

ACC

AC/372/TN.4

10000/148/2471

LOCOMOTIVE
APR.-DEC. 1945

0000/148/2471

LOCOMOTIVES REMAINING IN ITALY
APR-DEC 1945

subject : Loco 801.004 Property of
Italian Royal Navy.

Military Railway Service,
C.M.R.
Telephone : firebox 9352,
Outside Line 843365.
In.A.3(M)/88.
14 Dec. 1945.

TO : In. & Shipping Sub Commission, AC,
(Rail Division) (Bdg)

reference your AC/372/In4 dated
11 Dec. 1945.

1. we are unable to trace which
American Command allocated the loco in
question to the private firm which operates
the quarries at S.MARIA LA BRUNA (TORRE
ANNUNZIATA).

2. So far as the MRS is concerned
these quarries are of no interest to us and
the restitution of the locomotive to the
TARANTO Docks is beyond our jurisdiction.

jd


2/Lt. G. 6443
for Brigadier,
Director Military Railway Service.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4206.
10 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Allied Commission. ✓
Subject: Locomotive 801.004 property of the Italian Royal
Navy requisitioned by the Allied Authorities.
Enclosure: (A) Ministry of Marine (Maristat) ltr. SM/27011
dated 2 December 1945.

1. Enclosure (A) is forwarded for information and
appropriate action.

H. M. J. Butler
H. M. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

6415

372/3

From : MINISTRY OF ARMINE (Maristat)
To : N.S.C.
Date : 2nd December, 1945.
Ref. : SM/27011

Subject : Locomotive 801.004 property of the I.R.N. requisitioned by the Allied Authorities.

On 14th November, 1944 the above locomotive, belonging to the Taranto Naval Dockyard (Munitions Directorate), was requisitioned by the Allied Authorities while it was being used by the State Railways after completion of repairs at the Pietrarsca Workshop; it was allocated by the American Command to a private firm which operated the quarries at S. Maria La Bruna (Torre Annunziata).

The State Railways Dept. at Naples, upon application of the Directorate of Munitions for the return of the locomotive, gave notice that correspondence was being exchanged upon the subject with the Ministry of Transport (State Railways Haulage Section) which, in turn, was to take the matter up with the Military Railway Service.

In view of the I.R.N.'s need to have this locomotive returned to it at the earliest possible, and in order to prevent its being maltreated or damaged, it is requested that the Navy Sub Commission may approach the Military Railway Service directly in order that it may order the restitution of the locomotive to the Taranto Dockyard.

for CHIEF OF STAFF.

6414

(X)

13 September 45

INTER-OFFICE MINUTE

TO : Major PING

EQUIPMENT

Locomotive Steam	1932	1945
Electric	4575	4447
Freight Cars	1698	762
Passenger Cars	128,507	45765 (May '45)
Miscellaneous Cars	11,715	2334 (May '45)
	654	321 (May '45)

Locomotives listed above include in "shop" and "awaiting shop". Does not include war damaged locomotives "Waiting Shop".

American Locomotives in Italy 1945

2 - 8 - 0 Steam - 243
 0 - 6 - 0 Steam - 5
 Diesel - 102 (+)

+ Of Diesels listed 55 to be shipped leaving 47 in inventory.

British Locomotives in Italy 1945

2 - 8 - 0 Steam 15
 Diesel 4

Total USA Rolling Stock in Italy as of Sept. 1945.

USA	20 Ton Box Cars	342
	40 Ton Box Cars	7
	20 Ton Mail Vans	11
	20 Ton Flat	14
	40 Ton Flat	53
	War Flats 40 Ton	20
	High Side Cars	15
	Low Side Cars	1
	Well Cars	3

Total 675
 British War Flats 56

Average reconstruction rolling stock per week - 300 Units all types.

The car situation as listed is not up to date. The inventory taken by ISE August 7-10 should change this situation considerably. Data from last inventory not yet available.

The above for your information.

