ACC AC47 10000/148/1807 MONTHLY REPORT

MONTHLY REPORT AND ACTIVITY OF S/C

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ ACMF (Adm Echelon),
C.M.F.

Our reference : ACC Tn/47/12

Date : 11 Feb 44.

TO : Main HQ ACC.,
Economic Section.

SUBJECT: Reports.

1. Reference Memorandum under reference AMG/319.1 dated 4 Jan 44.

2. Attached are two copies of the Monthly Report of Activities for February 44 so far as this Sub-Commission is concerned.

S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

Internal Transportation Sub-Commission,
c/o SHAEF Mn.,
APO Advanced Headquarters Division,

. . .

Our reference : [illegible]/1/11,

Date : [illegible] Feb [illegible].

To : [illegible] Mr., [illegible],
[illegible].

Subject : Reports.

1. [illegible] your memo under reference [illegible]/1/1 dated [illegible].

2. Attached is copy of the monthly report of activities for January [illegible] so far as this sub-commission is concerned. It was not prepared in continuation of the report for the period up to the end of December as which we performed under our reference [illegible] [illegible].

[signature]
Chief of Internal Transportation Sub-Commission,

Copy to:
[illegible] for [illegible] Army Group, and also copy of report up to end of Dec 43

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI (Acm Echelon),
O.M.F.

Our reference : AC Tn/47/13

Date : 7 Apl 44.

TO : Main HQ ACC.,
Economic Section.

SUBJECT: Reports.

1. Reference Memorandum under reference AMG/319.1 dated 4 Jan 44.

2. Attached are two copies of the Monthly Report of Activities for March 44 so far as this Sub-Commission is concerned.

S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/47/16
Date : 11 May 44.

TO : Main HQ. ACC.,
(Economic Section).

SUBJECT : Reports.

1. Reference Memorandum under reference AMG/319.1 dated 4 Jan 44, and ES/17 dated 6 May 44.

2. Attached are two copies of the Monthly Report of Activities for April 44 so far as this Sub-Commission is concerned.

Sgd/ LE Vining

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Monthly Report

FRAG/elc
47/23

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478704
Our Ref : ACC/TN/3/20/5

14 October 1944

TO : Col. D.S. Adams
Director, Tn.Sub.Comm.

SUBJECT : Report on Shipments, Ports and Warehouse Section for September.

SHIPMENT.

The new system of making a forecast of shipping requirements has resulted in the allotment of tonnage for all our available bids for September.

A 5000 ton ship was set up to move wine from Puglia into Rome. This has shown that barrels are not available to move the huge quantities of wine available in Puglia. It appears in fact doubtful if a ship more than 5000 tons a month can be filled.

Now that it is AFHQ policy to move all screened Civil bids, the handicap of their instruction that we shall collect all bids centrally for implementing is becoming clear.

Bids for sea movement from Sicily are almost non existent, except those set up from this Headquarters; and from Southern Region are very few.

This shortage of bids coincides with the reduction of ACC personnel in these Regions and consequent unsatisfactory chain by which bids can be passed to this Headquarters.

It appears that the taking over of authority by the Italian Government, Southern and Sicily Regions, needs a fresh

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It appears that the taking over of authority by the Italian Government, Southern and Sicily Regions, needs a fresh conception in regard to passing and particulary screening of bids.

During the month, 10,000 DW tons of schooners were allotted for 240 voyages carrying 5000 tons the largest item being food. Coasters carrying 3500 tons of food and wood were also allotted.

The schooners allotted to civil movement still do not exceed a total of 15000tons DW and they are almost entirely under 100 tons DW, thus making the work far more difficult. However, although there is some back-log in September movements, the arrangements at the AFHQ, P.O.M. has been adhered to, namely, that all bids passed by P.O.M. are being moved by schooner or other craft.

Schooner coastal traffic in Sardinia for September was 2200 tons DW. Owing to the continuance of the stoppage of inter island and main-land schooner movement, 32 schooners total approximately DW 1500 tons are being transferred to the main-land; they will carry cargoes of salt and other goods.

PORTS.

The Port of Civitavecchia has now been handed over by the Military for civil use. An arrangement has been made, applicable to all similar Ports, by which the M.O.W.T. and W.S.A. undertake the discharge of goods over ship's rail, the clearing from quays being the responsibility of the consignees.

In order to ensure quick turn-round of ships, loan is being obtained by M.O.W.T. and W.S.A. from Army Transportation sources of gear for discharge and from Army Transportation sources through the Requisition Section of gear for quay clearance. This Port presents a similar problem to others eventually to be handed over and it appears that the present emergency method cannot continue for long and that arrangements for taking over, upkeeping and loaning out of this gear to stevedores will require to be made with some authority nominated by the Italian Government.

For Civitavecchia the Ministry of Mercantile Marine is preparing the Government's proposals for the long term plan of rehabilitation.

F R A Glanville Lt Col RE

F.R.A. GLANVILLE
Lt.Colonel
Shipment, Ports &
Warehousing Section

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Shipment, Ports &
Warehousing Section

Para added for report:

Warehouse and Forwarding

With effect from 1 Oct 44, the Warehousing and Forwarding Section is being taken over by the Section of Transportation Sub-Commission.

W.H.
16/10.

SECRET

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

Subject: Progress Report - C.M.F.

Ref : Tn.4/1/45.

19 January 1946.

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

Herewith my Progress Report No. 2 for the month of December 1945.

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

Distribution :-

Director of Transportation (Air Mail)	(4)
Q(Mov) G.H.Q. C.M.F.	(1)
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D.A.D.Tn. G.H.Q. C.M.F.	(1)
Chief, Transport Divn. A.C. Austria (BE)	(1)
Controller of Railways, [illegible]	(1)

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(R.D. AGNORM)

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Q(Mov) G.H.Q. C.M.F.	(1)
D.Tn. G.H.Q. A.L.F.	(1)
D.Tn. Allied Land Forces, S.E.A.C.	(1)
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D.D.Tn. R.E.	(1)
D.D.Tn. Trieste	(1)
D.A.D.Tn. G.H.Q. C.M.F.	(1)
Chief, Transport Divn. A.C. Austria (BE)	(1)
Controller of Railways, Transport Divn. A.C. Austria (AE)	(1)
R.T. Movements, Allied Corps.	(1)
R.T. Movements, North Italy	(1)
Transportation Sub-Commission, A.C.	(1)
Transportation Sub-Commission, A.C. (Rail Secn)	(1)
1 Port Operating Group, R.E.	(1)
3 Port Operating Group, R.E.	(1)
1 Railway Construction & Maintenance Group, R.E.	(1)
1 Railway Operting Group, R.E.	(1)
3 Transportation Stores Group, R.E.	(1)
War Diary	(3)
File	(1)

SECRET

TRANSPORTATION (BR) MAIN.

C.M.F.

PROGRESS REPORT NO. 28.

DECEMBER, 1945.

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Transportation (Br) Main.

C.M.F.

Progress Report No.28.

December 1945.

I. GENERAL.

1. Little has happened during the month to clarify the many uncertain factors with which we are faced and until we get some firm indication of the length of time for which British units will be required in this Theatre and a reasonably long-term estimate of the rate of release, our future planning will remain somewhat nebulous.

2. We have been informed by GHQ CMF that it must be assumed for planning purposes that the future British L of C in Italy will use Naples as the base port, and that the Heel Area will be closed down during the first three months of 1946. It has also been indicated that if the manpower allotted to this Theatre under ETC 39 is not increased it may be necessary to close the base at Naples and maintain the Forces in Italy and Austria through the northern Italian ports.

The principal effect of this will be felt in relation to 325 Tn. S.D. at Bari which has hitherto been our main holding depot and where it was planned that our final reserves would be held. It has been represented to GHQ CMF that it will not be possible to move 325 Tn. S.D. but it will nevertheless be necessary for our reserve holdings, when these have been decided upon, to be held in north Italy. The Tn. S.D. at Bologna is not suitable for this purpose, and the possibility of building a new Tn. S.D. at La Comina, near Udine, is being examined.

3. A total of 7 Officers and 391 O.Rs; consisting of Port Op, L.W.T. and Rly Workshop personnel are being transferred to Mideast to help make up their deficiencies.

4. In case of possible disturbances and strikes in Greece consequent upon the further depreciation of the Drachma, the 1014 Port Op Coy has been despatched to Salonika.

NOTE: (We have since been asked to hold a further 2 Coys in readiness - 19 Jan '46)

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NOTE: (We have since been asked to hold a further 2 Coys in readiness - 19 Jan '46)

5. The reduction of military tonnages handled at Bari has continued, and there has also been a reduction at Trieste compared with last month, but there has been a considerable increase in civilian cargoes at the latter port. Naples has again shown an increase over last month.

6. Medloc Route 'C' (Villach - Calais) opened on 15 December with one train per day. On the same date Medloc Route 'D' (Milan - Calais) was reduced to three trains per day.

6018

7. A special train of Wagon Lits stock has been arranged for bringing Military families from Calais to Italy and Austria.

8. Heating on the Medloc Services proper has been reasonably satisfactory, but on the Medloc Feeder Services where it has only been possible to provide one heater van per train, considerable trouble is being experienced due to faulty connections. It is hoped that a rubber coupling washer now being produced by R.E.M.E. from a special composition rubber will help to improve matters. Three hundred bulbs a week are being pilfered from Medloc trains - unless this can be stopped, these trains will shortly be running without any lighting, the matter has been taken up very strongly with Movements.

9. Except for the sections Rome - Villa Literno and Florence - Vernio for which no completion dates can be given, it is expected that as far as available equipment will allow, the programme of railway re-electrification requested by this H.Q. will be almost completed by April 1946.

10. There has been no improvement in the electric power supply position. Present railways supplies have so far been maintained, but there is a considerable voltage drop during peak hours.

11. Chiefly due to reduced receipts the coal stock in Italy fell to 12 days at the middle of December, but at the end of the month were up to 18 days. The position in Venezia Guilia and Austria continues to be satisfactory.

12. It is hoped to hand over the control of stores to the I.S.R. on 1st February, and arrangements have already been made to transfer the control of coal and fuel oil supplies on that date.

II. ADMINISTRATION.

13. Manpower.

(a) We are still handicapped by the lack of firm information about the rate of release.

(b) An overall demand for reinforcements for the first six months of 1946 has been submitted to War Office by GHQ, MEF and 2 officers and 50 O.Rs (Tn. Stores) and 15 officers and 200 O.Rs (Rly Op) have been included for Transportation. The breakdown of trades etc. required has been submitted to you in our letter MS.1/55/4 dated 19 Dec 1945.

14. Disbandment of Units.

(a) The following unit was disbanded during December w.e.f. date shown :-

89 Mech. Equip. (Tn) Pln. R.E. - 1 Dec 45

(b) Application has been made for the following units to be disbanded during January 1946 w.e.f. the dates shown :-

192 Rly Op Coy R.E.	-	1 Jan 1946
5 Rly Mobile Workshop Coy R.E.	-	1 Jan 1946
1021 Port Op Coy R.E.	-	15 Jan 1946
1023 Port Op Coy R.E.	-	15 Jan 1946
1027 Port Op Coy R.E.	-	15 Jan 1946
1030 Port Op Coy R.E.	-	15 Jan 1946
1031 Port Op Coy R.E.	-	15 Jan 1946
[illegible]	-	15 Jan 1946

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1027 Port Op Coy R.E.	-	15 Jan 1946
1030 Port Op Coy R.E.	-	15 Jan 1946
1031 Port Op Coy R.E.	-	15 Jan 1946
1212 Rly C & M Group R.E.	-	15 Jan 1946
160 Rly Constr Coy R.E.	-	15 Jan 1946
522 Tn Stores Coy R.E.	-	31 Jan 1946
1019 Port Maint Coy R.E.	-	31 Jan 1946
945 I.S.E. (Port) Op Coy R.E.	-	31 Jan 1946
932 Port Constr & Repair Coy R.E.	-	31 Jan 1946

15. Amendments to War Establishments.

(a) The GHQ, C&D W.E. was reviewed on 12 Dec 45 and the Tn. Directorate was reduced by 10 officers as follows :-

3 A.D's Tn.
1 D.A.D.T.
6 Staff Captains.

(b) This amendment will take effect on 1 Jan 1946, after which our W.E. strength will be 40 officers and 161 O.Rs.

16. Release.

(a) The following officers were offered Class 'B' Release during December :-

			A/S Gp	Remarks
Major J.R. Hammond	-	Rly Constr.	38	Accepted
Lieut. H.M.C. Carter	-	Rly Constr.	36	Accepted
Capt. J.T. McGregor	-	Rly Constr.	24	Accepted
Major D.R. Knights	-	Rly Op.	29	D.V. till 6 Jan 46
Major D.A.T. Quckett	-	Rly Op.	25	Accepted

(b) Although two of the above officers are Rly Op, they are in low A/S Groups, and thus would not in any case have been available to meet our requirements when our need will be greatest. It was therefore decided that they had to be released, with only a slight deferment in one case to await the return of several officers from LIAP.

17. Changes in Officer Personnel.

See Appendix 'B'

18. Personnel for Mideast.

As a result of various requests from Mideast for officers and O.Rs, agreement has been obtained to the transfer of the following personnel from this Theatre :-

Port Op - 6 officers 226 O.Rs.

I.W.T. - 1 officer 96 O.Rs.

Rly Workshop - - 69 O.Rs.

It is hoped that these personnel will be despatched in January.

19. Moves of Units.

(a) Instructions were received calling forward 29 Rly Survey Coy for movement to U.K. and the unit has been despatched via Medloc 'B' during week commencing 31 Dec 1945.

(b) The only inter - Theatre move of note during the month was that of 1014 Port Op Coy R.E. which was despatched to Greece.

III. PORT OPERATION.

17. Changes in Officer Personnel.

See Appendix 'D'

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III. PORT OPERATION.

20. Employment of Port Operating Groups.

(a) To cover the possibility of labour disturbances or disputes in GREECE, 1014 Port Op Coy R.E. has been moved from BARI to SALONIKA, where it will carry out supervisory work in the port.

(b) Apart from the move mentioned in (a) above, there has been no change in the responsibilities of the two Port Op Groups during the month of December.

(c) Work has been satisfactory at all ports, though some hold-ups have occurred through bad weather.

(d) Th equipment is still on loan to Italian authorities at various ports, as no authorisation has yet been given for the final hand-over. In the meantime, a satisfactory standard of maintenance is being carried out on this equipment by the Italians. With the constant release of personnel, the care and maintenance of surplus craft is becoming increasingly difficult and it is hoped that disposal instructions for all such craft will be given shortly.

(c) Average daily tonnages in respect of military cargoes and civilian cargoes handled under military supervision are given below :-

Port	DAILY AVERAGE								
	EXPORT			IMPORT			TOTAL		
	MT			MT			MT		
	No.	Tons	Stores	No.	Tons	Stores	No.	Tons	Stores
TARANTO	-	-	75	-	-	18	-	-	93
BARI	44	90	811	-	-	80	44	90	891
VENICE	-	-	-	-	-	105	-	-	105
TRIESTE	-	-	31	-	-	1894	-	-	1925
NAPLES	10	80	436	5	19	1123	15	99	1559
Totals	54	170	1353	5	19	3220	59	189	4573

(f) Further statistics of port working are given at Appendix 'C'.

21. Labour.

(a) The labour position throughout the month has been satisfactory.

(b) At BARI, the quay labour contract was terminated on 31 December and all quay labour for use in the military area of the port is now supplied and paid for by the Italian Captain of the Port.

22. East Italian Port Working.

(a) Work at TARANTO is now confined almost entirely to personnel ships and the loading of G-1098 and baggage, with the month's daily average of 93 tons showing a considerable reduction in the volume of work.

(b) BRINDISI - All Tn personnel have now been withdrawn from this port.

(c) At BARI - a further considerable reduction in the military traffic passing through the port is shown by the daily average of 891 tons during December. It is anticipated that the volume of traffic will remain at this level for a month or two.

(d) VENICE is functioning efficiently under the civilian organisation and very few Tn troops are now used on supervision. The December figure of 105 tons per day again shows a drop in the military traffic handled.

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(e) In TRIESTE also, the figure of 1925 tons per day is below the November average, but there has been a large increase in civilian cargoes. Lighters are being used to salvage cargo from the s.s. 'JESSE BILLINGS-LEY', which vessel was mined off the port and is now beached in Muggia Bay.

23. West Italian Port Working.

(a) GENOA has done no military work during December, but a constantly increasing volume of civilian traffic is passing through the port for both Italian and Swiss accounts.

Much salvage work is being done by the Italian authorities and many new berths are becoming available.

(b) At NAPLES, the British section of the port is settling down to a steady programme of imports and exports, and the daily average of 1559 tons shows an increase over November.

Further mobile cranes have arrived at the port and in this respect the position is now very satisfactory.

Some tugs and lighters have been taken over from the U.S. Army and a detachment of 947 IWT (Port) Gp Coy R.E. is now working them.

24. Port Maintenance.

(a) TRIESTE. Routine maintenance and repair to a small quantity of plant, the repair of cargo handling gear and the documentation of stores continue.

(b) VENICE. A high proportion of the work carried out by the Port Maint Coy continued to the repair of Tn. craft. Although many of the craft are surplus and are laid up, it is quite an appreciable commitment to maintain these craft in good condition.

(c) BARI and TARANTO. Two 3½/5-ton Ransome & Rapier mobile cranes were despatched to Naples from Bari, and two 10-ton R & R mobile cranes prepared for despatch to 325 Tn Stores Depot during the month.

The demand for a reduction gear and pinion for Tuna Tug No.208 is still outstanding.

(d) NAPLES. The erection of one P & H tracked crane, one Linkbelt Speeder and one 8½-ton R & R has been completed during the month.

Routine maintenance and plant overhauls constituted the main work and there is nothing exceptional to report.

25. Inland Water Transport.

(a) During December, the following tonnages were handled :-

TARANTO	... ...	3,453
BARI	... ...	5,122
NAPLES	... ...	2,396
	Total	10,971

(b) At NAPLES, two Tanco tugs and twelve Minca barges have been taken over from the Americans; all the craft were in poor condition and are undergoing overhaul.

(c) Instructions have been received from MoWT to hand over to the Royal Navy five of the surplus Tanco tugs now at VENICE.. These five tugs are to be sailed to MALTA some time during January 1946 by crews provided by the R.N.

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(c) Instructions have been received from MoT to hand over to the Royal Navy five of the surplus Tanoc tugs now at VENICE.. These five tugs are to be sailed to MALTA some time during January 1946 by crews provided by the R.N.

IV. RAILWAY CONSTRUCTION.

26. No additional lines of Military importance were opened to traffic during December 1945.

27. It is estimated that the remaining important lines will be opened as follows :-

Line	Section	Agency	Date
50	Bussolano - Modena	I.S.R.	June 1946
61	Ventimiglia - Mentone	I.S.R.	15 Jan 1946

28. Line Construction and Maintenance.

(a) No serious trouble due to flooding was experienced in December.

(b) Notes on the present situation are given below :-

Line 50. Turin - Modene.

As a result of the decision to stop work on the old single line entrance to the French end of the Mont Cenis tunnel, as referred to in the last report, all Military personnel and plant have been withdrawn from both ends as from 31 Dec 45.

Line 61. Ventimiglia - Mentone.

Further trouble with earth slips at the Mortola tunnel have delayed the contractor and the E.D.C. is now 15 January.

Line 66. Tortezza - Villach.

Line 85. Bologna - Padua.

Supervision of German troops on reconstruction continues.
Due to the delay in removing the Bailey road bridge on the railway alignment over the River Adige on line 85, this bridge becomes the key point, and the E.D.C. is now the end of February.

29. Statistics.

At Appendix 'D' are summaries of the works completed and in hand at 1 Jan 1946.

V. RAILWAY OPERATING.

30. (a) The Service on Medloc 'B' was reduced on 16 December from four to three trains per day consequent upon the opening of Route 'C' from VILLACH to CALAIS. The two Medloc sets borrowed from AUSTRIA during November were returned in consequence.

(b) A train of Wagon Lits stock has been formed up for the conveyance of Serviceman's families from CALAIS. The train comprises seven Sleeping Cars, Dining Car and Baggage Van. The first trip departed CALAIS on 20 December arriving VILLACH 23 December.

(c) New tri-weekly military and civilian service NAPLES - VILLACH commenced on 31 December replacing the existing bi-weekly service. This service conveys a civilian portion NAPLES - VENICE and return. Eventually a through Wagon Lits sleeping car ROME - VIENNA will be attached to this train when suitable Wagon Lits stock is available.

(d) The weekly BARI - ROME military service was replaced by a bi-weekly military and civilian service on 12 December.

(e) The military service NAPLES - BARI - TARANTO was reduced from six to three times per week in each direction w.e.f. 2 December. One set of sleeping

At Appendix 'D' are summaries of the works completed and in hand at 1 Jan 1946.

V. RAILWAY OPERATING.

30. (a) The Service on Mediloc 'B' was reduced on 16 December from four to three trains per day consequent upon the opening of Route 'C' from VILLACH to CALAIS. The two Mediloc sets borrowed from AUSTRIA during November were returned in consequence.

(b) A train of Wagon Lits stock has been formed up for the conveyance of Serviceman's families from CALAIS. The train comprises seven Sleeping Cars, Dining Car and Baggage Van. The first trip departed CALAIS on 20 December arriving VILLACH 23 December.

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(d) The weekly BARI - ROME military service was replaced by a bi-weekly military and civilian service on 12 December.

(e) The military service NAPLES - BARI - TARANTO was reduced from six to three times per week in each direction w.e.f. 2 December. One set of coaching stock was released to civilian service by this reduction.

(f) Troop movement of thirteen trains of box vans loaded with Polish repatriates from CERVINARA (near NAPLES) to LINZ was completed on 19 December. These trains ran on alternate days 25 November - 19 December.

(g) Movement of empty wagons from MILAN to the South has been expedited by the use of regular t. in paths throughout.

(h) The River RENO Bridge, one mile North of BOLOGNA, was closed by the I.S.R. from 1600 hours 19 December to 1330 hours 20 December thereby severing the only rail connection between North and South Italy. This was during a period of flood following heavy rains when the bridge was considered to be unsafe for the passage of trains. Two double transhipments of troop trains were effected and there was a minimum of reaction on traffic working generally. After the flood has subsided an examination of the bridge showed it to be perfectly safe for traffic.

31. Railway Operating Southern Italy (i.e. South of BOLOGNA)

(a) Congestion of loaded freight traffic arose on line 65 North and line 86 for passage through BOLOGNA. On the peak day, 8 December, there were 850 loads for South on line 65 and 950 loads for North on line 86. The position became normal ten days later when a civilian loading embargo became effective. The causes were twofold - a heavy influx of loads in all directions caused by unrestricted civilian loadings, and, shortage of loco power at BOLOGNA due to delay in transferring oil-burning power to replace Stanier oil-burners transferred to BARI from FALCONARA.

(b) There has been an acute shortage of box vans in the NAPLES area and to a lesser extent in the ANCONA area during the greater part of the month. The lull in loading over the Christmas period enabled expeditious movement of empty wagons from North to South and the supply during the last week of the month was adequate.

(c) Some additional facilities were brought into use at BOLOGNA. This together with the introduction of regular paths for military traffic passing over this area has facilitated the despatch of trains through BOLOGNA.

32. Railway Operating North West Italy.

Damage continues to Kollos Stock, particularly the pilferage of electric light bulbs. Close investigation is being made by all concerned.

33. Railway Operating North East Italy.

(a) The wagon balance of box vans at TARVISIO became normal during the month. The debt which stood at over a thousand owed to Italy had been reduced to the agreed level by the end of the month.

(b) Spare steam locomotives have been sent into Venezia Guilia to be held in reserve in case of a failure in electric power.

VI. RAILWAY MECHANICAL.

34. Locomotive Repairs (Steam).

(a) Owing to the steadily increasing demand for electric locomotive repair facilities, it has been decided that FOLIGNO shops shall be given over almost entirely to the repair of electric locos, and only two steam locomotives will be turned out each month. It has been decided therefore that, as far as possible, all the Mikados will be repaired at the American supervised NAPLES Smistamento Shop, which is the main repair shop for USA 2-8-0 locos, and the Staniers and GWR 0-6-0 locomotives will be repaired at FOLIGNO as previously. It is not intended to carry out repairs to any more ISR steam locos at FOLIGNO. A few men from 163 Rly Wksp Coy are to be sent to NAPLES to keep us in touch with the current situation.

