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

ACC AC395/TN.4 10000/148/2495(1 OF 2) PE0
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Declassified E.O. 12356 Section 3.3/NND No. 785021

100000/148/2495 (1 OF 2) PROGRESS REPORTS TO
DEC. 1943 - MAR. 1945 (RDT...

S E C R E T.

Subject: Progress Report - Italy.

Transportation Increment,
C.M.F.
Tel: Direbox - 49
Outside line 843332.
TN.A.1/43.

24 March 1945.

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

Herewith my Progress Report No.18 for the month of February 1945.

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

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1 Port Operating Group, R.E.	(1)
5 Port Operating Group, R.E.	(1)
7 Port Operating Group, R.E.	(1)
3 Port Construction & Repair Group, R.E.	(1)
H.Q., 6 I.W.T. Group, R.E.	(1)
1 Railway Construction & Maintenance Group, R.E.	(1)

37
31

Declassified E.O. 12356 Section 3.3/NND No. 780021

February 1945.

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

DISTRIBUTION:

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

7178

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

TRANSPORTATION ENCHELON. SECRET.

C. M. F. Copy N° 25

PROGRESS REPORT N° 18.

FEBRUARY 1945.

CONTENTS :

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

APPENDICES:

1. Location of Transportation Units.
2. Administration.
3. Employment of Italian Units.
4. Summary of Port Facilities - Amendments.
5. Barge Erection Position.
6. Status of Line Reconstruction.
7A. Appennine Tunnel - Diagram of Workings.
7B. Appennine Tunnel - Illustrations of tunnelling methods.
8. Summary of Works completed in February and in progress on 1 March.
9. Statistical Details of Reconstruction Work in February.
10. Daily Average Train Operation.
11. Locomotive Power Situation.
12. Loco Running Statistics - Central Italy.
13. Principal Items of Tn Stores received - by Convoys.
14. Statement of Loco and Wagon Position.
15A. Stock Position of Coal.
15B. Stock Position of Oils and Lubricants.
16. Evaluation of Assistance rendered by Military Railway Service to Italian State Railways.
17. Railway Passenger and Freight Statistics.
18. Summary of Tonnage Discharged at East Coast Ports.
19. Summary of Tonnage Loaded at East Coast Ports.
20. Accumulative Totals of Tonnage Discharged and Loaded.
21. Tonnage Cleared from East Coast Ports.
22. Tonnage Handled by British Units in West Coast Ports.

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

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7157

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSPORTATION INCREMENT. SECRET.

G. M. 3.

PROGRESS REPORT N° 18.

FEBRUARY 1945.

ITALY.

1. GENERAL.

(a) Improved weather conditions prevailed during the month and the work of all Branches benefitted thereby.

(b) The tonnage of stores and M.T. handled at Ports by British Units during February shows an increase of nearly 18% over the amount for the previous month. The increase has been general. BARI handled a record tonnage for the month and also made records for daily total and for single ship discharge. On 11 February 8452 tons were discharged and 1041 tons loaded. The discharge included 1860 tons of U.S. stores out of the HOUSTON VOLUNTEER.

(c) It is interesting to note that of the tonnage imported through the Heel Ports half was on British Military account, one third was U.S. Stores and one sixth was A.M. supplies.
Since Sept'43 BRINDISI has dealt with just over a million military personnel.

(d) Protection and repair work in the port of ANCONA has progressed satisfactorily. The repair of the Quays at RAVENNA and PORTO CORSINI (at the entrance to the canal leading to RAVENNA) was begun early in the month. At both places extensive damage has been caused by deliberate demolitions.

(e) Railway reconstruction has made good progress. No new railheads have been opened, but line 65/217 is now open from FLORENCE to the Eastern portal of the Serravalle Tunnel, where work continues on four faces and on the lining of the entrances.

(f) Very rapid progress is being made on line 219 PISA - EMPOLI - FLORENCE. About 2,000 U.S. troops are employed assisted by three Coys of Italian Rly Engineers and contractors.

(g) Doubling of the track continues on lines 50, 65 and 86. During the process of doubling on line 86 a quantity of steel spans are being freed for use elsewhere as they are replaced by brick or concrete arches.

(h) Progress on the reconstruction of line 86, ORTONA - ANCONA, is satisfactory but shortage of cement has held up the work to some extent. 1212 Rly Constr & Maint Group is taking charge of this work and will move across to the neighbourhood of ANCONA early in March. 165 and 166 Coys will be employed on this work.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(b) The tonnage of stores and M.T. handled [illegible] Units during February shows an increase of nearly 18% over the amount for the previous month. The increase has been general. BARI handled a record tonnage for the month and also made records for daily total and for single ship discharge. On 11 February 8452 tons were discharged and 1041 tons loaded. The discharge included 1860 tons of U.S. stores out of the HOUSTON VOLUNTEER.

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(i) Railway Electrification has made good progress and the operation of the electrified section of line 87 has been very satisfactory. No power failures occurred. On the average there were 15.5 locos in service and the total traffic drawn by them amounted to 25 million ton kilometers gross.

7126

(j) The Coal-burning I.S.R. locos released by the electrification of line 87 are available as a reserve or for assignment to lines which have no military traffic.

/to sheet 2....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(k) There has been no change during the month in the area under Control of the M.R.S., but on 1 March the lines south of ROME will be handed over to the I.S.R. who will assume full responsibility for operating them.

(l) A large number of special military trains were run during the latter part of the month. In spite of this there was no reduction in normal stores traffic, in fact there was a slight increase.

(m) The number of wagons in service increased during the month by the receipt of 176 from NORTH AFRICA and SARDINIA and by the recovery and repair of a further 840. The total now in service is 29,928 wagons.

(n) The locomotive situation is slightly improved. 12 American 2-8-0 locos were imported during the month and a number of repaired engines turned out of shops.

Repairs to 15 Electric Locos were completed during the month. There are now 15 more electric locos available than can be utilised at present and will be available for use on line 87 when fully electrified and also on the Appennine line 65 between FRATO and BOLOGNA.

(o) Satisfactory progress has been made in the rehabilitation of railway workshops particularly at the PORT. ERATO and ROMITA shops where many damaged machines were repaired and new machines installed. The 50 ton overhead crane is being repaired and the iron foundry was brought into use.

(p) Tn Stores Depots have had another very busy month and have surpassed their record, which was set up last month, by 25%. Stocks of railway bridging have improved slightly due to the receipt of 1440 ft. of sectional 40 ft. spans. Issues were lighter than usual.

(q) Issues of track and sleepers were the heaviest on record. The bulk of these were for doubling line 86 north of ANCONA and for repairs between ORTONA and ANCONA.

(r) The timber situation is not satisfactory in that issues were nearly three times the amount of receipts. However the March allocation has been increased and the bid for April accepted in full. Arrangements are going made for the supply of 1,000 piles 60 ft. long from a local forest.

(s) The supply of cement and industrial gases continues to cause concern. Our requirements are continually increasing and production cannot keep pace.

2. PORT OPERATING.

(a) General.

(1) Employment of Port Operating Groups.

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

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2. PORT OPERATING.

(a) General.

(1) Employment of Port Operating Groups.

Port Operating Groups employed in East Italy during February were Nos. 1, 5 and 7 Groups.

Responsibilities of these Groups at the various ports, together with the numbers of Operating Companies allocated to Groups were as indicated below :

/to sheet 3....

Declassified E.O. 12356 Section 3.3/NND No. 780021

Ports.	Operating Units. Brit.	South African.	Maur.	Italian.	Remarks.
No. 1 Port Op Gp. Taranto.	1	Det	-	2	
Gallipoli.	-	-	-	-	Civilians
Brindisi.	2	Det	-	2	Only.
No. 5 Port Op Gp. Monopoli.	Det	-	-	-	
Bari.	4	1 less Dets	1	1	Also 4 Ship Working Secs. of Lebanese.
Barletta.	Det	-	-	1	
No. 7 Port Op Gp. Ancona.	4 3/4	-	1	-	

Tn.(Docks) Units employed at other ports in Italy and Greece are :

1010	Port Operating Coy.	Greece.
992	" " "	"
1021	" " "	Leghorn.
No.3	South African Docks Op Coy.	Naples.
Det. 1027	Port Operating Coy.	Civitavecchia.
" 990	Port Maintenance Coy.	

(2) General Remarks.

Port operation was carried out in more favourable weather conditions than was the case in January. Gross tonnages handled showed an increase as against last month in spite of the fewer working days. The daily average gross tonnage handled in East Italy was 16,095 tons compared with 13,351 tons daily for January.

The tonnage of exports dealt with continued to be appreciable consisting of 21% of total cargo dealt with.

Considerable tonnages were handled in East Coast ports on account of the U.S. forces and A.C. As an indication of this, Heel ports imported 77,325 tons U.S. Stores and 37,440 A.C. supplies. These tonnages were 33% and 16% of Heel Stores imports.

Average daily tonnage figures for February at the various ports are tabulated below :

Port.	Daily averages. Export. N.T. No.	Tons.	Stores.	Import. N.T. No.	Tons.	Stores.	Total. N.T. No.	Tons.	Stores.

Declassified E.O. 12356 Section 3.3/NND No. 780021

					Lebanese.
Barletta.	Det	-	-	1	
No. 7 Port Op Gp, Ancona.	4¾	-	1	-	

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Port.	Daily averages. Export. M.T. No.	Tons.	Stores.	Import. M.T. No.	Tons.	Stores.	Total. M.T. No.	Tons.	Stores.
TARANTO.	86	329	200	36	143	1185	122	472	1385
GALLIPOLI.	-	-	80	-	-	67	-	-	147
BRINDISI.	5	14	935	10	52	1473	15	66	2408
MONOPOLI.	-	-	93	-	-	35	-	-	128
BARI.	5	46	1522	16	76	5217	21	122	6739
BARLETTA.	-	-	98	4	1	135	4	1	233
ANCONA.	-	-	38	30	193	4162	30	193	4200
LEGHORN.	77	398	13	3	29	370	80	427	383
NAPLES.	17	54	135	14	89	302	31	711	437
Total.	190	841	3114	113	583	12946	303	1424	16060

/to sheet 4....

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

(3) Operations.

No. 3 F.C. & R. Group have put in hand the clearance and repair of RAVENNA and PORTO CORSINI. A joint reconnaissance by all services concerned has been made with a view to ascertaining the possibilities of the port, which were decided as alongside berthing of two or three medium coasters plus several schooners. The R.N. are still engaged in the work of clearing mines. This is expected to take several weeks. Civilian Stevedore and Shore labour is available.

No. 975 Port Repair Ship "Progress", R.E., proceeded to Civitavecchia at which port salvage operations have been performed on behalf of A.C.

(4) Shore Labour.

The labour situation was satisfactory throughout February, with the Naval Ports relying to a large extent on civilians for quay work and ANCXA being adequately provided with British and Italian Pioneer Units.

No reports have yet been received of any undue interference with port working as a result of the Italian Government call-up of the 1924 class.

(5) Docks Working Experiments.

(i) Conveyance of Rolling Stock by L.S.T.

It is understood that the ferrying of rolling stock by U.S. L.S.T. from North Africa to Reggio di Calabria (at which point a suitable ramp has been constructed) is likely to commence early in March.

The ferry is to lift 290 wagons from BIZERTE and 60 from CRAN to REGGIO. A six day turnround is expected. Only the tank deck will be used, as there is no crane at REGGIO which will lift wagons off the upper deck.

(ii) Slinging of Locomotives.

The experimental locomotive lifting sling, designed to lift a greater variety of types of locomotives than the usual boom or 21 Army Group slings, has been tried out and considered satisfactory although with some types of locomotives, slight superficial damage is liable to result. The sling consists of two straps 45ft. long, four straps 9ft. 6ins. long and four connecting links and two spreaders of 8" x 8" timber. All straps are of doubled 6" S.W.R. and the weight of the complete set is 1 ton 12 cwt.

(iii) Simons Belt Conveyor.

Experiments have been carried out at BARI in adapting an electrically operated Simons belt conveyor for use in the discharge of barges. The adapted conveyor has proved a great success [illegible] with bagged cargo and light cartons.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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(B) EAST ITALIAN PORT WORKING.

TARANTO.

Considerably increased tonnages were handled compared with January. Work was subject to large variations in the number of ships being worked. For example, although the port's daily average was 1857 tons including M.T. the maximum and minimum tonnages were 3191 and 277 tons respectively.

/to sheet 5....

Declassified E.O. 12356 Section 3.3/NND No. 780021

A further alteration has now been made to the date of the completion of repairs to the 150 tons floating crane. The new E.T.C. is now mid-March.

CALLIPOLI.

In addition to the usual work of handling coal this port also imported and exported a quantity of A.C. supplies.

BRINDISI.

A good month's work was performed at BRINDISI. An average daily tonnage (including M.T.) of 2,474 tons was handled despite several days when ship berths were idle. An interesting ship dealt with was the s.s. "Edward Clarke" which is a Liberty specially adapted to convey assembled aircraft.

MONOPOLI.

Dock work carried out was only on a small scale and there is nothing of importance to report.

BARI.

Another good month's work was accomplished at BARI. The port is running very smoothly and is well organised from all angles. The average tonnage handled of 6,861 tons was a record. The high standard of clearance facilities and quay work, combined to make consistently good ship tonnages possible.

On 3 Feb the s.s. "Abernethy" with a full cargo of coal went ashore about 4 miles south of Bari. Prompt measures were taken to provide ship gangs and lighterage, with the result that in 26 hours 1,284 tons of coal were discharged to craft, and the ship refloated, and able to enter BARI Harbour.

In co-operation with the U.S. Adriatic Base Depot Group, Tn.(Docks) units have been training the personnel of No. 3273 S.A. Service Coy in stevedoring. The personnel concerned have made creditable progress and are now regularly being employed on ship work.

BARLETTA.

This port has been very slack and no occurrences of note took place. It has been found possible to reduce the size of the British element at the port for more useful employment at BARI.

ANCONA.

Better weather was experienced in February and in consequence some improvement was made in the state of the roadways and quays. This was possible in spite of a restricted supply of stone.

Rail construction in the port is nearly complete. Full use of the rail facilities will not, however, be possible for some time until Railway Operating are able to cope with increased traffic by the completion of the present marshalling yard projects in and near ANCONA.

The question of an increased allotment of quays for naval

Declassified E.O. 12356 Section 3.3/NND No. 780021

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The question of an increased allotment of quays for naval purposes is still under consideration.

Of the tonnages handled approximately 50% involved lighterage between ship and quay.

A certain amount of dredging was carried out at Berth 19, but owing to unfavourable weather, work has been suspended for the time being.

/to sheet 7154.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(c) WEST ITALIAN PORT WORKING.

LEGHORN.

For the first part of the month the usual average tonnage of cargo was discharged. However, after the 12th Feb., 1021 Port Operating Coy., R.E. commenced a relatively heavy M.T. loading programme. Average daily discharge figures show a decrease of nearly 50% on those for the previous month, whilst loading increased by an average daily M.T. tonnage of 398. The total tonnage, both discharged and loaded, handled by the company during the month was on a par with that of the previous month of January.

The barge point under this Company's supervision continued to handle a daily average of some 450 tons. This month however barges have arrived almost exclusively from ships worked by other Coys., both American and Italian.

208 Indian 'Z' Craft Operating Coy I.E. continue to operate and maintain 13 'Z' Craft. The tonnage figure of 38,150 during the month, speaks well for the high standard of work and of the serviceability of these craft.

NAPLES.

No. 3 Docks Operating Coy., S.A.E.C. continued to work the area of K pier at NAPLES. Discharge from alongside berthed ships showed a slight increase in average daily tonnage, although the barge point discharge figure showed a heavy decrease in tonnage. The increased loading programme more than counterbalanced the decrease in overall discharge.

CIVITAVECCHIA.

As mentioned in last months Progress Report, a mixed detachment of 1 Officer and 25 O.R's from 1027 Port Op Coy and 990 Port Maint Coy were sent to this port to operate and maintain 5 cranes (3 x 10 R.E., 1 x 19 R.E. and 1x3 ton Coles), under A.C. arrangements. The primary task was to assist in the steady turn round of coal barges at the barge points. However, owing to the delayed arrival of barges, and to the slow progress of the construction of the rail line to the barge points, little work of the nature intended has been done by this detachment. Cranes have been employed instead on various jobs of minor soft mud dredging and the lifting of reinforced concrete slabs from demolished warehouses.

On the 9th Feb., 975 P.R.S. "Progress" arrived at CIVITAVECCHIA to assist in raising wrecks and plant that were obstructing alongside berthing space. Below is a list of jobs in hand or completed to date.

(a) Lifting concrete blocks in way of berth at PONTILE SARDIGNA.
(b) Raising sunken derrick barge at MOLO LAZZARETTO - not yet completed.
(c) Shifting wrecked coal elevator from [illegible]

21

Declassified E.O. 12356 Section 3.3/NND No. 782021

barges have arrived almost exclusively from ships worked by other Coys., both American and Italian.

208 Indian 'Z' Craft Operating Coy I.E. continue to operate and maintain 13 'Z' Craft. The tonnage figure of 38,150 during the month, speaks well for the high standard of work and of the serviceability of these craft.

NAPLES.

No. 3 Docks Operating Coy., S.A.E.C. continued to work the area of K pier at NAPLES. Discharge from alongside berthed ships showed a slight increase in average daily tonnage, although the barge point discharge figure showed a heavy decrease in tonnage. The increased loading programme more than counterbalanced the decrease in overall discharge.

CIVITAVECCHIA.

As mentioned in last months Progress Report, a mixed detachment of 1 Officer and 25 O.R's from 1627 Port Op Coy and 990 Port Maint Coy were sent to this port to operate and maintain 5 cranes (3 x 10 R.T., 1 x 15 R.T. and 1x3 ton Coles), under A.C. arrangements. The primary task was to assist in the speedy turn round of coal barges at the barge points. However, owing to the delayed arrival of barges, and to the slow progress of the construction of the rail line to the barge points, little work of the nature intended has been done by this detachment. Cranes have been employed instead on various jobs of minor soft mud dredging and the lifting of reinforced concrete slabs from demolished warehouses.

On the 9th Feb., 975 P.A.S. "Progress" arrived at CIVITAVECCHIA to assist in raising wrecks and plant that were obstructing alongside berthing space. Below is a list of jobs in hand or completed to date.

(a) Lifting concrete blocks in way of berth at PONTILE SARDIGNA.
(b) Raising sunken derrick barge at MOLO LAZZARETTO - not yet completed.
(c) Shifting wrecked grain elevator from BANCHINA CIALDI and dumping in site known as "graveyard".
(d) Preparing and laying moorings for vessels alongside PONTILE SARDIGNA and BANCHINA GULIELMOTTE.
(e) Assisting Italian Navy to raise sunken vessel off BACINO LITTORIO.
(f) Lifting wrecked diesel engine from PONTILE SARDIGNA and dumping in "graveyard".
(g) Removing heavy debris sunk alongside BANCHINA CIALDI and dumping on shore.
(h) Survey has been taken in preparation for removing wreckage of steam tug sunk alongside BANCHINA CIALDI.

/to sheet 7.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(D) PORT MAINTENANCE.

The maintenance of mobile cranes has been satisfactory considering the lack of spare parts. The "availability curves" hover between 60% and 75% for all ports while that for TARANTO has kept well up to, and frequently over, the 75% mark.

The principle of allowing Port Maintenance and I.W.T. Workshop Companies to carry class 'A' spares for plant and craft, which was agreed last month, has not been carried any further than the preparation of scales of holdings, owing to the non-availability of the necessary spares.

In anticipation of receiving these spares, Companies have sent men on short courses in stores accounting which have been held at 325 T.S.D.

The provision of spares for plant of D.W. supply, such as tracked cranes, from M.S.P.S. does not appear to have improved. One 19 R.E., for example, has not worked since 25 Nov 44 for the lack of a fuel pump.

The 10 ton Scotch Derrick at ANCONA has been fitted with a larger boiler and is now working satisfactorily. The advent of a grab of 5 ton capacity is now eagerly awaited.

A modified form of tank lifting gear has been made up by 990 Port Maintenance Coy and an opportunity for trying it out is now awaited.

990 Port Maintenance Coy have installed a transformer sub-station in the Tobacco Factory at ANCONA in order to boost up the line voltage at that point. This should improve the lighting on the MOLO SUD which was suffering from excessive voltage drop.

(E) BARGE CONSTRUCTION.

No barge construction was carried out. Further K.D. barges arrived in the Heel and were stored. The current situation regarding stored barges is :

TARANTO.	3 Minca
BRINDISI.	1 Minca (incomplete).
BARI.	22 Minca (1 incomplete).

The overall position is shown at Appendix 5.

(F) LATER TRANSPORT.

Better lighterage weather was experienced on the whole than in January. Both at ANCONA and BARI heavy tonnages were dealt with.

The work of Nos. 1 and 2 Italian I.W.T. Companies which was referred to in this H.Q. January Progress Report, has not yet shown any signs of improvement. Steps have, however, been taken by F.C.L.I. to improve the standard of Officers and C.R's.

Locations of I.W.T. units operating under the technical control of H.q., N° 6 I.W.T. Group were :

945 I.W.T.(Port) Operating Coy R.E. ANCONA. Dets. SENIGALLIA,

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

at 325 T.S.D.

The provision of spares for plant of D.W. supply, such as tracked cranes, from M.S.P.S. does not appear to have improved. One 19 R.E., for example, has not worked since 25 Nov 44 for the lack of a fuel pump.

The 10 ton Scotch Derrick at ANCONA has been fitted with a larger boiler and is now working satisfactorily. The advent of a grab of 5 ton capacity is now eagerly awaited.

A modified form of tank lifting gear has been made up by 9CO Port Maintenance Coy and an opportunity for trying it out is now awaited.

9CO Port Maintenance Coy have installed a transformer sub-station in the Tobacco Factory at ANCONA in order to boost up the line voltage at that point. This should improve the lighting on the MOLO SUD which was suffering from excessive voltage drop.

(E) BARGE CONSTRUCTION.

No barge construction was carried out. Further K.D. barges arrived in the Heel and were stored. The current situation regarding stored barges is :

TARANTO.	3 Minca
BRINDISI.	1 Minca (incomplete).
BARI.	22 Minca (1 incomplete).

The overall position is shown at Appendix 5.

(F) WATER TRANSPORT.

Better lighterage weather was experienced on the whole than in January. Both at ANCONA and BARI heavy tonnages were dealt with.

The work of Nos. 1 and 2 Italian I.W.T. Companies which was referred to in this H.Q. January Progress Report, has not yet shown any signs of improvement. Steps have, however, been taken by F.C.L.I. to improve the standard of Officers and O.R's.

Locations of I.W.T. units operating under the technical control of H.Q., No 6 I.W.T. Group were :

945 I.W.T.(Port) Operating Coy R.E.	ANCONA.	Dets. SENEGALLIA, PESARO, BARI.
947 I.W.T.(Port) Operating Coy R.E.	ANCONA.	Dets. BRINDISI, and TARANTO.
No. 1 Italian I.W.T.(Port) Op Coy.	BARI.	
No. 2 " " " " "	TARANTO and BRINDISI.	
No. 3 " " " " "	ANCONA.	
209 Indian 'Z' Craft Op. Coy., I.E.	ANCONA.	

N.B. 208 Indian 'Z' Craft Op. Coy., I.E. at Leghorn is independent of 6 I.W.T. Group.

7153

/to sheet 8.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

945 I.W.T.(Port) Operating Coy,apart from the detachment at BARI,is available for the next port to be opened that requires lighterage services. The Company has assisted the Navy by the provision of occasional tug power.

Cargo handled by I.W.T. at the various ports is as under:

TARANTO.	2,190 tons.
BRINDISI.	8,016 "
BARI.	36,276 "
ANCONA.	61,844 "
LEGHORN.	38,150 "
	147,376 "

(c) I.W.T. MAINTENANCE AND REPAIR.

Eight tugs have now been 'wiped' and arrangements are in hand for treating 'E' craft at ANCONA.

Examination of the Genio Marina slipway at TARANTO, after the removal of a hulk, showed that all the underwater timbers had rotted. These are being replaced and assistance in this work is being given to 1037 Port Maintenance Coy by 932 F.C. & R. Coy.

Agreement has been reached with the RAF for the use of one of the slipways at the Seaplane Base at BRINDISI. Considerable work will first have to be carried out and a preliminary survey is being made.

As regards cracked Diesel cylinder heads the experiment of changing propellers on a wooden hulled Tanac tug, while having the desired effect of reducing exhaust temperatures, proved unsuccessful in that the tug had insufficient power going astern. Since, however, instructions were issued to maintain the cooling water temperature at 120 to 140 deg.F., no further cracked heads on Vivian engines have been reported and it is hoped that the resultant decrease in the temperature change curve through the affected portion of the head has cured the trouble.

Other troubles have, however, been experienced with these tugs. There has been an alarming increase in the number of run bearings in Lister-Blackstone auxiliary engines. It is thought that the cause is dilution of the lubricating oil due to incomplete combustion of the fuel oil and investigations along these lines are being made.

Wooden hulled Tanacs at ANCONA were inspected by a D.O.H.C. Surveyor who reported that, owing to the use of unseasoned timber in the construction, the deck beams have opened up and are beyond repair. The beam knees are also opening up and the deck planks are warping on the beams. As a result, instructions have been issued that these tugs are to be kept exclusively for [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 780021

LEOPARD. 38,150 "

147,376 "

(e) E.M.E. MAINTENANCE AND REPAIR.

Eight tugs have now been 'wired' and arrangements are in hand for treating 'E' craft at ANCON.

Examination of the Genie Marina slipway at TARANTO, after the removal of a hulk, showed that all the underwater timbers had rotted. These are being replaced and assistance in this work is being given to 1037 Port Maintenance Coy by 932 P.C. & R. Coy.

Agreement has been reached with the R.A.F for the use of one of the slipways at the Seaplane Base at BRINDISI. Considerable work will first have to be carried out and a preliminary survey is being made.

As regards cracked Diesel cylinder heads the experiment of changing propellers on a wooden hulled Tenac tug, while having the desired effect of reducing exhaust temperatures, proved unsuccessful in that the tug had insufficient power going astern. Since, however, instructions were issued to maintain the cooling water temperature at 120 to 140 deg.F., no further cracked heads on Vivian engines have been reported and it is hoped that the resultant decrease in the temperature change curve through the affected portion of the head has cured the trouble.

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Wooden hulled Tenacs at ANCON were inspected by a D.C.E.C. Surveyor who reported that, owing to the use of unseasoned timber in the construction, the deck beams have opened up and are beyond repair. The beam knees are also opening up and the deck planks are warping on the beams. As a result, instructions have been issued that these tugs are to be kept exclusively for harbour work in existing ports.

After a period of two months three of the R.C.L's prepared for laying up at ANCON were selected and a test carried out to see if they could be quickly put into service again. One of the three started up well. The remaining two, however, were found to be suffering from sticking inlet valves the stems of which, on examination, were found to be dry, thus proving that the preservative oil had not reached them. A further test will now be made, warming the oil slightly prior to applying it and using slightly more, in an attempt to ensure that it reaches this vital point.

/to sheet 9.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

The installation of tank engines in Z.28 has been successfully completed by 10 Port Maintenance Coy., and the craft is now back in service. Z.32 is now being similarly converted by the same Company.

3. PORT CONSTRUCTION AND REPAIR.

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

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

Under Command for Works Only.

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

B. WORKS.

(i) Road Communications.

After the first week of the month the weather improved considerably and resulted in a lessening of the deterioration of road surfaces in the dock area. A civilian road maintenance gang now carries out all necessary repair work on dock roads.

The relaying of the stretch between the main entrance and the R.N. Dockyard has been completed as has also been that running along the West Side of the Mole Sud.

(ii) Rail Communications.

The preparation of formation for the laying of rail tracks has been completed on Mole Sud and all tracks laid. Further track is also being laid on Berths 14 & 15 and the excavation for this is in hand.

(iii) Quay Repairs.

The only major quay repairs this month are those carried out on Berth 15, covering two lengths of quay. The first is a section above water level and the repairs to this have been completed. The second is a section of undermined wall necessitating divers rebuilding the wall using concrete in sand bags. This latter work is still in hand.

(iv) Quay Grading and Surfacing.

The regrading and resurfacing of Berth 22 mentioned in last month's report has been completed and work is to start on Berths 6 & 7.

A strip 60 feet wide has been regraded and resurfaced crossing crane tracks to provide access to surfaced area of quay behind Berth 4.

The railway loading platform on Berth 16 mentioned in last month's report has been built and the ramp graded off behind.

Extensive drainage has been carried out on Berths 16 [illegible] scheme for the

Declassified E.O. 12356 Section 3.3/NND No. 782021

E. [redacted].

(i) Road Communications.

After the first week of the month the weather improved considerably and resulted in a lessening of the deterioration of road surfaces in the dock area. A civilian road maintenance gang now carries out all necessary repair work on dock roads.

The relaying of the stretch between the main entrance and the R.N. Dockyard has been completed as has also been that running along the West Side of the Molo Sud.

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A strip 60 feet wide has been regraded and resurfaced crossing crane tracks to provide access to surfaced area of quay behind Berth 4.

The railway loading platform on Berth 16 mentioned in last month's report has been built and the ramp graded off behind.

Extensive drainage has been carried out on Berths 16 & 17 in the form of dished rubble surface drains. A scheme for the drainage of Berths 6 & 7 is in hand.

(v) Protective Works. 7152

(a) Molo Clementino.

During the month the toe wall of the apron on the seaward side of the reconstructed sea wall was found to have been undermined.

/to sheet 10.....

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

Repair work has been carried out during calm weather to restore the damage covering a total length of approximately 150 feet of apron.

(b) Molo Mandracchio.

The casting of the 156 concrete blocks 3'6" x 3'6" x 2'6" mentioned in last month's report has been completed.

(vi) Oil Line.

The relaying of the 2 oil lines as mentioned in my previous reports has been completed using screwed pipes up to Berth 8 and thereafter victaulic.

A derrick with a 55 foot jib has been made in the workshops and is being erected on Berth 1 to handle flexible pipe lines from the tankers to the intake.

(vii) Quarrying Operations.

W.e.f. 10/2/45 the supply of stone for Dock works from Poggia Quarry was restricted to approximately 100 Tons per day on instructions received from C.E. No 1 District. Quarrying is however continued at Poggia under the control of this Group but the surplus stone is made available to 20 C.R.E.

(viii) General.

The 3 L.C.T. ramps have been reconstructed to a new design with a recess for the crafts door. The invert of each ramp has been reinforced and rails laid at surface level on which crafts door can slide.

The L.C.T. Ramp on Berth 8 has been decked over to provide an elongated berth. As this decking is removable the ramp can still be used as originally designed for L.S.T's.

C. B.R.I.

Majority of the Company stationed at B.R.I were employed on Military Training throughout the month.

A small party was kept employed facing up outside face of and filling cracks in the breakwater and another party on tipping stone outside the breakwater whenever the weather allowed.

During the month a total of 11 barges were tipped, 9 outside berth 24 and 2 outside berth 19, this brings the total tonnage tipped to date to 36,250 tons.

D. REVERA and CORSINI.

A detachment of 41st Harbour Construction Coy., S.A.E.C. started work on Revenge and Corsini on the 7th inst. Civilian labour has been employed to assist.

(i) REVERA.

The access road to Berths 1, 2 and 3 was found to be extensively cratered and littered with wrecked rolling stock. First work carried out was therefore the clearing and filling of craters, half of which have now been filled. The access road on the South bank was also [illegible] and filling of these craters and surfacing

Declassified E.O. 12356 Section 3.3/NND No. 780021

chops and is being erected on Berth 1 to handle flexible pipe lines from the tankers to the intake.

(vii) Quarrying Operations.

W.e.f. 10/2/45 the supply of stone for Dock works from Pegaia Quarry was restricted to approximately 100 Tons per day on instructions received from C.E. No 1 District. Quarrying is however continued at Pegaia under the control of this Group but the surplus stone is made available to 20 C.R.E.

(viii) General.

The 3 L.C.T. ramps have been reconstructed to a new design with a recess for the crafts door. The invert of each ramp has been reinforced and rails laid at surface level on which crafts door can slide.

The L.S.T. Ramp on Berth 8 has been decked over to provide an alongside berth. As this decking is removable the ramp can still be used as originally assigned for L.S.T's.

C. B.RI.

Majority of the Company stationed at B.RI were employed on Military Training throughout the month.

A small party was kept employed facing up outside face of and filling cracks in the breakwater and another party on tipping stone outside the breakwater whenever the weather allowed.

During the month a total of 11 barges were tipped, 9 outside berth 24 and 2 outside berth 19, this brings the total tonnage tipped to date to 36,250 tons.

D. R.VENN. and SORRINI.

A detachment of 41st Harbour Construction Coy., S...E.C. started work on Revenna and Corsini on the 7th inst. Civilian labour has been employed to assist.

(i) R.VENN.

The access road to Berths 1, 2 and 3 was found to be extensively cratered and littered with wrecked rolling stock. First work carried out was therefore the clearing and filling craters, half of which have now been filled. The access road on the South bank was also found to be badly cratered and filling of these craters and surfacing is in hand.

The wreckage of three mechanical conveyors for handling bulk cargoes has been cleared from quays and the canal.

Quay repairs are continuing on Berths 1-5 and the following table gives the length of quays in a fit condition for use :-

Berth No.	Length.
1.	-
2.	150 feet.
3.	170 feet.
4.	170 feet.
5.	306 feet.

/to sheet 11....

Declassified E.O. 12356 Section 3.3/NND No. 780021

(ii) PORTO CORSINI.

Repair work has been carried out on PORTO CORSINI by a section of the detachment in RAVENNA as follows :-

S.MOLE.

Repairs to first crater completed.
Repairs to second and larger crater half completed.
Rubble and large blocks were used for this work.

Quay Repairs.

Filling of craters behind one berth and repairs to quay walls have rendered 300 lin. feet of quay now fit for use.
A detailed survey of this port will be carried out and a copy of the drawing submitted with next month's report.

4. RAILWAY CONSTRUCTION.

A. GENERAL.

1. The following report covers the period 10 February to 14 March 1945.

2. Work has continued at the highest pressure on the lines set out in my report for January. The following are the important features :-

(a) Reconstruction of Line 21, PISA - EMPOLI to FLORENCE has been put in hand. Two and a half battalions of U.S. Engineers are employed, together with two 'A' Companies of Rly Op Battalions and three Italian Rly Construction Companies.
Progress has been extremely rapid, and the line will be open to traffic on 1 April.

(b) Repairs to the Serravalle Tunnel on Line 218, PISA - PISTOIA to FLORENCE are also proceeding at greatest possible speed and the present indications are that it will be opened during April.

(c) Reconstruction of Line 65, PRATO - BOLOGNA, is now almost completed to GRIZZANA with the exception of the southern demolition in the Apennine Tunnel. This work is proceeding to schedule. Considerable assistance has been forthcoming from U.S. Engineer sources in the provision of special plant and materials for the work.

(d) The doubling of the line 86 between ANCONA and FORLI is well advanced. The sections PESARO to RIMINI and SANT ARCHANGELO to FORLI (Ponte Bridge) were handed over to traffic on 9 March.

(e) Reconstruction of Line 86 under A.C. control between

Declassified E.O. 12356 Section 3.3/NND No. 780021

Quay Repairs.

Filling of craters behind one berth and repairs to quay walls have rendered 300 lin. feet of quay now fit for use.

A detailed survey of this port will be carried out and a copy of the drawing submitted with next month's report.

4. RAILWAY CONSTRUCTION.

A. GENERAL.

1. The following report covers the period 10 February to 14 March 1945.

2. Work has continued at the highest pressure on the lines set out in my report for January. The following are the important features :-

(a) Reconstruction of Line 219 PISA - EMPOLI to FLORENCE has been put in hand. Two and a half battalions of U.S. Engineers are employed, together with two 'A' Companies of Rly Op Battalions and three Italian Rly Construction Companies.

Progress has been extremely rapid, and the line will be open to traffic on 1 April.