6413

American Locomotives in Italy 1945

2 - 8 - 0 Steam - 243
 0 - 6 - 0 Steam - 5
 Diesel - 104 (+)

+ Of Diesels listed 55 to be shipped leaving 49 in theatre.

British Locomotives in Italy 1945

2 - 8 - 0 Steam 15
 Diesel 4

Total USA Rolling Stock in Italy as of Sept. 1945.

USA	20 Ton Box Cars	542
	40 Ton Box Cars	7
	20 Ton Mail Vans	14
	20 Ton Flat	14
	40 Ton Flat	53
	War Flats 40 Ton	20
	High Side Gons	15
	Low Side Gons	1
	Well Cars	3

Total 675
 British War Flats 56

Average reconstruction rolling stock per week - 300 units all types.

The car situation as listed is not up to date. The inventory taken by ISR August 7-10 should change this situation considerably. Data from last inventory not yet available.

The above for your information.

John W. Williams,
 Major T.C.

Transportation Sub-Commission (Rail Division)
 Tel: 343403

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (ER) MAIN, O. M. P.

Tel. 843209
Ref. AG/372/Tn4

17 September 1945

SUBJECT : Locomotives Remaining in Italy.

TO : Deputy Director, Military Railway Service,
Col. W. B. Wilson.

1. With reference conversation this morning concerning the 2-8-0 U. S. A. oil burning locomotives now in Italy.

2. A conference was held with the Director General, Italian State Railways, this afternoon and he has requested that all of these locomotives be retained in Italy and will set forth in a letter tomorrow, the reasons why they should be left.

3. Given below is the locomotive situation in Italy as of the 15th of August 1945, which includes ISR locomotives only, the U. S. A. and W. D. British locomotives are not included in this recapitulation.

	Working Condition	Light Repairs	Heavy Repairs	Total
<u>Locomotives Steam</u>				
Passenger	848	149	450	1,447
Freight	853	140	535	1,528
Switch	465	80	179	124
TOTAL	2,166	369	1,164	3,699
<u>Locomotives Electric</u>				
	541	96	706	1,343
				5042

- 2 -

4. It is my opinion that all of these locomotives should remain in Italy for the following reasons:

- a. The last steam locomotive built for the ISR was prior to 1924, and the majority of the steam locomotives are more than 25 years old.
- b. Due to the Electrification Program of the ISR, steam power was not maintained to a standard for efficient operation, and are all therefore, in a deteriorated condition, the greater portion of all of the locomotives will require extensive fire box and ~~motor~~ *boiler* repairs, and it is estimated the life of the locomotives to be two to four years.
- c. Your attention is directed to the number of electric locomotives requiring heavy repairs, and even though the Electrification Program is carried out, it is doubtful, that enough electric locomotives would be forthcoming to protect all services, and therefore, a certain number of steam locomotives would be required for operation on the electrified lines.
- d. There is being operated in Italy at the present a minimum amount of service, and it is expected that as the Military demands decrease, civilian demands will increase proportionately, and all lines will be worked to capacity for some time to come.
- e. As new lines are opened up for service and there are many of them now out of service, the demand for steam power will grow very rapidly, and a reserve supply now standing idle will be required before very many months.
- f. You are aware of the track conditions of the lines which are now operating, due to the hasty construction brought about by the element of Military necessity, it has been necessary to impose slow orders, which reduces the turn-around of locomotives and therefore, increases the number of locomotives required for service.
- g. On account of priority on other works, it is doubted *6411* raw materials will be available in Italy for the construction of new locomotives in any number for some months.

5. Based upon the above reasons, it is requested that all of the 248 U. S. A. locomotives be left in Italy for the ISR. However, if in your opinion it is deemed advisable, it would be better to permit a token of five 0-6-0 and 25 2-8-0 U. S. A. oil burning locomotives be withdrawn from Italy to satisfy the question of availability.