(b) During the month six steam locomotives were turned out of FOLIGNO Shops

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(b) During the month six steam locomotives were turned out of FOLIGNO Shops, three being WD locos and the remainder Italian. The extensive firebox repairs now required by many of the Mikados was one of the principal factors in the decision to send them to NAPLES for repair, as facilities exist there which are better than at FOLIGNO for heavy boiler work.

(c) Three more boilers for 735 and 740 class engines have been turned out from TERNI Steelworks, and work is now settling down to a matter of routine. There is no shortage of further boilers for repair.

35. Locomotive Repairs (Electric).

Two heavy and four light repairs were turned out from FOLIGNO during the month. As stated above the output from FOLIGNO is to be stepped up, as the overall electric locomotive position appears to be fairly tight, and it is essential that repair facilities be increased.

36. Oilburning.

(a) All the East Coast oil fuel installations are now complete with the exception of TARANTO. Due to the disbandment of 5 Rly Mobile Workshop, work on this installation will be carried out entirely by the ISR. All the completed installations, except FOGGIA, are now in regular use and no important difficulties have been experienced.

(b) All the Nikados are now based on ANCONA, working South of PESCARA, and only occasionally is it necessary for them to work North of ANCONA as this section is now covered by USA 2-8-0- locomotives. All the serviceable ISR oil-burners are now shedded at PESCARA working both NORTH and South to TERMOLI.

(c) The 13 Stanier oil-burners in the BARI area are still at work, although injector trouble has once again arisen after a short spell during which it was hoped that the water in that area was more suitable. The Nathan-fitted locomotive continues to be free from all injector trouble.

37. Medloc.

(a) The principal question this month has been the provision of adequate heating. On the 'B' Route the position has been satisfactory in that for the whole journey between MILAN and the Franco Swiss border there have been two heater vans on each train, and this has offset serious steam losses due to faulty connections. On the Feeder Routes, however, where there is only one heater van per train at present, steam losses have been so bad that, as a rule, only about the first five coaches from the van have had any heat at all, by which time all the steam has escaped to atmosphere.

The chief reason for this has been the very poor quality of the Italian made rubber coupling washers which, combined with the complicated Continental-type of steam heat connection; has resulted in enormous "blows" between each coach. To overcome this a mould for these washers has been obtained from Pirelli's in MILAN, and RMME are now making these washers from a special composition rubber which is very soft and flexible, and is reported to stand up to long periods of heat and pressure before becoming brittle. Although the first test batch has only just been delivered, preliminary reports indicate that they are infinitely better than anything yet tried. In addition, active steps are being taken to improve the heating system on the coaches themselves.

(b) On the general maintenance side the conditions of the trains is being continually improved by the inclusion of additional coaching stock from shops. Cases of failure on route have greatly diminished.

(c) In the last three weeks 900 bulbs have been stolen from MEDLOC trains. Unless this situation improves very rapidly we shall soon be unable to provide any lighting at all.

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VII. RAILWAY ELECTRIFICATION.

38. It is anticipated that as far as existing equipment will permit the re-electrification programme for Italian State Lines will be practically completed by April 1946 except for ROME-VILLA LITERNO and FLORENCE-VERNIO Sections. The outstanding Sections still to be electrified as requested by this H.Q. are :-

(i)	ROME-ORTE	Estimated	completion	date	31 Jan 46
(ii)	VERONA-ALA	"	"	"	31 Jan 46
(iii)	PIACENZA-PARMA	"	"	"	28 Feb 46
(iv)	PARMA-BOLOGNA	"	"	"	31 Mar 46
(v)	ROME-VILLA LITERNO	"	"	"	Not known
(vi)	FLORENCE-VERNIO	"	"	"	Not known.

39. Electrification Northern Italy (North of Bologna).

(a) Bologna - Verona (Line 69). Officially only 4 pairs of electric trains each day have been authorised on this Section to prevent overloading of single 2000 KW Rectifier Unit installed at Bologna. Proper spacing of trains was not being maintained but towards the end of December this was rectified and practically 100% are now being worked electrically. The second 2000 KW Brown Boveri Rectifier Unit now being installed at Bologna is expected to commence operation during the month of January.

(b) Verona - Trento (Line 69). Erection of 3000 Volt contact wire on the last remaining section Domegliara-Ala is now practically complete. Both sub-station sites, one at Serravalle and the other at Ceraino, are ready to receive Mobile Sub-Stations. Repairs to one Mobile Sub-Station ABB 21 have been completed and Rectifier is now on formation at Milan. Completion of second Mobile Sub-Station ABR 38 is expected about mid-January.

(c) Bologna - Piacenza (Line 65). Erection of 3000 Volt contact wire has been held up by lack of line occupation and the unserviceable condition of ISR road transport in Bologna Compartimento. An improvement is expected as from 1 Jan 46. At Piacenza Sub-Station the second Rectifier group is now on formation and is expected in service within the first week of Jan 46. At Fidenza Sub-Station the repairs to the first Rectifier group are now almost complete and formation of Rectifier is expected about mid-January. Both Rectifier units at Parma Sub-Station are undergoing repairs at Brown Boveri Works, Milan.

(d) Trieste. No major interruption of power supply occurred during the month. Reconstruction work on 130 KV High Tension transmission line between Redipuglia and Opicina continued satisfactorily.

40. Electrification Central Italy.

(a) Bologna-Vernio (Line 65). Complete electrical operation continues satisfactorily.

(b) Roma-Orte (Line 87). Testing of 2000 KW Rectifier group installed at Fara Sabina Sub-Station has been satisfactorily completed. Erection of contact wire is progressing and electric working should commence before the end of Jan 46.

(c) Orte-Falconara (Line 87). Electric working is satisfactory. Fossato Mobile Sub-Station AAN 42, which failed on 13 Nov 45, has now been repaired and returned into service. Repairs to Genga second Rectifier group principal transformer are scheduled to be completed before mid-January by C.G.E. Works, Milan.

41. Electrification Southern Italy.

Villa Literno-Aversa (Line 89) and
Napoles-Torre Annunziata (Line 94). Both these sections went over to electric working during the month of December. Operation of Mobile Sub-Station

in service within the first week of Jan 46. At Fidenza Sub-Station the repaired the first Rectifier group are now almost complete and formation of Rectifier is expected about mid-January. Both Rectifier units at Parma Sub-Station are undergoing repairs at Brown Boveri Works, Milan.

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41. Electrification Southern Italy.

Villa Literno-Aversa (Line 89) and
Naples-Torre Annunziata (Line 94). Both these sections went over to electric working during the month of December. Operation of Mobile Sub-Station AB 19 installed at Villa Literno for energisation of these sections has proved satisfactory.

42. Reconstruction of H.T. Transmission Lines.

The following 130 KV lines were completed during December :-

(i) Fondi di Ceazzo-Magliana Sub-Station (Rome Compartimento) under tension 5 Dec 45.

(ii) Bressanone (Brennero)-Bologna under tension 29 Dec 45.

Completion of the Bressanone line has brought into full use the available energy from the ISR Hydro Power Station at Bressanone in Northen Italy, and has eased the electric traction power situation in the Bologna area.

43. Power Supply.

(a) Rationing of electricity has been fairly severe throughout every Province in the country, especially that portion of Italy which is supplied from the Southern Grid System. During peak hours many interruptions have been made to non-essential loads due to over-loading. Power supplies for railway installations have been maintained fairly satisfactorily although the drop in tension is appreciable during peak hours.

(b) As from 1 Dec 45 the ALLIED FORCE ELECTRIC POWER COMMITTEE ceased to function as the controlling authority for allocating electric power throughout Italy. This work has now been taken over by the Central Commission on Distribution and Utilisation of Electric Power (Italian) on which the Military are represented as follows :-

Works, GHQ, CMF.
HQ, XIII Corps.
HQ 2 District.
HQ 3 District.
HQ Rome Area Allied Command.
Military Railway Service.
PBS (Representing both PBS & MTOUSA).
HQ Allied Commission.

VIII. TRANSPORTATION STORES.

44. (a) Up to date it had been planned that our final reserves of Tn. Stores for military purposes should be held at 325 T.S.D. Bari. Recent planning directives from GHQ, however, have indicated that the L of C troops on FFC 39 will not be sufficient to maintain a military L of C to include Naples and Bari. This means that our final T.S.D. will have to be in North Italy. 333 T.S.D. Bologna is not suitable for this purpose and the question of building a new T.S.D. at La Comina, near Udine, is being investigated.

(b) The necessity for a new T.S.D. was also influenced by the ruling in your letter 57/Surplus/2342/TN.2(1) dated 24 November 1945 that we should retain in stock 3 years requirements at our estimated rate of consumption for 1946. It is understood that this reserve, as applicable to CMF, is now modified to cover the period until all British troops leave this theatre. This question is being clarified by GHQ but meanwhile we are preparing our plans for the reserve and the new T.S.D. As soon as this reserve has been established the new disposals procedure should be in operation and it should be possible to declare immediately to Ministry of Supply our surplus stocks of all items not included in the Tn. short list.

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(c) 330 T.S.D. closed for receipts and issues on 31 Dec 45. Approximately 7000 tons of stores remain, the greater portion of which will ultimately be surplus stores for disposal.

(d) Issues to Tn. units during the month totalled 4940 tons, compared with 4930 tons during November.

(e) Statistical information as follows is shown at Appendix 'E'

(i) Tonnages handled in T.S.Ds.
(ii) Tonnages received, issued and in stock.
(iii) Indents received and transfer vouchers issued.
(iv) Railway bridging and trestling.
(v) Track materials.

45. Locomotives and Rolling Stock.

A summary of the locomotive and wagon position is at Appendix 'F'.
The 67 U.S.A. Diesel locos have been shipped back to America. The 49 Whitcomb Diesels await disposal instructions.

46. Railway Bridging.

Issues comprise one 80 ft U.C.R.B. to Brenner Route and three 80 ft U.C.R.B. to Bologna and Padua and 34 tons of Roth Wagner to Ostiglia Bridge and to Trieste - Gorizia. 25 in number 40 ft Sectional Spans and 200 tons of Steel Trestling have been despatched for shipment to Haifa.

47. Coal and Oil Supplies.

(a) Coal.

(i) Italy. In the middle of the month the theatre railway coal stocks were reduced to 12 days owing to the late arrival of colliers and short imports but the position is gradually improving and the stocks are now up to 18 days. Increased allocations were made for December and January and A.C. Coal Division state that the import position should gradually improve. I.S.R. have been instructed to exercise the maximum economy.

(ii) Venezia Guilia, Zone 'A'. The supply position is satisfactory.

(iii) Austria. The supply position is satisfactory.

(b) P.O.L.

(i) The Fuel Oil position is satisfactory.

(ii) Supplies of other railway P.O.L. to Italy, Venezia Guilia Zone 'A' and British Zone, Austria are satisfactory.

48. Shipping.

103 tons of stores were received from U.K. during the month.

49. Italian State Railways.

It is anticipated that from 1 February the provisioning and control of stores will become the sole responsibility of the I.S.R.
Arrangements have already been made for the I.S.R. to take over the Coal and Fuel Oil supplies on 1 February.
D.M.R.S. will reserve the right to supply stores to Venezia Guilia Zone 'A' and further Medlee Services from the I.S.R. stores stock.

50. Disposal.

(a) Rolling Stock.

(ii) Venezia Guilia, Zone 'A'. The supply position is satisfactory.

(iii) Austria. The supply position is satisfactory.

(b) P.O.L.

(i) The Fuel Oil position is satisfactory.

(ii) Supplies of other railway P.O.L. to Italy, Venezia Guilia Zone 'A' and British Zone, Austria are satisfactory.

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D.M.R.S. will reserve the right to supply stores to Venezia Guilia Zone 'A' and further Medloc Services from the I.S.R. stores stock.

50. Disposal.

(a) Rolling Stock.

British locos have been advised to Chief Disposal Officer.

U.S.A. 2-8-2 locos have been advised to MTOUSA who will decide whether U.S.A. require repossession.

U.S.A. wagons have also been advised to MTOUSA who will decide whether U.S.A. require repossession.

British wagon stocks for disposal are under correspondence with War Office.

(b) Bridging.

Final surpluses are being prepared for submission to War Office.

(c) Track Material.

Declared theatre surpluses have been sent to War Office and disposal of British track is awaited. The disposal of track through C.D.O. for Genoa project has been approved by War Office.

(d) Harbour Craft.

Declaration of theatre surpluses has been submitted to War Office and instructions have been received for hand-over of 5 Tanac tugs to Royal Navy.

It is highly desirable that other craft, especially the 3 K-D Minces at Taranto, be disposed of quickly, as by the end of the month there will be no personnel available at Taranto to supervise their storage.

(e) Railway Mobile Workshops.

Final surpluses are being prepared for submission to War Office.

(f) Oil Conversion Equipment.

This has been declared globally surplus and awaits M of S disposal instructions.

(g) Diving Equipment.

Declared theatre surpluses have been sent to War Office.

(h) Minor Items of Tn. Provision.

As soon as the new War Office theatre reserve is determined a list of surpluses will be submitted to War Office.

(i) 'W' Trestling.

Final surpluses are being prepared for submission to War Office.

(j) Port Disposal Projects.

These are almost ready for rendition to GHQ, CMF.

(k) Mobile Cranes.

As instructed by War Office -
15 surplus cranes are being prepared for despatch to Middle East.
3 " " " " " " " Malta.

(l) Minor items declared to C.O.C. without reference to War Office during the month

instructions.

(g) Diving Equipment.

Declared theatre surpluses have been sent to War Office.

(h) Minor Items of Tn. Provision.

As soon as the new War Office theatre reserve is determined a list of surpluses will be submitted to War Office.

(i) 'V' Trestling.

Final surpluses are being prepared for submission to War Office.

(j) Port Disposal Projects.

These are almost ready for rendition to GHQ, CMF.

(k) Mobile Cranes.

As instructed by War Office -
15 surplus cranes are being prepared for despatch to Middle East.
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(l) Minor items declared to C.O.O. without reference to War Office during the month :

N I L

Statement of re-transfers of Tn. equipment of U.S. origin for the month is at Appendix 'H'.

IX. FINANCE.

51. Railway Finance - Italy.

(a) Costing of Railway Rehabilitation Works.

(i) A further evaluation statement of imported Allied War Department materials and of charges for use of W.D. mechanical equipment, used in railway rehabilitation projects, was sent to the Financial Advisor during the month for incorporation in the Allied Commission A.C. This statement covered 76 jobs and amounted in total to over 139 million lire.

(ii) Appearing as Appendix 'M' to this report is a detailed summary of values reported to the Financial Advisor during the month inclusive of materials supplied direct to the Italian Railways for incorporation in the Allied Commission Account for Italy.

(b) Separation of British and American Percentage of Track and Bridging Materials.

Reference has been made in previous progress reports to the circumstances arising out of the receipt and issue during operations of stocks of bridging, railway track and fittings, from a common stockpile of both American and British units of the Joint Military Railway Service for railway reconstruction and for the construction of rail-served military depots. It has been explained that the Americans had no railway stores depots and that stocks of track and bridging of American origin arrived in Transportation Stores Depots without proper documentation, and that in the process of works carried out by either American or British units of the Military Railway Service, or by Depot transfers, it was not possible to maintain the separate identity of the stores used or held in stock in the Depots. In these circumstances it was decided at a meeting held in A.F.H.Q. in January 1945 that railway construction works would be costed on a common user basis, and that a percentage division should be made later based on the known origin of the total stocks imported, after deductions had been made from British and American figures respectively of re-exportations to other theatres. Authority has now been sought from GHQ, CMF for this percentage division, when agreed with the Americans, to apply alike to materials in railway reconstruction jobs, in rail-served military depots and installations, and also to surplus stocks remaining in Transportation Stores Depots. The alternative would appear to be to treat all materials as of non-identifiable origin.

(c) Medloc - Financial Arrangements.

Accounts from the Swiss Federal Railway amounting in total to Swiss Francs 3,194,379 and covering the period July to October 1945 have been received and have been compared with the relevant railway warrants. In all these accounts the total numbers of personnel charged for are less than those shown on warrants and it is thought that the discrepancies, may be mainly due to the omission of the train conducting staff in the numbers given by the T.C.O's to the Swiss, or to their deliberate exclusion by the Swiss as not being chargeable. Other causes appear to be that the procedure of issuing separate warrants between each frontier and the separate stating of the train conducting staff apart from that of leave personnel as carried out in this theatre, is not done on the return journey.

B.A.S. has therefore been requested to issue instructions for a similar procedure from their end. In the view of GHQ these accounts together with the contra debits for coal issued to the Swiss on Medloc account should be dealt with by the War Office, and consequently these, with full explanations are being forwarded for settlement.

(d) Movement of Families ex U.K.

Instructions having been received from the War Office that Italian based families to Austria and

other theatres. Authority has now been sought from GHQ, CMF for this percentage division, when agreed with the Americans, to apply alike to materials in railway reconstruction jobs, in rail-served military depots and installations, and also to surplus stocks remaining in Transportation Stores Depots. The alternative would appear to be to treat all materials as of non-identifiable origin.

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(d) Movement of Families ex U.K.

Instructions having been received from the War Office that Italian based Wagon Lits are to be used for the purpose of bringing out families to Austria and Italy, quotations for hire of Wagon Lits and restaurant cars and use of the Company's Staff have been discussed with the Cie Wagons Lits. These have been forwarded to GHQ for agreement and authority to include them in a contract providing for payment in Rome in lire.

(e) Recoveries on Tn. Account.

Further debits were raised during the month against the E.F.I. etc and the present position with regard to recoveries from Non-Military Bodies, the Italian State Railways and Civilian Contractors is as follows :-

	Billed Lire	Recovered Lire	O/s at 31 Dec 45 Lire
E.F.I.	77,400,281.00	56,526,152.00	20,874,129.00
Y.M.C.A.	30,301.00	30,301.00	Nil
C.V.W.W.	26,381.00	15,475.00	10,906.00
Toc H.	1,786.00	Nil	1,786.00
Church Army	1,552.00	641.00	911.00
I.S.R.			
Bricks	6,275,350.00	6,275,350.00	Nil
Wages	212,376.00	212,376.00	Nil
Lignite	505,745.00	505,745.00	Nil
Contractors	357,796.20	352,796.20	5,000.00
Totals	84,811,568.20	63,918,836.20	20,892,732.00

(f) Local Purchase.

Bills were passed to the I.S.R. during the month representing accounts valued at Lire 1,782,604.

The principal items involved were as followl :-

Commodity	Value Lire
Materials for repair of locos	155,000
Timber	449,000
Supply of oxygen	371,000
Sand and Gravel	70,000
Ebonite plates for accumulators	45,000
Cement	630,000

(g) Statistics.

Railway (Passenger and Freight) Statistics for all British operated Areas in Italy exclusive of Zone 'A' (Venezia Guilia) are shown at Appendix 'J' page 1.

52. Railway Finance - Venezia Guilia.

(a) Train Running Costs.

64,011,560.20	63,918,836.20	20,892,732.00

(f) Local Purchase.

Bills were passed to the I.S.R. during the month representing accounts valued at Lire 1,782,604. .

The principal items involved were as followd :-

Commodity	Value Lire
Materials for repair of locos	155,000
Timber	449,000
Supply of oxygen	371,000
Sand and Gravel	70,000
Ebonite plates for accumulators	45,000
Cement	630,000

(g) Statistics.

Railway (Passenger and Freight) Statistics for all British operated Areas in Italy exclusive of Zone 'A' (Venezia Guilia) are shown at Appendix 'J' page 1.

52. Railway Finance - Venezia Guilia.

(a) Train Running Costs.

Figures have been produced by the Capo Compartimento, Trieste, as bases of a comprehensive charge per train kilometre, for both electric and steam locomotive hauled trains over the Jugo-Slav controlled area of Zone 'B', which upon examination, were found to be so excessively high as to be ludicrous. As such these could not be put forward as serious propositions to the Jugo-Slavs and were accordingly returned to the Trieste railway officials with necessary comments and request for drastic amendment. In the event of the Trieste officials being unable to put forward proposals such as could be used as a basis of negotiation with the Jugo-Slavs, it may be necessary for suitable bases to be decided upon by the Allied Military Government on information given by this service.

(b) During the month two further contracts were authorised forming part of the original estimate of L.23,600.000 - for repair of Loco Sheds one being for the repair of the water pipe line at a cost of L.329.450 - and the other repairs to Fire Box Ditches amounting to L.650.000.

Estimates were also accepted for works as detailed below :-

Restoration of Solcano Bridge	L. 1,800.000
Restoration of Viaduct between S. Mauro and Piave	L. 4,600.000
Rehabilitation of Isonzo Bridge	L. 2,000.000

In addition to the above the following estimates for works proposed which are not considered of Military interest were passed to Allied Military Government for approval :-

Repair to Sylos Building, Trieste	L. 862.000
Repair to Lodging Buildings, Trieste	L.1,400.000
Heating Plants at Compartimento Building	L.1,000.000
Repairs Trieste - Piedicollo Line	L.1,000.000

The estimate of L.30,000.000 for repairs to Station Buildings at Gorizia has now been approved by A.M.G. and contracts have been accepted for two parts of this work as under :-

Restoration of living quarters	L.4,300.000
Restoration of Office Buildings	L.6,500.000

An estimate amounting to some 26 Million Lire for the repair of three electric locomotives submitted by a firm in Venezia Guilia which was considered highly excessive has been passed to the Price Control Division of A.M.G. for comments.

(c) Contractors Accounts in Zone 'A'.

Action has now been taken by A.M.G. regarding the sum of 21 Million Lire mentioned in my November report as owing to contractors in Zone 'A'. It has been arranged that the contractors concerned will submit applications to the Chief Finance Officer, H.Q. Allied Military Government with details of amounts owing when monthly payments will then be made to them from A.M.G. funds pending a final decision on the responsibility for payment.

(d) Tariff Demarcation Points.

Subject to the approval of the Jugoslav Railway Authorities at Fiume it has been agreed that the demarcation Point for Pola will be at GALLESANO Station when the Trieste Compartimento will then be responsible for the expenses of Pola. Confirmation of this is now awaited from Fiume.

(e) Wages in Zone 'A' and 'B'.

No definite settlement has yet been reached on the question of I.S.R. employees in Zone 'B' being paid in Jugoslav occupation Lire. Strong representations have been made to A.M.G. and they have now asked that an estimate be submitted to them of the percentage of the pay of these employees which it is [illegible] their families. On receipt of

Restoration of living quarters	L.4,500,000
Restoration of Office Buildings	L.6,500,000

An estimate amounting to some 26 Million Lire for the repair of three electric locomotives submitted by a firm in Venezia Guilia which was considered highly excessive has been passed to the Price Control Division of A.M.G. for comments.

(c) Contractors Accounts in Zone 'A'.

Action has now been taken by A.M.G. regarding the sum of 21 Million Lire mentioned in my November report as owing to contractors in Zone 'A'. It has been arranged that the contractors concerned will submit applications to the Chief Finance Officer, H.Q. Allied Military Government with details of amounts owing when monthly payments will then be made to them from A.M.G. funds pending a final decision on the responsibility for payment.

(d) Tariff Demarcation Points.

Subject to the approval of the Jugoslav Railway Authorities at Fiume it has been agreed that the demarcation Point for Pola will be at GALLESANO Station when the Trieste Compartimento will then be responsible for the expenses of Pola. Confirmation of this is now awaited from Fiume.

(e) Wages in Zone 'A' and 'B'.

No definite settlement has yet been reached on the question of I.S.R. employees in Zone 'B' being paid in Jugoslav occupation Lire. Strong representations have been made to A.M.G. and they have now asked that an estimate be submitted to them of the percentage of the pay of these employees which it is required to transfer to Zone 'A' for the use of their families. On receipt of this information it is said that an exchange fund will be immediately set up to enable payments to be made in Zone 'A'.

(f) Leave Trains to Cortina.

During the month arrangements were made to utilise the Ferrovia delle Dolomite private electric railway for conveying British Army leave parties to Cortina. At present leave trains are running from B.T.A. to Dobbiaco and personnel are being conveyed from that point over the private railway in parties of 200. Early in January trains will run from Italy to Calalzo and parties will be conveyed from there to Cortina over the private railway in a similar manner. Separate Military Warrants are being issued to cover the journeys over the private railway and detailed instructions have been given to the Dolomite Railway regarding the disposal of their accounts with supporting warrants attached.

53. Port Finance - Venezia Guilia.

At the December meeting of the Port Control Committee the question of an increase in the rates of pay for stevedores was discussed and it was decided to appoint a Sub-Committee to go into the matter and report to the Main Committee. The Sub-Committee is under the Chairmanship of the S.S.T.O. and consists of representatives of U.S. Army, Civil Labour A.M.G., Docks Superintendent, M.W.T., W.S.A. and D.A.D.Tn. (Finance).

