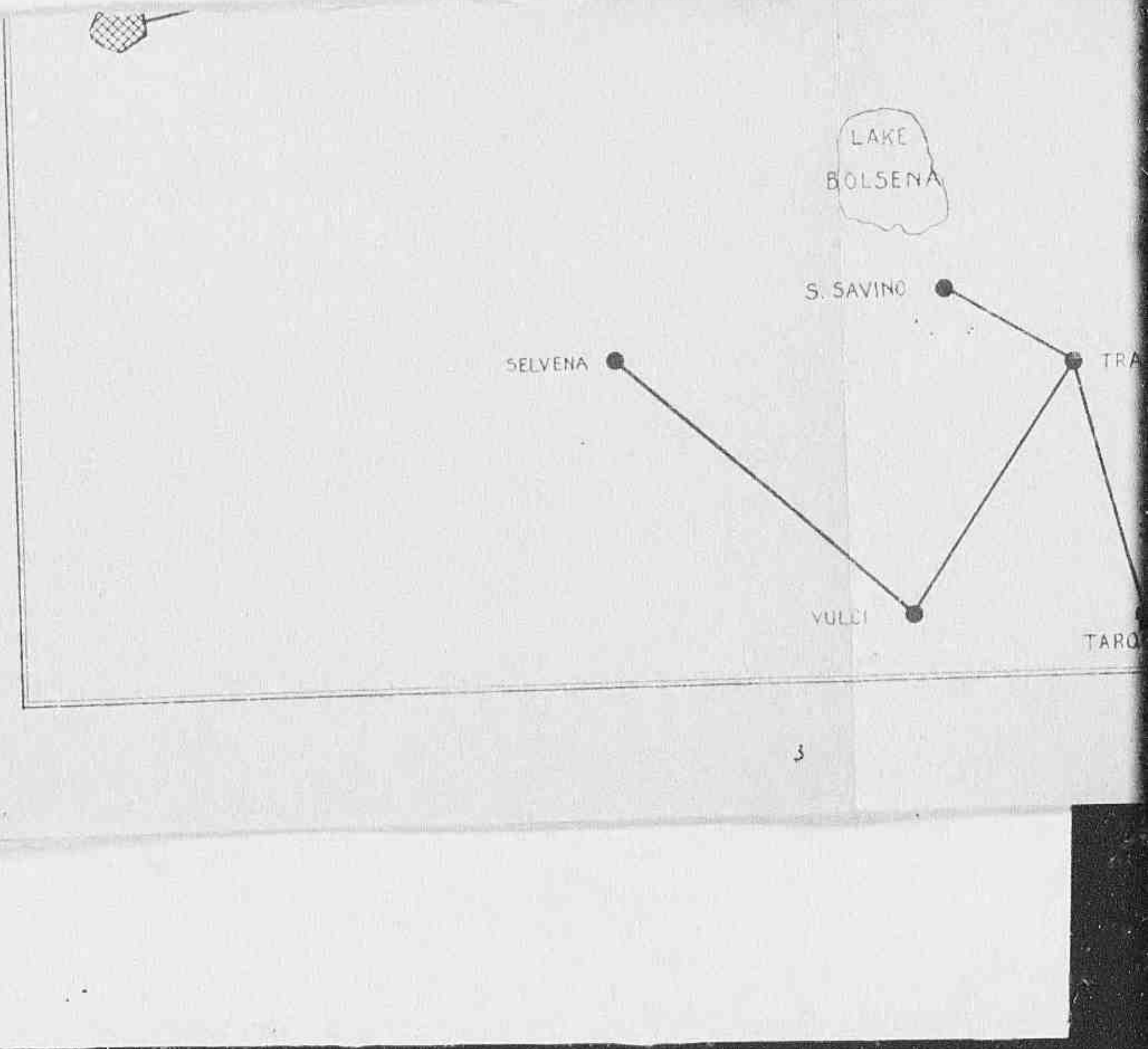
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