R. P. Moss

R. P. MOSS
Chief, Rail Division

CONSISTENZA DEL PARCO LOCOMOTIVE AL 15 Agosto 1945

	Efficienti <i>Working</i> <i>Condition</i>	Abbisogno di di ripa- razioni leg- gere <i>Light Repairs</i>	Abbisogno- voli di grandi ri- parazioni <i>Heavy Repairs</i>	TOTALI
<i>Steam</i> <u>LOCOMOTIVE A VAPORE</u> <i>Passenger</i> per viaggiatori	848	149	450	1447
<i>Freight</i> per merci	853	140	535	1528
<i>Switch</i> per manovre	465	80	179	124
TOTALI	2166	369	1164	3699
<i>Electric</i> <u>LOCOMOTIVE ELETTRICHE</u>	541	96	706	1343

6410

*Mag. web,*INFORMATION TO DATE ON LOCOMOTIVE SITUATION : ITALY & SICILY : 26/9/45

<u>MAIN LINE STEAM & DIESEL</u>	<u>Available</u> <u>Now</u>	<u>Available</u> <u>Jan. 1943</u>	<u>In Shops</u> <u>Now</u>	<u>In Shops</u> <u>Jan. 1943</u>	<u>Waiting</u> <u>Shops Now</u>	<u>Scrap</u> <u>Now</u>	<u>:</u>	<u>T</u>
I.S.R. Main Line Steam	1180	2498	269	334	459	289	:	2
U.S.A. Main Line Steam	215 +	-	16	-	10	-	:	
W.D. Main Line Steam	34	-	2	-	-	-	:	
U.S.A. Diesel	81	-	18	-	17	-	:	
TOTAL	1510	2498	305	334	486	289	:	2
<u>SHUNTING</u>								
I.S.R. Shunting Steam	533	1059	88	142	212	99	:	
U.S.A. Shunting Steam	5	-	-	-	-	-	:	
W.D. Shunting Steam	3	-	2	-	1	-	:	
W.D. Shunting Diesel	3	-	1	-	-	-	:	
TOTAL	544	1059	91	142	213	99	:	
<u>ELECTRIC</u>								
I.S.R. Electric	498	1386	138	143	158	146	:	
GRAND TOTAL	2552	4943	534	619	857	534	:	4

+ 53 of these have just arrived and are awaiting putting into service

INFORMATION TO DATE ON LOCOMOTIVE SITUATION : ITALY & SICILY : 26/5/45

Available Now	Available Jan. 1943	In Shops Now	In Shops Jan. 1943	Waiting Shops Now	Scrap Now	: :	Total Now	Total Jan. 1943
1180	2498	269	334	459	289	:	2197	2832
215 +	-	16	-	10	-	:	241	-
34	-	2	-	-	-	:	36	-
81	-	18	-	17	-	:	116	-
1510	2498	305	334	486	289	:	2590	2832
533	1059	88	142	212	99	:	932	1201
5	-	-	-	-	-	:	5	-
3	-	2	-	1	-	:	6	-
3	-	1	-	-	-	:	4	-
544	1059	91	142	213	99	:	947	1201
498	1386	138	143	158	146	:	940	1529
2552	4943	534	619	657	534	:	4477	5562

+ 53 of these have just arrived and are awaiting putting into service.

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26/5

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26/5

may. web.

RAILROAD STOCK SITUATION : PAIX & SICHU : 26/5/45

	Available Nov	Available Jan. 1943	Under Repair Nov	Under Repair Jan. 1943	Waiting Repair Nov
WAGONS	54356	128411	6500 Approx.	22660	3700 +
COACHES	1600	6779	750 Approx.	1196	500 +
PASSENGER	732	3727	300 Approx.	681	150 +

8073

DW
26
1

REPAIRS SITUATION : ITALY & SICILY : 26/5/45

Available Now	Available Jan. 1943	Under Repair Now	Under Repair Jan. 1943	Awaiting Repair Now	Total Now	Total Jan. 1943
54056	128411	6500 Approx.	22460	3700 +	69056 +	151071
1600	6779	750 Approx.	1196	500 +	2858 +	7975
799	3727	300 Approx.	681	150 +	1209 +	4408

DW
28/5

8408

Appendix 8 (Sheet 1)

I.S.E. 1000 POSITION - 30 APRIL 1945

COMPARATIVE POSITION CENTRAL AND SOUTHERN ITALY.