(b) Repairs to the Serravalle Tunnel on Line 218, PISA - PISTOIA to FLORENCE are also proceeding at greatest possible speed and the present indications are that it will be opened during April.

(c) Reconstruction of Line 65, FRATC - BOLOGNA, is now almost completed to GRIAZANA with the exception of the southern demolition in the Appennine Tunnel. This work is proceeding to schedule. Considerable assistance has been forthcoming from U.S. Engineer sources in the provision of special plant and materials for the work.

(d) The doubling of the line 86 between ANCONA and FORLI is well advanced. The sections FANO to RIMINI and SANT ARCHANGELO to FORLI (Reno Bridge) were handed over to traffic on 9 March.

(e) Reconstruction of Line 86 under A.C. control between ANCONA and ORTONA has proceeded satisfactorily, though delays have occurred at several points due to cement shortage.

1212 Group is now established in the area and units are at work on the line.

3. By the end of April it is anticipated that all the present commitments will have been fulfilled excepting the opening of the South portal of the Appennine Tunnel.

71.

/to sheet 12....

Declassified E.O. 12356 Section 3.3/NND No. 780021

Thus the bulk of the railway construction force will be available for the completion of lines 65 and 86 to Bologna, and for works to the North and West of Bologna in the event of a large scale enemy retreat or collapse not earlier than the middle of April.

Planning for stores provision from April onwards is being based accordingly and allowance is being made to cater for the needs of American Engineer Units which may be allocated to Railway reconstruction in Northern Italy. At the same time, provision is being made for the continuance of repairs by civilian contractors and I.S.R. personnel on lines of secondary military importance.

As an illustration of the scale of present planning, a monthly allotment of 13,000 tons of cement is being requested, together with an average of 5,000 lineal feet of new bridging.

32 Pioneer Units have also been requested. At the present time 31 units are being employed.

B. RAILHEADS.

No new railheads have been opened during the period under review. Firm estimated dates of opening of new railheads are :-

Line 86	Faenza	31 March.
Line 219	Florence (Campo M-rte)	1 April.

C. RECONNAISSANCE AND DEMOLITIONS.

The tactical situation has permitted no new reconnaissance on Lines 86 or 65.

Shells are still falling about Grizzana station on Line 65 and Faenza Station on line 86.

D. LINE RECONSTRUCTION.

Status of line reconstruction is shown on map at Appendix 6.

1. (a) Line 65, Rome - Orte doubling.

Double track is now in service between Civita Castellana and Orte. R.C.E. 4 is taking over general supervision, and is placing a section of 120 Indian Railway Construction Coy. on the works to expedite completion of the remainder.

(b) Line 65, Prato to Bologna.

The opening of the South Portal of the Appeninne tunnel is the governing factor in the opening of the whole line to Grizzana, the remainder of the work is all now being rapidly completed.

The tunnel work is proceeding in accordance with schedule against a completion date of 15 May. The headings being driven from both ends of the 655 feet long block are now 410 feet apart, and a

Declassified E.O. 12356 Section 3.3/NND No. 782021

As an illustration of the scale of present planning, a monthly allotment of 13,000 tons of cement is being requested, together with an average of 5,000 lineal feet of new bridging.

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B. RAILHEADS.

No new railheads have been opened during the period under review. Firm estimated dates of opening of new railheads are :-

Line 86	Faenza	31 March.
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C. RECONNAISSANCE AND DEMOLITIONS.

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Shells are still falling about Grizzana Station on Line 65 and Faenza Station on line 86.

D. LINE RECONSTRUCTION.

Status of line reconstruction is shown on map at Appendix 6.

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The opening of the South Portal of the Appeninne tunnel is the governing factor in the opening of the whole line to Grizzana, the remainder of the work is all now being rapidly completed.

The tunnel work is proceeding in accordance with schedule against a completion date of 15 May. The headings being driven from both ends of the 655 feet long block are now 410 feet apart, and a steady progress of 5 feet per day at the outside face and 2 feet per day at the inside face is being maintained.

During the next 10 days it is anticipated that an additional working face will be reached through a service adit. The tunnel ring has been completed in the open cut section. Heavily reinforced concrete was used. At Appendix 7A is attached a diagram giving a plan of the workings and at Appendix 7B are illustrations of the tunnelling methods adopted by the R.C.E. (S...E.C.). Arrangements are in hand for the provision of a railhead at GRIZZANA, of 4,000 tons capacity, for use as soon as the line is opened.

/ to sheet 13.....

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

2. Line 218/217/65, Pisa - Pistoia - Florence.

A test train has now been run from Florence to the eastern portal of the Serravalle tunnel.

Work on the tunnel itself is proceeding according to schedule, against an opening date at the end of April. Work on faces inside the tunnel is now proceeding through entries through the vertical shaft, where a head gear has been installed, and through an adit near the western portal, giving two faces on the central demolition and four on the western. L.S.D.T. has been extensively used as buttressing to prevent slides in the open cuts at both entrances, and the rebuilding of the tunnel in the cuts is proceeding rapidly in brick at the east end and reinforced concrete at the west.

3. Line 219, Pisa - Empoli - Florence.

Extremely rapid progress has been made in the reconstruction of this line, in which about 2,000 American troops are employed, assisted by Italian Railway construction troops, I.S.R., Contractors and local labour.

By 12 March all bridges had been launched, and work will be completed well within the scheduled date of 1 April.

Eight U.C.B. girders of 105' length have been erected, three in single span bridges; and five in the bridge over the Arno at Empoli.

The single spans were launched by the use of the standard launching nose, at low level. A balance of weight of ten tons, was placed at the back of the girder. The five spans in the Arno bridge were launched at low level as continuous steel with no launching nose. A special joint between the first and second girders was advised to take up erection stresses. The maximum deflection on the leading girder when fully cantilevered just before landing, was thirteen inches.

A paper is being prepared giving full details of construction, special fitting, erection and service tests and will be forwarded shortly.

4. Line 86.

(a) Ancona - Bologna.

1. With the completion of the four span U.C.B. viaduct over the river Lamone, now being launched, the railway will be opened to Faenza.

Work now proceeding on railhead construction will provide sidings for 3,000 tons per day at Faenza by 31 March.

2. The deviation from Forcce to Forli (Ronco Bridge)

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

buttressing to prevent slides in the open cuts at both entrances, and the rebuilding of the tunnel in the cuts is proceeding rapidly in brick at the east end and reinforced concrete at the west.

3. Line 21c, Pisa - Empoli - Florence.

Extremely rapid progress has been made in the reconstruction of this line, in which about 2,000 American troops are employed, assisted by Italian Railway construction troops, I.S.R., Contractors and local labour.

By 12 March all bridges had been launched, and work will be completed well within the scheduled date of 1 April.

Eight U.C.B. girders of 105' length have been erected, three in single span bridges; and five in the bridge over the Arno at Empoli.

The single spans were launched by the use of the standard launching nose, at low level. A balance of weight of ten tons, was placed at the back of the girder. The five spans in the Arno bridge were launched at low level as continuous steel with no launching nose. A special joint between the first and second girders was devised to take up erection stresses. The maximum deflection on the leading girder when fully cantilevered just before landing, was thirteen inches.

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4. Line 86.

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1. With the completion of the four span U.C.B. viaduct over the river Lamone, now being launched, the railway will be opened to Faenza.

Work now proceeding on railhead construction will provide sidings for 3,000 tons per day at Faenza by 31 March.

2. Line doubling from Marzocca to Forli (Ronco Bridge) is complete, except for ballasting in some short stretches between Fano and Senigallia, the Metauro bridge and the Misa river bridge at Senigallia station. The Cesano viaduct, originally repaired by bridging with 14 spans of 45 ft. R.S.J. has been rebuilt for double line by Contractors under the control of R.C.E.4., in mass concrete arches. The original steel is now being taken up, and is earmarked for similar viaducts in the Faenza - Bologna section.

7150

/ to sheet 14....

Declassified E.O. 12356 Section 3.3/NND No. 780021

The viaducts over the Metauro, Foglia, Arzilla, Savio and Ronco rivers will be similarly dealt with. Work is in hand on the Metauro viaduct, and Contractors are being sought for the remainder.

3. The reconstruction of the yards and sidings in Ancona station and Docks is now completed. The connection between lines 87 and 86 avoiding Falconara station has been opened to traffic as a single line. A loop is being constructed.

The Rendelfo Base Marshalling Yard is about 50% complete. All first priority sidings have been laid, but there is much work yet to be done in the completion of the remaining sidings, the ballasting of the yard, and the provision of engine facilities and other accommodation.

(b) Orione - Ancona.

1212 Group, with 159 and 160 Rly Construction Companies are now at work on the line.

Repairs by A.C. Contractors have progressed well except where hampered by lack of cement.

The daily requirement for the works is 100 tons, and supplies available after higher priority jobs had been met, have not come up to demand. The situation is now being rectified.

R.C.E. 1212 has now been given responsibility for the whole project, whilst A.C. will continue to control the Contractors, under his general supervision.

The target date for opening the line is 30th April.

5. Line 89, Campoleone - Rome.

Contractors work is proceeding satisfactorily against opening to schedule on 30th April.

6. Line 227 - Colle Silvetti to Pisa.

Plans are now being formulated to reconstruct this line, which will provide a by pass to Leghorn for Rome - Pisa traffic.

About 450 lineal feet of R.S.J. bridging is required. Track demolition is 50%. This work will be carried out by Rly Operating Battalion 'A' Coys, when released from works on line 219.

7. Line 50. Rome - Orbetello doubling.

Long sections of one track were removed by the enemy from this section for use elsewhere. Between Tarquinia and Orbetello, track materials had been left partly on site, but elsewhere all materials were gone.

Declassified E.O. 12356 Section 3.3/NND No. 782021

the ballasting of the yards, and the provision of engine facilities and other accommodation.

(b) Orte - Ancona.

1212 Group, with 159 and 160 Rly Construction Companies are now at work on the line.

Repairs by A.C. Contractors have progressed well except where hampered by lack of cement.

The daily requirement for the works is 100 tons, and supplies available after higher priority jobs had been met, have not come up to demand. The situation is now being rectified.

R.C.E. 1212 has now been given responsibility for the whole project, whilst A.C. will continue to control the Contractors, under his general supervision.

The target date for opening the line is 30th April.

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Contractors work is proceeding satisfactorily against opening to schedule on 30th April.

6. Line 227 - Colle Silvetti to Pisa.

Plans are now being formulated to reconstruct this line, which will provide a by pass to Leghorn for Rome - Pisa traffic.

About 450 lineal feet of R.S.J. bridging is required. Track demolition is 5C . The work will be carried out by Rly Operating Battalion 'A' Coys, when released from works on line 219.

7. Line 50, Rome - Orbetello doubling.

Long sections of one track were removed by the enemy from this section for use elsewhere. Between Tarquinia and Orbetello, track materials had been left partly on site, but elsewhere all materials were gone.

Work is now in hand, replacing the second line. Materials will be found from line 50 North of Orbetello, and from Line 65 North of Orte. Work will be carried out by I.S.R. personnel. M.R.S. units will also take part later if available.

/ to sheet 15....

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

E. LINE MAINTENANCE.

1. Consequent on the move of R.C.E. 1212 from the Florence Area to Line 86; responsibility for maintenance of lines has been reallocated as follows :-

Line 65 - Rome to Arezzo - 4 (Ind) Fly Constr. & Maint Group.

Line 218 - Pisa to Florence - American Section.

Thus R.C.E. 4 is now responsible for maintenance of all tracks operated by British units excepting line 86 North of Rimini, and the American section is responsible for maintenance of all American operated lines.

2. Line 87 is being closed for four days commencing 15 March to permit the installation of a new 150 ft. lattice girder span at Km.224 near Serra San Quirico station. The existing bridge which consists of two U.C.B. spans is to be removed as the central pier is faulty, having settled out of line during flooding last December.

3. Permanent repairs to release military steel are proceeding on all lines to the maximum extent. In most cases the work is only limited by availability of cement.

F. STATISTICS.

At Appendices 8 and 9 are summaries of works completed during Feb and in hand on 1 Mar, together with statistical detail covering works during February.

5. RAILWAY ELECTRIFICATION.

a. General.

The electric working which was commenced over the Terni - Fossato section of Line 87 at the end of January has functioned satisfactorily without interruption.

The mercury arc rectifier of the Mobile Sub Station at Fossato was found to require extensive repairs and difficulty has been experienced in finding the necessary replacement parts, of which the main source is salvage from partially destroyed rectifiers in other sub stations. The work is being carried out by I.S.E. specialists with military supervision and assistance.

While the section from Fossato to Fabriano has been overhauled, it has been possible to carry out a thorough revision of wiring in Fossato tunnel in order to ensure against further failures.

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

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While the section from Fossato to Fabriano has been de-energised, it has been possible to carry out a thorough revision of wiring in Fossato tunnel in order to ensure against further failures.

Reconstruction of the sections Orte - Terni and Fabriano - Falconara is progressing satisfactorily and as fast as supply of new materials will permit.

B. Electric Operation.

The following shows the electric locomotive performance and energy consumption figures for the period 26th January to 3rd February inclusive during which the changeover from steam to electric working was made, and for the four weeks ending 3 March 1945 for all - electric working, Terni - Fossato, a length of 96 Km.

7119

/ to sheet 16.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

26th January to 3rd February 1945.

Number of electric Locos in service	13
Total Electric Loco Kilometrage	8670 Km.
Energy Consumption	158070 K.W.H.
Average Daily Power	941 K.W.

3rd February to 3rd March 1945.

Number of Substations in Operation	2
Average No. of Electric Locos in Service	15.5
Total Electric Loco Kilometrage	69111 Km.
Average Km per day per loco	159 Km.
Total Gross Ton Km hauled - Freight	22,723,400 T Km.
" " " " - Passenger	2,353,600 T Km.
" " " " - F + P	25,077,000 T Km.
Gross ton Km per loco per day	57,800 T Km.
Average Gross Ton per loco	363 T.
Total Energy Consumption	1, 143,320 K.W.H.
Average Daily Power	1,701 K.W.
Energy Consumption per 100 Ton-Km.	4.55 K.W.H.

C. Labour .

Work on the Orte - Terni and Fabriano - Falconara sections is progressing favourably with I.S.R. employees only and military supervision.

Employment.	Terni -	Orte	25 I.S.R.
	Fabriano -	Falconara	75 I.S.R.
		Total	100 (approx).

D. Erection of 3000 V. D.C. Overhead Contact Line.

	During Feb.	Total to date
Catenary wire erected	10 tons	70 tons.
Contact wire erected	15 tons	115 tons.
Track - kilometres renewed	10 Km.	80 Km.

E. Reconstruction of 120 K.V. Transmission Lines.

Reconstruction of 2 - 120 K.V. lines Gallese - Orte each 28 Km. completed 25th February 1945.

Reconstruction of Orte - Florence line and portions of Rifredi - Bologna line in progress.

F. Substations.

Guidonia S/stn.

Second group of conversion equipment under repair and 50 % complete.

Foligno S/stn.

Fixed substation 60% complete.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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Track - kilometres renewed	10 Km.	80 Km.

E. Reconstruction of 120 K.V. Transmission Lines.

Reconstruction of 2 - 120 K.V. lines Galleto - Orte each 28 Km. completed 25th February 1945.

Reconstruction of Orte - Florence line and portions of Rifredi - Bologna line in progress.

F. Substations.

Guinceno S/stn.

Second group of conversion equipment under repair and 50 % complete.

Foligno S/stn.

Fixed substation 60% complete.

Tossato S/stn.

..... Mobile Substation rectifier is under repair.

Genga S/stn.

Fixed substation 85% complete.
Arrangements in progress for drying out main transformer.

G. Electric Locomotives.

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

/ to sheet 17.....

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

H. Power Supply.

1. Gallete Power Station.

Power output from the 30,000 K.V.A. unit at Gallete has been satisfactory and no power failures have occurred to interrupt railway working. The steadby switching arrangements are satisfactory

The second 30,000 K.V.A. generating unit at this station is scheduled for completion in mid-April.

2. Anversa - Sanpittario Power Station.

Repair work at this station is progressing satisfactorily.

3. Orte Transformer Station.

The repair work necessary to bring into service two 30,000 K.V.A. regulating transformers at Orte substation has begun. These transformers are required for connecting the 150 K.V. transformers at Gallete to the 120 K.V. distribution system of Central Italy which is at present working only at 60 K.V. The transformers are the property of I.S.R. and repair work is being carried out by them.

I. Pratc - Bologna Line (65).

Copper conductor for catenary and contact line has been delivered to the site in preparation for 3,000 volt line reconstruction.

High tension line repairs from Rifredi substation station are in progress.

J. Rome - Naples Line (85).

An inspection of the line and substations from Rome to Naples via Formia has been made and a programme drawn up for the work to be done in six months from commencement. The electrification of this line will result in the release of engine power.

6. RAILWAY OPERATING.

A. ORGANISATION.

1. Area.

There was no alteration in the area under control of the R.R.U. during the month - the route kms therefore remain the same as reported last month.

2. Officer changes.

Major S.A. WEBSTER left D.D.Tn. Railways to take up [illegible] at R.Q.M.G. and was succeeded by Major R.D. [illegible] in D.R.S. H.Q.

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

Repair work at this station is progressing satisfactorily.

B. Orte Transformer Station.

The repair work necessary to bring into service two 30,000 K.V.A. regulating transformers at Orte substation has begun. These transformers are required for connecting the 150 K.V. Transformers at Galleto to the 120 K.V. distribution system of Central Italy which is at present working only at 60 K.V. The transformers are the property of I.R.R. and repair work is being carried out by them.

I. Prato - Bologna Line (65).

Copper conductor for catenary and contact line has been delivered to the site in preparation for 3,000 volt line reconstruction.

3 kn tension line repairs from Rifredi switching station are in progress.

J. Rome - Naples Line (8%).

An inspection of the line and substations from Rome to Naples via Formia has been made and a programme drawn up for the work to be done in six months from commencement. The electrification of this line will result in the release of engine power.

6. RAILWAY OPERATING.

A. ORGANISATION.

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2. Officer changes.

Major S.A. WEBSTER left D.D.Tn. Railways to take up appointment in D.R.S. H.Q. at ROME and was succeeded by Major R.D. GARDINER.

Major W.A.G. SUDDABY joined D.D.Tn. Railways staff on 24 Feb to replace Major A.R. ADAMS, who left to take up appointment with one of the occupied enemy territory Commissions.

Lieut. W.F. MURPHIS who had previously been in charge of the Mobile Wagon Recovery Squad joined the staff of D.D.Tn. Railways as O i/c. Carriage & Wagon Section of the Technical Branch.

/ to sheet 18.....

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

The following officers, posted to Increment to Rly Op Gp (MA) RE, reported for duty and were attached to units shown :-

Lt. F.V. HEDGES 2/Lt. F.W. HODGKINS	193 Rly Op Coy.
Lt. K.C. ELLIOTT Lt. D.G. FULR	189 Rly Op Coy.
Lt. J.W. PECK	192 Rly Op Coy.

3. Relations with Italian State Railways.

(a) Organisation.

No change took place in the status of lines in Central Italy. The only change under this heading is the decision to give material military assistance to the rebuilding of the Central Sector of Line 86 between ORTONA and ANCONA. In connection with this scheme D.D.Tn.Rlys is responsible for vetting the operating requirements in conjunction with the I.S.R. Capo Compartimento ANCONA on whose responsibility the final operation of the line will fall.

The hand over of Line 87 between Orte and Foligno to the I.S.R. has not produced results as satisfactory as had been hoped and a meeting was therefore held at Ancona to discuss means of effecting an improvement. It is hoped that this meeting will produce satisfactory results.

(b) Welfare.

The distribution of boots and clothing has been reorganised and though this has meant a falling off in the quantities distributed during this month there have been much bigger releases of clothing towards the end of the month. These will not actually be distributed until the beginning of March.

The large increase in the availability of clothing is to a certain extent offset by a small reduction in the allotment of boots.

The release of 5000 sets of rubber soles and heels has been obtained. This will enable the boots already distributed to be kept in reasonable repair.

4. State of Th Railway Units.

This remains satisfactory especially in the case of 192 Rly Op Coy who have now been given the responsibility of manning the new Base Marshalling Yard at MONDOLFO and all stations thence to PESARO inclusive. It has also been possible to provide regular work for some of their footplate crews.

189 Rly Op Coy have taken over the line North of PESARO to RI so that 192 Rly Op Coy are now concentrated in one area except [illegible] Compartimento and the footplate crews

Declassified E.O. 12356 Sec. 3.3/NND No. 782021

(a) Organisation.

No change took place in the status of lines in Central Italy. The only change under this heading is the decision to give material military assistance to the rebuilding of the Central Sector of Line 86 between ORTONA and ANCONA. In connection with this scheme D.D.Tn.Rlys is responsible for vesting the operating requirements in conjunction with the I.S.R. Capo Compartimento ANCONA on whose responsibility the final operation of the line will fall.

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189 Rly Op Coy have taken over the line North of PESARO to RH so that 192 Rly Op Coy are now concentrated in one area except for their detachments in the BARI Compartimento and the footplate crews attached to 193 and 190 Rly Op Coys.

B. RAILWAY OPERATING CENTRAL ITALY.

1. Opening of New Lines.

No new lines were opened during the month.

/ to sheet 19....

Declassified E.O. 12356 Section 3.3/NND No. 782021

2. New Operating Facilities on Lines Open to Traffic.

(a) Line 65.

AREZZO - various road improvements have been carried out.

MONTEROTONDO - work was started on depot sidings by Italian staff.

S IST. E'TO - new roads up to No.23 were handed over to traffic, and work was completed on new departure road to SETTE E.GNI 27 Feb.

(b) Line 67.

TERNI - No 2 Priority Sidings in TERNI yard were handed over with a speed restriction of 10 kph. No.3 Priority sidings were handed over on 19 Feb. The installation of catenary was completed on Nos 1 and 2 roads. Work started on installation of yard lightings.

ORTE - double line working was introduced ORTE - CIVIT.. CASTELLANA 25 Feb. Repairs to BASSANO Bridge were begun.

(c) Line 86.

ANCON. - The South Mole line was handed over to traffic 3 Feb. The second Derv siding was completed 31 Jan. Third loop on South Mole is complete and in use. A considerable portion of the new layout is in use.

FALCONARA. Yoiding Line (single line only) was handed over 27 Feb but owing to signalling arrangements not being complete it cannot yet be brought into regular use.

PESARO / F.TO - Block Post at Km 150 was opened as a crossing station 5 Feb.

CESENA. - The side loading dock has been completed.

FORLI - The coal stage has been erected and is in use.

RIMINI - The heating of the overhead fuel tank has been completed satisfactorily. Work proceeded on excavation for the oil storage tank, and footings for the Romney Mut loco shed.

3. Signalling Arrangements.

Colour light signalling was brought into use at FALCONA. on 20 Feb. Power signalling was introduced at MONTEC.ROTTO 28 Jan. FALCONA. West Block Post, equipped with colour light signals, was brought into use 18 Feb. Installation of colour light signalling at North end of FALCONA. Voiding Line is in hand. Restoration of colour light signalling is being carried out at IESI by the local staff.

4. Freight Train Working.

Declassified E.O. 12356 Section 3.3/NND No. 782021

TERNI - No.2 Priority Sidings in TERNI yard were handed over with a speed restriction of 10 kph. No.3 Priority sidings were handed over on 19 Feb. The installation of catenary was completed on Nos 1 and 2 roads. Work started on installation of yard lighting.

ORTE - Double line working was introduced ORTE - CIVITA CASTELLANA 25 Feb. Repairs to RIGNANO Bridge were begun.

(c) Line 86.

ANCONA - The South Mole line was handed over to traffic 3 Feb. The Second Derv siding was completed 31 Jan. Third loop on South Mole is complete and in use. A considerable portion of the new layout is in use.

FALCONARA - Yielding line (single line only) was handed over 27 Feb but owing to signalling arrangements not being complete it cannot yet be brought into regular use.

PESARO / FANO - Block Post at Km 150 was opened as a crossing station 5 Feb.

ORCHI - The side loading dock has been completed.

FORLI - The coal stage has been erected and is in use.

RIMINI - The heating of overhead fuel tank has been completed satisfactorily. Work proceeded on excavation for the oil storage tank, and footings for the Romney Hut loco shed.

3. Signalling Arrangements.

Colour light signalling was brought into use at ALBACINA on 20 Feb. Power signalling was introduced at CASTELFIDARDO 28 Jan. FALCONARA West Block Post, equipped with colour light signals, was brought into use 18 Feb. Installation of colour light signalling at North end of FALCONARA Yielding Line is in hand. Restoration of colour light signalling is being carried out at IESI by the local staff.

4. Freight Train Working.

(a) Line 86 ANCONA - CESENA.

Traffic was very heavy on this line during the month and for some days engineering occupations had to be cancelled on account of troop moves.

/ to sheet 20.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

(b) Line 87 ORTE - FALCONARA.

Troop moves affected acceptances from the South on this line but after a few days the traffic was cleared satisfactorily although heavier than usual.

Electric traction settled down well during the month and 600 ton trains are hauled by single engines except on the steep banks where a second electric loco is necessary as an assistant. Due to trouble with the mobile sub station at FOSSATO electric traction has had to terminate there, and all trains are taken over by steam power from there to the east. Except for shunting and local trips the line can be said to be fully electrified between TERNI and FOSSATO. The shorter running time of the electric hauled trains up the steep banks has demonstrated that a maximum of 12 trains per day each way can be run, and this was accomplished on 21 Feb for the first time.

(c) Line 65 ROME - AREZZO.

As a result of the large number of special trains which have been operated during the month, first to and from AREZZO and later to and from the East Coast, the working over the ROME - ORTE section of line 65 has been exceedingly heavy, particularly during the latter part of the month.

During the period 11 - 28 Feb inclusive a total of 412 train paths were utilized over the section in question, an average of 23 daily. This high density was achieved without any marked deterioration in average train performance, which remained in the case of freight trains at approx 20 kph.

Apart from 25 Troop and AFV specials operated during the first fourteen days traffic over the ORTE - AREZZO section of this route has remained about normal.

5. Passenger Train Services.

No extension of these was made during the month, but it is evident that A.C. are very desirous of introducing rail travel facilities to and from ANCONA for "essential" civilian workers, and it was agreed that 250 could be conveyed on the existing military civilian labour trains.

A.C. have also requested that civilian passenger services be introduced from ROME to AREZZO and to ANCONA after 1 April 45; this proposal has been forwarded for approval to Allied Railway Board by the Traffic Sub Committee.

Flagstaff train ran from ROME to CESENA on 1/2 Feb and returned to ROME on 4 Feb.

IESI was still used as Ambulance train RH throughout the month when 5 trains terminated there.

6. RAILWAY OPERATING EAST ITALY.

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

The shorter running time of the electric loaded [illegible] Banks has demonstrated that a maximum of 12 trains per day each way can be run, and this was accomplished on 21 Feb for the first time.

(c) Line 65 RGE - AREZZO.

As a result of the large number of special trains which have been operated during the month, first to and from AREZZO and later to and from the East Coast, the working over the RGE - ORTE section of line 65 has been exceedingly heavy, particularly during the latter part of the month.

During the period 11 - 28 Feb inclusive a total of 412 train paths were utilized over the section in question, an average of 23 daily. This high density was achieved without any marked deterioration in average train performance, which remained in the case of freight trains at approx 20 kmh.

Apart from 25 Troop and AFV specials operated during the first fourteen days traffic over the ORTE - AREZZO section of this route has remained about normal.

5. Passenger Train Services.

No extension of these was made during the month, but it is evident that A.C. are very desirous of introducing rail travel facilities to and from AROMA for "essential" civilian workers, and it was agreed that 250 could be conveyed on the existing military civilian labour trains.

A.C. have also requested that civilian passenger services be introduced from RGE to AREZZO and to AROMA after 1 April 45; this proposal has been forwarded for approval to Allied Railway Board by the Traffic Sub Committee.

Flagstaff train ran from ROME to TERNI on 1/2 Feb and returned to ROME on 4 Feb.

TERNI was still used as Ambulance train RH throughout the month with 5 trains terminating there.

C. RAILWAY OPERATING EAST ITALY.

1. There has been a slight increase in traffic handled during the month as compared with January. The I.S.R's tendency to concentrate on the movement of traffic over one line at a time at the expense of others instead of keeping a steady flow over all, has once again lead to an accumulation of loads; this month both Bari and Taranto failed to move traffic currently for a short period but after strong representations had been made to the local I.S.R. officials the position became normal within four days.

/ to sheet 21..

Declassified E.O. 12356 Section 3.3/NND No. 782021

2. The wagon supply has been adequate throughout the month; there being a gain of 340 wagons to Bari Compartments.

	Feb.	Jan.
Loaded wagons passed to West via Foggia and Potenza.	6481	5280
Wagons loaded out of Bari Docks	3349	3431
" " " " Taranto "	1679	1011
" " " " Brindisi".	1516	1895

D. OPERATING STATISTICS.

The daily average train operation statistics for Central and East Italy are given in Appendix 10.

E. LOCOMOTIVE RUNNING.

1. General.

The greatly improved weather conditions have had a beneficial effect not only on the work of the I.S.R. staff but upon the performance of the locos on the road; particular improvement in running times was evident on the 1 in 45 gradients between TARANTO and FOGGIA di VICO on line 87.

The major difficulties of refuelling oil burning locos have been overcome, and in general, depot working throughout Central Italy has run smoothly during the past month. The I.S.R. personnel at FOGGIA are taking an interest in their work, and the depot stores is becoming largely self contained.

The predominant feature of the month has been the full scale electrified working between TARANTO and FOGGIA di VICO on line 87, and the proved mechanical reliability of the electric locos has enabled a fair proportion of the I.S.R. coal burners to be withdrawn from service in this area. This has had a very marked effect upon the steam locomotive availability in the whole of Central Italy; prior to 13 Feb-the effective date for the reduction of steam power - the percentage of engines stopped all causes for more than 24 hours averaged 33%, yet the average figures for the last fortnight in February fell to no more than 22.5%.

It is noteworthy that, of the aggregate monthly engine kilometrage for Central Italy, as much as 33% is accountable to light engines, shunting and banking. Of the main line kilometrage 52% was run by oil burners and 30% by electric locos; and it is likely that during the coming month I.S.R. coal burning engines will have almost entirely been relegated to secondary duties.

The daily kilometrage figures shows an improvement [illegible] for the week ending 24 Feb likedos at

Declassified E.O. 12356 Section 3.3/NND No. 782021

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The daily average train operation statistics for Central and East Italy are given in Appendix 10.

E. LOCOMOTIVE RUNNING.

1. General.

The greatly improved weather conditions have had a beneficial effect not only on the work of the I.S.R. staff but upon the performance of the locos on the road; particular improvement in running times was evident on the 1 in 45 gradients between FABRIANO and FOSSATO di VICO on line 87.

The major difficulties of refuelling oil burning locos have been overcome, and in general, depot working throughout Central Italy has run smoothly during the past month. The I.S.R. personnel at FOLIGNO are taking an interest in their work, and the depot stores is becoming largely self contained.

The predominant feature of the month has been the full scale electrified working between TERNI and FOSSATO di VICO on line 87, and the proved mechanical reliability of the electric locos has enabled a fair proportion of the I.S.R. coal burners to be withdrawn from service in this area. This has had a very marked effect upon the steam locomotive availability in the whole of Central Italy; prior to 13 Feb-the effective date for the reduction of steam power - the percentage of engines stopped all causes for more than 24 hours averaged 33%, yet the average figures for the last fortnight in February fell to no more than 22.5%.

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The daily kilometrage figures shows an improvement for all types of engines, and for the week ending 24 Feb Mikados at FABRIANO Depot averaged 148.3 Km per day per engine allocated. It is unfortunate that three oil burning locomotives had to go into shops for casual repairs as the result of damage received in the explosion and derailment on line 86. The ISR converted oil burners on line 87 are still giving continual trouble with heavy recurrent firebox repairs, for which shopping is the only immediate remedy.

The consumption figures for fuel and lubricants show some improvement, though an appreciable reduction in coal consumption, in terms of kg per km, is not to be expected due to the preponderance of banking on heavy grades in the duties now allocated to coal burning engines.

/ to sheet 22....

Declassified E.O. 12356 Section 3.3/NND No. 780021

2. Mechanical Training.

(i) The very successful series of courses on diesel repair, maintenance and operation of the Whitcomb diesel electric locos has now been terminated.

(ii) British drivers and firemen are double banking on electric locos on line 87 and ISR footplate staff are double banking on oil burners on line 86.

3. Stores.

Further spares have been received for 2-8-0 and 2-8-2 locos by 330 Tn SD and orders have been given to PAPANELLI's Foundry for castings to supplement the spares for these types of loco.

Spares for F.D. diesels are now being received but details of individual items are not yet available.

33,000 lts of whitecoal produced at FOLIGNO was transferred to 330 TnSD to enable issues to be made direct to units from TnSD.

Arrangements were made for four vans to be converted at ANCONA for use as inter-stores depot vans for F° 3 Tn Stores Gr., R.E.

Industrial Gases.

Supplies have improved during the month. The position is now satisfactory.

Coal.

Consumption decreased following the electrification of TERNI - FOSSATO di Vico section.

One collier was received with 2,574 tons of USA coal on Tn account. A reserve of two weeks supply was held at depots at the month end.

Fuel Oil.

Supplies were received regularly. 7-8 days reserve was held at depots at the end of the month.

4. Future Developments.

(i) Line 86.

PESCARA loco depot was visited by AD Tn (Loco) accompanied by Ing RCSA of the I&E, and a scheme has been put in hand for the rehabilitation of the depot together with the development of the layout as will be necessary to meet anticipated requirements.

(ii) Line 65.

CHIUSI loco depot is being equipped to accommodate coal burning locomotives for use on line 65. Machinery has been obtained and its installation is being

Unclassified E.O. 12356 Section 3.3/NND No. 782021

Further spares have been received for 2-8-0 and 2-8-2 locos by 330 Tn SD and orders have been given to RAPALLI's Foundry for castings to supplement the spares for these types of loco.

Spares for U.D. diesels are now being received but details of individual items are not yet available.

33,000 lbs of whitemetal produced at FOLIGNO was transferred to 330 Tn SD to enable issues to be made direct to units from Tn SD.

Arrangements were made for four vans to be converted at ARCOLA for use as inter-stores depot vans for N° 3 Tn Stores Sy., U.E.

Industrial Gases.

Supplies have improved during the month. The position is now satisfactory.

Coal.

Consumption decreased following the electrification of TERNI - FOSSATO di Vico section.

One collier was received with 2,574 tons of USA coal on Tn account. A reserve of two weeks supply was held at depots at the month end.

Fuel Oil.

Supplies were received regularly. 7-8 days reserve was held at depots at the end of the month.

4. Future Developments.

(i) Line 86.

PESCARA loco depot was visited by AD Tn (Loco) accompanied by Ing ROSA of the ISR, and a scheme has been put in hand for the rehabilitation of the depot together with the development of the layout as will be necessary to meet anticipated requirements.

(ii) Line 65.

CHIUSI loco depot is being equipped to accommodate coal burning locomotives for use on line 65. Machinery has been obtained and its installation is being supervised by N° 2 Rly Mobile Workshop. The work of reorganisation is so far proceeding according to plan.

5. Loco Statistics.

Appendix 11 gives the Locomotive Power Situation throughout liberated Italy.

Appendix 12 gives the same loco running statistics for Central Italy.

/ to sheet 23....

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

7. MECHANICAL ENGINEERING.

A. Location of Units and Personnel.

At the end of the month N° 2 Mobile Workshop was transferred from AREZZO to CHIUSI.

Three new Loco Running Officers from UK reported for duty during the month, namely Lts. Muir, Pook and Hodgkin.

Major D.C.I. Reynolds, RE vacated the position of D.A.D Tn (Mech) at this HQ taking up the appointment of 2 i/c N° 1 Rly Op Group. He has been replaced by Major S. Webster, RE previously D.A.D Tn.(Mech) at D.D.Tn.Rlys H.Q., who in his turn was replaced by Major R.Gardner RE, ex CO 153 Rly Op Coy.