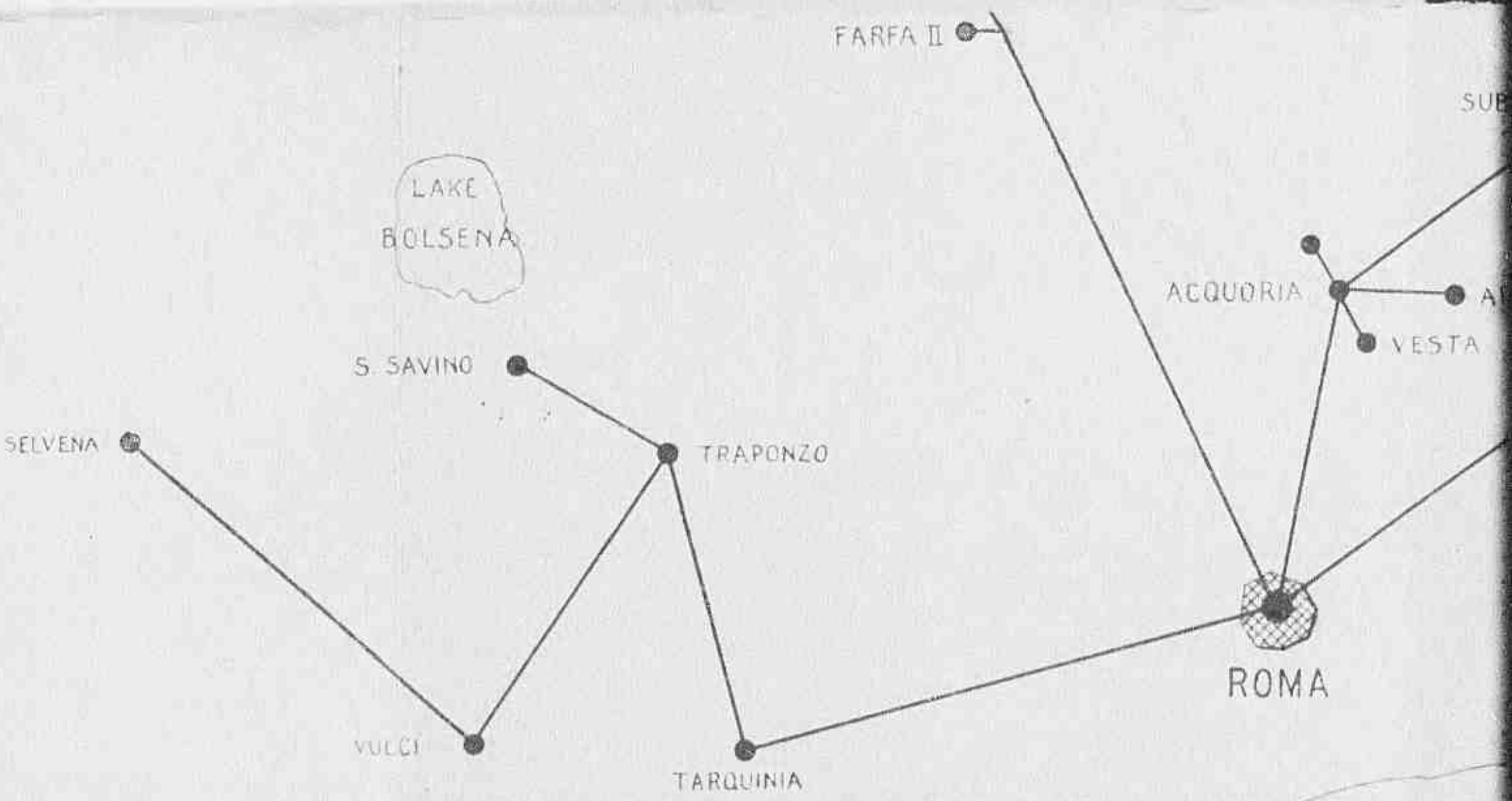


