

ACC AC 57/40/TD.4 10020/148/2106

PRIVATE RAILWAYS: SUD-E
FEB.-DEC. 1945

2106 PRIVATE RAILWAYS: SUD-EST RAILWAY
FEB. - DEC. 1945



SOCIETÀ ANONIMA ITALIANA

PER LE

FERROVIE DEL SUD-EST

DIREZIONE DELL'ESERCIZIO - BARI

N. Ap/B.22/25/111 1

(Allegati N.)

Ris. al N.

del

OGGETTO

Statistica consumo carbone
e km. percorsi dalle locomotive
nel mese di Novembre
1945.

2882
20 DEC 1945

Mod. D. E. 4

Bari n. 16/12/45

Spett. TRANSPORTATION
(R.L.Y.S.) HQISL

Bari

Si trasmette in allegato il consueto pro-
spetto statistico relativo al consumo di carbon
fossile ed ai km. percorsi dalle locomotive in
servizio sulle linee sociali nel decorso mese
di Novembre 1945.

Il Direttore dell'Esercizio

5038

N. B. Nella risposta si prega indicare la data e il numero della presente. In una lettera trattare di un solo argomento

1964

S. A. I. FERROVIE DEL S. EST.

PROSPETTO CONSUMO CARBONE E KM. PERCORSI DALLE LOCOMOTIVE DELLE SEZIONI DI BARI E LECCE NEL MESE DI NOVEMBRE 1945.

Locomotive	Sezione Eserc. Bari Carbone Ton. Km. reali	Locomotive	Sezione Eserc. Lecce Carbone Ton. Km. reali
3	27.100	Borsig. 1	37.800 2787
7	26.400	2	28.500 2952
10	34.500	3	36.000 2677
14	32.100	4	33.600 2625
015	34.200	5	33.600 2424
400	42.300	6	- - 183
402	47.700	7	36.900 2884
403	37.800	9	30.600 2407
055	47.100	10	33.300 2329
456	48.000	870-011	26.100 2334
006	31.500	012	24.000 2095
021	36.000	023	40.500 2815
022	33.900	043	32.100 1890
035	44.700	075	23.400 1895
037	30.600	092	37.800 2588
041	26.100	099	31.800 2578
042	28.200	105	29.400 2372
046	31.800	110	18.900 1101
216	33.900	116	28.500 2491
014	56.000	133	28.500 2413
063	52.800	135	33.000 2398
067	56.400	136	25.500 2525
157	52.200	137	- - 22
168	36.000	151	36.000 2411
235	59.400	166	34.200 2535
365	24.000	316	21.600 1428
		37	63.000 3220
		S.L. 6	26.100 1947
		" " 8	40.800 2766

1010.700 871.500 65091

R I E P I L O G O

Sezione di Bari	Sezione Tonni.	Km. reali
	1010.700	66944
	871.500	65091

65091

871.500

REFITOC

Uğur Ömer TUN.

1010.700
871.500

Sezione di Bari
" Lecce

132035

100

132035



DEC. 111600

0/5374

DEC. 110843

ROUTINE

ALCOM BARI FROM FRANCE

HQ ALCOM FOR INDUSTRY SUB COMMISSION INFO: HQ ALCOM FOR TRANSPORTATION
AND SHIPPING SUB COMMISSION - AMO NAPLES - AMO VENICE.

UNCLASSIFIED.

1. SUD EST RAILWAY BARI URGENTLY NEEDS METALLURGICAL COKE FOR CAST
IRON SMELTING FABRICATION OF ENGINE CHECKS ENGINE FIREBOX GRATES
ETC FOR ROLLING STOCK MAINTENANCE
2. NO COKE ON HAND AND NONE AVAILABLE LOCALLY
3. REQUIREMENT ARE 10 TONS PER MONTH
4. WE UNDERSTAND THAT FERRIERA DI BARNOLI NAPLES AND COKERIA FONTO
MARCHERA VENICE HAVE AVAILABLE STOCK OF METALLURGICAL COKE
5. WE RECOMMEND INSTITUTION OF IMMEDIATE STEPS TO FULFIL SUD EST
REQUIREMENT FROM ONE OR BOTH OF ABOVE PRODUCERS
6. ALL CHARGES TO BE PAID BY SUD EST
7. PLEASE ADVISE ACTION TAKEN

AC DIST

ACTION : INDUSTRY & US SC 2
INFO : CHIEF COMMISSIONER
ECON SEC 2
TR SC 2
FILE 2
FLOAT

HEADQUARTERS

13 DEC 45

A. C.

5044

1987

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

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

15 October 45

Tel: BA 5238
Ref: 10/57/40/En 4

SUBJECT : Student Railway passenger service.

TO : General Inspectorate MTC

1. Reference your file 12247-11299-11500 of October 4-5-42.
2. The operation of the following additional passenger services on the Student Railway are approved

MARLBOROUGH 1 round trip daily except Sundays

TRANSPORTATION 1 round trip daily except Sundays

3. The new service may be inaugurated as soon as it can be arranged.

P. G. MAJOR
MAJOR P.G.
for Director

Copy to: Movement Rail in Sub-Com.
MRS - Bldg. (attention Lt. Col. Gardiner)

503

1968

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

TRANSLATION

MINISTRY OF TRANSPORTS

GENERAL INSPECTORATE M.B.T.C.

Rome, 12 October 1945.

Ref.: Serv. 5° Off. 3° N°12247.

SUBJECT: "Sud-Est Railways".
Maglie-Otranto Line.

Referring to the proposed made by the "Sud-Est Railways Co" for an increase of service along Maglie-Otranto Line returned from your Sub-Commission for discordant figures, we have requested explanations to our Bari Office and to the owner Company.

We will inform you about the issue of our requests as soon as possible.

The Minister

SGR.: DE CURTIS

97/41/14/10/1945

1969



Ministero dei Trasporti
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

L.G. 11. 239

Roma 12 OTT 1945 194

La COMMISSIONE ALLEATA
Sottocommissione Traspor
ti = S E D E =

SERV. 5° = UFF. 3°
Prot. N° 12247 Allegato

Responsabile N°
del

Oggetto Ferrovie del Sud-Est.
Linea Maglie-Otranto.

Si fa riferimento alla proposta della Società
per le Ferrovie del Sud-Est per un aumento del
programma di corse di treni sulla linea Maglie-
Otranto.

Tale proposta è stata restituita a questo Mi-
nistero da un Ufficiale di codesta Sottocommis-
sione per discordanza nei dati comunicati.

Al riguardo sono state richieste solleciti
chiarimenti all'Ispettorato Comp.le della M.C.T.
C. di Bari e alla Società concessionaria.

Non appena chiarita la discordanza ed ottenu-
ti i dati esatti al riguardo sarà nostra premura
comunicarli con sollecitudine a codesta On. Sot-

./.

to commissione.

IL MINISTRO

25/10/1971

TRANSPORTATION SUB-COMMISSION A.C.,

(RAIL DIVISION)

c/o Transportation (Br), Main,

C.M.F.

REFERENCE:

Riferimento:

I.S.R. SUD EST

FT.SS

A.C.

C.A.

APPLICATION:

Richiesta n°:

Date: 9 OCT 1945

Date:

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FT.SS

COMPARTIMENTO: SUD EST

FROM: Dante TO: FRANCELINE NUMBER: S.D

Da:

a:

Numero della linea:

Via: SUD EST

PRIORITY NUMBER:

Numero di precedenza:

FREQUENCY Daily Ex. Sun. COAL CONSUMPTION (WEEKLY) 3.87 PER WEEK

Frequenza

Consumo carbone (Settimanale)

EQUIPMENT NEEDED:

Materiale occorrente:

LOCO, COAL, OR ELECTRIC STEAM

COACHING STOCK 4 Coaches 1 Bag

Materiali viaggiatori

LITTORINE

WHO WILL PROVIDE COACHING STOCK? SUD EST

Chi fornirà il materiale viaggiatori?

WILL USE SAME

FROM WHERE? Stock AS NEW USED

Da Dove? BY OTHER TRAINS

2014

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Più richiesta effettuazione treni viaggiatori da parte delle FF. SS.

COMPARTIMENTO: SUD EST

FROM: Davuto TO: M. FRANCESALINI NUMBER: 5.0
Da: a: Numero della linea:

Via: STPES1

PRIORITY NUMBER:
Numero di precedenza:

FREQUENCY Daily Ex. Sun. COAL CONSUMPTION (WEEKLY) 3.87 PER
Frequenza Consumo carbone (Settimanale) 3.87 PER
YR

EQUIPMENT NEEDED:
Materiale occorrente:

LOGO, COAL, OR ELECTRIC STEAM

COACHING STOCK H. Coenen, 1 Bay
Materiali viaggiatori

LITTORELINE

WHO WILL PROVIDE COACHING STOCK? S.W.D.C.S.-1
Chi fornirà il materiale viaggiatori?

FROM WHERE? STOCK AS NOW USED
De Dove? BY OTHER THAN US

MEETINGS - KILOMETRAGE AND TRAIN NUMBERS

Orari - **Kilometraggio e numeri dei treni.**

(To be inserted over leaf)
(Da essere inserito nella pratica)

The Mount
Rushmore
National
Memorial

1973

TRAIN NO.

TRAIN NO.

TIMINGS:

TIMINGS:

NEW TRAIN

623 Toronto 1734

ETIM

745 AM. France 1630

Present Acknowled

1824-1808 Toronto 632 753

7010 - 1800 AM. France 515 650

Present Acknowled is set up for further
work. The new train is for they new
going to. Born on 1 Dec 44 - they new
have to stay over night at in France

August appointment

TRANSLATION

MINISTRY OF TRANSPORTS
FEDERAL INSPECTORATE MOFC

Rome 3 October 1945.

Ref.: Serv. V.uff. 3.3. n. 11300

n. 3 enclosures.
r. 79/0

your file: AC/51/40/In. 4
of 14/6/1945.

SUBJECT: "Sud-Est Railways"

-Additional round trip along the
Martinafranca-Taranto Line.-

1. After expiration of the 60 days mentioned in your letter and persisting the inconveniences shown with ours n. 6251 of June 6, 1945, the "Sud-Est Railways" Company has again requested authority to reinstate the third round trip which was cancelled for war events on the line Martinafranca-Taranto.
2. As already pointed out with our letter, the numerous passengers on that line are compelled to overnight in Martinafranca if, coming from Taranto, they are bound for Bari and Lecce. This is the most important cause for the notorious and already described inconveniences, as the freight cars on sidings at Martinafranca are being used for their overnight purposes by those passengers.
3. We are again confirming our favourable advice for the operation of the additional round trip on behalf of the regularity of the service, the compliance with sanitary rules, public health, security of passengers and decongestion of the other trips.
The quantity of required additional coal is absolutely small.
4. Please find herewith enclosed prospect in three copies concerning the proposed program, and kindly send your decisions.

The Minister
sgd.: Re Malfa.

Tr/el/1/10/45.

5022

1. After expiration of the 30 days mentioned in our letter and persisting the inconveniences shown with ours n° 6251 of June 6, 1945, the "Sud-Est Railways" Company has again requested authority to reinstate the third round trip which was cancelled for war events on the line Martinafranca-Varanto.

2. As already pointed out with our letter, the numerous passengers on that line are compelled to overnight in Martinafranca if, coming from Varanto, they are bound for Bari and Lecce. This is the most important cause for the notorious and already described inconveniences, as the freight cars on sidings at Martinafranca are being used for their overnight purposes by those passengers.

3. We are again confirming our favourable advice for the operation of the additional round trip on behalf of the regularity of the service, the compliance with sanitary rules, public health, security of passengers and decongestion of the other trips.

The quantity of required additional coal is absolutely small.

4. Please find herewith enclosed prospect in three copies concerning the proposed program, and kindly send your decisions.

The Minister
sgd.: Ma Malfa.

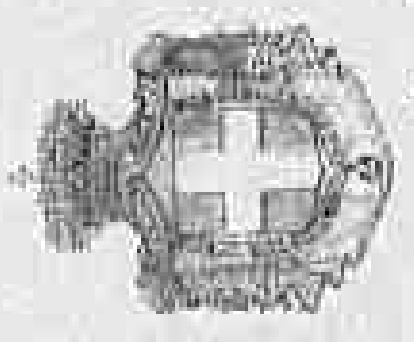
5042

Tr/al/11/10/45.

1976

16.M. 239

Roma 5 OTT. 1945 19



Ministero dei Trasporti
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALLA COMMISSIONE ALIEMMA
SINDACATI TRASPORTI
DIV. Ferrovie-Incremento Trasporti

= S E D I =

ST. Direzione - 11300
P. 79/6

Protesta del 14.10.1945

OGGETTO Ferrovie del Sud - Est. aumento del programma di esercizio sulla linea Martignone - Taranto.

1. Scaduti i 30 giorni indicati nella lettera sopradietinta e verificandosi tuttora gli inconvenienti rappresentati nella precedente ministeriale n° 6251 del 7 giugno u.s., la Società per le Ferrovie del Sud - Est ha nuovamente chiesto di essere autorizzata a ripristinare, sulla linea Martignone - Taranto, la terza coppia di treni soppressi in dipendenza delle contingenze belliche.
2. Come già fatto presente con la richiamata ministeriale i numerosi viaggiatori di quella linea attualmente, per prendere a Martignone e per le coincidenze utili a proseguire per Lecce e Bari, sono costretti a partire la sera precedente da Taranto, pernottare a Martignone e proseguire il giorno dopo per Bari e Lecce. Ciò è la principale causa di tutti i noti e già lamentati inconvenienti, in quanto i carri merci stazionanti a Martignone vengono occupati dai viaggiatori per dormire, mangiarvi e soddisfare tutti i bisogni della vita comune.
3. Questo Ministero, in considerazione dei benefici notevoli che deriverebbero dall'istituzione della terza coppia di treni, sia nell'interesse della regolarità del servizio, sia dell'osservanza delle norme d'igiene, della salute pubblica e di sicurezza dei viaggiatori, sia per il decongestionamento delle altre cose, conferma il parere favorevole espresso per l'accoglimento della proposta sociale, tanto più che l'at-

OGGETTO Ferrovie del Sud - Est. Aumento del programma di esercizio sulla linea Martinafranca - Taranto.

1. Secondo i 60 giorni indicati nella lettera sopradistinta e verificandosi tuttora gli inconvenienti rappresentati nella precedente ministeriale n. 5551 del 7 giugno u.s., la Società per le Ferrovie del Sud - Est ha nuovamente chiesto di essere autorizzata a riproiettare, sulla linea Martinafranca - Taranto, la terza coppia di treni soppressa in dipendenza della contingenza belliche.
2. Come già fatto presente con la richiamata ministeriale i numerosi viaggiatori di quella linea attualmente, per prendere a Martinafranca le coincidenze utili a proseguire per Lecce e Bari, sono costretti a partire la sera precedente da Taranto, pernottare a Martinafranca e proseguire il giorno dopo per Bari e Lecce. Ciò è la principale causa di tutti i noti e già lamentati inconvenienti, in quanto i carri merci stazionanti a Martinafranca vengono occupati dai viaggiatori per domani, mandarli e soddisfare tutti i bisogni delle vite comuni.
3. Questo Ministero, in considerazione dei benefici notevoli che deriverebbero dall'istituzione della terza coppia di treni, sia nell'interesse della regolarità del servizio, sia dell'osservanza delle norme d'igiene, di salute pubblica e di sicurezza dei viaggiatori, sia per il decongestionamento delle altre cose, conferma il parere favorevole espresso per l'accoglimento delle proposte sociali, tanto più che l'attuazione di questa comporterebbe un fabbisogno suppletivo di carbone assolutamente minimo.

md.

4. Si trasmette l'allegato in triplice copia con tutti i dati relativi al programma di esercizio da attuarsi, mentre si resta in attesa delle decisioni che codesta Spett. Commissione crederà di adottare in merito.

IL MINISTRO

Ag. Spett.

INQUADRO COMPARATIVO DI DATI

Azienda Concessionaria	S.A.I. PER LE FERROVIE DEL SUD-EST		
Linea o tronco	estremi	Tartina P. - Taranto	
	Lunghezza Km.	14	
	Numero coppie	2	
	Frequenza (giornaliera o tri-settimanale)	giornaliera (esclusa la domenica)	
	Tipo del servizio (viaggiat. - merci - misto)	viaggiatori	
	Treni chilometro	136	
	Numero coppie	una	
	Frequenza (giornaliera o tri-settimanale)	giornaliera (esclusa la domenica)	
	Tipo del servizio (viaggiat. - merci - misto)	viaggiatori	
	Treni chilometro	68	
Orario della proposta di aumento	Andata	part. da	Taranto P.S. ore 6,25
		arr. a	Tartina Fr. ore 7,45
	Ritorno	part. da	Tartina Fr. ore 16,30
		arr. a	Taranto P.S. ore 17,34
	Cilone Com.		0,646
	Macchine Com.		"
	Inibizionanti Kg.		3
	Energia	Potenza occorrente Kw.	"
	Elett.	Potenza oraria Kw.-ora	"
		Ora delle porte massime	"

Esistono co bastibili
o energia per la propo-
sta di aumento.

7/9/79

1980

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

Programma vigente	Numero coppie	2	Giornaliera (compresa la domenica)
	Frequenza (giornaliera o trisettimanale)		viaggiatori
	Tipo del servizio (viaggiat. - ercol. - misto)		
	Treni chilometro	136	
Aumento proposto	Numero coppie	una	giornaliera (compresa la domenica)
	Frequenza (giornaliera o trisettimanale)		viaggiatori
	Tipo del servizio (viaggiat. - ercol. - misto)		
	Treni chilometro	68	
Orario della proposta di aumento	Andata part. da	Taranto P.S. ore 6,23	
	arr. a	Artina Tr. ore 7,45	
	part. da	Artina Tr. ore 16,30	
	Ritorno arr. a	Taranto P.S. ore 17,34	
Fabbisogno di combustibili o energia per la proposta di aumento.	Cilindrone Tonn.	0,646	
	Raffa Tonn.	=	
	Lubrificanti Kg.	3	
	Energia	Potenza occorrente Em.	=
60000 60000 3	Elett.	Potenza orario Em. - ora	=
		Ora delle punte massime	=
		Potenza massima durante le punte	=
			5000

1981

Impegno materiale notabile occorrente per l'aumento	Locomotive a vapore	una
	Locomotori elettrici n.	"
	Automotrici elettriche n.	"
	Automotrici Diesel n.	"
	Bagagli n.	uno
	Carrozze viaggiatori n.	quattro
	Carri merci aperti n.	"
	Carri merci chiusi n.	"



IL DIRETTORE DELLE FERROVIE

Impegno materiale

retabile occorrenza

per l'aumento

Autotreni elettrici n.

Autotreni Diesel n.

Bagagli n.

Carrozze viaggiatori n.

Carri merci aperti n.

Carri merci chiusi n.

uno

quattro

n

n

IL DIRETTORE DELL'ESERCIZIO

6-0-2

1983

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

REFERENCES:
Riferimento:

I.S.R.
FF.SS
SUD EST

A.C.
C.A.

APPLICATION:
Richiesta n°:

Date: 9 Oct 45
Data: _____

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS

COMPARTIMENTO: SUD EST

FROM: MAGLIE TO: OTRANTO LINE NUMBER:
Da: _____ Numero della linea: _____

Via: SUD EST

PRIORITY NUMBER:
Numero di precedenza:

FREQUENCY Daily Ex Sunday COAL CONSUMPTION (WEEKLY) 2 tons
Frequenza _____ Consumo carbone (Settimanale)

EQUIPMENT NEEDED:
Materiale occorrente:

LOCO, COAL, OR ELECTRIC Coal
COACHING STOCK None as supplied by other Divs
Materiali viaggiatori _____
LITTOREINE _____

Handwritten notes:
Additional material
for the train
to be provided
by the
other divisions

WHO WILL PROVIDE COACHING STOCK? SD
Chi fornirà il materiale viaggiatori?

Date: 9 Oct 45

Detail

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FF.SS.

51018

COMPARTIMENTO:

FROM: M A G L I - TO: C I R A N T O LINE NUMBER:
Da: a: Numero della linea:

Via: 540 EST

PRIORITY NUMBER:
Numero di precedenza:

FREQUENCY	DAILY	EX-SUB-DAY	COAL CONSUMPTION (WEEKLY)	Consumo carbone (Settimanale)
Frequenza				
			<i>2 tons</i>	

EQUIPMENT NEEDED:
Materials occorrent:

LOCO, COAL, OR ELECTRIC Coal
COACHING STOCK Same as under by station train
Materiali viaggiatori

LITTONLINE

WHO WILL PROVIDE COACHING STOCK? S
Chi fornirà il materiale viaggiatori?

FROM WHERE? Same Place as New used in
Da Dove? Albion, Tenn

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS
Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)
(Da essere inserito nella pratica)

11 Feb 1964

1985

TRAIN N°

TIMINGS:

TRAIN N°

TIMINGS:

1805

1805 to 1830

1834 to 1853

Proposed Addition
Early Evening Program

755 to 1511
829 to 1435

1986

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

PEPITORATO COMPARTIMENTALE DI BARI

Azienda Concessionaria : SOC. AN. IT. PER LE FERROVIE DEL SUD-EST

LINEA E TRONCO	estremi	Maglie-Otranto
	Lunghezza Km.	18 + 271
PROGRAMMA VIGENTE	numero coppie	una
	frequenza	giornaliera (esclusa domenica)
	tipo del servizio	misto
	treni-chilometro	36
	numero coppie	una
PROGRAMMA PROPOSTO	frequenza	giornal. (esclusa la domenica)
	tipo del servizio	viaggiatori
	treni-chilometro	36
	Andata : Partenza da Maglie	7,55
	Arrivo ad Otranto	8,29
ORARIO DELLA PROPOSTA DI AUMENTO	Partenza da Otranto	14,35
	Ritorno: Arrivo a Maglie	15,11
TABELISOGNO COMBUSTIBILI	Carbone : Tonn.	0,340
	Lubrificanti : Kg.	1,600
	Locomotiva a vapore	una (la stessa che effettua la coppia giornaliera del programma vigente)
IMPEGNO MATERIALE ROTABILE OCCORRENTE PER L'AUMENTO	Bagliai	uno (idem)
	Carrozze viaggiatori	tre (5 idem)

IN DIPENDENZA DELL'ESERCIZIO

PROGRAMMA VIGENTE

Lunghezza Km.	18 + 271
numero coppie	una
frequenza	giornaliera (esclusa domenica)
tipo del servizio	misto
treni-chilometro	36
numero coppie	una
frequenza	giornal. (esclusa la domenica)
tipo del servizio	viaggiatori
treni-chilometro	36

PROGRAMMA PROPOSTO

Andata :	Partenza da Maglie	7,55
	Arrivo ad Otranto	8,29
Ritorno:	Partenza da Otranto	14,35
	Arrivo a Maglie	15,11
Carbone : Tonn.	0,340	
Lubrificanti : Kg.	1,600	

ORARIO DELLA PROPOSTA
DI AUMENTO

FABBISOGNO COMBUSTIBILI

Locomotiva a vapore	una (la stessa che effettua la coppia giornaliera del programma vigente)
Bagagliai	uno (idem)
Carrozze viaggiatori	tre (idem)

IMPEGNO MATERIALE ROTA-
BILE OCCORRENTE PER
L'AUMENTO

IL DIRETTORE DELL'ESERCIZIO

1988

57/40/10

ACP/1c

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

18 June 45

Tel. 843238
Ref. AC/57/40/Tn 4

SUBJECT : Commendatore Orbettino, Sud-Est Railway.

TO : Director
Military Railway Services.

--Attached hereto for information is rough translation of
a letter received by our Officer at Bari from the Director of
the Sud-Est Railway.

For the Chief Commissioner:

A.C.PING, Major

506

Subject:- Commendatore ORBETTINO Director
of Sud-Est Railway.

Senior Tn Officer AC BARI,
Tel.: 12519,
Ref.: RL/11/540

9 June 1945.

To:- HQ Allied Commission
for Transportation Sub-Commission,
~~(Mey. Div.)~~

1. Attached is a letter received from Sud-Est Railway Co.
and translation for your information.
2. Commendatore Orbettino has always been co-operative and
helpful to the Tn Officers here and further has proved to
be most efficient.


Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.

BN.

505

1990

MOD. D. E. 2

INDIRIZZO: Bari - Piazza Roma n. 42
Telefono Interprovinciale n. 11585
Teleselegrammi: FERROVIE SUD - Bari

SOCIETÀ ANONIMA ITALIANA
PER LE

FERROVIE DEL SUD-EST

SEDE IN ROMA

Capitale L. 14.000.000 interamente versato

DIREZIONE DELL'ESERCIZIO

Bari, 14 23 maggio 1945

N. Dr/

(Allegati N.)

Risposta al N.

OGGETTO: Comunicazione riservata.

RISERVATA

Al Cap. P A P W O R T H
Movimento e Traffico Ferroviario

B A R I

Al Magg. T A Y L O R
Sottocommissione Alleati Trasporti

B A R I

MINISTERO COMUNICAZIONI
Ispettorato Comp. Motorizzazione
Civile e Trasporti in Concessione

B A R I

62 SPECIAL INVESTIGATION BRANCH
C.M. Police C.M.F. B A R I

e p.c. SEDE CENTRALE S.A.I. FERROVIE SUD-EST
R O M A

Ero già stato informato che, alcuni elementi delle Commissioni interne senza giustificato motivo, conducevano una campagna contro il Capo Sezione Esercizio di Bari Comm. Orbettino, e per quanto nelle mie possibilità ho cercato di far comprendere la inopportunità di tale procedere, inquanto da oltre un decennio che ho parte dirigente presso queste Ferrovie, non ho mai riscontrato ragioni che giustifichino un tale atteggiamento.

Mi viene riferito oggi che, ad iniziativa della Commissione Interne di Lecce, Sinci tenutasi a fine Franco una riunione, con l'intervento anche di quella di Bari, per discutere una deliberazione che chiederebbe alle Autorità competenti, l'allontanamento dell'Orbettino da questa Amministrazione.

Per quanto è conoscenza di questa Direzione, il Comm. Orbettino, oltre ad essersi in ogni circostanza prodigato nell'interesse del personale, ha reso e rende servizi inestimabili al suo Paese e alla causa degli Alleati.

Alla sua iniziativa si deve la riparerazione di circa 600 carri e 28 locomotive nelle Officine di Bari e Lecce, materiale che ha dato agli Alleati ed al Paese la possibilità di trasportare...

Bari. 11 23 maggio 1945

N. Dr/

(Allegati N. _____)

Risposta al N. _____

OGGETTO: Comunicazione ricevuta.

Al Cap. P A P W O R T H
Movimento e Traffico FerroviarioB A R IAl Magg. T A Y L O R
Sottocommissione Alleati TrasportiB A R I

MINISTERO COMUNICAZIONI

Ispettorato Comp. Motorizzazione
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62 SPECIAL INVESTIGATION BRANCH

C.M. Police C.M.F. B A R I

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Mi viene riferito oggi che, ad iniziativa delle Commissioni Interne di Lecce, Bari, Brindisi, Taranto, Trani, Foggia, Vieste, Canosa, Grottole, Santeramo, e a fine Francina, con l'intervento anche di quelle di Bari, per discutere una deliberazione che attribuirebbe alle Autorità competenti, l'allontanamento dall'Orbettino da questa Amministrazione.