B. Locomotive Repairs (Steam).

Locomotives ex shops from General Repairs during the month are as follows :-

TARANTO (Tosi & Nuova Italia Shops)	3	
FOGGIA	9	
Pietrarsa (NAPLES)	8	+ 10 miscellaneous.
753 Shop (NAPLES)		
FOLIGNO	8	
FLORENCE (Romito and Porta Prato)	4	
San Lorenzo (ROME)	6	
T O T A L	47	+ 10 miscellaneous.

Heavy service repairs were also given to 8 other locomotives in running sheds and subsidiary shops.

During the month 12 additional American 2-8-0 locomotives were received in the country. Of these 4 were coalburners all of which were sent into 753 Shop, NAPLES, for conversion to oil.

During the next 4 or 5 months there will be a heavy programme of yearly and two-yearly inspections of the 0-6-0 American shunting locomotives and American 2-8-0's; these will be undertaken at 753 Shop, NAPLES.

The American 2-8-0 mentioned in my last report which was carried down the back at VARLANO, was dragged to the top by caterpillar tractors and has now been removed to NAPLES. Though very severely damaged it will be repaired.

A Mikado 2-8-2 was demerged at MONDOLFO on 16 Feb due to [illegible] but damage was not very severe. On 22 Feb a collision

Declassified E.O. 12356 Section 3.3/NND No. 780021

(Rech) on this HQ taking up the appointment of 2 i/c No 1 Rly Op Group. He has been replaced by Major S. Tocater, RE previously D.D Tn.(Rech) at D.D.Tn.Rlys H.Q., who in his turn was replaced by Major R.Gardner RE, ex CO 153 Rly Op Coy.

B. Locomotive Repairs (Steam).

Loc motives ex shops from General Repairs during the month are as follows :-

TARANTO (Tosi & Nuova Italia Shops)	3
FOGGIA	9
Pietrarsa (NAPLES)	9
753 Shop (NAPLES)	8 + 10 miscellaneous.
FOLIGNO	8
FLORENCE (Romito and Porta Prato)	4
San Lorenzo (ROME)	6
T O T A L	47 + 10 miscellaneous.

Heavy service repairs were also given to 8 other locomotives in running sheds and subsidiary shops.

During the month 12 additional American 2-8-0 locomotives were received in the country. Of these 4 were coalburners all of which were sent into 753 Shop, NAPLES, for conversion to oil.

During the next 4 or 5 months there will be a heavy programme of yearly and two-yearly inspections of the C-6-0 American shunting locomotives and American 2-8-0's; these will be undertaken at 753 Shop, NAPLES.

The American 2-8-0 mentioned in my last report which was carried down the bank at VARIANO, was dragged to the top by caterpillar tractors and has now been removed to NAPLES. Though very severely damaged it will be repaired.

A Mikado 2-8-2 was damaged at CANDELFO on 16 Feb due to missing rail but damage was not very severe. On 22 Feb a collision occurred between a Stanier and a Mikado 2-8-2 at BENEVENTO, which resulted in both engines being set on fire and very severe damage resulted. Both will be repaired at FOLIGNO but very heavy work will be involved.

7155

C. Locomotive Recovery.

All locomotives of the principal types on Line 87, which can be regarded as reasonable shopping propositions, have now been ordered to shops.

/ to sheet 24....

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

Four engines at CHIETI, on a hitherto inaccessible track, have now been despatched to shops. There are now available at FLORENCE 10 main line and 3 shunting locos, and 10 more are undergoing repairs at the moment. It is estimated that by the time the line is through to PESCARA there will be seven engines dug out and repaired at PESCARA ready for service, and seven more available for shopping at FOGGIA or TARANTO. Three main line engines are in process of recovery at RIETI.

D. Locomotive Repairs (Diesel).

Shop repairs to 22 Whitcomb Diesels were carried out by 760th Diesel Shop Bn at LITTORIO during Feb. Heads have now arrived from USA., and it is expected to return 15 locomotives to service by 15 March. Main and big end bearings have now become critical and all possible action has been taken to hasten delivery of these from USA. Various sets of piston rings have been received from MIDEAST which are most useful.

At the time of writing this report Capt Gunnell USA., has just returned from UK and we are extremely pleased to learn that arrangements have been made to manufacture built-up steel heads and also bearings at Davey Paxman & Coy's factory. A number of used bearings are also to be flown home for re-metalling by this firm. When their production starts it is also our intention to assist MIDEAST with these items.

There has been increased mechanical trouble with the Fiat Diesel Railcars during the month and the shortage of certain parts is beginning to make itself felt.

E. Locomotive Repairs (Electric).

Six electric locomotives received heavy repairs at Rimessa Bagnoli Shop FAIRLOS.

Nine more were completed at FOLIGNO. There are now 18 in service on line 87 and 15 others in store. These are being kept for future electrified lines. All engines in service are giving excellent results and high daily mileages.

During the month a search party consisting of a senior officer and the Italian Works Manager at FOLIGNO, visited GAIRA for the purpose of locating vital electric locomotive materials. It is satisfactory to record that they returned with considerable quantities of important items.

Fifty batteries repaired at Partenope, FAIRLOS, were sent to FOLIGNO for incorporation in electric locomotives.

F. Power Position.

The steady increase in Italian steam and electric power

Declassified E.O. 12356 Section 3.3/NND No. 780021

Rocca Priora Shop on 21 February last. Heads have now arrived from USA, and it is expected to return 15 locomotives to service by 15 March. Main and big end bearings have now become critical and all possible action has been taken to hasten delivery of these from USA. Various sets of piston rings have been received from MIDEAST which are most useful.

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Nine more were completed at FOLIGNO. There are now 18 in service on line 87 and 15 others in store. These are being kept for future electrified lines. All engines in service are giving excellent results and high daily mileages.

During the month a search party consisting of a senior officer and the Italian Works Manager at FOLIGNO, visited CALDERI. for the purpose of locating vital electric locomotive materials. It is satisfactory to record that they returned with considerable quantities of important items.

Fifty batteries repaired at Partenope, NAPLES, were sent to FOLIGNO for incorporation in electric locomotives.

F. Power Position.

The steady increase in Italian steam and electric power put on to the road continues. With the approach of the yearly and two-yearly inspections there is likely to be a slight increase of USA 2-8-0 power in shops. Two L.M.S. Staniers are still due from MIDEAST and it is hoped the T.A.TO crane will be ready in mid-March to receive them. Arrangements are now complete to obtain two L.M.S. Diesels and eight 2-8-2 Mikados from MIDEAST and four Mikados from FAIFORCE. Enquiries re other Mikados and Staniers from MIDEAST and FAIFORCE are proceeding.

/ to sheet 25....

Declassified E.O. 12356 Section 3.3/NND No. 782021

It is considered highly unlikely that there will be much locomotive stock in usable condition left in Northern Italy when we take over there.

The monthly census is attached as Appendix 11.

C. Oilburning.

Conversion was carried out on the 5th Mikado, 4 USA 2-8-0's and 3 Italian 735 Class.

Considerable trouble has been experienced on Line 87 with some of the 735 oilburners. This has consisted of leaking tubes, leaking sling stays, back two rows of crown stays leaking and leaking firehole rings. Tube trouble is being combated by renewing all tube ends with steel. Firehole rings are now being renewed in shops whether or no they showed previous signs of wear. As regards the sling and roof stays, a census will be made of all 735 Class fitted with steel Fireboxes and insofar as possible these will have priority for conversion and consideration will then be given to riveting their roof stays. One of the main troubles in converting these Italian engines to oil is their copper fireboxes of the wide type. It is considered injudicious to rivet roof stays with a copper crownsheet.

The bulk oil fuel receiving installation at ANCONA, with two 10,000 barrel tanks served by a barge from the tankers, is due to open on March 15th thereby eliminating the long tank car haul from NAPLES.

An additional underground shed storage tank at FALCONARA Shed is almost complete and one at RIMINI is in hand.

H. Carriage and Wagon Repairs.

Further coaching stock was put into service during the month. Thirty coaches in the various leave trains have now been fitted with detachable cushions, hurricane lamps (in special brackets which preclude their theft) and fire extinguishers. With the coming forward of batteries, some coaches will shortly be electrically lighted. A wooden baggage van was fitted up as a Radio Car for Flagstaff and some additional modifications to Gen. Mark Clark's train were carried out, including the provision of an additional sleeping car.

Three recovered coaches from Line 65 and eight from SARDINIA are being fitted out as lying coaches for Ambulance Trains, thereby releasing an equivalent number of sitting stock to normal traffic.

Wagon repairs have proceeded normally. Some timber has been coming forward and our bids for steel plate for future all-steel repairs have been accepted. It is hoped to make an early start on steel platform wagons which have been burnt out but whose undercarriages

Declassified E.O. 12356 Section 3.3/NND No. 799021

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Wagon repairs have proceeded normally. Some timber has been coming forward and our bids for steel plate for future all-steel repairs have been accepted. It is hoped to make an early start on steel plating wagons which have been burnt out but whose undercarriages have not suffered unduly.

The following are the monthly figures of repairs to wagons and stock :- 714

	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
FOLIGNO.	-	-	56	65
COLLEFERRO.	-	-	48	-
TORRE ANNUNZIATA.	-	7	89	366

/to sheet 26.

Declassified E.O. 12356 Section 3.3/NND No. 782021

	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
Pattison Shops, NAPLES.	19	51	87	214
Bufola Shops, NAPLES.	-	-	79	398
Trastevere, ROME.	-	-	1	328
San Pintiana, ROME.	-	48	-	245
Porta Maggiore, ROME.	27	3	158	37
Wagon Lits, ROME.	5	-	-	3
FOGGIA.	2	10	176	271
BARI.	8	25	108	306
TARANTO.	8	22	57	400
LECCE.	4	-	39	77
FLORENCE.	-	-	42	2
Total.	73	166	940	2703

Also running repairs to 1792 wagons were done on sidelines and rip-tracks outside shops. During the month 62 wagons were received from NORTH AFRICA and 104 from SARDINIA. The number of wagons out of service on the BARI Division has given rise to some concern and it has been necessary to send an officer and NCO there to supervise temporarily the ISR and improve the situation.

I. Rolling Stock Recovery.

This continues with all the resources available. Many wagons have now been brought off the ROME - CRTE Section of Line 65. At TERNI, previously unobtainable wagons have been bulldozed up to 50 yards and then rerailed with a borrowed 10-ton crane.

Efforts will now be made to recover wagons isolated at SIENA. This will involve haulage of each wagon over distances up to 50 miles by road on the special ISR wagon road transporters. It is hoped to recover about 1 per day in this way.

In all, 301 wagons have been recovered and put into service on the British zone and 539 on the American, whilst many more have been recovered and are still waiting repairs.

We now have available at FLORENCE 159 wagons, 8 coaches and 6 heater vans, repaired ready for the line to open.

J. Rehabilitation of Shops and Sheds.

Nothing of particular note to report from FOGGIA, PESCHIERA, FALCONARA, NAPLES or ROME. TERNI Shed and roof is almost completed. With the forthcoming use of oilburners on Line 65, shed repairs have been undertaken at CHIUSI. No 2 Mobile Workshop are repairing the damaged section of the 21 Metre turntable. Trackwork is in hand, also roofing for the shed. A small machine shop is being built and suitable machinery has been obtained and is already on site.

Minor loco facilities are being arranged for CRTE and AREZZO.

Declassified E.O. 12356 Section 3.3/NND No. 782021

[illegible]	6	22	57	400
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Minor loco facilities are being arranged for CRTE and AREZZO.

With a view to putting Lines 80 and 90 on coal, a survey of what loco facilities are required at midway points is now being undertaken.

At LEGHORN (San Marco) all fuel and water facilities are complete and permanent machinery is being arranged. A wagon repair riptrack has also been set up there.

A change in operating planning will now render PISTOIA of less importance than was formally thought, so that such extensive fuel and water storage will not be set up there.

/to sheet 27.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Steady progress is being made at PORT. PRATO and ROLLITO Shops by the R & H Coy., S...E.C. Amongst the more interesting points are the repairs in hand to the 50-ton overhead crane, installation of a loco boiler in the blacksmith's shop, and construction of a natural draught white metal furnace at PORTA PRATO, and the installation of machinery in the ROLLITO Wagon Shop.

The iron foundry was used during the month for the first time and in general many new machines were repaired and installed.

Considerable progress has been made with the setting in order of the Wagon Shop at S.IST.ENTO, LITTORIO, and a number of machines are already on site.

A small squad from 163 Rly. Wksp. Coy. will be sent to PESCARA to assist in rehabilitation there, in preparation for the opening of the ORTONA - ANCONA line. Suitable machinery has already been obtained.

K. Private Firms.

There is nothing outstanding to report, though continued progress has been made on all the matters mentioned in my last report.

L. Stores.

Timber has been somewhat easier and every source is being explored to this end by T.T.2. A supply of glass was obtained from a firm near PISA for carriage windows.

Fair supplies of the electrical materials mentioned in my last report have been obtained.

Oxygen has been on very short supply at both FOGGIA and FLORENCE, due to increased supplies being required by hospitals. This affected production to some extent at FOGGIA.

Otherwise no difficulties have been experienced.

M. Mobile Workshops.

No 2 Mobile Workshop moved to CHIUSI and is employed on rehabilitation of the shed.

There is no change in the operation of Nos. 5 and 13. The vehicles and equipment of No 1 Mobile Workshop have just arrived from PAIO and preliminary reports indicate that it is in very poor condition.

N. Miscellaneous.

Work has been started on two more Mobile Sub Stations,

Declassified E.O. 12356 Section 3.3/NND No. 789021

machines are already on site.

A small squad from 163 Rly. Wksp. Coy. will be sent to TERONA to assist in rehabilitation there, in preparation for the opening of the CHIUSA - ANCONA line. Suitable machinery has already been obtained.

K. Private Firms.

There is nothing outstanding to report, though continued progress has been made on all the matters mentioned in my last report.

L. Stores.

Timber has been somewhat easier and every source is being explored to this end by TN.2. A supply of glass was obtained from a firm near PISA for carriage windows.

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Otherwise no difficulties have been experienced.

M. Mobile Workshops.

No 2 Mobile Workshop moved to CHIUSI and is employed on rehabilitation of the shed.

There is no change in the operation of Nos. 5 and 13. The vehicles and equipment of No 1 Mobile Workshop have just arrived from NAIC and preliminary reports indicate that it is in very poor condition.

N. Miscellaneous.

Repair work has been started on two more Mobile Sub Stations, one at FOLIGNO and one at NAPLES.

A full report on the repairs to machinery at FOLIGNO with photographs, was sent to War Office during the month, also details of a new method of making superheater element terpedo ends.

In view of the world shortage of tin, translation of an 7143 Italian State Railway pamphlet on the use of lead bronze wagon axlebox bearings is being prepared and will shortly be sent to the War Office.

Considerable numbers of enginemen of 154 and 190 Rly. Op. Coys. are now being given instruction in driving electric locomotives.

/to sheet 28.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

8. TRANSPORTATION STORES.

(a) Tn. Stores Depots.

Heavy shipment of track from NAPLES to ANCONA and LEGHORN have emptied 327 Tn. Stores Sub Depot at NOCERA INTERIORE and the sub-depot was closed on 12 Feb 1945.

The workshop at 326 T.S.D. NAPLES has been transferred to 329 T.S.D., TIBURTINA (ROME).

A battery storage shed and an additional Romney hut for spare parts have been erected at 325 T.S.D. (BARI). The total number of Romneys in all depots is now 12.

A fire occurred in the Spare Parts Section of 325 T.S.D. on 21 Feb. but was quickly brought under control. Some stores were damaged but the total losses will not be heavy. All tally cards were destroyed but have been replaced from information recorded on the depot stock cards.

1800 yds. of Italian mattress ticking and blue demin were stolen from 326 T.S.D. on the night of 11 - 12 Feb. The theft is believed to have been an "inside job" and is being investigated by S.I.B.

(b) Shipment of Tn. Stores.

Convoys arriving during the month contained 6300 tons Tn. stores, all of which have been, or are being, discharged.

Principle items were :-

Description.	From.
12 - 2-8-0 Locomotives.	U.S.A.
1 - Diesel Locomotive.	N.A.
64 - Box Cars.	N.A.
1 - Mobile Railway Workshop.	M.E.
1 - 30 ton Steam Breakdown Crane.	U.K.
4 - Mobile Cranes.	1 U.K. - 3 N.A.
25 - Mince Barges.	U.S.A.
30 - 40-ft. Sectional Bridges.	U.K.
10 - 70-ft. Deck U.C.R. Bridges.	U.S.A.
10 - 70-ft. Through " "	U.S.A.
70 tons Locomotive Spares.	M.E.
600 tons L.S. Trestling.	U.S.A. - M.E.
275 tons V Trestling.	U.K.
280 tons KOMN Bridging.	SARDINIA.

Further details appear at Appendix 13.

The following coastwise shipments of track materials were

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

spare parts have been erected at 325 T.S.D. (Bari). The number of Romneys in all depots is now 12.

A fire occurred in the Spare Parts Section of 325 T.S.D. on 21 Feb. but was quickly brought under control. Some stores were damaged but the total losses will not be heavy. All tally cards were destroyed but have been replaced from information recorded on the depot stock cards.

1800 yds. of Italian mattress ticking and blue denim were stolen from 326 T.S.D. on the night of 11 - 12 Feb. The theft is believed to have been an "inside job" and is being investigated by S.I.B.

(b) Shipment of Tn. Stores.

Convoys arriving during the month contained 6300 tons Tn. Stores, all of which have been, or are being, discharged.

Principle items were :-

Description.	From.
12 - 2-8-0 Locomotives.	U.S.A.
1 - Diesel Locomotive.	N.A.
64 - Box Cars.	N.A.
1 - Mobile Railway Workshop.	M.E.
1 - 30 ton Steam Breakdown Crane.	U.K.
4 - Mobile Cranes.	1 U.K. - 3 N.A.
25 - Mince Barges.	U.S.A.
30 - 40-ft. Sectional Bridges.	U.K.
10 - 70-ft. Deck U.C.B. bridges.	U.S.A.
10 - 70-ft. Through " "	U.S.A.
70 tons Locomotive spares.	M.E.
600 tons L.S. Trestling.	U.S.A. - M.E.
275 tons V Trestling.	U.K.
280 tons KOMN Bridging.	SARDINIA.

Further details appear at Appendix 13.

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

NAPLES to ANCONA.	3600 tons.
NAPLES to LEGHORN.	1810 "
BARI to ANCONA.	670 "
	6370 "

20 tons of Tn. Stores were shipped from 325 T.S.D. to Greece.

/to sheet 29.....

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

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

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

		Tons per day.
Tn. Stores	- Rear depots to 330 T.S.D. ANCONA.	- 200
	Rear depots to 331 T.S.D. LEGHORN.	- 120
	330 T.S.D. to RIMINI and forward.	- 200
Coal	- NAPLES to ROME.	- 230
Fuel Oil	- NAPLES to ROME.	- 300
	ROME forward.	- 120

The decision to double Line 86 north of ANCONA made it necessary to transfer 14 miles of track to ANCONA by rail from NAPLES, in addition to coastal shipments from NAPLES and BARI.

Considerable difficulty has been experienced in obtaining wagons at BARI but so far the depot has adhered to its loading programme.

All issues to date from 331 T.S.D. LEGHORN, totalling 11,000 tons since the depot was opened in October 1944, have been collected in unit M.T.

General movement of stores to and from T.S.D's again showed a heavy increase over the previous month and is summarised as follows :-

	Received & Unloaded	Loaded & Despatched	Total	Increase over Jan.
Wagons.	1131	1923	3054	+ 713
M.T.	1770	1483	3253	+ 377

(d) Tonnages of Tn. Stores.

Heavy transfers and issues of track materials to Line 86 caused tonnages of stores (excluding coal and oil) handled in T.S.D's to exceed the previous record figure established in Jan. 45. by 25%.

	Jan.	Feb.	Increase + Decrease -
Unloaded.	19,246	17,669	- 1,577
Reconsigned.	1,602	1,673	+ 71
Loaded and despatched.	19,902	33,075	+ 13,173
	40,750	52,417	+ 11,667

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

Total to

Declassified E.O. 12356 Section 3.3/NND No. 780021

	330 T.S.D. to [illegible]	
Coal	- NAPLES to RCME.	- 230
Fuel Oil	- NAPLES to RCME.	- 300
	RCME forward.	- 120

The decision to double Line 86 north of ANCONA made it necessary to transfer 14 miles of track to ANCONA by rail from NAPLES, in addition to coastal shipments from NAPLES and BARI.

Considerable difficulty has been experienced in obtaining wagons at BARI but so far the depot has adhered to its loading programme.

All issues to date from 331 T.S.D. LECHORN, totalling 11,000 tons since the depot was opened in October 1944, have been collected in unit L.T.

General movement of stores to and from T.S.D's again showed a heavy increase over the previous month and is summarised as follows :-

	Received & Unloaded	Loaded & Despatched	Total	Increase over Jan.
Wagons.	1131	1923	3054	+ 713
L.T.	1770	1483	3253	+ 377

(d) Tonnages of Tn. Stores.

Heavy transfers and issues of track materials to Line 86 caused tonnages of stores (excluding coal and oil) handled in T.S.D's to exceed the previous record figure established in Jan. 45. by 25%.

	Jan.	Feb.	Increase + Decrease -
Unloaded.	19,246	17,669	- 1,577
Reconsigned.	1,602	1,673	+ 71
Loaded and despatched.	19,902	33,075	+ 13,173
	40,750	52,417	+ 11,667

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

	Jan. 45	Feb. 45	Total to 28 Feb. 45.
Received in Italy.	10,545	8,193	188,853
Issued (a) Italy.	14,712	25,120	137,477
(b) S. France.	175	12	2,307
Closing Stock.	78,829	66,430	-

7112

/to sheet 30.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(e) Indents and transfers.

	Number	Number of Descriptive items
Indents received by all depots in Feb.	2550	8058
Transfer vouchers issued by all depots in Feb.	530	2963

(f) Railway Bridging.

Issues were comparatively small as compared with Jan. but considerable forward movement took place to meet the requirements for Line 21C PISA - EMPOLI - FLORENCE. Requirements for the repair of Line 86 (Central) have been tabulated and issues in March are expected to be heavy.

A quantity of KOHN bridging was received from SARDINIA through M.M.J.A. channels and it is now proposed to call forward a quantity of similar material available in N.E.

The general bridging position is summarised below :-

Type of Bridging	RECEIVED Total to Feb. and Feb. 45	RECEIVED Jan.	ISSUED Feb.	ISSUED Total to end Feb 45	Stock at end of Feb. 45.
R.S.J. Spans.	357	10464	66	570	5698	4766
Sectional 40'	1440	6760	240	200	4400	2360
U.C.R.E.	210	11965	1830	90	9095	2870
Lattice Girder.	-	2429	-	-	973	1261
Plate Girder (Obs.)	-	210	-	-	180	30
Yunnan Burma.	-	7743	-	-	5935	1808
Total ft. run	2007	39571	2136	860	26281(a)	13095
Trestling.						
Light tons	500	11967	445	274	6064(b)	5903
Heavy "	-	1324	10	-	705	619

NOTES: (a) Includes 3291 ft. run to S. France.
(b) " 1000 tons " " "

(g) Track.

Nearly 40 miles of track and 50 miles of sleepers were issued during Feb., the bulk of it for doubling Line 86 north of ANCONA and repairs between ORTONA and ANCONA. These are the largest quantities so far issued in one month in the Central Med.

Declassified E.O. 12356 Section 3.3/NND No. 782021

but considerable forward movement took place to meet the requirements for Line 219 PISA - EMPOLI - FLORENCE. Requirements for the repair of Line 86 (Central) have been tabulated and issues in March are expected to be heavy.

A quantity of KOMO bridging was received from SARDINIA through M.A.I.A. channels and it is now proposed to call forward a quantity of similar material available in N.E.

The general bridging position is summarised below :-

Type of Bridging	RECEIVED		ISSUED			Stock at end of Feb. 45.
	Total to Feb.end	Feb.45	Jan.	Feb.	Total to end Feb 45	
R.S.J. Spans.	357	10464	66	570	5608	4766
Sectional 40'	1440	6760	240	200	4400	2360
U.C.R.E.	210	11965	1830	90	9095	2870
Lattice Girder.	-	2429	-	-	973	1261
Plate Girder (Obs.)	-	210	-	-	180	30
Yunnan Burma.	-	7743	-	-	5935	1808
Total ft. run	2007	39571	2136	860	26281(a)	13095
Trestling.						
Light tons	500	11967	445	274	6064(b)	5903
Heavy "	-	1324	10	-	705	619

NOTES: (a) Includes 3201 ft. run to S. France.
(b) " 1000 tons " " "

(g) Track.

Nearly 40 miles of track and 50 miles of sleepers were issued during Feb., the bulk of it for doubling Line 86 north of ANCONA and repairs between ORTONA and ANCONA. These are the largest quantities so far issued in one month in the Central Med. theatre. Transfers of track materials from North Africa continue.

	RECEIPTS		ISSUES.		
	FEB.	TOTAL TO DATE	FEB.	TOTAL TO DATE	STOCK.
Plain Line (excl. sleepers) miles.	-	259	39	169	90
" 22		373	49	235	138
Turnouts (excl. Timbers) each.	126	1484	109	633	851
Crossing Timbers. sets	41	1244	97	522	722

/to sheet 31.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(h) Locos and Rolling Stock.

The following were received in the month:-

Locos U.S. 2-8-0	12	From U.S.A.
Diesel (German)	1	From N.A.
20 ton Box Cars.	64	From N.A.

New York Port of Embarkation have advised A.F.H.Q. that every effort will be made to load 4 U.S. 2-8-0 locos per convoy (24 per month) from March onwards.

A.F.H.Q. have signalled Mideast at our request asking for 2 L.M.S - English Electric diesel locos to be shipped to E.R.I and 8 - U.S. 2-8-0 locos with 6 sets of oil-burning equipment to T.E.-NTO, where repairs to the 150 floating crane are expected to be completed by the middle of March. 4 U.S. 2-8-2 from P.A.O and 2 L.M.S 2-8-0 locos from M.E. are also outstanding for delivery to T.E.-NTO.

Of the 256 wagons advised as available in M.E. 50 warflats are being called forward to Italy, the remainder being retained for the time being in M.E. against possible Balkan requirements.

North Africa have advised that 21 cars are being shipped by L.S.T. to REGGIO in early March.

Requirements of additional locos and cars for the second half of 1945 have been submitted to C.A.O., A.F.H.Q. with a recommendation that they be demanded on A.G.W.R.

A statement on the current loco and car position in Italy is included at Appendix 14.

(i) Timber.

Our allocation of timber for Feb. was only 400 tons. Receipts included a backlog from previous months and totalled 630 tons. Actual issues during the month amounted to 1820 tons and to meet the heavy demands of construction units, particularly for tunnelling work, it was necessary to rip up very large quantities of sleepers.

Our stocks were adequate for this purpose but such a heavy drain cannot be continued without unbalancing our reserves of track. Fortunately our March allocation of timber has been increased to 800 tons and our April bid of 4000 tons accepted in full.

Although our allocated tonnages for Jan. and Feb. were supplied in full by D.E.P. & S. only 20% of the baulk demanded was included, boarding being supplied in lieu of the remainder. This is creating some difficulty and we are following up the matter with D.E.P. & S.

Declassified E.O. 12356 Section 3.3/NND No. 780021

A.F.H.Q. have signalled [illegible] for 2 L.S - English Electric diesel locos to be shipped to E.R.I. and 8 - U.S. 2-8-0 locos with 6 sets of oil-burning equipment to T.R.A.N.T.O., where repairs to the 150 floating crane are expected to be completed by the middle of March. 4 U.S. 2-8-2 from P.A.I.C. and 2 L.S 2-8-0 locos from M.E. are also outstanding for delivery to T.R.A.N.T.O.

Of the 256 wagons advised as available in M.E. 50 warflats are being called forward to Italy, the remainder being retained for the time being in M.E. against possible Balkan requirements.

North Africa have advised that 21 cars are being shipped by L.S.T. to REGGIO in early March.

Requirements of additional locos and cars for the second half of 1945 have been submitted to C.M.C., A.F.H.Q. with a recommendation that they be demanded on A.C.M.B.

A statement on the current loco and car position in Italy is included at Appendix 14.

(i) Timber.

Our allocation of timber for Feb. was only 400 tons. Receipts included a backlog from previous months and totalled 630 tons. Actual issues during the month amounted to 1820 tons and to meet the heavy demands of construction units, particularly for tunnelling work, it was necessary to rip up very large quantities of sleepers.

Our stocks were adequate for this purpose but such a heavy drain cannot be continued without unbalancing our reserves of track. Fortunately our March allocation of timber has been increased to 800 tons and our April bid of 2000 tons accepted in full.

Although our allocated tonnages for Jan. and Feb. were supplied in full by D.E.P. & S. only 20% of the bank demanded was included, boarding being supplied in lieu of the remainder. This is creating some difficulty and we are following up the matter with D.E.P. & S.

A demand was placed in Jan. for 1000 timber piles 60 ft. long which it is estimated will be required for bridging the PO and other rivers in the Emilian plain. D.E.P. & S. confirmed that the piles could be produced from a forest at PIEVEN., north of AREZZO, but asked us to send a representative to visit the Forestry Group and discuss the problem of movement. The forest is some 1200 metres above sea level and reached by a narrow twisting road which had been blown in places but has since been repaired. Lt. Tn. Stores Officer therefore visited the site and with assistance from 159 Rly. Con. Coy. a tank transporter was fitted with cradles and successfully carried out a test trip with 4 piles to rail-head at AREZZO on Line 65.

/to sheet 32.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Application has been made to A.F.H.Q. for 12 transporters to be allotted to Tn. to move the remainder of the piles as they are cut. The piles will be railed from AREZZO to ANCON via ORTE.

(j) Cement.

Requirements for Feb. totalled 5000 tons. Owing to the cancellation of a release of 2000 tons in Jan. due to a power failure at works, stocks at LECHORN were exhausted and a cessation of work on forward construction projects was narrowly averted by an emergency release obtained through the co-operation of U.S. Engr. Section.

500 tons of Cement Fondu were released by D.E.F. & S. in Feb. in lieu of rapid-hardening cement. 2400 tons of R.H. cement are due in K.N.S.68 of which 2000 tons will be released to Tn. ex Docks. A demand has been placed on D.E.F. & S. for 4500 tons of R.H. cement for April-June requirements which are being shipped from U.K. against Tn. tonnage bids.

(k) Industrial Gases.

Monthly requirements have increased to:-

Oxygen - 720,000 cu.ft.
Acetylene - 255,000 cu.ft.

Requirements of calcium carbide for use in low pressure generaters at BARI, FOGGIA, PISTOIA, FLORENCE and other workshops now total 30 tons monthly. The supply of the constantly increasing requirements of the I.S.R. and contractors, in addition to military controlled workshops, is causing us some concern.

Carbide is in theatre short supply. The greater part of Italy was formerly supplied from SARDINIA but efforts to recommence production have not yet proved successful. The principal difficulty is shortage of electric power for breaking down lime.

(l) Coal.

Stocks remained generally satisfactory, although holdings in the BARI area fell to approx. 15 days supply due to the delayed arrival of part of the A.A.S. allocation. It is expected that the situation will revert to normal in the next few weeks.

The whole of a cargo of American Low Volatile Coal, amounting to approx. 8000 tons, was allocated to A.A.S. This is being reserved for use on Line 89 and 94.

Details of the A.A.S. coal position appear at Appendix 15a.

(m) Fuel and Diesel Oil.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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(k) Industrial Gases.

Monthly requirements have increased to:-

Oxygen	-	720,000 cu.ft.
..cetylene	-	255,000 cu.ft.

Requirements of calcium carbide for use in low pressure generators atB..RI, FOGGIA, BOLIGNO, FLORENCE and other workshops now total 30 tons monthly. The supply of the constantly increasing requirements of the I.S.R. and contractors, in addition to military controlled workshops, is causing us some concern.

Carbide is in theatre short supply. The greater part of Italy was formerly supplied from S..RDINIA, but efforts to recommence production have not yet proved successful. The principal difficulty is shortage of electric power for breaking down lime.

(l) Coal.

Stocks remained generally satisfactory, although holdings in the B..RI area fell to approx. 15 days supply due to the delayed arrival of part of the ..M.S. allocation. It is expected that the situation will revert to normal in the next few weeks.

The whole of a cargo of ..merican Low Volatile Coal, amounting to approx. 8000 tons, was allocated to ..M.S. This is being reserved for use on Line 89 and 94.

Details of the M.M.S. coal position appear at ..ppendix 154.

(m) Fuel and Diesel Oil.

The fuel and diesel oil position remained satisfactory. ..dequate reserves are held at filling points on Lines 86-87.

(n) Lubricating Oils and Greases.

..mple stocks of Tn. Oils are held. Details of stocks appear at ..ppendix 15E.

..t the request of ..F.H.Q. Petroleum Section the following quantities were despatched from T.6.Ds. for shipment to the Balkans:-

/to sheet 33.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

386 Barrels Oil Loco Engine.
254 " Oil Saturated Steam Cyl.
10 " Oil Transformer.

A.F.H.Q. Pet Sec. take independent provision action to cover these requirements but issues are not made if they are likely to prejudice R.E.S. requirements in Italy.

(c) Spare Parts.

Substantial quantities of base spares were received in the month from U.S. for Hyster mobile cranes and U.S. 2-8-0 locos and from U.K. for Ransome Rapier mobile cranes. Further quantities of loco spares were received from M.E.

Valuable assistance continues to be rendered by the Docks Workshop Section at R.R.I and 280 spare parts of various kinds were manufactured during the month.

To assist in making Docks units "store-minded" in this important branch of storekeeping, D.D.Tn.(Docks) has arranged for personnel of Port Maintenance and I.W.T. Coys. to be attached to 325 T.S.D. for a 10 days course in the Spares Section. The experience gained in identification and methods of binning and preservation should prove very useful to docks units whose class A (maintenance) spares are normally centralised in unit stores.

Spares received in Feb.		115,400
Spares issued in Feb.		
Docks, I.W.T.	4,600	
Railways.	13,100	
Other Services.	650	18,350
Spares in stock.		385,800
Number of Stockheads.		9,000

(r) Local Resources and Production.

The I.S.R has asked the Allied Railwayboard for assistance in preventing any further dispersal of the equipment and materials of the S.C.F.M. Works at ARAD referred to in previous reports. This firm formerly carried out rolling stock repairs and other work for the I.S.R. and the I.S.R. are anxious to assist them in rehabilitation, although, in view of the damage done to the Works by Allied bombing and enemy demolitions, this is of a long term character.

Our bid to A.F.L.R.S. for 830 tons of steel sections for delivery in March from Italy production was accepted in full. The heavy increase over our Feb. bid of 260 tons is due to the decision to use steel for repair of wagons (1/16" - 1/8" sheet for sides and [illegible] - 1/4" for floors) and so overcome difficulties arising

Declassified E.O. 12356 Section 3.3/NND No. 782021

the month from U.S. for Hyster mobile cranes and U.K. for Ransome Rapier mobile cranes. Further quantities and from U.K. for Ransome Rapier mobile cranes. Further quantities of loco spares were received from U.K.

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(f) Local Resources and Production.

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Our bid to A.F.L.R.S. for 530 tons of steel sections for delivery in March from Italy production was accepted in full. The heavy increase over our Feb. bid of 260 tons is due to the decision to use steel for repair of wagons (1/16" - 1/8" sheet for sides and ends, 3/16" - 1/4" for floors) and so overcome difficulties arising from shortage of timber.