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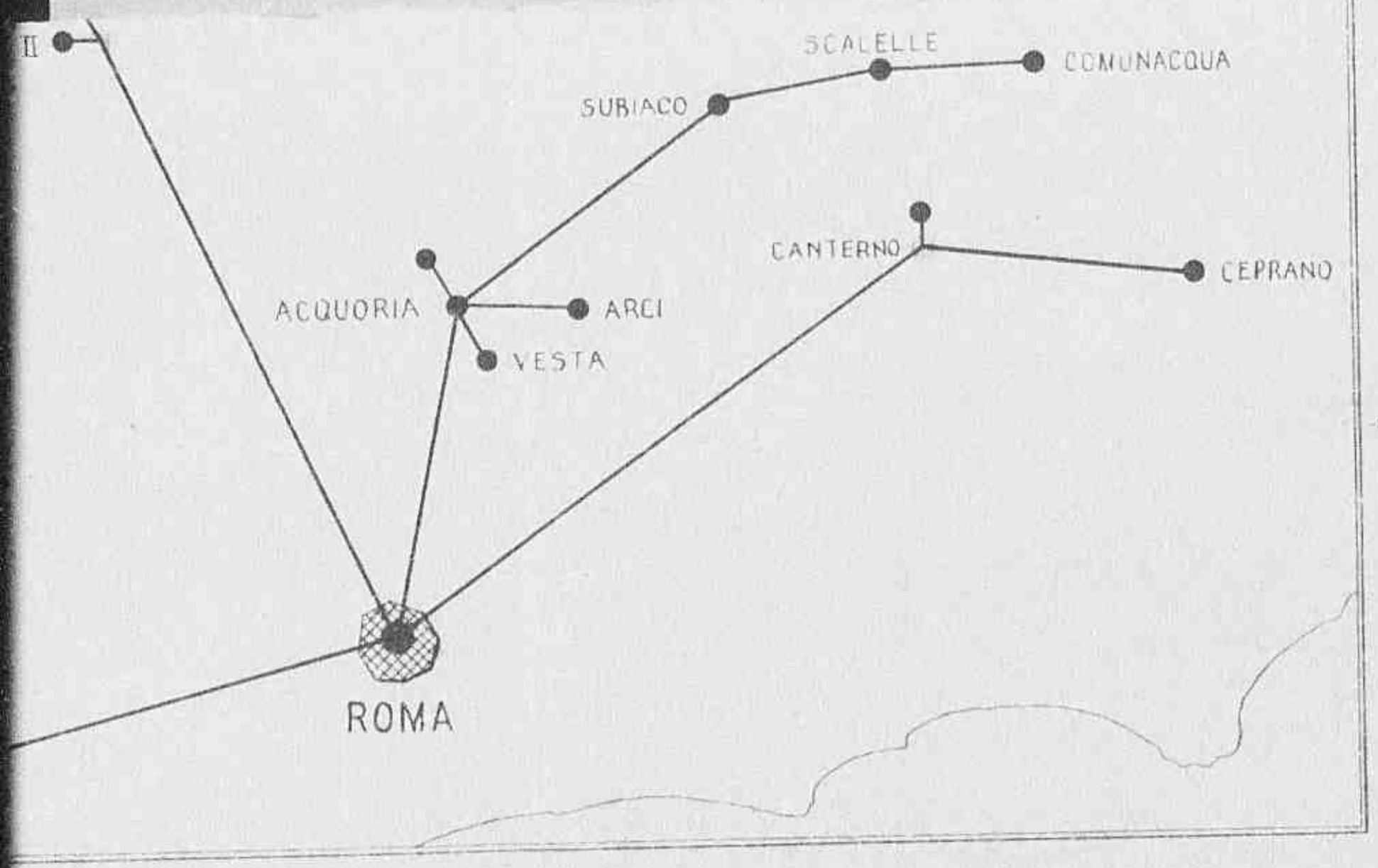
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CENTRAL ITALY ELECTRICITY SCHEME WSH/ec