The accounts for water and electricity presented by Magazzini Generali are still being considered by Claims and Hirings.

During the month bills for miscellaneous port services rendered by Magazzini Generali amounting to L.3,376,723 have been passed to A.M.G. for payment.

The position to date is as under :-

Amount passed for payment	Advised as paid	Outstanding
L. 15,889,930	L. 14,532,319	L. 1,357,611

The following is the position from the commencement of operating up to the end of December 1945 in respect of bills for quay and checkers labour passed to Command Paymaster for payment out of British Army funds :-

Amount passed for payment	Advised as paid	Outstanding
L. 22,117,596	L. 21,820,676	L. 296,920

54. Statistics.

Railway (Passenger and Freight) Statistics for Zone 'A' (Venezia Guilia) are shown at Appendix 'J' page 2.

55. North Africa.

(a) Financial responsibility - North Africa.

With the cessation of Mutual Aid in North Africa it becomes necessary for financial agreements to be entered into with the separate railways of Algeria, Morocco and Tunisia, and with the ports. Moreover the checking of freight and

Amount passed for payment	Advised as paid	Outstanding
L. 15,889,930	L. 14,532,319	L. 1,357,611

The following is the position from the commencement of operating up to the end of December 1945 in respect of bills for quay and checkers labour passed to Command Paymaster for payment out of British Army funds :-

Amount passed for payment	Advised as paid	Outstanding
L. 22,117,596	L. 21,820,676	L. 296,920

54. Statistics.

Railway (Passenger and Freight) Statistics for Zone 'A' (Venezia Guilia) are shown at Appendix 'J' page 2.

55. North Africa.

(a) Financial responsibility - North Africa.

With the cessation of Mutual Aid in North Africa it becomes necessary for financial agreements to be entered into with the separate railways of Algeria, Morocco and Tunisia, and with the ports. Moreover the checking of freight and port accounts on a financial basis, of necessity requires an accounting section based in North Africa. Military interest in ports and railways in this territory is practically negligible and the great mass of movements of stores and personnel and use of port facilities is now in connection with the maintenance of RAF installations and depots and is carried out under the supervision of the RAF. In these circumstances the RAF have been asked through staff channels GHQ to accept responsibility for all Transportation and Port commitments.

(b) Recoveries on Th. Account - North Africa.

The following is the position as at 31 Dec 1945 :-

	Billed Francs	Cleared Francs	O/s at 31 Dec 45 Francs
E.F.I.	17,825,978,80	17,626,022.00	199,956,80
Other Non-Military Bodies	177,254.00	177,254.00	Nil
Civilian	2,810,205.00	1,699,728.00	1,110,477.00
Totals	20,813,437,80	19,503,004.00	1,310,433,80

56. Greece.

Quay Handling Charges - Greece.

British Military Cargo.

In order to bring Military quay handling charges in line with those promulgated by the Greek Minister of Finance (protocol 26897) for civil cargoes, the rates at all ports were, in agreement with F.A. GHQ, increased by 50% with effect from October 24th 1945. Subsequently a further advance of 50% over and above the increase referred to above was sanctioned for the port of VOLOS only.

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

50% with effect from October 24th 1945. Subsequently a further advance of 50% over and above the increase referred to above was sanctioned for the port of VOLOS only.

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

Appendix 'A'
Part 1. Sheet 1.

TRANSPORTATION UNITS

LOCATION STATEMENT

31 DEC 1945

Unit	Location	Remarks
D.Tn. Transportation (Br) Main	Rome	
D.A.D.Tn. GHQ, CMF	Caserta	
D.D.Tn. Trieste	Trieste	
HQ No.1 Port Operating Group R.E.	Trieste	Det. Venice
991 Port Operating Coy R.E.	Venice	
1010 Port Operating Coy R.E.	Trieste	
1015 Port Operating Coy R.E.	Trieste	
1023 Port Operating Coy R.E.	Genoa	
1027 Port Operating Coy R.E.	Venice	
1037 Port Maintenance Coy R.E.	Venice	Det. Trieste
945 EWT (Port) Operating Coy R.E.	Venice	
932 Port Constr. & Repair Coy R.E.	Trieste	
HQ No.5 Port Operating Group R.E.	Bari	Det. Naples
993 Port Operating Coy R.E.	Naples	Det. Taranto
994 Port Operating Coy R.E.	Bari	
997 Port Operating Coy R.E.	Naples	
1007 Port Operating Coy R.E.	Naples	
1019 Port Maintenance Coy R.E.	Bari	Det. Taranto
1021 Port Operating Coy R.E.	Bari	
1030 Port Operating Coy R.E.	Taranto	
1031 Port Operating Coy R.E.	Bari	
No.4 Docks Workshop Section R.E.	Bari	
947 EWT (Port) Operating Coy R.E.	Bari	Dets. Taranto, Naples
990 Port Maintenance Coy R.E.	Naples	Dets. Falconara, Modugno
HQ No.1 Railway Constr. & Maint. Group R.E.	Udine	
10 Railway Construction Coy R.E.	Gorizia	
150 Railway Construction Coy R.E.	Pontebba	
161 Railway Construction Coy R.E.	[illegible]	

1019 Port Operating Coy R.E.	Genoa	
1023 Port Operating Coy R.E.	Venice	
1027 Port Operating Coy R.E.	Venice	Det. Trieste
1037 Port Maintenance Coy R.E.	Venice	
945 IWT (Port) Operating Coy R.E.	Trieste	
932 Port Constr. & Repair Coy R.E.		
HQ No.5 Port Operating Group R.E.	Bari	Det. Naples
993 Port Operating Coy R.E.	Naples	Det. Taranto
994 Port Operating Coy R.E.	Bari	
997 Port Operating Coy R.E.	Naples	
1007 Port Operating Coy R.E.	Naples	
1019 Port Maintenance Coy R.E.	Bari	Det. Taranto
1021 Port Operating Coy R.E.	Bari	
1030 Port Operating Coy R.E.	Taranto	
1031 Port Operating Coy R.E.	Bari	
No.4 Docks Workshop Section R.E.	Bari	
947 IWT (Port) Operating Coy R.E.	Bari	Dets. Taranto, Naples
990 Port Maintenance Coy R.E.	Naples	Dets. Falconara, Modugno
HQ No.1 Railway Constr. & Maint. Group R.E.	Udine	
10 Railway Construction Coy R.E.	Gorizia	
150 Railway Construction Coy R.E.	Pontebba	
161 Railway Construction Coy R.E.	Ferrara	Dets. Parma, Rovigo
HQ 1212 Railway Constr. & Maint. Group R.E.	Varese	
160 Railway Construction Coy R.E.	Varese	
No.2 Railway Bridging Section R.E.	Ferrara	
187 Mechanical Equipment (Tn) Coy R.E.	Cassano D'adda	
45 Mechanical Equipment (Tn) Plm. R.E.	Bologna	
46 Mechanical Equipment (Tn) Plm. R.E.	Padua	
HQ No.1 Railway Operating Group R.E.	Trieste	
154 Railway Operating Coy R.E.	Villach	Dets. Klagenfurt, Graz
189 Railway Operating Coy R.E.	Udine	Dets. Venice, Trieste
192 Railway Operating Coy R.E.	Verona	Dets. Bari, Ancona, Bologna, Milan

.../over

Sheet 2.

Unit	Location	Remarks
Railway Workshops.		
163 Railway Workshop Coy R.E.	Foligno	Dets. Bari, Milan
2 Railway Mobile Workshop Coy R.E.	Trieste	
5 Railway Mobile Workshop Coy R.E.	Foggia	
HQ No.3 Transportation Stores Group R.E.	Rome	
24 Transportation Stores Coy R.E.	Zoltweg	Dets. Colombrone, Castel-Maggiore
156 Transportation Stores Coy R.E.	Castel Maggiore	Det. Colombrone
196 Transportation Stores Coy R.E.	Modugno	Dets. Casalnouvo, Falconara
922 Transportation Stores Coy R.E.	Modugno	Det. Casalnouvo
19 Transportation Stores Port Section R.E.	Naples	Det. Casalnouvo
Transportation Signals Units.		
HQ No.3 Railway Telegraph Coy. R. Sigs.	Milan	
104 Construction Section (Rly) R. Sigs.	Milan	Dets. Udine, Villach
72 Railway Telegraph Operating Section R.Sigs.	Udine	Dets. Trieste, Villach
76 Railway Telegraph Operating Section R.Sigs.	Milan	Dets. Rome, Trieste
GREECE.		
992 Port Operating Coy R.E.	Piraeus	Det Patras
1014 Port Operating Coy R.E.	Salonika	

Appendix 'B'
Sheet one

CHANGES IN OFFICER PERSONNEL.

(a) Tn. H.Q. Staff.

Capt. J.J. McCormack	Tn.(Br) Sec. G.H.Q.	Posted to HQ Tn.Div. A.C.A. (EM) wef 7 Sept 45
Capt. C.W. Canham	Tn.(Br) Sec. G.H.Q.	Posted to X8(a) List ('B' Release) wef 17 Dec 45.
Major W.F.R. Mitchell	Tn.(Br) Sec. G.H.Q.	Posted to X8(a) List ('A' Release) wef 19 Dec 45.
Capt. N.J. Archer	Tn.(Gry) Sec. G.H.Q.	Posted to 21 Tn Stores Coy RE wef 27 Dec 45.
Lt.Col.J.F. O'Dell	Tn.(Br) Sec. G.H.Q.	Posted to HQ 7 Port Gp Group RE wef 31 Dec 45.
Major C.R.T. Schultz	Tn.(Br) Sec. G.H.Q.	Posted to Tn T.C. RE (Retained on IEMP) wef 21 Dec 45.

(b) Railway Operating & Mechanical.

Capt. A.L. Wallace	163 Rly W/Shop Coy.	Posted to X8(a) List ('B' Release) wef 31 Dec 45.
Capt. F. Beckett	2 Rly Mob W/Shop	Posted to X8(a) List ('A' Release) wef 27 Dec 45.
Capt. C.E.J. Cole	1 Rly Mob	Posted to X8(a) List ('A' Release) wef 21 Dec 45.

(c) Railway Construction.

Major J.A. Jackson	159 Rly Constr Coy.	Posted to X8(a) List (Python) wef 3 Dec 45.
Capt. H. Thompson	46 Rd (Tn) Pln.	Posted to X8(a) List for reversion to UK (Compassionate) wef 14 Dec 45.
Capt. J. Barnes	10 Rly Constr Coy.	Granted acting rank of Major wef 11 Dec 45.

			G.H.Q.	wef 31 Dec 45.
Major	C.R.T.	Schultz	Tn.(Br) Sec. G.H.Q.	Posted to Cn E.C. HQ (Retained on MLHF) wef 21 Dec 45.

(b) Railway Operating & Mechanical.

Capt.	A.L.	Wallace	165 Rly W/Shop Coy.	Posted to X8(a) List ('B' Release) wef 31 Dec 45.
Capt.	F.	Beckett	2 Rly Mob W/Shop	Posted to X8(a) List ('A' Release) wef 27 Dec 45.
Capt.	C.E.J.	Cole	1 Rly Mob	Posted to X8(a) List ('A' Release) wef 21 Dec 45.

(c) Railway Construction.

Major	J.A.	Jackson	159 Rly Constr Coy.	Posted to X8(a) List (Python) wef 3 Dec 45.
Capt.	H.	Thompson	46 10 (Tn) Pln.	Posted to X8(a) List for reversion to UK (Compassionate) wef 14 Dec 45.
Capt.	J.	Barnes	10 Rly Constr Coy.	Granted acting rank of Major wef 11 Dec 45.
Lieut.	T.S.	Abbott	10 Rly Constr Coy.	Granted acting rank of Captain wef 11 Dec 45.
Lieut.	D.J.	Lee	46 [illegible] (Tn) Pln.	Granted acting rank of Captain wef 14 Dec 45.
Capt.	J.C.	Johnston	150 Rly Constr Coy.	Posted to X8(a) List ('B' Release) wef 17 Dec 45.
Capt.	J.T.	McGregor	2 Rly Bdg Sec.	Posted to X8(a) List ('B' Release) wef 27 Dec 45.
Lieut.	N.C.	Harland	160 Rly Constr Coy.	Posted to 161 Rly Constr Coy wef 19 Dec 45.
Lieut.	J.	Temple	161 Rly Constr Coy.	Granted acting rank of Captain wef 29 Dec 45.

Appendix 'B'
Sheet two.

(d) Port and I.W.T.

Capt.	E.P.	Appleby	X(iv) List	Posted to 1037 Port Maint Coy wef 30 Nov 45.
Capt.	W.H.	Farrance	1051 Port Op Coy.	Posted to X8(a) List (Release) wef 12 Dec 45.
Capt.	A.O.	Cottrell	994 Port Op Coy.	Posted to X8(a) List (Release) wef 14 Dec 45.
Capt.	C.S.	Kew	1021 Port Op Coy.	Posted to 1030 Port Op Coy wef 14 Dec 45.
Capt.	R.A.	Thompson	1030 Port Op Coy.	Posted to 994 Port Op Coy. wef 14 Dec 45.
Lt.Col.	L.G.	England	No 1 Port Op Group	Posted to X8(a) List (Release) wef 31 Dec 45.
Capt.	H.E.G.	Speller	1031 Port Op Coy.	Posted to 994 Port Op Coy. wef 31 Dec 45.
Capt.	H.W.	Cory	993 Port Op Coy.	Posted to X8(a) List (Release) wef 24 Dec 45.
Capt.	J.E.	Dewstow	1019 Port Maint Coy.	Posted to X8(a) List ('B' Release) wef 8 Dec 45.

(e) Stores

Capt.	G.L.	Barnsby	19 Tn Stores (P) Sec.	Posted to X8(a) List for reversion to UK (Compassionate) wef 10 Dec 45.
Lieut.	W.H.	Korr	196 Tn Stores Coy.	Posted to 19 Tn Stores (P) Sec. and granted Acting rank of Captain wef 10 Dec 45.
Capt.	..	Watson	922 Tn Stores Coy.	Posted to Tn (Br) Sec. G.H.Q. wef 27 Dec 45.
Lieut.	J.	Hunter	156 Tn Stores Coy.	Posted to X8(a) List (Python) wef 29 Dec 45.

Capt.	C.G.	Kew	1021 Port Op Coy.	Posted to 1030 Port Op Coy wef 14 Dec 45.
Capt.	R.R.	Thompson	1030 Port Op Coy.	Posted to 994 Port Op Coy. wef 14 Dec 45.
Lt.Col.	L.G.	England	HQ 1 Port Op Group	Posted to X8(c) List (Release) wef 31 Dec 45.
Capt.	H.E.G.	Speller	1031 Port Op Coy.	Posted to 994 Port Op Coy. wef 31 Dec 45.
Capt.	H.W.	Cory	993 Port Op Coy.	Posted to X8(a) List (Release) wef 24 Dec 45.
Capt.	J.E.	Dewstow	1019 Port Maint Coy.	Posted to X8(c) List ('B' Release) wef 8 Dec 45.

(c) Stores

Capt.	G.L.	Barnsby	19 Tn Stores (P) Sec.	Posted to X8(c) List for reversion to UK (Compassionate) wef 10 Dec 45.
Lieut.	W.H.	Korr	196 Tn Stores Coy.	Posted to 19 Tn Stores (P) Sec. and granted Acting rank of Captain wef 10 Dec 45.
Capt.	..	Watson	922 Tn Stores Coy.	Posted to Tn (Ex) Sec. G.H.Q. wef 27 Dec 45.
Lieut.	J.	Hunter	156 Tn Stores Coy.	Posted to X8(c) List (Python) wef 29 Dec 45.
Lieut.	D.T.	Lorton-Hicks	922 Tn Stores Coy.	Posted to X8(c) List (Python) wef 30 Dec 45.

WORKS IN PROGRESS AS AT 31 DECEMBER 1945.

Job No.	Agency.	Location.	Description.	Size.
Line 50. BUSSOLENO - MODANE.				
50/601	I.S.R. Contractor.	Meana.	Repairs to Br. 1 at Km. 51.63.	Repairs in concrete
50/602	I.S.R. Contractor.	Chiusonte.	Repairs to Br. 2 at Km. 62.850.	2/65' & 2/60' U.C.R. spans.
50/607	I.S.R. Contractor & German P.O.W.	Bardonecchia.	Repairs to Mont Cenis Tunnel.	Clearance of debris and repairs to tunnel lining.
Line 61. GENOA - MENTONE.				
61/7	I.S.R. Contractor.	Demari.	Repairs to tunnel at Km. 150.1.	Clearance of debris and repairs to tunnel lining.
61/6	I.S.R. Contractor.	Ventimiglia.	Repairs to Br. & tunnel (Mortola) at Km. 152.25.	Repairs in concrete tunnel clearance.
Line 69. VERONA - BRENNERO.				
69/24	German P.O.W.	Trento.	Repairs to Br. at Km. 101.079 (Lavina).	14/80' U.C.R.D. Deck spans.
Line 71. UDINE - PONTEBBA.				
71/9	150 Rly. Constr. Coy., R.E.	Pontebba.	Udine to Pontebba.	General track repairs and maintenance.

IN PROGRESS AS AT 31 DECEMBER 1945.

Appendix 'D'
Part II Sheet 1.

	Description.	Size.	% Progress.	Estd date of Completion	Remarks.
	Repairs to Br. 1 at Km. 51.63.	Repairs in concrete.	70		
	Repairs to Br. 2 at Km. 62.850.	2/60' & 2/60' U.C.R.B. spans.	80		
Km.	Repairs to Mont Cenis Tunnel.	Clearance of debris and repairs to tunnel lining.	25		
	Repairs to tunnel at Km. 150.1.	Clearance of debris and repairs to tunnel lining.	90		
Km.	Repairs to Br. & tunnel (Mortola) at Km. 152.2o.	Repairs in concrete & tunnel clearance.	85	20.1.46.	
	Repairs to Br. at Km. 101.079 (Davis).	14/30' U.C.R.B. Deck spans.	45		
	Ubine to Pontemon.	General track repairs and maintenance.	98		

..../Sheet 2.

WORKS IN PROGRESS AS AT 31 DECEMBER 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.
71/21	150 Rly. Constr. Coy., R.E.	Venzone.	Repairs to Br. at Km. 37.8	2/9.2m. concrete arches.
Line 73. TRIESTE - GORIZIA.				
73/2	10 Rly. Constr. Coy., R.E.	Canale d'Isonzo.	Repairs to Br. over R. Isonzo.	3/45.5m. Roth wng spans.
Line 85. BOLOGNA - FERRARA - PADUA.				
85/14	German P.o.W.	Pontelagoscuro.	Repairs to Br. 9 at Km. 52.28 (R.Po).	1/80' U.C.R.B. s
85/21	German P.o.W.	Rovigo.	Repairs to Br. 13 at Km. 81.70. (R. Adige).	2/168'-6" & 1/203 I.S.R. Truss spa
85/22	German P.o.W. 161 Rly. Constr. Coy., R.E.	Rovigo.	Rovigo (ex.) to Stanghella (incl.)	Track repairs.
85/23	German P.o.W.	Stanghella.	Repairs to Br. 14 at Km. 86.7 (R. Gorzone).	Repairs to abutme
85/25	German P.o.W.	Monselice.	Repairs to Br. 15 at Km. 90.1.	1/80' U.C.R.B. sp

ORKS IN PROGRESS AS AT 31 DECEMBER 1945 (Contd).

Appendix 'D'
Part II Sheet 2.

n.	Description.	Size.	% Progress.	Estd date of Completion	Remarks.
.	Repairs to Br. at Km. 37.8	2/9.2m. concrete arches.	80		
d'Isonzo.	Repairs to Br. over R. Isonzo.	3/45.5m. Roth wagner spans.	50		
gaeuro.	Repairs to Br. 9 at Km. 52.28 (R.Po).	17/80' U.C.R.B. spans.	50		
	Repairs to Br. 13 at Km. 61.70. (R. Adige).	2/168'-6" & 1/203'-6" I.S.R. Truss spans.	80		
.	Revigo (ex.) to Stanghella (incl.)	Track repairs.	20		
ella.	Repairs to Br. 14 at Km. 86.7 (R. Gorzone).	Repairs to abutment.	95		
ieo.	Repairs to Br. 15 at Km. 93.1.	1/80' U.C.R.B. span.	40		

WORKS COMPLETED DURING DECEMBER 1945 (Contd.)

Job No.	Agency.	Location.	Description.	Size.
85/11	German P.O.W.	Ferrara.	Repairs to Br.7 at Km. 46.10 (Canale Renatico).	1/95' span.
85/18	German P.O.W.	Argua.	Repairs to Br. 11 at Km. 69.825. (Canale Bianco).	1/130' span.

WORKS COMPLETED DURING DECEMBER 1945 (Contd.)

Appendix 'D'
Part I Sheet 2.

Location.	Description.	Size.	Date of Completion.	Remarks.
Ferrara.	Repairs to Br.7 at Km. 46.10 (Canale Renatico).	1/95' U.C.R.B. span.	21.12.45.	
Argua.	Repairs to Br. 11 at Km. 69.825. (Canale Bianco).	1/130' Truss span.	31.12.45.	Opened to traffic 29.12.45.

WORKS COMPLETED DURING DECEMBER 1945.

Job No.	Agency.	Location.	Description.	Size.
Line 50. BUSSOLENO - MODANE.				
50/606	I.S.R. Contractor.	Bardonecchia.	Repairs to Br. 6 at Km. 83.662.	Repairs in concrete.
Line 59. PIACENZA - TORTONA - ALESSANDRIA.				
59/1	161 Rly. Constr. Coy., R.E.	Spinetta.	Repairs to Br. at Km. 90.30 (R. Trebbia).	9/65' & 1/75 U.C.R.B. & 1 German R.S.J spans.
Line 69. VERONA - BRENNERO.				
69/25	German P.o.w.	Besenello.	Repairs to Br. at Km. 163.645 over R. Isarco.	L.o.T. Strut in
Line 75. TRIESTE - GORIZIA.				
73/1	10 Rly. Constr. Coy., R.E.	Provvedina.	Repairs to Br. at Km.66.16.	1/40' Section span.
Line 85. BOLOGNA - FERRARA - PADUA.				
85/7	German P.o.w.	Galliera.	Repairs to Br. 3 at Km. 31.766. (R. Reno).	2/150' Truss 2/85' U.C.R. spans.

WORKS COMPLETED DURING DECEMBER 1945.

Appendix 'D'
Part I Sheet 1.

	Description.	Size.	Date of Completion.	Remarks.
bia.	Repairs to Br. 6 at Km. 83.662.	Repairs in concrete.	8.12.45.	
	Repairs to Br. at Km. 90.30 (R. Trebbia).	9/65' & 1/75' U.C.R.B. & 1/65' German R.S.J. spans.	15.12.45.	
	Repairs to Br. at Km. 103.049 over R. Enarco.	R.S.J. strutting.	30.12.45.	
.	Repairs to Br. at Km. 66.16.	1/40' sectional span.	8.12.45.	
	Repairs to Br. 3 at Km. 51.766. (R. Reno).	2/150' Truss & 2/85' U.C.R.B. spans.	31.12.45.	Opened to traffic 24.12.45.

..../Sheet 2.

PORT WORKING STATISTICS - ITALY

SUMMARY FOR PORTS OF TONNAGES LOADED AND DISCHARGED DURING THE

DISCHARGED									
Port	Cargo	No. of M.T. & Tons M.T.	Tons QUAY	Tons LIGHTER	Total Tonnage Discharged	Average Daily Tonnage Discharged	Cargo	No. of M.T.
TARANTO	Stores		548	268	548	18	M.T. Stores	4
BARI	Stores		2488	2110	2488	80	M.T. Stores	1566
VENICE	Stores		3255	5	3255	105		
TRIESTE	M.T. Stores Coal	20	24 32877 25835	1561	58736	1061 833	M.T. Stores Coal	55
NAPLES	M.T. Stores	149	584 34816	2289	35400	5 = 19 1123	M.T. Stores	311

Total Tonnage Discharged = 101,577 Tons

Total

Note :- The Stores figure does not include P.O.L. loaded or discharged by

Appendix 'C'.