At one time the Tn. Stores Branch was very harassed by the most urgent demands from the I.S.R. for whitemetal, then in short supply even for military units. On another occasion we received an urgent appeal for an emergency issue of soap to Italian Railway Construction troops and this was supplied from military stocks. Nevertheless we were not surprised to learn from an outside source that quantities of these materials or their constituents have been lying almost literally under our feet (and those of the I.S.R. officials) in the Ministry of Communications. A lightning "raid was executed, and the following were removed from the Ministry in military transport to the I.S.R. depot under our control at Tiburtina :-

/to sheet 34.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

Ingot tin and solder - 14 tons.
Soap - 4½ "

Regrettable as such concealment is, we assume it to be the result of bureaucratic conservatism or a persistence of the frame of mind induced by the German occupation. We have therefore not taken up the matter officially with the I.S.R., from whom we are generally receiving increasing co-operation in stores matters, nor have they raised it with us.

Glass to the value of half a million lire has been requisitioned on our behalf by D.E.P. & S. The greater part of this is reinforced with wire and will be used for roofing repairs of workshops etc. An order for 7000 coach windows (80 tons of glass) has been completed.

150,000 bricks have been obtained in ROME for R.O.E. 1212 and I.S.R. contractors, and a further 2½ million have been released to us at CENTEROTONDO.

An order has been placed through A.F.H.Q. on Mr. I A.B.W. for some 10,000 rubber mouldings, chiefly for Westinghouse brakes.

An order for 1,400 carbon brushes for the Hellenic Electric Railway has been placed on a firm at NAPLES.

Local manufacture of wagon sheets has been stopped and work concentrated on the conversion of tarpaulins received from A.A.B. and CRD. 540 have been placed at the disposal of movements in addition to the 250 mentioned in my Feb. report. A further 880 have been remade and are being stencilled by 329 T.S.D. at the rate of 40 a day.

550 wire gabions have been manufactured in T.S.Ds. during the month.

(g) Supply of Stores to Italian State Railways.

A total of 3,000 railway hand lamps are required to ensure the safe working of traffic. 600 have already been issued from military stocks and we hope to supply the remainder from dues in and the relinquishment of 826 originally demanded for D.E.P. & S. This requirement represents the minimum quantity considered necessary by D.D. C.'s. and the I.S.R. are arranging the manufacture of a further 3,500 in which we have assisted by obtaining releases of materials.

D.E.P. & S. has agreed to the I.S.R. placing contracts with Terni Steelworks for the manufacture of 36,000 hand tools and a quantity of switch and crossing components.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Not have they raised it with us.

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D.E.P. & S. has agreed to the I.S.R. placing contracts with Terni Steelworks for the manufacture of 36,000 hand tools and a quantity of switch and crossing components.

An application has been received from the I.S.R. for 770 tons of signalling wire from production in Engineer controlled works at Bagnoli. The quantity is considered excessive and is being vetted by technical branches.

Details have been received from Tn. Sub-Commission of large stocks of electric lamps, lead ingot and electrolytic copper wire held in an I.S.R. Works Dept. Store at Reggio and not under I.S.R. Stores Dept. control. In view of the short supply in Central Italy we have issued instructions for substantial quantities to be transferred to the I.S.R. depot at Naples for issue under our control.

/9. FIELD.

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

9. FINANCE.

a. RAILWAY FINANCE.

1. Costing of Railway Rehabilitation Works.

The remainder of the backlog in the evaluation of Railway Construction Completion Reports was practically cleared away during the month with the disposal of some 60 completion reports, mainly concerning Lines 65 and 86.

At the close of last period the total estimated cost of reconstruction in respect of 321 Allied Military Rehabilitation Works had reached a gross total of 192 million lire, whilst during the month under review, additional completion reports costed have increased this figure to 236 million lire.

Appearing at Appendix 16 to this report is a brief summary of the position to date, which also shows the C.I.F. value of stores other than P.C.L., supplied to the Italian State Railways, all particulars of which have been reported, in accordance with normal practice, to the Financial Adviser, for incorporation in the Allied Commission account.

As and when temporary bridge structures or trackage are removed from the I.S.R. system and returned to T.S.D's, or utilised in other works, the respective jobs are credited and/or debited, as the case may be, and adjustment made in the Allied Commission account as required.

Normally, the value of materials used in reconstruction works which have been acquired locally and for which payment has been made from Army Funds, has not been reported to the Financial Adviser for inclusion in the Allied Commission account. Recently however, the entire output of some eight brick factories was obtained for Railway Reconstruction purposes, through the Director-ate of Eng. Prod. and Stores. In the first place, it was hoped that bills for these supplies could have been paid directly by the I.S.R. (which system is adopted as and when practicable), but as a matter of convenience it was necessary for D.E.P. & S. to arrange immediate payment to the manufacturers from Army Funds. It is thought that the figure involved will be in the region of 10 million lire or more, and paper agements have therefore been made, whereby all payments made from Army Funds to the manufacturers will be recovered by the issue of Debit Notes, by this Service, against the I.S.R.

This now raises the question whether all payments from Army Funds in respect of materials incorporated in Railway Reconstruction Works should not be recovered from the I.S.R. It is felt that the I.S.R. Budget should bear, directly, all costs appertaining to rehabilitation works and the practicability of carrying out this matter is now under consideration.

Declassified E.O. 12356 Section 3.3/NND No. 782021

of reconstruction in respect of [illegible] Works had reached a gross total of 192 million lire, whilst during the month under review, additional completion reports costed have increased this figure to 236 million lire.

Appearing at Appendix 16 to this report is a brief summary of the position to date, which also shows the C.I.F. value of stores other than P.C.L., supplied to the Italian State Railways, all particulars of which have been reported, in accordance with normal practice, to the Financial Adviser, for incorporation in the Allied Commission account.

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This now raises the question whether all payments from Army Funds in respect of materials incorporated in Railway Reconstruction Works should not be recovered from the I.S.R. It is felt that the I.S.R. Budget should bear, directly, all costs appertaining to rehabilitation works and the practicability of carrying out this method is now under consideration.

2. Accounting for Transportation Charges of Allied Military Traffic by I.S.R.

It has come to notice from examination of [illegible] instruction issued to Compartimenti by the I.S.R., that transportation charges for Allied Military Traffic are now being accounted for by the I.S.R. on an axle-kilometre basis. The basis of charge, it is understood, is the same as that applicable to Italian Military traffic, i.e. lire 3.50 per axle kilometre. In order that this Service may be in a position to check any statement produced by the I.S.R. at a future date, should this be necessary, Movements were requested to ensure that all British and American forwarding traffic documents bear the number of axles per wagon or coach in future.

7439

/to sheet 36.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Movements have since issued the necessary instructions to all concerned.

3. Control of A.C. sponsored and approved Civilian Traffic.

A.D.Tn.(F), as representative of D.G.M.R., attended a meeting called by Tn Sub Commission, (A.C.), the object of which was to consider proposals for a new system to control rail transport of A.C. sponsored and approved civilian traffic, as a great deal of traffic was being moved without documentation and without recovery of freight charges from civilian bodies and contractors.

As a result of recommendations made, instructions have now been issued to ensure strict control of all A.C. and civilian rail traffic in Italy, south of ARMY rear boundaries, and as far as concerns payment of freight charges the following has been laid down :-

a. All A.C. and civilian traffic will be subject to charges as given in I.S.R. conditions and tariffs.

b. If any special reduced tariffs have been agreed for A.C. or other traffic, the documents will be endorsed "Subject to a reduction of ...%, and the authority will be quoted".

c. A.C. traffic consigned on A.B.497A will also be subject to the usual charges and the warrant must be endorsed "Charges to be levied".

d. Allied Military and Railway Service stores will continue to move free of charge.

e. Italian Military freight will be chargeable to the usual special account.

E. STORES.

1. The total value of bills passed to the I.S.R. for direct settlement during the month amounted to lire 1,998,911, a slight decrease on last period, and mainly concerned bricks and timber required urgently and obtained locally by Railway Construction Units.

2. Italian State Railways Fund.

The Imprest Fund of 100,000 lire, previously held by D.G.M.R. and referred to in the October'44 report (provided by the I.S.R. for urgent spot cash purchases), has now been handed back and an alternative scheme put in operation. Under the new arrangement, petty cash demands countersigned by the Finance Branch are presented to the I.S.R. Cashier, who advances the required amount. Receipted invoice is obtained and passed to the I.S.R. Cashier who then returns the petty cash demand for cancellation.

Declassified E.O. 12356 Section 3.3/NND No. 782021

As a result of recommendations made, instructions have now been issued to ensure strict control of all A.C. and civilian rail traffic in Italy, south of ARLY rear boundaries, and as far as concerns payment of freight charges the following has been laid down :-

a. All A.C. and civilian traffic will be subject to charges as given in I.S.R. conditions and tariffs.

b. If any special reduced tariffs have been agreed for A.C. or other traffic, the documents will be endorsed "Subject to a reduction of ...%, and the authority will be quoted".

c. A.C. traffic consigned on A.497 will also be subject to the usual charges and the warrant must be endorsed "Charges to be levied".

d. Allied Military and Railway Service stores will continue to move free of charge.

e. Italian Military freight will be chargeable to the usual special account.

E. STORES.

1. The total value of bills passed to the I.S.R. for direct settlement during the month amounted to lire 1,908,911, a slight decrease on last period, and mainly concerned bricks and timber required urgently and obtained locally by Railway Construction Units.

2. Italian State Railways Fund.

The Imprest Fund of 100,000 lire, previously held by D.G.I.S.R. and referred to in the October'44 report (provided by the I.S.R. for urgent spot cash purchases), has now been handed back and an alternative scheme put in operation. Under the new arrangement, petty cash demands countersigned by the Finance Branch are presented to the I.S.R. Cashier, who advances the required amount. Receipted invoice is obtained and passed to the I.S.R. Cashier who then returns the petty cash demand for cancellation.

C. FINANCE SUB-COMMITTEE - ALLIED RAILWAY BOARD.

The second meeting of the Finance Sub-Committee was held on 19 Feb 45 at which the handing over, from Military to A.C., of the existing arrangements for the issue of food to I.S.R. Contractors' employees, engaged on Railway construction work, was examined. It was decided that the Finance Sub-Commission, A.C. representative should make further enquiries. It is understood that at the moment, an individual case is being examined by the Food Sub-Commission with a view to establishing a formula which could be applied to future instances.

/to sheet 37.....

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

The Sub-Committee also considered the Financial Adviser's request that the cost of W.D. transport be included in Railway reconstruction completion reports. Owing to the many difficulties which would be encountered if units attempted to record lorry-hours, it was decided that the only practical way of doing this would be on a percentage basis of the total man-hours recorded for each particular project. The matter is being taken up with the Financial Adviser with a view to obtaining his concurrence to the method suggested.

D. ISSUE OF SPECIAL W.D. RATIONS.

Under special AFHQ authority, Food Rations are now being issued to Italian Engine and Train Crews, employed on lines operating under British control, on the scale of 12ozs M & V, bread 1/3lb (or biscuits 4ozs) in lieu of the normal midshift meal, which was not suitable for this class of worker. The repayment value of these rations is 15 lire per meal, which is being recovered from employees' pay by the I.S.R., and a consolidated value recorded by the Finance Section against the Italian State Railways for inclusion in the Allied Commission account.

Authority was also obtained for the issue of Emergency Rations for snow clearing gangs on Line 87 between ORTE and FALCO-NARA. Returns are awaited for the quantity of rations issued under this Authority, when accounting action will be taken as described in the preceding paragraph.

E. RECOVERIES ON IN. ACCOUNT.

The following is the position to date in regard to cash recoveries from Italian State Railways and Contractors, debit notes issued during the month concerned wages paid from Unit Imprest to I.S.R. employees and casual labour engaged on Railway construction work.

	Billed.	Recovered.	c/s as at 28/2/45
Italian State Railways	212,376 lire.	-	212,376 lire.
Contractors.	290,565 "	290,565 lire.	-
Totals.	502,941 lire	290,565 lire	212,376 lire.

F. STATISTICS.

Railway (Passenger and Freight) statistics for all British operated areas in Italy are shown as Appendix 17.

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

Under special AFHQ authority, Food Rations are now being issued to Italian Engine and Train Crews, employed on lines operating under British control, on the scale of 12ozs M & V, bread 1/3lb (or biscuits 4ozs) in lieu of the normal midshift meal, which was not suitable for this class of worker. The repayment value of these rations is 15 lire per meal, which is being recovered from employees' pay by the I.S.R., and a consolidated value recorded by the Finance Section against the Italian State Railways for inclusion in the Allied Commission account.

Authority was also obtained for the issue of Emergency Rations for snow clearing gangs on Line 87 between CHTB and FALCONARA. Returns are awaited for the quantity of rations issued under this Authority, when accounting action will be taken as described in the preceding paragraph.

E. RECOVERIES ON TH. ACCOUNT.

The following is the position to date in regard to cash recoveries from Italian State Railways and Contractors, Debit notes issued during the month concerned wages paid from Unit Imprest to I.S.R. employees and casual labour engaged on Railway construction work.

	Billed.	Recovered.	c/s as at 28/2/45
Italian State Railways	212,376 lire.	-	212,376 lire.
Contractors.	290,565 "	290,565 lire.	-
Totals.	502,941 lire	290,565 lire	212,376 lire.

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7128

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

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

APPENDIX 1.

Part 1, Sheet 1.

LOCATION STATEMENT.

EM. UNITS, C.M.F.

28 FEBRUARY 1945.

Unit.	Location.	Remarks.
H.Q. no 1 Port Operating Group, R.E.	Brindisi.	Det Taranto.
992 Port Operating Coy., R.E.	Greece.	
997 Port Operating Coy., R.E.	Brindisi.	
1010 Port Operating Coy., R.E.	Greece.	
1015 Port Operating Coy., R.E.	Taranto.	
1027 Port Operating Coy., R.E.	Brindisi.	
1037 Port Maintenance Coy., R.E.	Brindisi.	Det Taranto.
		N. Africa.
2 (Italian) I.T. Port Operating Coy.	Taranto.	Det Brindisi.
1060 (Italian) Port Maintenance Section.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
1063 (Italian) Docks Operating Coy.	Brindisi.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
3 Docks Operating Coy., S.A.A.F.	Naples.	
H.Q. no 5 Port Operating Group, R.E.	Bari.	Det Barletta.
991 Port Operating Coy., R.E.	Bari.	
1007 Port Operating Coy., R.E.	Bari.	Det Monopoli, Force 266.
1014 Port Operating Coy., R.E.	Bari.	
1017 Port Operating Coy., R.E.	Bari.	Det Barletta.
1099 Port Maintenance Coy., R.E.	Bari.	Det Barletta.
1021 Port Operating Coy., R.E.	Leghorn.	
1041 Port Operating Coy., R.E.	Bari.	
4 Docks Workshop Section, R.E.	Bari.	
10 I.T.C. Floating Crane Section, R.E.	Bari.	
1062 (Italian) Port Maintenance Section.	Bari.	
921 (Italian) Docks Operating Coy.	Barletta.	
922 (Italian) Docks Operating Coy.	Bari.	
1 (Italian) I.T.C. Port Operating Coy.	Bari.	
Attached No 5 Port Operating Group, R.E.	Bari.	
1222/3 Ship Working Sections, R.E.	Bari.	
Ship Working Sections, R.E.	Bari.	Det Brindisi.

Declassified E.O. 12356 Section 3.3/NND No. 782021

992 Port Operating Coy., R.E.	Greece.	
997 Port Operating Coy., R.E.	Brindisi.	
1010 Port Operating Coy., R.E.	Greece.	
1015 Port Operating Coy., R.E.	Taranto.	
1027 Port Operating Coy., R.E.	Brindisi.	
1037 Port Maintenance Coy., R.E.	Brindisi.	Det Taranto. N. Africa.
2 (Italian) I.T. Port Operating Coy.	Taranto.	Det Brindisi.
1060 (Italian) Port Maintenance Section.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
1063 (Italian) Docks Operating Coy.	Brindisi.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
3 Docks Operating Coy., S.A.A.F.C.	Naples.	
H.Q. No 5 Port Operating Group, R.E.	Bari.	Det Barletta.
991 Port Operating Coy., R.E.	Bari.	
1007 Port Operating Coy., R.E.	Bari.	Det Monopoli, Force 266.
1014 Port Operating Coy., R.E.	Bari.	
1017 Port Operating Coy., R.E.	Bari.	Det Barletta.
1019 Port Maintenance Coy., R.E.	Bari.	Det Barletta.
1021 Port Operating Coy., R.E.	Leghorn.	
1041 Port Operating Coy., R.E.	Bari.	
4 Docks Workshop Section, R.E.	Bari.	
10 I.A.T. Floating Crane Section, R.E.	Bari.	
1062 (Italian) Port Maintenance Section.	Bari.	
921 (Italian) Docks Operating Coy.	Barletta.	
922 (Italian) Docks Operating Coy.	Bari.	
1 (Italian) I.A.T. Port Operating Coy.	Bari.	
Attached No 5 Port Operating Group, R.E.		
1222/3 Ship Working Sections, R.E.	Bari.	
1224/5 Ship Working Sections, R.E.	Bari.	
2 Docks Operating Coy., S.A.A.F.C.	Bari.	Det Brindisi, Taranto.
H.Q. No 7 Port Operating Group, R.E.	Ancona.	
990 Port Maintenance Coy., R.E.	Ancona.	Det Civitavecchia.
993 Port Operating Coy., R.E.	Ancona.	
994 Port Operating Coy., R.E.	Ancona.	
1023 Port Operating Coy., R.E.	Ancona.	

7137

/ to sheet 2.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

APPENDIX 1.

Part 1. Sheet 2.

Unit.	Location.	Remarks.
H.Q. No 7 Port Operating Group, R.E. (Continued).		
1030 Port Operating Coy., R.E.	Ancona.	
1031 Port Operating Coy., R.E.	Ancona.	Det N. Africa.
1064 Docks Operating Coy., R.E.	Ancona.	
3 (Italian) I.T. Port Operating Coy.	Ancona.	
H.Q. No 3 Port Constr. & Repair Group, R.E.	Ancona.	
932 Port Constr. & Repair Coy., R.E.	Bari.	Det Ancona.
41 Harbour Construction Coy., S.A.E.C.	Ancona.	Det Ravenna.
H.Q. No 6 I.W.T. Group, R.E.	Ancona.	
945 I.T. (Port) Operating Coy., R.E.	Ancona.	Det Bari, Pesaro, Senigallia.
947 I.T. (Port) Operating Coy., R.E.	Ancona.	Det Brindisi.
1065 I.T. Workshop Coy., R.E.	Ancona.	Det Pesaro.
208 'Z' Craft Operating Coy., I.E.	Leghorn.	
209 'Z' Craft Operating Coy., I.E.	Ancona.	
1206 'Z' Craft Operating Coy., R.E.	Greece.	
975 Port Repair Ship, R.E.	Civitavecchia.	
H.Q. No 1 Railway C. & M. Group, R.E.	Riccione.	
150 Railway Construction Coy., R.E.	Cesena.	Det Pesaro, Rimini. Cattolica.
161 Railway Construction Coy., R.E.	Rimini.	Det Forli, Faenca.
1 Railway Bridging Section, R.E.	Fano.	
29 Railway Survey Coy., R.E. 2 Section.	Riccione.	
H.Q. No 1212 Railway C. & M. Group, R.E.	Florence.	
10 Railway Construction Coy., R.E.	Mondolfo Marotta.	Det Senigallia.
159 Railway Construction Coy., R.E.	Pistoia.	Det Prato.
160 Railway Construction Coy., R.E.	Pescara.	Det Serravalle.
2 Railway Bridging Section, R.E.	Orvieto.	
29 Railway Survey Coy., R.E. H.Q.	Prato.	
No 1 Section.	Lastra à Signa.	
No 2 Section.	Figline.	
Railway Depot Engineers, S.A.E.C.	Prato.	

Declassified E.O. 12356 Section 3.3/NND No. 782021

H. Q. No. 3 Port Constr. & Repair Group, R.E.	Bari.	Det Ancona.
932 Port Constr. & Repair Coy., R.E.	Ancona.	Det Ravenna.
41 Harbour Construction Coy., S.A.E.C.	Ancona.	
H.Q. No. 6 I.W.T. Group, R.E.	Ancona.	
945 I.W.T. (Port) Operating Coy., R.E.	Ancona.	Det Bari, Pesaro, Senigallia.
947 I.W.T. (Port) Operating Coy., R.E.	Ancona.	Det Brindisi.
1065 I.W.T. Workshop Coy., R.E.	Ancona.	Det Pesaro.
208 'Z' Craft Operating Coy., I.E.	Leghorn.	
209 'Z' Craft Operating Coy., I.E.	Ancona.	
1206 'Z' Craft Operating Coy., R.E.	Greece.	
975 Port Repair Ship, R.E.	Civitavecchia.	
H.Q. No. 1 Railway Construction Group, R.E.	Riccione.	
150 Railway Construction Coy., R.E.	Cesena.	Det Pesaro, Rimini, Cattolica.
161 Railway Construction Coy., R.E.	Rimini.	Det Forli, Faenza.
1 Railway Bridging Section, R.E.	Fano.	
29 Railway Survey Coy., R.E. 2 Section.	Riccione.	
H.Q. No. 1212 Railway Construction Group, R.E.	Florence.	
10 Railway Construction Coy., R.E.	Mondolfo Marotta.	Det Senigallia.
159 Railway Construction Coy., R.E.	Pistoia.	Det Prato.
160 Railway Construction Coy., R.E.	Pescera.	Det Serravalle.
2 Railway Bridging Section, R.E.	Orvieto.	
29 Railway Survey Coy., R.E. H.Q.	Prato.	
No. 1 Section.	Lastra à Signe.	
No. 3 Section.	Figline.	
H.Q. Railway Constr. Engineers, S.A.E.C.	Prato.	
36 Railway Construction Coy., S.A.E.C.	Mercatale.	
39 Railway Construction Coy., S.A.E.C.	Prato.	
40 Railway Construction Coy., S.A.E.C.	Prato.	Det Grizzano.
Dets Railway & Harbour Const Op Coy. SAEC.	Mercatale.	
	Vernio.	
Tunnelling Det H.Q., S.A.E.C.	Vaiano.	
61 Tunnelling Coy., S.A.E.C.	Prato.	Det Lagaro.
62 Tunnelling Coy., S.A.E.C.	Vernio.	

/ to sheet 3.....

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

ATTACHMENT 1.

Part 1, Sheet 3.

Unit.	Location.	Remarks.
187 Mech Equipment (Tn) Coy., R.E.	Florence.	
45 Mech Equipment (Tn) Platoon, R.E.	Monsummano.	
46 Mech Equipment (Tn) Platoon, R.E.	Rimini.	
89 Mech Equipment (Tn) Platoon, R.E.	Florence.	
H.Q. No 4 Indian Railway C & M Group, I.E.	Ancona.	
120 Railway Construction Coy., I.E.	Ancona.	
136 Railway Maintenance Coy., I.E.	Ancona.	Det Fabriano, Fano, Falconara.
H.Q. No 2 Railway Telegraph Coy., R.Sigs.	Rimini.	
102 Construction Section (Railway) R.Sigs.	Recanati.	
103 Construction Section (Railway) R.Sigs.	Fano.	Det Cesena, Pesaro, Falconara.
72 Railway Telegraph Op Sec. R.Sigs.	Senigallia.	Det Falconara, Bari, Brindisi, Foggia, Foligno.
H.Q. No 3 Railway Telegraph Coy., R.Sigs.	Florence.	
104 Construction Section (Railway) R.Sigs.	Ardenza.	Det Leghorn, Cecina, Grosseto.
76 Railway Telegraph Op Sec., R.Sigs.	Rome.	Det Bari, Florence, Riccione.
40 (R & H) Railway Telegraph Coy. SACS.	Foligno.	Det Orvieto, Orte, Terni.
D.D.Tn. (Railways).	Ancona.	
H.Q. No 1 Railway Operating Group, R.E.	Falconara.	
153 Railway Operating Coy., R.E.	Palombina Nuova.	Det Falconara.
189 Railway Operating Coy., R.E.	Pesaro.	Det Rimini, Cesena.
192 Railway Operating Coy., R.E.	Senigallia.	Det Pesaro.
5 Railway Mobile Workshop, R.E.	Rimini.	
13 Railway Mobile Workshop, R.E.	Ancona.	
H.Q. No 2 Railway Operating Group, R.E.	Rome.	
154 Railway Operating Coy., R.E.	Foligno.	Det Orte, Terni.
190 Railway Operating Coy., R.E.	Fabriano.	
2 Railway Mobile Workshop, R.E.	Chiusi.	
H.Q. No 6 Railway Operating Group, R.E.	Ancona.	(Formin, part of

Declassified E.O. 12356 Section 3.3/NND No. 782021

120 Railway Construction Coy., R.E.	Ancona.
136 Railway Maintenance Coy., R.E.	Ancona. Det Fabriano, Fano, Falconara.
H.Q. No 2 Railway Telegraph Coy., R.Sigs.	Rimini.
102 Construction Section (Railway) R.Sigs.	Recanati.
103 Construction Section (Railway) R.Sigs.	Fano. Det Cesena, Pesaro, Falconara.
72 Railway Telegraph Op Sec. R.Sigs.	Senigallia. Det Falconara, Bari, Brindisi, Foggia, Foligno.
H.Q. No 3 Railway Telegraph Coy., R.Sigs.	Florence.
104 Construction Section (Railway) R.Sigs.	Ardenza. Det Leghorn, Cecina, Grosseto.
76 Railway Telegraph Op Sec., R.Sigs.	Rome. Det Bari, Florence, Riccione.
40 (R & H) Railway Telegraph Coy.SACS.	Foligno. Det Orvieto, Orte, Terni.
	Ancona.
D.D.Tn. (Railways).	Falconara.
H.Q. No 1 Railway Operating Group, R.E.	Palombina Nuova. Det Falconara.
153 Railway Operating Coy., R.E.	Pesaro. Det Rimini, Cesena.
189 Railway Operating Coy., R.E.	Senigallia. Det Pesaro.
192 Railway Operating Coy., R.E.	Rimini.
5 Railway Mobile Workshop, R.E.	Ancona.
13 Railway Mobile Workshop, R.E.	
H.Q. No 2 Railway Operating Group, R.E.	Rome.
154 Railway Operating Coy., R.E.	Foligno. Det Orte, Terni.
190 Railway Operating Coy., R.E.	Fabriano.
2 Railway Mobile Workshop, R.E.	Chiusi.
H.Q. No 6 Railway Operating Group, R.E.	Ancona (Forming part of D.D.Tn.(Railways)).
H.Q. Railway & Harbour Comp Op Coy., S.A.T.C.	Florence. Det Florence, Prato.
Workshops.	
163 Railway Workshop Coy., R.E.	Foligno. Det Ancona, Foggia.

/ to sheet 4.....

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

APPENDIX 1.

Part 1, Sheet 4.

Unit.		Location.	Remarks.
H.Q. No 3 Transportation Stores Group, RE.		Rome.	
325 Tn.S.D.	- 196 Tn Stores Coy., R.E.	Modugno, Nr.Bari.	
326 Tn.S.D.	- 922 Tn Stores Coy., R.E.	Naples.	
328 Tn.S.S.D.	- 922 Tn Stores Coy., R.E.	Casalnuovo.	
329 Tn.S.D.	- 156 Tn Stores Coy., R.E.	Tiburtino, Rome.	
330 Tn.S.D.	-1069 Tn Stores Coy., R.E.	Falconara.	
	196 Tn Stores Coy., R.E.	Falconara.	
331 Tn.S.D.	- 24 Tn Stores Coy., R.E.	Leghorn.	
18 Tn Stores Port Section, R.E.		Leghorn.	Det Naples.
19 Tn Stores Port Section, R.E.		Ancona.	Det Bari.

APPENDIX 1.

Part 2.

MOVES OF UNITS DURING FEBRUARY 1945.

Unit.	Strength.	Vehicles.	From.	To.	Date.
Det 41 Harbour Constr Coy.,S.A.E.C.	80	17	Ancona.	Rimini.	3
102 Constr Sec (Rly), R.Signals.	52	12	Forlimpopoli.	Porto Recanati.	14
Det 40 (R&H) Rly Tele Coy., S.A.C.S.	47	6	Fabriano.	Pescara.	15
1 Italian Rly Eng Coy.	166	4	Rome.	Ancona.	17
I Italian Rly Eng Group.	32	3	Rome.	Ancona.	24

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

APPENDIX 2.

Sheet 1.

ADMINISTRATION.

1. REVISION OF ESTABLISHMENTS AND FORMATION OF UNITS.

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

The conversion of the following unit from Docks Groups, R.E. and Docks Operating Coys., R.E. respectively is proceeding satisfactorily and in the case of 993 and 1023 Port Operating Coys is complete.

H.Q. No 1 Port Operating Group, R.E.
H.Q. No 5 Port Operating Group, R.E.
H.Q. No 7 Port Operating Group, R.E.
991 Port Operating Coy., R.E.
992 Port Operating Coy., R.E.
993 Port Operating Coy., R.E.
997 Port Operating Coy., R.E.
1010 Port Operating Coy., R.E.
1014 Port Operating Coy., R.E.
1015 Port Operating Coy., R.E.
1017 Port Operating Coy., R.E.
1023 Port Operating Coy., R.E.
1027 Port Operating Coy., R.E.

(b) INDIAN 'Z' CRAFT OPERATING COY., I.E.

Application has been made to A.F.H.Q. for amendment of W.E. to provide additional M.T.

(c) TRANSPORTATION STORES COYS.

(i) 24 Transportation Stores Coy., R.E. Conversion from W.E. NA/114/1 (XII/203/1) to W.E. IV/20A/1 w.e.f. 1 Feb 1945 has been authorised by A.F.H.Q. and is in process.

W.E. IV/20A/1 is the W.E. on which 1069 Tn Stores Coy. is organised and a desirable uniformity is therefore achieved.

(ii) 922 Tn Stores Coy., R.E. Conversion from W.E. IV/20/3 to W.E. CH/129/1 w.e.f. 1 Feb 1945 has been authorised by A.F.H.Q. This conversion will bring the unit into line with 156 and 196 Tn Stores Coys, both of which are organised on W.E. CH/129/1.

(d) TRANSPORTATION H.Q., C.M.F.

Approval is awaited for the implementation of a new W.E. to take the place of four separate ones now existing, i.e.:-

(i) Transportation, A.F.H.Q.

Declassified E.O. 12356 Section 3.3/NND No. 780221

Coys is complete.

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

(b) INDIAN 'Z' CRAFT OPERATING COY., R.E.

Application has been made to A.F.H.Q. for amendment of W.E. to provide additional W.E.

(c) TRANSPORTATION STORES COYS.

(i) 24 Transportation Stores Coy., R.E. Conversion from W.E. NA/114/1 (XII/203/1) to W.E. IV/20A/1 w.e.f. 1 Feb 1945 has been authorised by A.F.H.Q. and is in process.

W.E. IV/20A/1 is the W.E. on which 1069 Tn Stores Coy. is organised and a desirable uniformity is therefore achieved.

(ii) 922 Tn Stores Coy., R.E. Conversion from W.E. IV/20/3 to W.E. CI/129/1 w.e.f. 1 Feb 1945 has been authorised by A.F.H.Q. This conversion will bring the unit into line with 156 and 196 Tn Stores Coys, both of which are organised on W.E. CI/129/1.

(d) TRANSPORTATION H.Q., C.M.F.

Approval is awaited for the implementation of a new W.E. to take the place of four separate ones now existing, i.e.:-

(i) Transportation, A.F.H.Q.
(ii) Transportation Increment, A.F.H.Q.
(iii) H.Q. 6 Railway Operating Group, R.E.
(iv) Increment to Railway Operating Groups.

7125

Application has been made to A.F.H.Q. for amendments to the following War Establishments to include additional M.T. and Drivers I.C.

/ to sheet 2.....

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

(e) PORT CONSTRUCTION & REPAIR.

A Port Construction & Repair Coy., R.E. (IV/213/2).
A Port Repair Ship, R.E. (IV/117/2).

(f) PORT MAINTENANCE.

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

(g) INLAND WATER TRANSPORT.

H.Q. I.W.T. Group, R.E. (IV/222/1).
I.W.T. (Port) Operating Coy., R.E. (IV/1931/228/1).
I.W.T. Workshop Coy., R.E. (XII/215/1).

(h) MECHANICAL EQUIPMENT.

H.Q. Mechanical Equipment (Tn) Coy., R.E. (IV/22C/4).
Mechanical Equipment (Tn) Platoon, R.E. (IV/22D/3)
(TYPE 'B').

(i) RAILWAY CONSTRUCTION.

H.Q. Railway C & M Group, R.E. (IV/15/2).
Railway Construction Coy., R.E. (IV/16/4).
Railway Survey Coy., R.E. (IV/13/2).
Railway Tunnelling Section, R.E. (CE/357/1).
H.Q. Indian Railway C & M Group, I.E. (VI/67/2).
Indian Railway Maintenance Coy., I.E. (VI/70A/2).

(j) RAILWAY SIGNALS.

Construction Section (Rly)., R.Signals. (III/24/5).

(k) RAILWAY OPERATING AND RAILWAY CONSTRUCTION.

A Railway Workshop Coy., R.E. (IV/21/5).
A Railway Mobile Workshop, R.E. (IV/18A/3).
H.Q. Railway Operating Group, R.E. (IV/17/3).
Railway Operating Coy., R.E. (IV/18/4).

(l) U.D.F. Admin H.Q. (Main) have made application to D. of E., G.H.Q., U.D.F. for amendment to the scale of M.T. in the following units :-

H.Q. Railway Construction Engineers, S.A.E.C.
Tunnelling Company, S.A.E.C.

2. BUILD UP OF UNITS INTO C.M.E.

Declassified E.O. 12356 Section 3.3/NND No. 780221

H.Q. I.W.T. Group, R.E. (IV/222/1).
I.W.T. (Port) Operating Coy., R.E. (IV/1931/228/1).
I.W.T. Workshop Coy., R.E. (XII/215/1).

(h) MECHANICAL EQUIPMENT.

H.Q. Mechanical Equipment (Tn) Coy., R.E. (IV/220/4).
Mechanical Equipment (Tn) Platoon, R.E. (IV/220/3) (TYPE 'B').

(i) RAILWAY CONSTRUCTION.

H.Q. Railway C & M Group, R.E. (IV/15/2).
Railway Construction Coy., R.E. (IV/16/4).
Railway Survey Coy., R.E. (IV/13/2).
Railway Bridging Section, R.E. (CM/357/1).
H.Q. Indian Railway C & M Group, I.E. (VI/67/2).
Indian Railway Maintenance Coy., I.E. (VI/70A/2).

(j) RAILWAY SIGNALS.

Construction Section (Rly)., R.Signals. (III/24/5).

(k) RAILWAY OPERATING AND RAILWAY WORKSHOPS.

A Railway Workshop Coy., R.E. (IV/21/5).
A Railway Mobile Workshop, R.E. (IV/18[illegible]/3).
H.Q. Railway Operating Group, R.E. (IV/17/3).
Railway Operating Coy., R.E. (IV/18/4).

(l) U.D.F. Admin H.Q. (Main) have made application to D. of E., G.H.Q., U.D.F. for amendment to the scale of E.M.T. in the following units :-

H.Q. Railway Construction Engineers, S.A.E.C.
Tunnelling Company, S.A.E.C.

2. BUILD UP OF UNITS INTO C.M.F.

UNIT.	STRENGTH.	LOCATION.	DESTINATION.	REMARKS.
120 Ind Rly Constr Coy., I.E.	Br Officers 5 V.C.O's. 2 Br O.R's. 5 Ind O.R's.240	M.E.F.	Senigallia.	Arrived C.M.F. 2 Feb. 1945.
1031 Port Op Coy., R.E.(less 1 Sec).	Coy less 1 Sec.	North Africa.	Ancona.	Arrived C.M.F. 12 Feb 1945.

/to sheet 3....

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX 2.

Sheet 3.

UNIT.	STRENGTH.	LOCATION.	DESTINATION.	REMARKS.
Det 1037 Port Maint Coy., I.E.	30 O.R's.	North Africa.	Brindisi.	Arrived C.M.I. 12 Feb 1945.
122 Ind Rly Maint Coy., I.E.	Br Officers. 4 V.C.O's 2 Br O.R's 3 Ind OR's 278	M.E.F. (P.A.I.C.)	Ancona.	Allotted to C.M.I. but no M.T.A. known.

3. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Major	D.A.F.C.	Queckett.	DAD Tn. Tn.AFHQ	Retains appointment of DAD Tn. and posted to Tn. Inc. w.e.f. 9.2.45.
Major	G.M.	Wilson.	192 Rly. Op.Coy.	Appointed DAD.Tn and posted to Tn.AFHQ w.e.f. 9.2.45.
Major	S.A.	Webster.	HQ 6 Rly. Op Group.	Appointed DAD.Tn. and posted to Tn. Inc.w.e.f. 9.2.45.
Major	D.C.I.	Reynolds.	DAD.Tn. Tn. Inc.	Relinquishes appointment of DAD.Tn. and posted to HQ 1 Rly. Op. Group.
Capt.	G.F.	Reid.	Tn. Inc.	Posted to HQ 6 I.E.F. Gp. w.e.f. 28.2.45.
Capt.	G.H.T.	Schultz.	994 Port Op.Coy.	Appointed S/Capt and posted to Tn.Inc. w.e.f. 28.2.45.

(b) Railway Operation.

Major	R.D.	Gardiner.	153 Rly. Op. Coy.	Posted to HQ 6 Rly Op Gp. w.e.f. 9.2.45.
Major	A.B.	Hadley.	HQ 1 Rly Op. Gp.	Posted to 192 Rly.Op.Coy. w.e.f. 9.2.45.
Capt.	I.M.	Loder.	HQ 2 Rly Op. Gp.	Posted 153 Rly.Op.Coy. and granted A/Rank of Major

Declassified E.O. 12356 Section 3.3/NND No. 782021

3. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Major	D.A.F.C.	Quechett.	DAD Tn. Tn.AFHQ	Retains appointment of DAD Tn. and posted to Tn. Inc. w.e.f. 9.2.45.
Major	G.M.	Wilson.	192 Rly. Op.Coy.	Appointed DAD.Tn and posted to Tn.AFHQ w.e.f. 9.2.45.
Major	S.A.	Webster.	HQ 6 Rly. Op Group.	Appointed DAD.Tn. and posted to Tn. Inc.w.e.f. 9.2.45.
Major	D.C.I.	Reynolds.	D.D.Tn. Tn. Inc.	Relinquishes appointment of D/D.Tn. and posted to HQ 1 Rly. Op. Group.
Capt.	C.T.	Reid.	Tn. Inc.	Posted to HQ 6 I.W.T. Gp. w.e.f. 28.2.45.
Capt.	G.R.T.	Schultz.	994 Port Op.Coy.	Appointed S/Capt and posted to Tn.Inc. w.e.f. 28.2.45.

(b) Railway Operation.

Major	R.D.	Gardiner.	153 Rly. Op. Coy.	Posted to HQ 6 Rly Op Gp. w.e.f. 9.2.45.
Major	A.B.	Hadley.	HQ 1 Rly Op. Gp.	Posted to 192 Rly.Op.Coy. w.e.f. 9.2.45.
Capt.	I.M.	Loder.	HQ 2 Rly Op. Gp.	Posted 153 Rly.Op.C.y. and granted A/Rank of Major w.e.f. 9.2.45.
Capt.	F.W.	Ward/	154 Rly. Op. Coy.	Posted to HQ 2 Rly. Op.Gp. w.e.f. 9.2.45.
Lieut.	F.C.	Temple.	153 Rly. Op. Coy.	Posted to 154 Rly. Op.Coy. and granted A/Rank of Capt. w.e.f. 9.2.45.
Lieut.	J.A.	Parkhouse.	192 Rly. Op. Coy.	Posted to 153 Rly.Op. Coy. w.e.f. 9.2.45.

7134

/ to sheet 4.....

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

(b) Railway Operating (Cont'd).

Capt.	J.B.	Firth.	189 Rly. Op. Coy.	Posted to 192 Rly.Op.Coy. w.e.f. 9.2.45.
Capt.	T.W.J.	Moore.	192 Rly. Op. Coy.	Posted to 189 Rly.Op.Coy. w.e.f. 9.2.45.
2/Lieut.	P.W.	Hodgkins.	X(iv) List.	Posted to Inc.Rly.Op.Gps. w.e.f. 1.2.45.
Lieut.	D.D.	Muir.	X(iv) List.	Posted to Inc.Rly.Op.Gps. w.e.f. 1.2.45.
Lieut.	J.W.	Peck.	X(iv) List.	Posted to Inc.Rly.Op.Gps. w.e.f. 1.2.45.
Capt.	A.H.	Bowers.	153 Rly. Op. Coy.	Posted to 189 Rly.Op.Coy. w.e.f. 16.2.45.
Capt.	T.W.J.	Moore.	189 Rly. Op. Coy.	Posted to 153 Rly.Op.Coy. w.e.f. 16.2.45.
Lieut.	J.H.	Mason.	187 M.E. (En) Coy.	Posted to Inc.Rly.Op.Gps. w.e.f. 25.2.45.

(c) Railway Construction.

Lieut.	D.W.	Lee.	X(iv) List att. 1212 RCME Gp.	Posted to 187 ME (En) Coy. w.e.f. 9.2.45.
Capt.	D de Q.Lenfestey.		161 Rly. Constr Coy.	S.O.S. on proceeding U.K. (Comp. Posting)w.e.f. - Feb 45.
Capt.	K.D.	Rhodes.	HQ 1212 R.S.& M. Gp.	S.O.S. on proceeding U.K. (Python)w.e.f. 16.2.45
Capt.	J.C.B.	Durrant.	29 Rly. Svy. Coy.	Posted to HQ 1212 R.S.& M.Gp. w.e.f. 16.2.45.
Lieut.	P.G.	Burnett.	29 Rly. Svy. Coy.	Promoted A/Capt. w.e.f. 16.2.45.
Lieut.	W.G.B.	Langmuir	10 Rly Constr Coy.	Posted to 161 Rly.Constr.Coy. and granted A/Rank of Capt. w.e.f. 26.2.45.

(d) Docks etc.

Major	P.A.J.	Hermu.	HQ 7 Docks	Posted to HQ 6 L.W.T. Gp. and

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

Lieut.	D.D.	Muir.	X(iv) List.	Posted to Inc.Rly.Op.Gps. w.e.f. 1.2.45.
Lieut.	J.W.	Peek.	X(iv) List.	Posted to Inc.Rly.Op.Gps. w.e.f. 1.2.45.
Capt.	A.H.	Bowers.	153 Rly. Op. Coy.	Posted to 189 Rly.Op.Coy. w.e.f. 16.2.45.
Capt.	T.W.J.	Moore.	189 Rly. Op. Coy.	Posted to 153 Rly.Op.Coy. w.e.f. 16.2.45.
Lieut.	J.H.	Mason.	187 M.E. (Tn) Coy.	Posted to Inc.Rly.Op.Gps. w e.f. 25.2.45.

(c) Railway Construction.

Lieut.	D.W.	Lee.	X(iv) List att. 1212 RC&M Gp.	Posted to 187 ME (Tn) Coy. w.e.f. 8.2.45.
Capt.	D de Q.Lenfestey.		161 Rly Constr Coy.	S.O.S. on proceeding U.K. (Comp. Posting)w.e.f. - Feb 45.
Capt.	K.D.	Rhodes.	HQ 1212 R.C.& M. Gp.	S.O.S. on proceeding U.K. (Python)w.e.f. 16.2.45
Capt.	J.C.B.	Durrant.	29 Rly. Svy. Coy.	Posted to HQ 1212 R.C.& M.Gp. w.e.f. 16.2.45.
Lieut.	P.G.	Burnett.	29 Rly. Svy. Coy.	Promoted A/Capt. w.e.f. 16.2.45.
Lieut.	W.G.B.	Langmuir	10 Rly Constr Coy.	Posted to 161 Rly.Constr.Coy. and granted A/Rank of Capt. w.e.f. 26.2.45.

(d) Docks etc.

Major	P.A.J.	Hearn.	HQ 7 Docks Group.	Posted to HQ 6 I.W.T. Gp. and granted A/Rank of Lt.Col. w.e.f. 30.1.45.
Lt.Col.	P.W.	Lace.	HQ 6 IWT Gp.	S.O.S. on posting to U.K. w.e.f. 30.1.45.
Lieut.	T.I.	Crosland.	X(iv) List.	Posted to 1064 (M) Docks Op. Coy. w.e.f. 13.2.45.

/to sheet 5.....

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

(d) Docks etc.(Cont'd).

Lieut.	W.J.J.	Wansdell	209 Ind 'Z' Craft Op Coy.	S.O.S. on proceeding to U.K. w.e.f. 4 Nov '44.
Lieut.	E.G.P.	Davey	206 Ind 'Z' Craft Op Coy.	S.O.S. on proceeding to U.K. w.e.f. 4.1.45.
2/Lieut.	R.	Burgoyne	X(iv) List.	Remains posted to X(iv) List and att'd to HQ 6 INT Gp.w.e.f. 1.2.45.
Lieut.	A.	Lowe	990 Port Maint Coy.	S.O.S. on proceeding to Gibraltar w.e.f. 22.2.45.
Lieut.	A.E.	Swallow	Gibraltar.	Posted to 990 Port Maint Coy w.e.f. date of joining.
Lieut.	C.A.	Meadows (R.E.)	Att'd 994 Port Op Coy.	Transferred to Corps of Royal Engineers and posted to 994 Port Op Coy w.e.f. 12.1.45.

Amendment. (Progress Report No 17, Appx 2, Para 5(d)).

Lieut.	K.M.	Douglas (Recce)	X(iv) List att'd 1 Port Op Group.	DELETE "Posted to" INSERT "X(iv) List att'd to".

(e) Stores.

Capt.	P.A.O.	Pedersen.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 156 Tn Stores Coy. w.e.f. 17.2.45.
Lieut.	A.	Williamson.	X(iv) List.	Posted to 922 Tn Stores Coy. w.e.f. 1.2.45.

4. MANPOWER.

OFFICERS.

Vacancies on Tn Strff. - Nil.
Arrived in K.M.F. 39. - 5 Officers made up of

I.W.T. Port Op.	1.
Rly Op (Loco).	3.
Tn. Stores.	1.

Arrived in K.M.F. 40. - 7 Officers made up of

Rly Op (traffic).	1.

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

Lieut.	A.	Lowe	990 Port Maint Coy.	S.C.S. on proceeding to Gibraltar w.e.f. 22.2.45.
Lieut.	A.E.	Swallow	Gibraltar.	Posted to 990 Port Maint Coy w.e.f. date of joining.
Lieut.	C.A.	Meadows (R.E.)	Att'd 994 Port Op Coy.	Transferred to Corps of Royal Engineers and posted to 994 Port Op Coy w.e.f. 12.1.45.

Amendment. (Progress Report N° 17, Appx 2, Para 5(d)).

Lieut.	K.M.	Douglas (Recce)	X(iv) List att'd 1 Port Op Group.	DELETE "Posted to" INSERT "X(iv) List att'd to".

(c) Stores.

Capt.	P.A.C.	Pedersen.	X(iv) List att'd 3 Tn Stores Cp.	Posted to 156 Tn Stores Coy. w.e.f. 17.2.45.
Lieut.	A.	Williamson.	X(iv) List.	Posted to 922 Tn Stores Coy. w.e.f. 1.2.45.

4. MANPOWER.

OFFICERS.

Vacancies on Tn Strength.	- Nil.
Arrived in N.W.E.F. 39.	- 5 Officers made up of
	I.W.T. Port Op. 1.
	Rly Op (Loco). 3.
	Tn. Stores. 1.
Arrived in N.W.E.F. 40.	- 7 Officers made up of
	Rly Op (traffic). 1.
	Rly Op (Loco). 2.
	Port Op. 3.
	Port Maint. 1.
Under orders for N.W.E.F. 41.	- 6 Officers made up of
	Mech Eqpt. 1.
	Rly Op.(traffic). 3.
	Rly Op.(Elec T.). 1.
	Port Op. 2.
	Port Maint. 1.

/ to sheet 6.....

7103

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

Demanded by G.H.Q. 2nd Echn for K.M.F. 42. - 3 Officers made up of
Rly Op (loco). 1.
Tn Stores. 1.
I.W.T. W/Shop. 1.

OTHER RANKS.

Arrived in K.M.F. 39. - 77
Arrived in K.M.F. 40. - 54
Under Orders for K.M.F. 41. - 20

Demanded by G.H.Q. 2nd Echn for K.M.F. 42. - 4

5. LEAVE TO U.K.

A total of 4 Officers and 159 Other Ranks have departed for leave in U.K. since the commencement of the LIAP scheme. Of these 2 Officers and 44 O.R's departed during February.

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

APPENDIX 3.

Sheet 1.

EMPLOYMENT OF ITALIAN UNITS.

1. Italian Docks Operating Coys and I.W.T. Coys.

(a) Location of Italian Docks Units.

Italian Docks Units operating in East Italy are :-

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

(b) Italian Docks Operating Companies.

Relatively speaking the Italian Docks Operating Companies have been employed successfully. It is concluded after long experience that they are best employed when technically attached to a British Port Operating Company.

Tabulated strengths of units are :-

	Number of Company.							
	921.	922.	923.	924.	1063.		1061.	
					Brit.	It.	Brit.	It.
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sgts.	23	23	25	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	356
Actual.								
Officers.	6	6	7	11	3	6	3	4
W.O's & Sgts.	37	33	23	25	8	13	8	15
Rank & File.	405	375	393	357	8	318	9	346

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

The general technical efficiency of these units is about the same as described last month. There are signs of changes being

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

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

(b) Italian Docks Operating Companies.

Relatively speaking the Italian Docks Operating Companies have been employed successfully. It is concluded after long experience that they are best employed when technically attached to a British Port Operating Company.

Tabulated strengths of units are :-

	Number of Company.							
	921.	922.	923.	924.	1063.		1061.	
					Brit.	It.	Brit.	It.
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sgts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	6	356
Actual.								
Officers.	6	9	7	11	3	6	3	4
W.O's & Sgts.	37	33	23	25	8	13	8	15
Rank & File.	405	375	393	357	8	319	9	345

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

The general technical efficiency of these units is about the same as described last month. There are signs of changes being effected both in Officers and O.R's. Whether an increase in technical efficiency will result remains to be seen.

Strength of Units compared with W.E. are shown overleaf.

7132

/ to sheet 2.....

120 01

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

APPENDIX 3.

Sheet 2.

	W.E.	Number of Company. No. 1. Actual Strength.	No. 2. Actual Strength.	No. 3. Actual Strength.
Officers.	4	5	4	4
W.O's & Sgts.	19	25	23	24
Rank & File.	189	185	185	181

(d) Port Maintenance Sections.

Personnel of these sections are favourably reported on by their employing units. Actual strengths of the Sections compared with W.E. are as set out below :-

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

2. Italian Railway Engineer Units.

(a). The formation of the outstanding units has proceeded satisfactorily during the month. Completion reports have been submitted in respect of the following units :-

Inspectorate of Italian Railway Engineers.
H.Q., No 1 Group of Italian Railway Engineers.
H.Q., No 2 Group of Italian Railway Engineers.

Reinforcements have been allotted to complete the remaining four units, of which three are now complete except for minor deficiencies.

(b) The recent call-up of additional classes of the Italian Army has eased the manpower position and M.M.I.A. have released reinforcements in sufficient number to bring all Companies up to strength. These drafts are at present held in Italian Reinforcement Depots and will be despatched to the Units concerned as soon as transport can be arranged.

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

(d) Port Maintenance Sections.

Personnel of these sections are favourably reported on by their employing units. Actual strengths of the Sections compared with W.E. are as set out below :-

	Number of Section.			
	1060		1062.	
	Brit.	Italian.	Brit.	Italian.
W.E.				
Officers.	1	-	1	-
W.O's & Sgts.	1	2	1	2
Rank & File.	2	55	2	55
Actual.				
Officers.	-	-	-	-
W.O's & Sgts.	1	2	1	2
Rank & File.	2	56	2	52

2. Italian Railway Engineer Units.

(a). The formation of the outstanding units has proceeded satisfactorily during the month. Completion reports have been submitted in respect of the following units :-

Inspectorate of Italian Railway Engineers.
H.Q., No 1 Group of Italian Railway Engineers.
H.Q., No 2 Group of Italian Railway Engineers.

Reinforcements have been allotted to complete the remaining four units, of which three are now complete except for minor deficiencies.

(b) The recent call-up of additional classes of the Italian Army has eased the manpower position and M.M.I.A. have released reinforcements in sufficient number to bring all Companies up to strength. These drafts are at present held in Italian Reinforcement Depots and will be despatched to the Units concerned as soon as transport can be arranged.

(c) During the month considerable movement of Companies has taken place particularly on the East Coast where the 1st and 13th Battalions are now strung out along the ORTONA - ANCONA line. The 2nd and 3rd Battalions remain under American control and are concentrated in the PISA - FLORENCE Area.

(d) The present locations and strengths are as follows :-

/ to sheet 3.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Declassified E.O. 12356 Section 3.3/NND No. 780021

APPENDIX 3.

Sheet 3.

Unit.	Location.	Offrs.	ORs.	Total.
Inspectorate of Italian Railway Engineers.	Rome.	12	56	70
H.Q. Nº 1 Italian Railway Engineer Group.	Ancona.	7	25	32
H.Q. Nº 2 Italian Railway Engineer Group.	Monsummano.	7	22	29
H.Q. Nº 1 Italian Railway Engineer Battalion.	Loreto.	4	18	22
2 Italian Railway Engineer Coy.	Fano.	5	168	173
7 Italian Railway Engineer Coy.	Civitanova.	6	175	181
20 Italian Railway Engineer Coy.	Pescara.	5	174	180
H.Q. Nº 2 Italian Railway Engineer Battalion.	Ardenza.	5	22	27
9 Italian Railway Engineer Coy.	Empoli.	5	186	191
16 Italian Railway Engineer Coy.	Livorno.	5	138	143
24 Italian Railway Engineer Coy.	Pisa.	5	149	154
H.Q. Nº 3 Italian Railway Engineer Battalion.	Pisa.	5	21	26
6 Italian Railway Engineer Coy.	Pisa.	5	165	170
16 Italian Railway Engineer Coy.	Firenze.	5	161	166
23 Italian Railway Engineer Coy.	Empoli.	5	169	174
H.Q. Nº 6 Italian Railway Engineer Battalion.	Rome.	5	18	23 +
1 Italian Railway Engineer Coy.	Ancona.	5	188	193 +
3 Italian Railway Engineer Coy.	Rome.	5	218	223 +
19 Italian Railway Engineer Coy.	Rome.	3	25	28 +
H.Q. Nº 13 Italian Railway Engineer Battalion.	Riccione.	4	18	22
8 Italian Railway Engineer Coy.	Fano.	6	235	241
21 Italian Railway Engineer Coy.	Cesena.	5	236	241
31 Italian Railway Engineer Coy;	Forli.	6	173	179
	TOTAL.	126	2762	2888

+ IN course of formation.

3. Administration of Italian Units.

7121

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

(i) The administration of the Italian Docks Operating Coys

2 Italian Railway Engineer Coy.	Pisa.	5	165	170
7 Italian Railway Engineer Coy.	Civitanova.	6	175	181
20 Italian Railway Engineer Coy.	Pescara.	6	174	180
H.Q. Nº 2 Italian Railway Engineer Battalion.	Ancona.	5	22	27
9 Italian Railway Engineer Coy.	Empoli.	5	186	191
16 Italian Railway Engineer Coy.	Livorno.	5	138	143
24 Italian Railway Engineer Coy.	Pisa.	5	149	154
H.Q. Nº 3 Italian Railway Engineer Battalion.	Pisa.	5	21	26
6 Italian Railway Engineer Coy.	Pisa.	5	165	170
18 Italian Railway Engineer Coy.	Firenze.	5	161	166
23 Italian Railway Engineer Coy.	Empoli.	5	169	174
H.Q. Nº 6 Italian Railway Engineer Battalion.	Roma.	5	18	23 +
1 Italian Railway Engineer Coy.	Ancona.	5	188	193 +
3 Italian Railway Engineer Coy.	Roma.	5	216	223 +
19 Italian Railway Engineer Coy.	Roma.	3	25	28 +
H.Q. Nº 13 Italian Railway Engineer Battalion.	Riccione.	4	18	22
8 Italian Railway Engineer Coy.	Fano.	6	235	241
21 Italian Railway Engineer Coy.	Cesena.	5	236	241
31 Italian Railway Engineer Coy.	Forli.	6	173	179
	TOTAL.	126	2762	2888

+ IN course of formation.

3. Administration of Italian Units.

7161

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

(i) The administration of the Italian Docks Operating Coys shows only slight improvement in spite of unremitting efforts on the part of Docks Group Commanders.

(ii) As a result of representations mentioned in last month's report, Nº 1 (Italian) I.W.T. Coy. on 18 Feb 45 moved to billets some 1½ miles from the Docks. The provision of these billets will enable the unit to be closer at hand to safeguard craft in the event of sudden gales.

/to sheet 4.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(iii) F.C.L.I. has taken up strongly with the Italian Navy the question of the poor technical standard of N° 1 and N° 3 (Italian) I.W.T. Coys. Lists have been provided of the unsatisfactory personnel that are required to be replaced. Replacement is being effected although so far only small numbers have been involved. The Company Commander of N°.3 (Italian) I.W.T. Company has been replaced and Capt. Niccoli O.C. of N°. 2 (Italian) I.W.T. Company together with the new O.C. is taking some twenty seven specially selected reinforcements from TARANTO to ANCONA to strengthen the Company. Capt. Niccoli will remain in Ancona for about a fortnight to assist in the training of the unit and the absorbtion of the reinforcements.

(b) Italian Railway Engineer Units.

(i) The two Group H.Qs. have completed formation and have moved forward to take administrative command of all Italian Railway Engineer Units on the west and east coast respectively. The formation of the new N°. 1 Company reached a stage sufficiently advanced for them to take over an operational role under R.C.E.(Indian) 4 in the ANCONA Area on 17 Feb 45: it is expected that N°. 3 Company will be ready to join them before the end of March.

(ii) The expected draft of 150 reinforcements arrived in ANCONA at the beginning of the month and were posted to the 13th Battn., other large drafts have been selected at the Italian reinforcement Depots by screening officers from this H.Q. and are expected to join units by mid-March. It is hoped that all Companies will then be fully up to strength for the first time since formation.

(iii) Release of vehicles has been accelerated and of the new units only the Inspectorate and N° 19 Company still show deficiencies. The question whether all the Italian Railway Units are to be equipped to W.E. scale with British transport is under consideration, as many of the Italian vehicles now held are reaching the end of their useful life.

(iv) The clothing and equipment position is more satisfactory than at any time since the formation of the units and with the arrival of warmer weather no further trouble is expected.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Appendix No. 4

Summary of Port Facilities at 28 February 1945.

The following additional amendments should be made to the Summary for 31st December 1944 (Appendix 3 to December Progress Report).

TARANTO

Floating Equipment

Amend 5 W.D. Tugs to read 4 W.D. Tugs
Add 1 Civilian Tug
Amend 4 Launches to read 2 Launches
Amend 27 Italian Lighters to read 17 Italian Lighters

Shore Cranes

Add 1 5/7 tons P & H Lorry mounted
Add 4 Lister Tractors

BRINDISI

Floating Equipment

Tugs. Delete all detail and substitute:
2 Civilian Tugs
9 W.D. Tugs

Craft Delete all detail and substitute:
2 Motor Launches

Lighters & Barges

Amend 26 Italian Barges to read
17 Italian Barges

BARI

Floating Equipment

Tugs Amend 7 W.D. Tugs to read 5 W.D. Tugs

Craft Amend 3 Motor Launches to read
2 Motor Launches
Amend 19 R.C.L's to read 16 R.C.L's
" 5 Civilian Lighters to read 4 Civilian Lighters.

Shore Cranes Add 1 10 R.D. (Taken out of reserve).

Shore Equipment Amend 16 Clark Carloaders to read
14 Clark Carloaders.

BARLETTA

Declassified E.O. 12356 Section 3.3/NND No. 780021

Amend 27 Italian Lighters to read 17 Italian Lighters

Shore Cranes

Add 1 5/7 tons P & H Lorry mounted
Add 4 Lister Tractors

BRINDISI

Floating Equipment

Tugs. Delete all detail and substitute:
2 Civilian Tugs
9 W.D. Tugs

Craft Delete all detail and substitute:
2 Motor Launches

Lighters & Barges

Amend 26 Italian Barges to read
17 Italian Barges

BARI

Floating Equipment

Tugs Amend 7 W.D. Tugs to read 5 W.D. Tugs

Craft Amend 3 Motor Launches to read
2 Motor Launches
Amend 19 R.C.L's to read 16 R.C.L's
" 5 Civilian Lighters to read 4 Civilian Lighters.

Shore Cranes Add 1 10 H.P. (Taken out of reserve).

Shore Equipment Amend 16 Clark Carloaders to read
14 Clark Carloaders.

BARLETTA

Shore Equipment Amend 2 Lister Tractors to read
1 Lister Trailer.

7130

ANCONA

Floating Equipment

Tugs Delete all detail and substitute 20 W.D. Tugs

Craft Add 5 Outboard Motors

Shore Equipment Amend 4 Chesseside Tractors to read
5 Chesseside Tractors.

Declassified E.O. 12356 Section 3.3/NND No. 780021

1208

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

BARGE ERECTION POSITION AT END OF FEBRUARY 1945

Port	Craft	Total completed prior to 1 Feb	Total completed during February	Under construction	Stored awaiting construct
Bari	Minus Barges X	10	–	–	–
	Mince Barges	87	–	–	22
	R.C.I.	36	–	–	–
Brindisi	Minus Barges	–	–	–	–
	Mince Barges	44	–	–	1
	R.C.I.	22	–	–	–
Molfetta	Minus Barges	–	–	–	–
	Mince Barges	47	–	–	–
	R.C.I.	35	–	–	–
Ancona	Mince Barges	1	–	–	–
Mola di Bari	R.C.I.	26	–	–	–
Taranto	R.C.I.	1	–	–	–
	Mince Barges	–	–	–	3
Totals	Minus Barges X	10	–	–	–
	Mince Barges O	179	–	–	26x
	R.C.I.	120	–	–	–

X – 1 Minus Sunk
O – 1 Mince Sunk (Senegallia)

1 Mince handed over to R.N.
5 R.C.I. " " " "
12 " " " " Force 266
1 " " " " F.F.Service
3 " shipped to Force 140

x 24 completed
complete Min
assembly, o

1209

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

Appendix No. 5

BARGE ERECTION POSITION AT END OF FEBRUARY 1945

	Total completed prior to 1 Feb	Total completed during February	Under construction	Stored awaiting construction	Total Received
	10	–	–	–	10
s X	87	–	–	22	109
ee	36	–	–	–	36
	–	–	–	–	–
s:	–	–	–	1	45
s	44	–	–	–	22
	22	–	–	–	–
	–	–	–	–	47
ee	47	–	–	–	35
ou	35	–	–	–	1
	1	–	–	–	26
ee	26	–	–	–	1
	1	–	–	3	3
	–	–	–	–	10
es	10	–	–	26x	205
s, X	179	–	–	–	120
en O	120	–	–		

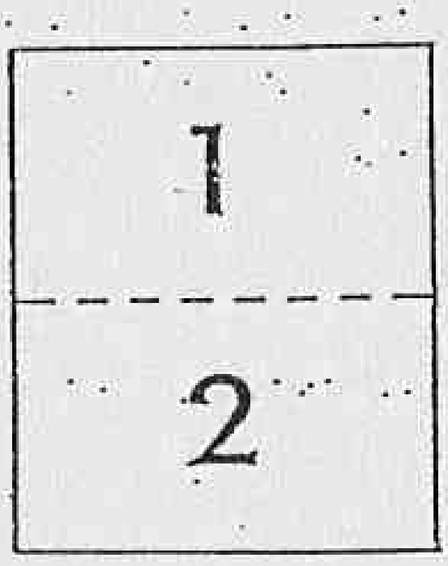
1 Mines handed over to R.N.
5 R.C.I. " " " "
12 " " " " Force 266
1 " " " " T.F.Service
3 " shipped to Force 140

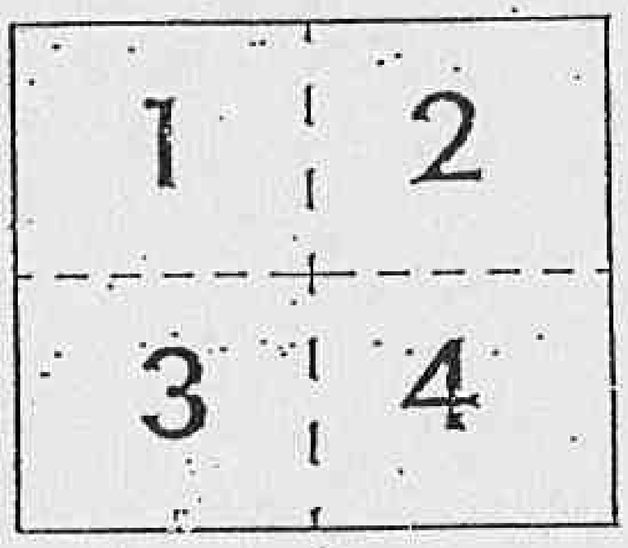
x 24 completed Mines and 2 partly complete Mines stored awaiting assembly, or trans-shipment.

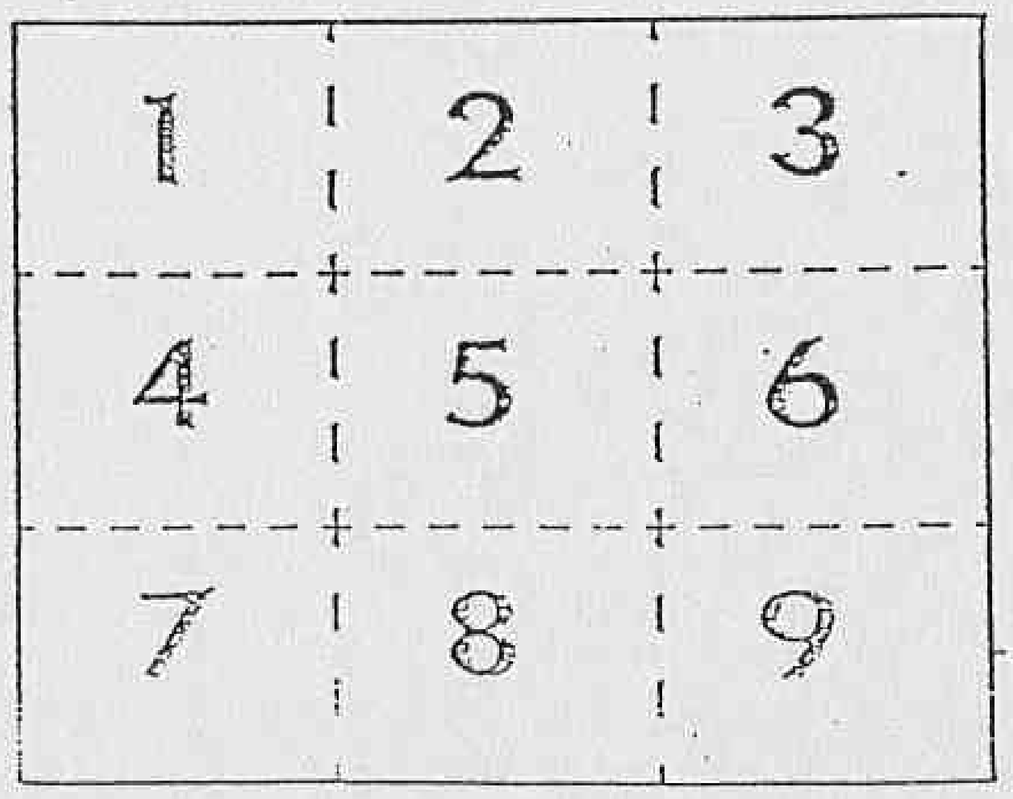
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MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







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RAILWAYS - ITALY LINE DIAGRAM.

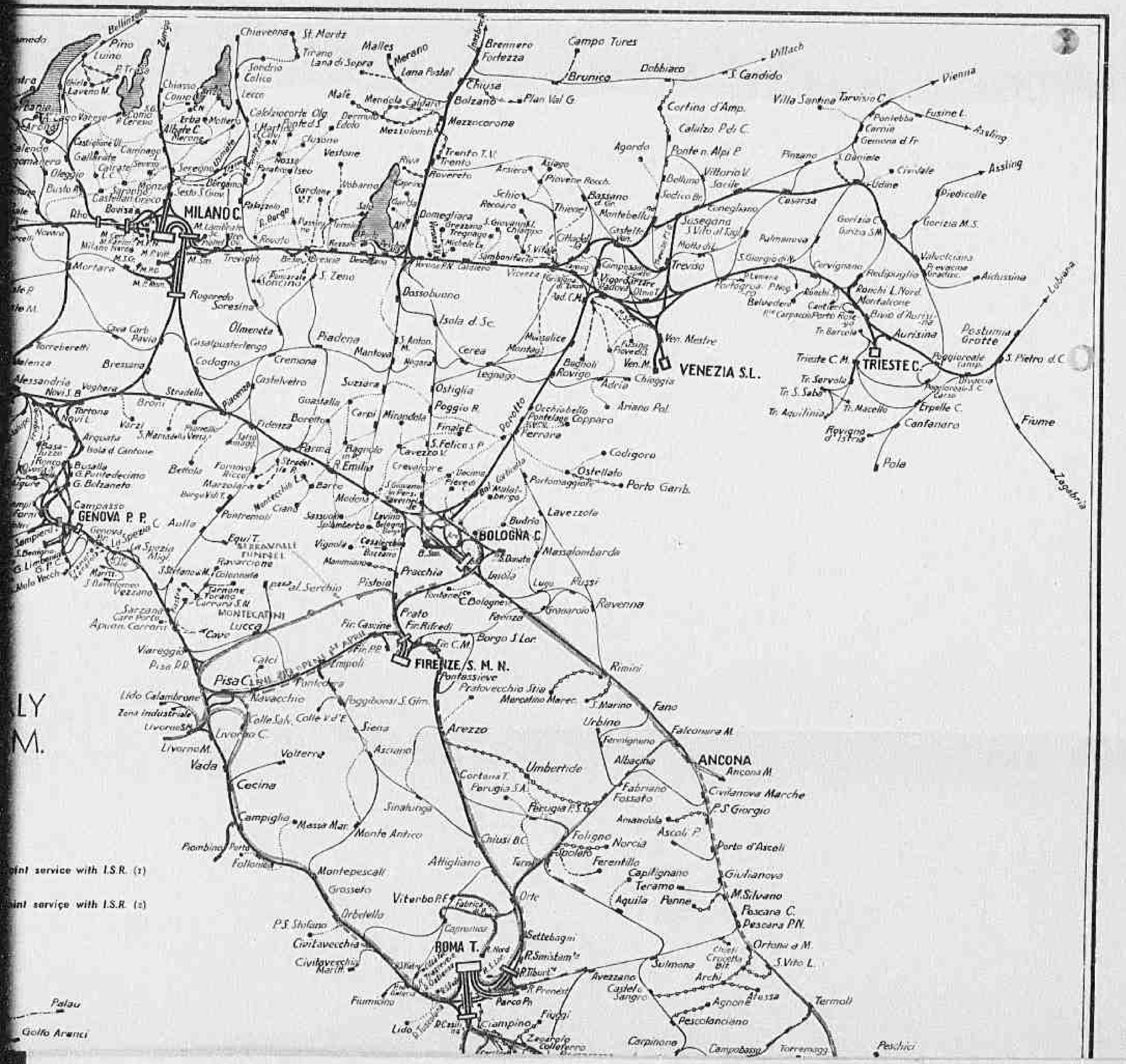
REFERENCE

- Double track normal gauge I.S.R.
- Single » » » »
- Narrow gauge I.S.R.
- Normal gauge private line operating joint service with I.S.R. (1)
- Narrow » » »
- Normal gauge private line operating joint service with I.S.R. (2)
- Narrow » » »

(1) one freight contract only.
(2) a freight contract for each carrier.