MASTER CONTROL CENTRE - ROME

Operation Memorandum N° 1

15th Jan. 45

General Instructions

1) - The electrical systems of Società Romana di Elettricità, Azienda Comunale Elettricità ed Acque and "Terni" Società per l'Industria e l'Elettricità will be interconnected and operated under one control as from Saturday 20th January 1945. The electrical systems of the other operating companies in Central Italy will be brought into this pooling scheme at an early date.

2) - The Central Italy electricity scheme will be operated at 45 cycles.

3) - A Master Control Centre situated at the offices of the Società Romana di Elettricità, Via Poli N. 14 - Rome, will be put into operation on Saturday 20th January 1945.

4) - The functions of this control will be to issue instructions on all matters in connection with the operation of the interconnected generating stations and associated transmission systems.

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5) - The Master Control is responsible for and will give instructions as follows :

(a) - The load carried by each generating station connected

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1) - The electrical systems of Società Romana di Elettricità, Azienda Comunale Elettricità ed Acque and "Terni" Società per l'Industria e l'Elettricità will be interconnected and operated under one control as from Saturday 20th January 1945. The electrical systems of the other operating companies in Central Italy will be brought into this pooling scheme at an early date.

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4) - The functions of this control will be to issue instructions on all matters in connection with the operation of the interconnected generating stations and associated transmission systems.

4014

5) - The Master Control is responsible for and will give instructions as follows :

(a) - The load carried by each generating station connected to the Central Italy Electricity Grid System.

(b) - The number of units of electricity to be generated by each station.

(c) - The hours of operation of each station.

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(d) - The amount of reserve capacity to be carried at each generating station whether in operation or standing by.

(e) - The opening and closing of all switches associated with the generating plant and high voltage grid system.

(f) - The issuing of instructions to meet emergency conditions.

(g) - The collection and tabulation of all data of maximum loads, units generated, switching instructions and abnormal occurances.

6) - The Master Control will make the necessary arrangements for the taking out of service any generating plant, switchgear or transmission lines, for repairs. After satisfying himself that the plant or line is "isolated" and "earthed" he will then arrange for a "PERMIT TO WORK CARD" to be issued to the person responsible for carrying out the repair work.

7) - Procedure to be adopted under emergency conditions is dealt with in operation memorandum No 2. It should however be noted here that the Master Control will have no visual indications of what is happening on the system, except for frequency and voltage. The Master Control is dependent upon carrier current or telephone circuits for all information.

8) - If a breakdown of communications with the Master Control occurs the following arrangements must be put into effect :
(a) - If frequency is normal - The load on the stations must be kept, hour by hour, similar to that generated

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(f) - The issuing of instructions to meet emergency conditions.

(g) - The collection and tabulation of all data of maximum loads, units generated, switching instructions and abnormal occurances.

6) - The Master Control will make the necessary arrangements for the taking out of service any generating plant, switchgear or transmission lines, for repairs. After satisfying himself that the plant or line is "isolated" and "earthed" he will then arrange for a "PERMIT TO WORK CARD" to be issued to the person responsible for carrying out the repair work.

7) - Procedure to be adopted under emergency conditions is dealt with in operation memorandum No. 2. It should however be noted here that the Master Control will have no visual indications of what is happening on the system, except for frequency and voltage. The Master Control is dependent upon carrier current or telephone circuits for all information.

8) - If a breakdown of communications with the Master Control occurs the following arrangements must be put into effect :

(a) - If frequency is normal - The load on the stations must be kept, hour by hour, similar to that generated on the preceeding day, and continue thus until contact with the Master Control is again established.