PORT WORKING STATISTICS - ITALY

RTS OF TONNAGES LOADED AND DISCHARGED DURING THE MONTH OF DECEMBER 1945

		LOADED				
Total Tonnage Discharged	Average Daily Tonnage Discharged	Cargo	No. of H.T. & Tons H.T. / QUAY	Tons	Total Tonnage Loaded	Average Daily Tonnage Loaded
543	18	M.T. Stores	4	11 2314	2325	75
2488	80	M.T. Stores	1366	2785 25126	27911	44 = 90 811
3255	105					
58736	1061 833	M.T. Stores Coal	53	140 477 341	956	20 11
35400	5 = 19 1123	M.T. Stores	311	2475 13505	15980	10 = 80 436

77 Tons

Total Tonnage Loaded = 47,174 Tons

oes not include P.O.L. loaded or discharged by pipe line.

APPENDIX E.

TN. STORES STATISTICS - DECEMBER 1945

(A) Tonnages of Tn. Stores - Handled in Depots.

	November	December	Increase + Decrease - over Nov. 45.
Unloaded	8779	5926	- 2853
Reconsigned	1390	528	- 862
Loaded and Despatched	10606	13077	+ 2471

(B) Tonnages of Tn. Stores received, issued and in stock based upon quantitative accounts, and excluding transfers between depots.

	November	December	Total to 31 Dec. 45.
Received in Italy	5564	1279	315,176
Issued - (a) Italy	4930	4940	273,478
- (b) S. France	-	-	2,311
Closing Stock	78447	77369	-

(C) Indents and Transfer Vouchers.

	November	December
Indents - Number	646	513
- Items	2867	1573
Transfer Vouchers - Number	81	33
- Items	698	147

(D) Railway Bridging.

		RECEIVED		ISSUED		Returned from units	Stock at end of Dec.
		Dec.	Total to end Dec.	Dec.	Total to end Dec.		
Type of Bridging.							
R.S.J. Spans	ft. run	90	15,955	-	9,357	1122	7,720
" Sect. Spans	"	-	2,148	-	36	36	2,148
Sectional 40'	"	-	10,800	-	7,720	1000	4,080
U.C.R.B.	"	-	24,710	320	22,681	2980	5,009
Lattice Girder	"	-	4,336	-	2,645	-	1,691
Plate Girder (ob)	"	-	210	-	180	-	30
Yunnan Burma	"	-	7,255	-	8,008	934	181
Fabricated RSJ Spans	"	-	2,668	27	2,157	210	721

- (b) S. France	-	-	2,311
Closing Stock	78447	77569	-

(C) Indents and Transfer Vouchers.

	November	December
Indents - Number	646	513
- Items	2867	1573
Transfer Vouchers - Number	81	33
- Items	698	147

(D) Railway Bridging.

		RECEIVED		ISSUED		Returned from units	Stock at end of Dec.
		Dec.	Total to end Dec.	Dec.	Total to end Dec.		
Type of Bridging.							
R.S.J. Spans	ft. run	90	15,955	-	9,357	1122	7,720
" Sect. Spans	"	-	2,146	-	36	36	2,148
Sectional 40'	"	-	10,800	-	7,720	1000	4,080
U.C.R.B.	"	-	24,710	320	22,681	2980	5,009
Lattice Girder	"	-	4,356	-	2,645	-	1,691
Plate Girder (cb)	"	-	210	-	180	-	30
Yunnan Burma	"	-	7,255	-	8,008	934	181
Fabricated RSJ Spans	"	-	2,668	27	2,157	210	721
Total	ft. run	90	68,062	347	52,764	6282	21,580
Trestling							
Light	Tons	-	14,752	108	10,316	2257	6,693
Heavy	"	-	3,356	-	1,262	143	2,237

(E) Track.

		RECEIPTS		RETURNS FROM UNITS		ISSUES		Stock
		Dec.	Total to date	Dec.	Total to date	Dec	Total to date	
Plain Line (less Sleepers)	Miles	-	313	-	-	-	221	92
Sleepers	"	-	396	-	13	-	362	47
Turnouts (less Sleepers)	Sets	-	1558	-	16	-	936	638
Crossing Timbers	"	-	1575	-	26	-	805	796

Appendix F Sheet 1.

SUMMARY OF LOCOS - (ITALY ONLY)

AS At 31st DECEMBER 1945.

Description.			Held in Italy.
Steam	US 2-8-2		31
	US 2-8-0		243
	LMS 2-8-0		15
	US 0-6-0		5
	GW 0-6-0		6
Diesel Electric			
	US 0-4-4-0	650 HP	49
	LMS 0-6-0	350 HP	4
Diesel German 0-4-0		250 HP	1
	Total all types		354

SUMMARY OF WAGONS - (ITALY ONLY)

AS At 31st DECEMBER 1945

Description	Held in Italy	To be transferred from Sicily	Total
US Box 30 ft	[illegible]	[illegible]	[illegible]

LMS 2-8-0		13
US 0-6-0		5
GW 0-6-0		6
Diesel Electric		
US 0-4-4-0	650 HP	49
LMS 0-6-0	350 HP	4
Diesel German 0-4-0	250 HP	1
Total all types		354

SUMMARY OF WAGONS - (ITALY ONLY)

AS AT 31st DECEMBER 1945

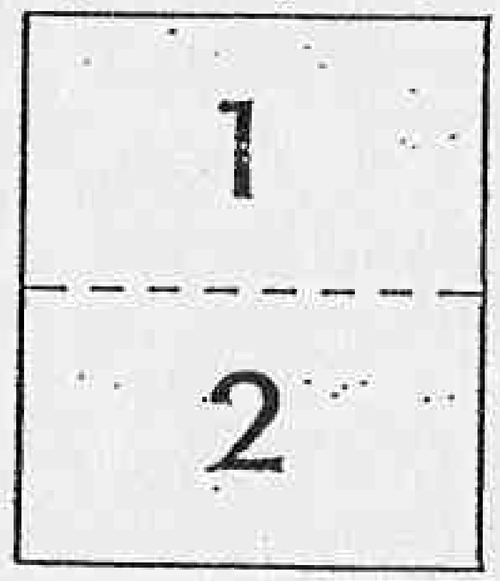
Description	Held in Italy	To be transferred from Sicily	Total
US Box, 20-ton	538	-	538
converted to Mail Van	12	-	12
chassis used as Flat	13	-	13
US Box, 40-ton	11	-	11
chassis used as Flat	53	-	53
US Brake Van, 20-ton - converted as Flat	1	-	1
Br. Flat for AFV. 40/50-ton	50	-	50
US " " " 50/60-ton	78	-	78
Br. Open H.S. 13-ton	99	1	100
US " " 20-ton	15	-	ø 20
US " L.S. 20-ton	1	-	1
US Well 50-ton	3	-	3
Total all types	874	1	880

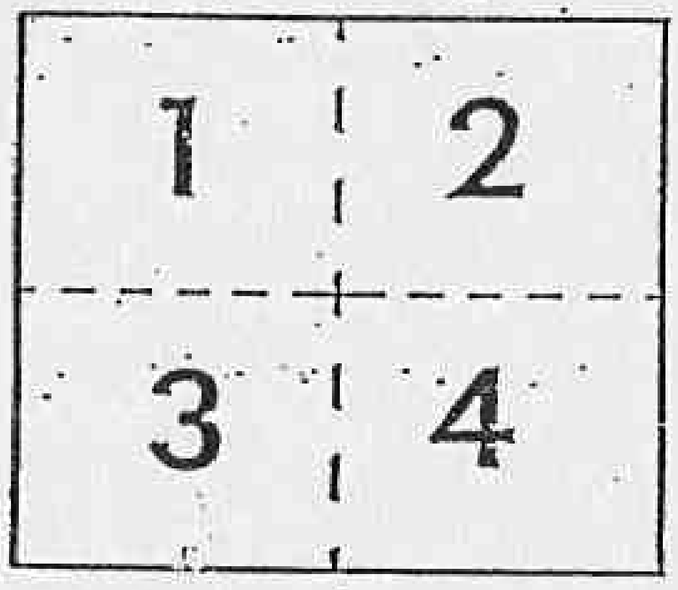
ø 5 in Italy broken down - awaiting assembly.

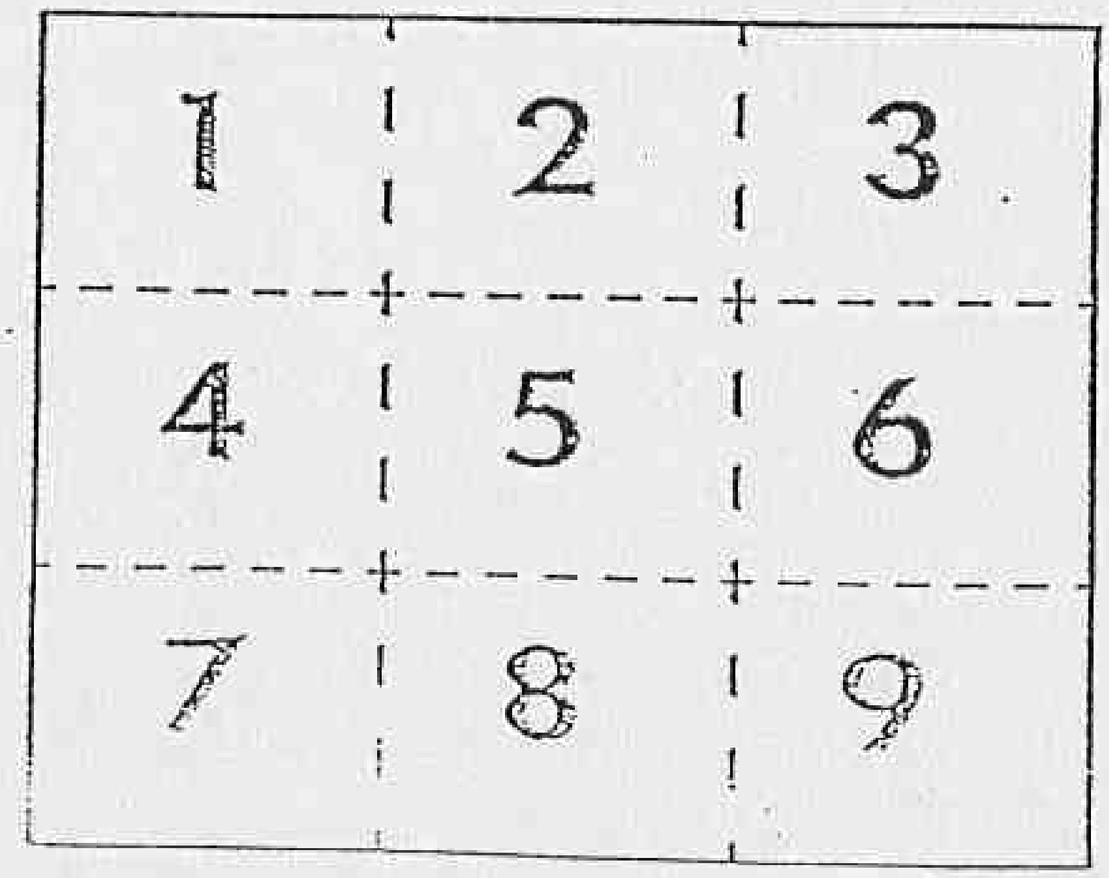
5997

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.







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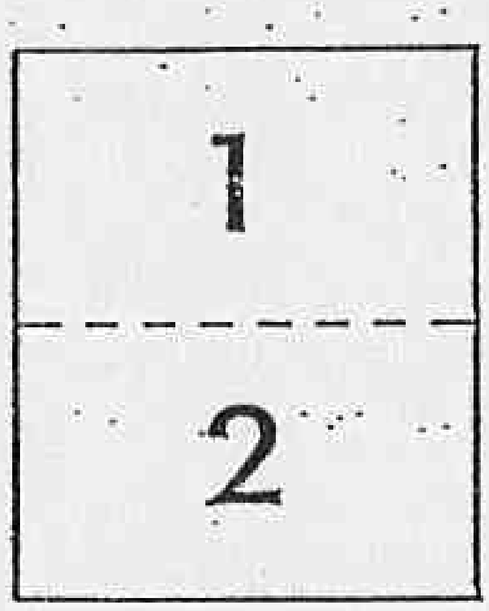
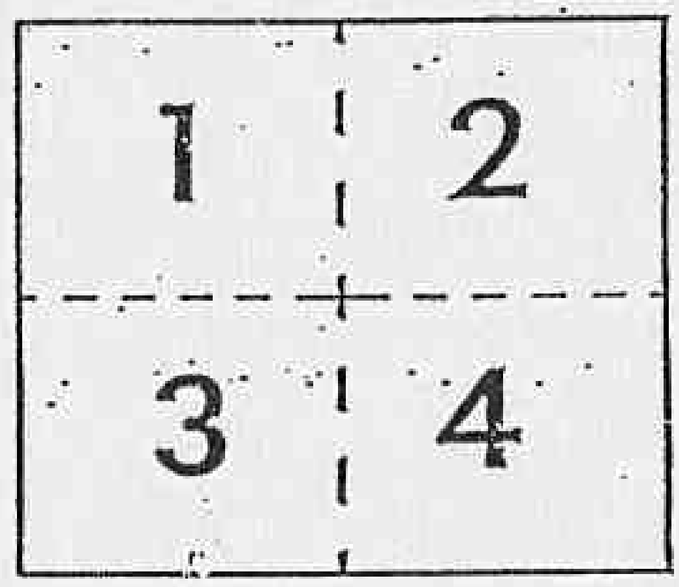
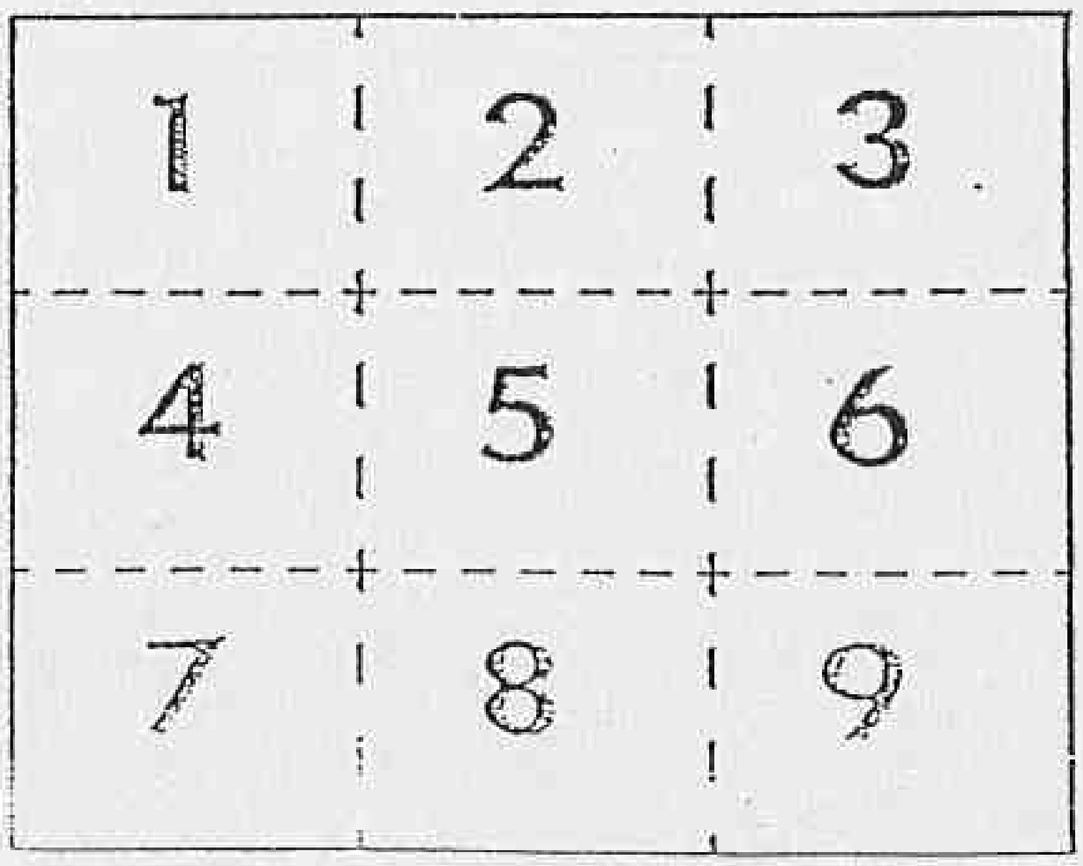
SEE DIAGRAMS BELOW.







0074

DESCRIPTION		DEMAND OR			REQ
		Qty.	Ordered by	To be supplied from	Demand No. or Requisitio
LOCOS					
STANDARD GAUGE	Type				
MAIN LINE - Steam 2-8-2	US	15	Tn. (Br)	MR	MED/Tn. 2/ME. 82
	US	4	Tn. (Br)	MRC (Thro ME)	MED/Tn. 2/ME. 85
	US	20½	Tn. (Br)	ME	MED/Tn. 2/ME. 94
Steam 2-8-0	US	100	DGMRS	USA	NATOUSA cable 3
	US	233+	DGMRS	USA	Transp. IV. A. 1
	LMS	15	Tn. (Br)	ME	MED/Tn. 2/ME. 82
SHUNTING - Steam 0-6-0	US	5	DGMRS	USA	-
	GR	6	Tn. (Br)	UK	MED/Tn. 2/UK. 27
MAIN LINE - Diesel-Elect. 0-4-4-0 650 HP	US	70	DGMRS	USA	Tn. 69
		50	DGMRS	USA	Transp IV. A. 17
		28	DGMRS	USA	Transp. IV. A. 18
		49	Tn. (Br)	MR	-
SHUNTING - Diesel-Elect. 0-6-0 350 HP	LMS	2	Tn. (Br)	UK MR	- MED/Tn. 2/ME. 94
Diesel 0-4-0 250 HP	German	1	Captured NA		-
METRE GAUGE					
MAIN LINE - Steam 2-8-2	US	60	DGMRS	USA	NATOUSA cable 3

+ 30 allocated direct to South France.

5596 Shipment of 8 suspended.

0075

C.M.F. STATEMENT OF W.D. LOCOS - BRITISH & U.S.

AS AT 31st DECEMBER 1945.

	REQUISITION		RECEIVED			TRANSFERRED			Sold to French N.A. Railways
Allocated from	Demand No. or Requisition	Date	N.A.	Italy	Total	N.A. to South France	N.A. to Italy	N.A. to India	
ME	MED/Tn.2/ME.82	26.12.44		15	15				
ATC	MED/Tn.2/ME.85	20. 1.45		4	4				
ro MEF									
ME	MED/Tn.2/ME.94	5. 3.45		12	12				
SA	NATOUSA cable 323	29. 3.43	105		105	35	40		30
SA	Transp. IV. A. 180	8. 1.44		203	203				
ME	MED/Tn. 2/ME. 82	26.12.44		15	15				
SA	"	-	5		5		5		
UK	MED/Tn. 2/UK. 27	16. 1.43	6		6		6		
SA	Tn. 69	11.10.43		10	ж 10				
SA	Transp. IV.A. 171	23.11.43		30	ж 30				
SA	Transp. IV.A. 181	8. 1.44		28	ж 28				
ME	-	-	4	45	ж 49		4		
UK	"	-	2		2		≠ 2		
ME	MED/Tn. 2/ME. 94	5. 3.45		2	2				
KA	"	-	1		1		1		
USA	NATOUSA cable 323	29. 3.43	60		∅ 60			41	18

ж Total actually received in Italy = 117. 1 destroyed by fire.

≠ Received from US Forces, Ordn. N.A.

∅ 1 destroyed 14 Oct. 43 - North Africa.

UNSEARED		Sold to French N.A. Railways	Held in Italy	Declared surplus to Military Requirements Italy by Americans	Disposal	Declared Surplus to Military Requirements Italy by British
N.A. to Italy	N.A. to India					
			15			15
			4			4
			12			12
40		30	40	40		
			203	203		
			15			15
5			5	5		
6			6			6
			49		67 Hos. shipped to U.S.A.	49
4						
≠ 2			2			2
			2			2
1			1			1
	41	18				

Eire.

0077

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

DESCRIPTION	DEMAND		OR REQUISITIO	
	Qty	Ordered by	To be supplied from	Demand or Reqn. No
WAGONS				
STANDARD GAUGE				
US Box, 20-ton 20-ton converted to Mail Van 20-ton converted to Refrig. Van 20-ton chassis used as Flat	600	DGMRS	USA	NATOUSA cable
40-ton 40-ton converted to Refrig. Van 40-ton chassis used as Flat	80	DGMRS	USA	NATOUSA cable
US Brake Van, 20-ton 20-ton converted as Flat	15	DGMRS	USA	NATOUSA cable
US Cistern or Tank, [illegible] galls. cap.	60	DGMRS		
Br. Flat [illegible] 30-ton	50	Tn(Br)	USA	NATOUSA cable
US -ditto- [illegible] ton	30	DGMRS	UK	MED/Tn.2/UK. 2
US -ditto- 30/35-ton	50	Tn(Br)	USA	NATOUSA cable
Br. Open H.S. [illegible]	100		ME	MED/Tn.2/ME. 9
US Open [illegible]	550	DGMRS	ME	
US Open H. [illegible] chassis used as Flat			USA	NATOUSA cable
U.S. Open L.S., 40-ton				
US Well, 50-ton	3	DGMRS	USA	NATOUSA cable
METRE GAUGE				
US Box, 30-ton	160	DGMRS		
US Flat, 30-ton	20	DGMRS	USA	NATOUSA cable
US Open H.S. (Steel) 30-ton	50	DGMRS	USA	NATOUSA cable
US Open H.S. (Wood) 30-ton			USA	NATOUSA cable
US Tank 30-ton	20	DGMRS	USA	NATOUSA cable

5995

C.M.F. STATEMENT OF WAGONS - BRITISH AND U.S. - AS AT 31st DECE

OR REQUISITION.			RECEIVED				TRANSFERS				Transferred or due for transfer
be lied om	Demand or Room No.	Date	N.A.	Sicily	Italy	Total	N.A. to Italy	Italy to S.France	Sicily to Italy	N.A. to India	N.A. to South France
SA	NATOUSA cable 323	29. 3.43	589			(543 (12 (18 (14	541 12 13				18
SA	NATOUSA cable 323	29. 3.43	80			(- (22 (58	58				22
SA	NATOUSA cable 323	29. 3.43	20			(19 (1	1				17
SA	NATOUSA cable 323	29. 3.43	74			74	14	14			60
K	MED/Tn.2/UK. 2	26.11.42	50			50	50				
SA	NATOUSA cable 323	29. 3.43	130			130	50	21			79
E	MED/Tn.2/ME. 96	12. 3.43			50	50					
E				86	14	100			85		
SA	NATOUSA cable 323	29. 3.43	342			(338 (4	20				316 4
SA	NATOUSA cable 323	29. 3.43	3			3	3				
SA	NATOUSA cable 323	29. 3.43	160								
SA	NATOUSA cable 323	29. 3.43	50								
SA	NATOUSA cable 323	29. 3.43	(40 (40								
SA	NATOUSA cable 323	29. 3.43	10							10	

0079

.S. - AS AT 31st DECEMBER 1945.

y	N.A. to India	Transferred or for transfer N.A. to South France	Returned to U.S.A.	For Sale to French	Held in Sicily for Italy	Total in Italy	Declared surplus to Military Requirements Italy by Americans	Disposal	Declared surplus to Military Requirements Italy by British	Disposal
						536 12	} 550			
		18								
						13	13			
						11	11			
		22								
						53	53			
		17								
						1	1			
		60								
						50				
		79				29	29		50	
						49				
					1	99			49	
		316				15	20		100	
		4								
						1	1			
						3	3			
			100 20 10 40	30 22						
	10									

0080

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

d c y ats y ne	Disposal	Declared surplus to Military Requirements Italy by British	Disposal	Remarks	
				2 destroyed N.A. 3 destroyed Italy.	
				1 destroyed N.A.	
				/ 5 - 40-ton Box wagons now in general use. (previously part of No. 500 Mobile Workshop)	
				2 destroyed N.A.	
		50			
		49		1 destroyed N.A. 1 destroyed 5 Apr. 45 - Italy	
		100		/ A.C. erie touring to trace (a plus 2 awaiting assembly. 2 destroyed N.A. (b 5 of which not yet assembled. / Not in general use. Previously part of No. 500 Mobile Workshop.	
				8 destroyed 26 Sep. 43 - N.A.	

APPENDIX G.

COAL - DECEMBER 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	42,911	~~57,446~~	~~100,357~~
RECEIPTS	57,765	44,480	102,245
ISSUES	62,010	56,653	118,663
TRANSFERS	4,520	15,696	20,216
CLOSING STOCK	34,146	29,577	63,723
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES.	19	18	19
AVERAGE WEEKLY RECEIPTS	11,553	8,896	20,449
AVERAGE WEEKLY ISSUES	12,402	11,331	23,733

NOTE: Closing Stock includes Grade "A" (American Low Volatile) Coal as follows:-

EAST COAST - 6,216 tons.