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


MILANO C.
GENOVA P. P.
BOLOGNA C.
FIRENZE S. M. N.
ROMA T.
VENEZIA S.L.
TRIESTE C.
ANCONA
Bellinzona
Chiavenna
St. Moritz
Malles
Merano
Brennero
Fortezza
Campo Tures
Villach
Brunico
Dobbiaco
S. Candido
Vienna
Villa Santina
Tarvisio C.
Pontebba
Carnia
Gemona d. Fr.
Udine
Cividale
Tirano
Lana di Sopra
Lana Postal
Chiusa
Bolzano
Plan Val G.
Cortina d'Amp.
Calalzo Pd C.
Ponte n. Alpi P.
Belluno
Sacile
Conegliano
Susegana
S. Vito al Tag.
Treviso
Ven. Mestre
Ven. M.
Fusina
Chioggia
Adria
Rovigo
Bagnoli
Monselice
Este
Montag.
Cerea
Legnago
Mezzocorona
Mezzolombo
Trento T.V.
Trento
Rovereto
Riva
Arsiero
Asiago
Pievene Rocch.
Schio
Recoaro
Thiene
Bassano d. Gr.
Montebelluna
Castelfr. Ven.
Vicenza
Vicenza Car.
Padova
Ogni C.M.
Padova P.M.
Campos. Padova
Abano
Montegr.
Piazzola
Pontelongo
Chiozza
Arriano Pol
Occhiobello
Pontelagoscuro
Ferrara
Copparo
Codigoro
Ostellato
Porto Garib.
Portomaggiore
Lavezzola
Budrio
Massalombarda
Lugo
Russi
Ravenna
Granarolo
Faenza
Forlì
Rimini
Cesena
Cesenatico
Gambettola
Savignano
Sogliano
Cattolica
Riccione
Pesaro
Fano
S. Marino
Mercatino Marec.
Prafovecchio Stie
Urbino
Fermignano
Falconara M.
Albacina
Fabriano
Fossato
Ancona M.
Civitanova Marche
P.S. Giorgio
Amandola
Ascoli P.
Porto d'Ascoli
Giulianova
Teramo
Capiginano
Aquila
Penne
M. Silvano
Pescara C.
Pescara P.N.
Ortona a M.
S. Vito L.
Chieti
Crocetta B.F.
Archi
Atessa
Agnone
Pescolanciano
Termoli
Carpinone
Campobasso
Torremaggi
Peschici
Sulmona
Avezzano
Castel di Sangro
Arezzo
Umbertide
Cortona T.
Perugia S.A.
Perugia F.F.S.
Foligno
Norcia
Spoleto
Ferentillo
Terni
Orte
Chiusi B.C.
Sinalunga
Asciano
Siena
Colle Sal.
Colle v. d'E.
Poggibonsi S. Gim.
Empoli
Castelfiorentino
Pontassieve
Borgo S. Lor.
Fir. C.M.
Fir. Rifredi
Fir. Cascine
Prato
Pistoia
Pracchia
Porretta
Lavino
Sasso Marconi
Vergato
Riola
Vizzano
Bologna
Bologna C.
Bologna S. Ruffillo
Bologna S. Vitale
Bologna S. Donato
Castelfranco Emilia
Modena
Sassuolo
Spilamberto
Vignola
Cavazzo V.
Finale E.
Poggio R.
Mirandola
Carpi
Reggio nell'Emilia
Rubiera
Sant'Ilario d'Enza
Parma
Fidenza
Borgo S. Donnino
Fornovo
Ricci
Bettola
Piacenza
Castelvetro
Codogno
Cremona
Casalpusterlengo
Lodi
Lodi Vecchio
Pavia
Voghera
Alessandria
Novi S. M.
Tortona
Novi L.
Arquata
Busalla
Ronco
Isola d. Cantone
Bassa-Fuzzo
Genova Sampierd.
Genova Brignole
Genova Piazza Principe
Genova Sestri P.
Genova Voltri
Genova Pra
Genova Pegli
Genova Cornigliano
Genova Rivarolo
Genova Bolzaneto
Genova Teglia
Genova Quarto
Genova Nervi
Genova Quinto
Genova Sturla
Genova Foce
Genova Principe
Genova Acquasola

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

LINE DIAGRAM.

REFERENCE

- Double track normal gauge I.S.R.
- Single » » » »
- Narrow gauge I.S.R.
- Normal gauge private line operating joint service with I.S.R. (1)
- Narrow » » »
- Normal gauge private line operating joint service with I.S.R. (2)
- Narrow » » »

(1) one freight contract only.
(2) a freight contract for each carrier.



KEY.

	SINGLE	DOUBLE
Lines Repaired by Military Shown	———	
» » » A.C. or I.S.R. Shown	———	———
» Under Construction by Military Shown	— — —	= = =
» » » » A.C. or I.S.R. Shown	— — —	= = =

MILITARY R
ENGINEERS
C
DATE, 1

Guglielmo Giuseppe Maggiore

1214

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

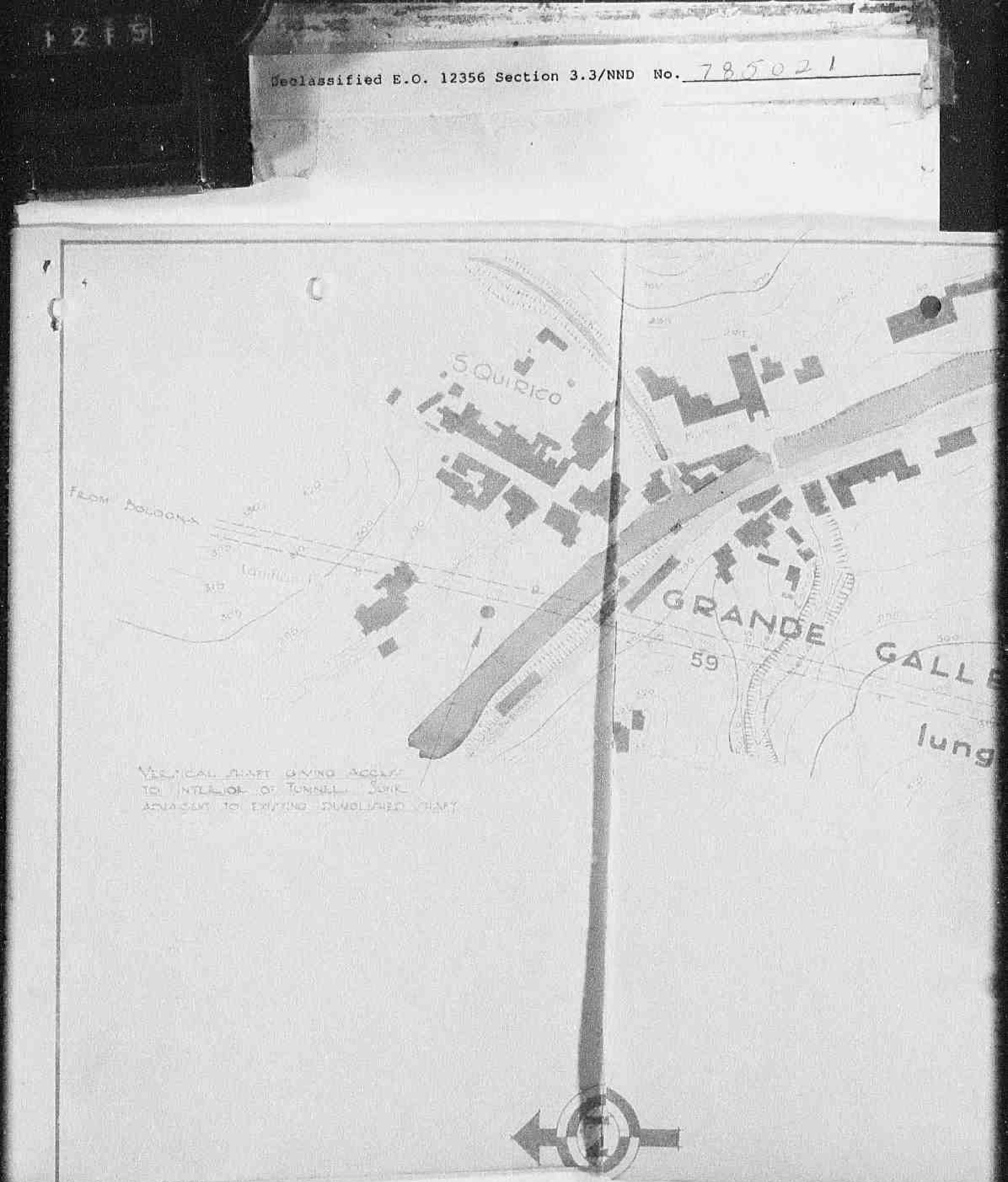
M.

nt service with I.S.R. (1)

nt service with I.S.R. (2)


LivornoSM.
Livorno C.
Livorno M.
Volterra
Vada
Cecina
Campiglia
Massa Mar.
Monte Antico
Piombino
Portof.
Follonica
Montebescalli
Grosseto
Orbetello
P.S. Stefano
Giulianova
Teramo
Aquila
Fiume
M. Silvano
Pescara C.
Pescara PN.
Ortona a M.
S. Vito L.
Termoli
Agnone
Pescolanciano
Avezzano
Castel di Sangro
Sulmona
Archi
Atessa
Torremaggiore
Peschici
Manfredonia Città
Foggia
Lucera
Vinchiaturo
Campobasso
Carpinone
Isernia
Cassino
Piedimonte d'Alife
Telese S.
Benevento
Cerignola C.
Margherita di Sav.
Margherita di Sav. Orfantino
Barletta M.
Barletta
Cerignola
Spinazzola C.
Rocchetta S.A.
Spinazzola
Acquato
B.S.Spirito
Bari Mar.
BARI
Grumo
Altamura
Gioia del Colle
Mungivacca
Cassamassima
Putignano
Avigliano C.
Acerenza
Avigliano
Potenza Inf.
Potenza
Laurenzana
Ferrandina
Lagonegro
Marsicovetere
Pisticci
Bellavista
Taranto
Naval
Martina Fr.
Brindisi
Br. M.
Francavilla F.
Novoli
Lecce
Nardò
Zollino
Gallipoli
Parto
Maglie
Otranto
Gagliano Leuce
Metaponto
Montalbano Jo.
Siburi
Spezzano Alb.
Paola
Castiglione C.
Cosenza
Camigliatello B.
Cosenza Cos.
Decollatura
Petilia P.
Crotone
S. Eufemia L.
Vibo Val.
Mileto
Gioia T.
Messina C.
Messina M.
Cinquefrondi
Maimmola
Chiaravalle
Catanzaro M.
Soverato
Marina di Gioiosa
Gioiosa Jonica
Singopoli
Villa S. Giovanni
Reggio C. Succ.
REGGIO C. C.
Riposto
Catania C.
Bicocca
Valsavoia
Caltagirone
Vizzini
Giarratana
Ragusa
Noto
Siracusa
Sic. Marit.
Pachino
Licata
Uc Marit.
Naro
Margone
Agn. C.
Agrigento B.
Canicatti
Caltanissetta C.
Caltanissetta X.
Aragona C.
Lercara
Leonforte
Schettino
Ditaino
Motta S.A.
Misilmeri
Palermo M.
PALERMO C.
Palermo S. Erasmo
Palermo Brancaccio
Trapani
Alcamo
Salemi
S. Ninfa
S. Carlo
Partinico
Palazzo Adr.
Filaga
Roccapalumba A.
Burgio
Sciacca
Castelvetrano
Mazzarino
Marsala
Trapani M.
S. Agata M.
Milazzo
Avezzano
Sulmona
Castel di Sangro
Agnone
Atessa
Pescolanciano
Termoli
Carpinone
Isernia
Campobasso
Vinchiaturo
Lucera
Foggia
Torremaggiore
Peschici
Manfredonia Città
Cerignola C.
Margherita di Sav

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



1216

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

GALLERIA DELL'APPENNINO

lunga M. 18510

ENTRANCE TO DRAINAGE

DRAINAGE TUNNEL

68'-0"

733'-0"

TOTAL LENGTH 974'-0"

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



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

LINE 65.

FLORENCE ~ PRATO ~ BOLOGNA.

APPENNINE TUNNEL.

LAYOUT OF WORKINGS AT SOUTH PORTAL DEMOLITION.

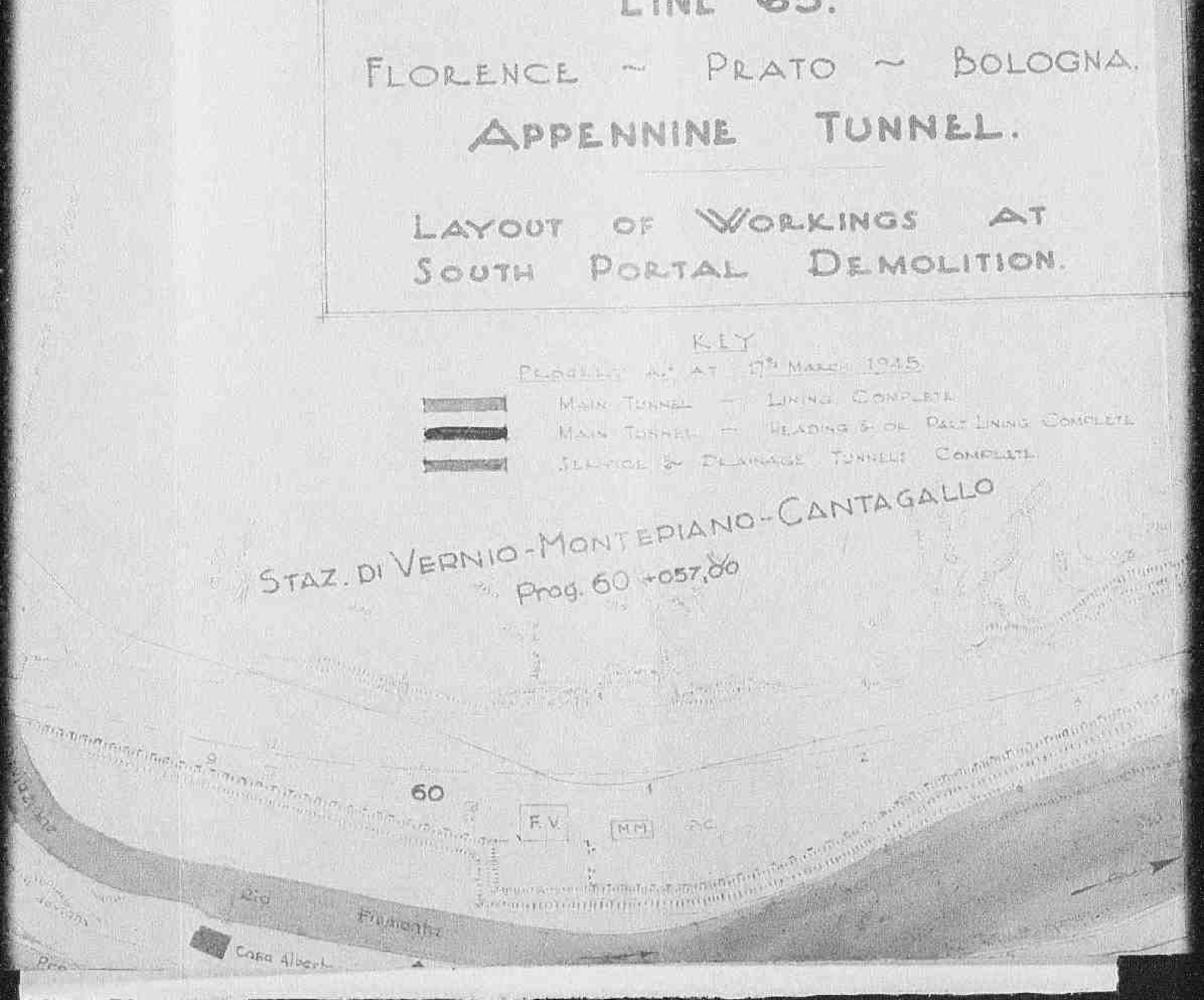
KEY

Position as at 17th March 1945.

- Main Tunnel — Lining Complete.
- Main Tunnel — Heading & or Part Lining Complete.
- Service & Drainage Tunnels Complete.

STAZ. DI VERNIO-MONTEPIANO-CANTAGALLO

Prog. 60 +057,00



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

APPENDIX 7A

LINE 65.

NCE ~ PRATO ~ BOLOGNA.

APPENNINE TUNNEL.

OUT OF WORKINGS AT
TH PORTAL DEMOLITION.

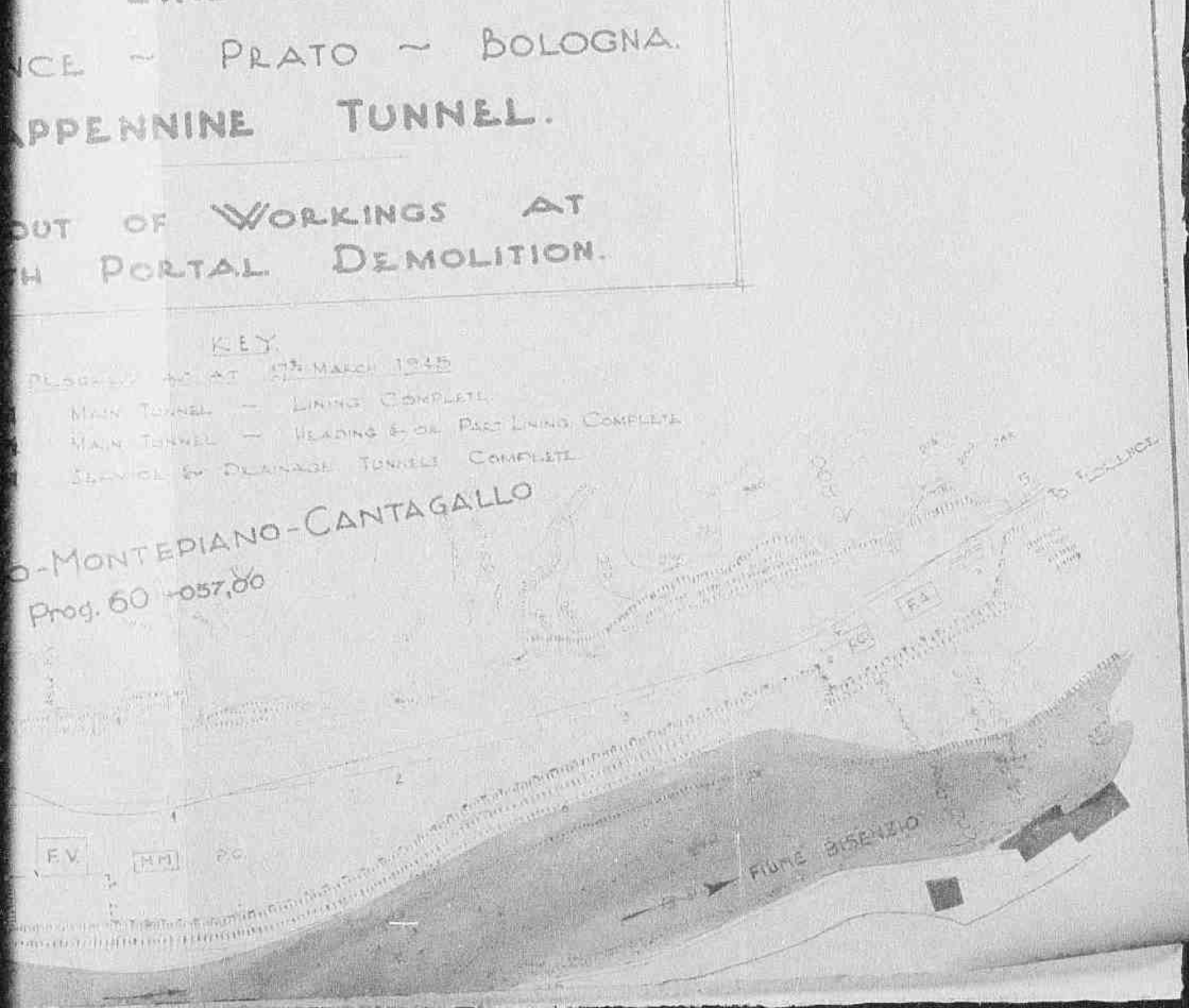
KEY.

PROGRESS AS AT 17th MARCH 1945

MAIN TUNNEL — LINING COMPLETE.
MAIN TUNNEL — HEADING & OR PART LINING COMPLETE
SERVICE & DRAINAGE TUNNELS COMPLETE

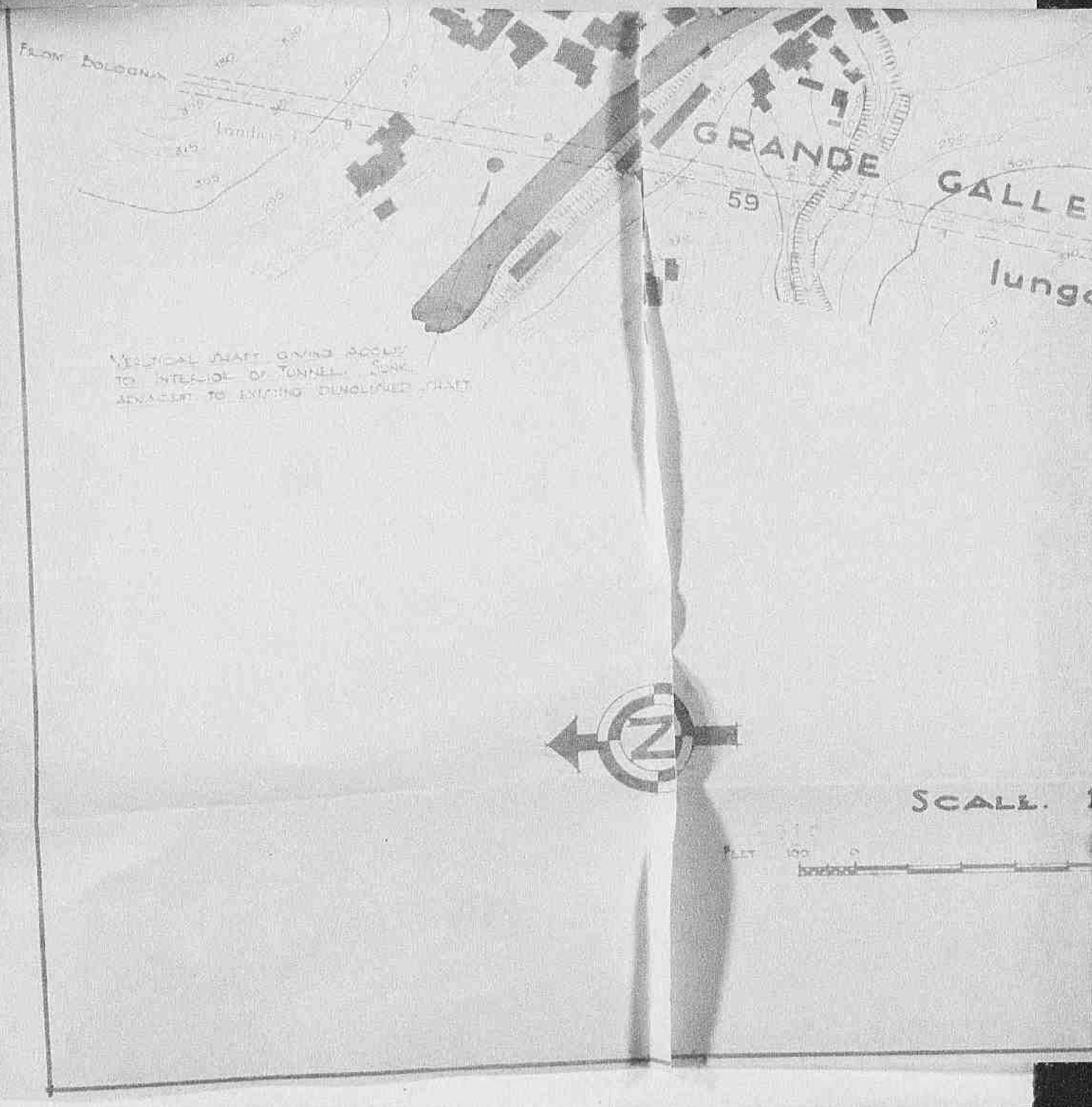
MONTEPIANO-CANTAGALLO

Prog. 60 -057,00



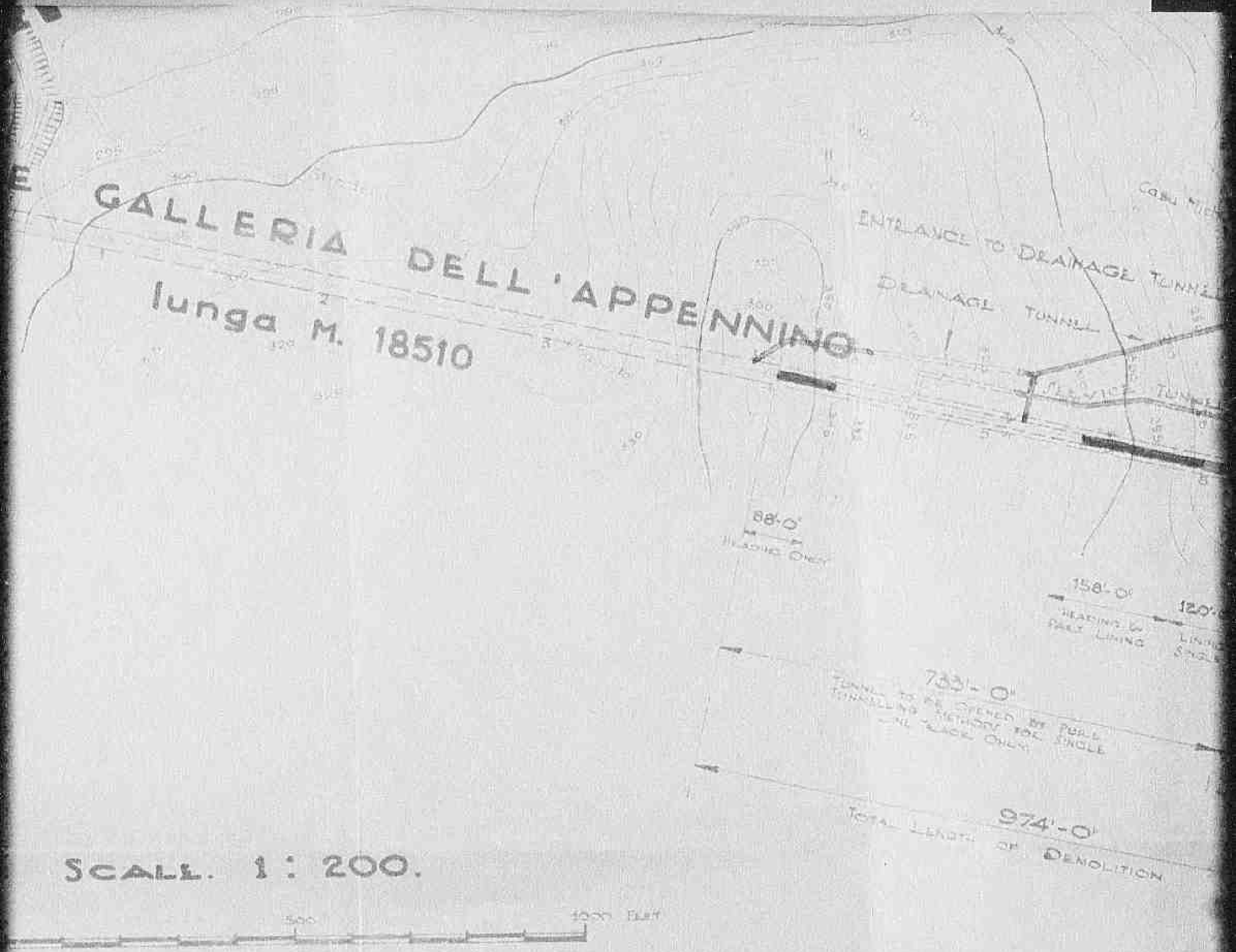
1220

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1221

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



1222

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

ENTRANCE TO DRAINAGE TUNNEL

DRAINAGE TUNNEL

SERVICE TUNNEL

ENTRANCE TO SERVICE TUNNEL

84'-0"
HEADING ON

158'-0"
HEADING ON
SINGLE LINE TUNNEL

120'-0"
LINING COMPLETED ON
SINGLE LINE TUNNEL

733'-0"
LINE TO BE OPENED BY PUSH
CUTTING AND MUCKING FOR SINGLE
LINE TRACK ONLY

241'-0"
TUNNEL EXCAVATION
LINED IN CAST CUT
LINING COMPLETED

374'-0"
TOTAL LENGTH OF DEMOLITION

1 2 3 1

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

LAYOUT OF WORKINGS AT SOUTH PORTAL DEMOLITION

KEY

PROGRESS AT 17th MARCH 1945

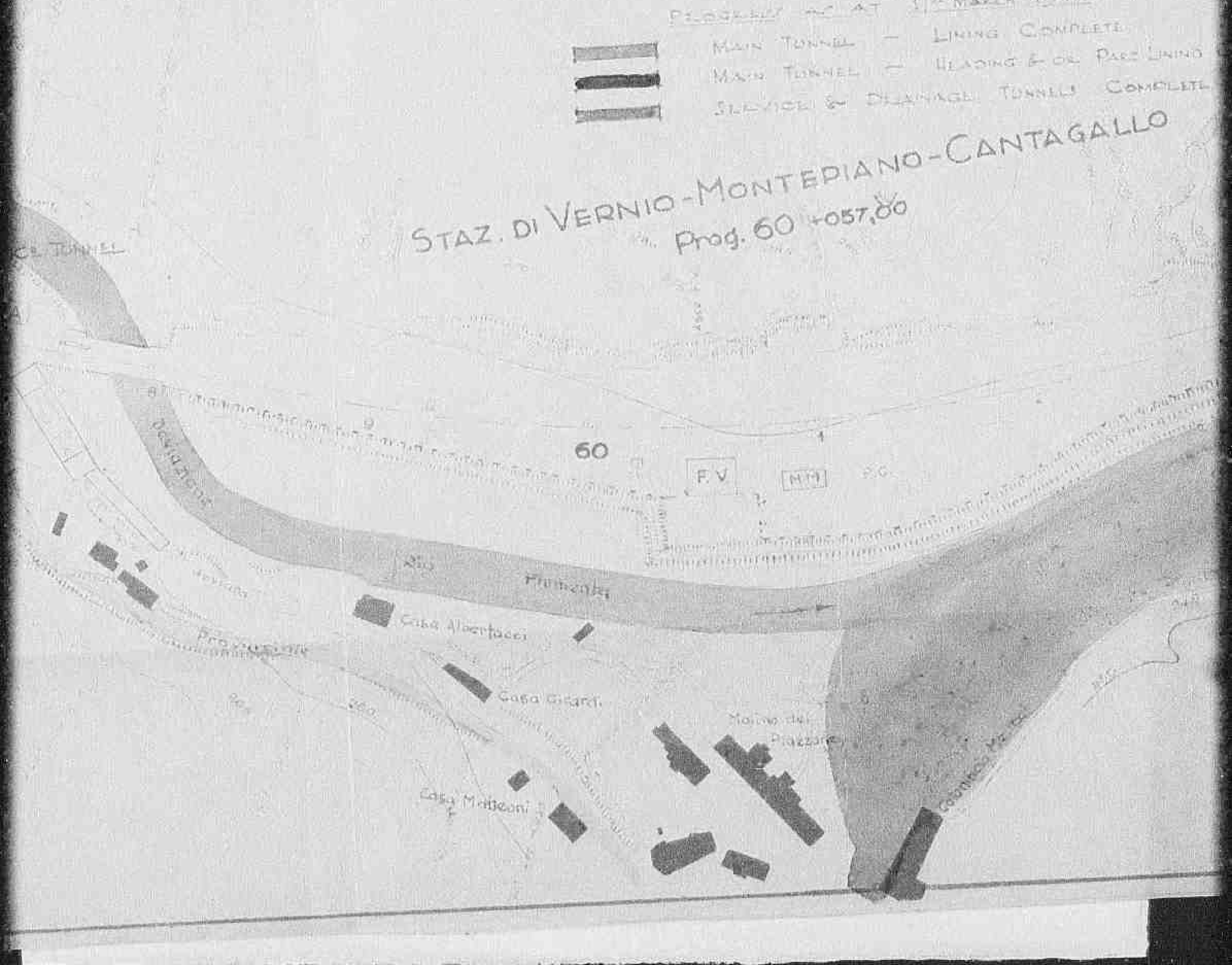
Main Tunnel — Lining Complete

Main Tunnel — Heading & Ob Pass Lining

Services & Drainage Tunnels Complete

STAZ. DI VERNIO-MONTEPIANO-CANTAGALLO

Prog. 60 +057,00



1224

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

OF WORKINGS AT PORTAL DEMOLITION.