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(b) - <u>If frequency is falling</u> - The station should at once increase output to the maximum possible extent. If frequency continues to fall the station must prepare to cut off supplies as follows :

If frequency falls below 43 cycles open all switches marked with a Red Label "First line emergency switches".

If frequency continues to fall open all switches marked with a Green Label "Second line emergency switches". As conditions become normal replace switches, the Green ones first, and notify the Master Control as soon as communication is established.

(c) - Urgent repair to plant or lines may be put in hand by permission of the Local Control, the necessary safety precautions being made, but the Master Control must be notified as soon as possible.

W.H.LAPPER
Lt-Colonel
Chief Elec.Div.

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If frequency continues to fall open all switches marked with a Green Label "Second line emergency switches". As conditions become normal replace switches, the Green ones first, and notify the Master Control as soon as communication is established.

(c) - Urgent repair to plant or lines may be put in hand by permission of the Local Control, the necessary safety precautions being made, but the Master Control must be notified as soon as possible.

W.M.LAPPER
Lt-Colonel
Chief Elec.Div.

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VGL/ac

CENTRAL ITALY ELECTRICITY COMPANY

MASTER GENERAL CENTRE - ROME

Operation Memorandum Nº 2

15th Jan. 45

Procedure to be adopted in case of emergency

1) - When operating with the interconnected system and in telephone communication with the Master Control

(a) - If frequency falls below 49 cycles

Increase output to the maximum possible extent and standby for instructions from the Master Control.

(b) - The Master Control will give instructions for the switches marked with a Red Label "first line emergency switches", to be opened.

(c) - If frequency continues to fall the Master Control will, at 47 cycles, give instructions for the switches marked with a Green Label "second line emergency switches", to be opened.

(d) - After the emergency has passed the Master Control will give instructions for the Green Switches and later the Red Switches to be closed.

2) - When operating with the interconnected system, with loss of telephone communication with the Master Control

(a) - If frequency is normal

The load on the station must be kept, hour by hour, similar to that generated on the preceding day, and continue thus until contact with the Master Control is

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1) - When operating with the interconnected system and in telephone communication with the Master Control

(a) - If frequency falls below 49 cycles

Increase output to the maximum possible extent and standby for instructions from the Master Control.

(b) - The Master Control will give instructions for the switches marked with a Red Label "first line emergency switches", to be opened.

(c) - If frequency continues to fall the Master Control will, at 48 cycles, give instructions for the switches marked with a Green Label "second line emergency switches", to be opened.

(d) - After the emergency has passed the Master Control will give instructions for the Green Switches and later the Red Switches to be closed.

2) - When operating with the interconnected system, with loss of telephone communication with the Master Control

(a) - If frequency is normal

The load on the station must be kept, hour by hour, similar to that generated on the preceding day, and continue thus until contact with the Master Control is again established.

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(b) - If frequency is falling

The station should at once increase output to the maximum possible extent. If frequency continues to fall the station must prepare to cut off supplies as follows :

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If frequency falls below 43 cycles open all switches marked with a Red label "First line emergency switches".

If frequency continues to fall open all switches marked with a Green Label "second line emergency switches". As conditions become normal replace switches, the Green ones first, and notify the Master Control as soon as communication is established.

(c) - Urgent repair to plant or lines may be put in hand by permission of the Local Control, the necessary safety precautions being made, but the Master Control must be notified as soon as possible.

3) - When operating isolated from the interconnected system due to breakdown of transmission line

(a) - Immediately adjust the station conditions with regard to frequency and voltage by increasing (or decreasing) generation. If it is not possible to increase generation the supplies must be cut off by opening the "Red" and "Green" switches.

(b) - Communicate the position to the Master Control as quickly as possible.

4) - When operating isolated from the interconnected system due to breakdown of transmission line and telephone communication with the Master Control

(a) - Immediately adjust the station conditions with regard to frequency and voltage by increasing (or decreasing) generation. If it is not possible to increase generation the supplies must be cut off by opening the "Red" and "Green" switches.