Per quanto è a conoscenza di questa Direzione, il Comm. Orbettino, oltre ad essersi in ogni circostanza prodigato nell'interesse del personale, ha reso e tende servirsi inestimabili al suo Paese e alla causa degli Alleati.

Alle sue iniziative si deve la riparazione di circa 600 carri e 28 locomotive nelle Officine di Bari e Lecce, materiale che ha dato agli Alleati ed al Paese la possibilità di trasporti in un momento tragico, incorrendo il personale con guadagni extra o di altra compensazione.

Negli Auto-Transporti Merzi (branca autocarri), egli ha avuto ed ha tuttora una parte di primo piano.

Purtroppo la sua funzione di diretta disciplina sul personale, molte volte lo rende invisibile a coloro che nel vedono le repressioni di furti e di indiscipline.

Attualmente le Sud-Est, hanno in questo Dirigente dell'attività veramente poliedrica, un elemento tecnico ferroviario di primissimo ordine, un insostituibile lavoratore, ed un uomo pronto e frangente in qualunque situazione di lavoro, senza mai retrocedere.

Attualmente, ecco gli incarichi a lui affidati:

Dirigente tecnico di quasi 200 Km. di linee -

Dirigente dell'Ufficio Sinistri e Contenzioso.

Dirigente tecnico ed amministrativo delle grandi riparazioni per conto degli Alleati e delle Ferrovie dello Stato.

Sovrintendenza agli auto-servizi Trasporti Merzi.

Dichiaro quindi che, la collaborazione del predetto Dirigente per l'esercizio delle rete è indispensabile e necessaria più che mai nell'attuale momento, e che un suo eventuale allontanamento pregiudicherebbe l'efficienza dell'organizzazione di queste Ferrovie.

IL DIRETTORE DELL'ESERCIZIO



Leoni

CONFIDENTIALTRANSLATION.

From: Sud-Est Railway BARI, The Director.

TO : Capt. Payworth - Junction operating Office BARI
Major Taylor - Senior En. Officer AC Bari.

Ministry of Communications - Inspecting Office
for Roads and Private Rails BARI

62 Special Investigation Branch C.M. Police G.M.F. BARI.

For info.: Gen. Management Ferrovie Sud-Est ROMA.

I was already informed that some members of Internal Commissions, without any justified reason, were carrying on a campaign against the Chief Section of Rail Works of Bari, Commendatore Orbettino, and as much as it has been possible to me, I have tried to let understand that such procedure was useless, as I, since over ten years that I have charge of these Railways, I never had discovered causes that may justify such attitude.

To-day I am informed that, by the initiative of the Internal Commission of Lecce, at Martina Franca has been held a meeting, with the intervention of that of Bari, in order to discuss a motion for asking the concerned Authorities that Orbettino should be dismissed from this Concern.

As far as it is at knowledge of this Direction, Commendatore Orbettino, not only has always done his best on behalf of the employees, he has rendered inestimable services to his Country and to the cause of the Allies.

It is due to his initiative that the repair of about 600 wagons and of 28 locomotives in the Workshops of Bari and Lecce has been completed, rolling stock has been given to Allies and to the Country assisting transport in tragical times by his pushing labour with extra earning or in some other way.

In Road Branch for freight traffic, he has had and holds a prominent position.

Only the direct control of discipline on labour, many times, puts against him those who do not like to be prosecuted for pilferage and bad discipline.

At present the Sud-Est Railway rely on him for his ability, he being a first class railway expert, very goodwilling and ready to meet any emergency without any difficulty.

At present he is in charge of following Services:

- i Technical management of about 200 Kilometres of lines;
- ii Chief of Legal and Accident Office;
- iii Technical and Administrative management and supervision of big repairs on account of Allies and of Italian State Railway;
- iiii. Supervision of Road Branch for freight transportation.

I state that he is irreplaceable for the good running of Services of the Railway and he is necessary more than ever and that his dismissal will cause

1994

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As far as it is at knowledge of this Direction, Commendatore Orbettino, not only has always done his best on behalf of the employees, he has rendered inestimable services to his Country and to the cause of the Allies.

It is due to his initiative that the repair of about 600 wagons and of 23 locomotives in the Workshops of Bari and Lecce has been completed, rolling stock has been given to Allies and to the Country assisting transport in tragical times by his pushing labour with extra earning or in some other way.

In Road Branch for freight traffic, he has had and holds a prominent position.

Only the direct control of discipline on labour, many times, puts against him those who do not like to be prosecuted for pilferage and bad discipline.

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- 5000
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 - ii Chief of Legal and Accident Office;
 - iii Technical and Administrative management and supervision of big repairs on account of Allies and of Italian State Railway;
 - iiii. Supervisor of Road Branch for freight transportation.

I state that this is irreplaceable for the good running of Services of the Railway and he is necessary more than ever and that his dismissal will cause prejudice to the efficiency of the organisation of this Railway.

Bari, 23 May 1945.

The Director
Signed: Callogari.

PGH/af
57/40/8

TRANSPORTATION SUB-COMMISSION AG,
(RAIL DIVISION)
O/o Transportation (Dr) Main,
C.N.F.

16 June 1945

Tel.: 843238

Ref.: AG/57/40/Tn.4

SUBJECT: Passenger service Sud-Est
Railway.

TO : General Inspectorate
M.C.T.C.

1. Reference your file n°6339 AG 13-1 of 11 June 1945.
2. We do not feel that additional passenger service can be authorized for the present.
3. Coal supply is going to be a problem the next two months and it is most essential that we apply all facilities possible on the refugee and military personnel movement for the time being.

Thurston Major
For Director.

TRANSLATION

From: Ministry of Transports .
Ispettorato Generale della Motorizzazione Civile ecc.

Ref. serv. n° - Uff. 5 - n° 6339 - AG - 13-1.

To: In Sub-Commission, AC
(Rail Division)

1 Enclosure

Subject : "Sud-Est Railways" Variation of operation program - Maglie-Otranto Line.

The Company for the exercise of "Sud-Est Railways" requests us authorization to schedule a second couple of trains on Maglie-Otranto line as from enclosed prospect.

The Company also affirms that such improvement is necessary to satisfy public needs of the various communes served by the line, and that many complaints have been so far received on this subject.

The couple of trains to be put into operation should be in junction with trains 601 and 602 to and from Lecce, in such a way that a direct connection with that chief-town would be effected.

This Ministry is favourable to such request in consideration of the fact, that, with the only couple of trains now running as by in force program nearly exclusively passengers of both ends of line, can benefit of this railway and little, these in the intermediate localities. Besides, the new trains would use a small quantity of coal and lubricants, namely respectively 2.040 and kg. 9600 per week.

Awaiting to know the opinion of your In Sub-Commission on the subject.

The Minister

DEPARTMENT INSPECTOR'S OFFICE () BARI

Grantee Company :

"SUD-EST RAILWAYS" Ital. Ltd. C.

LINE OR SECTION	ends	Maglie-Otranto
	Length km.	10 + 211
PRESENT SCHEDULE	quantity of couples	one
	frequency	Daily (except on Sunday)
	type of service	Mixed
	km. trains	30
PROPOSED SCHEDULE	quantity of couples	one
	frequency	Daily (except on Sunday)
	type of service	Passengers X
	km. trains	30
TIMING OF PROPOSED IMPROVEMENT	Outward	depart. from Maglie 7.52 Arrival at Otranto 8.29
	Return	dep. from Otranto 14.32 arr. at Maglie 15.11
NEEDED STOCK	Coal : tons	0,340
	Lubricants: kg.	1,600
ROLLING STOCK NEEDED FOR THE IMPROVEMENT	Steam engine	one (the same now running daily with present schedule)
	Baggage-vans	one (idem)
	Passenger coaches	three (idem)



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
Div. Ferrovie - Intervento
Trasporti = R O M A =

SERV. V UFF. 3

6339

AG.13.1

Ferrovie del Sud-Est

OGGETTO

Variazione al programma di esercizio - linea Maglie-Otranto

La Società esercente le ferrovie del Sud-Est ha chiesto a questo Ministero l'autorizzazione ad istituire una seconda coppia di treni sulla linea Maglie-Otranto con l'orario e le modalità di esercizio di cui all'unito prospetto.

La Società al riguardo fa presente che tale seconda coppia si rende necessaria per aderire alle necessità, ripetutamente ed insistentemente segnalate da parte delle Autorità e del pubblico, dei vari Comuni serviti dalla linea in parola.

La coppia di treni da istituire sarebbe messa in coincidenza con i treni n. 601 e 606 da e per Lecce in modo da attuare un collegamento diretto con tale capoluogo di provincia.

Questo Ministero da parte sua, è favorevole alla richiesta avanzata per il motivo che attualmente, in base al programma vigente che ammette una sola coppia di treni, possono beneficiare di tale ferrovia quasi esclusivamente i viaggiatori delle due località estreme e ben poco quelli delle località intermedie. Inoltre i nuovi treni da istituire importerebbero un consumo esiguo di carbone e di lubrificanti, cioè rispettivamente tonn. 2,040 e kg. 9,600 la settimana.

Si attende di conoscere in proposito l'avviso di codesta On. Sot-

SERV. V UFF. 3

6339

AG.13.1

Ferrovie del Sud-Est
Variazione al programma di esercizio - linea Maglie-Otranto

OGGETTO

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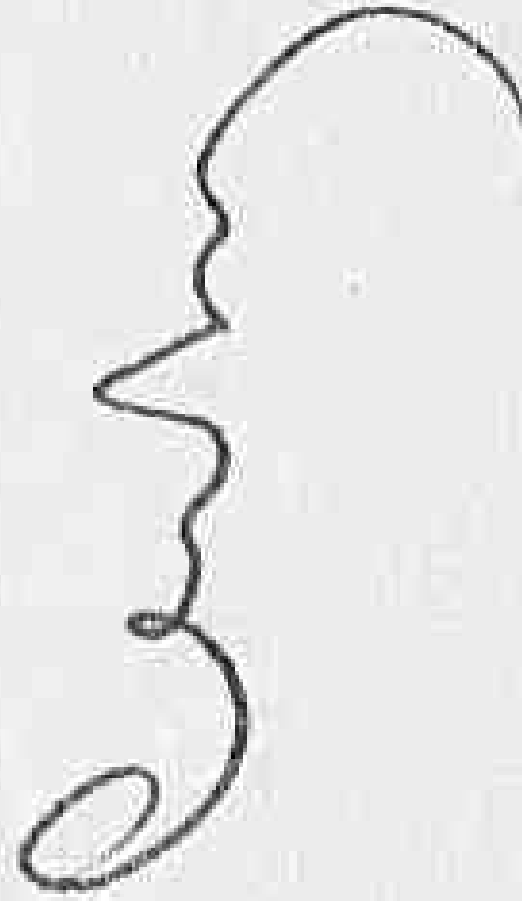
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Si attende di conoscere in proposito l'avviso di codesta On.Sottocommissione.

IL MINISTRO



BMC

2001

LINEA O LINEE Line or Lines	lunghezza Km. Length Km.	18 + 271
	numero copie quantity of copies	una one
	frequenza frequency	giornaliera (esclusa domenica) daily (except on Sunday)
	tipo del servizio type of service	mixto - mixed
	troni-chilometro Km-Toni	36
PROGRAMMA PROPOSTO Proposed schedule	numero copie quantity of copies	una one
	frequenza frequency	giornal. (esclusa la domenica) daily (except on Sunday)
	tipo del servizio type of service	viaggiatori passengers
	troni-chilometro Km-Toni	36
	andata : Partenza da Naglie Arrivo ad Otranto	7755 8,29
ORARIO DELLA PROPOSTA DE AUMENTO Timing of proposed improvement	di ritorno : Partenza da Otranto Arrivo a Naglie	14,35 15,11
	Carbone : Tonn. Coal Toni	0,340
	Lubrificanti : Kg. Lubricants Kg.	1,600
	Locomotiva a vapore Steam engine	una (la stessa che effettua il programma vigente) one (the same now running daily with present program)
	Bagagli Baggage - Venti Passeggeri (venti) Carrozze viaggiatori Coaches	uno (idem) one (idem) tre (idem)

IMPEGNO MATERIALE ROTABILE OCCORRENTE PER L'AUMENTO
Rolling stock needed for the improvement



2002

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

PGM/eg

57/40/5

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

14 June 1945

Tele : 843235
Our ref: AC/57/40/rn.4.

SUBJECT: Increase Passenger Service
Sud-Est Railway.

TO : General Inspectorate
M.C.T.C.

1. Reference yours 7 June file M. 6251 F.79.6.
2. Due to the heavy movement of Refugees and Military Personnel at this time additional Civilian Passenger Service is not recommended on the SUD-EST Railway for at least sixty days.

Phyllis Major
for DIRECTOR.

5027

57/40/4
A.C. RAIL TRANSPORTATION OFFICER
ROME DIVISION

Date 12 June 1945

Ref. Pn. SC/RD/4

SUBJECT: Increased passenger service, SudEst Railway.

TO: Major Matson

1. Regarding the attached request of the Sudest Railways for increased service Taranto - Martina - Franca. Conditions at Martina - Franca are very bad as stated, especially in regard to connection for Bari and Lecce.
2. In view of the large movement of refugees and Allied troops at this time it is my opinion that it is not advisable to authorize this increase for at least 60 days.
3. The increase in coal consumption is entirely out of line in regard to amount required for the proposed increase.

S. C. Hall
S. C. HALL, Capt. T.C.,
A.C. RAIL T.N. OFFICER,

Rome DIV.

5626

MINISTRY OF TRANSPORTS
ISTITUTO DI RIFORMAZIONE CIVILE
E DI TRASPORTI IN CONCESSIONE.

Rome, 1 June 1943

Ref.: Serv. v. off. 3°

M. 0291 R. 79.6

1 enclosure

TO: Sub-Commission AU.,

Rail Division

in. Increment

R O M A

SUBJECT: "Sud Est Railways" Notification to
the schedule.

The Company operating the "Sud Est" Railways has requested us an authorization to operate the third couple of trains which was cancelled on account of war events.

According to the Company such modification is necessary in order to avoid serious troubles due to over crowd of travellers, and to the present conditions of carriages.

As regard to such troubles, which are subject of continuous complaints by public organizations and privates, the Inspector's Offices of the More of Bari has many times reported, confirming the necessity to reinstate the third couple of trains in that Railway's also because, according to the present schedule, it is not possible to make a direct connection betweenaranto Bari and Lecce, and the passengers are compelled to overnight in Martinafranca station awaiting to take the morning trains.

Consequently all carriages standing at Martinafranca are every night assailed by a crowd of travellers who are using them for sleeping, eating and satisfying all their needs.

For said reasons the conditions of the scarce rolling stock are continuously getting worse cars used for the travellers transportation are full of stones introduced by travellers wanting to sleep on them for lack of stolen benches, and the sanitary conditions of the coaches and cars poor thought the periodic operations of clearing and disinfection.

The Railway Company has sometimes asked for the intervention of the police, but the result has not been satisfactory owing to the big crowd of travellers who haven't any other place where to sleep.

The reinstating of the third couple of trains would allow through junctions, a direct connection betweenaranto and Bari, would avoid the travellers ~~of~~ overnight in Martinafranca, and eliminate every other inconvenience.

We beg to enclose herewith for the examination a prospect concerning our proposal.

As regard to us, we fully agree with the request, in consideration of the advantages to the conditions of carriages, and also for the better public health and safety regulations fulfillment.

We are awaiting for your decision.

20051

The Company operating the "San Est" railways has requested us an authorization to operate the third couple of trains which was cancelled on account of war events.

According to the Company such modification is necessary in order to avoid serious troubles due to over crowd of travellers, and to the present conditions of carriages.

As regard to such troubles, which are subject of continuous complaints by public organizations and privates, the Inspector's Offices of the Muro of Bari has many times reported, confirming the necessity to reinstate the third couple of trains in that Railway's also because, according to the present schedule, it is not possible to make a direct connection betweenaranto Bari and Lecce, and the passengers are compelled to stay overnight in Martinafranca station awaiting to take the morning trains.

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The Railway Company has sometimes asked for the intervention of the police, but the result has not been satisfactory owing to the big crowd of travellers who haven't any other place where to sleep.

The reinstating of the third couple of trains would allow through junctions, a direct connection betweenaranto and Bari, would avoid the travellers ~~stay~~overnight in Martinafranca, and eliminate every other inconvenient.

We beg to enclose herewith for the examination a prospect concerning our proposal.

As regard to us, we fully agree with the request, in consideration of the advantages to the conditions of carriages, and also for the better public health and safety regulations fulfillment.

We are awaiting for your decision.

THE MINISTER.

5025

COMPARATIVE INSPECTOR'S OFFICE OF RAIL

Private Owner	Canadian Railways Limited Company	
Line and Section	St. Catharines-Toronto	
	Length km.	34
	Number of couples	2
	Daily or every three-weekly frequency	Daily (Suspended on Sunday)
	Type of service (Passengers-Freight-Mixed)	Passengers
	Kilometer-trains	130
	Number of couples	one
	Daily or every three-weekly frequency	Daily (Suspended on Sunday)
	Type of service (Travellers-Freight-Mixed)	Travellers
	Kilometer-trains	100
	Outward	Dep. from Toronto 10:00 a.m.
	Arr. at	Martina P.: 01/40 a.m.
	Backward	Dep. from Martina P.: 10:30 a.m.
	Arr. at	Toronto 10:34 a.m.
	Coal Tons	1,200
	Repairs Tons	=
	Lubricants kg.	3
	Electric	Wanted power km.
		Hours-Power hour-km.
	Power	Time of maximum points
		Maximum Power during the points
	Steam Engines	one
	Electric railroad cars	=
	Electric railroad motorcars	=
	Diesel railroad motorcars	=
	Luggage vans	one
	Travellers cars	Pass - Coaches
	Open freight cars	four
		=
Carriage material wanted for the increase/.		

	(passengers-freight- mixed)	Kilometer-trains	130	
	number of couples		one	
	daily or every week. weekly frequency		daily (Suspended on Sunday)	
-Proposed Increase=	Type of service (travellers-freight mixed)		travellers	
	Kilometer-trains		oo	
	Outward	Dep.from	Tarento ISN:0623 A	
		arr.at	Martina P.: 0/40 A	
	Backward	Dep.from	Martina P.: 1030 A	
		arr.at	Tarento ISN 1/34 A	
	Coal Tons		1,200	
	Asphalts tons		=	
	Lubricants kg.		2	
	Electric	wanted power km.		=
	Power	hours-power hour-km.		=
		time of maximum points		=
		maximum Power during the points		=
	steam engines		one	
	Electric railroad cars		=	
	Electric railroad motorcars		=	
	Diesel railroad motorcars		=	
	Luggage vans		one	
	travellers cars		four	
	Open freight cars		=	
	Closed freight cars		=	
Needed fuel or power for the proposed increase				
Carriage material wanted for the increase/.				

OTHER CHANGES ON BALANCE SHEET

[Faint handwritten notes, possibly "No. 100"]

PUBBLICAZIONE COMPARTIMENTALE DI BARI

Azienda Concessionaria.	S.A.I. PER LE FERROVIE DEL SUD-EST	
Linea e tronco	estremi	Martina Fr. - Taranto
	lunghezza Km.	34
	Numero coppie	2
Programma vigente	Frequenza (giornaliera o trisettimanale)	giornaliera (sospesa la domenica)
	Tipo del servizio (viaggiat.-Merci-Misto)	viaggiatori
	Treni chilometro	136
	Numero coppie	una
Aumento proposto	Frequenza (giornaliera o trisettimanale)	giornaliera (sospesa la domenica)
	Tipo del servizio (viaggiat.-Merci-Misto)	viaggiatori
	Treni chilometro	68
Orario della proposta di aumento	Andata	Taranto F.S. ore 6,23
	outward	Martina Fr. ore 7,45
	Ritorno	Martina Fr. ore 15,30
	backward	Taranto F.S. ore 17,34
Fabbisogno combustibili o energia per la proposta di aumento.	Carbone Tonn.	1,200
	Nafta Tonn.	=
	Lubrificanti Kg.	3
	Energia	Potenza occorrente Km. =
	Eletttr.	Potenza orario Km.-ora 5023 = Ora delle punte massime =

Programma vigente	Numero coppie	2	
	Frequenza (giornaliera o trisettimanale)	giornaliera (sospesa la domenica)	
	Tipo del servizio (viaggiat.-Merci-Misto)	viaggiatori	
	Trend chilometro	136	
Aumento proposto	Numero coppie	una	
	Frequenza (giornaliera o trisettimanale)	giornaliera (sospesa la domenica)	
	Tipo del servizio (viaggiat.-Merci-Misto)	viaggiatori	
	Treni chilometro	68	
Orario della proposta di aumento	Andata	part. da	Taranto F.S. ore 6,23
	outward	arr. a	Martina Fr. ore 7,45
	Ritorno	part. da	Martina Fr. ore 16,30
	backward	arr. a	Taranto F.S. ore 17,34
Fabbisogno combustibili o energia per la proposta di aumento.	Carbone Tonn.		1,200
	Nafta Tonn.		=
	Lubrificanti Kg.		3
	Energia	Potenza occorrente Km.	=
	Elettr.	Potenza oraria Km.-ora	5,23 =
		Ore delle punte massime	=
		Potenza massima durante le punte	=

2030

Locomotive a vapore	una
Locomotori elettrici n.	=
Automotrici elettriche n.	=
Automotrici Diesel n.	=
Bagagliai n.	uno
Carrozze viaggiatori n.	quattro
Carri merci aperti n.	=
Carri merci chiusi n.	=

Impegno materiale

Rotabile occorrente

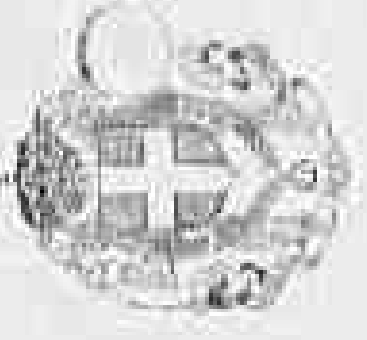
Per l'aumento



IL DIRETTORE DELL'ESERCIZIO

5022

1 G.M. 239



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

27 GIU 1945

Al la COMMISSIONE ALLEATA
Sottocommissione Trasporti
Div. Ferrovie-Incremento Traspor-
ti
= R O M A =

SERV. n. 304
6251
F. 79.6

OGGETTO Ferrovie del Sud-Est.
Variazione programma d'esercizio.

La Società esercente le Ferrovie del Sud-Est ha chiesto a que-
sto Ministero l'autorizzazione a ripristinare, sulla linea Martina-
franca-Taranto, la terza coppia di treni soppressa in dipendenza
delle contingenze belliche.

Tale variazione del programma di esercizio la Società ritiene
necessaria per ovviare a gravi inconvenienti derivanti dalla gran-
de affluenza di viaggiatori e dalle attuali condizioni del materia-
le rotabile.

In merito a tali inconvenienti, i quali sono causa di continue
lagnanze che da tempo pervengono a questo Ministero, sia da parte
di Enti pubblici che di privati, l'Ispettorato Compartimentale del-
la M.C.T.C. di Bari ha più volte riferito confermando la neces-
sità del ripristino, su tale ferrovia, della terza coppia di treni.
Ciò perchè, in base al programma di esercizio attualmente vigente,
non è possibile attuare un collegamento diretto fra Taranto Bari e
Lecce e i viaggiatori sono costretti a pernottare alla stazione di
Martinafranca in attesa di prendere i treni della mattina.

Come conseguenza tutte le notti le carrozze e i carri merci sta-
zionanti a Martinafranca vengono letteralmente assorbiti da moltis-
simi viaggiatori che se ne servono per dormire, mangiare e soddi-

SEAL. No. 30. 30. 30.

Prot. N. 6251

F. 73.6

uno

Oggetto: Ferrovie del Sud-Est.

Variazione programma d'esercizio.

La Società esercente le Ferrovie del Sud-Est ha chiesto a questo Ministero l'autorizzazione a ripristinare, sulla linea Martinafranca-Taranto, la terza coppia di treni soppressa in dipendenza delle contingenze belliche.

Tale variazione del programma di esercizio la Società ritiene necessaria per ovviare a gravi inconvenienti derivanti dalle grandi affluenze di viaggiatori e dalle attuali condizioni del materiale rotabile.

In merito a tali inconvenienti, i quali sono causa di continue lagnanze che da tempo pervengono a questo Ministero, sia da parte di Enti pubblici che di privati, l'Ispettorato Compartimentale della M.C.T.C. di Bari ha più volte riferito confermando la necessità del ripristino, su tale ferrovia, della terza coppia di treni. Ciò perchè, in base al programma di esercizio attualmente vigente, non è possibile attuare un collegamento diretto fra Taranto Bari e Lecce e i viaggiatori sono costretti a pernottare alla stazione di Martinafranca in attesa di prendere i treni della mattina.

Come conseguenza tutte le notti le carrozze e i carri merci stazionanti a Martinafranca vengono letteralmente assaltati da moltissimi viaggiatori che se ne servono per dormire, mangiando e soddisfare tutti i bisogni della vita comune.

per effetto di tale stato di cose la condizione dello scarso ma

./.

teriale rotabile va continuamente peggiorando. Le arredature vengono asportate o deteriorate, i carri merci utilizzati per il trasporto di viaggiatori sono pieni di pietre che i viaggiatori stessi vi introducono per potervi dormire, in mancanza delle apposite panche anche esse trafugate, e le condizioni igieniche tanto delle vetture che dei carri lasciano molto a desiderare malgrado le periodiche operazioni di pulizia e di disinfezione.

L'intervento della forza pubblica, talora invocata dalla Società ferroviaria, la quale non ha i mezzi per impedire ai viaggiatori di pernottare nella stazione, è riuscito sempre di poco effetto dato il gran numero dei viaggiatori stessi i quali, d'altra parte, non avrebbero dove recarsi per dormire.

Col ripristino della terza coppia di treni che, permettendo, mediante coincidenze, un collegamento diretto fra Taranto e Bari e Lecce, eviterebbe il pernottamento dei viaggiatori a Martinafranca, tutti i suddetti inconvenienti verrebbero a cessare.

Al riguardo si allega un prospetto da quale codesta Onorevole Sottocommissione potrà ricavare tutti i dati occorrenti per l'esame della proposta avanzata.

Questo Ministero, da parte sua, è pienamente favorevole alla richiesta sociale in vista dei notevoli benefici che ne deriverebbero, sia nell'interesse della regolarità dell'esercizio ferroviario e dello stato del materiale rotabile, sia dell'osservanza delle norme di igiene e di salute pubblica nonché di sicurezza per i viaggiatori.

Si attende di conoscere in proposito le decisioni di codesta Onorevole Sottocommissione.

IL MINISTRO



TN INC (Tn Sub-Coma.)

041800



MOVEIT FOR HALL

02 (.)

MRS HAS NO OBJECTION TWO SPECIAL SERVICES SUD EST
FOR ACLE SUNDAY 3 APRIL (.) ARRANGEMENTS MAY THEREFORE
PROCEED (.)