Type.	A.	B.	C.	D.	E.			
	Avail-	Waiting	In	Laid	Aside			
	able.	Shops.	Shops.	U/S.	Serviceable.			
<u>NAPLES AND ROME COMPARTMENT.</u>								
Steam Main Line	ISR	Coal	burning	197	66	15	53	6
"	"	Oil	"	23	-	-	-	1
"	"	USA	"	87	5	19	-	-
"	Switch	ISR	Coal	105	47	12	23	-
Diesel 650 HP	USA	"	"	43	27	17	-	3
Electric	ISR	"	"	54	32	4	46	-
				509	177	67	122	15

ANOCNA COMPARTIMENTO.

INBOARD CONTAINMENTS.											
Steam Main Line	ISR	Coalburning	71	:	32	:	15	:	44	:	6
"	"	"	"	:	-	:	2	:	-	:	-
"	"	"	"	:	-	:	2	:	-	:	-
"	"	"	"	:	-	:	-	:	-	:	-
"	Switch	"	Coal	:	4	:	1	:	7	:	-
"	"	"	"	:	1	:	2	:	-	:	-
"	"	"	"	:	-	:	1	:	-	:	-
Diesel 350 HP	"	"	"	:	-	:	5	:	23	:	15
Electric	ISR	"	"	:	23	:	44	:	-	:	-
				:	60	:	28	:	74	:	21
				:	163	:		:		:	

EAST COMPARTMENT.

EX-1 COMPANY INVENTORY.				
Steen Main Line	ISR Coal	177	19	
" Switch	"	69	12	
Electric	"	4	-	
		250	31	
				22 : 23 :
				3 : 5 :
				2 : 5 :
				27 : 34 :

FLORENCE COMPARTMENTO.

[illegible]CAMBERTA (A.O.)

	ISIR	Coalburning	55	25	13	14
Steam Main Line	"	"	"	"	"	"
" Switch	"	"	"	"	"	"

Diesel 650 HP	USA	103	47	12	23	-
Electric	ISR	43	27	17	-	8
		-54	32	4	46	-
		509	177	67	122	15
ANCONA COMPARTIMENTO.						
Steam Main Line	ISR Coalburning	71	32	15	44	6
"	" Oil	3	-	2	-	-
"	" WD	27	-	2	-	-
"	" Coal	2	-	-	-	-
" Switch	ISR	8	-	1	7	-
"	WD	3	4	2	-	-
Diesel 350 HP	"	3	1	1	-	-
Electric	ISR	44	23	5	23	15
		163	60	28	74	21
BARI COMPARTIMENTO.						
Steam Main Line	ISR Coalburning	177	19	22	23	-
" Switch	"	69	12	3	6	-
Electric	"	4	-	2	5	-
		250	31	27	34	-
FLORENCE COMPARTIMENTO.						
Steam Main Line	ISR Coalburning	8	17	10	13	-
"	" Oil	-	-	1	-	-
"	USA	56	-	1	-	-
" Switch	ISR Coal	5	2	2	7	11
"	USL	5	-	-	-	-
Diesel 650 HP	"	27	-	2	-	-
Electric	ISR	-	-	-	-	-
		101	19	16	33	11
		SUM TOTAL MRS 1023	287	136	253	47
		TOTAL ALL TYPES MRS	1711			
GALLERIA (A.O.)						
Steam Main Line	ISR Coalburning	58	25	13	14	-
" Switch	"	21	7	4	3	-
Electric	"	33	1	-	-	-
		112	33	17	17	-
INACCESSIBLE LINES.						
Steam Main Line	ISR Coalburning	2	15	1	22	-
" Switch	"	4	12	-	19	-
Electric	"	-	-	-	6	-
		6	27	1	47	-
		GRAND TOTAL 1141	347	156	327	47
		GRAND TOTAL ALL TYPES	1971			

6407

N.B. All engines shown as stored serviceable are included in the available figure.