WEST COAST - 1,438 tons.

5994

	[illegible]	88,693	118,669
TRANSFERS	4,520	15,696	20,216
CLOSING STOCK	34,146	29,577	63,723
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES.	19	18	19
AVERAGE WEEKLY RECEIPTS	11,553	8,896	20,449
AVERAGE WEEKLY ISSUES	12,402	11,331	23,733

NOTE: Closing Stock includes Grade "A" (American Low Volatile) Coal as follows:-

EAST COAST - 6,216 tons. 5994

WEST COAST - 1,138 tons.

ø Opening stock West Italy includes coal stocks previously held separately by I.S.R. for Allied Military Account.

RE-TRANSFERS OF TRANSPORTATION EQUIPMENT OF U.S. ORIGIN - DEC

Full description of Equipment.	A.D. No.	Reference t where Re-T para. 2(
(i) From Military-end use to Civilian-end use.		
(ii) From or to a Foreign Government.		
(iii) From one Theatre to another Theatre.		
(iv) From one country in a Theatre to another country within the same Theatre.		
(v) From British Troops to U.S. Troops.		
(vi) From U.S. Troops to British Troops.		

APPENDIX H.

TRANSFERS OF TRANSPORTATION EQUIPMENT OF U.S. ORIGIN - DEC. 1945.

	U.D. No.	Reference to War Office approval where Re-Transfer falls under para. 2(i), (ii) and (iii).	Description of Re-Transfer.	
			FROM	TO
dium-end use.				
nt.				
ncentre.		N I L		
to another Quartre.				
goods.				
goods.				

APPDX. I.

HARBOUR CRAFT

Table A.

Overall Position as at 31st December 1945

	Harbour Tugs	Dumb Barges					Powered Craft	
		Minus.	Minca.	Aire & Calder	Higgins.	Others	Z Craft.	R.C.L's.
Agreed Theatre Allocation.	75	14	378	18	42	148	32	207
Receipts.								
South France	5	-	9	-	-	-	7	-
Italy(West Coast)	14	6	159	-	-	-	13	67
Malta	11	-	6	-	-	-	-	17
Italy(East Coast)	34	6	184	-	-	9	12	101
Jugoslavia	3(A)	-	20(A)	-	-	-	-	11
Greece	8	-	-	18	15	118	-	8
North Africa	-	2	-	-	-	-	-	3
Total	75	14	378	18	15	127	32	207
Available								
Ex M.E. - For Greece	-	-	-	-	27	21	-	-
Total	-	-	-					

5993

Agreed Theatre Allocation.	75	14	378	18	42	148	32	207
Receipts.								
South France	5	-	9	-	-	-	7	-
Italy(West Coast)	14	6	159	-	-	-	13	67
Malta	11	-	6	-	-	-	-	17
Italy(East Coast)	34	6	184	-	-	9	12	101
Jugoslavia	3(A)	-	20(A)	-	-	-	-	11
Greece	8	-	-	18	15	118	-	8
North Africa	-	2	-	-	-	-	-	3
Total	75	14	378	18	15	127	32	207
Available								
Ex M.E. - For Greece	-	-	-	-	27	21	-	-
Total	-	-	-	-	27	21	-	-
GRAND TOTAL	75	14	378	18	42	148	32	207

5993

ø Theatre allocation has been reduced where losses have occurred and replacements are not required. (See Losses)

(A) On loan to UNRRA, Jugoslavia.

HARBOUR CRAFT

Tn. Craft to be maintained by Users other than Tn.(Br).

		Harbour Tugs.				Powered Lighters.				Dumb Barges.		
		Tonac.	Tusa.	Sturdy.	Others.	R.C.L's.	Minus.	Minca.	A & C.	Higgins.	M.E.	Indic
Total Required		18	11	9	1	101	8	183	18	42	18	10
Receipts:												
Italy(West)	U.S.Army	6	6	-	-	60	6	83	-	-	-	-
Royal Navy,	Taranto	-	-	-	-	2	-	-	-	-	-	-
	Naples	-	-	-	-	2	-	-	-	-	-	-
	Malta	3	3	5	-	17	-	6	-	-	-	-
	Ancona	-	-	-	-	-	-	1	-	-	-	-
French Govt.	Bizerta	-	-	-	-	1	-	-	-	-	-	-
Army Fire Service:												
	Monopoli	-	-	-	-	1	-	-	-	-	-	-
	Torre del Greco	-	-	-	-	4	-	-	-	-	-	-
	Algiers	-	-	-	-	1	-	-	-	-	-	-
Min. War Transport:												
	Naples	-	-	-	-	1	-	-	-	-	-	-
	Algiers	-	-	-	-	1	2	-	-	-	-	-
South France		5	-	-	-	-	-	9	-	-	-	-
Greece (A)		3	-	4	1	-	-	-	18	15	9	10
Jugoslavia (B)		1	2	-	-	-	-	20	-	-	-	-
Land Forces Adriatic		-	-	-	-	11	-	-	-	-	-	-
Due ex M.E.(for Greece) (C)		-	-	-	-	-	-	-	-	27	-	-
Allied Commission (D)		-	-	-	-	-	-	-	-	-	9	-
" "	(West Coast)	-	-	-	-	-	-	64	-	-	-	-
TOTAL		18	11	9	1	101	8	183	18	42	18	10

(A) These craft are in charge to BSSTO(C)/DNTR(C) who are responsible to PSTO(ME)/NTR(ME). Any dispos through D.Tn., Middle East. These items will be deleted from future returns.

(B) On loan to UNRRA, Jugoslavia. (D) owned by Indian Govt. on charter to PSTO, Middle East. - Not rep

(C) These items will be deleted from future returns.

HARBOUR CRAFT

Table "B" Part 1.

Maintained by Users other than Th.(Br).

	Powered Lighters.				Dumb Barges.							
...rs.	R.C.L's.	Minus.	Minca.	A & C.	Higgins.	H.E.	Indian	Chevalier.	M.W.T. Wood.	M.W.T. Steel.	Sect. Steel.	Others
	101	8	183	18	42	18	10	27	84	2	5	2
	60	6	83	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-	-	-
	17	-	6	-	-	-	-	-	-	-	-	-
	-	-	1	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-	-	-
	1	2	-	-	-	-	-	-	-	-	-	-
	-	-	9	-	-	-	-	-	-	-	-	-
	-	-	-	18	15	9	10	26	69	-	3	1
	-	-	20	-	-	-	-	-	-	-	-	-
	11	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	27	-	-	1	15	2	2	1
	-	-	-	-	-	9	-	-	-	-	-	-
	-	-	64	-	-	-	-	-	-	-	-	-
	101	8	183	18	42	18	10	27	84	2	5	2

...o are responsible to PSTO(ME)/PTR(ME). Any disposal action will be dealt with ... deleted from future returns.

...nn Govt. on charter to PSTO. Middle East. - Not PTT craft.

HARBOUR CRAFT

Tn. Craft - To be Maintained by Tn. (Br).

	Harbour Tugs.		Powered Lighters.	
	Tanker.	Tuna.	R.C.L's.	Z Cra
Total Required	32	4	106	32
Receipts:				
South France	-	-	-	7
Italy (West)	2	-	-	13
Italy (East)	30	4	98	12
Greece	-	-	8	-
TOTAL	32	4	106	32

(a) On loan to U.S.Forces - Spares provided by Tn. (Br).

HARBOUR CRAFT

Table "E" Part II

Tn. Craft - To be Maintained by Tn.(Br).

Tugs.	Powered Lighters.		Dumb Barges.	
Tugs.	R.C.L's.	Z Craft.	Minus.	Minor.
4	106	32	6	195
-	-	7 (a)	-	-
-	-	13	-	12
4	98	12	6	183
-	8	-	-	-
4	106	32	6	195

(a) loan to U.S.Forces - Spares provided by Tn.(Br).

RAILWAY PASSENGER & FREIGHT STATISTICS WARRANTED BY BRITISH
NOVEMBER 15th - DECEMBER 12th 1945

Passenger

Traffic	Total Warrants	Personnel Entrained	Pass Kilos	Baggage Sto Wgns	Tons	We
British		409,896	132,199,708	180	1,329	
U.S.A.		3,568	2,498,089			
A.M.G/A.C.C.		6	2,130			
Displaced Persons		53	26,584			
U.F.I.		95	60,162			
U.N.R.R.A.		13	3,457			
Italian Military		1,398	796,782	6	46	
French "		96	79,251			
Czechoslovak "		3	1,483			
Greek "		2	1,200			
Yugoslav "		25	7,519			
Dutch Army		1	475			
A.V.C.A.		2	1,242			
Russian Y.M.C.A.		1	621			
Polish		3	1,683			
British Red Cross		2	1,265			
American " "		2	66			
Italian " "		3	1,817			
Polish " "		1	391			
S.O.I.T.O.		1	51			
Siam Legation		3	657			
Dutch Consulate		1	154			
Israel World Org.		2	642			
Italian Civilian		50	23,520			
TOTAL	4,969	415,227	135,708,949	186	1,375	

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Kilos
British		20,801	222,001	6,244,982
U.S.A.		1,687	25,919	364,399
A.M.G/A.C.C.		1,812	28,657	227,993
U.F.I.		919	9,074	285,167
U.N.R.R.A.		43	495	7,500
Italian Military		1	11	331
British Red Cross		127	1,860	14,605
Polish " "		5	50	2,815
Italian Civilian		1	10	482
A.E.R.		11	112	2,796
Dutch Wireless		1	4	214
TOTAL	6,197	25,408	288,193	7,151,364

PASSENGER & FREIGHT STATISTICS WARRANTED BY BRITISH R.T.O's - ITALY

NOVEMBER 13th - DECEMBER 12th 1945

APPENDIX 'J'
Sheet

Channel Trained	Pass Kilems	Baggage Stores Guns Vgns	Baggage Stores Guns Tons	Wgn Kilems	Ton Kilems	Average Length of Journey (Kilems)
96	132,199,708	180	1,329	85,155	631,762	
68	2,498,089					
6	2,130					
53	26,584					
95	60,162					
13	3,457					
98	796,782	6	46	4,737	37,272	
96	79,251					
3	1,483					
2	1,200					
25	7,519					
1	475					
2	1,242					
1	621					
3	1,683					
2	1,265					
2	66					
3	1,817					
1	391					
1	51					
3	657					
1	154					
2	642					
50	23,520					327
227	135,708,949	186	1,375	89,892	669,034	

Total Vgns	Total Tons	Wgon Kilems	Ton Kilems	Average Wagon Load (Tons)	Average Wagon Haul (Kilems)
301	222,001	6,244,982	63,958,129		
687	25,919	304,399	5,401,931		
812	28,657	227,393	3,558,419		
919	9,074	285,167	2,735,198		
43	495	7,580	49,280		
1	11	331	3,641		
127	1,800	14,605	213,900		
5	50	2,815	28,150		
1	10	482	4,820		
11	112	2,796	24,484		
1	4	214	856		
2,408	288,193	7,151,364	75,978,808	10.6	281

RAILWAY PASSENGER & FREIGHT STATISTICS - ZONE "A" (TRIESTE AREA)

PERIOD NOVEMBER 15th to DECEMBER 12th

Passenger — TRAFFIC MOVED BY BRITISH R.T.O's

Traffic	Total Warrants	ø	Number of Passengers	Pass. Kilos.
British			3,653	144,335
Jugoslav Military			1	62
Total	-		3,654	144,397

Freight

	Total Warrants	ø	Wagons	Tons	Ton Kilos
British			2,367	27,270	137,130
U.S.A.			28	469	815
A.M.G/A.C.C.			1,618	25,856	98,722
T.F.I.			18	179	702
Jugoslav Military			6	40	130
" Red Cross			44	244	943
British " "			127	1,860	7,874
U.S.A.			6	54	234
Total	10		4,211	55,964	246,627

Note : ø applies only to warrants issued for local traffic.

APPENDIX NO. "J"
Sheet 2

[illegible] TRAFFIC STATISTICS - ZONE "A" (TRIESTE AREA)
PERIOD NOVEMBER 15th to DECEMBER 12th 1945

Number of Passengers	Baggage Stores Mail etc.			
	Kilos.	Tons	Gm Kilos	Ton Kms
3,653 1	144,335 62	9	81	307	2,774
3,654	144,397	9	81	307	2,774

Passengers	Tons	Gm Kilos	Ton Kilems
2,367	27,270	137,138	1,569,513
28	469	815	13,371
1,618	25,856	98,723	1,572,641
18	179	702	6,981
6	48	138	1,10
41	244	943	5,612
127	1,860	7,874	115,320
6	54	234	2,106
4,211	55,900	246,627	3,286,673

to warrants issued for local traffic.

EVALUATION OF ASSISTANCE RENDERED BY

MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS. DECE

A. REHABILITATION OF ITALIAN STATE RAILWAYS.

LINE REHABILITATED.	F.O.R. (U.K) VALUE OF ALLIED W.D. MATERIAL INCORPORATED	HIRE CHARGES FOR USE OF MECHANICAL EQUIPMENT	
		BRITISH	AMERICAN
ITALY.			
Line 53 Milan-Verona-Venice	11,326,898	45,590	
Line 65 Rome-Orte-Arezzo-Bologna	95,068,145	15,963,000	
Line 86 Brindisi-Bari-Foggia-Ancona	15,631,033		
Line 227 Vicarello-Pisa	1,301,195		
Total for Dec. 1945	123,327,271	16,008,500	

B. W.D. MATERIALS SUPPLIED TO I.S.R. AND OTHER RAILWAY UNDERTAKINGS FOR D

SUPPLIES.	I.S.R. Lire	SUD-EST Lire	FOR
ITALY.			
Materials ex T.S.D's	12,826,648	97,472	
Food Rations	117,507	NIL	
Total for Dec. 1945	12,944,155	97,472	

EVALUATION OF ASSISTANCE RENDERED BY

APPENDIX No. 'K'

ITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS. DECEMBER 1945

ITALIAN STATE RAILWAYS.

.K) ALLIED RIAL ED	HIRE CHARGES FOR USE OF LOCOMOTIVES & DIESELS		MILITARY MAN-HOURS.	
	BRITISH	AMERICAN	BRITISH	AMERICAN
898	45,500		20,970	
145	15,963,000		1,222,560	
033			99,251	
195				
271	16,008,500		1,342,781 @ 30 Lire	

S SUPPLIED TO I.S.R. AND OTHER RAILWAY UNDERTAKINGS FOR DOMESTIC USE.

.S.R. Lire	SUD-EST Lire	FERROVIE MEDITERRANEE S.A.I.T. Lire	FERROVIE CALABRIA Lire
9,648	97,472	Nil	Nil
7,507	Nil	Nil	Nil
7,155	97,472		

EAJ/fb

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

Tel : 842402
Ref : AC/47/Tn.4

26 February 1946

SUBJECT : Monthly Report (Rail Division) - Feb. 1946

TO : Director
Tn & Shipping S/C. AC.

1. Herewith report as above.

Chief Rail Division,

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

Ref: AC/47/Tn.4 26 February 1946

MONTHLY REPORT- RAIL DIVISION - FEBRUARY 1946.

1. GENERAL :

The improvement in rail facilities in Italy continued during the month. The completion of repair enabled the re-opening of the line La Spezia-Genoa

The effect of the withdrawal of Military supervision in the field mentioned in last month's report, has been increasingly felt and the need for the I.S.R. to institute an improved system of supervision, is emphasised by the current deterioration in the movement of traffic.

A steadily mounting demand for transits, coupled with failure to keep traffic moving, has seriously prejudiced the availability of wagons for priority loadings.

The I.S.R. submit that this failure to move traffic in due to-

(a) Shortage of Engine power
(b) Excessive loadings

It is considered, however, that the power situation could be improved by more intensive attention to the repair and servicing of locomotives, including extension of working hours in the repair shops; and that excessive loading is due to lack of spot supervision of priority loading.

Repair of rolling stock has slackened during the past eight weeks and it is considered that sufficient priority has not been given to effecting Light Repairs and thus speedily returning cars to traffic. Wagons are being kept too long out of service, awaiting minor adjustments because there are not sufficient workmen ingaged

supervision of the movement of traffic.

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Repair of rolling stock has slackened during the past eight weeks and it is considered that sufficient priority has not been given to effecting Light Repairs and thus speedily returning cars to traffic. Wagons are being kept too long out of service, awaiting minor adjustments because there are not sufficient workmen engaged in carring out these minor repairs on the ground.

The General Conclusion is that, while the I.S.R. are hampered by some materials shortages, there is still much room for improvement which could be attained by extended effort on the part of the operatives, and that this, in turn, will only be brought about by an immediate " stepping up" of supervision in all departments.

5987

Chief Rail Division.

TRANSPORTATION & SHIPPING SUB-COMMISSION.
(RAIL DIVISION)
c/o Transportation (Sr) Gen.
G.M.G.

Ref : 16/47/Tn.4 7 February 1946

MONTHLY REPORT OF ACTIVITIES, JANUARY 1946.
TRANSPORTATION & SHIPPING SUB-COMMISSION (RAIL DIVISION)

1. GENERAL :

Improvement in Italy's Railway Transportation system is progressing satisfactorily.

During the month as much of the activities as possible of the Rail Division were passed to the I.S.R. Satisfactory progress toward improvement was made in Civil and Mechanical Engineering, Stores and Traffic. A.M.G. Stores Branch are now acting as liaison in the screening of Stores demands made by I.S.R. and also for the bidding made for Surplus Military Stores. Wagon distribution required much attention by this Division. The expected decrease in Military Requirements has only partially offset a rapid increase in Import Programmes and Internal Civil demands. As a result, there has been difficulty in meeting the total demand and loadings have therefore been strictly controlled by priorities. Efforts are still being made to increase availability by speeding up the rate of repair and re-building wagons and the I.S.R. have been asked to indicate any difficulties which they have in that direction.

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

bidding made for surplus military stores. Upon distribution required much attention by this Division. The expected decrease in Military Requirements has only partially offset a rapid increase in Import Programmes and Internal Civil demands. As a result, there has been difficulty in meeting the total demand and loadings have therefore been strictly controlled by priorities. Efforts are still being made to increase availability by speeding up the rate of repair and re-building wagons and the I.C.A. have been asked to indicate any difficulties which they have in that direction.

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

5. ALLIED RAILWAY BOARD :

5986

The thirteenth meeting of the Allied Railway Board was held on 19 January 1944. It was agreed that control of coal distribution and Stores would be handed over to the I.C.A. by 1 February. It was pointed out that the Transportation Sub-Commission was scheduled to close down in the near future and UNRRA was invited to join the Board. The Allied Railway Board will continue to function together with the necessary Sub-Committees for a further period of three months

Chief,
Rail Division.

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer 4. January 1946

P.R./R.T./134

Subject : Monthly Report Transportation Division, Piemonte Region.

TO : Executive Officer, S.O.(B) Headquarters Piemonte Region

1. Preparations were made during the month of December to turn over the truck pools and the Uffici Autotrasporti to the Italian Authorities. Ing. Lucio Sofia has been appointed ENAC representative. Instructions were issued regarding auditing of accounts as of midnight 31 December .

2. During the last week of December Ing. Giulio C. Fuortes the Commissario Straordinario Direttore Generale of ENAC visited Piemonte Region and conferred with the Regional Transportation Officer and Ing. Sofia.

3. Weekly rail reports are now submitted by I.S.R. to trasnportation Division, Office of the Economic Commissioner for North Italy and to this office. Rail program for XIII Corps is supervised by this Office.

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

4. Alessandria Province

Number of truck registered to date:

Benzina	1315
Nafta	300
Metano	---
Legna	165
Elettricità	12
Carbone veg.	---

Total 1792

Number of trucks operating to date:

benzina	1255
nafta	282
metano	---
legna	124
elettricità	12
carbone	---

Total 1673

Carrying capacity of trucks registered to date:
Qls. 37.100

Carrying capacity of trucks operating to date:
Qls. 34.500

P.O.L. situation as of the date of this report:

	On hand	
benzina	5683	lt.
nafta	720	
metano	---	
legna	---	
carbone	---	
olio	102	
grasso	---	

Total 6505

5884

Financial situation as of the end of the month:

Assets	5.138.160,10
Liabilities	3.736.388,45

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

Alessandria Province

Quintals Transported of food and other commodities during the month:
Food qls. 83.745 Otherw 133.038

Monthly kilometers distance of trucks
Food kms. 253.665 Others 414.997

Aosta Province (Ufficio Autotrasporti di Ivrea)

Number of trucks registered to date:

benzina	152
nafta	34
metano	---
legna	101
elctric.	8
carbone	9
rimorchi	23
	Total 327

Number of trucks operating to date:

benzina	143
nafta	27
metano	---
legna	113
elect.	8
carbone	6
rimorchi	20
	Total 317

Carrying capacity of trucks registered to date:
Qls. 7526

Carrying capacity of trucks operating to date:
Qls. 6799

P.O.L. situation :

5389

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

Aosta Province:

benzina	----
nafta	----
metano	----
legna	----
carbone	----
olio	29 lt.
grassi	----

Quintals transported of food and other commodities during the month:
qls. 56335

Monthly kilometers distance of trucks:
km. 150.338.

Cuneo Province:

Number of trucks registered to date:

benzine	1739
naphta	184
metano gas	7
wood	311
eletric	7
coal	156
Total	2404

Number of trucks operating to date:

benzine	201
naphta	128
metano gas	6
wood	126
eletric	2
coal	59
Total	522

5382

Carrying capacity of trucks registered to date:
qls. 35.408

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

P.O.L.	on hand	allocated during month	allocated next month
benzine	lt. nil	lt. 101.147	not known
naphta	nil	40.480	" "
metano gas	nil	nil	
wood	sufficient		
coal	nil	2% on fuel	
grease	nil		

Financial situation as of the end of the month:

Assets	: 3.184.940.20	
liabilities	251.076,55	2.933.863,20

Quintals transported(from:25:11 to 28 /12)

qls. 169.719

Monthly kilometers distance of trucks:

kms. 1.571.536

Torino Province:

Number of trucks registered operating to date:

benzina	5.9992	
nafta	925	
metano	124	
legna	783	
elettricità	326	
carbone veg.	241	Total 8.391

Number of trucks operating to date:

benzina	5.512
nafta	800
metano	----
legna	753

5381

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

Torino Province:

Elettricità	320	
carbone veg.	235	Total 7.620

Carrying capacity of trucks registered to date:

qls. 154.103

Carrying capacity of trucks operating to date:

qls. 141.919

P.O.L. situation as of the end of the month:

benzina	-----
nafta	-----
olio	3.840
grasso	-----
legna	-----

Financial situation as of the end of the month:

Income during the month December 1945 -	Lt.	3.016.620,85
Expenses during the month " "		3.006.646.55
Profit		9.974,30

Quintals transported of food and other commodities during the month:

qls. 1.352.414

Monthly kilometers distance of trucks during the month: (December 1945

kms. 2.652.261

P.E. Hannon

P.E.HANNON,
Capt. CMP
Regional Tptn.Officer

CG/ag

47/10

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

Tele : 843238 11 January 46
Our ref: AC/47/Tn.4

SUBJECT: Monthly report of activities - December 1945.

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

1. Attached is monthly report of activities for December 1945 in respect of this Division.

Chief,
Rail Division.

1 Enclosure.

5999

CG/as

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

Tele : 843238
Our ref: AC/47/Tn.4

11 January 1946

ABBREVIATED MONTHLY REPORT

1. Operation and Traffic control under I.S.R. jurisdiction continues in a satisfactory manner.

2. Allied Railway Board decided to return to I.S.R., full control of Stores and Coal, in the near future.

3. I.S.R. now have full charge of reconstruction of their lines. Repairs to locos, wagons, and repair shops continues.

4. Mixed Civilian Military tri-weekly passenger service has been inaugurated Naples, Villach, Vienna. Heavy demands for increased services received, but coal and stock shortage prevails. Civilian schedules are being carefully screened.

5. General distribution of cars continues to improve. Offloading turnround has been reduced with beneficial results. Civilian traffic increases steadily as military traffic lessens.

Chief,
Rail Division.

3. I.S.R. now have full charge of reconstruction of their lines. Repairs to locos, wagons, and repair shops continues.

4. Mixed Civilian Military tri-weekly passenger service has been inaugurated Naples, Villach, Vienna. Heavy demands for increased services received, but coal and stock shortage prevails. Civilian schedules are being carefully screened.

5. General distribution of cars continues to improve. Offloading turnround has been reduced with beneficial results. Civilian traffic increases steadily as military traffic lessens.