IMPORTANT

57/40/1
 608 507 100/100

TRANSPORTATION SUB-COMMISSION A.C.
 (RAIL SECTION)

C/o Transportation Movement

Sender's Reference : AC/Tn/BD/E/26/ SER 3
 C.M.F.

Date : 13 Feb. 45

FROM : Tn. Sub-Comm.Repr.AC C/o Movements E. Italy

TO : Transportation Sub-Comm (Rails) C/o Tn Increment CMF

WEEKLY PROGRESS REPORT : From 0001hours MONDAY 29 Jan. 1945
 To 2400hours SUNDAY 4 Feb. 1945

1. ISR Basic Schedule of Trains :
 Standard Number :

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

PASS No Kms	FREIGHT No Kms	MIXED No Kms	TOTAL No Kms

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

330	16838	74	3212	404	20050
48	4320			48	4320
30	15838	153	4917	483	21755
48	4320			48	4320

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal.....
- (b) Diesel.....
- (c) Electric.....
- (d) Reasons for additional movts

	79	1705		79	1705

Allied Military Traffic, empty wagons and various (i.e. AC transport and coal) and the return of locomotives.

5. Tonnage moved:

(Tons)	Allied Forces	AC	Italian Forces	Civil	TOTAL
(a)	3440	1392	838	2300	7970

Brief particulars of predominant commodities :
 1616 tons of fuel, 1486 tons of wine, 1139 tons of grain and flour,
 728 tons of Allied materials, 446 tons of sansa, 383 tons of empty
 barrels, 348 tons of bombs, 250 tons of tobacco, 201 tons of Allied
 foodstuff, 74 tons of debris, 70 tons of coal.
 (b) Tonnage authorized, but not moved (with reasons) :

266 tons for lack of wagons and 510 tons due to failure to load by
 Consignor.

PASS	FREIGHT	MIXED	TOTAL
No Kms	No Kms	No Kms	No Kms

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

(a) of trains (coal).....	330	16838	74	3212	404	20050
(b) of trains (diesel).....	48	4320			48	4320
(c) actually run (coal).....	330	16838	153	4917	83	21755
(d) actually run (diesel).....	48	4320			48	4320

4. Additional to Basic Schedule (Priv. Rlys)

(a) Coal.....	79	1705			79	1705
(b) Diesel.....						
(c) Electric.....						
(d) Reasons for additional movts						

Allied Military Traffic, empty wagons and various (i.e. AC transport and coal) and the return of locomotives.

5. Tonnage moved:

	Allied Forces	AC	Italian Forces	Civil	TOTAL
(Tons)	3440	1392	838	2300	7970
(a) Brief particulars of predominant commodities:					
1616 tons of fuel, 1486 tons of wine, 1139 tons of grain and flour, 728 tons of Allied materials, 446 tons of sassa, 383 tons of empty barrels, 348 tons of bombs, 250 tons of tobacco, 201 tons of Allied foodstuff, 74 tons of debris, 70 tons of coal.					
(b) Tonnage authorized, but not moved (with reasons):					
268 tons for lack of wagons and 510 tons due to failure to load by Consignor.					

5020

(c) No of personnel moved on trains additional to Basic Schedule : NIL.

6. Interchange of Rolling Stock & Freight Cars:

TYPE	RECEIVED	DESPATCHED	WEEKLY BALANCE	ROLLING BALANCE
	Loaded	Loaded	Plus	Minus
BOX	189	154	225	36
FLAT	186	200	272	= 7
OTHERS	12	38	56	= 7
	17	7	22	11
TOTAL	404	399	575	54

2017

7. Requisition of New 203, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000 NIL.

(a) 203, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

8. Cost Position : Amounts on hand Comparison Receipts
888.400 1364.370 130.000

Reasons in full for over normal allocation :

1. 9. Motive Power and Rolling Stock position : ISR

Service	Spare	For		PREVIOUS YEAR'S REPAIRS	
		Light	heavy	Previously	NOT previously in service
TRAMWAY					
PASSENGER					
SWITCH					
TOTAL					

10. Motive Power and Rolling Stock position (Private Railways)

In Service	Spare	For		PREVIOUS YEAR'S REPAIRS	
		Light	heavy	Previously	NOT previously in service
FREIGHT (48)	1	6	8 (.)		b
PASSENGER	4				6
SWITCH	52	6	8		
TOTAL	7	2	2		

(.) Loco No 8 under repair at Padova, loco 870015 & 370019

11. Locomotive position : under repair at Naples.

Service	Spare	For		PREVIOUS YEAR'S REPAIRS	
		Light	heavy	Previously	NOT previously in service
FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

12. Locomotive position : under repair locally : PREVIOUS YEAR'S REPAIRS

9. Locomotive Power and Rolling Stock location : ISR

In Service	Locomotive Power		Rolling Stock		Previously in service	Previously not previously in service
	Locomotive	Rolling Stock	Locomotive	Rolling Stock		
...						
...						
...						
TOTAL						

10. Locomotive Power and Rolling Stock location (Private Railways)

In Service	Locomotive Power		Rolling Stock		Previously in service	Previously not previously in service
	Locomotive	Rolling Stock	Locomotive	Rolling Stock		
...						
...						
...						
TOTAL						

11. Locomotive Power and Rolling Stock location (Locos 870015 & 870019)

In Service	Locomotive Power		Rolling Stock		Previously in service	Previously not previously in service
	Locomotive	Rolling Stock	Locomotive	Rolling Stock		
...						
...						
...						
TOTAL						

12. Locomotive Power and Rolling Stock location (Locos 870015 & 870019)

In Service	Locomotive Power		Rolling Stock		Previously in service	Previously not previously in service
	Locomotive	Rolling Stock	Locomotive	Rolling Stock		
...						
...						
...						
TOTAL						

2019

2019

13. General statement indicating progress of truck and station building and repair works.

&

14. Any Items of special interest or difficulty not covered by above:

No matters, apart from those mentioned last week, to report.

W. H. Taylor R.A.

C.W.G. TAYLOR, Major R.A.
AC Tn Sub-Comm
Bari Div

5048

TRANSLATION

57/40

AS/GS

MINISTRY OF TRANSPORT

Division S.A.T.

No. 1080/913

Rome 14 Sep. 45

SUBJECT : Traffic - South East Railways.
TO : Allied Military Railway Service
(Col Pannel)

ROME

Pursuant S.A.T. 882/913 dated 27/7 we send you the definite amount of the traffic on the south east Railways regarding the Month of December 1944.

Travellers	Luggage	Goods	Total
9250447.11	110442.96	1613450.47	10984340.54

The Director :-

(illegible)

2021

57/40H/25

SUD - EST RAILWAY.

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)
C/o Transportation Department
C.M.F.

Sender's Reference: RL/15A/SER

Date: 6 August 1945

FROM: Senior Tn Officer AC BARI.

TO: ~~Transportation Sub-Commission (Rail Div) c/o 23 July 1945~~
Transportation Sub-Commission (Br) Main
WEEKLY PROGRESS REPORT: From 0001 hours MONDAY
C.M.F.

1. ISR Basic Schedule of Trains:
Standard Number: To 2400 hours SUNDAY 29 July 1945

	PASS No Kms	IRREGULAR No Kms	MIXED No Kms	TOTAL No Kms
(a) of trains (coal)				
(b) of trains (diesel)				
(c) actually run (coal)				
(d) actually run (diesel)				

2. ISR Additional to Basic Schedule:

(a) Coal				
(b) Diesel				
(c) Reason for additional moves				

3. Basic Schedule of Trains (Priv. Rlys)

(a) of trains (coal)	330	16838	74	3212	404	20050
(b) of trains (diesel)	48	4320			48	4320
(c) actually run (coal)	330	16838	222	7315	452	24153
(d) actually run (diesel)	48	4320			48	4320

4. Additional to Basic Schedule (Priv. Rlys)

(a) Coal		148	4103	148	4103
(b) Diesel					
(c) Electric					
(d) Reasons for additional moves					

As previous weeks.

5. Tonnage moved:

	Allied Forces	AC	Italian Forces	Civil	TOTAL
(a) (Tons)	3605	672	921	7340	12538
(b) Brief particulars of predominant commodities:					
4000 tons wheat & flour, 3821 tons Allied materials & foodstuffs,					
4225 tons explosives, 2000 tons wine, 250 tons tobacco.					

(b) Tonnage authorised, but not moved (with reasons):

260 tons failure to load by consignors.
255 tons due to lack of rolling stock.

No Kms	No Kms	No Kms	No Kms

2. ISR Additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional movts

<u>3. Basic Schedule of Trains (Priv. RJ's)</u>							
(a)	of trains (coal)	330	16838	74	3212	404	20050
(b)	of trains (diesel)	48	4320			48	4320
(c)	actually run (coal)	330	16838	222	7315	452	24155
(d)	actually run (diesel)	48	4320			48	4320
<u>4. Additional to Basic Schedule (Priv. RJ)</u>							
(a)	Coal			148	4103	148	4103
(b)	Diesel						
(c)	Electric						
(d)	Reasons for additional movts						

As previous weeks.

5. Tonnage moved:

ALLIED FORCES	ITALIAN FORCES	CIVIL	TOTAL
3605	921	7340	12538

(a) Brief particulars of predominant commodities:

4000 tons wheat & flour, 3821 tons Allied materials & foodstuffs,
 4225 tons explosives, 2000 tons wine, 250 tons tobacco.

(b) Tonnage anticipated, but not moved (with reasons):

260 tons failure to load by consignors.
 255 tons due to lack of rolling stock.

(c) No of personnel moved on trains additional to Basic Schedule:6. Interchange of Rolling Stock & Freight Cars:

TYPE	RECEIVED		DESPATCHED		WEEKLY BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	408	167	550	342	-	317	249	-
WAGON	322	26	302	276	-	230	797	-
FLAT	18	15	70	157	-	194	187	-
OTHERS	17	43	15		45	-	6	-
TOTAL	765	251	937	775	45	741	1239	

(These figures are being investigated)

5016

2023

7. Sections of Line not yet o reasons: NIL.
(a) ISR Lines
(b) Private Lines

8. Coal position :
Tonnage on hand 495
Tonnage on hand 109
Reasons in full for over normal allocation :

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT					
PASSENGER					
SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT)					
PASSENGER) 44	4	7	4	-	-
SWITCH 4	-	-	-	-	-
TOTAL 48	4	7	4	-	-
DIESEL 5	2	-	1	-	-

11. Narrow Gauge Locomotive position :

FREIGHT			
PASSENGER			
SWITCH			
TOTAL			

12. No of Cars unfit for repair, but repairable locally :
Rebuilding (heavy) PREVIOUS WEEK'S REPAIRS ~ 45

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT) PASSENGER) 44 SWITCH 4	4	7	4	-	-
TOTAL 48	4	7	4	-	-
DIESEL 5	2	-	1	-	-

11. Narrow Gauge Locomotive position :

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

12. No of Cars unfit for service, but repairable locally :

	Rebuilding	heavy repairs	PREVIOUS WEEK'S REPAIRS Previously in service	PREVIOUS WEEK'S REPAIRS NOT previously in service
BOX	1	20	17	-
GCN	-	29	23	-
FLAT	-	12	10	-
OTHERS	2	4	9	-
TOTAL	3	65	59	-

13. General statement indicating progress of track and station building and repair works:

&

14. Any items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in previous weeks report, to report.

W. G. Taylor

Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.

GT.

5014

2026

SUD EST RAILWAY.

TRANSPORTATION SUB-COMMISSION A.C.

(RAIL SECTION)

C/o Transportation Department

C.M.E.

Date : 30 July 1945

Sender's Reference : RL/15A/SER 26

FROM : Senior Tn Officer AC RAIL.

TO : ~~Transportation Sub-Commission (Rail Div)~~ C/o Transportation (Br) Mail
Transportation Sub-Commission (Rail Div) C/o Transportation (Br) Mail
WEEKLY PROGRESS REPORT : from 000 hours MONDAY 15 July 1945
C.M.E.

To 2400 hours SUNDAY 22 July 1945

1. Basic Schedule of Trains :
Standard Number :

- (a) of trains (coal)
- (b) of trains (diesel)
- (c) actually run (coal)
- (d) actually run (diesel)

PASS No Kms	HEAVY No Kms	MIXED No Kms	TOTAL No Kms

2. Additional to Basic Schedule :

- (a) Coal
- (b) Diesel
- (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal)
- (b) of trains (diesel)
- (c) actually run (coal)
- (d) actually run (diesel)

330 16838	74 3212	404 20058
48 4320		48 4320
330 16838	200 6294	530 23132
48 4320		48 4320

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal
- (b) Diesel
- (c) Electric
- (d) Reasons for additional movt

	200 6294	200 6294

As previous weeks.

5. Tonnage moved :

ALLIED FORCES AC ITALIAN FORCES TOTAL
2520 2218 1144 6235 12117

(a) Brief particulars of predominant commodities :

4131 tons wheat & flour, 2339 tons Allied material & foodstuffs,
2163 tons explosives, 2002 tons wine, 700 tons coal, 200 tons tobacco.

(b) Tonnage authorized, but not moved (with reasons) :

245 tons failure to load by consignors.
300 tons due to lack of rolling stock.

2043

PASS No Kms	WEIGHT No Kms	MINED No Kms	TOTAL No Kms

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

(a) of trains (coal).....	330 16838	74 3212	404 20058
(b) of trains (diesel).....	48 4320		48 4320
(c) actually run (coal).....	330 16858	200 6294	530 23152
(d) actually run (diesel).....	48 4320		48 4320

4. Additional to Basic Schedule (Priv. Rlys)

(a) Coal.....		200 6294	200 6294
(b) Diesel.....			
(c) Electric.....			
(d) Reasons for additional movt			

As previous weeks.

5. Tonnage moved:

(tons)	Allied Forces	AC	Italian Forces	Civil	TOTAL
	2520	2218	1144	6235	12117

(a) Brief particulars of predominant commodities:

4131 tons wheat & flour, 2339 tons Allied material & foodstuffs, 2163 tons explosives, 2002 tons wine, 700 tons coal, 200 tons tobacco.

(b) Tonnage authorized, but not moved (with reasons):

245 tons failure to load by consignors.
 300 tons due to lack of rolling stock.

5013

(c) No of personnel moved on trains additional to Basic Schedule: NIL.

6. Interchange of Rolling Stock & Freight Cars:

TYPE	RECEIVED		DISPATCHED		WEEKLY BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	271	92	227	159	-	23	566	-
HIGH	281	41	133	132	57	-	1027	-
FLAT	39	11	22	5	23	-	361	-
OTHERS	5	6	5	12	-	6	-	39
TOTAL	596	150	387	308	60	29	1974	39

reasons: NIL.

7. Sections of line not yet a
 (a) ISR Lines
 (b) Private Lines

8. Coal position : tonnage on hand Preventive Receipts

421 845
Reasons in full for excess over normal allocation :

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (Private Railways)

In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT } 44 PASSENGER } SWITCH } 4	4	6	5	-	-
TOTAL 48	4	6	5	-	-
DIESEL 6	1	1	1	-	-

11. Narrow Gauge Locomotive position :

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

5042

12. No of Cars unfit for service, but repairable locally :

Rebuilding	heavy repairs	PREVIOUS WEEK'S REPAIRS Previously in service	NOT previously in service
1	23	17	-

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS Previously	NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS Previously	NOT previously in service
FREIGHT PASSENGER SWITCH	4	6	5	-	-
TOTAL	4	6	5	-	-
DIESEL	1	1	1	-	-

11. Narrow Gauge Locomotive position :

FREIGHT PASSENGER SWITCH					
TOTAL					542

12. No of Cars unfit for service, but repairable locally :

	Rebuilding	Light repairs	heavy repairs	PREVIOUS WEEK'S REPAIRS Previously in service	NOT previously in service
BOX	1	23	17	-	-
CON	-	25	23	-	-
FLAT	-	12	10	-	-
OTHERS	2	1	12	-	-
TOTAL	3	61	62	-	-

20301

13. General statement indicating progress of track and station building and repair works:

&

14. Any items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in previous weeks report, to report.



Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AG,
Bari.

CWGT/GT

5011

SUD EST RAILWAY.

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)

c/o Transportation Department
C.M.F.

Sender's Reference : RI/15A/SER 25

Date : 23 July 1945

FROM : Senior Tn Officer AC, BARI.

TO : ~~Transportation Sub-Commission (Rail Div) c/o Transportation (Br) Main~~

~~Transportation Sub-Commission (Rail Div) c/o Transportation (Br) Main~~

ISR Basic Schedule of Trains : To 240 hours SUNDAY
Standard Number : 15 July 1945

- (a) of trains (coal).....
(b) of trains (diesel).....
(c) actually run (coal).....
(d) actually run (diesel).....
2. ISR Additional to Basic Schedule:
(a) Coal.....
(b) Diesel.....
(c) Reason for additional movts

PASS No Kms	FREIGHT No Kms	MIXED No Kms	TOTAL No Kms

Basic Schedule of Trains (Priv. Rly)

- (a) of trains (coal).....
(b) of trains (diesel).....
(c) actually run (coal).....
(d) actually run (diesel).....

330	16838	74	3212	404	20050
48	4320			48	4320
330	16838	222	6741	552	23579
48	4320			48	4320

Additional to Basic Schedule (Priv. Rly)

- (a) Coal.....
(b) Diesel.....
(c) Electric.....
(d) Reasons for additional movts

	148	3520	148	3520

As previous weeks.

5. Tonnage moved:

(Tons)	Allied Forces	AC	Italian Forces	Civil	TOTAL
(a) Brief particulars of predominant commodities :	2592	1138	768	8587	13085
4570 tons explosives, 4100 tons Allied materials & foodstuffs, 3755 tons wheat & flour, 3600 tons coal, 2200 tons wine, 620 tons fuel.					

(b) Tonnage authorized, but not moved (with reasons) :

17 tons failure to load by consignors.
75 tons due to lack of rolling stock.

(c) No of personnel moved

5040

Contract Proposal to Basic Schedule:

(a) Carol
(b) Diesel
(c) Reason for additional months

- a) Coal
- b) Diesel
- c) Electric
- d) Reasons for additional moves

Interchange of Rolling Stock & Freight Cars:

TYPE	RECEIVED		DISPATCHED		WEEKLY BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	272	98	216	173	-	19	589	-
HIGH	202	150	237	101	24	-	970	-
FLAT	134	16	27	2	118	-	358	-
OTHERS	-	9	2	8	-	1	-	33
TOTAL	605	283	482	284	142	20	1917	33

2033

in reasons: NIL.

7. Sections of line not yet opened
(a) for lines
(b) private lines

8. Local position :
Tonnage Consist Tonnage on hand Prospective Receipts
807 210
429
Reasons in full for emergency use over normal allocation :

9. Motive Power and Rolling Stock position : ISR	In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS	
					Previously	NOT previously in service
FREIGHT PASSENGER SWITCH						
TOTAL						

10. Motive Power and Rolling Stock position (private Railways)						
In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS		
				Previously	NOT previously in service	
FREIGHT PASSENGER SWITCH	45	1	6	6	-	-
TOTAL	50	1	6	6	-	-
DIESEL	6	1	1	1	-	-

11. Narrow Gauge Locomotive position :				
FREIGHT PASSENGER SWITCH				
TOTAL				

available locally : 2033

Country and Polym: Spain version: ISR

9. Motive Power and Rolling Stock position : ISK				
In Service	Spare	For		PREVIOUS WEEK'S REPAIRS
		light repairs	heavy repairs	
		Previously	NOT previously in service	
FRIGHT				
PASSENGER				
SWITCH				
TOTAL				
WHEEL				

TESTS

ITEMS	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317
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In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS	NOT previously in service
FREIGHT } 45	1	6	6	-	-	-
PASSENGER } 5	-	-	-	-	-	-
SWITCH						
TOTAL 50	1	6	6	-	-	-
DIESEL 6	1	1	1	-	-	-

11. Narrow Gauge Locomotive position :

[illegible]

not repairable locally: no repairs

12. No of Cars unfit for service.	Rebuilding	Light repairs	heavy repairs	Previously in service	PREVIOUSLY NOT PREVIOUSLY in service
	1	25	17	-	-
BOX	-	32	15	-	-
CON	-	13	10	-	-
FLAT	2	3	11	-	-
OTHERS					
TOTAL	3	73	53	-	-

13. General statement indicating progress of track
and station building and repair works:

&

14. Any items of special interest or difficulty not
covered by above:

No matters, apart from those mentioned in previous
weeks report, to report.



Major RA,
(C.W.G. TAYLOR)
Senior Tn Officer AC,
Bari.

CHGT/GT

2033

SUD EST RAILWAY.

TRANSPORTATION SUB-COMMISSION A.C.

(RAIL SCHEDULE)

c/o Transportation Department

C.M.F.

Date: 13 July 1945

Sender's Reference: RL/15A/SER 24

FROM : Senior TH Officer AC, BARI.

TO : ~~Transportation Sub-Commission (Rail Div)~~ c/o Transportation (Br) Mail

Transportation Sub Commission (Rail Div) c/o Transportation (Br) Mail

WEEKLY PROGRESS REPORT: For 0000 hours MONDAY 2 July 1945

TO 2400 hours SUNDAY 8 July 1945

1. Basic Schedule of Trains:
Standard Number:

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

PASS No kms	WEIGHT No kms	MIXED No kms	TOTAL No kms

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal.....
- (b) Diesel.....
- (c) Electric.....
- (d) Reasons for additional movts

330	16838	74	3212	404	20050
48	4320			48	4320
30	16838	213	676	543	23602
48	4320			48	4320
		139	3552	139	3552

As previous weeks.

5. Tonnage moved:

Allied Forces	AC	Italian Forces	Civil	TOTAL
4735	3472	815	7641	16663

(a) Brief particulars of predominant commodities:
4860 tons Allied materials & foodstuffs, 4800 wheat & flour, 3625 tons explosives, 3875 tons coal, 2150 tons wine.

(b) Tonnage authorised, but not moved (with reasons):

- 160 tons failure to load by consignors.
- 45 tons due to lack of rolling stock.

50007

1. R Basic Schedule of Trains :
Standard Number :

- (a) of trains (coal)
 - (b) of trains (diesel)
 - (c) actually run (coal)
 - (d) actually run (diesel)
2. ISR Additional to Basic Schedule:
- (a) Coal
 - (b) Diesel
 - (c) Reason for additional movts

PASS No Kms	WEIGHT No Kms	MIXED No Kms	TOTAL No Kms

3. Basic Schedule of Trains (Priv, Rlys)

(a) of trains (coal)	320	16838	74	3212	404	20050
(b) of trains (diesel)	48	4320			48	4320
(c) actually run (coal)	350	16838	213	67	543	23608
(d) actually run (diesel)	48	4320			48	4320
4. Additional to Basic Schedule (Priv, Rlys)						
(a) Coal		139	3552		139	3552
(b) Diesel						
(c) Electric						
(d) Reasons for additional movts						

As previous weeks.

5. Tonnage moved:

	Allied Forces	AC	Italian Forces	Civil	TOTAL
(Tons)	4735	3472	815	7641	16663
(a) Brief particulars of movement commodities :					
4860 tons Allied materials & foodstuffs, 4800 wheat & flour, 3625 tons explosives, 3875 tons coal, 2150 tons wine.					

(b) Tonnage authorised, but not moved (with reasons) :

- 160 tons failure to load by consignors.
- 45 tons due to lack of rolling stock.

5007

(c) No of personnel moved on trains additional to Basic Schedule : NIL.

6. Interchange of Rolling Stock & Freight Cars :

TYPE	RECEIVED		DESPATCHED		WEEKLY BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	289	115	304	156			608	
FLAT	304	62	228	77		56	946	
OTHERS	62	6	19	14			240	
	2	3	2	2				32
TOTAL	657	186	553	249	97	56	1794	32

Reasons: NIL.

7. Sections of line not yet
(a) ISL lines
(b) Private lines

8. Coal position :
 Tonnage consumed 776 1063
 Tonnage on hand

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT					
PASSENGER					
SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT } 44	3	6	5	-	-
PASSENGER } 5	-	-	-	-	-
SWITCH					
TOTAL 49	3	6	5	-	-
DIESEL 6	1	1	1	-	-

11. Marrow Gauge Locomotive position :

FREIGHT			
PASSENGER			
SWITCH			
TOTAL			

12. No. of Cars unfit for service, but repairable locally :
 Rebuilding light repairs heavy repairs PREVIOUS WEEK'S REPAIRS NOT previously in service
 5008

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For		Previously	PREVIOUS WEEK'S REPAIRS	
		light repairs	heavy repairs		Previously	NOT previously in service
FREIGHT PASSENGER SWITCH						
TOTAL						
DIESEL						

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For		Previously	PREVIOUS WEEK'S REPAIRS	
		light repairs	heavy repairs		Previously	NOT previously in service
FREIGHT PASSENGER SWITCH	44 } 5	6	5	-	-	-
TOTAL	49 } 3	6	5	-	-	-
DIESEL	6 } 1	1	1	-	-	-

11. Narrow Gauge Locomotive position :

FREIGHT PASSENGER SWITCH						
TOTAL						

12. No. of Cars unfit for service, but repairable locally :

	Rebuilding		heavy repairs		PREVIOUS WEEK'S REPAIRS	
	Light repairs	heavy repairs	Light repairs	heavy repairs	Previously in service	NOT previously in service
BOX	1	36	9	-	-	-
GON	-	43	5	-	-	-
FLAT	-	22	-	4	-	-
OTHERS	2	7	7	-	-	-
TOTAL	3	108	21	-	-	-

5006

13. General statement indicating progress of track and station building and repair works:

&

14. Any item of special interest or difficulty not covered by above:

No matters, apart from those mentioned in previous weeks report, to report.



Major RA,
(C.W.G. TAYLOR)
Senior Tn Officer AC,
Bari.

CWGT/GT

5005

Standard Number :

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

(a) of trains (coal).....	330	16838	74	3212	404	20050
(b) of trains (diesel).....	48	4320			48	4320
(c) actually run (coal).....	220	16838	227	7124	557	23982
(d) actually run (diesel).....	48	4320			48	4320

4. Additional to Basic Schedule (Priv. Rlys)

(a) Coal.....						
(b) Diesel.....						
(c) Electric.....						
(d) Reasons for additional movts						

As previous weeks.

5. Forage moved:

tons)	Allied Forces	IC	Italian Forces	Civil	TOTAL
	5225	1307	723	3636	10892
(a) Brief particulars of predominant commodities:					
	4653 tons Allied materials & foodstuffs, 4150 tons wheat & flour,				
	3243 tons explosives, 2335 tons coal, 1318 tons wine, 336 tons fuel.				

(b) Tonnage authorised, but not moved (with reasons) :

- 250 tons failure to load by consignors
- 40 tons due to lack of rolling stock.

(c) No of personnel moved on trains additional to Basic Schedule : NIL. 5002

d. Interchange of Rolling Stock & Freight Cars :

ITEM	RECEIVED		DISPATCHED		WEEKLY BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	275	94	270	95	4		564	
HIGH	308	129	248	31	158		885	
FLAT	100	14	5	3	106		215	
OTHERS	19	6	12	6	7			33
TOTAL	702	243	535	135	275		1764	33

reasons: NIL.