KEY

AS AT 9TH MARCH 1945

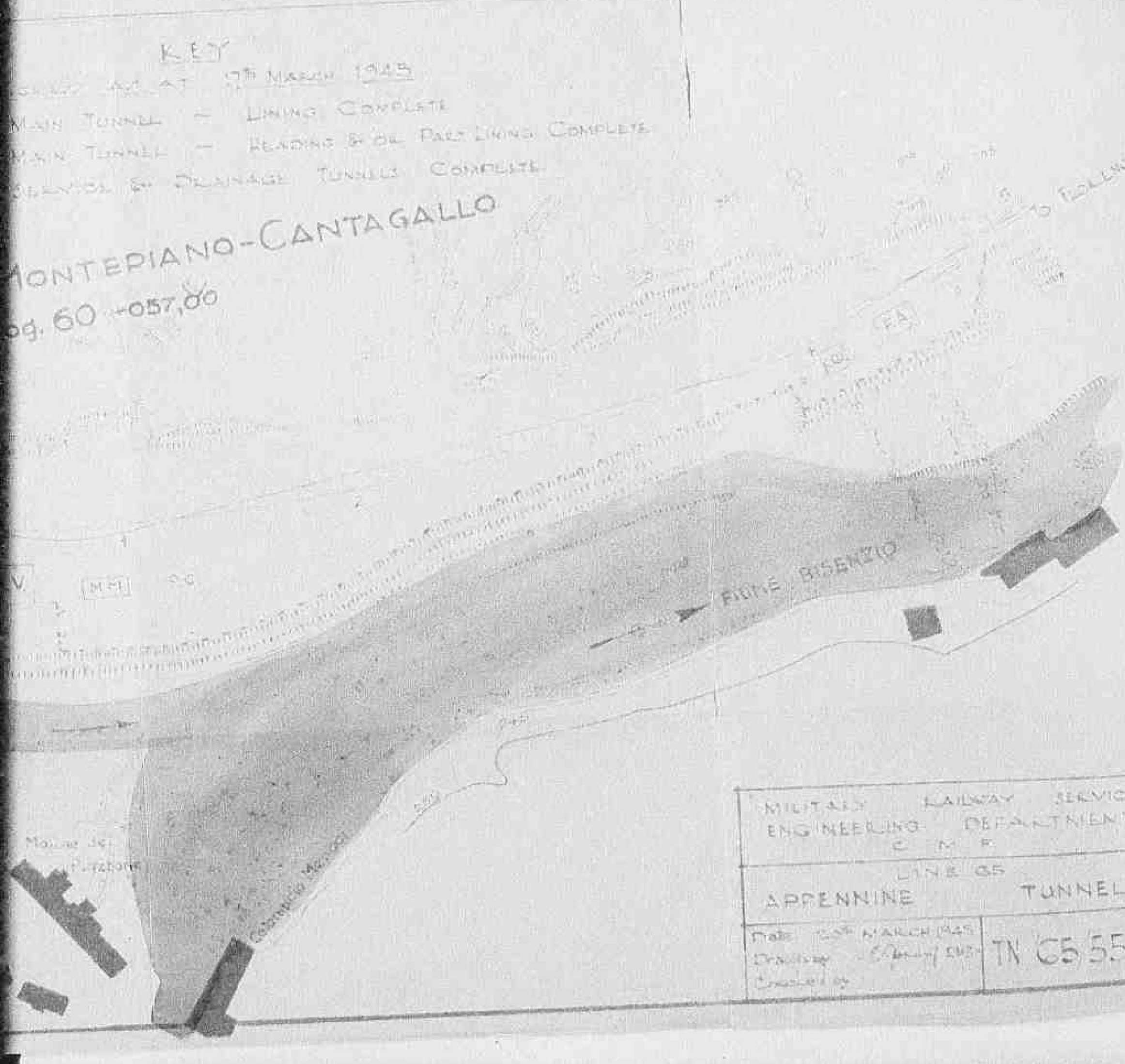
MAIN TUNNEL — LINING COMPLETE

MAIN TUNNEL — HEADING & BE PART LINING COMPLETE

SERVICE & DRAINAGE TUNNELS COMPLETE

MONTEPIANO-CANTAGALLO

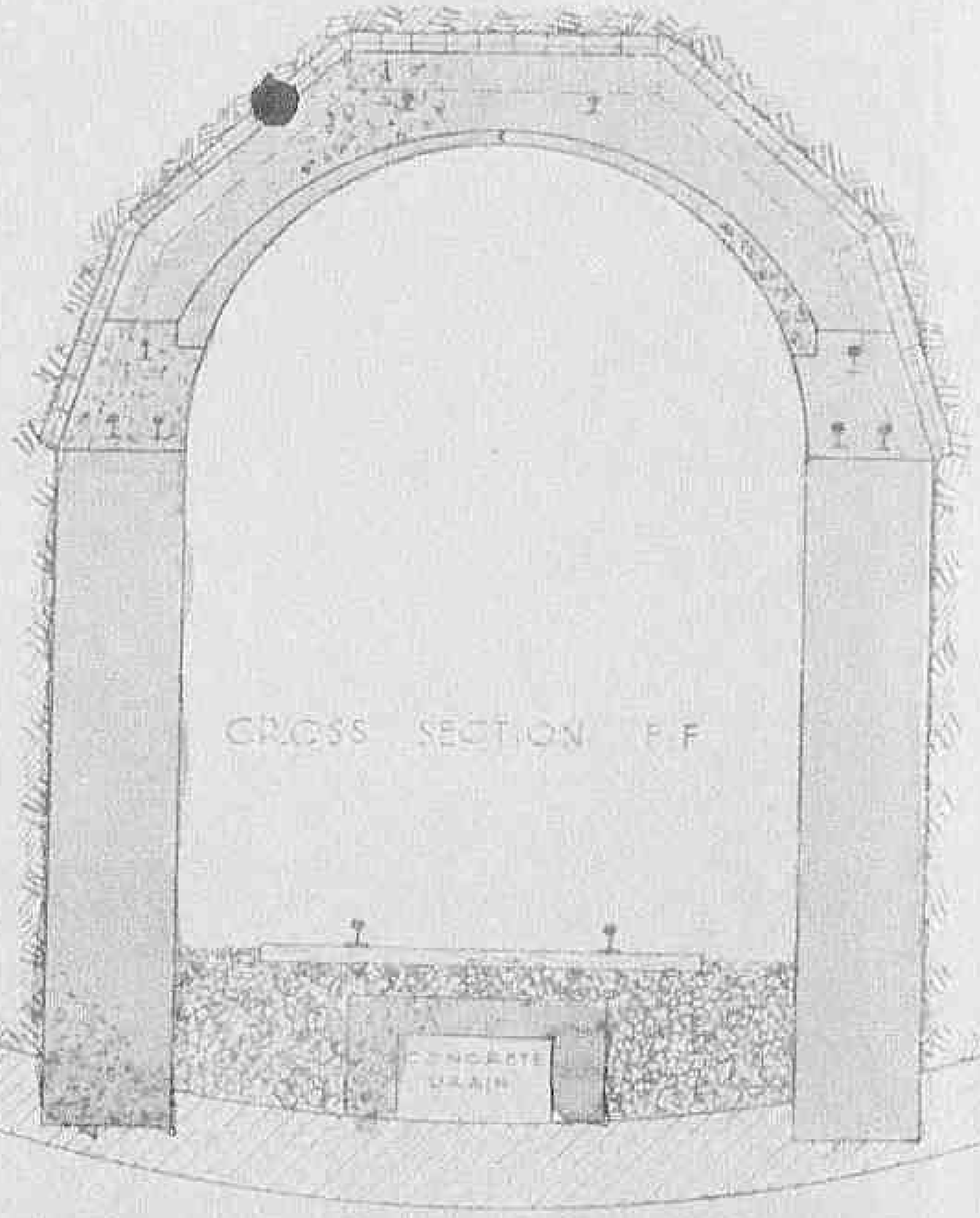
Dog. 60 +057,00



MILITARY RAILWAY SERVICE ENGINEERING DEPARTMENT C M E	
LINE 35 APPENNINE TUNNEL	
Date 9th MARCH 1945 Drawing Checked by	TN C5 551 A

1225

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

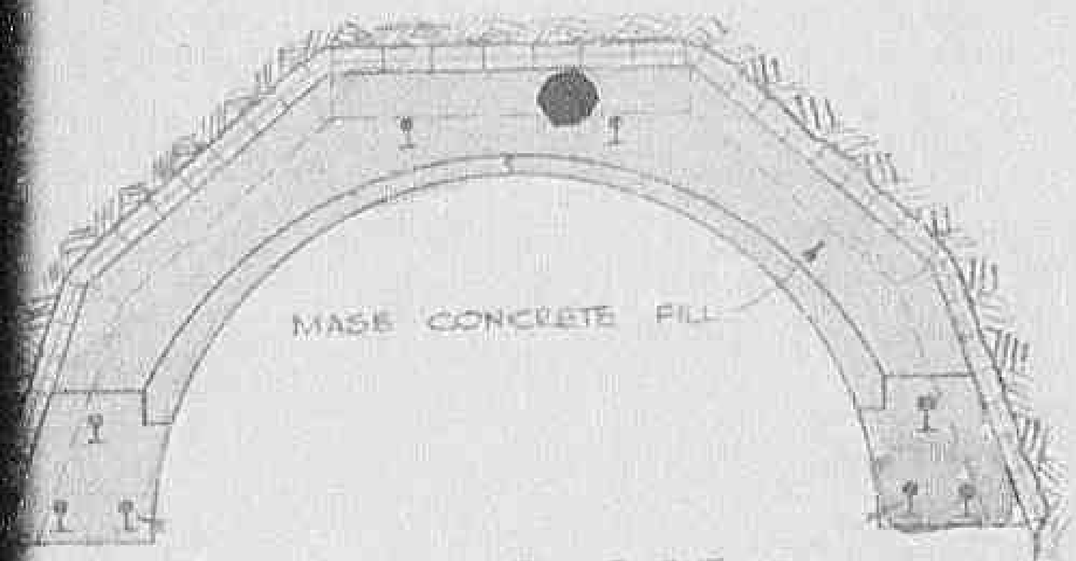


H A U N G

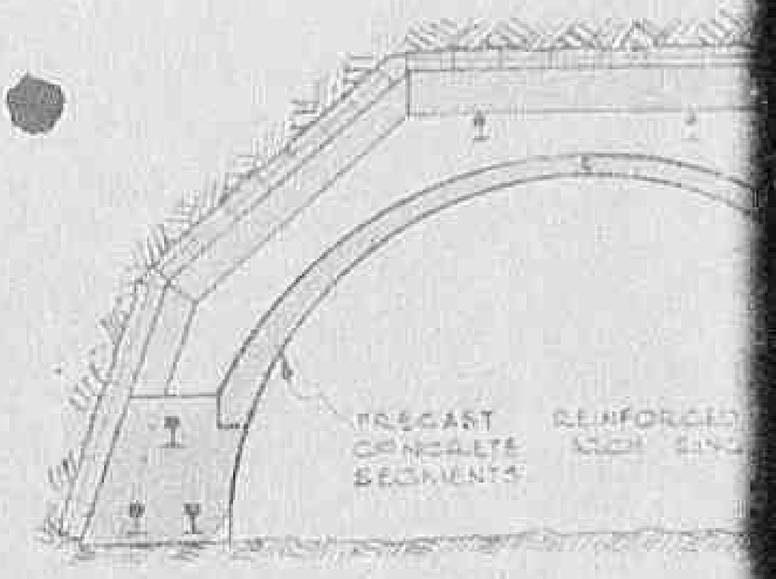
Declassified E.O. 12356 Section 3.3/NND No. 785021

1227

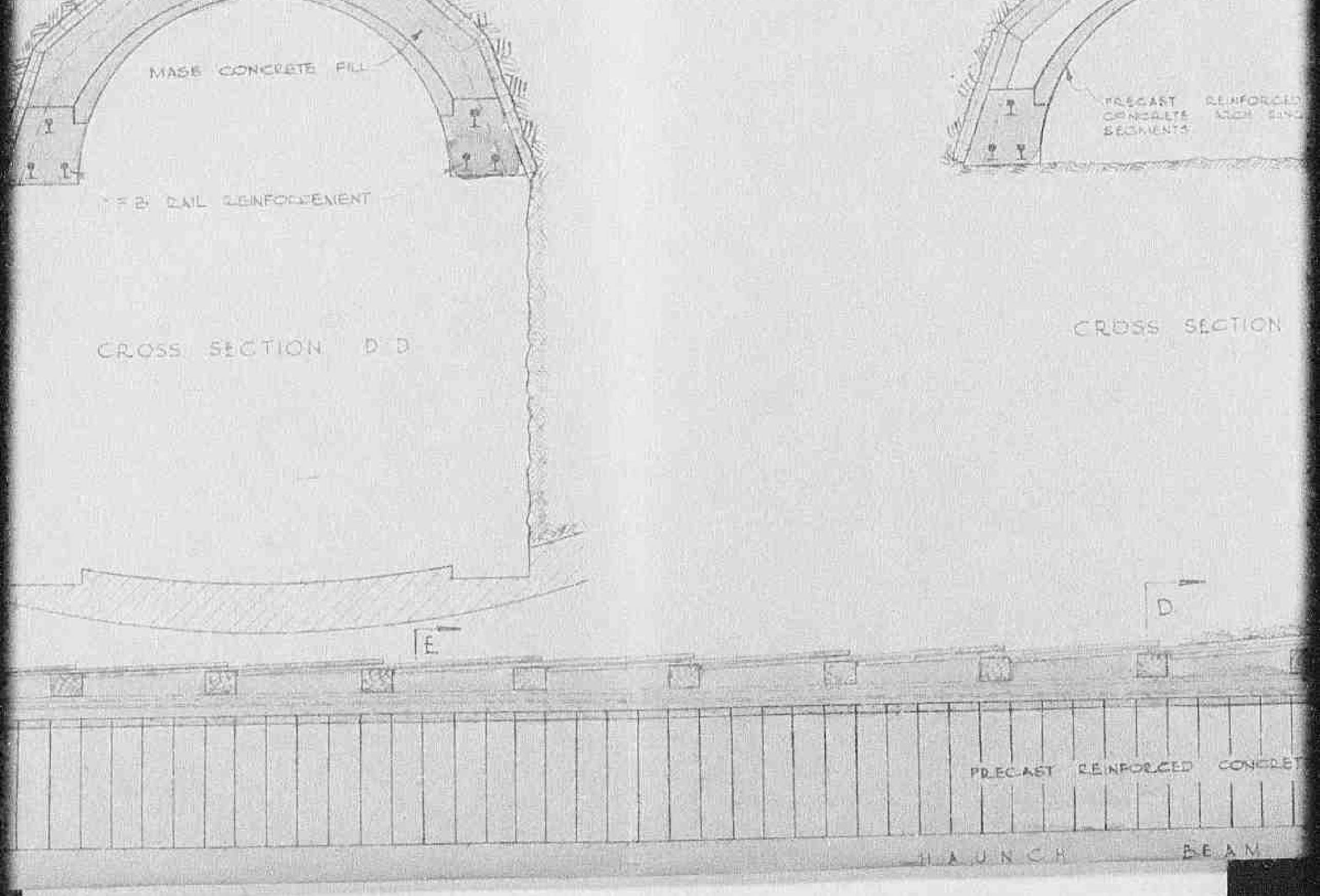
Declassified E.O. 12356 Section 3.3/NND No. 785021



CROSS SECTION D D

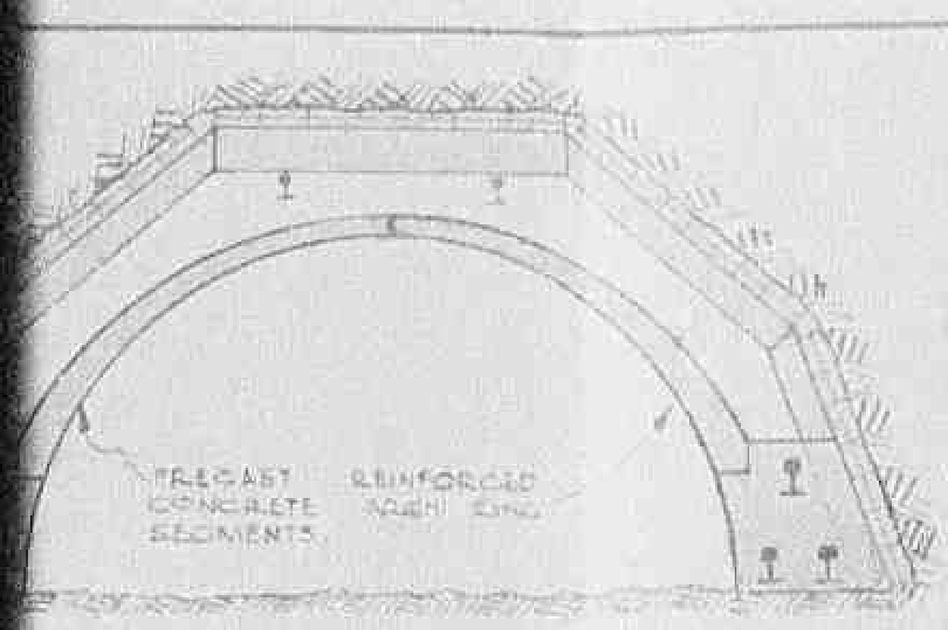


CROSS SECTION

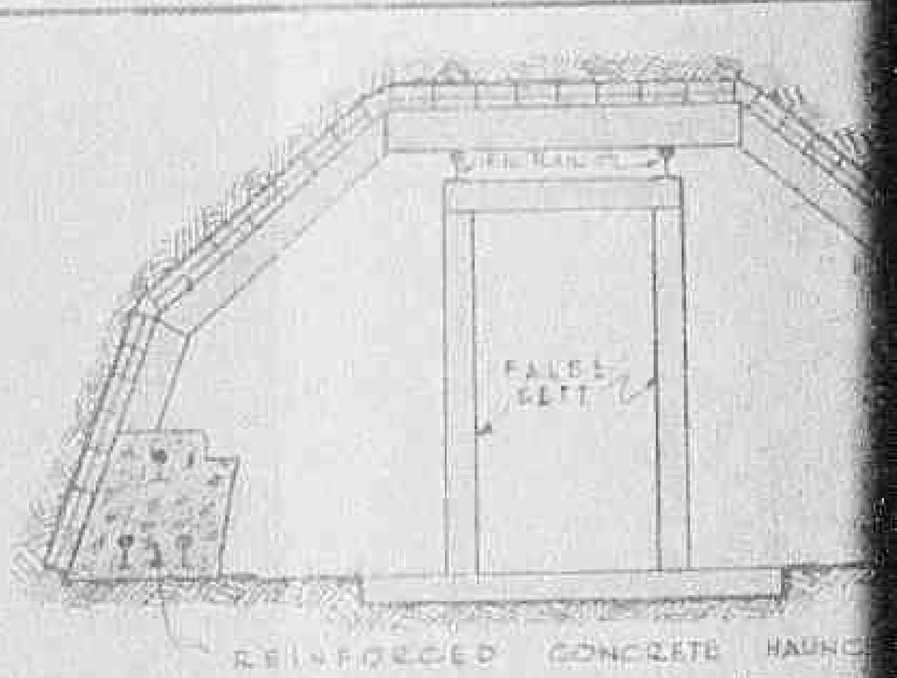


1228

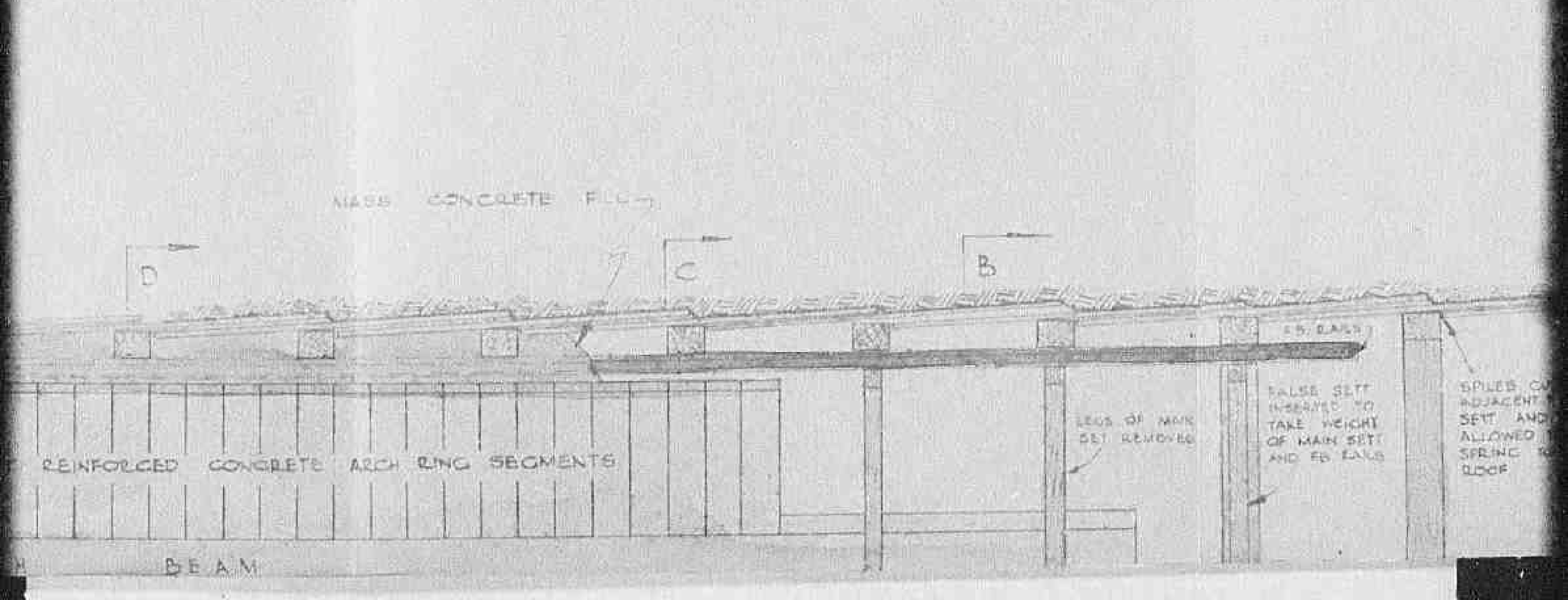
Declassified E.O. 12356 Section 3.3/NND No. 785021



CROSS SECTION C-C

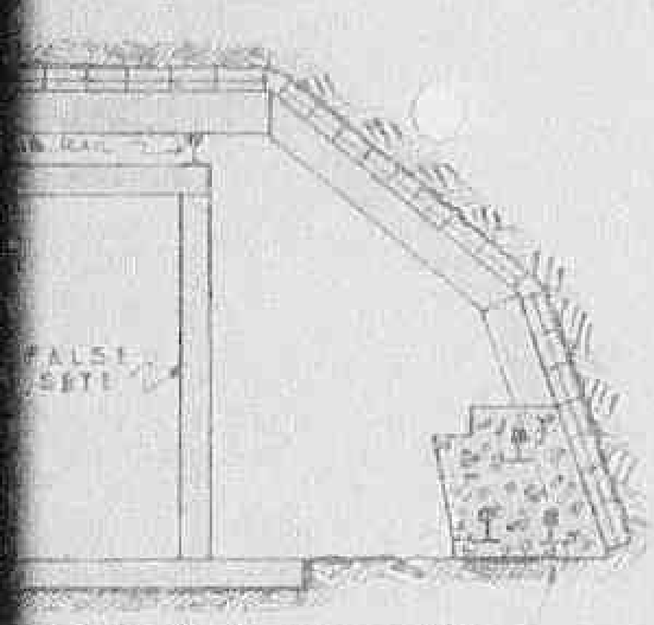


CROSS SECTION B-B



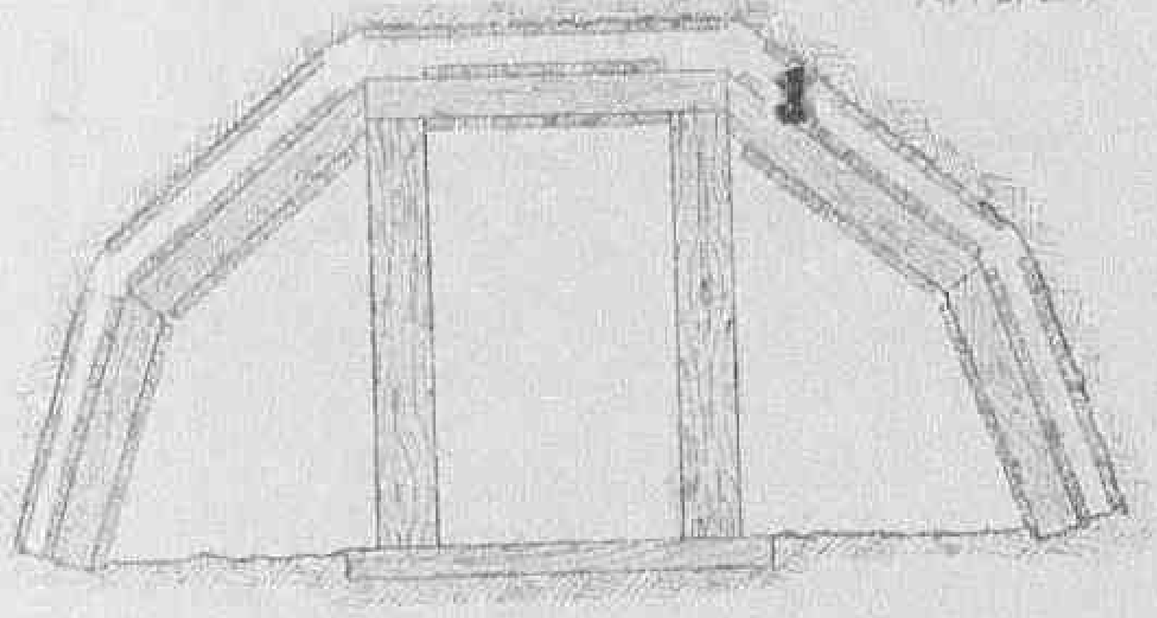
Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 7b

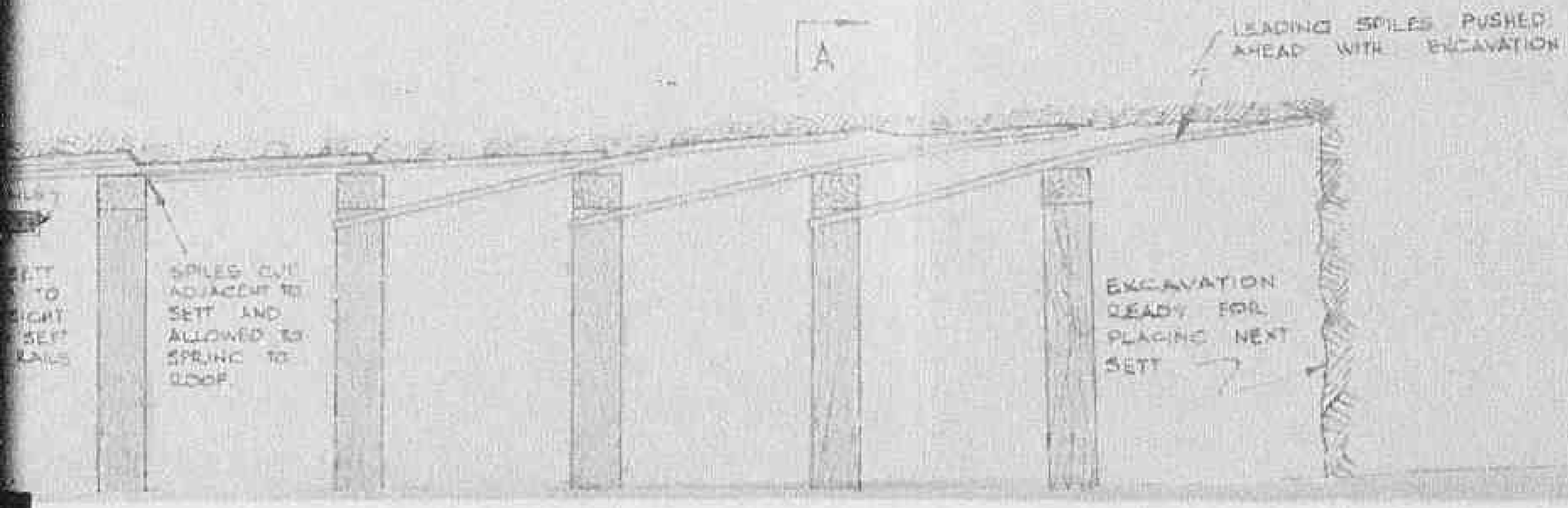


CONCRETE HAUNCH BEAM

ECTION B-B

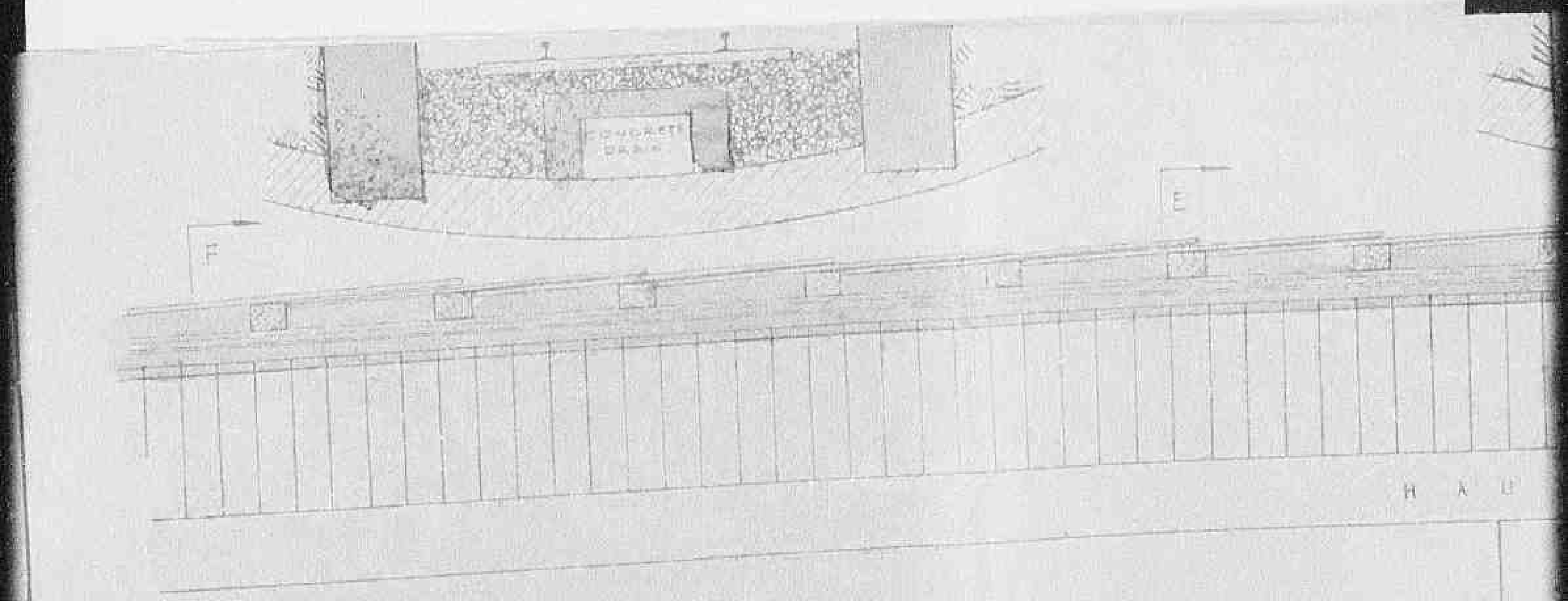


CROSS SECTION A-A

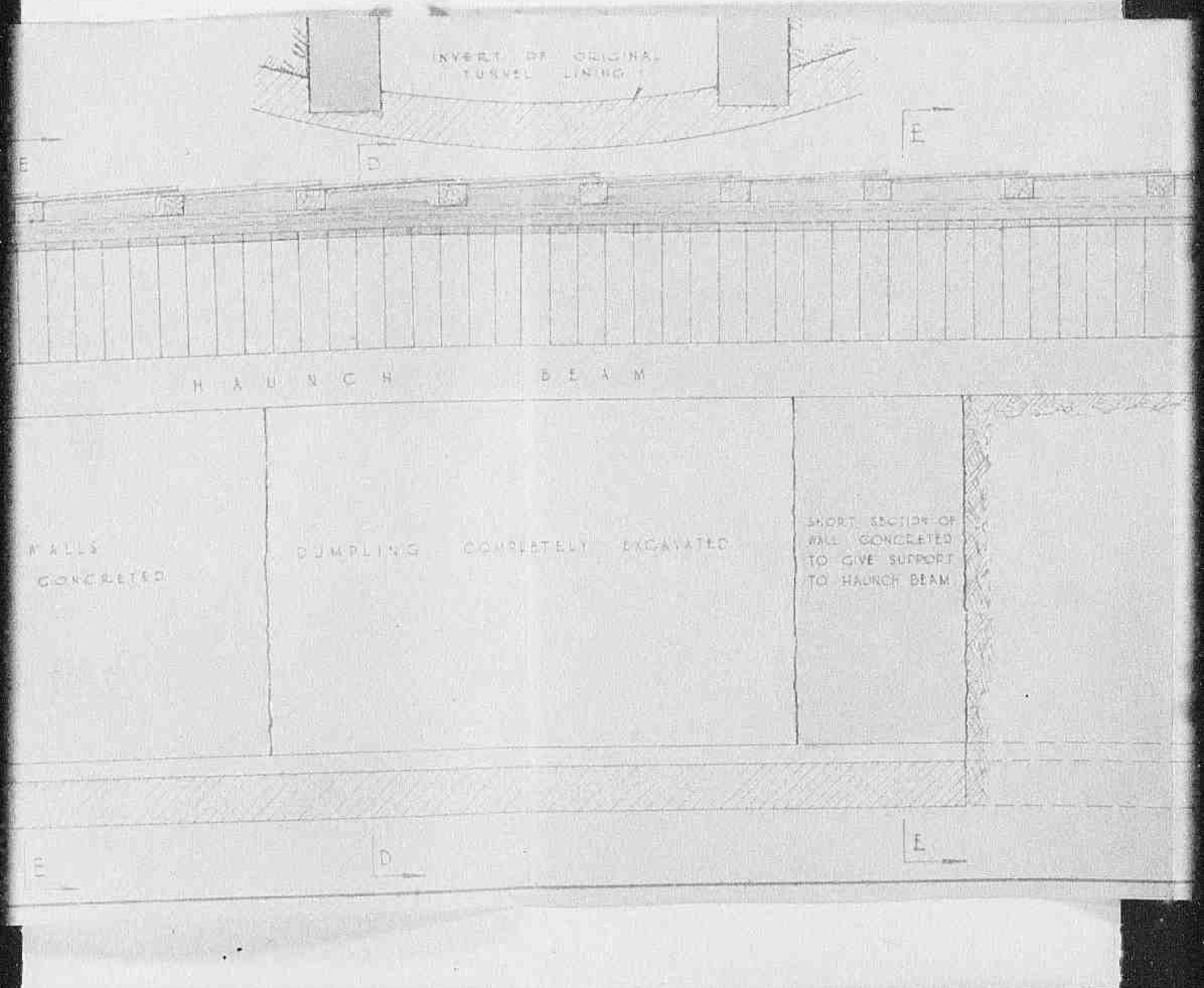


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Declassified E.O. 12356 Section 3.3/NND No. 785021

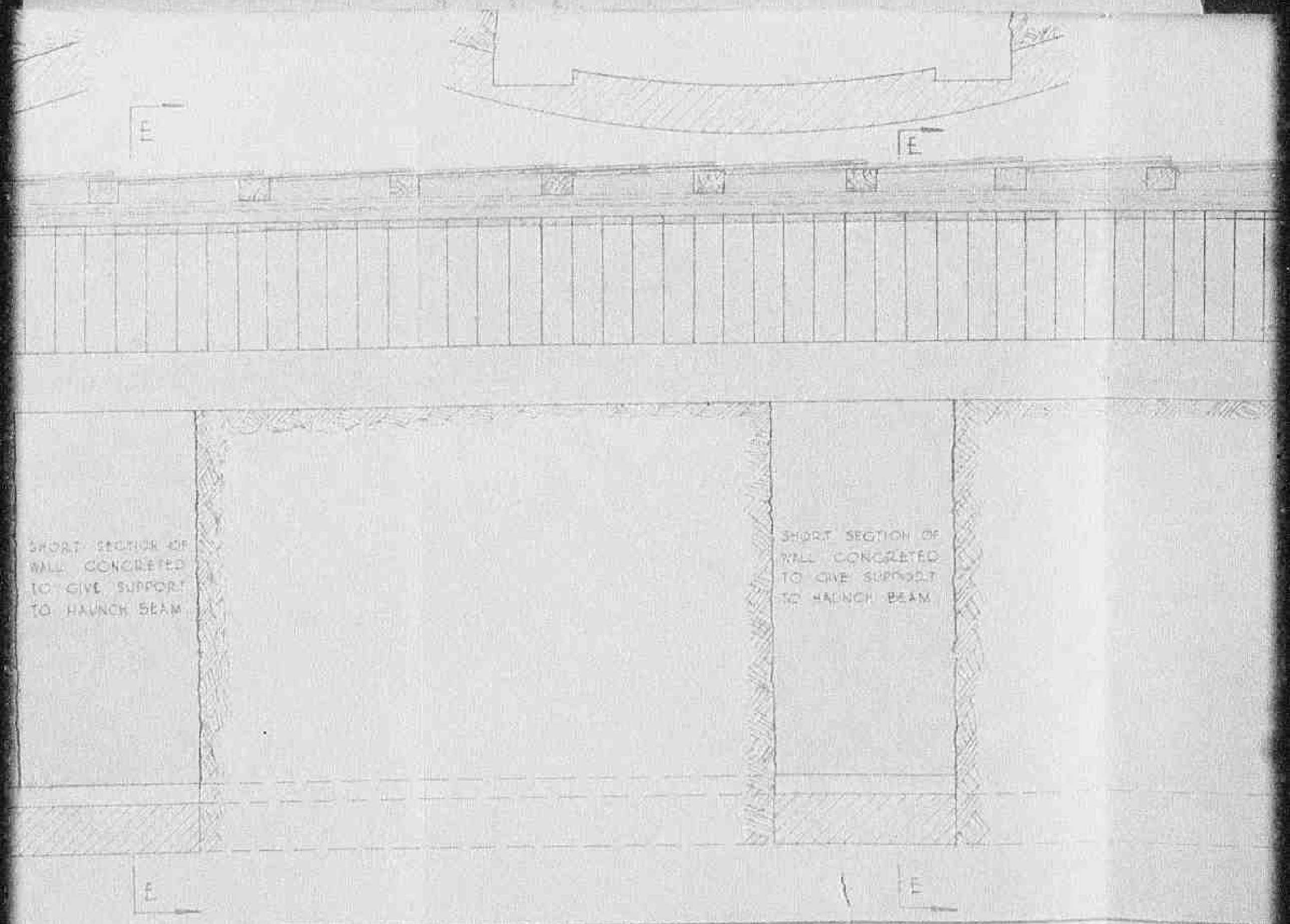


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Declassified E.O. 12356 Section 3.3/NND No. 785021