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Declassified E.O. 12356 Section 3.3/NND No. 745021

from each first, and notify the Master Control as soon as communication is established.

(c) - Urgent repair to plant or lines may be put in hand by permission of the Local Control, the necessary safety precautions being made, but the Master Control must be notified as soon as possible.

3) - When operating isolated from the interconnected system due to breakdown of transmission line

(a) - Immediately adjust the station conditions with regard to frequency and voltage by increasing (or decreasing) generation. If it is not possible to increase generation the supplies must be cut off by opening the "Red" and "Green" switches.

(b) - Communicate the position to the Master Control as quickly as possible.

4) - When operating isolated from the interconnected system due to breakdown of transmission line and telephone communication with the Master Control

(a) - Immediately adjust the station conditions with regard to frequency and voltage by increasing (or decreasing) generation. If it is not possible to increase generation the supplies must be cut off by opening the "Red" and "Green" switches.

(b) - Continue to operate as an isolated station giving the best service possible thereto.

(c) - Make every effort to let the Master Control aware of the conditions by use of any other means of communication.

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W.M.LEVESON
Ft-Colonel
Chief Elec.Div.

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for Hilbert file

SECRET

Ext. 318 HEADQUARTERS ALLIED COMMISSION AFS/eh
APO 512
TRANSPORTATION SUB-COMMISSION

AC/Tn/319.1-1 9 January 1945

SUBJECT: Report of Tour, AFHQ, Naples and Sicilia Region

TO : Director, Transportation Sub-Commission

ACTION

1. Meetings were held at AFHQ under the chairmanship of AFDSO, and with G-4, Movements and Transportation, on the developments of Civitavecchia, Fiumicino and the Fiumicino-Tiber Rome canal. A report of those discussions, the decisions taken, and action necessary has been made separately.

2. DDMO (Mov. & Tn.) requested a comprehensive demand for trained movements personnel, which it is estimated Transportation Sub-Commission requires at Headquarters and in the field to operate efficiently, based on the proposed new organization; he would see how far he could meet this demand from his resources. Deputy Director

3. It was proposed that the movement of AC tonnages accepted on military control lines should be given a priority within the military traffic. This was not accepted; DDMO (Mov. & Tn.) pointed out that if AC traffic was accepted in the program it should automatically move. If it did not move, investigation should be made to find out why, and if necessary, a revision of line capacity must be made. In such cases, depending on the relative importance of military as compared to AC traffic, it might be necessary for the services to accept a smaller military allocation. Mov. Sqn - to investigate non-movement of AC programmed traffic

4. Discussions were held with the Regional Commissioners of the Southern and Sicilia Regions on the proposed new Transportation Sub-Commission organization and the possibility of decentralizing certain functions to the regions. The Regional Commissioners agreed that there was probably a lack of coordination on the use of transportation facilities in their areas, and

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(2)

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

pointed out that this was due to the present system in operation. They both agreed that, providing certain personnel would be made available on their staffs, better use of transportation facilities would be made. Insofar as Sicilia Region is concerned, where it is not desirable to increase Transportation personnel, it is suggested that the movements officers, at present covering the rail only, should coordinate the rail, road and shipping in conjunction with shipping authorities, Transportation Sub-Commission Roads officer, the ISR and other Italian authorities. To do this it is necessary for him to be located in the Regional Commissioner's headquarters along side the economics and supply officer who is at present doing much movements work. The Transportation Sub-Commission representative, Major Taylor, was of the opinion that the ISR in Sicily was sufficiently developed for him to hand over to them much of the detail work which he now covers. This was discussed with the Regional Commissioner, who was in agreement.