Bologna.

Type.	A. Avail- able.	B. Waiting Shops.	C. In Shops.	D. Laid aside	E. U/S. Serviceable.
Steam Main Line ISR Coalburning	1	9	-	18	-
" " " " " "	1	2	-	8	-
Electric	-	5	-	24	-
	2	17	-	50	-

TOTAL LOCOMOTIVE INFORMATION - EXCLUDING NORTH EAST ITALY.

AS AT 15 MAY 1945.

Type.	A. Avail- able.	B. Waiting Shops.	C. In Shops.	D. Laid aside	E. U/S. Serviceable.
Steam Main Line ISR Coalburning	1068	325	234	236	12
" " " " " Oil	28	-	3	-	1
" " " " " USA	143	5	20	-	11
" " " " " WD	27	-	2	-	-
" " " " " Coal	2	-	-	-	-
" " " " " Switch	452	160	84	82	-
" " " " " WD	3	1	2	-	-
" " " " " USA	5	-	-	-	-
Diesel, 650 HP	70	27	19	-	-
" " " " " WD	3	-	1	-	-
Electric	379	141	119	140	15
	2190	659	484	464	39
	(----- 3797 -----)				

N.B. Above excludes Compartimenti of TRIESTE, VENICE, SARDINIA and part of BOLOGNA.

APPENDIX ...9...

LOCOMOTIVE SITUATION - NORTH WEST ITALY 15 MAY 1945.

	Available Shops	In Shops	Waiting Shops	Scrap	TOTAL
<u>GENOA DIVISION</u>					
<u>1. On Lines Working</u>					
Main Line	22	29	2	-	53
Shunting	33	12	2	-	47
Electric	61	24	12	-	97
Diesel Railcars	-	5	-	-	5
<u>2. On Lines Blocked</u>					
Main Line	16	-	3	1	20
Shunting	6	-	3	2	17
Electric	16	-	6	5	27
Diesel Railcars	-	-	-	-	-
<u>Totals of 1 & 2</u>					
Main Line	38	29	5	1	73
Shunting	39	12	11	2	64
Electric	77	24	18	5	124
Diesel Railcars	-	5	-	-	5
<u>TURIN DIVISION</u>					
Main Line	129	32	42	14	217
Shunting	70	16	24	2	112
Electric	65	42	37	-	145
Diesel Railcars	8	-	-	-	8
<u>640</u>					
<u>MILAN DIVISION</u>					
Main Line	241	60	22	22	345
Shunting	39	31	21	5	155
Electric	101	42	24	24	191
Diesel Railcars	16	25	70	-	111
Electric Railcars	22	22	17	9	70
<u>TOTAL NORTH WEST ITALY</u>					
Main Line	408	121	68	20	635

Electric	61	24	5	12	1	47
Diesel Railcars	-	-	-	12	-	37
2. On Lines Blocked						5
Main Line	16	-	-	3	1	20
Shunting	6	-	-	3	2	17
Electric	16	-	-	6	5	27
Diesel Railcars	-	-	-	-	-	-
Totals of 1 & 2						
Main Line	38	33	5	5	1	73
Shunting	33	12	11	1	2	64
Electric	77	24	18	5	5	124
Diesel Railcars	-	5	-	-	-	5
TURIN DIVISION						
Main Line	129	33	42	14	-	217
Shunting	70	16	24	2	-	112
Electric	63	42	37	-	-	145
Diesel Railcars	8	-	-	-	-	8
						640
MILAN DIVISION						
Main Line	241	60	22	22	-	345
Shunting	98	31	21	5	-	155
Electric	101	42	24	24	-	191
Diesel Railcars	16	25	70	-	-	111
Electric Railcars	22	22	17	9	-	70
TOTAL NORTH WEST ITALY						
Main Line	408	121	63	37	-	635
Shunting	207	59	56	9	-	331
Electric	244	108	79	29	-	460
Diesel Railcars	24	30	70	-	-	124
Electric Railcars	22	22	17	9	-	70