7. Sections of line not yet opened
 (a) ISR Lines
 (b) Private Lines

8. Coal position :
 Tonnage on hand 753 525
 Reasons in full for excess capacity over normal allocation :

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS Previously	NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (Private Railways)

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS Previously	NOT previously in service
FREIGHT PASSENGER SWITCH } 46	1	6	5	-	-
	-	-	-	-	-
TOTAL	1	6	5	-	-
DIESEL	1	1	2	-	-

11. Narrow Gauge Locomotive position :

FREIGHT PASSENGER SWITCH					
TOTAL					

12. No. of Cars unit for service, but repairable locally :

	REBUILDING		PREVIOUS WEEK'S REPAIRS	
	light repairs	heavy repairs	Previously in service	NOT previously in service
BOX	1	41	6	-

Reasons in full for excesses over normal service

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	PREVIOUSLY	PREVIOUS WEEK'S REPAIRS
				Previously	NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	PREVIOUSLY	PREVIOUS WEEK'S REPAIRS
				Previously	NOT previously in service
FREIGHT } 46 PASSENGER } SWITCH } 5	1 - -	6 - -	5 - -	- - -	- - -
TOTAL	51	6	5	-	-
DIESEL	5	1	2	-	-

11. Narrow Gauge Locomotive position :

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

12. No. of Cars unit for service, but repairable locally :

	Rebuilding	Light repairs	heavy repairs	PREVIOUSLY	PREVIOUS WEEK'S REPAIRS
				Previously in service	NOT previously in service
BOX	1	41	6	-	-
COU	-	45	5	-	-
FLAT	-	23	-	-	-
OTHERS	2	1	-	-	-
TOTAL	3	110	11	-	-

5003

13. General statement indicating progress of track
and station building and repair work:

&

14. An. items of special interest or difficulty
not covered by above:

No matters, apart from those mentioned in last
week's report, to report.



MAJOR RA,
(C.W.G. TAYLOR),
Senior Mn Officer AG,
Bari.

ORGL/ST

5002

2048

SUD EST RAILWAY.

TRANSPORTATION SUB-COMMISSION A.C.
(MID SOUTH)
c/o Transportation Department
O.A.N.

Reference: M/26b/SER 22

28 June 1945

TO: Senior Tn Officer AO, DARI.

~~FROM: Senior Tn Officer AO, DARI.~~

Transportation Sub Comm(Rail Div)c/o Transportation(Br)Main,CMF

18 June 1945

24 June 1945

To: 2400HOURS SUMMARY

1. Rail Traffic Schedule of trains:
Schedule Number:

CLASS	ADDITIONAL	MINED	TOTAL
No. of	No. of	No. of	No. of
(a) of trains (coal)			
(b) of trains (diesel)			
(c) actually run (coal)			
(d) actually run (diesel)			

2. Additional to Basic Schedule:

- (a) Coal
- (b) Diesel
- (c) Reason for additional work

3. Basic Schedule of Trains (T.M. 1000)

(a) of trains (coal)	330	16838	74	3212	404	20050
(b) of trains (diesel)	48	4320			48	4320
(c) actually run (coal)	330	16838	198	6389	528	23227
(d) actually run (diesel)	48	4320			48	4320
(e) actually run (coal)			124	3177	124	3177

4. Additional to Basic Schedule (T.M. 1000)

- (a) Coal
- (b) Diesel
- (c) Electric
- (d) Reasons for additional work

As previous weeks.

5. Tonnage moved:

(Tons)	Allied Forces	AO	Italian Forces	Civil	TOTAL
(a) Prior articulars of predominant commodity:	4150	2012	569	4359	11090
5225 tons explosives, 3315 tons Allied materials & foodstuffs, 3191 tons wheat & flour, 1100 tons wine, 125 tons olive oil, 78 tons fuel.					

(c) Tonnage authorized, but not moved (with reasons):

153 tons failure to load by consignors.
453 tons due to lack of rolling stock.

5001

DATE	NO. OF TRAINS	NO. OF TRAINS	NO. OF TRAINS	TOTAL

- (a) of trains (coal)
- (b) of trains (diesel)
- (c) actually run (coal)
- (d) actually run (diesel)
2. Additional to Basic Schedule:
- (a) Coal
- (b) Diesel
- (c) Reason for deviation

230 16838	74 3212	404 20050
48 4320		48 4320
530 16838	196 0309	528 23227
48 4320		48 4320
	124 3177	124 3177

As previous weeks.

5. Tonnage moved.

(Tons)	4150	2012	Italian Forces	Overall	TOTAL
(a) Prior particulars of movement commodities:			569	4359	11090

5225 tons explosives, 3315 tons Allied materials & foodstuffs, 3191 tons wheat & flour, 1100 tons wine, 125 tons olive oil, 78 tons fuel.

(c) Tonnage authorized, but not moved (with reasons):

153 tons failure to load by consignors.
453 tons due to lack of rolling stock.

5001

(e) No of personnel moved or trains additional to Basic Schedule: NIL.

6. Difference of Rolling Stock & Freight Cars:

ITEM	REMOVED		DISPATCHED		WHEATY BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
FLAT	306	59	194	126	45		660	
OTHERS	262	173	246	66	123		727	
	30	13	20	7	16		109	
	3	2	3	10		8		40
TOTAL	601	247	463	209	184	8	1496	40

7. Sections of Line not yet in service for reasons: NIL.

(a) and lines
(b) Private Lines

8. Coal position :
 Tonnage consumed : Tonnage on hand : Preventive Receipts :
 436 355 807
 Reasons in full for exceeding use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

In Service	Spares	For		PREVIOUS WEEK'S REPAIRS	
		light repairs	heavy repairs	Previously	NOT previously in service
FREIGHT					
PASSENGER					
SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spares	For		PREVIOUS WEEK'S REPAIRS	
		light repairs	heavy repairs	Previously	NOT previously in service
FREIGHT					
PASSENGER	1	5	6	-	-
SWITCH	-	-	-	-	-
TOTAL	1	5	6	-	-
DIESEL	2	1	1	-	-

11. Narrow Gauge Locomotive position :

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

12. No of Cars unfit for service, but repairable locally : 100

436

355

807

Reasons in full for allocation over normal allocation:

9. Motive Power and Rolling Stock position: ISR

In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS Previously NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS Previously NOT previously in service
FREIGHT PASSENGER SWITCH	1	3	6	-	-
TOTAL	1	3	6	-	-
DIESEL	2	1	1	-	-

11. Narrow Gauge Locomotive position:

FREIGHT PASSENGER SWITCH					
TOTAL					

12. No. of Cars unfit for service, but repairable locally:

	Rebuilding	light repairs	heavy repairs	Previously	PREVIOUS WEEK'S REPAIRS Previously NOT previously in service
BOX CAR	1	27	15	-	-
FLAT	-	28	22	-	-
OTHERS	2	19	8	-	-
TOTAL	3	77	45	-	-

5000

13. General statement indicating progress of track and station building and repair works:

cc

14. Any items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in last week's report, to report.

[Signature]
Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AG,
Bari.

CWGL/GT

4999

2051

SUD EST RAILWAY.

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)
c/o Transportation Directorate
G.M.V.

Reference : M/266/SER 21

Date : 23 June 1945

Senior Transportation Officer AC, BARI.

Transportation Sub Comm(Rail Div)c/o Transportation(Br)Main
11 June 1945

17 June 1945

By 2400 hours SUNDAY

1. SER Basic Schedule of trains :
Category Number :

- (a) of trains (coal)
 - (b) of trains (grain)
 - (c) actually run (coal)
 - (d) actually run (grain)
2. SER Additional to Basic Schedule :
- (a) Coal
 - (b) Diesel
 - (c) Reason for additional work

- 3. SER Schedule of Trains (Priv. Rail)
 - (a) of trains (coal)
 - (b) of trains (grain)
 - (c) actually run (coal)
 - (d) actually run (grain)
4. SER Additional to Basic Schedule (Priv. Rail)
- (a) Coal
 - (b) Diesel
 - (c) Electric
 - (d) Reasons for additional work

As previous weeks.

5. Tonnage moved :

(Tons)
(a) Brief particulars of movement comparison :

Algeria	3413	1632	205	Civil	5092	TOTAL	10342
---------	------	------	-----	-------	------	-------	-------

5395 tons explosives, 3560 tons Allied materials & foodstuffs, 3560 tons wheat & flour, 1142 tons wine, 206 tons olive oil, 73 tons fuel.

(b) Tonnage authorized, but not moved (with reasons) :

220 tons failure to load by consignors.
210 tons due to lack of rolling stock.

No Lms	No Lms	No Lms	No Lms

330	16838	74	3212	404	20050
48	4320			48	2320
330	16838	210	7040	540	23878
48	4320			48	4320
		136	3828	136	3828

Civil	5092	TOTAL	10342
-------	------	-------	-------

As previous weeks.

5. Forage moved:

3413	1632
205	

5395 tons explosives, 3560 tons Allied materials & foodstuffs, 3560 tons wheat & flour, 1142 tons wine, 206 tons olive oil, 73 tons fuel.

(b) Tonnage authorized, but not moved (with reasons):

220 tons failure to load by consignors.
210 tons due to lack of rolling stock.

6998

(c) No of personnel moved on trains additional to Basic Schedule: NIL.

6. Interchange of Rolling Stock & Freight Cars:

Type	Arriving		Departing		Empty Balance		Running Balance	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	266	171	214	163	60	-	715	-
FLAT	212	226	152	170	116	-	604	-
OTHERS	34	12	13	5	28	-	93	-
	1	9	2	10	-	2	-	32
TOTAL	513	418	381	348	204	2	1412	32

Reasons: NIL.

7. Sections of line not yet a.
(a) ISR lines
(b) Private lines

8. Coal position :
Tonnage Consignment Tonnage on hand Prospective Receipts

428 338 173

Reasons in full for exceeding use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	PREVIOUSLY Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (Private Railways)

In Service	Spare	For light repairs	For heavy repairs	PREVIOUSLY Previously	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT) 45	2	5	7	-	-
PASSENGER) 4	-	-	-	-	-
SWITCH					
TOTAL	49	5	7	-	-
DIESEL	7	1	-	-	-

1697

11. Narrow Gauge Locomotive position :

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

12. No of Cars unfit for service, but repairable locally :

Rebuilding	light repairs	heavy repairs	PREVIOUSLY Previously in service	PREVIOUS WEEK'S REPAIRS NOT previously in service
BOX	1	36	9	-
CON	-	60	6	-

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK's REPAIRS Previously	NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK's REPAIRS Previously	NOT previously in service
FREIGHT) 45 PASSENGER) SWITCH 4	2 - 49	5 - 5	7 - 7	- - -	- - -
TOTAL					
DIESEL	7	1	-	-	-

11. Narrow Gauge Locomotive position :

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

4997

12. No. of Cars unfit for service, but repairable locally :

	Rebuilding	Light repairs	Heavy repairs	PREVIOUS WEEK's REPAIRS Previously in service	NOT previously in service
BOX	1	36	9	-	-
GON	-	60	6	-	-
FLAT	2	4	1	-	-
OTHERS					
TOTAL	3	101	16	-	-

2055

13. General statement indicating progress of track
and station building and repair works:

&

14. Any items of special interest or difficulty
not covered by above:

No matters, apart from those mentioned in
last week's report, to report.



Major RA.
(C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.

CWGT/GT

4996

SUD EST RAILWAY

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL STATION)
C/ Transportation Director
C.M.F.

Date: 19 June 1945

Senior's Reference: M/26b/SER 20

TO: Senior Transportation Officer AC, BARI

FROM: ~~Transportation Sub-Commission (Rail Station)~~
Transportation Sub Comm (Rail Div) c/o Transportation (Br) Main.
PROGRESS REPORT: 3-0000 hours MONDAY 4 June 1945

1. SER Basic Schedule of Trains:

Standard Number: 10 June 1945

To 0400 hours SUNDAY

	PASS No Kms	FREIGHT No Kms	MIXED No Kms	TOTAL No Kms
(a) of trains (coal)				
(b) of trains (diesel)				
(c) actually run (coal)				
(d) actually run (diesel)				

2. SER Additional to Basic Schedule:

(a) Coal				
(b) Diesel				
(c) Reason for additional route				

3. Basic Schedule of Trains (Priv, Rly)

(a) of trains (coal)	330	16838	74	3212	404	20050
(b) of trains (diesel)	48	4320			48	4320
(c) actually run (coal)	330	16838	235	7139	565	23977
(d) actually run (diesel)	48	4320			48	4320

4. Additional to Basic Schedule (Priv, Rly)

(a) Coal			161	3927	161	3927
(b) Diesel						
(c) Electric						
(d) Reasons for additional route						

As previous weeks.

5. Tonnage moved:

	Allied Forces	AC	Italian Forces	Civil	TOTAL
(a) Brief particulars of predominant commodities:	5576	982	941	6184	13683

7129 tons explosives, 4672 tons material & Allied foodstuffs, 3581 tons wheat & flour, 2183 tons wine, 526 tons fuel.

(b) Tonnage authorized, but not moved (with reasons):

- 220 tons failure to load by consignors.
- 240 tons due to lack of rolling stock.

Standard Number :		PASS No Tons	FREIGHT No Tons	MILCH No Tons	TOTAL No Tons
(a) of trains (coal)					
(b) of trains (diesel)					
(c) actually run (coal)					
(d) actually run (diesel)					

2. ISR additional to Basic Schedule:

(a) Coal	
(b) Diesel	
(c) Reason for additional moves	

3. Basic Schedule of Trains (Priv. Rly.)

(a) of trains (coal)	330 16838	74 3212	404 20050
(b) of trains (diesel)	48 4320		48 4320
(c) actually run (coal)	330 16838	235 7139	565 23977
(d) actually run (diesel)	48 4320		48 4320

4. additional to Basic Schedule (Priv. Rly.)

(a) Coal		161 3927	161 3927
(b) Diesel			
(c) Electric			
(d) Reasons for additional moves			

As previous weeks.

5. Tonnage moved:

	Allied Forces	IC	Italian Forces	Civil	TOTAL
(tons)					
(a) Brief particulars of predominant commodities :	5576	982	941	6184	13683

7129 tons explosives, 4672 tons material & Allied foodstuffs, 3581 tons wheat & flour, 2183 tons wine, 526 tons fuel.

(b) Tonnage authorized, but not moved (with reasons) :

220 tons failure to load by consignors.
240 tons due to lack of rolling stock.

(c) No of personnel moved on trains additional to Basic Schedule : NIL

6. Interchange of Rolling Stock & Freight Cars :

TYPE	RECEIVED		DESPATCHED		ENERGY BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	228	220	424	73	-	49	555	-
WAGON	383	324	199	26	482	-	488	-
FLAT	27	64	43	3	45	-	65	-
OTHERS	-	1	2	-	-	1	-	30
TOTAL	638	609	668	102	527	50	1096	28

7. Sections of line not to be shown in reasons: NIL.
 (a) Private Lines
 (b) Private Lines

8. Coal position :
 Tonnage Used : 522 Tonnage on hand : 469
 Reasons in full for expeditious use over normal allocation : 49 (this being checked)

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For		PREVIOUS WEEK'S REPAIRS	
		light repairs	heavy repairs	Previously	NOT previously in service
FREIGHT					
PASSENGER					
SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For		PREVIOUS WEEK'S REPAIRS	
		light repairs	heavy repairs	Previously	NOT previously in service
FREIGHT) 44	3	5	7 (.)	-	-
PASSENGER) 4	-	4	-	-	-
SWITCH					
TOTAL	48	3	7	-	-
DIESEL	6	1	1		

Loco Borsig No 8 under repair at Padova, locos 870015 & 870019 at Naples.
 10 locos & diesel 02 out of use.
 These figures being at variance with the previous week are being checked.

12. No. of Cars unfit for service, but repairable locally :

	Rebuilding		Heavy repairs		PREVIOUS WEEK'S REPAIRS	
	light repairs	heavy repairs	Previously in service	NOT previously in service	Previously in service	NOT previously in service
BOX	1	54	25			

Reasons in full for excessive use over normal allocation : *(Heavy checks)*

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS Previously	NOT previously in service
FREIGHT					
PASSENGER					
SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WEEK'S REPAIRS Previously	NOT previously in service
FREIGHT) 44	3	5	7 (.)	-	-
PASSENGER) 4	-	4	-	-	-
SWITCH					
TOTAL	48	3	5	7	-
DIESEL	6	1	1	-	-

Loco Borsig No 8 under repair at Padova, locos 870015 & 870019 at Naples.
10 narrow gauge locos under repair at Padova, 10 locos & diesel 02 out of use.

These figures being at variance with the previous week are being checked.

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

12. No. of Cars unfit for service, but repairable locally :

	Rebuilding	Light repairs	heavy repairs	PREVIOUS WEEK'S REPAIRS Previously in service	NOT previously in service
BOX	1	54	25	-	-
GON	-	41	20	-	-
FLAC	-	23	11	-	-
OTHERS	2	4	1	-	-
TOTAL	3	122	57	-	-

13. General statement indicating progress of truck and station building and repair works:

&

14. Any items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in last week's report, to report.



Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.

CWGT/GT

2667

SUD-EST RAILWAY.

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)
c/o Transportation Department
G.M.E.

Source Reference: M/26B/SER 19

Date: 12 June 45

TO: Senior Transportation Officer A C BARI

FROM: ~~Transportation Sub-Commission (Rail Div)~~
Transportation Sub-Comm (Rail Div) c/o Transportation (Pr) Main
RAILWAY PROGRESS REPORT: FROM 0001 HOURS 28 May 45

1. IPR Basic Schedule of Trains:

Standard Number:	TO	2400 HOURS SUD-EST	3	June	45
(a) of trains (coal)	PASSE	NO KMS	RECEIVED	NO KMS	TOTAL
(b) of trains (diesel)	NO KMS	NO KMS	NO KMS	NO KMS	NO KMS
(c) actually run (coal)					
(d) actually run (diesel)					

2. IPR additional to Basic Schedule:

(a) Coal					
(b) Diesel					
(c) Reason for additional delays					

3. Basic Schedule of Trains (Priv. Rlys)

(a) of trains (coal)	330	16838	74	3212	404	20050
(b) of trains (diesel)	48	4320			48	4320
(c) actually run (coal)	350	16838	204	6558	554	23396
(d) actually run (diesel)	48	4320			48	4320

4. Additional to Basic Schedule (Priv. Rlys)

(a) Coal			130	3346	130	3346
(b) Diesel						
(c) Electric						
(d) Reasons for additional delays						

As previous weeks.

5. Tonnage moved:

	Allied Forces	AC	Italian Forces	Civil	TOTAL
(Tons)	5774	2331	1455	5898	15458
(a) Brief particulars of commodities:					
	5582 tons explosives, 3890 tons of allied material and foodstuff,				
	2494 tons of wheat and flour, 668 tons of fuel.				

(b) Tonnage authorized, but not moved (with reasons):

85 tons failure to load by consignors.

280 " due to lack of rolling stock.

20821

	No Kms	No Kms	No Kms	No Kms
(a) of trains (coal)				
(b) of trains (diesel)				
(c) actually run (coal)				
(d) actually run (diesel)				

2. 132 additional to Basic Schedule:

- (a) Coal
- (b) Diesel
- (c) Reason for additional moves

	330	16838	74	3212	404	20050
(a) of trains (coal)	48	4320			48	4320
(b) of trains (diesel)	350	16838	204	6558	584	23396
(c) actually run (coal)	48	4320			48	4320
(d) actually run (diesel)			130	3346	130	3346

3. additional to Basic Schedule (Priv. Rly.)

- (a) Coal
- (b) Diesel
- (c) Electric
- (d) Reasons for additional moves

As previous weeks.

5. Tonnage moved:

(Tons)	Allied Forces	IG	Italian Forces	Civil	TOTAL
(a) Brief particulars of predominant commodities:	5774	2331	1455	5898	15458

5582 tons explosives, 3890 tons of Allied material and foodstuff, 2494 tons of wheat and flour, 668 tons of fuel.

(b) Tonnage authorized, but not moved (with reasons):

- 85 tons failure to load by consignors.
- 280 " due to lack of rolling stock.

7092

(c) No. of personnel moved on trains additional to Basic Schedule: NIL

d. Interchange of Rolling Stock & Freight Cars:

TYPE	LOADED	EMPTY	LOADED	EMPTY	Plus	Minus	Plus	Minus
BOX	318	152	340	212	470	552	604	82
GON	279	186	194	110	465	304	6	-
FLAT	6	66	59	11	72	70	20	-
OTHERS	1	1	25	5	2	30	-	28.29
TOTAL	604	405	618	338	1009	956	163	110

7. Sections of line not yet given reasons:

- (a) T&E Lines
- (b) Private Lines

8. Coal position :

Tonnage consumed	Tonnage on hand	Prospective Receipts
419	794	293

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For		PREVIOUSLY	PREVIOUS WEEK'S REPAIRS
		light repairs	heavy repairs	Previously	NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For		PREVIOUSLY	PREVIOUS WEEK'S REPAIRS
		light repairs	heavy repairs	Previously	NOT previously in service
FREIGHT) 46	1	9	7	6	-
PASSENGER) 4	-	-	-	-	-
SWITCH					
TOTAL	1	9	7	6	-
DIESEL	6	2	1	-	-

11. Narrow Gauge Locomotive position :

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

12. No. of Cars unfit for service, but repairable locally :

Rebuilding	Light	Heavy	PREVIOUS WEEK'S REPAIRS

9. Motive Power and Rolling Stock position : ISR

In Service	Spare	For light repairs	For heavy repairs	PREVIOUSLY	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT PASSENGER SWITCH					
TOTAL					
DIESEL					

10. Motive Power and Rolling Stock position (private Railways)

In Service	Spare	For light repairs	For heavy repairs	PREVIOUSLY	PREVIOUS WEEK'S REPAIRS NOT previously in service
FREIGHT) 46 PASSENGER) SWITCH) 4	1	9	7	6	-
TOTAL 50	1	9	7	6	-
DIESEL 6	-	2	1	-	-

11. Narrow Gauge Locomotive position :

FREIGHT					
PASSENGER					
SWITCH					
TOTAL					

12. No of Cars unfit for service, but repairable locally :

	Rebuilding	light repairs	heavy repairs	PREVIOUSLY	PREVIOUS WEEK'S REPAIRS NOT previously in service
BOX	1	37	19	4	55
GON	-	38	22	6	54
FLAT	-	20	8	2	26
OTHERS	2	3	-	-	5
TOTAL	3	98	49	12	140

* These figures require revision.
They will be corrected next week.

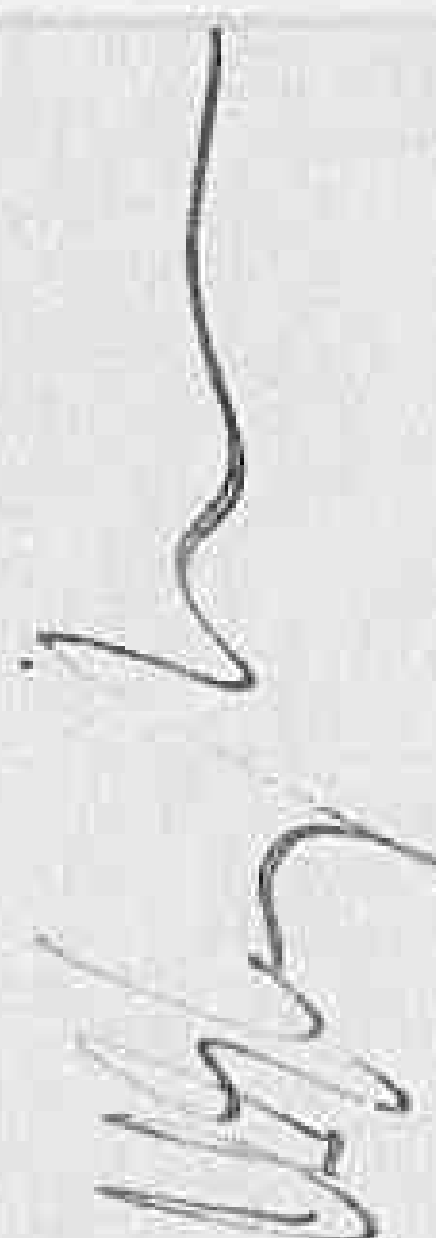
20631

13. General statement indicating progress of truck
and station building and repair works:

&

14. Any items of special interest or difficulty not
covered by above:

No matters, apart from those mentioned in last
week's report, to report.



C.W.G. TAYLOR, Major RA
Senior Tn Officer AC
BARI Div

OWGT/GT

489J

SUD - EST RAILWAY

TRA'S SPOREATION SUB-CONSTRUCTION A.C.
(RAIL, PROLOG)
C/o Transportation Movement
C.M.R.

Reference Reference: M/26b/ S E R 19 Date: 5 JUNE 1945
Senior Transportation Officer AC-BARI
The Sub-Commission Report No. C/o Movements E-Italy
C/o Transportation (Br) Main

MAIN PROGRESS REPORT: From 0600 hours MONDAY 21 May 45
To 2400 hours SUNDAY 27 May 45

1. Basic Schedule of Trains:
Standard Number

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

2. Additional to Basic Schedule:

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional moves

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal.....
- (b) Diesel.....
- (c) Electric.....
- (d) Reason for additional moves

As previous weeks.

5. Tonnage moved:

(Tons)
(a) Brief particulars of predominant commodities:
3309 tons material and foodstuff, 2515 tons wine, 2131 tons grain
and flour, 1827 tons Explosives, 658 tons fuel, 200 tons petroleum,
24 tons olive oil.

(b) Tonnage authorized, but not moved (with reasons):

80 tons failure to load by consignors.
130 tons due to lack of rolling stock.

(c) No of tonnage moved or train additional to Basic Schedule

1. IIR Basic Schedule of Trains
Standard Number:

- (a) of trains (coal).....
 - (b) of trains (diesel).....
 - (c) actually run (coal).....
 - (d) actually run (diesel).....
2. IIR additional to Basic Schedule:
- (a) Coal.....
 - (b) Diesel.....
 - (c) Reason for additional movts.....

PASS No Kms	DAYLIGHT No Kms	NIGHT No Kms	TOTAL No Kms

3. Basic Schedule of Trains (Priv. Rlys)

(a) of trains (coal).....	330 16838 74 3212	404 20050
(b) of trains (diesel).....	48 4320	48 4320
(c) actually run (coal).....	330 16838 211 5757	541 22595
(d) actually run (diesel).....	48 4320	48 4320
Additional to Basic Schedule (Priv. Rlys)		
(a) Coal.....	137 2545	137 2545
(b) Diesel.....		
(c) Electric.....		
(d) Reason for additional movts.....		

As previous weeks.

5. Tonnage moved:

	Allied Forces	IC	Italian Forces	Civil	TOTAL
(Tons)	6362	1314	1113	4904	13693
(a) Brief particulars of predominant commodities:					
3309 tons material and foodstuff, 2515 tons wine, 2131 tons grain and flour, 1827 tons Explosives, 658 tons fuel, 200 tons petroleum, 24 tons olive oil.					

(b) Tonnage authorized, but not moved (with reasons):

- 80 tons failure to load by consignors.
- 130 tons due to lack of rolling stock.