Chief,
Rail Division.

5078

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

Ref: AC/47/Tn4.

11 January 1946.

MONTHLY REPORT OF ACTIVITIES, DECEMBER, 1945.
TRANSPORTATION & SHIPPING SUB-COMMISSION (RAIL DIVISION).

1. GENERAL:

The result of the handover of Traffic Control and Operation of the railway to ISR continues satisfactory, and it was agreed that full control of coal distribution and stores would soon be turned over to the ISR.

ALLIED RAILWAY BOARD:

The twelvth meeting of the Allied Railway Board was held on 20 December 1945. Minutes of the various Sub-committees were considered. It was decided to return to the ISR, the full control of Stores and Coal in the near future.

2. CIVIL ENGINEERING:

The Italian State Railway is now in full charge of the reconstruction of their lines and slow, but satisfactory progress is being made in rebuilding damaged lines and structures.

3. MECHANICAL ENGINEERING: AND STORES:

Continued improvement is being made in loco and wagon repairs on the Italian State and Privately Owned railways. Work on the repair of damaged workshops continues.

The ISR is now prepared to take over full control of Stores and the handover will probably take place on 1 February, 1946.

4. TRAFFIC:

A mixed Civilian/Military, tri-weekly passenger service has been inaugurated Naples - Villoch - Vienna. For the present, the civilian portion consists of three coaches and one baggage/mail van, operating between Naples and Venice only. A sleeping car Rome - Vienna will be added shortly.

Heavy demand for increased passenger services continues throughout Italy, but owing to the coal and stock shortage, very little consideration can give to the

considered. It was decided to return to the ISR, the [illegible] of Stores and Coal in the near future.

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A mixed Civilian/Military, tri-weekly passenger service has been inaugurated Naples - Villoch - Vienna. For the present, the civilian portion consists of three coaches and one baggage/mail van, operating between Naples and Venice only. A sleeping car Rome - Vienna will be added shortly.

Heavy demand for increased passenger services continues throughout Italy, but owing to the coal and stock shortage, very little consideration was given to the numerous requests for additional passenger trains. Civilian schedules now in effect are being screened and a reduction in passenger kilometres in many cases have been made by decreasing the number of days per week that trains are effective.

Early in December, a circus train was derailed near Reggio Emilia. Wild animals escaped and four people were eaten. Several others were killed in the accident and many injured. Cause, engineer ran through an open switch leading to a dead end track.

5. WAGON DISTRIBUTION:

General distribution of cars continues to improve and ISR local distribution has now become more effective and efficient. Offloading turn-round has been reduced with a relative access to availability. Heavy military demands in the Naples area created some difficulty during the month, but the situation is now normal

Civil traffic is moving in steadily increasing tonnage as military traffic becomes less.

Chief,
Rail Division.

47/8

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

Tel : 843233
Our ref: AC/47/Tn. 4

7 November 1945

ABBREVIATED MONTHLY REPORT

1. As from 1 November 45 control of operation and maintainance of railways was returned to Italian State Railways, with Military Railway Services maintaining supervisory assistance as necessary for military purposes. Transportation Sub-Commission will continue to render technical help and advice as needed.

2. European Central Inland Transport Organisation has discussed the possibility of resumption of limited International Services with Italy.

3. Consideration has been given as to means of raising charges for conveyance of non-Italian displaced persons.

4. Electrical traction is now in operation between Verona-Bologna, Trento-Ala, Bologna-Vernio.

5. Difficulty is still encountered in obtaining cement supplies for reconstruction work.

6. Bologna has developed into a bottle-neck for traffic between North and South, and I.S.R. have been instructed to make urgent re-arrangement of lay-out of sidings to assist in handling traffic.

7. Wagon distribution is gradually improving, and State Railways have taken over chairmanship of the Wagon Control Committee.

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Chief,
Rail Division.

5375

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

Ref: AC/47/Tr 1.

5 November 45

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

1. GENERAL :

As from 1 November, 1945 control of operation and maintenance of railways is returned to the Italian State Railways, with Military Railway Services maintaining supervisory assistance as necessary to ensure freedom of movement of military traffic, and Transportation Sub-Commission rendering technical advice as needed.

ALLIED RAILWAY BOARD :

The tenth meeting of the Allied Railway Board was held on 19 October, 1945, and special attention was given to the need for revision of the Board following on the greater freedom being occasioned to ISR. It was agreed that Stores and Construction Sub-Committees should merge, and Traffic and Equipment should also work together, with members of the Equipment Sub-Committee also attending the Stores - Construction Sub-Committees as required. At the meeting, Brigadier R.W. Tollosse was present, representing CCCA (the military occupation counterpart of the European Central Inland Transport Organisation).

INTERNATIONAL :

A meeting of the European Central Inland Transport Organisation was held at Brussels on 22 and 24 October, when discussion took place on desirability of re-introducing the Simplon-Orient Express, and as a temporary measure, a through coach from Rome to Bale to connect with the Arlberg-Orient through train.

One of the first difficulties to be overcome will be the interchange of rolling stock. In view of the European shortage, nations are naturally anxious to conserve what they have, and the tendency is to demand that if Italy needs goods from Holland, Italy must send the rolling stock. This unnecessary long empty haulage, using coal already very short in supply throughout Europe, is a matter of primary importance. The coal recently purchased from Poland by Italy will need to be rail-hauled, but the sending of Italian empty freight cars into that area has an element of danger

REFUGEES, AND INTERNATIONAL TRAFFIC :

Consideration has been given during the month, to question of payment to

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REFUGEES, AND INTERNATIONAL TRAFFIC :

Consideration has been given during the month, to question of payment to ISR for the conveyance of non-Italian refugees and for traffic which passes through Italian ports, but which is destined for other countries.

2. CIVIL ENGINEERING :

(1) Construction:

(a) Authority for financial approval is now handed over to Minister of Transport - w.e.f. 15th October 45, no list of authorised expenditure for the current month has been received.

(b) Line 61 - Bridge over the river Ticino at Pavia was opened to Traffic Sept.26th so that now there is only one track, at Mezzano Corte, this should be completed early in November.

(c) Line 65 - The provisional bridge over the River Po at Piacenza opened for traffic 14th Oct. line then through to Bologna.

./

(b) Main line 51 - Milan-Como-Lecco - The bridge over the river Ticino, at Sesto Calende should be open with a temporary bridge, safe for winter about the end of December.

(c) Line 85 - Rovigo-Bologna should be completed with temporary bridges safe for winter by 1st December.

(d) Milano Port of Genoa - items of material authorised and the work in hand.

(e) Milano at Bologna - The additional authorised layout second phase well in hand, this should relieve the traffic congestion.

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

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

(j) The lack of current has again been responsible for the delay to and stoppage of the work, for example line 86 North was completely stopped and on line 65 the urgent work of tunnel repair, to make the line safe for winter was considerably slowed up. Electrification work on line 65 Bologna-Milan was held up and 700 tons was supplied by MRR to keep this work moving. The cause is partly failure to place wagons, and Bari is especially at fault in this respect, the difficulty the IRR have in obtaining releases, and the lack of overtime. The situation may improve, with the arrival of Bersaglieri this will enable open cars to be used.

(2) Electrification :

ROMAGNA IN IX

1. Trento-Verona-Bologna(line 69)

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

The section Verona-Bologna (single track) is now completed and

(3) The lack of cement has again been responsible for the delay to and stoppage of the work, for example line 86 North was completely stopped and on line 65 the urgent work of tunnel repair, to make the line safe for winter was considerably slowed up. Electrification work on line 65 Bologna-Milan was held up and 700 tons was supplied by IRU to keep this work moving. The cause is partly failure to place waggons, and Bari is especially at fault in this respect, the difficulty the IRU have in obtaining releases, and the lack of containers. The situation may improve, with the arrival of Burgoyne this will enable open cars to be used.

(2) Electrification :

NORTHERN ITALY

1. Trento-Verona-Bologna (line 69)

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

The section Verona-Bologna (single track) is not completed and electrical testing has commenced.

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

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

5973

2. Piacenza-Bologna (line 68)

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

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GENERAL ITALY

3. Bologna-Florence (Line 05)

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

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

4. Rome-Orte (Line 05)

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

5. Other H.T. Lines -

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

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

Ingboro-Chiusi - Completed.

Lardarello-Chiusi - One circuit completed.

Lardarello-Montecino - Repairs are proceeding.

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

Orte-Civitavecchia - Repaired.

Ponte di Tivoli - Sagittario Power Station - One circuit is practically completed.

5. Other U.S. Lines -

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

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

Isoforte-Chiusin - Completed.

Lardarello-Chiusin - One circuit completed.

Lardarello-Montsigro - Repairs are proceeding.

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

Orte-Civitavecchia - Repaired.

Bagni di Tivoli - Sagittario Power Station - One circuit is provisionally completed.

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

3. MECHANICAL ENGINEERING

5972

1. Output of Rail Cars from Private Firms.

(a) Goochetti Works, at Civitanova Marche
Repairs carried during the month were:

Heavy 33
Medium 23
Light 12

Total 68

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

Heavy 47
Medium 13
Light 1

Total 61

./.

(c) Wagons Lits Rome
Repairs carried out during the month were:
Medium 1
Light 9

Total 10

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

Medium 15
Light 176
Running repairs 156

Total 349

3. Locomotive repairs Calabria and Sicily for month ended 15th Oct. 1945.

Reggio Compartimento

Loco Depots
Steam 8
Electric 2

Total 10

Palermo Compartimento

Loco Depots
Steam —
Main shops 8
(Navy Yard)
Total 8

Narrow Gauge 5

4. Carriage and Wagon repairs Calabria & Sicily October 45

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

15th Oct. 1945.

Reggio Compartimento

Loco Depots
Steam 8
Electric 2

Total 10

Palermo Compartimento

Loco Depots
Steam —
Main shops 8
(Navy Yard)
Total 8

Narrow Gauge 5

4. Carriage and Wagon repairs Calabria & Sicily October 45

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

Reggio Compartimento (1)

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

Palermo Compartimento

Running repairs	—	—	998
Main Shops	66	—	24
Lifting shops	34	23	108 (1)
Recovered	—	—	—
Total	100	23	1730

5. Locomotive situation, Compartimento of Bari as at 15 Oct.45

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

6. Locomotive situation Compartimento of Palermo as at 15 Oct.45

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

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

4. NOTES

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

(b) The Italian Government recently purchased 30,000 tyres from the Army-Navy Liquidation Commission at an average cost of 900

(2) These figures are concerning the month from 1st to 30th Sept.46.

4. STORES

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

(b) The Italian Government recently purchased 30,000 tyres from the Armistice Liquidation Commission at an average cost of 900 lire each. It was thought that this supply would be of great assistance to the Railways and their transportation of materials, supplies and goods, however the Society which was formed for the distribution of the tires has sold them at 40,000, 50,000, 60,000 lire each. The Government is conducting an investigation and it is expected that tires purchased in the future will be distributed in a different manner.

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

5970 ./.

5. TRAFFIC

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

It was estimated that the movement of refugees would be practically completed by the end of October; but movements have in fact continued, and six sets of passenger stock and 300 box wagons are tied up in this service.

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

6. WAGON CONTROL

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

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

Terminal turn-round shows progressive improvement as a result of constant effort to promote speedier offloading but Overall Turn-round is still high owing to long periods of transit. Delays at Exchange and Marshalling points can be, and must be, reduced in order to meet the heavier loading programme now anticipated, and the IGM are now being impressed with the need to ensure that wagons must be kept moving.

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CIVILIAN RAILWAY TRAINS INSTALLED OR RESTORED THRU OCTOBER 1945

SAVONA-BRESCIA extended to Ventimiglia
ALESSANDRIA - GENOA Bi-weekly increased to daily
MILANO - ROMA " " " " "
MONTARA - PISA Tri- " " " "
DOMODOSSOLA-NOVARA " " " " "
LAGNASCO - LECCE Extended to Florence
BASTIA - GENOA Tri-weekly increased to daily
TORINO - CASALE Bi- " " " "
TORINO - BARDONIA " " " " "
SAVONA - GENOA Tri- " " " "
NOVARA - MONTARA BA " " " "
VENTIMIGLIA - ALESSANDRIA Bi-weekly increased to daily
VENTIMIGLIA-CASA-CONTENARA " " " " "
VARALLO-NOVARA Tri-Weekly " " "
BARI-MONOPOLI and) Extended on a Thru Bari Brindisi service
BRINDISI-OSTUNI)
BOLZANO-BRIXEN Tri-weekly increased to daily
VERONA - VICENZA
PADOVA-TARVISIO
LUCCO - GROSSETO
CASTELVETRO - MODENA - ASTI
VERONA - BARDOLINO
POGGIO TO - VERONA
BRESCIA - VERONA-MONTE
AVELLINO- MONTELLA
GENOA - ACQUI
S.MARGHERITTO - CASTIGLIONE
ROMANO - MONTEVIT
GIULIANOVA-TERAMO
VILLETTE-COLLEFERRO
S.MARTINO-MONTE SAN PIETRO
CIVITAVECCHIA-MACERATA
PARMICO-BRESCIA
ANCONA-CASTELFIDARDO
SALERNO-REGGIO
RIMINI-ANCONA
VICENZA VENETO-CAVRIGLIANO
CAPRIGLIA-ROVANA
PORTO-MONTEMA Tri-weekly mixed service changed to daily passenger service.
MONTEO-MORIA
TAGLIETTA-MONTAGNA Tri-weekly increased to daily
VERONA-MONTAGNA
CORRIGLIA C. DESIGNE
BOLOGNA-PRATO
S.MARTINO-A. FRANCIA
MORIA-OTRANTO
PAVIA-ALESSANDRIA Bi-weekly to daily
MILAN-BRESCIA Extended to Verona
[illegible] Bi-weekly to daily

0130

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

[illegible]	
S.[illegible] - CASTAGNOLE	
FOSSANO - MONDOVI'	
GIULIANOVA-TERAMO	
[illegible]-COLLEFERRO	
S.BENEDETTO-ASCOLI PICENO	
CIVITANOVA-[illegible]	
PARATICO-BRESCIA	
BRESCIA-CASALMAGGIORE	
SALERNO-SICIGNANO	
RIMINI-ANCONA	
VITTORIO VENETO-CONEGLIANO	
[illegible]	
FOGGIA-POTENZA	Tri-weekly mixed service changed to daily passenger service.
ROVIGO-ADRIA	
BARLETTA-SPINAZZOLA	Tri-weekly increased to daily
VERONA-OSTIGLIA	
CERIGNOLA C. CERIGNOLA	
BOLOGNA-PRATO	
TARANTO-M. FRANCA	
MAGLIE-OTRANTO	
PAVIA-ALESSANDRIA	Bi-weekly to daily
MILAN-BRESCIA	Extended to Verona
MILAN-ALESSANDRIA	Bi-weekly to daily
NAPLES-SALERNO	Extended to Battipaglia
NAPLES-CASERTA	Extended to Sparanise
FLORENCE-PONTEDERA	" " Pisa
ROME-COLLEFERRO	
NAPLES-CASERTA	Extended to Benevento
FOGGIA-ARIANO	" "
ARONA-NOVARA	Tri-weekly to daily
FLORENCE-LUCCA	Extended to Pisa
TORRE ANNUN., - GRAGNANO	
ROME-AVEZZANO	Retiming and increased service
TRENTO-[illegible]	
ROME-NETTUNIA	Diesel Coach service
ROME-FIUMICINO	" " "

5300

47/6

Abbreviated Paraphrase

1. The Knowledge of ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~ control of the ~~[illegible]~~ Bombayo to the ISR was on the whole satisfactory.

2. Interruption of passenger service was started during the month by the organization of a million Paris Delegation.

3. During November the number of permissible wagons increased from 79,019 to 81,256. Demand for traffic to exceed availability, ~~[illegible]~~ many car days are lost due to the slow unloading of military traffic.

4. The Coal situation has become more serious. A 56 day supply in July has dropped to a 46 day supply in

November. The ~~[illegible]~~ coal allotment for the month of Italy is only 18,800 tons per week. Winter is in short supply, retarding the repair of badly needed wagons.

5. ~~[illegible]~~

Repairs to Rolling Stock has progressed satisfactorily in both private and ISR shops.

6. ~~[illegible]~~

Reconstruction and Re Electrification has made good headway during the month when consideration is given the difficulties encountered such as shortage of materials, floods and heavy traffic.

at Ostiglia. It was fortunate that this bridge withstood the flood as its loss would have meant the rerouting of all south troffic via Peacenza and Soilen.

International passenger service commenced on 27 November when ~~the~~ a Paris – Milan sleeper was put into service for military and sponsored civilian passengers. The ~~sleeping~~ price of a berth is £ 3,291 ~~Milan~~ Paris-Milan and when the service is extended to Rome an additional £ 2,709 will be charged

Mov & In AFHQ is the booking agency for military passengers while Wagon lits is the agency for civilians.

~~The shortage of~~ Coal is now the governing factor in the amount of tonnage ~~moved~~ that can be moved on the mainland excluding Venezia Giulia. The railways ~~on the continent~~ are only permitted to use only ~~18,15~~ 18,800 tons per week for all traffic. Sicily suspended ~~freight~~ the movement of freight traffic for several days during the month due to the shortage of coal.

A number of new passenger services were authorized during the month but due to the shortage of passenger stock and coal, ~~many new services were essentially extensions, new lines opened up or facilities.~~ only those services essentially necessary were authorized.

On Nov 5 ~~train~~ near avana, a civilian passenger train No 1911 was stopped ~~and~~ robbed by a gang of outlaws. Many passengers were robbed ~~and~~ assaulted and injured. One policeman and one bandit were killed. Allied police arrived on the scene and dispersed the outlaws arresting 5 members of the gang.

(3)

SPB/af

MEMO

MONTHLY REPORT

2 CIVIL ENGINEERING

I. CONSTRUCTION :

a) Financial approval as reported last month, ~~this~~ is being handed over to the Ministry of Transport. The I.S.R. are now preparing the necessary lists of authorised expenditure ~~W.E.F.~~ w.e.f. 15th November, this is rather a task, and is not yet completed to date.

10 b) Line 61 : Bridge over the river Po at Mezzana Corte was temporarily completed ~~temporary~~ during the month, safe for winter. This opens direct line Milano-Genoa.

Electric traction most double way.

Single line with temporary steel work completed, safe for winter.

6 c) Line 53 : Torino-Milan - Reconstruction of permanent bridge over the river Ticino is proceeding, the line is open for traffic.

19 d) Line 101 : Pinerolo-Torrefelice - Repairs delayed at bridge over the river Chisone owing to floods. over

22 e) Line 123 : Novara-Domodossola - Bridge ~~of~~ the river Lancia permanent repairs completed.

1. f) Line 50 : Torino-Genova - Bridge over the river Po works suspended owing to floods.

20 g) Line 105 : Savigliano-Saluzzo - Bridge over the river Baraite work delayed by floods.

21 h) Line 108 : Savona-Carmagnola - Bridge over the river Pesio permanent repairs completed.

2. i) Lines 50 ~~and 61~~ : Giovi Branch Line - Bridge over the river Scrivia temporary bridge completed.

j) Line 61 - Tortona-Arquata - Bridge over the river Stazzano

Single line with temporary steel work completed, safe for winter.

c) Line 53 : Torino-Milan - Reconstruction of permanent bridge over the river Ticino is proceeding, the line is open for traffic.

d) Line 101 : Pinerolo-Torrefelice - Repairs delayed at bridge over the river Chisone owing to floods.

e) Line 123 : Novara-Domodossola - Bridge of the river Lancia permanent repairs completed.

f) Line 50 : Torino-Genova - Bridge over the river Po works suspended owing to floods.

g) Line 105 : Savigliano-Saluzzo - Bridge over the river Baraite work delayed by floods.

h) Line 108 : Savona-Carmagnola - Bridge over the river Pesio permanent repairs completed.

i) Lines 50 ~~and 61~~ : Giovi Branch Line - Bridge over the river Scrivia, temporary bridge completed.

j) Line 61 : Tortona-Arquata - Bridge over the river Stazzano Serravalle temporary repair completed.

k) Line 50 : Genoa-La Spezia - Viaduct S.Michele temporary repair completed.

l) Line 50 : Turin-Genoa - Bridge over the river Scrivia at Stezzano, temporary bridge completed.

Bridge at Piano Orizzontale Giovi permanent reconstruction completed.

m) Line 66 : Alessandria-Piacenza - and line 61 - Voghera-Pavia - should be opened for traffic about the 7th December 45.

n) Line 61 : Genoa Port - 2 tunnels at S.Nazzaro and Santia completed. The work on the tunnels at Molo Nuovo and Assoreto should be completed about the middle of 1946.

..//..

Genoa-Port Tracks : The major repairs to the various Moles are unsatisfactory owing to shortage of material, this has been asked for from the M.R.S. but are awaiting the decision by the British War Office.

(13) o) Line 61 : Genoa-French Border - Temporary repairs completed.

(8) p) Line 54 : Milan-Domodossola - Bridge over the river Ticino at Sesto Calende, work delayed by bad weather, temporary steel-bridge safe for winter, should be completed now. ~~on the end of November~~.

Same line - km 4 - Temporary repair of viaduct completed. Track by Mergozzo and Guzzano half km awaiting sleepers.

q) Line 163 : Pavia-Mantova - via Codogna - Bridge over the river Adda near Pizzeghettone temporary repair delayed by bad weather, should be completed early in December.

(18) r) Line 66 : Alessandria-Piacenza - Bridge over the river Trebbia near S.Nicola repairs delayed by bad weather, trains running over diversion.

(24) s) Line 155 : Parma -SAn Zeno - Bridge over the river Oglio near Cannetto work delayed by bad weather, temporary repair should be completed middle of December.

Bridge over the Po at Casale-Maggiore also delayed by bad weather, should be completed end of February 1946.

(6) t) Line 65 : Arezzo-Florence - Section Florence to San Giovanni for the Lignite Mine should be opened in about 2 months, awaiting release by the M.R.S. of Roth Wagner Bridging Material, these materials are now in course to be handed over to Section San Giovanni - Arezzo, should be completed about April 1946.

Orte - Chiusi : Bridge at km 65.9 delayed owing to weather condition, remainder of line should be completed early in 1946.

(5) u) Line 50 : Rosignano - Leghorn - Work is in progress on this section and there are possibilities of it being opened about the middle of 1946.

(25) v) Line 220 : Chiusi - Empoli - The line Chiusi to Sinalunga should [illegible] the remainder of the line in February 46.

s) Line I55 : Parma -SAn Zeno - Bridge over the river Ogrio near Cannetto work delayed by bad weather, temporary repair should be completed middle of December.

Bridge over the Po at Casale-Maggiore also delayed by bad weather, should be completed end of February I946.

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Orte - Chiusi : Bridge at km 65.9 delayed owing to weather condition, remainder of line should be completed early in I946.

u) Line 50 : Rosignano - Leghorn - Work is in progress on this section and there are possibilities of it being opened about the middle of I946.

v) Line 220 : Chiusi - Empoli - The line Chiusi to Sinalunga should be opened in December, the remainder of the line in February 46.

w) Lines 62 and 63 : Fornova - Sarzana - Work is proceeding and is yet early to give an estimate of the date of completion. Lines opened during November.

x) Line 62 : Parma - Fornova - and Line 50 - Pisa-La Spezia-Sarzana-Monterollo - Line 6I - Milan-Genoa - Lines opened during the month of November.

y) Lines owing to the unprecedented rainfall early in November, following damages were reported :
Line 53 interrupted at Vercelli, Brandizzo, Chiavasso,
Line 57 - Alessandria - Mortara bridge over the river Po.
Line I23 - Casale Montaura Bridge over the river Po at Monferrata and bridge over the river Sessia line I2I, bridge at Carenna and bridge at S. Martino; also the lines Moretta Cavallermaggiore, Alessandria-Piacenza are interrupted.

Traffic over Ostiglia bridge was suspended due to flood conditions but no serious damages were sustained.

The flood also caused the suspension of work on the temporary repairs of the main bridge.

LIAISON OFFICE A.C. - I.S.R. (5)

RAILWAY RE-ELECTRIFICATION

MONTHLY REPORT FOR NOVEMBER 1945

TO: Transportation Sub-Commission (Rail), A.C. Bldg.

Copy to: Military Railway Service (Attn. S/Capt. LYON) Bldg.
Servizio Lavori & Costruzioni Sede

The following notes are intended to show the situation of railway re-electrification at the end of November, as far as D.C. electrification of first priority are concerned.