5. A proposed draft instruction re information required on shipping was discussed. It was agreed that the information could be provided, though certain difficulties in the initial stages would be experienced. It was explained to the Regional Commissioners that there was no objection to the utilisation of the Italian authorities in the ports for the provision of this information. The reasons why the information was required were explained. The proposed draft was also discussed with the AMT representative at Palermo and the Transportation Sub-Commission economics and supply representatives in Sicilia Region; certain suggested amendments were put forward and these have been incorporated in the revised draft. Mov. Shipping

Sicilia Region

6. Considerable criticism was made by various AC representatives of the lack of control of the INT organisation in Sicily and the movement of unauthorised traffic; this should be taken up with the Italian Ministry concerned. Mov. Roads

7. Programs of ship arrivals are still inadequate; firm weekly programs are to be issued by this by this headquarters in conjunction with AFHQ or by AFHQ. Arrangements must be put in hand immediately. Mov. Shipping

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8. Regional Commissioner requested the possibility of opening a ferry service from Palermo to Naples be investigated. It is reported that the Lampedusa, sister ship to the Ustica, a small passenger ship with some cargo accommodation, has just completed repairs at Palermo. Possibilities of using this ship should be investigated. — Mov. Shipping and Ports and Shipping Division

9. The ITW has gone to Naples to dry dock. She is urgently required for movement of timber to provide packing for citrus exports to which traffic she was previously allocated. Investigation should be made as to when her repairs will be completed and provisions be made for her return to this traffic. — Mov. Shipping

10. Increased allocation of coal for Sicily's railways from 7 to 9,000 tons is urgently required if the sulphur and citrus export programs are to be carried out and essential civilian traffic moved; in addition, there is certain military movement taking place, both Allied and Italian, which requires an additional 3 to 400 tons per month. — Mov. Rail

11. The program of returned box cars to Sicily should be forwarded to the Transportation Sub Commission representative immediately in order that he can watch this movement, and ensure they do not all stay in Calabria. — Mov. Rail

12. There are considerable numbers of large Diesel passenger cars in Sicily from which the enemy removed the engines. Possibilities of converting these into ordinary passenger ship stock and hauling with ordinary loco power should be examined if it has not already been done. There are six large Diesel cars which are understood to be in first class condition, apart from the removal of their engines. Transportation representative is preparing a report on the condition of the others in the island. — Mov. Rail

Export Program

13. There is a proposed program of export of 60,000 cases of citrus fruits to the United Kingdom in the months of January through April. This movement is limited by the amount of packing cases that can be made available. The program is for the movement of 12,000 tons of timber from Calabria into Sicily. If the — Mov. Rail

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timber can be manufactured into shooks in the growing areas the tonnage to be moved is halved. A contract has been made for provision of 300,000 cases to be manufactured at Cosenza, Nicastro and Lucido. The movement of the shooks from this area must take place in covered or sheeted wagons, as once the shooks are wet they are useless for coverage of fruit, until they have been dried out, and there are no drying out facilities in Sicily in the winter. It is estimated that to move this quantity to Messina and Palermo approximately 11 box cars per week would be required. Can these be laid on as a regular program?

14. In addition, the movement of 5 to 700 tons per week of timber from Cosenza to Vibo Marina and of 3 to 400 tons per week from North of Reggio to Reggio for movement by sea from these ports is necessary to meet the program. Can this be met? Mov. Rail to investigate.

M. J. GIFFF, Lt. Col., R. A.
Movements Coordinator

cc:
Deputy Director
Rail Division
Roads Division
Ports and Shipping Div.
Movements - Roads
Movements - Rails
Movements - Shipping

Declassified E.O. 12356 Section 3.3/NND No. 745021

SECRET

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

IMMEDIATE

MJS/hl
AC/TN/319.1-1
5 Jan. '45

Tel: 318

SUBJECT: Rome Area Port Development

TO : Director, Transportation Sub-Commission

ACTION

1. A meeting was held at AFHQ under the Chairman of MEDBO, to discuss the development of ports and inland waterways in the Rome Area.