2989

(c) No. of personnel moved on trains additional to Basic Schedule:

6. Interchange of Rolling Stock & Freight Cars:

TYPE	RECEIVED		DISPATCHED		WEEKLY BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	269	239	336	87	508	423	85	-
CON	153	154	206	25	307	231	76	-
FLAT	71	40	81	12	111	93	18	-
OTHERS	10	2	14	-	12	14	-	2
TOTAL	503	435	637	124	938	761	179	2

[illegible]

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

(2) *Long-term* – 10 years or more

[illegible]

References

Permanence and Inability

Expenditure Receipts

447

0750

398 1100

Desquam in full. For excoriation over perineal ulceration.

9. Motion, Power and Position: State Transition: TSP

22	23	24	25
22	23	24	25

PATIENTS WEEK'S PRACTICES

Previously i NCA previously

in service

100

TABLE I

14-00000

DISCUSSION

10. Measure Power and Fuel in Steam Position (Private Railways)

[illegible]

PREVIOUS WEEK'S REPAIRS

Previously: Not mentioned

NOTED IN

STATISTICS

PAGE IV- (45

4
21132

49

Training

11. Review Game: Jeopardy!

THESE

P10-03-03

100

12. We also have multiple fair sources. "The Fairchild Society,"

Submittal Date	2/25/13
Submittal By	Shirley

PHOTOGRAPHY & FILM

1200 V. 011

4. 9. Electric Power and Rolling Stock Position: ISR

Service	Steam	Light Traction	Loc Heavy Traction	PREVIOUS YEAR'S REPAIRS	
				Previously	NOT previously in service
Electric					
Passenger					
Freight					
Locomotive					

10. Electric Power and Rolling Stock Position (Private Railways)

Service	Open	For Light Traction	For Heavy Traction	PREVIOUS YEAR'S REPAIRS	
				Previously	NOT previously in service
Freight	1	9	8	6	--
Passenger	4	-	-	-	--
Locomotive	49	9	8	6	--
TOTAL					
Diesel					

11. Narrow Gauge Locomotive Position:

Freight					
Passenger					
Locomotive					
TOTAL					4988

12. No. of Cars in Service, by Locality:

	Suburban	Light Traction	Heavy Traction	PREVIOUS YEAR'S REPAIRS	
				Previously	NOT previously in service
Box	1	40	18	3	57
Car	-	38	23	7	54
Flat	-	20	-	2	26
Others	2	3	-	-	5
TOTAL	3	101	48	12	142

13. General statement indicating progress of truck
and station building and repair works :

&

14. Any items of special interest or difficulty not
covered by above :

No matters, apart from those mentioned in last
weeks report, to report.

4987



C.W.G. TAYLOR, Major RA.
Senior Tn Officer AC.
BARI Div.

U D - E S T RAILWAY

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL, CIVIL)

C/o Transportation Commission

C.B.T.

Date: 30 May 1945

I8

M/260 S E R

FROM : Tn Sub-Commission Repr. AC. C/o Movements E. Italy

TO : Transportation Sub-Comm (Rail) C/o the Increment CME

WEEKLY FREIGHTS REPORT : From 000 hours MONDAY 14 May 45

To 000 hours SUNDAY 20 May 45

1943 Basic Schedule of Trains:
Standard Number:

- (a) of trains (coal)
 (b) of trains (diesel)
 (c) actually run (coal)
 (d) actually run (diesel)

1944 Additional to Basic Schedule:

- (a) Coal
 (b) Diesel
 (c) Reason for additional moves

Basic Schedule of Trains (Tn, Rly)

(a) of trains (coal)	330	16838	74	3212	404	20050
(b) of trains (diesel)	48	4320			48	4320
(c) actually run (coal)	30	16838	207	6205	537	23045
(d) actually run (diesel)	48	4320			48	4320

Additional to Basic Schedule (Priv. Rly)

(a) Coal						
(b) Diesel						
(c) Electric						
(d) Reasons for additional moves						

As previous weeks.

Tonnage moved:

United Forces	AC	Italian Forces	Civil	TOTAL
1870	868	5297	13555	

(a) Brief cartilage 5220 of goods and commodities:

5075 tons material and foodstuff, 1956 tons explosives,
 1840 tons grain and flour, 1387 tons fuel, 400 tons sulphur,
 357 tons wine, 70 tons olive oil.

(b) Tonnage authorized, but not moved (with reasons):

80 tons failure to load by consignors.

2988

- (2) of trains (coal).....
 (3) of trains (diesel).....
 (4) actually run (coal).....
 (5) actually run (diesel).....

2. Add additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional moves

3. Basic Schedule of Trains (Y-Y, H-Hs)

	330	16838	74	3212	404	20050
(a) of trains (coal).....	48	4320			48	4320
(b) of trains (diesel).....	30	16838	207	6205	337	23043
(c) actually run (coal).....	48	4320			48	4320
(d) actually run (diesel).....						
Additional to Basic Schedule (Priv. RL)	133	2993			133	2993

- (a) Coal.....
 (b) Diesel.....
 (c) Electric.....
 (d) Reasons for additional moves

As previous weeks.

5. Tonnage moved:

	United Forces	46	Italian Forces	Civil	TOTAL
(a) Brief summary of commodities:	5520	1870	868	5297	13555

5075 tons material and foodstuff, 1956 tons explosives,

1840 tons grain and flour, 1387 tons fuel, 400 tons sulphur,

357 tons wine, 70 tons olive oil.

- (b) Tonnage authorized, but not moved (with reasons):

80 tons failure to load by consignors.

4986

(c) No of personnel moved as trains additional to Basic Schedule: ---

6. Interchange of Rolling Stock & Freight Cars:

TYPE	RECEIVED		DISPATCHED		ENDING BALANCE		RUNNING BALANCE	
	Loaded	Empty	Loaded	Empty	Plus	Minus	Plus	Minus
BOX	155	233	375	22	388	397	-	9
GON	144	110	159	12	254	171	83	-
FLAT	21	24	63	18	45	61	-	36
OTHERS	41	6	31	13	47	44	3	-
TOTAL	361	373	628	65	734	693	86	45

7. Sections of line not yet cleared for service.
(a) 100 miles
(b) 100 miles

8. Road location:
Mileage between points of interest on road: 239

424 734

Reason for delay: car maintenance and construction allocation.

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WORK'S REPAIRS	
				Previously	NOT previously in service
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.					
TOTAL					
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.					

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WORK'S REPAIRS	
				Previously	NOT previously in service
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.					
TOTAL					
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.					

In Service	Spare	For light repairs	For heavy repairs	PREVIOUS WORK'S REPAIRS	
				Previously	NOT previously in service
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.					
TOTAL					
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.					

12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

1. S. Narrow Gauge and Rolling Stock Condition : ISB

| Service | Spare | Light | | Heavy | Previously | | Previously |
|-----------|-------|--------|--------|--------|------------|------------|------------|
| | | Repair | Repair | Repair | Previously | Previously | Previously |
| Passenger | | | | | | | |
| Freight | | | | | | | |
| Switch | | | | | | | |
| TOTAL | | | | | | | |
| Other | | | | | | | |

10. Narrow Gauge and Rolling Stock Condition (Private Railways)

| Service | Spare | Light | | Heavy | Previously | | Previously |
|-----------|-------|--------|--------|--------|------------|------------|------------|
| | | Repair | Repair | Repair | Previously | Previously | Previously |
| Passenger | | | | | | | |
| Freight | | | | | | | |
| Switch | | | | | | | |
| TOTAL | | | | | | | |
| Other | | | | | | | |

11. Narrow Gauge Locomotive Condition :

| | | | | | | | |
|-----------|--|--|--|--|--|--|------|
| Passenger | | | | | | | |
| Freight | | | | | | | |
| Switch | | | | | | | |
| TOTAL | | | | | | | 4985 |

12. H. of S. Narrow Gauge Locomotive Condition : ISB

| Service | Spare | Light | | Heavy | Previously | | Previously |
|-----------|-------|--------|--------|--------|------------|------------|------------|
| | | Repair | Repair | Repair | Previously | Previously | Previously |
| Passenger | | | | | | | |
| Freight | | | | | | | |
| Switch | | | | | | | |
| TOTAL | | | | | | | |
| Other | | | | | | | |

I3. General statement indicating progress of truck and station building and repair works :

&

I4. Any items of special interest or difficulty not covered by above :

No matters, apart from those mentioned in last weeks report, to report.

J.C. Hall

S.C. HALL, Capt. T.O.
Rail Transp. Officer
BARI Div.

6984

I4. Any items of special interest or difficulty not covered by above :

No matters, apart from those mentioned in last weeks report, to report.

J.C. Hall

S.C. HALL, Capt. T.C.
Rail Transp. Officer
BARI Div. 4884

SCB/AG

20771

S U D - E S E RAILWAY 232

TRANSPORTATION SUB-COMMISSION A.G.
(CABLE STATION)
C/o Transportation Directorate
C.R.M.

Number of Reports : M / 266 S E R 16 Date : 14 May 1945

FROM : Tn Sub - Commission Repr. AG. C/o Movements E. Italy

TO : Transportation Sub-Comm (Rail) C/o E. Movement C.R.M.

WEEKLY PROGRESS REPORT : From 0000hours MONDAY 30 April 45

To 2400hours SUNDAY 6 May 45

1. For Basic Schedule of Trains :
Standard Number :

- (a) of trains (coal)
- (b) of trains (diesel)
- (c) actually run (coal)
- (d) actually run (diesel)

2. For Additional to Basic Schedule:

- (a) Coal
- (b) Diesel
- (c) Reason for additional move

3. Basic Schedule of Trains (Tn. P. L. A.)

| | | | | | | |
|---------------------------------|-----|-------|-----|------|-----|-------|
| (a) of trains (coal) | 330 | 16838 | 74 | 3212 | 404 | 20050 |
| (b) of trains (diesel) | 48 | 4320 | | | 48 | 4320 |
| (c) actually run (coal) | 30 | 16838 | 199 | 5958 | 529 | 22796 |
| (d) actually run (diesel) | 48 | 4320 | | | 48 | 4320 |

4. Additional to Basic Schedule (Tn. P. L. A.)

| | | | | | | |
|--------------------------------------|--|--|-----|------|--|----------|
| (a) Coal | | | | | | |
| (b) Diesel | | | 125 | 2746 | | 125 2746 |
| (c) Electric | | | | | | |
| (d) Reason for additional move | | | | | | |

As previous weeks.

5. Tonnage moved:

| | | | | | |
|---|---------------|------|----------------|-------|-------|
| (Tons) | Allied Forces | 40 | Italian Forces | Civil | TOTAL |
| (a) Brief particulars of movement commodities : | 6888 | 2843 | 1116 | 2509 | 13296 |

4132 tons material and foodstuff, 3372 tons explosives,
1029 tons fuel, 402 tons coal, 49 tons olive oil,
21 tons alcohol, 2376 tons grain and flour, 1917 tons wine.

(b) Tonnage authorized, but not moved (with reasons) :

60 tons failure to load by consignors.
80 tons due to lack of rolling stock.

1) Carol
2) Diesel
3) Reason for additional money

a) Coal
b) Diesel
c) Electric
Reasons for additional growth:

64 Reference of Rolling Stock & Freight Cars :

| TYPE | RECEIVED | | DISPATCHED | | REVENUE BALANCE | | RUNNING BALANCE | |
|--------------|------------|------------|------------|------------|-----------------|------------|-----------------|-----------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 298 | 116 | 277 | 128 | 414 | 405 | 9 | - |
| GON | 249 | 40 | 120 | 25 | 289 | 314 | 144 | 25 |
| FLAT | 11 | 8 | 8 | 2 | 19 | 21 | 9 | 2 |
| OTHERS | 14 | 2 | 3 | 5 | 16 | 21 | 8 | 5 |
| total | 572 | 166 | 408 | 160 | 738 | 761 | 9 | 32 |
| | | | | | | | 170 | 0 |

7. Sections of line not covered by reports:
(a) All lines
(b) Branch lines

8. Coal position:
Tonnage Secured Tonnage on hand Projected Receipts
463 625 227
Amount in bill for transportation over total allocation:

9. Section zero and rolling stock position: ISR

| Service | In Service | Light | | Heavy | Previously | Previously | in service |
|-----------|------------|------------|---------------|-------|------------|------------|------------|
| | | Locomotive | Rolling Stock | | | | |
| Freight | | | | | | | |
| Passenger | | | | | | | |
| Switch | | | | | | | |
| TOTAL | | | | | | | |
| DEMAND | | | | | | | |

10. Locomotive power and rolling stock position (private railways)

| In Service | Locomotive | Light | | Heavy | Previously | Previously | in service |
|------------|------------|------------|---------------|-------|------------|------------|------------|
| | | Locomotive | Rolling Stock | | | | |
| Freight | 46 | 2 | 7 | 2 | 2 | 2 | 2 |
| Passenger | 4 | - | - | - | - | - | - |
| Switch | 50 | 2 | 7 | 5 | 5 | 5 | 5 |
| TOTAL | 6 | 4 | 1 | - | - | - | - |
| DEMAND | | | | | | | |

11. Narrow Gauge Locomotive position:

| | | | | | | | |
|-----------|--|--|--|--|--|--|-----|
| Freight | | | | | | | |
| Passenger | | | | | | | |
| Switch | | | | | | | |
| TOTAL | | | | | | | 493 |

12. No. of cars in bill for service, but not available locally:
Locomotive power and rolling stock

463

625

227

Personnel in ATR for Repairs and Overhaul Allocation

1. 5. Motive Power and Rolling Stock condition : ISR

| Motive Power and Rolling Stock | In Service | Spare | New | Repairs | Previously | Previously | Previously |
|--------------------------------|------------|-------|-----|---------|------------|------------|------------|
| | | | | | | | |
| Locomotives | 1 | 2 | 7 | 5 | 5 | 5 | 5 |
| Passenger Coaches | 4 | - | - | - | - | - | - |
| Freight Coaches | 50 | 1 | 7 | 2 | 2 | 2 | 2 |
| Others | 6 | - | 1 | - | - | - | - |
| TOTAL | | | | | | | |
| REPAIRS | | | | | | | |

2. Motive Power and Rolling Stock condition (Private Railways)

| Motive Power and Rolling Stock | In Service | Spare | New | Repairs | Previously | Previously | Previously |
|--------------------------------|------------|-------|-----|---------|------------|------------|------------|
| | | | | | | | |
| Locomotives | 1 | 2 | 7 | 5 | 5 | 5 | 5 |
| Passenger Coaches | 4 | - | - | - | - | - | - |
| Freight Coaches | 50 | 1 | 7 | 2 | 2 | 2 | 2 |
| Others | 6 | - | 1 | - | - | - | - |
| TOTAL | | | | | | | |
| REPAIRS | | | | | | | |

3. Narrow Gauge Locomotive condition :

| Narrow Gauge Locomotive | In Service | Spare | New | Repairs | Previously | Previously | Previously |
|-------------------------|------------|-------|-----|---------|------------|------------|------------|
| | | | | | | | |
| Locomotives | 1 | 2 | 7 | 5 | 5 | 5 | 5 |
| Passenger Coaches | 4 | - | - | - | - | - | - |
| Freight Coaches | 50 | 1 | 7 | 2 | 2 | 2 | 2 |
| Others | 6 | - | 1 | - | - | - | - |
| TOTAL | | | | | | | |
| REPAIRS | | | | | | | |

4. N. of Days in Service for service, but repairable locally :

| N. of Days in Service | In Service | Spare | New | Repairs | Previously | Previously | Previously |
|-----------------------|------------|-------|-----|---------|------------|------------|------------|
| | | | | | | | |
| Locomotives | 1 | 2 | 7 | 5 | 5 | 5 | 5 |
| Passenger Coaches | 4 | - | - | - | - | - | - |
| Freight Coaches | 50 | 1 | 7 | 2 | 2 | 2 | 2 |
| Others | 6 | - | 1 | - | - | - | - |
| TOTAL | | | | | | | |
| REPAIRS | | | | | | | |

2031

13. General statement indicating progress of truck
and station building and repair works

14. Any items of special interest or difficulty not
covered by above :

No matters, apart from those mentioned in last
weeks report, to report.

4981

S. E. Hall

S. C. HALL Cpt. T. C.
Rail Transp. Officer
B A R I Div.

I4. Any Items of special interest or difficulty not covered by above :

No matters, apart from those mentioned in last weeks report, to report.

4981

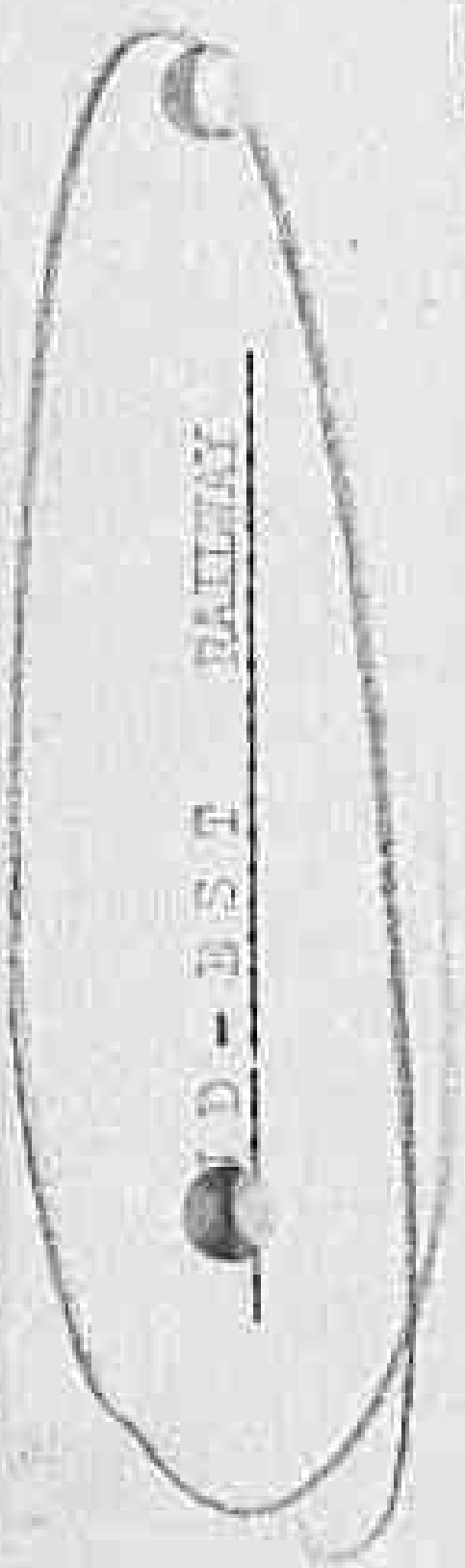
S.E. Hall

S.C. HALL Capt. T. C.
Rail Transp. Officer
BARI Div.

SGH/AG

20831

57/40A/13



TRANSPORTATION SUB-COMMISSION AG.
(24th Section)
C/o Transportation Department
C.M.E.

Date: 21 May 1945

Commander's Headquarters: M/26b S E R 17

FROM: IV Sub-Commission Repr. AG. C/o Movements E. Italy

TO: Transportation Sub-Comm (rails) C/o the Movement CMT

MONTHLY PROGRESS REPORT: From 0000 hours MONDAY 7 May 45

To 2400 hours SUNDAY 13 May 45

1. List Basic Schedule of Trains:
Standard Number:

| PASSENGERS | Freight | MIXED | TOTAL |
|------------|---------|--------|--------|
| No Kms | No Kms | No Kms | No Kms |
| | | | |
| | | | |
| | | | |
| | | | |

- (a) of trains (coal)
- (b) of trains (diesel)
- (c) actually run (coal)
- (d) actually run (diesel)

2. Additional to Basic Schedule:

- (a) Coal
- (b) Diesel
- (c) Reason for additional moves

3. Basic Schedule of Trains (Priv. Rlys)

| | | | | | | |
|--|-----|-------|-----|------|-----|-------|
| (a) of trains (coal) | 130 | 16853 | 74 | 3212 | 101 | 50050 |
| (b) of trains (diesel) | 18 | 1320 | | | 18 | 1320 |
| (c) actually run (coal) | 137 | 17105 | 210 | 6144 | 147 | 23399 |
| (d) actually run (diesel) | 18 | 1320 | | | 18 | 1320 |
| 4. Additional to Basic Schedule (Priv. Rlys) | | | | | | |
| (a) Coal | 7 | 327 | 136 | 2032 | 143 | 1270 |
| (b) Diesel | | | | | | |
| (c) Electric | | | | | | |
| (d) Reasons for additional moves | | | | | | |

AS previous weeks.

5. Tonnage moved:

| Allied Forces | AG | Italian Forces | Civil | TOTAL |
|---------------|------|----------------|-------|-------|
| 6994 | 2072 | 559 | 3589 | 13174 |

(a) Brief particulars of predominant commodities:

4137 tons explosives, 3320 tons fuel, 2964 tons material and foodstuffs, 2276 tons grain and flour, 1599 tons wine, 150 tons dried figs, 236 tons coal.

(b) Tonnage authorized, but not moved (with reasons):

- 150 tons failure to load by consignors.
- 60 tons due to lack of rolling stock.

| PACS
No Kms | FREIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|----------------|-------------------|-----------------|-----------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....
 2. Additional to Basic Schedule:
 (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional moves

| PACS
No Kms | FREIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|----------------|-------------------|-----------------|-----------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....
 Additional to Basic Schedule (Priv. Rly.)
 (a) Coal.....
 (b) Diesel.....
 (c) Electric.....
 (d) Reasons for additional moves

AS previous weeks.

5. Tonnage moved:

| (Tons) | Axis Forces | IC | Italian Forces | Civil | TOTAL |
|--------|-------------|------|----------------|-------|-------|
| | 6994 | 2072 | 559 | 3549 | 13174 |
| | | | | | Vs |

4137 tons explosives, 3320 tons fuel, 2964 tons material and foodstuff, 2276 tons grain and flour, 1599 tons wine, 150 tons dried figs, 236 tons coal.

- (b) Tonnage authorized, but not moved (with reasons):
 150 tons failure to load by consignors.
 60 tons due to lack of rolling stock.

6880

(c) No of personnel moved or train additional to Basic Schedule : 2200

6. Interchange of Rolling Stock & Freight Cars:

| TYPE | RECEIVED | | DEPARTED | | RUNNING BALANCE | |
|--------|----------|-------|----------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus |
| BOX | 272 | 138 | 329 | 118 | 410 | 447 |
| HIGH | 255 | 25 | 307 | 49 | 280 | 356 |
| FLAT | 16 | 9 | 40 | 6 | 25 | 16 |
| OTHERS | 42 | 2 | 48 | 13 | 14 | 61 |
| TOTAL | 585 | 174 | 724 | 186 | 759 | 910 |
| | | | | | - | 151 |

7. Sections of this report, return of all reports:
(a) for the
(b) for the

8. Load position:
Morse's number 654
654

Reasons in this for comparison over time, all over time:

9. Motor Power and Rolling Stock position: ISR

| Service | Spare | For | | PREVIOUS YEAR'S REPAIRS | |
|---------|-------|-------|-------|-------------------------|---------------------------|
| | | Light | Heavy | Previously | NOT previously in service |
| FRONT | | | | | |
| REAR | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DISC | | | | | |

10. Motor Power and Rolling Stock position (Private Railways)

| Service | Spare | For | | PREVIOUS YEAR'S REPAIRS | |
|---------|-------|-------|-------|-------------------------|---------------------------|
| | | Light | Heavy | Previously | NOT previously in service |
| FRONT | 46 | 8 | 8 | 5 | - |
| REAR | 46 | - | - | - | - |
| SWITCH | 46 | - | - | - | - |
| TOTAL | 50 | 8 | 8 | 8 | - |
| DISC | 8 | - | 3 | - | - |

11. Motor Power and Rolling Stock position:

| Service | Spare | For | | PREVIOUS YEAR'S REPAIRS | |
|---------|-------|-------|-------|-------------------------|---------------------------|
| | | Light | Heavy | Previously | NOT previously in service |
| FRONT | | | | | |
| REAR | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DISC | | | | | |

12. No. of Cars used for service. No. to service load:
12. No. of Cars used for service. No. to service load:
12. No. of Cars used for service. No. to service load:

13. Station Power and Lighting Stock Section : ISR

| Service | Station Power | | Lighting | | Previous Work's Repairs | |
|---------|---------------|-----|----------|-------|-------------------------|---------------------------|
| | Spares | For | Lighting | Power | Previously | Not previously in service |
| DELIVER | | | | | | |
| REPAIRS | | | | | | |
| STOCK | | | | | | |
| TOTAL | | | | | | |
| DELIVER | | | | | | |

14. Station Power and Lighting Stock Section (Private Railways)

| Service | Station Power | | Lighting | | Previous Work's Repairs | |
|---------|---------------|-----|----------|-------|-------------------------|---------------------------|
| | Spares | For | Lighting | Power | Previously | Not previously in service |
| DELIVER | 46 | 2 | 8 | 8 | 5 | - |
| REPAIRS | 4 | - | - | - | - | - |
| TOTAL | 50 | 2 | 8 | 8 | 5 | - |
| DELIVER | 8 | - | - | 3 | - | - |

15. Narrow Gauge Locomotive Section :

| Service | Station Power | | Lighting | | Previous Work's Repairs | |
|---------|---------------|-----|----------|-------|-------------------------|---------------------------|
| | Spares | For | Lighting | Power | Previously | Not previously in service |
| DELIVER | | | | | | |
| REPAIRS | | | | | | |
| STOCK | | | | | | |
| TOTAL | | | | | | |

16. Station Power and Lighting Stock Section (Private Railways)

| Service | Station Power | | Lighting | | Previous Work's Repairs | |
|---------|---------------|-----|----------|-------|-------------------------|---------------------------|
| | Spares | For | Lighting | Power | Previously | Not previously in service |
| DELIVER | 1 | 20 | 53 | 2 | 74 | |
| REPAIRS | - | 25 | 47 | 1 | 70 | |
| TOTAL | - | 8 | 21 | - | 29 | |
| DELIVER | 2 | - | 3 | - | 5 | |
| TOTAL | 3 | 51 | 124 | 3 | 178 | |

4979

2087

15. General statement indicating progress of truck and station building and repair work.

2

14. Any items of special interest or difficulty not covered by above :

No matters, apart from those mentioned in last week's report, to report.

J. C. Hall

S. G. HALL Capt. T.C.
Rail Transport Officer
BART Div.

4978

2088

14. Any Items of special interest or difficulty not covered by above :

No matters, apart from those mentioned in last week's report, to report.

L. C. Hall

S. C. HALL Capt. R.C.
Rail Transport. Officer
BARI Div.

1978

SC/AG

S U D - E S T R A I L W A Y

TRANSPORTATION SUB-COMMITTEE: A.C.
(RAIL SECTION)
O/C Transportation Committee
C.A.M.