ELECTRIFICATION

NORTHERN ITALY

1) Trento-Verona-Bologna (line 69)

Electric traction services are now in operation on the sections Trento-Ala and Verona-Bologna; the position of the intermediate section Ala-Verona is as follows:

H.T. lines. One circuit is almost complete from Bressanone to Verona, only about 10 kms. being under repair in the section Borghetto - Serravalle. At the crossing of the river Po, works which have been delayed by lack of conductors and bad weather, are now completed.

Substations - The site for the mobile substation at Serravalle is ready and the one at Ceraino is well in hand. The two mobile substations for these sites are now under repair at Milan: one is expected to be complete within the year, the other within the first months of 1946.

Contact line - Some time has been lost due to shortage of copper conductors; now almost all the quantity required has been shipped from Milan and works are well in hand.

2) Piacenza-Bologna (line 65)

H.T. line - Rehabilitation is in progress. It is now possible to feed all substations from Edison System although high tension ISR line is not complete from Piacenza to Bologna.

Substations - It is extimated that a second rectifier group at Piacenza and another at Fidenza will be ready within the month of December, provided essential spares can be [illegible]

Serravalle. At the crossing of the river Po, works which have been delayed by lack of conductors and bad weather, are now completed.

Substations -The site for the mobile substation at Serravalle is ready and the one at Ceraino is well in hand. The two mobile substations for these sites are now under repair at Milan: one is expected to be complete within the year, the other within the first months of 1946.

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H.T. line -Rehabilitation is in progress. It is now possible to feed all substations from Edison System although high tension ISR line is not complete from Piacenza to Bologna.

Substations -It is extimated that a second rectifier group at Piacenza and another at Fidenza will be ready within the month of December, provided essential spares come to hand from firms as requested. The more badly damdged rectifiers ex Parma substation are now at Brown Boveri workshop undergoing inspection. For Rubiera owing to the bad conditions of the transformers and rectifiers, one mobile substation will be required.

Contact line - Repair of poles is complete from Bologna to Reggio, in hand from Reggio to Piacenza. A quantity of copper conductor has arrived: lack of clamps and line occupations are delaying the erection of contact wire.

CENTRAL ITALY

5961

3) Bologna-Florence (line 65)

On the section Bologna-Vernio electric traction service is operating. In the section Vernio-Florence work is progressing, but, as known, priority in shipment of materials is given to the lines Trento-Verona and Piacenza-Bologna: Anyway, contact line for one track will be completed between Prato and Florence by the 15th January 1946

4) Rome-Orte (line 65)

H.T. lines- One circuit is now complete between Rome and Orte.

Substations. - At Fara Sabina one rectifier group has been repaired and will be tested during next week. Works are in hand to put alive as soon as possible the feeders, the filter and the auxiliary services, in order to check if apparatus is in serviceable condition after two years of standing. Substations of the Rome-Leghorn line have been cannibalized for repairing the switchboard, which is badly damaged. At Orte one mobile substation is required.

Contact Line - Some copper conductor has arrived and contact line is now complete on two tracks between Orte and Gallese and on one track between Poggio Mirteto and Fara Sabina. At present the straining of conductors is being carried out in Gallese Station and in the Section Fara Sabina - Monterotondo.

59 Other H.T. Lines.

Larderello - Cascina . One circuit is now complete; the second one is about 30% complete.

Orte - Florence . Between Orte and Orvieto both circuits are complete and one is also complete from Orvieto to Florence; three small sections cannot be completed on the second circuit between Orvieto and Ponticino for lack of steel cored aluminium conductors.

Larderello - Ponticino . This line is now complete.

Orte - Falconara . One circuit is now complete.

Rome - Sagittario Power Station . One circuit is now complete.

Rome - Minturno . Work is progressing very slowly due to lack of materials. Priority has been given to the more important sections (viz Ceprano - Sezze and Ceprano - Fondi) in order to ensure as soon as possible the feeding of Sezze and Fondi substations.

6) Materials.

The actual situation of machinery and materials that chiefly concern re-electrification works and the difficulties met in their supply or repair are pointed out in a special report that I am submitting to A.C. Transp. Sub-Comm. (Rail) within the next few days.

Orte - Florence . Between Orte and Orvieto both circuits are complete and one is also complete from Orvieto to Florence; three small sections cannot be completed on the second circuit between Orvieto and Ponticino for lack of steel cored aluminium conductors.

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Rome 3rd December 1945.

5960

ing. Lucio Lavio

Liaison Officer A.C. - I.S.R.
for Railway Re-electrification.

(6)

GSB/af

INTER-OFFICE MEMOTE

SUBJECT: Notes for Monthly Report November 1945. 4 December 1945

TO : Chief Rail Division.

3. (1) Output of Rail Cars from Private Firms.

(a) Cecchetti Works. at Civitanova Marche.
Repairs carried during the month were :

Heavy	62
Medium	17
Light	7
Total	86

(b) Bombrini-Parodi-Delfino at Colleferro
repairs carried out during the month were:

Heavy	51
Medium	13
Light	6
Total	70

(c) Wagon-Lits Rome
repairs carried out during the month were:

Medium	2
Light	8
Total	10

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

Medium	17
Light	7
Total	86

(b) Bombrini-Parodi-Delfino at Colleferro
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Heavy	51
Medium	13
Light	6
Total	70

(c) Wagon-Lits Rome
repairs carried out during the month were:

Medium	2
Light	8
Total	10

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

Medium	15
Light	182
Running repairs	173
Total	370

5959

(3.) Locomotive repairs Calabria and Sicily for month ended 15 October 1945.

Reggio Compartimento

Loco Depots	
Steam	14
Electric	5
Total	19

./.

Palermo Compartimento

Loco depots.	
Steam	—
Main shops (Navy Yard)	22
Total	22

Narrow Gauge 2

(4.) Carriage and wagon repairs Calabria and Sicily Nov.45.

Reggio Compartimento. (1)

	COACHES	BAGGAGE CARS	WAGONS
Lifting Shop (Running repairs)	—	—	734
Repaired	22	4	107
Recovered	—	—	9
Total	22	4	850

Palermo Compartimento

(Running repairs)	—	—	320
Main shops	14	17	103
Lifting shops (1)	13	9	117
Recovered	—	—	—
Total	27	26	540

(5.) Locomotive situation. Compartimento of Reggio as at 15 Nov.45

	Service	Under & Waiting repair	Scrap	Total
M.Line	57	23	3	83
Shunting	11	5	—	16
Electric	34	5	—	39
Total	102	33	3	138

(6.) Locomotive situation Compartimento of Palermo as at 15 Nov.45.

Palermo Compartimento (Running repairs)	—	—	320
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Lifting shops (1)	13	9	117
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Electric	34	5	—	39
Total	102	33	3	138

(6.) Locomotive situation Compartimento of Palermo as at 15 Nov.45.

	Service	Under & Waiting repair	Scrap	Total
M.Line	154	121	—	275
Shunting	21	21	—	42
Electric	—	—	—	—
Total	175	142	—	317
narrow gauge	30	30	—	60

5958

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

G.S.BARNES
Major. R.E.

7

Ministero delle Corporazioni Stores

IL SEGRETARIO PARTICOLARE
DELL'ECC. IL SOTTOSEGRETARIO DI STATO

Cat STORES

At a meeting of the Stores Sub-Committee, Allied Railway Board, it was confirmed that M.R.S. would continue control of the I.S.R. Stores.

The coal situation has become more serious. A 56 day supply in July has dropped to a 26 day supply in late November. M.R.S. has issued orders to the Italian State Railways where and in what amounts coal allocated to the railways would be used.

Timber is still in short supply. The I.S.R. have awarded many contracts but have received very few deliveries. The U.S. military have decontrolled timber zones in Calabria and Northern Italy, and have released 30 cars of lumber to the I.S.R. from their Leghorn stock pile. Zones in Calabria and Northern Italy and still under British military control. The I.S.R. are faced with a shortage of 13,000 cu meters of timber from December to May 1946. Car repair program and reconstruction of buildings being seriously delayed for the need of timber.

Effective 1st December 1945 the supply and mech. Engineering Branch of the Rail Division is consolidated under the direction of Major G.S. Barnes (B) Major C.M.Long (A) of the Stores Branch is relieved from service with the Rail Division for re-deployment.

97

CML/ev

MEMORANDUM

File N. AG/Mat/37/7/Tn 4 30 November 1945

SUBJECT : Monthly Report - November 1945

TO : Mr. Moss

1. Following is report of Stores Branch for month of November 1945.

(a) At a meeting of the Stores Sub-Comm. Allied Railway Board it was agreed that M.R.S. control of the I.S.R. Stores Department was essential under the present conditions. Until the unification of the I.S.R. Stores Department is obtained it is essential for the M.R.S. to exercise authority in the issue and movement of stores between the North and South e.g. a release of 200 tons of calcium carbide required for I.S.R. was not permitted to be moved to the Central and South of Italy where this material is in short supply. M.R.S. authority has taken care of this matter.

(b) Timber is still in short supply. I.S.R. have let many contracts but very few deliveries have been received to date. A release of 30 cars of lumber has been received from P.B.S. and a request has been made for 30,000 c.m. additional.

(c) Effective 1 December 1945 the supply and Mech. Branches will be consolidated under Maj. G.S.Barnes (B). Maj.C.M.Long (A) Chief of Stores Branch will be relieved for redeployment.

(d) The coal situation has become more serious. A 56 day supply in July has dropped to 30 days on 10th November 45. It will be necessary for the I.S.R. to rigidly control and protect their coal stocks until the world shortage of coal eases.

C.M. Long.
C.M. LONG, Major C.E.

5 Troffic (8)

Line 50 is now open to La Spezia and work beyond is progressing rapidly. ~~and~~ The line will be open into Genoa the first part of January which will be ~~a big help~~ ~~to the~~ enable the ISR to make a big improvement in ~~South~~ ~~South~~ the handling of north-south traffic.

Heavy Rains during the month caused several washouts in north west Italy and traffic was somewhat delayed. The Bologna - Verona line was out of service for several days due to high water endangering the ~~bridge~~ temporary bridge over the Po river

Monthly Report

Contd

b. Wagon ~~Distribution~~

During November the number of serviceable cars increased from 79,019 to 81,256. This increase included 1284 Box Cars and 753 Hopper Cars.

~~Availability~~

Demands continue to exceed availability ~~and~~ making it necessary to ensure that priorities are carefully observed. Progressive improvement in traffic movement, ~~which~~ which should reflect a shorter overall turn round and thus increase availability, is negatived by the slow release of cars carrying Military loads.

In order to meet the increasing demands for Civil Movements it is imperative that the turn-round of cars be speeded up. Detention of cars ~~under load~~ ~~over~~ ~~and~~ awaiting offloading over 24 hours is now being reported by QSR and followed up with consignees

Inter-Compartmental Distribution is being handled satisfactorily by the Wagon Committee and Local Distribution is improving.

47/5 (1)

MONTHLY REPORT - OCTOBER, 1945.

1. GENERAL.

As from 1 November, 1945; control of operation and maintenance of railways is returned to the Italian State Railways, with Military Railway Services maintaining supervisory assistance as necessary to ensure freedom of movement of military traffic, and Transportation Sub-Commission rendering technical advice as needed.

ALLIED RAILWAY BOARD.

The tenth meeting of the Allied Railway Board was held on 19 October, 1945, and special attention was given to the need for revision of the Board following on the greater freedom being o occasioned to ISR. It was agreed that Stores and Construction Sub-Committees should merge, and Traffic and Equipment should also work together, with member of the Equipment Sub-Committee also attending the Stores - Construction Sub-Committees as required. At the meeting, Brigadier R.W. Fellowes was present, representing ORMOA (the military occupation counterpart of the European Central Inland Transport Organisationr)

INTERNATIONAL.

A meeting of the European Central Inland Transport Organisation was held at Brussels on 22 and 24 October, when discussion took place on desirability of re-introducing the Simplon - Orient Express, and as a temporary measure, a through coach from Rome to Bale to connect with the Arlberg - Orient through train.

One of the first difficulties to be overcome will be the interchange of rolling stock. In view of the European shortage, nations are naturally anxious to conserve what they have, and the tendency is to demand that if Italy needs goods from Holland, Italy must send the rolling stock. This unnecessary long empty haulage, using coal already very short in supply throughout Europe, is a matter of primary importance. The coal recently purchased from Poland by Italy will need to be rail-hauled, but the sending of Italian empty freight cars into that area has an element of danger.

REFUGEES and INTERNATIONAL TRAFFIC

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REFUGEES.and INTERNATIONAL TRAFFIC.

Consideration has been given during the month, to question of payment to ISR for the conveyance of non-Italian refugees and for traffic which passes through Italian ports, but which is destined for other countries.

SPB/af

(2)

M E M O

~~MONTHLY REPORT~~

2. CIVIL ENGINEERING (1) Construction:

a) Authority for financial approval is now handed over to Minister of Transport - w.e.f. I5th October 45, no lists of authorisied expenditure for the current month has been received.

b) Line 6I : Bridge over the River Ticino at Pavia was opened to traffic Sept.26th so that now there is only one ~~track~~ break, at Mezzana Corte, this should be completed early in November.

c) Line 65 : The provvisonal bridge over the River Po at Piacenza opened for traffic I4th Oct. line then through to Bologna.

d) Main line 54 : Milan - Domodossola - the bridge over the River Ticino, at Sesto Calende should be open with a temporary bridge, safe for Winter about the end of December.

e) Line 85 : Rovigo - Bologna should be completed with temporary bridges safe for Winter by Ist December.

f) Sidings Port of Genoa : issue of material authorised and the work in hand.

g) Sidings at Bologna : The additional authorised layout second phase well in hand, this should relieve the traffic congestion.

i) ~~h~~) Field Engineers continued the supervision of the reconstruction in the various Compartimenti, and are making arrangements to hand over to I.S.R.

j) ~~i~~) The lack of cement has again been responsible for the delay to and stoppage of the work, for example line 86 North was completely stopped and on line 65 the urgent work of Tunnel repair, to make the line safe for Winter was considerably slowed ~~down~~ up. Electrification work on line 65 Bologna - Milan was held up and 700 tons was supplied by M.R.S. to keep this work moving. The cause is partly ~~lack of~~ failure of waggons, Bari is especially at fault in this respect. The difficulty the I.S.R. have in obtaining releases, and the lack of containers. The situation may improve, with the arrival of Tarpaulins, this will enable open cars to be used.

k) Ventimiglia to French Border work in hand & fair progress being made.

(3)

LIAISON OFFICE A.C. - I.S.R.
RAILWAY RE-ELECTRIFICATION

Monthly report for October 1945

TO : Transportation Sub-Commission (Rail), A.C. Bld.

Copy to : Military Railway Service (Attn: S/Capt.Lyon) Bld.
Servizio Lavori e Costruzioni - Sede.

The following notes are intended to show the situation of railway re-electrification at the end of October, as far as D.C. electrified lines with first priority are concerned.

(2) Electrification

NORTHERN ITALY.

I. Trento-Verona-Bologna(line 69)

Electric traction service is now in operation between Trento and Ala (two tracks from Trento to Rovereto, one track from Rovereto to Ala) fed by Trento Substation, ~~where one rectifier group and filter are in regular service. The second rectifier group should be ready for service within the month of November.~~

The Section Verona-Bologna (single track) is now completed and electrical workinghas commenced. At Verona ~~one mobile substation and filter car have been installed; at Ostiglia substation two rectifier groups and filter are working;~~ at Bologna S. Viola ~~one mobile substation and filter car are in service and works are under way for putting into service one group in the fixed substation.~~

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

1. Trento-Verona-Bologna

Electric traction service is now in operation between Trento and Ala (two tracks from Trento to Rovereto, one track from Rovereto to Ala) fed by Trento Substation, where one rectifier group and filter are in regular service. The second rectifier group should be ready for service within the month of November.

The Section Verona-Bologna (single track) is now completed and electrical workinghas commenced. At Verona one mobile substation and filter car have been installed; at Ostiglia sub-station two rectifier groups and filter are working; at Bologna S. Viola one mobile substation and filter car are in service and works are under way for putting into service one group in the fixed substation.

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

Conditions of the intermediate section Ala-Verona are as follows :

Substations : Two mobile substations are required, one for Serravalle and the other for Ceraino : these two substations are at present under repair in Milan and firms have been urged to expedite the work as much as possible. It is hoped to install these two mobile substations before the end of the year.

At Serravalle the site for the mobile substation is ready and the Ceraino site will be ready within the end of November.

H.T. Lines : One circuit is practically complete from Bressanone to Serravalle and from Ceraino to Verona, so no difficulties are expected about feeding the a/m mobile sub-stations when they are installed.

./.

Work is being carried out as quickly as possible on the section Serravalle-Ceraino, in order to convey electric power from Bressanone southwards and extimate date for completion is 30th December.

Contact line : Orders have been issued to I.S.R. Office in Milan that shipment of conductors requested for this section, as well as those for the line in para 2, are to be given first priority.

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

2. Piacenza - Bologna (line 65-)

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

Substations : At Piacenza one rectifier group is in order, the second group is undergoing final adjustment.

At Fidenza one rectifier group is nearing completion. At Parma one transformer is good, the second is being repaired on site. The two rectifiers are under repair at Brown Boveri Workshops.
At Rubiera the two transformers will be repaired on site when repairs to a/m substations are completed; rectifiers are at Brown Boveri Workshops for repairs. One mobile substation will be required at this substation until fixed groups are repaired.

Contact line : Shipment of contact wire and catenary rope has commenced. Firm S.A.E. are repairing and erecting poles for single track working; this work is nearing completion.

CENTRAL ITALY.

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Contact line : Shipment of contact wire and catenary rope has commenced. Firm S.A.E. are repairing and erecting poles for single track working; this work is nearing completion.

CENTRAL ITALY.

3. Bologna - Florence (line 65)

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

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

4. Rome - Orte (line 65)

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

Substations : At Fara Sabina repairs of the building and of the outdoor plant are almost completed; one transformer and one rectifier are on site; the storage battery is now being purchased; firm C.G.E. has been urged to manufacture the panels and the apparatus for rectifier auxiliary circuits switchboard.

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At Orte the construction of the roofs of the two buildings is almost completed.

Contact Lines : Poles are repaired on both tracks except 40 or 50 requiring weldings which have been held up for lack of carbide. Fittings are complete on 50% of track.

A small quantity of contact wire and catenary rope has arrived and straining of conductors will begin within a few days.

Efforts are being made to increase the quantity of conductor shipped for this work, in this case completion should be possible by the end of December.

5. Other H. T. Lines :

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

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

Leghorn - Cascina - Completed.

Larderello - Cascina - One circuit completed.

Larderello - Ponticino : Repairs are proceeding.

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

Orte - Civitavecchia : Repaired

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

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

6. Materials :

Mobile Substations : As previously stated, two mobile substations are required for electric working of Trento - Verona line and one for Piacenza - Bologna line; it would also be

Leghorn - Cascina - Completed.

Larderello - Cascina - One circuit completed.

Larderello - Ponticino : Repairs are proceeding.

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

Orte - Civitavecchia : Repaired

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

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

6. Materials :

Mobile Substations : As previously stated, two mobile substations are required for electric working of Trento - Verona line and one for Piacenza - Bologna line; it would also be advisable if I.S.R. Office of Bologna had another mobile substation at its disposal for emergency use.

It would be good policy to have at Orte one mobile substation when electric traction from Rome to Orte commences.

A 60 KV. mobile substation is being dispatched from Brown Boveri Workshops to Naples Compartimento for use at Villa Literno substation site.

Another 60 KV mobile substation now under repair at Brown Boveri Workshops is expected to be ready by I5th November.

One I20 KV and may be another I40 KV mobile substation, are expected to be repaired by the end of the year.

Two other for I20 KV should be ready for service within the early part of I946.

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Filter cars : Construction of filter cars began in I.S.R. workshops. Extimate date of completion for the first three is about I5th December.

Copper conductors : As previously stated all the production of copper conductors in Milan area is reserved for the lines Trento - Verona and Bologna - Piacenza.

Fornaci di Barga workshops are now manufacturing about IO tons per day. This "ill be used for equipping the Rome-Orte and Florence - Vernio sections, etc.

Rome 3rd November I945

ing. E Lauro

Liaison Officer A.C. - I.S.R.

Liaison Officer A.C. - I.D.H.

R4.7

GSB/af

(4)

INTER-OFFICE MINUTE

SUBJECT: Notes for Monthly Report October 45. 5 Nov.1945

TO : Chief Rail Division.

MECHANICAL ENGINEERING

1. Output of Rail Cars from Private Firms.

(a) Cecchetti Works, at Civitanova Marche.
Repairs carried during the month were:
Heavy 33
Medium 23
Light 12.
Total 68

(b) Romorini-Parodi-Delfino at Colleferro
Repairs carried out during the month were:
Heavy 41
Medium 13
Light 1
Total 61

(c) Wagon Lits Rome-
Repairs carried out during the month were:
Medium 1
Light 9
Total 10

2. I.S.R. Rialzo Shop at Rome Smistamento (1)
Repairs carried out during the month were:
Medium 15
Light 170
Running repairs 156
Total 349.

3. Locomotive repairs Calabria and Sicily for month ended 15 Oct.1945.

Reggio Compartimento.
Loco Depots.
Steam 8

Light 1

Total 61

(c) Wagon Lits Rome-

Repairs carried out during the month were:

Medium 1

Light 9

Total 10

2. I.S.R. Rialzo Shop at Rome Smistamento (1)

Repairs carried out during the month were:

Medium 15

Light 170

Running repairs 150

Total 349.

3. Locomotive repairs Calabria and Sicily for month ended 15 Oct.1945.

Reggio Compartimento.

Loco Depots.

Steam 8

Electric 2

Total 10

Palermo Compartimento.

Loco Depots.

Steam --

Main shops 0

(Navy Yard)

Total 0

Narrow Gauge 0

4. Carriage and Wagon repairs Calabria and Sicily Oct.45

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

Reggio Compartimento. (1)

	COACHES	BAGGAGE CARS	WAGONS
Lifting Shops (Running repairs)	—	—	050
Repaired	43	0	233
Total	43	0	083

Palermo Compartimento.

Running repairs	—	—	990	
Main shops	00	—	24	
Lifting shops	34	23	100	(1)
Recovered				
Total	100	23	1130	

5. Locomotive situation. Compartimento of Reggio as at 15 October 1945.

	Service	Under & Waiting Repair	Scrap	Total
M.Line	50	01	2	119
Shunting	10	0	1	19
Electric	29	5	—	34
Total	09	00	3	172

6. Locomotive situation Compartimento of Palermo as at 15 October 1945.

	Service	Under & Waiting Repair	Scrap	Total
M.Line	153	115	3	271
Shunting	22	20	1	43
Electric	—	—	—	—
Total	175	135	4	314

19 October 1945.

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

o. Locomotive situation Compartimento of Palermo as at 19 October 1945.

	Service	Under & waiting Repair	Scrap	Total
M.Line	153	115	3	271
Shunting	22	20	1	43
Electric	—	—	—	—
Total	175	135	4	314
Narrow Gauge	30	30	—	60

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

W.S.BARNES,
Major. RE.

59.0

CML/av

5

MEMORANDUM

File N. AC/Mat/37/6/Tn 4

SUBJECT : Monthly Report.

TO : Mr. Moss

1. Following is report of Stores Branch for month of October 1945.

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

(b) The Italian Government recently purchased 30,000 tires from the Army-Navy Liquidation Commission at an average cost of 900 lire each. It was thought that this supply would be of great assistance to the Railways and their transportation of materials, supplies and goods, however the Società which was formed for the distribution of the tires has sold them at 40,000, 50,000, 60,000 lire each. The Goverment is conducting an investigation and it is expected that tires purchased in the future will be distributed in a different manner.

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

C.M. LONG, Major C.E.

Transp. Sub-Commission (Rail Div.)
1 November 1945

the military occupation counterpart of the European central Inland Transp. Org.

Monthly Report.

General.

1 As from ~~xxxxxxxxxx~~ 1 November, control of operation and maintenance of railways ~~xxxxxxxxx~~ is returned to the Italian State Railways, with Military Railway Service maintaining supervisory assistance as necessary to ensure freedom of movement of Military Traffic, and Inst Commission rendering technical advice as needed.

2 The tenth Meeting of the Allied Railway Board was held on and special attention was given to the need for revision of the Board following on the greater freedom being occasioned to ISR. It was agreed that Stores and Construction Sub Committees should merge, and Traffic and Equipment should also work together, with members of the Equipment also attending the Stores-Construction Sub Committee as required.

3 International

At the Meeting, Brigadier R W Fellowes was present, representing CMMOA, an indication that first steps are being taken for the resumption of international services.