2. I considered that AC and Italian resources were such that in the initial stage only one large port could be developed. It was agreed to develop Civitavecchia as this port has the largest potentialities. It was also agreed that experiments should be made at the earliest opportunity in opening up the Fumicino-Tiber Canal to Rome.

3. CIVITAVECCHIA:

a) To help in the development of Civitavecchia, AFHQ will allocate 1000 tons of Minca barges in good condition and two out of the tugs and five of the cranes at present allocated for Genoa. In addition, AFHQ will collect such craft as are considered suitable for the Civitavecchia-Fumicino and Civitavecchia-Rome run in Civitavecchia. These craft comprise the Punta d'Aosta and Punta d'Anica, the German barges Koenigsberg and Malente; these craft are in various stages of salvage and repair and the two German barges are under the control of C-in-C Med. MEDBO will request the Navy to make these available for this traffic and also take steps to speed up the repair of the Punta ships.

b) Finally, the shipping authorities will make available such gear, as cannot be found from AC or Italian sources, which were listed by the Port Control Committee, Civitavecchia as necessary for the development of the port to a capacity of 3000 tons discharge daily.

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c) It will be necessary for Transportation Sub-Commission to take the following action:

i) Insure that adequate labor is available at Civitavecchia to cope with the anticipated program — Port,Shipment & Whse.Div.

ii) Immediate investigation of AC and Italian resources to see what can be provided from such sources, what gear must be requested from AFHQ. — Port,Shipment & Whse.Div.

iii) Provision of tug crews (these can be provided thru COGENA) and lightermen — Port,Shipment & Whse.Div.

iv) Development of Civitavecchia rail facilities to insure that lighter berths are adequately rail served and general rail marshalling facilities are adequate. — Mov Rail & Rail Div.

v) Immediate allocation to Civitavecchia of second shunting engine. — Mov Rail & Rail Div.

d) It is estimated that the lighters will become available at Civitavecchia approximately the 23rd of January. Action should be taken to accomplish as much as possible of the points raised in para. c (i) thru (v) above.

4. FUMINCINO:

a) It was decided to experiment with the discharge of craft of a collier lying off Fumincino. To carry out the experiments it was agreed that the craft enroute to Civitavecchia should be used. They will become available at Fumincino on approximately 12th of January.

b) No final decision will be taken regarding this experiment until AC confirms:

i) That they can produce sufficient shore labor adequate to handle the lighters (Shore labor will be required for trimming the lighters and clearing the craft, as the grab will not be suit-

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able for fully discharging craft). Port,Shipment & Whse.Div.

ii) That a system will be set up at Civitavecchia thru the Italian Navy by which gale warnings can be passed to ships working off shore. Mov Ship with Navy S/C

iii) Tug crews and lightermen can be provided. Port,Shipment & Whse Div.

iv) Railway to Fumicino from Rome is in operative condition. Mov Rail Div.

v) Arrangements should be made for night work. Port,Shipment & Whse.Div.

5. FUMICINO-TIBER-ROME CANAL

a) In addition to the experiments already in hand for bringing coal from Gaeta to Fumicino and to Rome, if schooners of suitable draft can be made available, it was agreed that as soon as the river craft referred to in para 3 (a) above, are available, or any other suitable craft come to hand, thesupply of Rome by water should commence.

b) AFHQ have available in Naples a suction dredger, drawing 1.50 inches. AC is to confirm this dredger is necessary and to make request for it from AFHQ. Port,Shipment & Whse.Div.

6. Action addressees will be requested to report progress made at meeting to be held in office of Movements Coordinator, Room 8, on Monday, January 8 at 14:30 hours.

copy to: Mov Shipping Section
Mov Rail Section
Mov Roads Section
Ports & Shipping Division
Planning Staff Division

M.J. Sieff,
Lt.Col. R.A.,
Movements Coordinator, Tn. S/C

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