Reference: M / 26b S E R I S
Date: 7 May 1945

To: Tn Sub - Commission Repr. 40. C/O Movements E. Italy

1. Transportation Sub-Comm (Rails) C/O In Movement CME

RAILWAY PROGRAMS REPORT: From 000 hours MONDAY 23 April 45

To 2400 hours SUNDAY 29 April 45

1. Ask basic schedule of trains:
Schedule Number:

| | PASS
No Kms | WEIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|---------------------------|----------------|------------------|-----------------|-----------------|
| (a) of trains (coal) | | | | |
| (b) of trains (diesel) | | | | |
| (c) actually run (coal) | | | | |
| (d) actually run (diesel) | | | | |

2. Ask additional to Basic Schedule:
(a) Coal
(b) Diesel
(c) Reason for additional moves

3. Basic Schedule of trains (Priv. Rly.)

| | | | | | | |
|---------------------------|-----|-------|-----|------|-----|-------|
| (a) of trains (coal) | 330 | 16838 | 74 | 3212 | 404 | 20050 |
| (b) of trains (diesel) | 48 | 4320 | | | 48 | 4320 |
| (c) actually run (coal) | 330 | 16838 | 170 | 5369 | 600 | 22207 |
| (d) actually run (diesel) | 48 | 4320 | | | 48 | 4320 |

4. Additional to Basic Schedule (Priv. Rly.)
(a) Coal
(b) Diesel
(c) Reason for additional moves

As previous weeks.

5. Tonnage moved:

| (Tons) | United Forces | AC | Italian Forces | Civil | TOTAL |
|---|---------------|------|----------------|-------|-------|
| (a) Prior to outbreak of independent competition: | 6891 | 2605 | I283 | 5146 | 15925 |

3704 tons material and foodstuff, 3130 tons explosives, 2813 tons fuel, 2184 tons grain and flour, 2045 tons wine, 15 tons olive oil.

(b) Tonnage authorized, but not moved (with reasons):
105 tons failure to load by consignors.
20 tons due to lack of rolling stock.

| PERMIT
No. 100 | PERMIT
No. 100 | PERMIT
No. 100 | TOTAL
No. 100 |
|-------------------|-------------------|-------------------|------------------|
| | | | |
| | | | |
| | | | |
| | | | |

| | | | | | |
|-----|-------|-----|------|-----|-------|
| 330 | 16838 | 74 | 3212 | 404 | 20050 |
| 48 | 4320 | | | 48 | 4320 |
| 330 | 16838 | 170 | 3365 | 500 | 22205 |
| 48 | 4320 | | | 48 | 4320 |
| | | 96 | 2153 | 96 | 2153 |

As previous weeks.

5. Storage moved:

| (Tons) | Added Forces | IC | Italian Forces | Civil | TOTAL |
|--------|--------------|------|----------------|-------|-------|
| 6891 | 2605 | 1283 | 5146 | 15925 | |

(a) Price of various commodities:

3704 tons material and foodstuff, 3130 tons explosives, 2813 tons fuel, 2184 tons grain and flour, 2045 tons wine, 15 tons olive oil.

(b) Storage authorized, but not moved (with reasons):

105 tons failure to load by consignors.

20 tons due to lack of rolling stock.

(c) No. of personnel moved or wine additional to basic schedule:

2977

| TYPE | RECORDED | | DISPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 232 | 115 | 268 | 50 | 347 | 318 | 29 | - |
| HIGH | 344 | 39 | 198 | 28 | 383 | 256 | 127 | - |
| FLAT | 11 | 4 | 13 | 8 | 15 | 21 | - | 6 |
| OTHERS | 21 | - | 31 | 2 | 21 | 33 | - | 12 |
| TOTAL | 608 | 158 | 510 | 118 | 766 | 628 | 156 | 18 |

20931

I3. General statement indicating progress of truck and station building and repair works :

There is still a shortage of sleepers for permanent way to be taken in consideration by the Allied Command as from the attached schedules there is still persisting lack of and tanks, therefore it is not possible to complete the AC. loading programme.

I4. Any items of special interest or difficulty not covered by above :

The workshops in Bari and Lecce and these at Novoli and Zollino are working for reconstructions of wagons and locos, but the former need timber and the latter need oxygenend, especially, carbide.

L.C. Hall
S.O. H A L L Capt. T.C.
Rail Transp. Officer
B A R I Div.

4975

20941

Allied Command. As from the attached documents it is still persisting lack of and tanks, therefore it is not possible to complete the AC. loading programme.

I4. Any items of special interest or difficulty not covered by above :

The workshops in Bari and Lecce and these at Novoli and Zollino are working for reconstructions of wagons and locos, but the former need timber and the latter need oxygenend, especially, carbide.

P. C. Hall
S.C. H A L L Capt. T.O.
Rail Transp. Officer
B A R I Div.

4973

SCB / AG

S U D - E S T R A I L W A Y

TRANS-ALGERIAN SUD-ALGERIEN A.G.
(SUD-ALGERIEN)
c/o Transportation Department
J.M.H.

Reference : M / 26 b S E R 13 Date : 23 April 1945

In sub - Commission Repr. AC O/o Movements E. Italy

Transportation 303-0000 (Reils) O/o In Movement CAF

WAGONS IN MOVEMENT : FROM ORAN TO ALGER 9 April 45

TO ALGER FROM SUD 12 April 45

1. AC Basic Schedule of Wagon :
Number :

- (a) of trains (coal)
- (b) of trains (diesel)
- (c) actually run (coal)
- (d) actually run (diesel)

2. AC Additional to Basic Schedule :

- (a) Coal
- (b) Diesel
- (c) Reason for additional wags

3. Basic Schedule of Trains (Trains)

- (a) of trains (coal) 320 16838 74 3212 404 20050
- (b) of trains (diesel) 48 4320 48 4320 48 4320
- (c) actually run (coal) 320 16838 223 7262 553 24100
- (d) actually run (diesel) 48 4320 48 4320 48 4320

4. Additional to Basic Schedule (Trains)

- (a) Coal 149 4050 149 4050 149 4050
- (b) Diesel
- (c) Electric
- (d) Reason for additional wags

For Military Allied and Italian transports, empty wagons, various material, (A.C, and coal) and for return of light engines.

5. Wagon moved :

| | | | | |
|-------------|------|---------------|-------|-------|
| Wagon moved | AC | Italian Wagon | Divit | TOTAL |
| (Tons) | 1659 | 1185 | 2101 | 16412 |

(a) Brief mention of 8489 - dominant connection :

4687 tons explosives, 2881 tons fuel; 2870 tons wine, 1426 tons material and foodstuff, 1021 tons grain and flour, 62 tons other

(b) Damage authorized, but not moved (into wagons) :

- 170 tons Failure to load by consignors.
- 130 tons due to lack of rolling stock.

7. Locations of lines not yet given with responses:
(a) 158 miles
(b) 100 miles

8. Coal position: Amount consumed Amount on hand Previous Receipts
3890 832 666

Amount is not for consecutive two year period allocation.

9. Motive Power and Rolling Stock position (Private Railways):

| In Service | Spare | Light locomotives | Heavy locomotives | Previously | PREVIOUS YEAR'S REPAIRS | |
|------------|-------|-------------------|-------------------|------------|-------------------------|---------------------------|
| | | | | | Previously | NOT previously in service |
| Passenger | | | | | | |
| Passenger | | | | | | |
| Freight | | | | | | |
| TOTAL | | | | | | |
| Diesel | | | | | | |

10. Motive Power and Rolling Stock position (Private Railways):

| In Service | Spare | Light locomotives | Heavy locomotives | Previously | PREVIOUS YEAR'S REPAIRS | |
|------------|-------|-------------------|-------------------|------------|-------------------------|---------------------------|
| | | | | | Previously | NOT previously in service |
| Passenger | - | 2 | 7 | 5 | 5 | 5 |
| Passenger | - | - | - | - | - | - |
| Freight | - | 2 | 7 | 5 | 5 | 5 |
| TOTAL | 54 | - | - | - | - | - |
| Diesel | 8 | 1 | 2 | - | - | - |

11. Narrow Gauge Locomotive position:

| | | | | | | |
|-----------|--|--|--|--|--|--|
| Passenger | | | | | | |
| Passenger | | | | | | |
| Freight | | | | | | |
| TOTAL | | | | | | |

12. Amount of spare units for service, but not available locally:
 (a) 158 miles
 (b) 100 miles

4870

13. General statement indicating progress of truck and station building and repair works.

There is still a shortage of sleepers for permanent way to be taken in consideration by the Allied Command. As from the attached schedules there is still persisting lack of wagons and tanks, therefore it is not possible to complete the AC loading programme.

14. Any items of special interest or difficulty not covered by above.

The workshops in Bari and Lecce and these at Novoli and Zollino are working for reconstructions of wagons and locos, but the former need timber and the latter need oxygen and, especially, carbide.

L. C. Han
S.C. H A L L, Capt. T.C.
Rail Transp. Officer
B A R I

1942

still persisting lack of wagons and tanks, therefore
it is not possible to complete the AC loading
programme.

14; Any items of special interest or difficulty not
covered by above.

The workshops in Bari and Lecce and these at Novoli
and Zollino are working for reconstructions of
wagons and locos, but the former need timber and the
latter need oxygen and, especially, carbide.

S. C. Hall

S. C. HALL, Capt. T.C.
Rail Transp. Officer
BARI

6372

SOH / AG

2101

A/10

S U D - E S T R A I L W A Y

TRANSPORTATION SUB-COMM (RAIL SECTION)
C/o Transportation in C.M.F.
A.C.

Order's Reference : M 26 b/ S E R I 2 C.M.F. etc. 17 Aprile 45

FROM : Tn Sub - Commission Repr. AC C/o Movements E. Italy
TO : Transportation Sub-Comm (Raile) C/o Tn Increment

WEEKLY PROGRESS REPORT : From 0001hours MONDAY 2 Aprile 45

1. Basic Schedule of : 00hours SUNDAY 8 Aprile 45
Standard Number :

| | PASS
No kms | EMPTY
No kms | MIXED
No kms | TOTAL
No kms |
|---------------------------|----------------|-----------------|-----------------|-----------------|
| (a) of trains (coal) | | | | |
| (b) of trains (diesel) | | | | |
| (c) actually run (coal) | | | | |
| (d) actually run (diesel) | | | | |

| | | | | |
|---|-------|------|------|-----------|
| 2. Basic Schedule of Trains (Priv. Rlys) | | | | |
| (a) of trains (coal) | 16838 | 74 | 3212 | 404 20050 |
| (b) of trains (diesel) | 48 | 4320 | | 48 4320 |
| (c) actually run (coal) | 16838 | 234 | 7697 | 564 24535 |
| (d) actually run (diesel) | 48 | 4320 | | 48 4320 |
| Additional to Basic Schedule (Priv. Rlys) | | | | |
| (a) Coal | | 160 | 4485 | 160 4485 |
| (b) Diesel | | | | |
| (c) Electric | | | | |
| (d) Reasons for additional movts | | | | |

For Militar allied and Italian transports, empty wagons, various material, (AC and coal) and for return of light engines.

| | | | | | |
|--|---------------|------|----------------|-------|-------|
| 5. Tonnage moved: | ALLIED Forces | AC | Italian Forces | Civil | TOTAL |
| (a) Brief particulars of predominant commodities : | 7226 | 1072 | 1021 | 5096 | 14415 |

3118 tons wine, 2190 material and foodstuff, 2150 tons coal, 1483 tons oil, 1012 tons explosives, 443 tons grain and flour.

- (b) Tonnage authorised, but not moved (with reasons) :
190 tons Failure to load by consignors.
115 tons due to lack of rolling stock.

(c) No of personnel moved on trains additional

2971

- (c) of trains (coal).....
 of trains (diesel).....
 actually run (coal).....
 actually run (diesel).....

2. Additional to Basic Schedule:

- (a) Coal.....
 Diesel.....
 Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

| | | | | | |
|--------------------------------|-------|------|------|-----|-------|
| (a) of trains (coal)..... | 16838 | 74 | 312 | 404 | 20050 |
| (b) of trains (diesel)..... | 40 | 4320 | | 48 | 4320 |
| (c) actually run (coal)..... | 16838 | 234 | 7697 | 564 | 24535 |
| (d) actually run (diesel)..... | 48 | 4320 | | 48 | 4320 |

4. Additional to Basic Schedule (Priv. Rlys)

| | | | | |
|----------------------------------|-----|------|-----|------|
| (a) Coal..... | 160 | 4485 | 100 | 4485 |
| (b) Diesel..... | | | | |
| (c) Electric..... | | | | |
| (d) Reasons for additional movts | | | | |

For Militar allied and Italian transports, empty wagons, various material, (AG and coal) and for return of light engines.

5. Tonnage moved:

| | Allied Forces | AG | Italian Forces | Civil | TOTAL |
|---|---------------|------|----------------|-------|-------|
| (tons) | 2226 | 1072 | 1021 | 2096 | 14415 |
| (a) Brief particulars of predominant commodities: | | | | | |

3118 tons wine, 2196 material and foodstuff, 2150 tons coal,
 1483 tons oil, 1012 tons explosives, 443 tons grain and flour.

(b) Tonnage authorized, but not moved (with reasons):
 190 tons Failure to load by consignors.
 115 tons due to lack of rolling stock.

6971

(c) No of personnel moved on trains additional to Basic Schedule: NIL

6. Interchange of Rolling Stock & Freight Cars:

| TYPE | RECEIVED | | DISPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 222 | 294 | 320 | 26 | 527 | 376 | 151 | 47 |
| HIGH | 174 | 146 | 363 | 4 | 520 | 367 | - | - |
| FLAT | 50 | 36 | 17 | 29 | 86 | 46 | 40 | - |
| OTHERS | 2 | 6 | 7 | 4 | 8 | 11 | - | 5 |
| TOTAL | 459 | 482 | 737 | 63 | 941 | 800 | 191 | 50 |

7 sections of line not yet open with reasons:

(a) ISR Lines
(b) Private Lines

| | | | |
|--------------------|------------------|-----------------|--------------------------|
| 8. Coal position : | Tonnage Consumed | Tonnage on hand | Prospective Receipts |
| | 381.500 | 1011.000 | 190.000 |
| | | | over normal allocation : |

Reasons in full for excessive use over normal use:

| 9. Motive Power and Rolling Stock position : | | ISR | | PREVIOUS WEEK'S REPAIRS | | PREVIOUS WEEK'S REPAIRS | |
|--|-------|-----|-------|-------------------------|-------|-------------------------|-------|
| For | Score | For | Score | For | Score | For | Score |
| | | | | | | | |

| 9. Motive Power and Rolling Stock | PREVIOUS WEEK'S REPAIRS | | | NOT previously in service |
|-----------------------------------|-------------------------|-------|-------------------|---------------------------|
| | In Service | Spare | For light repairs | |
| FREIGHT | | | For heavy repairs | |
| PASSENGER | | | | |
| SWITCH | | | | |
| TOTAL | | | | |
| DIESEL | | | | |

| DIESSEL | | | |
|---------|--|--|-------------------------|
| 10 | Motive Power and Rolling Stock position (private Railways) | | PREVIOUS WEEK'S REPAIRS |

| In Service | Spare | For light repairs | For heavy repairs | Previously | NOT previously in service |
|----------------|-------|-------------------|-------------------|------------|---------------------------|
| FREIGHT) 46 | - | 5 | 9 | 5 | 3 |
| PASSINGERS) 5 | - | - | - | - | - |
| SWITCH | - | 5 | 9 | 5 | 3 |
| TOTAL | 51 | - | 3 | - | - |
| DYSEL | 6 | - | - | - | - |

41. Narrow Gauge Locomotive position :

| 11. Narrow Gauge Locomotive Position. | | 6250 | |
|---------------------------------------|--|------|--|
| FREIGHT | | | |
| PASSENGER | | | |
| SWITCH | | | |
| TOTAL | | | |

2104

Reasons in full for excessive use over normal allocation : 381.500 1011.000 199.000

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For light repairs | For heavy repairs | Previously | NOT previously in service |
|--------------------------|-------|-------------------|-------------------|------------|---------------------------|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (Private Railway)

| In Service | Spare | For light repairs | For heavy repairs | Previously | NOT previously in service |
|--------------------------|-------|-------------------|-------------------|------------|---------------------------|
| FREIGHT PASSENGER SWITCH | 46 | 5 | 9 | 5 | 3 |
| TOTAL | 51 | 5 | 9 | 5 | 3 |
| DIESEL | 6 | 2 | 3 | - | - |

11. Narrow Gauge Locomotive position :

| | | | | | |
|--------------------------|--|--|--|--|--|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |

4970

12. No of Cars unfit for service, but repairable locally :

| | Rebuilding | | heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|--------|---------------|---------------|-----------------------|---------------------------|-------------------------|---------------------------|
| | light repairs | heavy repairs | Previously in service | NOT previously in service | Previously in service | NOT previously in service |
| BOX | 1 | 40 | 16 | 6 | 54 | 54 |
| GCM | 5 | 42 | 24 | 4 | 66 | 66 |
| FLAT | - | 26 | 9 | 1 | 34 | 34 |
| OTHERS | 2 | 3 | - | - | 5 | 5 |
| TOTAL | 6 | 114 | 49 | 11 | 161 | 161 |

42 1051

I3. General statement indicating progress of truck and station building and repair works:

There is still a shortage of sleepers for permanent way to be taken in consideration by the Allied Command. As from the attached schedules there is still persisting lack of wagons and tanks, therefore it is not possible to complete the ACloading programme.

I4. Any items of special interest or difficulty not covered by above :

The workshops in Bari and Lecce and those at Novoli and Zollino are working for reconstructions of wagons and locos, but the former need timber and the latter need oxygen and, especially, carbide.

J.C. Hall

2909

S.O. Hall, Captain T.O.
Rail Transp. Officer
B A R I

14. Any items of special interest or difficulty not covered by above:

The workshops in Bari and Lecce and these at Novoli and Zollino are working for reconstructions of wagons and locos, but the former need timber and the latter need oxygen and, especially, carboys.

4979

S.C. Hall

S.C. Hall, Captain T.O.
Rail Transp. Officer
B A R I

SCH/AG

2107

57/1008/19

SUDAN RAILWAY

TRANSPORTATION SUB-COMM (RAIL SECTION)
C/o Transportation Inor
C.M.F.

Order's Reference : M 26B/SER 11

Date : 6 Apr. 45

FROM : Tn. Sub-Commission Repr. AC. C/o Movements E. Italy.

TO : Transportation Sub-Comm (Rails) C/o Tn Increment 26

WEEKLY PROGRESS REPORT : From 0001hours MONDAY 26 Marzo 45

To 2400hours SUNDAY 1 Aprile 45

| 1. ISR Basic Schedule of Trains :
Standard Number : | PASS
No Kms | FREIGHT
No Kms | MILITARY
No Kms | TOTAL
No Kms |
|--|----------------|-------------------|--------------------|-----------------|
| (a) of trains (coal)..... | | | | |
| (b) of trains (diesel)..... | | | | |
| (c) actually run (coal)..... | | | | |
| (d) actually run (diesel)..... | | | | |

2. ISR Additional to Basic Schedule:

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

| 3. Basic Schedule of Trains (Priv. Rlys) | 330 | 16838-743212 | 404 | 20050 |
|--|-----|---------------|-----|-----------|
| (a) of trains (coal)..... | 48 | +320 | | 48.4320 |
| (b) of trains (diesel)..... | 30 | 16838-2377+70 | | 567.2+308 |
| (c) actually run (coal)..... | 48 | +320 | | 48.4320 |
| (d) actually run (diesel)..... | | | | |
| 4. Additional to Basic Schedule (Priv. Rlys) | | 163 +258 | | 163 +258 |
| (a) Coal..... | | | | |
| (b) Diesel..... | | | | |
| (c) Electric..... | | | | |
| (d) Reasons for additional movts | | | | |

For Military Allied and Italian Transportts, empty wagons, various material, (AC. and coal) and for return of light engines.

| 5. Tonnage moved: | Allied Forces | AC | Italian Forces | Civil | TOTAL |
|---|---------------|------|----------------|-------|-------|
| (Tons) | 11783 | 2739 | 1526 | 2578 | 18626 |
| (a) Brief particulars of predominant commodities: | | | | | |
| +351 tons of coal, 2739 tons of wine, 1709 of Allied Material and | | | | | |
| foodstuff, 1598 tons of grain and flour, 826 tons of explosives, | | | | | |
| 801 tons of fuel. | | | | | |

- (b) Tonnage authorised, but not moved (with reasons) :
- 75 tons: of Failure to load by consignors
- 1.5 tons: due to lack of rolling stock.

4988

Standard Number :

(a) of trains {coal}, ...
 (b) of trains {diesel}, ...
 (c) actually run {coal}, ...
 (d) actually run {diesel}, ...

2. TSR Additional to Basic Schedule:

a) Carol.....
b) Diesel.....
c) Reason for additional movts

| Basic Schedule of Trains(Priv.Rlys) | | | | |
|--|-----------------------|-----|----------------|-----------|
| (a) | of trains (coal) | 330 | 16838-743212 | 404 20070 |
| (b) | of trains (diesel) | 48 | 7320 | 48.4320 |
| (c) | actually run (coal) | 330 | 16838-237 7470 | 567.2-308 |
| (d) | actually run (diesel) | 48 | 7320 | 48.4320 |
| 4.additional to Basic Schedule(Priv.Rly) | | | | |
| (a) | Coal | | 163 4258 | 163 4258 |
| (b) | Diesel | | | |
| (c) | Electric | | | |

1:33:44 am] to Basic Schedule (Priv. Rly.)

a) Coal.....
b) Diesel.....
c) Electric.....

(c) Electric.....
(d) Reasons for additional movts
For Military Allied and Italian Transports, empty wagons, various material, (40. and coal) and for return of light engines.

5. Tonnage moved:

| | | | |
|--------------------------|-------------|-----------------------|--------------|
| 5. <u>Tonnage moved:</u> | | | |
| <u>Allied Forces</u> | <u>A.C.</u> | <u>Italian Forces</u> | <u>Civil</u> |
| 4,590 | 2,280 | 1526 | 2578 |
| | | | |
| | | | <u>TOTAL</u> |
| | | | 18626 |

(Tons)

(Tons) 11783 2/39 1926
(a) Brief particulars of predominant commodities:
+351 tons of coal, 2739 tons of wine, 1709 of Allied Material and
foodstuff, 1598 tons of grain and flour, 826 tons of explosives,
801 tons of fuel.

(b) Tenants authorised, but not moved (with reasons) :

75 tons: ~~64~~ Failure to load by consignors
5 tons: due to lack of rolling stock.

4-5 tons: due to lack of rolling stock

(c) No of personnel moved on trains additional to Basic Schedule : **NID.**

6. Interchange of Rolling Stock & Freight Cars:

| TYPE | RECEIVED | | DISPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 272 | 132 | 278 | 68 | +07 | 3+6 | 58 | +16 |
| WAGON | 273 | 221 | 503 | 79 | +96 | 512 | - | 16 |
| FLAT | 19 | 5 | +7 | + | .2+ | 51 | - | 27 |
| OTHERS | 10 | 7 | .1 | 16 | 17 | 17 | - | - |
| TOTAL | 576 | 365 | 829 | 167 | 9+1 | 926 | 58 | +3 |

7. Sections of line not yet open with reasons:

- (a) ISR Lines
- (b) Private Lines

8. Coal position :
Tonnage Consumed Tonnage on hand Prospective Receipts
 961.500 932.147 501.730

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS
Previously | NOT previously in service |
|------------|-------|-------------------|-------------------|---------------------------------------|---------------------------|
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (private Railways)

| In Service | Spare | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS
Previously | NOT previously in service |
|---------------|-------|-------------------|-------------------|---------------------------------------|---------------------------|
| FREIGHT } 45 | 1 | 5 | 9 | 5 | 3 |
| PASSENGER } 5 | -- | -- | -- | -- | -- |
| SWITCH | | | | | |
| TOTAL 50 | 1 | 5 | 9 | 5 | 3 |
| DIESEL 6 | 2 | - | 1 | 2 | - |

11. Narrow Gauge Locomotive position :

| | | | | | |
|-----------|--|--|--|--|------|
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | 2987 |

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For | | PREVIOUS WEEK'S REPAIRS | |
|------------|-------|---------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For | | PREVIOUS WEEK'S REPAIRS | |
|--------------|-------|---------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT) +5 | 1 | 5 | 9 | 5 | 3 |
| PASSENGER) | | | | | |
| SWITCH 5 | -- | -- | -- | -- | -- |
| TOTAL 50 | 1 | 5 | 9 | 5 | 3 |
| DIESEL 6 | 2 | -- | 1 | 2 | -- |

11. Narrow Gauge Locomotive position :

| | | | | | |
|-----------|--|--|--|--|------|
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | 1987 |

12. No of Cars unfit for service, but repairable locally :

| | Rebuilding | | heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|--------|---------------|---------------|---------------|---------------|-------------------------|---------------------------|
| | light repairs | heavy repairs | light repairs | heavy repairs | Previously in service | NOT previously in service |
| BOX | 1 | +1 | 18 | 3 | 58 | |
| GON | 3 | +3 | 24 | 3 | 67 | |
| FLAT | -- | 26 | 9 | -- | 35 | |
| OTHERS | 2 | 5 | -- | -- | 7 | |
| TOTAL | 6 | 115 | 51 | 6 | 167 | |

13. General statement indicating progress of truck and stations building and repair works:

&

14. Any items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in previous weeks, to report.

S. C. Hall.

S.C. Hall, Captain, T.C.
Rail Transp. Officer
Bari

1976

21121
14. Any items of special interest or difficulty
not covered by above:

No matters, apart from those mentioned in
previous weeks, to report.

S. C. Hall.

S.C. Hall, Captain, T.C.
Rail Transp. Officer
Bari

1976

SCH/CF

SUD-EST RAILWAY

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Order's Reference : M 20B/SEK 10 Date : 2 Apr. 45

FROM : Tn. Sub Commission Repr. AC. c/o Movements E. Italy

TO : Transportation Sub-Comm (Rails) C/o Tn Increment CMF

WEEKLY PROGRESS REPORT : From 0001hours MONDAY 19 Marzo 45

To 2400hours SUNDAY 24 Marzo 45

1. ISR Basic Schedule of Trains :
Standard Number :

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

2. ISR Additional to Basic Schedule :

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

| PASS
No Kms | FREIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|----------------|-------------------|-----------------|-----------------|
| | | | |
| | | | |
| | | | |
| | | | |

3. Basic Schedule of Trains(Priv.Rlys)

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

| | | | | | |
|-----|-------|-----|------|-----|-------|
| 330 | 16838 | 74 | 3212 | 404 | 20050 |
| 48 | 4320 | | | 48 | 4320 |
| 330 | 16838 | 168 | 5178 | 498 | 22016 |
| 48 | 4320 | | | 48 | 4320 |

4. Additional to Basic Schedule(Priv.Rlys)

- (a) Coal.....
- (b) Diesel.....
- (c) Electric.....
- (d) Reasons for additional movts

| | | | | |
|--|----|------|----|------|
| | 94 | 1966 | 94 | 1966 |
| | | | | |
| | | | | |
| | | | | |

Allied and Italian Military Traffic, empty wagons and various (AC. Transport and coal) and the return of the locomotives.

5. Tonnage moved:

| (Tons) | Allied Forces | AC | Italian Forces | Civil | TOTAL |
|--|---------------|------|----------------|-------|-------|
| (a) Brief particulars of predominant commodities : | 4953 | 2045 | 241 | 1400 | 8727 |

2220 Tons of wine, 2082 Tons of Allied material and food stuff, 1899 tons of grain & flour, 1422 tons of coal, 1218 tons of fuel, 572 tons of bombs, 560 tons of lubricating oil.