A meeting of ECITO was held at Brussels on [illegible] when discussion took place on desirability of re-introducing the Simplon-Orient -Express, and as a temporary measure, a through coach from Rome to Bale to connect with the Arlberg-Orient through train.

One of the first difficulties to be overcome will be the inter-change of rolling stock. In view of the European shortage, nations are naturally anxious to conserve what they have; and the tendency is to demand that if Italy needs goods from Holland, Italy must send the rolling stock. The un necessary long empty haulage, using coal already very short in supply throughout Europe, ~~xxxxxxx~~ is a matter of primary importance. The coal recently purchased ~~by Italy~~ from Poland by Italy will need to be rail-hauled, but the sending of Italian empty freight cars into that area has an element of danger.

X → See back

Civil Engineering. a Construction
b Electrification

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See back

Civil Engineering. a Construction
b Electrification

Mechanical Engineering.

To be provided by Major Barnes.

Slow Traffic.

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

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

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

wagon control.

Add.

Consideration has been given during the month to question of payment to ISR for the conveyance of non-Italian refugees, and for traffic which passes through ~~Italyxfrmx~~ Italian ports but which is destined for other countries.

WAGON CONTROL

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

Distribution within Compartiments is entirely JSR responsibility, efficiently carried out in some areas, while ~~in~~ other areas fail unless there is an undue surplus of cars - indicating bad local planning and suggesting need for authorities and effective strengthening of local distributive organisation.

Terminal Turn-round shows progressive improvement as a result of constant effort to promote speedier offloading but Overall Turn-round is still high owing to long periods of transit. Delays at Exchange and Marshalling points can be, and must be, reduced in order to meet the heavier loading programmes now anticipated, and the JSR are now being impressed with the need to ensure that wagons must be kept moving.

GAQ

Taranto	M. Franca	
Naples	Ostuni	
Pavia	Alessandria	Bi Weekly to Daily
Milan	Brescia	Extended to Verona
Milan	Alessandria	Bi Weekly to Daily
Naples	Potenza	Extended to Potenzaglia
Naples	Caserta	Extended to Aparanise
Florence	Pontedera	Extended to Pisa
Rome	Colleferro	
Naples	Caserta	Extended to Benevento
Foggia	Ariano	" " "
Arona	Novara	Bi Weekly to Daily
~~Pisa~~	~~Pistoia~~	~~Extended to Florence~~
Florence	Lucca	Extended to Pisa
Torre	Ann. Pagano	Retiming and increased Service
Rome	Arezzano	
Trento	Verona	Diesel Coach Service
Rome	Nettunia	" " "
Rome	Terracina	

Certain Passenger trains introduced or extended during October 1945

Copy. "A"

Savona - Imperia	extended to Ventimiglia
Alessandria - Alba	Bi weekly increased to Daily
Mussetto - Bra	" " " " "
Mortara - Asti	tri " " " "
Domodossola - Novara	" " " " "
Lagnano - Lucca	Extended to ~~Pistoia~~ Florence
Bastia - Cuneo.	tri weekly increased to Daily
Torino - Casale	Bi " " " "
Torino - Santhià	" " " " "
Santhià Arona	tri " " " "
Novara - Mortara	Bi " " " "
Vercelli - Alessandria	" " " " "
Vercelli - Cava Carbonara	" " " " "
Varallo - Novara	tri " " " "
Bari - Monopoli and Brindisi Astuni	Extended as a train Bari Brindisi Service
Bologna - Bari	tri weekly increased to Daily
Verona - Venice	
Potenza - Sorento	
Lecce - Grumelli	
Castiglion - Aosta	
Verona - Mantova	
Tossalta - Venice	

Brescia - Verolanuova
Avellino - Montella
Genova - Acqui
S. Marzanotto - Costagnola
Fossano - Mondovì
Guilianova - Fermo TERAMO
Velletri - Colleferro
S. Benedetto - Ascoli P.
Civitanova - Macerata
Paratico - Brescia
Brescia - Casalmaggore
Palermo - Licignano
Rimini - Ancona
Vittorio Veneto - Conegliano
Ostiglia - Bologna
Foggia - Potenza Tri Weekly Mixed Service Changed to Daily Passenger Service
Rovigo - Adria
Borletta - Spinazzola - Tri Weekly Increased to Daily.
Verona - Ostiglia
Cerignola C. - Cerignola
Bologna - Prato

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

Tel: 243238
Ref: AC/47/Tn 4

6 December 45

SUBJECT : Monthly Report - Rail Division, November 45.

TO : Chief,
Admin Division
Tn Sub-Comm. HQ AC

Attached is monthly report of activities of Rail Division for month of November 45.

R. P. Moss
Chief,
Rail Division.

1 Enclosure

R. P. Moos
Chief,
Rail Division.

1 Enclosure

4f/3

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

Tel: 843238
Ref: AC/47/Tn 4

6 December 45

ABBREVIATED MONTHLY REPORT

1. The handover of control of the ISR was on the whole satisfactory.

2. International passenger service was started during the month by the inauguration of a Milan-Paris sleeper.

3. During November the number of serviceable wagons increased from 79.019 to 81.256. Demands continue to exceed availability. Many car days are lost due to the slow unloading of Military traffic.

4. The Coal situation has become more serious. A 56 day supply in July has dropped to a 26 day supply in November. The coal allotment for the mainland of Italy is only 18,800 tons per week. Timber is in short supply retarding the repair of badly needed wagons.

5. Repairs to rolling stock has progressed satisfactorily in both private and ISR shops.

6. Reconstruction and re-electrification has made good headway during the month when consideration is given the difficulties involved such as shortage of materials, floods and heavy traffic.

R. P. MOSS

Chief,
Rail Division

79.019 to 81.295. Demands contained [illegible]
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R. P. Moss

Chief,
Rail Division

47/2

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

Ref: AC/47/Tn 4

6 December 45

MONTHLY REPORT ON ACTIVITIES, NOVEMBER 45
TRANSPORTATION & SHIPPING SUB-COMMISSION (RAIL DIV)

1. GENERAL :

November was the first month in which the ISR was given more or less of a free hand in the operation and maintenance of their Railways. The change over has proven successful and the ISR officials are proving their ability to accept greater responsibility.

2. ALLIED RAILWAY BOARD :

The eleventh meeting of the Allied Railway Board was held on 15 November 1945. It was agreed that the Delegations in the North should be disbanded as complete control of ISR could be exercised from RQISR Rome. Minutes of the various Sub-Committees were considered.

International combined Military Civil passenger trains :

On 2 November a meeting was held in Caserta attended by all concerned to discuss Military and Civil passenger trains in Italy. It was agreed in principle that combined Military and Civil passenger trains were now justified and certain trains would be used to handle International passenger traffic.

3. CIVIL ENGINEERING :

1) Construction:

(a) Financial approval as reported last month is being handed over to the Ministry of Transport. The ISR are now preparing the necessary lists of authorised expenditure w.e.f. 15th November, this is rather a task, and it is not completed to date.

(b) LINE 50 - Torino-Genoa - Bridge over the river Po works suspended owing to floods.
Giovi Branch Line - Bridge over the river Scrivia, temporary bridge completed.
Genoa-La Spezia - Viaduct San Michele temporary repair completed.
Turin-Genoa - Bridge over the river Scrivia at Stezzano, temporary bridge completed.
Bridge at Piano Orizzontale Giovi permanent reconstruction completed.
Rapallo-Sestri - Work is in progress on this section and there are

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Genoa-La Spezia - Viaduct San Michele temporary repair completed.
Turin-Genoa - Bridge over the river Scrivia at Stezzano, temporary bridge completed.
Bridge at Piano Orizzontale Giovi permanent reconstruction completed.
Rosignano-Leghorn - Work is in progress on this section and there are possibilities of it being opened about the middle of 1946.

(c) LINE 53 - Torino-Milan - Reconstruction of permanent bridge over the river Ticino is proceeding, the line is open for traffic. Interrupted at Vercelli, Brandizza, Chiavasso.

(d) LINE 54 - Milan-Domodossola - Bridge over the river Ticino at Sesto Calende, work delayed by bad weather, temporary steel bridge safe for winter, should be completed now.

(e) LINE 57 - Alessandria-Mortara - bridge over the river Po.

(f) LINE 61 - Bridge over the river Po at Mezzana Corte was temporarily completed during the month, safe for winter. This opens direct line Milan-Genoa.
Tortona-Arquata - Bridge over the river Stazzano Serravalle temporary repair completed.
Genoa Port - two tunnels at S.Nazzaro and Santia completed. The work on the tunnels at Molo Nuovo and Assoreto should be completed

./.

./. about the middle of 1946.
Genoa-French border - Temporary repairs completed.

(g) LINE 62 & 63 - Fornova-Sarzana - Work is proceeding and is yet early to give an estimate of the date of completion. Lines opened during November.
Parma-Fornova - and Line 50 - Pisa-La Spezia-Sarzana-Monterollo - Line 61 - Milan-Genoa - Lines opened during the month of November.

(h) LINE 65 - Arezzo-Florence - Section Florence to S.Giovanni for the Lignite Mine should be opened in about 2 months, awaiting release by the MRS of Roth Wagner Bridging Material, these materials are now in course to be handed over to Section S.Giovanni-Arezzo, should be completed about April 1946.

(i) LINE 66 - Alessandria-Piacenza - and Line 61 - Voghera-Pavia- should be opened for traffic about the 7th December 45.
Alessandria-Piacenza - Bridge over the river Trebbia near San Nicola repairs delayed by bad weather, trains running over diversion.

(j) LINE 101 - Pinerolo-Torrefolice - Repairs delayed at bridge over the river Chisone owing to floods.

(k) LINE 105 - Savigliano-Saluzzo - Bridge over the river Burnito work delayed by floods.

(l) LINE 106 - Savona-Ceragnola - Bridge over the river Pesio permanent repairs completed.

(m) LINE 123 - Novara-Domodossola - Bridge over the river Lanzin permanent repairs completed.
Casale Monferrato bridge over the river Po at Monferrato and bridge over the river Sesia line 121, bridge at Carenna and bridge at S.Martino; also the lines Moretta Cavallermaggiore, Alessandria-Piacenza are interrupted.
Traffic over Ontiglia bridge was suspended due to flood conditions but no serious damages were sustained.
The flood also caused the suspension of work on the temporary repairs of the main bridge.

(n) LINE 152 - Parma-S.Zeno - Bridge over the river Oglio near Cannetto work delayed by bad weather, temporary repair should be completed middle of December.
Bridge over the Po at Casale Monferrato also delayed by bad weather

Nicola repairs delayed by bad weather, trains running over diversion.

(j) LINE 101 - Pinerolo-Torre Pellice - Repairs delayed at bridge over the river Chisone owing to floods.

(k) LINE 105 - Savigliano-Saluzzo - Bridge over the river Varaita work delayed by floods.

(l) LINE 108 - Savona-Carmagnola - Bridge over the river Pesio permanent repairs completed.

(m) LINE 123 - Novara-Domodossola - Bridge over the river Lanzia permanent repairs completed.
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Traffic over Ostiglia bridge was suspended due to flood conditions but no serious damages were sustained.
The flood also caused the suspension of work on the temporary repairs of the main bridge.

(n) LINE 155 - Parma-S.Zeno - Bridge over the river Oglio near Cannetto work delayed by bad weather, temporary repair should be completed middle of December.
Bridge over the Po at Casale Maggiore also delayed by bad weather, should be completed end of February 1946.

(o) LINE 220 - Chiusi-Napoli - The line Chiusi to Sinalunga should be opened in December, the remainder of the line in February 46.

(p) GENOA-PORT TRACKS - The major repairs to the various moles are unsatisfactory owing to shortage of material, this has been asked for from the MRS but are awaiting the decision by the British War Office.

(2) Electrification:

NORTHERN ITALY

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

Electric traction services are now in operation on the Sections Trento-Ala and Verona-Bologna; the position of the

./.

intermediate section /La-Spezia is as follows :

S.T.Line - One circuit is almost complete from Brescanne to Verona, only about 40 kms being under repair in the section Borghetto-Marcaille. At the crossing of the river Po, works which have been delayed by lack of contractors and bad weather, are now completed.

Substations - The site for the mobile substation at Marcaille is ready and the one at Cremino is well in hand. The two mobile substations for these sites are now under repair at Milan : one is expected to be complete within the year, the other within the first months of 1946.

Contact Line - Some time has been lost due to shortage of copper conductors; now almost all the quantity required has been shipped from Milan and works are well in hand.

2. Piacenza-Bologna (Line 65)

S.T.Line - Rehabilitation is in progress. It is now possible to feed all substations from Milan System although high tension L.T. line is not complete from Piacenza to Bologna.

Substations - It is estimated that a second rectifier group at Piacenza and another at Fidenza will be ready within the month of December, provided essential spares come to hand from firms as requested. The more badly damaged rectifiers on Parma substation are now at Brown Boveri workshop undergoing inspection. For Rubiera owing to the bad conditions of the transformers and rectifiers, one mobile substation will be required.

Contact Line - Repairs of poles is complete from Bologna to Reggio, in hand from Reggio to Piacenza. A quantity of copper conductor has arrived: lack of clamps and line occupations are delaying the erection of contact wire.

CENTRAL ROUTE

3. Bologna-Florence (Line 66) -

On the section Bologna-Pistoia electric traction service is operating. In the section Pistoia-Florence work is progressing, but, as known, priority on shipment of materials is given to the lines [illegible] and Piacenza-Bologna. Among, contact line for one

[illegible] are well in hand.

2. Piacenza-Bologna (Line 65)

H.T.Line - Rehabilitation is in progress. It is now possible to feed all substations from Milan System although high tension HT line is not complete from Piacenza to Bologna.

Substations - It is estimated that a second rectifier group at Piacenza and another at Fidenza will be ready within the month of December, provided essential spares come to hand from firms as requested. The more badly damaged rectifiers of Parma substation are now at Brown Boveri workshop undergoing inspection. For Rubiera owing to the bad conditions of the transformers and rectifiers, one mobile substation will be required.

Contact Line - Supplies of poles in complete from Bologna to Reggio, in hand from Reggio to Piacenza. A quantity of copper conductor has arrived; lack of clamps and line occupations are delaying the erection of contact wire.

CENTRAL ITALY

3. Bologna-Florence (Line 65) -

On the section Bologna-Pistoia electric traction service is operating. In the section Pistoia-Florence work is progressing, but, as known, priority on shipment of materials is given to the lines Prato-Verona and Piacenza-Bologna. Anyway, contact line for one track will be completed between Prato and Florence by the 15th January 1946.

4. Rome-Orte (Line 65) -

H.T.Lines - One circuit is now complete between Rome and Orte.

Substations - At Rome Cabina one rectifier group has been repaired and will be tested during next week. Works are in hand to put alive as soon as possible the feeders, the filter and the auxiliary services, in order to check if apparatus is in serviceable condition after two years of standing. Substations of the Rome-Orte line have been cannibalised for repairing the switchboard, which is badly damaged. At Orte one mobile substation is required.

Contact Line - Some copper conductor has arrived and contact line is now complete on two tracks between Orte and Gallese and on one track between Reggio Mirteto and Rome Cabina.

./.

At present the stringing of conductors is being carried out in Galloro Station and in the section Sora Sabina-Santarcangelo.

5. - Other H.T. Lines -

Lanciarello-Cassino - One circuit is now complete; the second one is about 30% complete.

Orte-Florence - Between Orte and Arezzo both circuits are complete and one is also complete from Arezzo to Florence; these small sections cannot be completed on the second circuit between Arezzo and Pratolino for lack of steel cored aluminium conductors.

Lanciarello-Pontecino - This line is now complete.

Orte-Bolzano - One circuit is now complete.

Sora-Sagittario Sora Station - One circuit is now complete.

Rieti-Ancona - Work is progressing very slowly due to lack of materials. Priority has been given to the more important sections (viz Cesreno-Terni and Cesreno-Foxii) in order to ensure as soon as possible the feeding of Terni and Foxii substations.

6. MECHANICAL ENGINEERING :

(1) Output of Rail Cars from Private Firms.

(a) Comparetti Works at Civitavecchia, Marche.

Repairs carried during the month were :

Heavy	52
Medium	17
Light	7
Total	86

(b) Ferrini-Breda-Melfino at Collefiorito.

Repairs carried out during the month were :

Heavy	51
Medium	13
Light	6
Total	70

(c) Ferroviaria Nera

Rome-Livorno - Work is progressing very slowly due to lack of materials. Priority has been given to the more important sections (via Capranica-Monte and Capranica-Forchi) in order to ensure as soon as possible the feeding of Monte and Forchi substations.

4. MECHANICAL ENGINEERING :

(1) Output of Rail Cars from Private Firms.

(a) Ansaldo Works at Civitavecchia, Ferrobia.

Repairs carried during the month were :

Heavy	62
Medium	17
Light	7
Total	86

(b) Rodriguez-Carelli-Belfino at Collefiorito

repairs carried out during the month were :

Heavy	51
Medium	13
Light	6
Total	70

(c) Vicenza-Litz Plant

repairs carried out during the month were :

Medium	2
Light	8
Total	10

(2) I.R.I. Giulio Ships at Rome Guidonia (.)

Repairs carried out during the month were :

Medium	15
Light	182
Running repair.	173
Total	370

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(3) Locomotive repairs Calabria and Sicily for month ended 15 Oct. 45.

Reggio Compartimento

Locomotives.	
Elec.	5
Total	19

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Palermo Compartimento	
Loco Depots	
Steam	—
Main shops (Navy Yard)	22
Total	22
Narrow Gauge	2

(4) Carriage and Wagon repairs Catania and Milo, November 45.

Reggio Compartimento (.)

	Catania	Messina Zone	Milo
Lifting Shop (Running repairs)	—	—	73
Repaired	22	4	107
Recovered	—	—	9
Total	22	4	190
Palermo Compartimento			
Running repairs	—	—	580
Main Shops	14	17	103
Lifting shops (1)	13	9	117
Recovered	—	—	—
Total	27	26	800

(5) Locomotive Situation - Compartimento of Aussia as at 15 November 45.

	Service	Under & waiting repair	Demo	Total
M.Line	57	23	3	83
Shunting	11	5	-	16
Electric	34	5	-	39
Total	102	33	3	138

Lifting Shop (during repairs)			
Repaired	—	—	74
Recovered	22	4	107
	—	—	9
Total	22	4	590
Balance Compartments			
Shunting repairs	—	—	
Main Shops	14	17	320
Lifting shops (1)	13	9	403
Recovered	—	—	117
	—	—	—
Total	27	26	840

(5) Locomotive Situation - Compartments of Bangalore as at 15 December 45.

	Service	Under & waiting repair	Scrap	Total
M.Line	57	25	1	83
Shunting	11	5	-	15
Electric	34	5	-	39
Total	102	35	1	137

(6) Locomotive situation Compartments of Balarpur as at 15 Nov.45 -

	Service	Under & waiting repair	Scrap	Total
M.Line	154	121	—	275
Shunting	21	21	—	42
Electric	—	—	—	—
Total	175	142	—	317
Narrow Gauge	30	30	—	60

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

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5. STORES :

At a meeting of the Stores Sub-Committee, Allied Railway Board, it was confirmed that PRS would continue control of the ISR Stores.

The coal situation has become more serious. A 36 day supply in July has dropped to a 26 day supply in late November. ARB has issued orders to the ISR where and in what amounts coal allocated to the railways would be used.

Timber is still in short supply. The ISR have awarded many contracts but have received very few deliveries. The US military have decontrolled timber zones in Calabria and northern Italy, and have released 30 cars of lumber to the ISR from their Leghorn stock pile. Zones in Calabria and Northern Italy are still under British military control. The ISR are faced with a shortage of 15,000 cu meters of timber from December to May 1946. Our repair program and reconstruction of buildings being seriously delayed for the need of timber.

Effective 1st December 1945 the Supply and Mechanical Engineering Branch of the Rail Division is consolidated under the direction of Major C.H.Burnes (B) Major C.H.Long (A) of the Stores Branch is relieved from service with the Rail Division for re-deployment.

6. TRAFFIC :

Line 50 is now open to La Spezia and work beyond is progressing rapidly. The line will be open into Genoa the first part of January which will enable the ISR to make a big improvement in the handling of North-South traffic.

Heavy rains during the month caused several washouts in North-west Italy and traffic was somewhat delayed. The Bologna-Verona line was out of service for several days due to high water endangering the temporary bridge over the Po riverat Ostiglia. It was fortunate that this bridge withstood the flood as its loss would have meant the re-routing of all north traffic via Piacenza and Milan.

International passenger service commenced on 22 November when a Paris-Milan sleeper was put into service for military and sponsored civilian passengers. The price of a berth is L. 3.291 Paris-Milan and when the service is extended to Rome an additional L.2.709 will be charged. Mov & Tn AFHQ is the booking agency for Military passengers while Sugone Lits is the agency for civilians.

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Coal is now the governing factor in the amount of tonnage that can be moved. The railways on the mainland excluding Venezia Giulia are permitted to use only 18,800 tons per week for all traffic. Sicily suspended the movement of freight traffic for several days during the month due to the shortage of coal. A number of new passenger services were authorised during the month but due to the shortage of passenger stock and coal, only those services essentially necessary were authorised.

On Nov. 5 near Averza, civilian passenger train No. 1941 was stopped by a gang of outlaws. Many passengers were robbed assaulted and injured. One policeman and one bandit were killed. Allied police arrived on the scene and dispersed the outlaws arresting 5 members of the gang.

7. RAIL CONTROL :

During November the number of serviceable cars increased from 79.019 to 81.256. This increase included 1284 Box cars and 753 High Cons.

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Demands continue to exceed availability making it necessary to ensure that priorities are carefully observed. Progressive improvement in traffic movement, which should reflect a shorter overall turn round and thus increase availability, is negatived by the slow release of cars carrying military loads.

In order to meet the increasing demands for Civil Movements it is important that the turn round of cars be speeded up. Detention of cars awaiting offloading over 24 hours is now being reported by IGR and followed up with consignees.

Inter-Compartmental Distribution is being handled satisfactorily by the Wagon Committee and Local Distribution is improving.

Rolling Stock :

Locomotives	
Steam	4.II7
Diesel	6I
Electric	I.479
Coaches	4.848
Wagons	72.836

During Nov I945 :

2. 9.946.I85 Passenger tickets were sold compared to 9.663.000 during the corresponding month of I939, whilst 2.29I.862 tons of civilian freight were hauled during the same period as compared to 5.304.000 during I939.

A.H. STREET, Lt. Col.
Chief of Rail Division

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Chief of Rail Division

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

Tel : 843209
Ref : AC/Tn/8/CE

26 February 1946

SUBJECT : Final Report.

TO : Director, Tn Sub-Commission

I. Reference your AC/170/26/Tn I of 19th Feb 46. Herewith Final Report on the Rail Division.

2. The Tn Sub-Commission was formed in Africa in Sept.1943 under Lt. Col. L.E. Vining M.B.E. and landed in Italy on Nov 11th 1943 under the command of Col. S.A.Fitch.

3. The Directive for the Rail Division is laid down in Administrative Circular No 76 of 9th Nov 1943 paragraph 5b, unfortunately this directive has not been operative and the difficulties encountered by this division are to a great extent due to this fact, as the failure to implement the directive has caused overlapping and confusion.

4. The chief problems at the outset were :

a) The difficulty in obtaining transport for civilian freight. At the outset a certain number of trains were nominally laid on purely for civilian freight and wagons were loaded to the capacity of these trains. The trains were never run as laid down and consequently there was accumulation of loaded wagons with attendant congestion; to overcome this a complicated system of movement control was instituted for civilian freight which required application for wagons to be made three weeks in advance, which was detrimental to the carriage of perishable freight and was partially responsible for setting up a black market in rail wagons.

b) Difficulty in securing materials for reconstruction, i.e. cement, steel, etc. was a great handicap to the work, also

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b) Difficulty in securing materials for reconstruction, i.e. cement, steel, etc. was a great handicap to the work, also difficulty of the procurement of petrol, tyres and transport for contractors working on the railways was never overcome. It is suggested that there should be a stores section with a depot to handle this class of materials.

c) Shortage of technical staff also helped delay reconstruction work, as due to the shortage it was not possible to properly oversee the construction work and anticipate the contractors difficulties, the latter being incapable of dealing direct with the military.

5. During the time of its existence the rail division has not been the object of any awards or mentions.

6. The following is the condition of the State Railways at 31st Dec 1945 :

Length of line operated	14.208 Kms.
Double track	1.944 Kms.
Electric traction	2.654 Kms.

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