APPENDIX 10

ROLLING STOCK SITUATION - NORTH WEST ITALY - 15 MAY 1945

Type	Available	Under repairs or construction.	Waiting repairs.	Scrap
------	-----------	--------------------------------	------------------	-------

GENOA DIVISION

Box	342	88 +	?	?
High Siders	639	)	?	?
Low Siders	)	94 +	?	?
Flats	179	)	?	?
P.O.Z.	-	108	?	?
Tanks	-	3 +	?	?
Coaches	111	19 +	?	?
Baggage & Postal	26	7 +	?	?
Miscellaneous	11	-	?	?

TURIN DIVISION

Box	300	370	?	?
High Siders	)	335	?	?
Low Siders	)	-	?	?
Flats	)	56	?	?
P.O.Z.	-	303	?	?
Tanks	-	89	?	?
Coaches	165	-	?	?
Baggage & Postal	60	-	?	?
Miscellaneous	-	-	?	?

MILAN DIVISION

Box	1297	202	242	)
High Siders	4998	)	427	)
Low Siders	)	105	-	)
Flats	559	)	46	)
P.O.Z.	101	-	59	)
Tanks	383 (150 for Wine only)	10	43	)
Coaches	186	88	-	)
Baggage & Postal	176	81	-	)
Miscellaneous	723	-	-	)

TOTAL NORTH WEST ITALY

Cars	10472	1371 +	715 +	409 +
------	-------	--------	-------	-------

Also 700 Open High Siders lent to Switzerland.

LOCOMOTIVE SITUATION NORTH EAST ITALY.

VENICE Area, excluding VERONA, VICENZA,
BRENNER Line also UDINE and TRIESTE etc.

	Available.	Under Repairs.	Waiting Repairs.	Scrap.	TOTAL
<u>1. Open Lines.</u>					
Main Line	18	18	51(41)	19	106
Shunting	16	2	15(13)	7	41
Electric	-	2	1(1)	-	3
<u>2. Lines at Present Blocked.</u>					
Main Line	9	-	50(19)	6	65
Shunting	14	-	17(14)	2	33
Electric	-	-	2(2)	-	2
<u>UDINE Area.</u>					
Main Line	17	10	16	-	43
Shunting	11	1	10	-	22
Electric	14	?	?	-	14 +
<u>TOTAL NORTH EAST ITALY.</u>					
Main Line	44	28	117(60)	25	214
Shunting	41	3	43(27)	9	96
Electric	14	2 +	3(3)	-	19

N.E.1.

Under the waiting repairs column, figures in brackets denominate engines only waiting repairs in sheds or examination. Hence many of these can shortly be made available.

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<u>2. Lines at Present Flocked.</u>					
Main Line	18	18	51(41)	19	106
Shunting	16	2	16(13)	7	41
Electric	-	2	1(1)	-	3
Main Line	9	-	50(19)	6	65
Shunting	14	-	17(14)	2	33
Electric	-	-	2(2)	-	2
<u>UDINE Area.</u>					
Main Line	17	10	16	-	43
Shunting	11	1	10	-	22
Electric	14	?	?	-	14 +
<u>TOTAL NORTH EAST ITALY.</u>					
Main Line	44	28	117(60)	25	214
Shunting	41	3	43(27)	9	96
Electric	14	2 +	3(3)	-	19

N.E.1.

Under the waiting repairs column, figures in brackets denominate engines only waiting repairs in sheds or examination. Hence many of these can shortly be made available.

8403

N.E.2.