(b) Tonnage authorized, but not moved (with reasons) :

105 tons due to failure to load by consignors
205 " due to lack of rolling stock

Standard Number :

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal.....
 (b) Diesel.....
 (c) Electric.....
 (d) Reasons for additional movts

Allied and Italian Military Traffic, empty wagons and various (AC. Transport and coal) and the return of the locomotives.

5. Tonnage moved:

(Tons) Allied Forces AC Italian Forces Civil TOTAL
 4953 2045 241 1483 8727

(a) Brief particulars of predominant commodities:

2220 Tons of wine, 2082 Tons of Allied material and food stuff, 1899 tons of grain & flour, 1422 tons of coal, 1218 tons of fuel, 572 tons of bombs, 560 tons of lubricating oil.

(b) Tonnage authorized, but not moved (with reasons):

105 tons due to failure to load by consignors
 205 " due to lack of rolling stock

2905

(c) No of personnel moved on trains additional to Basic Schedule :

6. Interchange of Rolling Stock & Freight Cars :

| TYPE | RECEIVED | | DISPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 243 | 147 | 212 | 78 | 390 | 290 | 100 | - |
| WAGON | 285 | 62 | 176 | 59 | 347 | 235 | 172 | - |
| FLAT | 26 | 8 | 9 | 17 | 34 | 26 | 8 | - |
| OTHERS | 17 | 2 | 20 | 6 | 19 | 26 | - | 7 |
| TOTAL | 571 | 219 | 417 | 160 | 790 | 577 | 280 | 7 |

7. Sections of line not yet open with reasons: NIL
 (a) ISR Lines
 (b) Private Lines

8. Coal position :
 Tonnage Consumed 982,200 Tonnage on hand 805,917 Prospective Receipts 244,397
 Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For light repairs | For heavy repairs | Previously | NOT previously in service |
|--------------------------|-------|-------------------|-------------------|------------|---------------------------|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (private Railways)

| In Service | Spare | For light repairs | For heavy repairs | Previously | NOT previously in service |
|-----------------------------|-------|-------------------|-------------------|------------|---------------------------|
| FREIGHT PASSENGER SWITCH 47 | | | 12 | 5 | 3 |
| TOTAL 51 | | 2 | 12 | 5 | 3 |
| DIESEL 6 | | 1 | 2 | 2 | |

11. Narrow Gauge Locomotive position :

| | | | | | |
|--------------------------|--|--|--|--|------|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | 4984 |

12. No. of Cars unfit for service, but repairable locally :
 (a) Light (b) Heavy PREVIOUS WEEK'S REPAIRS

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For | | PREVIOUS WEEK'S REPAIRS | |
|--------------------------|-------|---------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (private Railways)

| In Service | Spare | For | | PREVIOUS WEEK'S REPAIRS | |
|-------------------------------|-------|---------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT PASSENGER SWITCH } 47 | | | 12 | 5 | 3 |
| SWITCH 4 | | 2 | | | |
| TOTAL 51 | | 2 | 12 | 5 | 3 |
| DIESEL 6 | | 1 | 2 | 2 | |

11. Narrow Gauge Locomotive position :

| | | | | | |
|-----------|--|--|--|--|------|
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | 4934 |

12. No of Cars unfit for service, but repairable locally :

| | Rebuilding | | PREVIOUS WEEK'S REPAIRS | |
|--------|---------------|---------------|-------------------------|---------------------------|
| | light repairs | heavy repairs | Previously in service | NOT previously in service |
| BOX | 1 | 41 | | 61 |
| CON | 3 | 43 | | 70 |
| FLAT | | 26 | | 35 |
| OTHERS | 2 | 5 | 1 | 8 |
| TOTAL | 6 | 115 | 1 | 174 |

24171

I3. General statement indicating progress of track and station building and repair works:

There is still a shortage of sleepers for permanent way to be taken in consideration by the Allied Command. As from the attached schedules there is still persisting lack of wagons and tanks, therefore it is not possible to complete the AC loading programme.

I4. Any items of special interest or difficulty not covered by above:

The workshops in Bari and Lecce and those at Novelli and Zollino are working for reconstructions of wagons and locos, but the former need timber and the latter need ex/gen and, especially, carbide.

S.C. Hall
1953
S.C. Hall, Captain T.O.
Rail Transp. Officer
Bari

by above:

The workshops in Bari and Locor and these at Novelli and Zellino are working for reconstructions of wagons and locos, but the former need timber and the latter need oxygen and, especially, carbide.

S.C. Hall
4803
S.C. Hall, Captain U.S.
Rail Transp. Officer
Bari

SCB/OF

21191

57/4000/4

SUB-POST RAILWAY

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)
C/o Transportation Incumbent
C.M.F.

Order's Reference : M/262/SER 9 Date : 26 March 45

FROM : Tn Sub Comm AC Rep'r c/o Movements E. Italy

TO : Transportation Sub-Comm (Rails) c/o Tn Increment CMF

WEEKLY PROGRESS REPORT : From 0001hours MONDAY 12 March 1945

To 2400hours SUNDAY 13 March 1945

1. ISR Basic Schedule of Trains :
Standard Number :

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

2. ISR Additional to Basic Schedule :

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal.....
- (b) Diesel.....
- (c) Electric.....
- (d) Reasons for additional movts

As previous weeks.

5. Tonnage moved:

| (Tons) | Allied Forces | AC | Italian Forces | Civil | TOTAL |
|--|---------------|------|----------------|-------|-------|
| (a) Brief particulars of predominant commodities : | 7050 | 1107 | 742 | 2367 | 11256 |

2861 tons of Fuel, 2240 tons of Allied Materials and Foodstuff, 1351 tons of Wine, 535 tons of Grain and Flour, 468 tons of Coal.

(b) Tonnage authorized, but not moved (with reasons) :

551 tons due to failure to load by Consignors.

4962

| No Kms | No Kms | No Kms | No Kms |
|--------|--------|--------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

| | | |
|-----------|----------|-----------|
| 330 16838 | 74 5212 | 404 20050 |
| 48 4320 | | 48 4320 |
| 330 16838 | 168 4573 | 498 21511 |
| 48 4520 | | 48 4520 |
| | 94 1461 | 94 1461 |

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal.....
 (b) Diesel.....
 (c) Electric.....
 (d) Reasons for additional movts

As previous weeks.

5. Tonnage moved:

Allied Forces AC Italian Forces TOTAL
 7050 1107 742 11266

- (a) Brief particulars of predominant commodities:

2661 tons of Fuel, 2240 tons of Allied Materials and Foodstuff, 1354 tons of Wire, 535 tons of Grain and Flour, 468 tons of Coal.

- (b) Tonnage authorized, but not moved (with reasons):

4982

551 tons due to failure to load by Consignors.

- (c) No of personnel moved on trains additional to Basic Schedule: NIL

6. Interchange of Rolling Stock & Freight Cars:

| TYPE | RECEIVED | | DESPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 262 | 82 | 184 | 159 | 544 | 345 | 1 | 66 |
| TWIG | 225 | 12 | 192 | 154 | 237 | 323 | - | 10 |
| FLAT | 21 | - | 18 | 13 | 21 | 31 | - | 1 |
| OTHERS | 22 | 6 | 18 | 11 | 28 | 29 | 1 | 97 |
| TOTAL | 530 | 100 | 412 | 314 | 630 | 726 | | |

7. Sections of Line not yet open with reasons: MIL

(a) ISR Lines
 (b) Private Lines

8. Coal position :
 Tonnage Consumed Tonnage on hand Prospective Receipts

588.000 951.720 396.880

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For light repairs | For heavy repairs | Previously | NOT previously in service |
|--------------------------|-------|-------------------|-------------------|------------|---------------------------|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For light repairs | For heavy repairs | Previously | NOT previously in service |
|-----------------------------|-------|-------------------|-------------------|------------|---------------------------|
| FREIGHT PASSENGER SWITCH 49 | - | 2 | 10 | 5 | 3 |
| TOTAL 53 | - | 2 | 10 | 5 | 3 |
| DIESEL 6 | - | 1 | 2 | 2 | - |

11. Narrow Gauge Locomotive position :

| | | | | | |
|--------------------------|--|--|--|--|--|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |

12. No. of Cars unfit for service, but repairable locally :

PREVIOUS WEEK'S REPAIRS

588,800

951,720

386,880

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS Previously | NOT previously in service |
|--------------------------|-------|-------------------|-------------------|------------------------------------|---------------------------|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS Previously | NOT previously in service |
|-----------------------------|-------|-------------------|-------------------|------------------------------------|---------------------------|
| FREIGHT PASSENGER SWITCH 49 | - | 2 | 10 | 5 | 3 |
| TOTAL 53 | - | 2 | 10 | 5 | 3 |
| DIESEL 6 | - | 1 | 2 | 2 | - |

11. Narrow Gauge Locomotive position :

| | | | | | |
|--------------------------|--|--|--|--|--|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |

4901

12. No. of Cars unfit for service, but repairable locally :

| | Rebuilding | light repairs | heavy repairs | PREVIOUS WEEK'S REPAIRS Previously in service | NOT previously in service |
|--------|------------|---------------|---------------|---|---------------------------|
| BOX | 1 | 37 | 22 | 5 | 55 |
| CON | 5 | 32 | 29 | 2 | 62 |
| FLAT | - | 33 | 9 | 15 | 29 |
| OTHERS | 2 | 5 | - | - | 7 |
| TOTAL | 6 | 107 | 60 | 20 | 153 |

2123

13. General statement indicating progress of truck and station building and repair works:

3

14. Any items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in last week's report, to report.

W. G. Taylor

C.W.G. TAYLOR, Major R.A.
AG Trn Sub Comm
Bari Div

CWGT/GT

4900

SUD EST RAILWAYTRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)C/o Transportation Increment
C.M.F.

Sender's Reference : M/26B/SUR 8

Date : 26 Mar 45

FROM : Tn Sub Comm AC c/o Movements E. Italy

TO : Transportation Sub-Comm (Raile) C/o Tn Increment CMF

WEEKLY PROGRESS REPORT : From 0001 hours MONDAY 5 Mar 1945

To 2400 hours SUNDAY 11 Mar 1945

1. ISR Basic Schedule of Trains :
Standard Number :

| | PASS
No Kms | FREIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|--------------------------------|----------------|-------------------|-----------------|-----------------|
| (a) of trains (coal)..... | | | | |
| (b) of trains (diesel)..... | | | | |
| (c) actually run (coal)..... | | | | |
| (d) actually run (diesel)..... | | | | |

2. ISR Additional to Basic Schedule :

- (a) Coal.....
(b) Diesel.....
(c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

| | | | | |
|--------------------------------|--------------------|---|---|-----------|
| (a) of trains (coal)..... | 330 16838 74 3212 | - | - | 404 20050 |
| (b) of trains (diesel)..... | 48 4320 - | - | - | 48 4320 |
| (c) actually run (coal)..... | 334 16014 194 5624 | - | - | 525 22534 |
| (d) actually run (diesel)..... | 48 4320 - | - | - | 48 4320 |

4. Additional to Basic Schedule (Priv. Rly)

| | | | | |
|----------------------------------|---------------|--|--|----------|
| (a) Coal..... | 1 77 120 2412 | | | 121 2484 |
| (b) Diesel..... | | | | |
| (c) Electric..... | | | | |
| (d) Reasons for additional movts | | | | |

As previous weeks.

5. Tonnage moved :

| (Tons) | Allied Forces | AC | Italian Forces | Civil | TOTAL |
|--|---------------|------|----------------|-------|-------|
| (a) Brief particulars of predominant commodities : | 7671 | 2130 | 770 | 6999 | 17570 |

1863 tons of grain and flour, 1342 tons of Allied material and foodstuffs,
1206 tons of fuel, 1168 tons of wine, 655 tons of coal, 63 tons of oil,
428 tons of explosive.

(b) Tonnage authorised, but not moved (with reasons) :

50 tons due to lack of wagons.
170 tons due to failure to load by Consignors.

4999

Standard Number :

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rly)

- (a) Coal.....
 (b) Diesel.....
 (c) Electric.....
 (d) Reasons for additional movts

| | | | | | | | |
|-----|-------|-----|------|---|---|-----|-------|
| 130 | 16338 | 74 | 3212 | - | - | 404 | 20050 |
| 18 | 1520 | - | - | - | - | 18 | 4320 |
| 534 | 16018 | 194 | 5624 | - | - | 525 | 22550 |
| 48 | 4320 | - | - | - | - | 18 | 4320 |
| 1 | 77 | 120 | 2412 | - | - | 121 | 2450 |

5. Tonnage moved:

As previous weeks.

Allied Forces AC Italian Forces Civil TOTAL
 7671 2130 770 6999 17570

(a) Brief particulars of predominant commodities :

1863 tons of grain and flour, 1342 tons of Allied material and foodstuffs,
 1206 tons of fuel, 1168 tons of wine, 653 tons of coal, 63 tons of oil,
 428 tons of explosive.

(b) Tonnage authorised, but not moved (with reasons) :

50 tons due to lack of wagons.
 170 tons due to failure to load by Consignors.

4979

(c) No of personnel moved on trains additional to Basic Schedule : 3756. Interchange of Rolling Stock & Freight Cars :

| TYPE | RECEIVED | | DESPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 383 | 105 | 262 | 190 | 488 | 452 | 56 | - |
| HIGH | 321 | 25 | 134 | 134 | 346 | 268 | 78 | - |
| FLAT | 29 | 34 | 16 | 26 | 63 | 42 | 21 | - |
| OTHERS | 10 | 2 | 24 | 9 | 42 | 33 | - | 21 |
| TOTAL | 743 | 166 | 436 | 359 | 909 | 795 | 135 | 21 |

7. Sections of line not yet given a reason: NIL

(a) all lines
(b) private lines

8. Coal position: Tonnage consumed Tonnage on hand Expenditure Receipts

551,500 956,791 444,140
Reasons in Vol. 2 for expenditure over normal allocation:

9. Motive Power and Rolling Stock position: ISR

| In Service | Spares | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS | |
|--------------------------|--------|-------------------|-------------------|-------------------------|---------------------------|
| | | | | Previously | NOT previously in service |
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (private railways)

| In Service | Spares | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS | |
|--------------------------|--------|-------------------|-------------------|-------------------------|---------------------------|
| | | | | Previously | NOT previously in service |
| FREIGHT PASSENGER SWITCH | 1 | 3 | 12 (.) | 1 | 4 |
| TOTAL | 52 | 1 | 12 | 1 | 4 |
| DIESEL | 6 | 1 | 2 | 2 | - |

11. Narrow Gauge Locomotive position:

| | | | | | |
|--------------------------|--|--|--|--|--|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |

12. M. of Cars with for service but repairable locally: 4958
PREVIOUS WEEK'S REPAIRS

2127

9. Motive Power and Rolling Stock position : ISR

| In Service | Spares | For | | Previously | PREVIOUS WEEK'S REPAIRS
Previously | NOT previously
in service |
|--------------------------------|--------|------------------|------------------|------------|---------------------------------------|------------------------------|
| | | Light
repairs | heavy
repairs | | | |
| FREIGHT
PASSENGER
SWITCH | | | | | | |
| TOTAL | | | | | | |
| DIESEL | | | | | | |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spares | For | | Previously | PREVIOUS WEEK'S REPAIRS
Previously | NOT previously
in service |
|---|--------|------------------|------------------|------------|---------------------------------------|------------------------------|
| | | Light
repairs | heavy
repairs | | | |
| FREIGHT } 48
PASSENGER }
SWITCH } 4 | 1 | 3 | 12 (.) | 1 | 4 | |
| | - | - | - | - | - | - |
| TOTAL | 1 | 3 | 12 | 1 | 4 | |
| DIESEL | 6 | 1 | 2 | 2 | - | - |

11. Narrow Gauge Locomotive position :

| | | | | | | |
|-----------|--|--|--|--|--|--|
| FREIGHT | | | | | | |
| PASSENGER | | | | | | |
| SWITCH | | | | | | |
| TOTAL | | | | | | |

12. No. of Cars with for service. Not repairable locally :

| | Rebuilding | | Heavy | | PREVIOUS WEEK'S REPAIRS
Previously | NOT previously
in service |
|--------|------------------|------------------|------------------|------------------|---------------------------------------|------------------------------|
| | Light
repairs | heavy
repairs | Light
repairs | heavy
repairs | | |
| BOX | 1 | 31 | 26 | - | 58 | |
| GOLF | 3 | 34 | 32 | - | 69 | |
| FLAT | - | 30 | 10 | - | 40 | |
| OTHERS | 2 | 5 | 1 | - | 8 | |
| TOTAL | 6 | 100 | 69 | - | 175 | |

4958

21281

13. General statement indicating progress of truck and station building and repair works:

&

14. Any items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in last week's report, to report.

W. G. Taylor

C. W. G. TAILOR Major R.A.
AC Tn Sub Comm
Bari Div

CWGT/CT

2007

5/20/15

Date : 19 Mar 45

FROM : Tn Sub Comm AC Repr c/o Movements E, Italy

WEEKLY PROGRESS REPORT : From 0001 hours MONDAY 26 Feb 1945

[illegible]

Standard Number :

| | | |
|-----|-----------------------|-------|
| (a) | of trains (coal) | |
| (b) | of trains (diesel) | |
| (c) | actually run (coal) | |
| (i) | actually run (diesel) | |

(a) Coal.....
(b) Diesel.....
(c) Reason for additional movts

| | | | |
|---|-----------|----------|-----------|
| (a) of trains (coal)..... | 330 16838 | 74 3212 | 404 20050 |
| (b) of trains (diesel)..... | 48 4320 | | 48 4320 |
| (c) actually run (coal)..... | 330 16838 | 203 5644 | 533 22152 |
| (d) actually run (diesel)..... | 48 4320 | | 48 4320 |
| <u>4. Additional to Basic Schedule (Priv. Rly.)</u> | | | |
| (a) Coal..... | | 129 2402 | 129 2402 |
| (b) Diesel..... | | | |
| (c) Electric..... | | | |

5. Tonnage moved:

| | Allied Forces | A.C. | Italian Forces | Civil | TOTAL |
|---|---------------|------|----------------|-------|-------|
| (Tons) | 6292 | 2562 | 952 | 3038 | 12624 |
| (a) <u>Brief particulars of predominant commodities :</u> | | | | | |
| 2020 tons of fuel, 1925 tons of Allied materials and foodstuffs, 1613 tons of explosive, 1407 tons of wine, 897 tons of flour and grain, 343 tons of coal, 101 tons of oil. | | | | | |

990 tons for lack of wagons and 420 tons due to failure to load by Consignors.

2130

1. ISR Basic Schedule of Trains
Standard Number :

| | PASS
No Kms | FREIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|--------------------------------|----------------|-------------------|-----------------|-----------------|
| (a) of trains (coal)..... | | | | |
| (b) of trains (diesel)..... | | | | |
| (c) actually run (coal)..... | | | | |
| (d) actually run (diesel)..... | | | | |

2. ISR Additional to Basic Schedule:
(a) Coal.....
(b) Diesel.....
(c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

| | 330 16838 | 74 3212 | 404 20050 |
|--------------------------------|-----------|----------|-----------|
| (a) of trains (coal)..... | 18 1320 | | 18 1320 |
| (b) of trains (diesel)..... | | | 533 20152 |
| (c) actually run (coal)..... | 330 16838 | 203 5614 | 48 1320 |
| (d) actually run (diesel)..... | 18 1320 | | |

4. Additional to Basic Schedule (Priv. Rly)
(a) Coal.....
(b) Diesel.....
(c) Electric.....
(d) Reasons for additional movts

As previous weeks.

5. Tonnage moved:

| | Allied Forces | AC | Italian Forces | Civil | TOTAL |
|--|---------------|------|----------------|-------|-------|
| | 6292 | 2562 | 932 | 3038 | 12624 |

(a) Brief particulars of predominant commodities :
2020 tons of fuel, 1925 tons of Allied materials and foodstuffs, 1613 tons of explosive, 1407 tons of wine, 897 tons of flour and grain, 343 tons of coal, 104 tons of oil.

(b) Tonnage authorised, but not moved (with reasons) :
90 tons for lack of wagons and 420 tons due to failure to load by Consignors.

(c) No of personnel moved on trains additional to Basic Schedule :

c. Interchange of Rolling Stock & Freight Cars :

| TYPE | RECEIVED | | DESPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 286 | 43 | 255 | 171 | 329 | 426 | - | 97 |
| HIGH | 263 | 14 | 157 | 127 | 277 | 384 | - | 107 |
| FLAT | 15 | 13 | 27 | 5 | 28 | 33 | - | 5 |
| OTHERS | 37 | 10 | 38 | 6 | 47 | 53 | - | 6 |
| TOTAL | 591 | 80 | 577 | 309 | 681 | 896 | - | 215 |

2131.

7. Condition of line not yet given in response: NIL
 (a) 5000 lines
 (b) 20000 lines

8. Road position:
 Damage sustained Damage on hand Preservative Receipts
 997.760 342 646

Reasons in full for exceeding the over normal allocation:

9. Motive Power and Rolling Stock position: ISR

| In Service | Spare | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS | |
|------------|-------|-------------------|-------------------|-------------------------|---------------------------|
| | | | | Previously | NOT previously in service |
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| STOCK | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS | |
|------------|-------|-------------------|-------------------|-------------------------|---------------------------|
| | | | | Previously | NOT previously in service |
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| STOCK | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

(.) Loco Borsig No 8 under repair at Padova, Loco No 870017 & 870019 under repair at Narrow Gauge Locomotive Workshop at Naples

| | | | | | |
|-----------|--|--|--|--|------|
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| STOCK | | | | | |
| TOTAL | | | | | 1000 |

12. No. of cars under repair, but repairable locally:

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For | | PREVIOUS WEEK'S REPAIRS | |
|------------|-------|---------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SHUNT | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (private railways)

| In Service | Spare | For | | PREVIOUS WEEK'S REPAIRS | |
|------------|-------|---------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SHUNT | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

(.) Loco Borsig No 8 under repair at Padova, Locos No 870017 & 870019 under repair at Marow Grange Locomotive position at Naples

| | | | | | |
|-----------|--|--|--|--|------|
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SHUNT | | | | | |
| TOTAL | | | | | 1073 |

| 12. No. of Cars unit for repair, but repairable locally : | | | | | | |
|---|------------|---------------|---------------|-----------------------|---------------------------|--|
| | Rebuilding | light repairs | | heavy repairs | PREVIOUS WEEK'S REPAIRS | |
| | | light repairs | heavy repairs | Previously in service | NOT previously in service | |
| BOX | | | | | | |
| COU | 1 | 43 | 30 | 13 | 61 | |
| FLAT | 3 | 39 | 32 | 5 | 69 | |
| OTHERS | - | 33 | 10 | 5 | 38 | |
| | 2 | 5 | 3 | - | 10 | |
| TOTAL | 6 | 120 | 75 | 23 | 178 | |

21331

13. General statement indicating progress of truck and station building and repair works:

&

14. Any Items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in last week's report, to report.

W. G. Taylor by R.A.

C.W.G. TAYLOR, Major R.A.
AC In Sub Comm
Beri Div

CWGT/GT

1974

2134

SUD-EST RAILWAY

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Sender's Reference : M/26/SER 6 Date : 7 Mar 45

FROM : AC Tn Sub Comm Repr c/o Movements E. Italy

TO : Transportation Sub-Comm (rails) C/o Tn Increment CMF

WEEKLY PROGRESS REPORT : From 0001hours MONDAY 19 Feb 1945

To 2400hours SUNDAY 25 Feb 1945

1. ISR Basic Schedule of Trains :
Standard Number :

- (a) of trains (coal)
- (b) of trains (diesel)
- (c) actually run (coal)
- (d) actually run (diesel)

2. ISR Additional to Basic Schedule :

- (a) Coal
- (b) Diesel
- (c) Reason for additional movts

| PASS
No Kms | FREIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|----------------|-------------------|-----------------|-----------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal)
- (b) of trains (diesel)
- (c) actually run (coal)
- (d) actually run (diesel)

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal
- (b) Diesel
- (c) Electric
- (d) Reasons for additional movts

| | | | |
|-----------|----------|--|-----------|
| 150 16838 | 74 3212 | | 100 20050 |
| 40 4320 | | | 48 4320 |
| 174 16380 | 187 5226 | | 518 22106 |
| 48 4320 | | | 48 4320 |
| | | | |
| | | | |

As previous weeks.

5. Tonnage moved :

| Allied Forces | AC | Italian Forces | Civil | TOTAL |
|---------------|------|----------------|-------|-------|
| 6229 | 1603 | 382 | 5127 | 13841 |

(a) Brief particulars of predominant commodities :
2500 tons of Wine, 2439 tons of Bombs, 1284 tons of Allied Materials & Foodstuffs
1235 tons of Fuel, 934 tons of Grain & Flour, 418 tons of Coal, 200 tons of
Dried Figs.

(b) Tonnage authorized, but not moved (with reasons) :

350 tons of for lack of wagons & 200 tons due to failure to load by Consignors.

1953

Standard Number :

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

2. IER Additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
 (b) of trains (diesel).....
 (c) actually run (coal).....
 (d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal.....
 (b) Diesel.....
 (c) Electric.....
 (d) Reasons for additional movts

As previous weeks.

5. Tonnage moved:

- ALLIED FORCES AC Italian Forces CIVIL TOTAL
 (Tons) 6229 1603 882 5127 13841
 (a) Brief particulars of predominant commodities :

2500 tons of Wine, 2439 tons of Bombs, 1284 tons of Allied Materials & Foodstuffs
 1235 tons of Fuel, 934 tons of Grain & Flour, 418 tons of Coal, 200 tons of
 Dried Figs.

1973

- (b) Tonnage authorised, but not moved (with reasons) :

350 tons for lack of wagons & 200 tons due to failure to load by Consignors.

- (c) No of personnel moved on trains additional to Basic Schedule : 408

6. Interchange of Rolling Stock & Freight Cars :

| TYPE | RECEIVED | | DESPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 382 | 142 | 189 | 173 | 525 | 362 | 163 | - |
| HIGH | 437 | 125 | 275 | 126 | 262 | 401 | - | 139 |
| FLAT | 13 | 30 | 23 | 6 | 43 | 27 | 16 | - |
| OTHERS | 30 | 5 | 38 | - | 35 | 38 | - | 3 |
| TOTAL | 562 | 302 | 525 | 305 | 865 | 828 | 179 | 142 |

7. Condition of Locomotive not met even after repairs:
(a) Locomotive: NIL
(b) Private Motor

8. Coal position:
Locomotive Consumed: 917,960 Receipts on hand: 197,160
604,800

Reasons for full for expenditure and over normal allocation:

9. Motive Power and Rolling Stock position: ISR

| In Service | Spare | For | | PREVIOUS WEEK'S REPAIRS | |
|------------|-------|---------------|---------------|-------------------------|---------------------------|
| | | Light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For | | PREVIOUS WEEK'S REPAIRS | |
|------------|-------|---------------|---------------|-------------------------|---------------------------|
| | | Light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT | 3 | 3 | 8(1) | 3 | 3 |
| PASSENGER | | | | | |
| SWITCH | 5 | | | | |
| TOTAL | 53 | 3 | 8 | 3 | 3 |
| DIESEL | 6 | 4 | 4 | 4 | |

(.) Locomotive No. 8 under repair at Padova, Locomotive 570017 & 570019 under repair at Padova, Locomotive 570017 & 570019 under repair at Padova.
FREIGHT
PASSENGER
SWITCH
TOTAL

692

12. No of Cars available for service, but repairable locally:

Reasons for rail failure are not over normal allocation:

9. Motive Power and Rolling Stock position: ISR

| In Service | Spare | For heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|--------------------------|-------|-------------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |
| DISEL | | | | | |

10. Motive Power and Rolling Stock position (private Railways)

| In Service | Spare | For heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|--------------------------|-------|-------------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | Previously | NOT previously in service |
| FREIGHT PASSENGER SWITCH | 3 | 3 | 8(1) | 3 | 3 |
| TOTAL | 3 | 3 | 8 | 3 | 3 |
| DISEL | 4 | 4 | 2 | | |

(-) loco No. 8 under repair at Padova, loco 870017 & 870019 under repair at Padua.

1972

| | | | | | |
|--------------------------|--|--|--|--|--|
| FREIGHT PASSENGER SWITCH | | | | | |
| TOTAL | | | | | |

12. No of cars unfit for service but repairable locally:

| | Rebuilding | Light repairs | | Heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|--------|------------|---------------|---------------|---------------|---------------|-------------------------|---------------------------|
| | | light repairs | heavy repairs | light repairs | heavy repairs | Previously in service | NOT previously in service |
| BOX | 1 | 44 | 30 | 4 | 71 | | |
| CON | 3 | 40 | 33 | 5 | 71 | | |
| OTHERS | 2 | 33 | 40 | 6 | 57 | | |
| TOTAL | 6 | 122 | 74 | 15 | 182 | | |

10

No matters, apart from those mentioned in last week's report to report.

W. Whitcomb Cape

C. W. G. TAYLOR, Major R.A.
AC 7th Sub Comm
Beri Div

7-1
20
100
100

21391

14. Any items of special interest or difficulty not covered by above:

No matters, apart from those mentioned in last week's report to report.

W. W. Taylor

for G.W.G. TAYLOR, Major R.A.
AC Fin Sub Comm
Barri Div

1971

CMCT/CT

(RAIL SECTION)

C. L. F.

Sender's Reference : M/26/SEK 4

TO : Transportation Sub-Comm (Rails) C/o The Increment CNE

WEEKLY PROGRESS REPORT : 7:00 0001hours MONDAY 5 Feb 1945

| No | 2400hours | SUNDAY | II Feb | 1945 |
|----|-----------|--------|--------|------|
|----|-----------|--------|--------|------|

1. ISR Basic Schedule of Trains :
Standard Number :

| | | | | |
|-----|-----------------------|-------|--|--|
| (a) | of trains {coal} | | | |
| (b) | of trains {diesel} | | | |
| (c) | actually run {coal} | | | |
| (d) | actually run {diesel} | | | |

2. ISR Additional to Basic Schedule:

| | | | | |
|-----|--------|-------|--|--|
| (a) | Coal | | | |
| (b) | Diesel | | | |

2. TSP additional to Basic Schedule:

a) Carol.....
b) Diesel.....
c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

| 3. Basic Schedule of Trains (1-1-1954-55) | | | | |
|---|-----------------------|-----|----------------|-----------|
| (a) | of trains (coal) | 350 | 16838 74 3212 | 404 20050 |
| (b) | of trains (diesel) | 18 | 4320 | 48 4320 |
| (c) | actually run (coal) | 351 | 16918 163 5956 | 514 22872 |
| (d) | actually run (diesel) | 18 | 4320 | 48 4320 |

| 4. Additional to Basic Schedule (Priv. Rly.) | | | | |
|--|----------|------|----------|----------|
| (a) | Coal | I 78 | 109 2744 | 110 2822 |
| (b) | Diesel | | | |
| (c) | Electric | | | |

Additional to Basic Schedule (Priv. Rly.)

(a) Coal.....
 (b) Diesel.....
 (c) Electric.....
 (d) Reasons for additional parts.....

As previous week.

5. Tonnage moved:

| | | | | |
|--------------------------|----------------------|-----------|-----------------------|--------------|
| 2. <u>Tonnage moved.</u> | | | | |
| | <u>Allied Forces</u> | <u>AC</u> | <u>Italian Forces</u> | <u>Civil</u> |
| (Tons) | 5070 | 122 | 694 | 3713 |
| | | | | <u>TOTAL</u> |
| | | | | 9608 |

(Tons) 5079 122 694

(a) - For particulars of -
2879 tons of grain & flour, 1702 tons of wine, 1153 tons of coal,
921 tons of fuel, 637 tons of sassa, 275 tons of Allied foodstuff,
151 tons of lubricants, 325 tons of empty barrels, 349 tons of Allied
various goods, 98 tons of salt, 57 tons of manure, 65 tons of bombs.
(b) Tonnage authorized, but not moved (with reasons):

649 tons for lack of wagons and 120 tons due to failure to load

1. ISR Basic Schedule of Trains: Standard Number:

- (a) of trains (coal).....
(b) of trains (diesel).....
(c) actually run (coal).....
(d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
(b) Diesel.....
(c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

| | | | | | | |
|--------------------------------|-----|-------|-----|------|-----|-------|
| (a) of trains (coal)..... | 350 | 16836 | 74 | 3212 | 404 | 20050 |
| (b) of trains (diesel)..... | 18 | 4320 | | | 48 | 4320 |
| (c) actually run (coal)..... | 351 | 16818 | 153 | 5956 | 514 | 22872 |
| (d) actually run (diesel)..... | 18 | 4320 | | | 48 | 4320 |

4. Additional to Basic Schedule (Priv. Rlys)

| | | | | | | |
|----------------------------------|---|----|-----|------|-----|------|
| (a) Coal..... | 1 | 78 | 109 | 2744 | 110 | 2822 |
| (b) Diesel..... | | | | | | |
| (c) Electric..... | | | | | | |
| (d) Reasons for additional movts | | | | | | |

As previous week.

5. Tonnage moved:

| | | | | | |
|--------|----------------------|-----------|-----------------------|--------------|--------------|
| | <u>Allied Forces</u> | <u>AC</u> | <u>Italian Forces</u> | <u>Civil</u> | <u>TOTAL</u> |
| (Tons) | 5079 | 122 | 694 | 3713 | 9608 |

(a) Brief particulars of predominant commodities:

2879 tons of grain & flour, 1702 tons of wine, 1153 tons of coal, 921 tons of fuel, 637 tons of sansa, 275 tons of Allied foodstuff, 151 tons of lubricants, 325 tons of empty barrels, 349 tons of Allied various goods, 98 tons of salt, 27 tons of manure, 65 tons of bombs. (b) Tonnage authorized, but not moved (with reasons):

649 tons for lack of wagons and 120 tons due to failure to load by Consignors

(c) No of personnel moved on trains additional to Basic Schedule: 689

6. Interchange of Rolling Stock & Freight Cars:

| TYPE | RECEIVED | | DESPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 209 | 85 | 176 | 124 | 294 | 300 | - | 6 |
| HIGH | 294 | 21 | 161 | 106 | 313 | 287 | 48 | - |
| FLAT | 28 | 4 | 4 | - | 4 | 4 | - | - |
| OTHERS | 1 | 3 | 4 | - | 4 | - | - | - |
| TOTAL | 532 | 124 | 356 | 235 | 656 | 591 | 71 | 6 |

7. Statement of Loco not yet shown with reasons. NIL
(a) USA lines
(b) private lines

| | | | |
|---|--------|---------|--|
| 8. Coal position: | | | |
| Locomotive stockpile | 931.10 | 806.340 | |
| Reasons in full for excessive use over normal allocation: | 455 | | |

| 9. Motive Power and Rolling Stock position: ISR | | | |
|---|-------|-------------------|---------------------------|
| In Service | Spare | For light repairs | For heavy repairs |
| | | | |
| PREVIOUS WEEK'S REPAIRS | | | |
| Previously | | | NOT previously in service |
| Freight | | | |
| Passenger | | | |
| Switch | | | |
| TOTAL | | | |
| Diesel | | | |

| 10. Motive Power and Rolling Stock position (private Railways) | | | |
|---|-------|-------------------|---------------------------|
| In Service | Spare | For light repairs | For heavy repairs |
| | | | |
| PREVIOUS WEEK'S REPAIRS | | | |
| Previously | | | NOT previously in service |
| Freight) 47 | 2 | 6 | 8 + |
| Passenger) 4 | | | |
| Switch | | | |
| TOTAL | 51 | 6 | 8 |
| Diesel | | | |
| Loco Borsig No 8 under repair at Padoya, loco 870019 under repair at 11. narrow Gauge locomotive position. Naples also loco 850015. | 2 | 2 | 2 |
| Freight | | | |
| Passenger | | | |
| Switch | | | |
| TOTAL | | | |

12. No of Cars under repair locally: not repairable locally:

Repairs in full for maintenance over normal allocation:

| 1. Motive Power and Rolling Stock Section: ISR | | | |
|--|-------|---------------|---------------|
| Repairs in Service | Share | Light repairs | Heavy repairs |
| PREVIOUSLY IN SERVICE | | | |
| PREVIOUSLY NOT IN SERVICE | | | |
| TOTAL | | | |

| 10 Motive Power and Rolling Stock Section (Private Railways) | | | |
|--|-------|---------------|---------------|
| Repairs in Service | Share | Light repairs | Heavy repairs |
| PREVIOUSLY IN SERVICE | | | |
| PREVIOUSLY NOT IN SERVICE | | | |
| TOTAL | | | |

11. Loco Borsig No 8 under repair at Padova, loco 870019 under repair at 11. Marrow Gauge locomotive section. Naples also loco 850015.

| Repairs in Service | Share | Light repairs | Heavy repairs |
|---------------------------|-------|---------------|---------------|
| PREVIOUSLY IN SERVICE | | | |
| PREVIOUSLY NOT IN SERVICE | | | |
| TOTAL | | | |

| 12. No of Cars under repair. Repairs allocable locally: | | | |
|---|-------|---------------|---------------|
| Repairs in Service | Share | Light repairs | Heavy repairs |
| PREVIOUSLY IN SERVICE | | | |
| PREVIOUSLY NOT IN SERVICE | | | |
| TOTAL | | | |

I3. General statement indicating progress of truck and station building repair works:

6

I4. Any Items of special interest or difficulty not covered by above:

No matters apart from those mentioned in previous weeks, to report.

W. G. Taylor
C.W.G.TAYLOR, Major R.A.
AC TN Sub Comm
Bari Div

19.8

CWGT/GT

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)
C/o Transportation Movement
C.M.F.

Sender's Reference : AC/Tn/BD/M/26/SEK 2 Date : 7 Feb. 45

FROM : Tn. Sub-Comm.Repr.AC C/o Movements E.Italy

TO : Transportation Sub-Comm (Raile) C/o In Increment CMF

WEEKLY PROGRESS REPORT : From 0001 hours MONDAY 22 Jan. 1945

To 2400 hours SUNDAY 28 Jan. 1945

1. ISR Basic Schedule of Trains :
Standard Number :

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

2. ISR Additional to Basic Schedule :

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

| PASS
No Kms | FREIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|----------------|-------------------|-----------------|-----------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal.....
- (b) Diesel.....
- (c) Electric.....
- (d) Reasons for additional movts

Allied Military Traffic, empty wagons and various (i.g. AC transport and coal) and return of locomotives, troops and refugees.

5. Tonnage moved:

| Allied Forces | AC | Italian Forces | Civil | TOTAL |
|---------------|----|----------------|-------|-------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

(a) Brief particulars of predominant commodities :

3988 tons of coal, 3832 of fuel, 1873 of bombs, 1169 of wine, 1059 of various Allied material, 545 of grain and flour, 330 of Allied foodstuff, 230 of sansa, 194 of lime, 110 of tobacco.

(b) Tonnage authorised, but not moved (with reasons) :

1485 tons due to lack of wagons and 190 tons for failing to load by Consignor.

SUD EST Railway

57/40A/2

| Standard Number : | PASS
No Kms | FREIGHT
No Kms | MIXED
No Kms | TOTAL
No Kms |
|---------------------------|----------------|-------------------|-----------------|-----------------|
| (a) of trains (coal) | | | | |
| (b) of trains (diesel) | | | | |
| (c) actually run (coal) | | | | |
| (d) actually run (diesel) | | | | |

2. ISR Additional to Basic Schedule:

- (a) Coal.....
 (b) Diesel.....
 (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

| | | | | | | |
|---------------------------|-----|-------|------|------|-----|----------|
| (a) of trains (coal) | 330 | 16838 | 74 | 3212 | 404 | 20050 |
| (b) of trains (diesel) | 48 | 4320 | - | - | 48 | 320 |
| (c) actually run (coal) | 36 | 1726 | 1218 | 6698 | - | 354 2392 |
| (d) actually run (diesel) | 48 | 4320 | - | - | 48 | 4320 |

4. Additional to Basic Schedule (Priv. Rlys)

| | | | | | | |
|----------------------------------|---|-----|-----|------|---|----------|
| (a) Coal..... | 6 | 423 | 144 | 3486 | - | 150 3909 |
| (b) Diesel..... | | | | | | |
| (c) Electric..... | | | | | | |
| (d) Reasons for additional movts | | | | | | |

Allied Military Traffic, empty wagons and various (i.e. AC transport and coal) and return of locomotives, troops and refugees.

5. Tonnage moved:

| | Allied Forces | Italian Forces | Civil | TOTAL |
|--|---------------|----------------|-------|-------|
|--|---------------|----------------|-------|-------|

(Tons)

(a) Brief particulars of predominant commodities :

3988 tons of coal, 3832 of fuel, 1673 of bombs, 1169 of wine, 1059 of various Allied material, 545 of grain and flour, 330 of Allied foodstuff, 230 of sansa, 194 of lime, 110 of tobacco.

(b) Tonnage authorized, but not moved (with reasons) :

1485 tons due to lack of wagons and 190 tons for failing to load by Consignor.

(c) No of personnel moved on trains additional to Basic Schedule : 993.

6. Interchange of Rolling Stock & Freight Cars :

| TYPE | RECEIVED | | DESPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 318 | 111 | 153 | 52 | 429 | 205 | 224 | - |
| FLAT | 188 | 35 | 244 | 32 | 223 | 276 | - | 53 |
| OTHERS | 58 | 10 | 64 | 1 | 68 | 65 | 3 | - |
| TOTAL | 629 | 166 | 503 | 88 | 795 | 591 | 257 | 53 |

21471

7. Condition of Loco not yet given with response. NIL
(a) and (b)
(c) previous Loco

8. Condition of Loco :
Locomotive Receipts
526.200 2080.720 120
Receipts in full for locomotive and over normal allocation :

9. Notice Power and Rolling Stock position : ISR

| In Service | Spares | For heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|------------|--------|-------------------|---------------|-------------------------|---------------------------|
| | | Light repairs | Heavy repairs | Previously | NOT previously in service |
| Locomotive | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DETAILED | | | | | |

10. Notice Power and Rolling Stock position (Private Railways)

| In Service | Spares | For heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|-------------|--------|-------------------|---------------|-------------------------|---------------------------|
| | | Light repairs | Heavy repairs | Previously | NOT previously in service |
| FREIGHT 46 | | 5 | 8 | | 7 |
| PASSENGER 6 | I | - | - | | |
| SWITCH 52 | I | 5 | 8 | | 7 |
| TOTAL 6 | | 2 | I | | 2 |

(*) Loco Borsig n°8 under repair at Padova, locos 870015 & 870019
if narrow gauge locomotive located : under repair at Naples.

1976

11. Notice Power and Rolling Stock position (Private Railways)

| In Service | Spares | For heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|------------|--------|-------------------|---------------|-------------------------|---------------------------|
| | | Light repairs | Heavy repairs | Previously | NOT previously in service |
| Locomotive | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |

12. No. of Cars under repair for service, but repairable locally :

| In Service | Spares | For heavy repairs | | PREVIOUS WEEK'S REPAIRS | |
|------------|--------|-------------------|---------------|-------------------------|---------------------------|
| | | Light repairs | Heavy repairs | Previously | NOT previously in service |
| Locomotive | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |

9. Working Power and Traction Stock position : ICR

| In Service | Spares | For Light Repairs | For Heavy Repairs | PREVIOUS WEEK'S REPAIRS | |
|------------|--------|-------------------|-------------------|-------------------------|---------------------------|
| | | | | Previously | NOT previously in service |
| FRIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DISPOSED | | | | | |

10. Working Power and Traction Stock position (Private Railways)

| In Service | Spares | For Light Repairs | For Heavy Repairs | PREVIOUS WEEK'S REPAIRS | |
|---------------|--------|-------------------|-------------------|-------------------------|---------------------------|
| | | | | Previously | NOT previously in service |
| FRIGHT) 46 | | 5 | 80) | | 7 |
| PASSENGER) 6 | 1 | - | - | | |
| SWITCH | | | | | |
| TOTAL | 1 | 5 | 8 | | 7 |
| DISPOSED | 6 | 2 | 1 | | 2 |

(.) Loco Borsig n°8 under repair at Padova, locos 870015 & 870019
 14. Narrow Gauge Locomotive location : under repair at Naples.

| | | | | | |
|-----------|--|--|--|--|--|
| FRIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |

12. Working Power and Traction Stock position : ICR

| In Service | Spares | For Light Repairs | For Heavy Repairs | PREVIOUS WEEK'S REPAIRS | |
|------------|--------|-------------------|-------------------|-------------------------|---------------------------|
| | | | | Previously | NOT previously in service |
| FRIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DISPOSED | | | | | |

(.) Loco Borsig n°8 under repair at Padova, locos 870015 & 870019
 14. Narrow Gauge Locomotive location : under repair at Naples.

| | | | | | |
|-----------|--|--|--|--|--|
| FRIGHT | | | | | |
| PASSENGER | | | | | |
| SWITCH | | | | | |
| TOTAL | | | | | |
| DISPOSED | | | | | |

13. General statement indicating progress of truck and station building and repair works :

&

14. Any Items of special interest or difficulty not covered by above :

No matters, apart from those mentioned last week, to report.

W. Taylor

C.W.G. TAYLOR, Major R.A.
AC Tr Sub-Comm

Bari Div

4955

2150

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

No matters, apart from those mentioned last week,
to report.

W. G. Taylor

C. W. G. TAYLOR, Major R.A.
AC Tn Sub-Comm

Bari Div

695

CWGT/BT

SUD EST PLYS.

TRANSPORTATION SUB-COMMISSION A.C.
(RAIL SECTION)
C/o Transportation Movement
C.M.F.

Sender's Reference : M/26/SER 5 Date : 26 Feb. 45

FROM : AC/ Tn Sub Comm Repr c/o Movements E. Italy
TO : Transportation Sub-Comm (Rails) C/o Tn Movement CMF

WEEKLY PROGRESS REPORT : From 0001hours MONDAY 12 Feb 1945

| To 2400hours SUNDAY 18 Feb 1945 | | 12 Feb 1945 | |
|-----------------------------------|--|----------------|-----------------|
| 1. ISR Basic Schedule of Trains : | | | |
| Standard Number : | | PASS
No Kms | TOTAL
No Kms |
| (a) of trains (coal)..... | | | |
| (b) of trains (diesel)..... | | | |
| (c) actually run (coal)..... | | | |
| (d) actually run (diesel)..... | | | |

2. ISR Additional to Basic Schedule:
(a) Coal.....
(b) Diesel.....
(c) Reason for additional movts

| 3. Basic Schedule of Trains (Priv, Rlys) | | 330 16338 74 3212 | 404 20050 |
|--|--|-------------------|-----------|
| (a) of trains (coal)..... | | 48 4320 | 48 4320 |
| (b) of trains (diesel)..... | | 30 16838164 5481 | 484 22319 |
| (c) actually run (coal)..... | | 48 4320 | 48 4320 |
| (d) actually run (diesel)..... | | | |
| 4. Additional to Basic Schedule (Priv, Rlys) | | | |
| (a) Coal..... | | 90 2260 | 90 2260 |
| (b) Diesel..... | | | |
| (c) Electric..... | | | |
| (d) Reasons for additional movts | | | |

As previous week.

| 5. Tonnage moved: | | Allied Forces | AC | Italian Forces | Civil | TOTAL |
|---|--|---------------|-----|----------------|-------|-------|
| (Tons) | | 7148 | 165 | 943 | 5519 | 13775 |
| (a) Brief particulars of predominant commodities : | | | | | | |
| 2053 tons of bombs, 1594 tons of Allied material & foodstuff, 1495 tons of fuel, 1227 tons of wine, 1015 tons of coal, 661 tons of flour & grain, 398 tons of samsa, 121 tons of carrubs. | | | | | | |

(b) Tonnage authorised, but not moved (with reasons) :
420 tons for lack of wagons, 245 tons due to failure to load by

1. ISR Basic Schedule of Trains
Standard Number :

- (a) of trains (coal)
(b) of trains (diesel)
(c) actually run (coal)
(d) actually run (diesel)

2. ISR Additional to Basic Schedule:

- (a) Coal
(b) Diesel
(c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

| | | | | | | |
|---------------------------------|-----|-------|-----|------|-----|-------|
| (a) of trains (coal) | 330 | 16838 | 74 | 3212 | 404 | 20050 |
| (b) of trains (diesel) | 48 | 4320 | | | 48 | 4320 |
| (c) actually run (coal) | 330 | 16838 | 164 | 5481 | 494 | 22310 |
| (d) actually run (diesel) | 48 | 4320 | | | 48 | 4320 |

4. Additional to Basic Schedule (Priv. Rlys)

| | | | | | | |
|----------------------------------|--|--|----|------|--|---------|
| (a) Coal | | | | | | |
| (b) Diesel | | | 90 | 2269 | | 90 2269 |
| (c) Electric | | | | | | |
| (d) Reasons for additional movts | | | | | | |

As previous week.

5. Tonnage moved:

| | Allied Forces | IC | Italian Forces | Civil | TOTAL |
|---|---------------|-----|----------------|-------|-------|
| (Tons) | 7148 | 165 | 943 | 5519 | 13775 |
| (a) Brief particulars of predominant commodities: | | | | | |

2053 tons of bombs, 1594 tons of Allied material & foodstuff, 1495 tons of fuel, 1227 tons of wine, 1015 tons of coal, 661 tons of flour & grain, 398 tons of salse, 121 tons of carrubs.

(b) Tonnage authorised, but not moved (with reasons) :

420 tons for lack of wagons, 245 tons due to failure to load by Consignors.

(c) No of personnel moved on trains additional to Basic Schedule : NIL

6. Interchange of Rolling Stock & Freight Cars :

| TYPE | RECEIVED | | DESPATCHED | | WEEKLY BALANCE | | RUNNING BALANCE | |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
| | Loaded | Empty | Loaded | Empty | Plus | Minus | Plus | Minus |
| BOX | 192 | 57 | 190 | 86 | 249 | 276 | 76 | 27 |
| HIGH | 172 | 33 | 121 | 8 | 205 | 129 | - | 60 |
| FLAT | 4 | 4 | 44 | 21 | 5 | 65 | - | 9 |
| OTHERS | 8 | 2 | 14 | 5 | 10 | 19 | - | 96 |
| TOTAL | 376 | 93 | 369 | 120 | 469 | 489 | 76 | 96 |

7. Section of line not yet open with reasons: NIL
(a) the lines
(b) the lines

8. Coal position :
 Tonnage consumed Tonnage on hand Preventative Receipts
 598.400 1181.750 209.550

Reasons in full for expenditure over normal allocation :

9. Motive Power and Rolling Stock position : ISR

| In Service | Spare | For heavy repairs | | Previously | NOT previously in service |
|------------|-------|-------------------|---------------|------------|---------------------------|
| | | light repairs | heavy repairs | | |
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SERVICE | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Motive Power and Rolling Stock position (private Railways)

| In Service | Spare | For heavy repairs | | Previously | NOT previously in service |
|--------------|-------|-------------------|---------------|------------|---------------------------|
| | | light repairs | heavy repairs | | |
| FREIGHT (48) | 3 | 4 | 8(.) | - | 6 |
| PASSENGER | - | | | | |
| SERVICE | | | | | |
| TOTAL | 3 | 4 | 8 | - | 6 |
| DIESEL | - | 1 | 2 | 2 | |

(1) Loco Borsig No 8 under repair at Padova, loco 870015 at Naples.
 (2) Loco Borsig No 8 under repair at Padova, loco 870015 at Naples.

| | | | | | |
|-----------|--|--|--|--|--|
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SERVICE | | | | | |
| TOTAL | | | | | |

4943

4. 5. Locomotive Power and Rolling Stock position : ISR

| Service | Spares | For | | PREVIOUS WHEN'S REPAIRS | |
|-----------|--------|---------------|---------------|-------------------------|---------------------------|
| | | Light repairs | Heavy repairs | Previously | NOT previously in service |
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SHUNT | | | | | |
| TOTAL | | | | | |
| DIESEL | | | | | |

10. Locomotive Power and Rolling Stock position (private Railways)

| Service | Spares | For | | PREVIOUS WHEN'S REPAIRS | |
|--------------|--------|---------------|---------------|-------------------------|---------------------------|
| | | Light repairs | Heavy repairs | Previously | NOT previously in service |
| FREIGHT (48) | 3 | 4 | 6(.) | - | 6 |
| PASSENGER | 4 | | | | |
| SHUNT | - | | | | |
| TOTAL | 52 | 4 | 8 | - | 6 |
| DIESEL | 6 | 1 | 2 | 2 | |

(.) Loco Borsig No 8 under repair at Padova, loco 870015 & 870019 under repair at Naples.

4943

| | | | | | |
|-----------|--|--|--|--|--|
| FREIGHT | | | | | |
| PASSENGER | | | | | |
| SHUNT | | | | | |
| TOTAL | | | | | |

12. No. of Cars under for service, but repairable locally :

| | No. under for service | For | | PREVIOUS WHEN'S REPAIRS | |
|--------|-----------------------|---------------|---------------|-------------------------|---------------------------|
| | | Light repairs | Heavy repairs | Previously | NOT previously in service |
| BOX | 1 | 45 | 30 | 4 | 73 |
| WAGON | 3 | 43 | 34 | 3 | 74 |
| FLAT | 7 | 5 | 2 | 1 | 48 |
| OTHERS | | | | | |
| TOTAL | 11 | 123 | 76 | 8 | 198 |

73 seems too probable

21551

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

13. General Statement indicating progress of truck and station building and repair works:

There is still a shortage of sleepers for permanent way to be taken in consideration by the Allied Command. As from the attached schedules there is still persisting lack of wagons and tanks, therefore it is not possible to complete the AC loading programme.

14. Any Items of special interest or difficulty not covered by above:

The workshops in Bari and Lecce and those at Novoli and Zollino are working for reconstructions of wagons and locos, but the former need timber and the latter need oxygen and especially, carbide.

29.2

W. G. Taylor

C. W. G. TAYLOR, Major R.E.
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CWGT/GT