Many of the engines actually available now are 535 class (passenger) and 729 class - an old and unsatisfactory Austrian-made goods loco, so loads will have to be light till more 730, 740 etc., can be got ready.

ROLLING STOCK SITUATION NORTH EAST ITALY.

VENICE Area, excluding VERONA, VICENZA,
BRUNNER Line, also UDINE and TRIESTE Areas.

Type.	Available.	Under Repairs.	Waiting Repairs.
Covered	379	201	508
High Side	885	136	488
Low Side	161	27	74
B.O.Z.	32	2	8
Tank	23	5	61
Bolster	2	-	-
	1482	371	1139
Coaches	38	29	216
Baggage & Postal	37	18	50

TREVISO - UDINE - TARVISIO Area.

Wagons All Types	1507	-	708 + (225 light repairs)
Coaches	8	-	25 + (6 light repairs)
Baggage & Postal	?	?	?

TOTAL NORTH EAST ITALY.

Wagons	2989	371	1847 +
Coaches	46	29	241 +
Baggage & Postal	37	18	50

6404

LOCOMOTIVE SITUATION - CENTRAL NORTH ITALY.

	Available.	Under Repair.	Waiting Repairs.	Scrap.	TOTAL.
<u>1. VERONA Area, including VICENZA & SANTOVA Districts.</u>					
Main Line	7	-	15	26	48
Shunting	2	-	4	1	7
Electric	-	-	-	-	-
<u>2. BOLZANO Area.</u>					
Main Line	33	4	2	2	41
Shunting	28	1	5	7	41
Electric	105	17	14	-	136
<u>TOTAL SO FAR FOR CENTRAL NORTH ITALY.</u>					
Main Line	40	4	17	28	89
Shunting	30	1	9	8	48
Electric	105	17	14	-	136

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ROLLING STOCK SITUATION - CENTRAL NORTH ITALY.

The following details are available but exclude VENEZIA and MANTOVA Districts:-

Type.	Available.	Repairs.	Waiting Repairs.
<u>1. VERONA - BOLLANO Line.</u>			
Box Cars	528	-	?
Low Side	125	-	?
High Side	553	-	?
Plato	171	-	?
Tanks	-	-	?
<u>TOTAL</u>			
	1787	-	?
Coaches	-	-	?
Baggage & Postal	-	-	?
<u>2. BOLLANO - BRESCIA Line.</u>			
Box Cars	1310 (666)	-	?
Low Side	142 (107)	-	?
High Side	878 (359)	-	?
Plato	398 (213)	-	?
Tanks	101 (nil)	-	?
<u>TOTAL</u>			
	2829 (1345)	-	?
Coaches	97	-	?
Baggage & Postal	?	-	?
<u>3. VENEZIA.</u>			

Approximately 2000 miscellaneous cars in good order, many loaded.

TOTAL CENTRAL NORTH ITALY TO DATE. 6402

Engines	6816 (1345+)	-	?
Coaches	97 +	-	?
Baggage & Postal	?	-	?

1. VERONA - BOLLANO Line.

Box Cars	538	-	?
Low Side	125	-	?
High Side	993	-	?
Flats	171	-	?
Tanks	-	-	?
<u>TOTAL</u>	1787	-	?
Cooches	-	-	?
Baggage & Postal	-	-	?

2. BOLLANO - BRENNER Line.

Box Cars	1310 (856)	-	?
Low Side	142 (107)	-	?
High Side	878 (355)	-	?
Flats	398 (213)	-	?
Tanks	101 (111)	-	?
<u>TOTAL</u>	2829 (1345)	-	?
Cooches	97	-	?
Baggage & Postal	?	-	?

3. VERONA.

Approximately 1000 miscellaneous cars in good order, many loaded.

TOTAL CENTRAL SOUTH ITALY TO DATE. **6402**

Wagons	6616 (1345+)	-	?
Cooches	97 +	-	?
Baggage & Postal	?	-	?

N.B. Figures in brackets indicate number of cars loaded.

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