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

MASS CONCRETE FILL

D

C

B

PRECAST REINFORCED CONCRETE ARCH RING SEGMENTS

HAUNCH BEAM

C

B

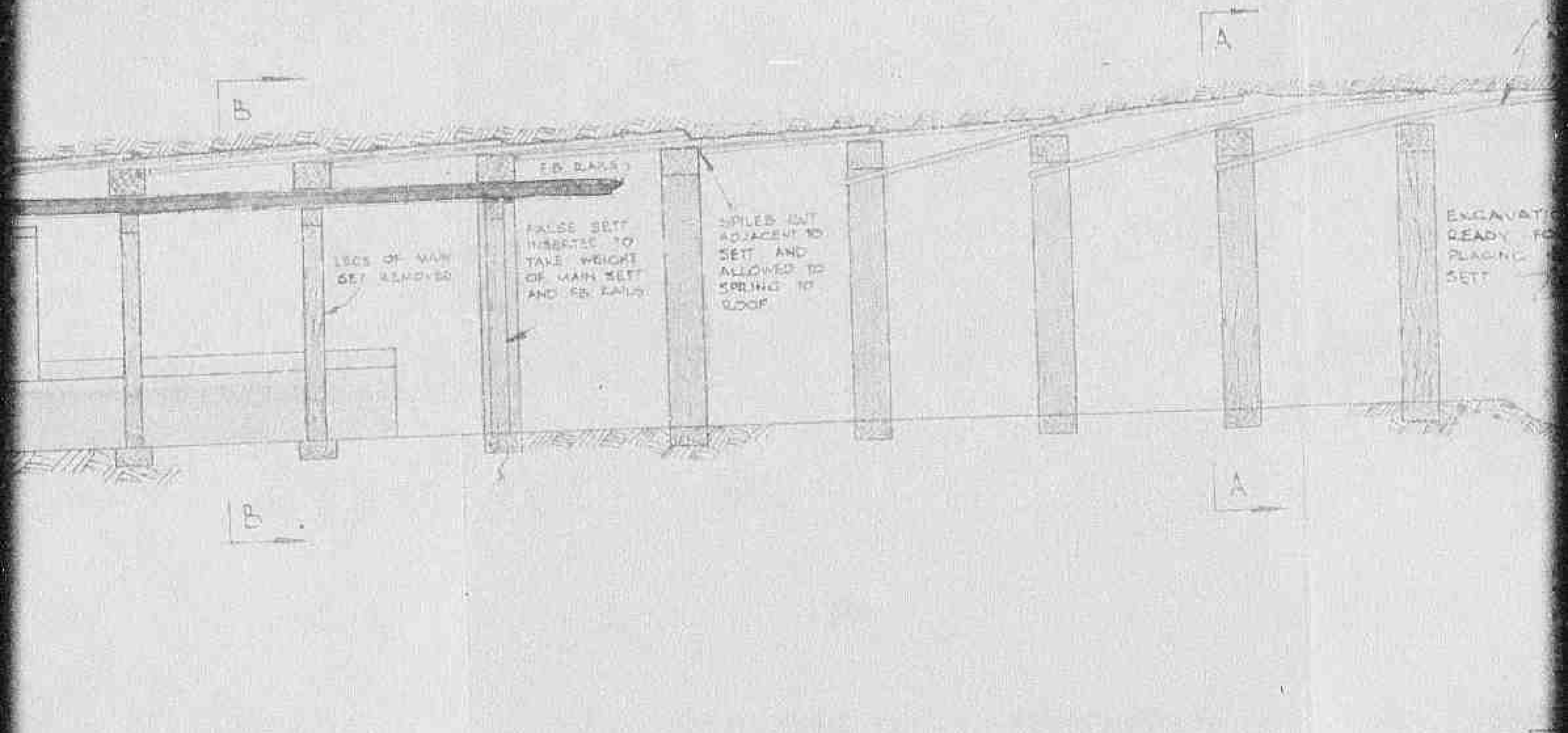
D

SKETCH

T

1 2 3 4

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

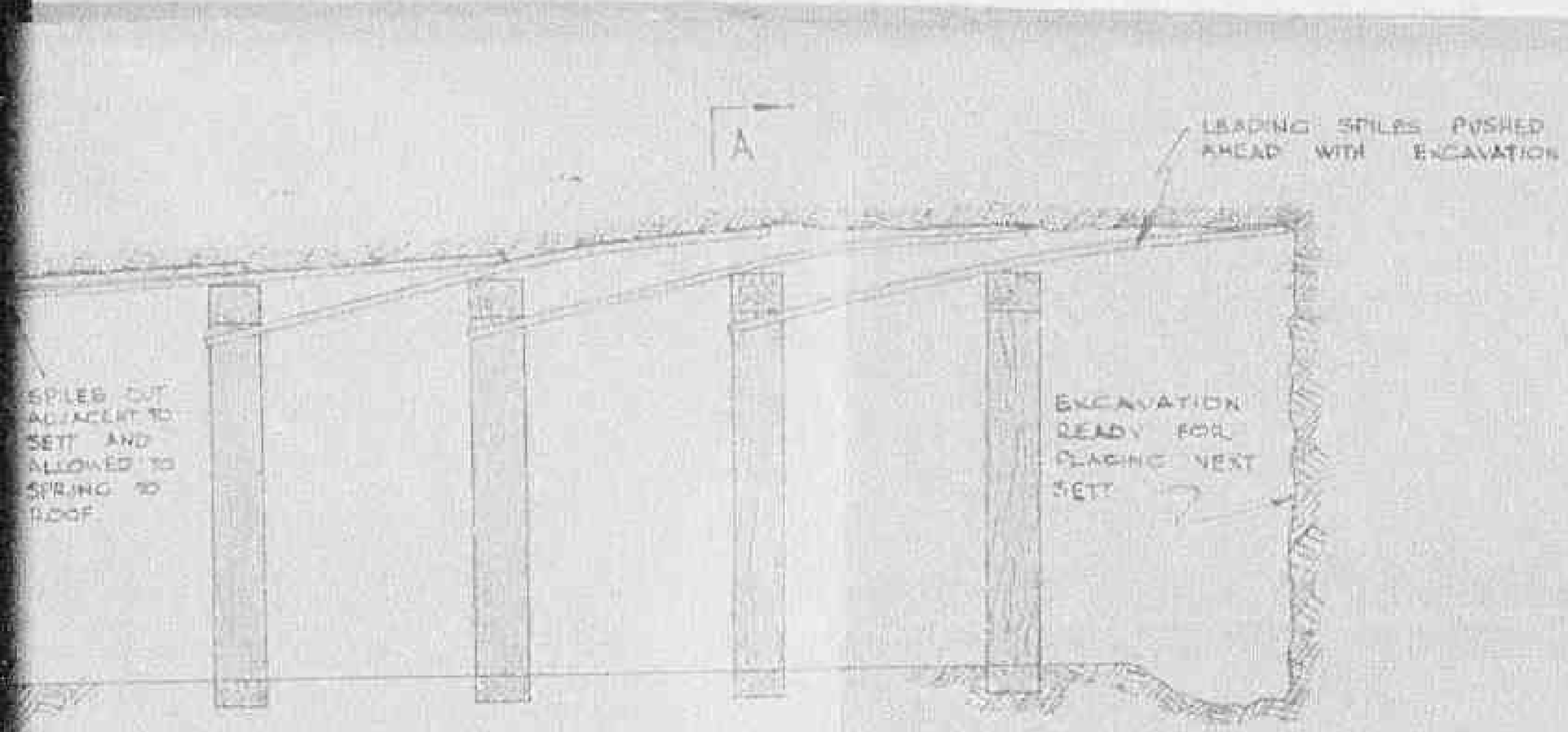


SKETCH SHOWING METHOD OF TUNNELLING THROUGH SOUTH DEMOLITION

NOT TO SCALE

1 2 3 5

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



HOD OF TUNNELLING

DEMOLITION

SCALE

MILITARY RAILWAY SERVICE
ENGINEERING DEPARTMENT
C. M. F.

LINE 65
APPENINE TUNNEL

DATE MARCH 16TH 1945.
TRACED BY
CHECKED BY
APPROVED BY

DRAWING NUMBER
TN/65/551

1236

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

WORKS COMPLETED DURING FEBRUARY, 1945.

Tel. No.	Agency.	Location.	Description.	Size.	Date of Completion.
Line 65. RIMINI - CETTE - ANCONA.					
65/108	2 Rly. Bridging Sect. R.E.	Alleron	Additional repairs to Br. 11 at Km. 134.1	Flood protection works	27.2.45.
65/110	159 Rly.Constr.Coy.	Alleron	Additional repairs to Br. 13 at Km. 140.8	1/40' Sectional span.	27.2.45.
65/113	159 Rly.Const.Coy.	Pantesle	Additional repairs to Br. 29 at Km. 176.6	Flood protection works.	20.2.45.
65/118	159 Rly.Const.Coy.	Castiglione Fiorentino	Additional repairs to culvert at Km. 208.1	1/31' R.S.J. span	9.2.45.
Line 65. FLORENCE - PISTOIA.					
65/403	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 1 at Km. 11.20 (R.Geville)	1/29' R.S.J. span	23.2.45.
65/404	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 2 at Km. 11.90 (R. Enrico)	2/26' R.S.J. spans.	28.2.45.
65/405	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 3 at Km. 12.00	1/24' R.S.J. span	7.2.45.
65/406	159 Rly.Const.Coy.	Calenzano	Sesto Fiorentino (excl) to Calenzano (incl)	4.7 Kms. track repairs.	28.2.45.
65/408	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 5 at Km. 12.70	1/27' R.S.J. span.	28.2.45.
65/409	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 6 at Km. 14.40	1/22' R.S.J. span.	10.2.45.

/to Sheet 2

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

Appendix 8.
Part I Sheet 1.

WORKS COMPLETED DURING FEBRUARY, 1945.

Location.	Description.	Size.	Date of Comptn.	Remarks.
Terzo.	Additional repairs to Br. 11 at Km. 130.1	Flood protection works	27.2.45.	
Terzo	Additional repairs to Br. 13 at Km. 140.8	1/40' Sectional span.	27.2.45.	
Vicchio	Additional repairs to Br. 29 at Km. 174.6	Flood protection works.	20.2.45.	
Pratolino Dorcubino	Additional repairs to culvert at Km. 208.1	1/51' R.S.J. span	9.2.45.	
Calenzano	Repairs to Br. 1 at Km. 11.20 (R.Greville)	1/29' R.S.J. Span	23.2.45.	
Calenzano	Repairs to Br. 2 at Km. 11.90 (R. Marina)	2/26' R.S.J. spans.	28.2.45.	
Calenzano	Repairs to Br. 3 at Km. 12.00	1/26' R.S.J. span	7.2.45.	
Calenzano	Sesto Fiorentino (excl) to Calenzano (incl)	4.7 Kms. track repairs.	28.2.45.	
Calenzano	Repairs to Br. 5 at Km. 12.70	1/27' R.S.J. span.	28.2.45.	
Calenzano	Repairs to Br. 6 at Km. 17.40	1/22' R.S.J. span.	10.2.45.	

/to Sheet 2.

1238

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

WORKS COMPLETED DURING FEBRUARY, 1945 (Contd.).

Job No.	Agency.	Location.	Description.	Size.	Date of Comptn.
Line 65. PISA - FOLIGNO.					
65/506	39 Rly. Const.Coy. (S.A.E.C)	Vernio	Station Yard.	General track repairs.	2.2.45.
65/531	39 Rly.Constr.Coy. (S.A.E.C)	S. Benedetto	Repairs to tunnel at Km. 57.1	Clear debris at portals and rebuild lining.	28.2.45.
65/548	656 A.T. Coy., R.E.	Prato	Repairs to Br. 1 at Km. 21.12	-	10.2.45.
65/549	656 A.T.Coy.R.E.	Vaiano	Repairs to Br. 2 at Km. 22.60	-	5.2.45.
65/564	39 Rly.Constr.Coy. (S.A.E.C)	Vernio	Repairs to Br. 13 at Km. 57.1	1/85' U.C.R.E. span.	2.2.45.
Line 86. ANCONA - JESI - FABRIA - BOLOGNA.					
86/216	136 Ind.Rly.Maint. Coy.	Ancona	Rail service to berths 19 & 20 on Molo Sud.	6 turnouts and 2367 yard track.	14.2.45.
86/221	136 Ind. Rly. Maint. Coy.	Mondolfo Marotta	Additional facilities.	Loop 1750 feet long.	12.2.45.
86/222	136 Ind.Rly.Maint. Coy.	Fano	Additional facilities.	Loop 1750 feet long.	7.2.45.
86/310	136 Ind.Rly.Maint. Coy.	Senigallia to Serpentzzano	Additional facilities.	Lengthening passing loops.	27.2.45.
86/319.	1 Rly. Bridging Section.	Fano	Doubling Br. 48 at Km. 155.847 (Lisca Canal)	1/65' U.C.R.E. span.	9.2.45.

12391.

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

ROAD CLOSURES DURING FEBRUARY, 1945 (Contd).

cation.	Description.	Size.	Date of Compln.	Remarks.
rião	Station Yard.	General track repairs.	2.2.45.	
Benedetto	Repairs to tunnel at Km. 57.1	Clear debris at portals and rebuild lining.	28.2.45.	
ano	Repairs to Br. 1 at Km. 21.12	-	10.2.45.	
Lano	Repairs to Br. 2 at Km. 22.60	-	5.2.45.	
nio	Repairs to Br. 13 at Km. 37.1	1/85' U.C.R.E. span.	2.2.45.	
- DOLCHI.				
conn	Rail service to berths 19 & 20 on Mole Sud.	8 turnouts and 2367 yard track.	14.2.45.	
naulfo cotta	Additional facilities.	Loop 1750 feet long.	12.2.45.	
no	Additional facilities.	Loop 1750 feet long.	7.2.45.	
higallia to penzano	Additional facilities.	Lengthening passing loops.	27.2.45.	
no	Doubling Br. 48 at Km. 155.847 (Liscia Canal)	1/85' U.C.R.E. span.	9.2.45.	

.../toSheet 3.

1240

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

Jnl. No.	Agency.	Location.	Description.	Size.	Date Com
86/321...	1 Rly. Bridging Section.	Fano	Doubling Br. 50 at Km. 133.2 (Arzilla Viaduct)	3/45' Yunnan Burma spans.	22.2.
86/322...	1 Rly. Bridging Section.	Fano	Doubling Br. 64 at Km. 130.28 (R. Sejore)	Local R.S.J. spans	7.2.
86/324...	150 Rly.Constr.Coy.	Pesaro	Doubling Br. 77 at Km. 143.8 (Foglia Viaduct)	1/95' U.C.R.E. and 4/46' Yunnan Burma spans.	22.2.
86/327...	150 Rly.Constr.Coy.	Cattolica	Doubling Br. 70 at Km. 127.0 (R. Conca)	2/40' Sectional spans.	19.2.
86/329...	150 Rly.Constr.Coy.	Riccione	Doubling Br. 84 at Km. 120.409	1/65' U.C.R.E. span.	13.2.
86/336...	150 Rly.Constr.Coy.	S. Arcangelo	Doubling Br. 83 at Km. 130.08 (R. Uso)	1/65' U.C.R.E. and 1/31' R.S.J. span.	16.2.
86/337...	150 Rly.Constr.Coy.	Savignano	Doubling Br. 90 at Km. 96.9 (R. Salto)	1/35' R.S.J. span.	18.2.
86/340...	150 Rly.Constr.Coy.	Gambettola	Doubling Br. 92 at Km. 90.315 (Rigosa Canal)	1/65' U.C.R.E. span.	25.2.
86/342...	150 Rly.Constr.Coy.	Gambettola	Doubling Br. 93 at Km. 82.222	1/60' U.C.R.E. span.	22.2.
86/343...	150 Rly.Constr.Coy.	Savignano	Doubling Br. 94 at Km. 86.115	1/17' R.S.J. span.	28.2.
86/350	161 Rly.Constr.Coy.	Forli	Repairs to Br. 101 at Km. 61.6 (R. Montone.)	4/56' Yunnan Burma spans.	16.2.

1241

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

ADMS Certified Diary February, 1945.(Contd).

ection.	Description.	Size.	Date of Completion.	Remarks.
mo	Doubling Br. 90 at Km. 155.2 (Orzille Viaduct)	3/45' Yunnan Burma spans.	22.2.45.	
nio	Doubling Br. 64 at Km. 150.28 (R. Setone)	Level R.S.J. spans	7.2.45.	
sero	Doubling Br. 77 at Km. 143.6 (Porlir Viaduct)	1/95' U.C.R.E. and 4/46' Yunnan Burma spans.	22.2.45.	
ttolic	Doubling Br. 79 at Km. 127.0 (R. Conca)	2/40' Sectional spans.	19.2.45.	
ecions	Doubling Br. 81 at Km. 120.40)	1/65' U.C.R.E. span.	15.2.45.	
.ecapello	Doubling Br. 85 at Km. 100.00 (R. Uso)	1/65' U.C.R.E. and 1/31' R.S.J. span.	16.2.45.	
vignano	Doubling Br. 90 at Km. 95.9 (R. Selva)	1/35' R.S.J. span.	18.2.45.	
mbattolo	Doubling Br. 92 at Km. 90.315 (Riccia Canal)	1/65' U.C.R.E. span.	25.2.45.	
mbettola	Doubling Br. 93 at Km. 82.222	1/60' U.C.R.E. span.	22.2.45.	
vignano	Doubling Br. 94 at Km. 86.715	1/17' R.S.J. span.	20.2.45.	
ell	Repairs to Br. 101 at Km. 61.6 (R. Horitone.)	4/56' Yunnan Burma spans.	16.2.45.	

...../to Sheet 4.

1 2 4 21

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

WORKS COMPLETED DURING FEBRUARY, 1945. (Contd).

Job No.	Agency.	Location.	Description.	Size.	Date of Completion.
86/354	46 M.E. (Th) Platoon 161 Rly.Constr.Coy.	Prunic.	Repairs to Br. 109 at Km. 49.817	Fill.	16.2.45.
86/354a	46 M.E. (Th) Platoon 161 Rly.Constr.Coy.	Prunic.	Doubling Br. 109 at Km. 49.817	Fill.	16.2.45.
Line 87. ORTE - TERNI - FOLIGNO - FALCONARA.					
87/88	I.S.R.	Petrignano	Additional loco facilities.	Repairs to loco shed roof.	7.2.45.
87/93	136 Ind.Rly.Maint. Coy.	Terni	Additional facilities.	Repairs to existing sidings.	20.2.45.
Line 217 PISTOIA - PRATO.					
217/13	159 Rly.Constr.Coy.	Prato	Repairs to Br. 10 at Km. 17.35 (R.Bisenzio)	4/40' Sectional and 1/35' U.C.R.B. spans.	6.2.45.
Line 218. PISA - LUCCA - PISTOIA.					
218/53	159 Rly.Constr.Coy.	Pistoia.	Serravalle (excl) to Pistoia (incl)	5½ Kms. track repairs.	24.2.45.
218/54	160 Rly.Constr.Coy.	Lucca.	Water supply.	Erection of tank and fittings.	10.2.45.
218/55	160 Rly.Constr.Coy.	Montuolini.	Water supply.	Erection of tank and fittings.	3.2.45.
Lin 302. FOGGIA - POTENZA.					
302/9	I.S.R.	Rocketta.	Permanent repairs to Br. 2 at Km. 49.68	2/9 metre masonry arches.	24.2.45.

1243

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

ection.	escription.	Size.	Date of Comdtn.	Remarks.
ireno.	Repairs to Br. 109 at Km. 49.817	Fill.	16.2.45.	
reno.	Doubling Br. 109 at Km. 49.817	Fill.	16.2.45.	
FALCONARA.				
briano	Additional loco facilities.	Repairs to loco shed roof.	7.2.45.	
rai	Additional facilities.	Repairs to existing sidings.	26.2.45.	
to	Repairs to Br. 10 at Km. 17.35 (R.Bianzio)	4/40' Sectional and 1/65' U.C.T.B. Spans.	6.2.45.	
atoir.	Serravalle (excl) to Finale (incl)	5½ kms. track repairs.	24.2.45.	
ca.	Water supply.	Erection of tank and fittings.	10.2.45.	
ntecatini.	Water supply.	Erection of tank and fittings.	3.2.45.	
Sheets.	Permanent repairs to Br. 2 at Km. 49.68	2/9 metre masonry arches.	24.2.45.	

..../to Part II.

1244

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

ANNEX 18 PROGRESS AS 20TH FEBRUARY, 1945.

Job No.	Agency.	Location.	Description.	Size.	Prog
Line 65. Rome - Orte - Rocca.					
65/104	159 Rly.Constr.Coy.	Rocca.	Road (excl. to Arcade (incl)	Maintenance.	
65/106	2 Rly.Twelving.Sec. E.S.R.	Fonteno.	Additional repairs to Br. 3 at Km. 32.4	Flood protection works.	9
65/107	2 Rly.Twelving.Sec.	Castiglione Fiorentino.	Additional repairs to Br. 7 at Km. 132.3	Flood protection works.	7
65/109	E.S.R.	Allerona	Additional repairs to tunnel at Km. 139.1	Additional clearance now required.	
65/111	E.S.R.	Faculle	Additional repairs to tunnel at Km. 144.7	Additional clear now required.	
65/114	159 Rly.Constr.Coy.	Canuci	Additional repairs to Br. 40 at Km. 198.70	2/31' E.S.B. spans.	
65/115	159 Rly.Constr.Coy.	Canuci	Additional repairs to Br. 41 at Km. 201.8	2/31' E.S.B. Spans.	
65/117	159 Rly.Constr.Coy.	Castiglione Fiorentino	Additional repairs to Br. 45 at Km. 208.0	1/40' Section 1 span.	
65/120	E.S.R.	Castiglione Fiorentino	Additional repairs to Br. 45 at Km. 211.6	Flood protection works.	
65/121	E.S.R.	Castiglione Fiorentino	Additional repairs to Br. 46 at Km. 212.1	Flood protection works.	
65/123	159 Rly.Constr.Coy.	Chiusi	Additional repairs to Br. 23 at Km. 166.2	1/30' U.C.E.B. span.	

52147

1243

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

Canals in progress on 28th February, 1945.

Location.	Description.	Size.	% Progress.	Estimated Completion.	Remarks.
Trezzo.	Dock (excl. to arcade (incl.)	Maintenance.	-	-	
Vaprio.	Additional repairs to Br. 5 at km. 32.4	Flood protection works.	95	3.3.45.	
Canal di collegamento Adda.	Additional repairs to Br. 7 at km. 109.3	Flood protection works.	75	-	
Canonica.	Additional repairs to tunnel at km. 139.1	Additional clearance and repairs.	-	-	
Fivizzano	Additional repairs to tunnel at km. 142.7	Additional clearance and repairs.	-	-	
Crucoli.	Additional repairs to Br. 40 at km. 190.70	3/31' R.S.J. spans.	36	-	
Crucoli	Additional repairs to Br. 41 at km. 201.6	2/31' R.S.J. spans.	67	-	
Castiglione Fiorentino	Additional repairs to Br. 43 at km. 208.0	1/40' Sectional span.	80	-	
Castiglione Fiorentino	Additional repairs to Br. 45 at km. 211.6	Flood protection works.	2	-	
Castiglione Fiorentino	Additional repairs to Br. 46 at km. 212.1	Flood protection works.	2	-	
Chieti	Additional repairs to Br. 23 at km. 166.2	1/60' U.C.R.B. span.	52	-	

.../to Sheet 2.

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

Job No.	Agency.	Location.	Description.	Size.	Progress
Line 65. Pontassieve - Prato.					
65/412	159 Rly.Constr.Coy.	Prato	Calenzano (excl) to Prato (incl).	9.9 kms. track repairs.	96
Line 65. Prato - Bologna.					
65/501	30 Rly.Constr.Coy. (S...E.C)	Vernio	Km. 30 to Km. 35	5 kms. track repairs.	62
65/502	62 Tunnelling Coy. (S...E.C)	Precedenze	Km. 35 to Km. 47	12 Kms. track repairs.	75
65/503	61 Tunnelling Coy. (S...E.C)	Grizzano	Km. 47 to Km. 61	14 Kms. track repairs.	58
65/510	40 Rly.Constr.Coy. (S...E.C)	S.Benedetto	Station yard.	General track repairs.	98
65/516	39 Rly.Constr.Coy. 664 ...W.Coy.,R.E.	Vaimo	Repairs to tunnel 3 at Km. 24.7	Clear debris at portals and rebuild lining.	60
65/519	664 ...W.Coy.,R.E.	Vaimo	Repairs to tunnel 4 at Km. 28.3	Clear debris at portals and rebuild lining.	86
65/521	701 ...W.Coy.,R.E.	Vaimo	Repairs to tunnel 6 at Km. 30.4	Clear debris at portals and rebuild lining.	92
65/523	701 ...W.Coy.,R.E.	Vernio	Repairs to tunnel 8 at Km. 31.8	Clear debris at portals and rebuild lining.	90
65/524	701 ...W.Coy.,R.E.	Vernio	Repairs to tunnel 9 at Km. 32.1	Clear debris at portals and rebuild lining.	90

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

Line of Communication Action Required, 1942. (Contd).

Location.	Description.	Size.	Kilometres.	Estd. date of Completion.	Remarks.
Prato	Colenzano (excl) to Prato (incl).	5.3 kms. track repairs.	96	5.5.45.	
Vernio	Km. 30 to km. 35	5 kms. track repairs.	62	-	
Precolonso	Km. 39 to km. 47	12 kms. track repairs.	75	-	
Grizzano	Km. 47 to Km. 61	14 kms. track repairs.	58	-	
S.Benedetto	Station yard.	General track repairs.	98	-	
Vaiano	Repairs to tunnel 3 at Km. 24.7	Clear debris at portals and rebuild lining.	60	-	
Vaiano	Repairs to tunnel 4 at Km. 28.5	Clear debris at portals and rebuild lining.	86	-	
Vaiano	Repairs to tunnel 6 at Km. 30.4	Clear debris at portals and rebuild lining.	92	-	
Vernio	Repairs to tunnel 8 at Km. 31.3	Clear debris at portals and rebuild lining.	90	-	
Vernio	Repairs to tunnel 9 at Km. 32.1	Clear debris at portals and rebuild lining.	90	-	

..../to Sheet 3.

1248

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

Annexure "A" to GRS No. 2018 Dated 20th February, 1945.(Contd).

Job No.	Agency.	Location.	Description.	Size.	Prog
65/528	656 Fd.Coy.,R.E.	Vernio	Repairs to tunnel 13 at Km. 55.2	Clear debris at portals and rebuild lining.	45
65/529	656 Fd.Coy.,R.E.	Vernio	Repairs to tunnel 14 at Km. 55.7	Clear debris at portals and rebuild lining.	75
65/530	62 Tunnelling Coy. 39 Rly.Constr.Coy. 40 Rly.Constr.Coy. (S.A.E.C)	Precedenzo	Repairs to tunnel 15 at Km. 57.2 to Km. 55.7 (Vernio Tunnel)	Clearance of debris and rebuild lining.	-
65/532	39 Rly.Constr.Coy. (S.A.E.C)	Grizzano	Repairs to tunnel 17 at Km. 59.0	Clear debris at portals and rebuild lining.	60
65/547	36 Rly.Constr.Coy. (S.A.E.C)	Vernio	Deviation No. 2 Km.52.5 to Km. 55.0	2.7 kms. track	55
65/553	36 Rly.Constr.Coy. (S.A.E.C)	Vernio	Repairs to Br. 6 at Km. 51.8	3/35' R.S.J. and 2/41' Yunnan Bunk spans.	96
65/554	701 Fd.Coy.,R.E.	Vernio	Repairs to Br. 7 at Km. 52.4	2/90', 1/85' and 1/75' U.C.R.B. spans.	8
65/555	701 Fd.Coy.,R.E.	Vernio	Repairs to Br. 8 at Km. 52.6	2/90', 1/85' and 1/75' U.C.R.B. spans.	8
65/563	42 Rly.Constr.Coy. (S.A.E.C)	Vernio	Repairs to Br. 1 at Km. 55.4	2/41' Yunnan Bunk and 2/35' R.S.J. spans.	95
65/566	39 Rly.Constr.Coy. (S.A.E.C)	Grizzano	Repairs to Br. 17 at Km. 60.8	1/75' U.C.R.B. spans.	80
65/569	40 Rly.Constr.Coy. (S.A.E.C)	Grizzano	Repairs to Br. 18 at Km. 61.6	German R.S.J. spans	82

1249

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

Table of Progress at 24th March, 1945.(Contd).

Location.	Description.	Size.	Progress	Estd.date of Compltn.	Remarks.
Vernio	Repairs to tunnel 13 at Km. 35.2	Clear debris & portals and rebuild lining.	45	16.4.45.	
Vernio	Repairs to tunnel 14 at Km. 35.7	Clear debris & portals and rebuild lining.	75	-	
Precedenze	Repairs to tunnel 15 at Km. 37.2 to Km. 55.7 (Apennine Tunnel)	Clearance of debris and rebuild lining.	-	-	See text of report.
Grizzano	Repairs to tunnel 17 at Km. 59.0	Clear debris & portals and rebuild lining.	80	-	
Vernio	Deviation No. 2 Km.32.3 to Km. 33.0	2.7 km. track	55	-	
Vernio	Repairs to Br. 6 at Km. 31.6	3/35' K.S.J. and 2/41' Yannan Burma spans.	98	-	
Vernio	Repairs to Br. 7 at Km. 32.4	2/90', 1/85' and 1/75' U.C.R.E. spans.	8	-	
Vernio	Repairs to Br. 8 at Km. 32.6	2/90', 1/85' and 1/75' U.C.R.E. spans.	8	-	
Vernio	Repairs to Br. 14 at Km. 35.4	2/41' Yannan Burma and 2/35' K.S.J. spans.	95	-	
Grizzano	Repairs to Br. 17 at Km. 60.8	4/75' U.C.R.E. spans.	80	-	
Grizzano	Repairs to Br. 18 at Km. 61.6	Garven K.S.J. spans	82	-	

...../to Sheet 4.

1250

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

Works in progress at 26th February, 1945. (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress
65/583	40 Rly.Constr.Coy. (S.A.E.C.)	Monzuno	Repairs to Br. 32 at Km. 70.5	1/90' U.C.R.B. span.	12
65/592	39 Rly.Constr.Coy. (S.A.E.C.)	Prato	Deviation No. 3 Km. 20.3 to Km. 21.0	0.7 Kms. track.	83
65/593	39 Rly.Constr.Coy. 40 Rly.Constr.Coy. (S.A.E.C.) 656 A.T.Coy. R.E.	Vaiano	Deviation No. 4 Km. 22.5 to Km. 24.0	1.5 Kms. track.	68
65/595	38 Rly.Constr.Coy. (S.A.E.C.)	Vernio	Deviation No. 6 Km. 35.3 to Km. 35.5	0.3 Kms. track.	16
Line 66. LECCE - BRINDISI - BARI - FOGGIA - ANCONA.					
66/119	I.S.R.	Foggia	Reconstruction of subway at station	1/3 metre arch	54
66/120	I.S.R.	Cerignarino	Repairs to Biferno pumping station.	Reconstruction of buildings & pumping installations.	96
66/126	I.S.R.	Incoronata	Permanent repairs to Br. 1 at Km. 536	Reconstruction of 2/11.5 and 1/12 metre arches.	70
66/128	I.S.R.	Foggia	Additional workshop facilities.	Repairs to spring shop and smithy.	89
66/-	I.S.R.	Ortona	Water supply.	Repairs to existing facilities.	25

1231

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

WORKS IN PROGRESS AT 20TH FEBRUARY, 1945. (Contd.)

Location.	Description.	Size.	Progress	Estimate of Completion.	Remarks.
Monzuno	Re-line to Br. 32 at Km. 70.6	1/90° U.C.R.B. open.	12	-	
Preto	Deviation No. 3 Km. 20.3 to Km. 21.0	0.7 Kms. track.	83	11.3.45.	
Vaiano	Deviation No. 4 Km. 22.5 to Km. 24.0	1.5 Kms. track.	68	25.3.45	
Vernio	Deviation No. 6 Km. 35.3 to Km. 35.5	0.3 Kms. track.	16	-	
[illegible] - POGGIO - MONTE.					
Poggio	Reconstruction of subway at station	1/6 metre arch	54	-	
Campomerino	Repairs to Livorno pumping station.	Reconstruction of buildings & pumping installations.	96	-	
Incerenata	Permanent repairs to Br. 1 at Km. 536	Reconstruction of 2/11.5 and 1/12 metre arches.	70	-	
Poggio	Additional workshop facilities.	Repairs to spring shop and smithy.	89	-	
Ortone	Water supply.	Repairs to existing facilities.	25	-	

...../to Sheet 5.

1252

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

WORKS IN PROGRESS at 20th FEBRUARY, 1945 (Contd).

Jet No.	Agency.	Location.	Description.	Size.	% Progress	Estd. Date of Completion.
Line 66	ANCONA - RIMINI - PESARO - FALCONARA.					
86/209	156 Ind.Fly.Sig.int. Coy.	Falconara	Passing line between Line 66 and Line 67.	4 turnouts and 1 mile of track.	70	31.3.45
86/210	156 Ind.Fly.Sig.int. Coy.	Rimini	Access to Rimini.	1 Interlocking.	-	-
86/212	I.S.R.	Falconara	Additional Loco facilities.	Repairs to running shed.	92	-
86/217	I.S.R.	Montemarciano	Reconstruction Br. 1 at Km. 192.855 (R. Esino)	Permanent repairs in concrete.	40	-
86/218	I.S.R.	Senigallia (Rotta)	Reconstruction Br. 14 at Km. 172.63 (R.Cesano)	Permanent repairs in concrete.	60	-
86/219	I.S.R.	Fano	Reconstruction Br. 44 at Km. 159.801 (R. Metauro)	Permanent repairs in concrete.	2	-
86/226	I.S.R.	Rimini	Additional loco facilities.	Construction of loco shed.	25	-
86/227	I.S.R.	Falconara	Additional loco facilities.	Repairs to existing sidings and pits at loco shed.	66	15.3.45
86/228	156 Ind.Fly.Sig.int. Coy.	Rimini	Additional loco facilities.	Underground fuel oil reservoir.	15	-
86/229	I.S.R.	Ancona	Additional loco facilities.	Repairs to existing sidings at loco shed.	80	-
86/230	136 Ind.Fly.Sig.int. Coy.	Ancona	Additional facilities.	Repairs to existing sidings.	68	31.3.45

1253

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

ORTS in Progress as 28th FEBRUARY, 1945 (Contd).

ation.	Description.	Size.	Progress	Estd date of Compltn.	Remarks.
- FALCON.					
conru	welding line between Line on rec. line 67.	4 turnouts on 1 mile of track.	70	31.3.45.	
ini	ancing to Mini.	Maintenance.	-	-	
conru	ebuilt at Loco Facilities.	Repairs to running shed.	92	-	
terreino	Reconstruction Br. 1 at km. 192.855 (R. Esino)	Permanent repairs in concrete	40	-	
olfo otto	Reconstruction Br. 14 at km. 172.53 (R.Cesano)	Permanent repairs in concrete.	80	-	
o	Reconstruction Br. 44 at Km. 159.801 (R. Metauro)	Permanent repairs in concrete.	2	-	
ini	Additional loco facilities.	Construction of loco shed.	25	-	
conru	Additional loco facilities.	Repairs to existing sidings and pits at loco shed.	66	15.3.45.	
ini	Additional loco facilities.	Underground fuel oil reservoir.	15	-	
conru	Additional loco facilities.	Repairs to existing sidings at loco shed.	80	-	
conru	Additional facilities.	Repairs to existing sidings.	68	31.3.45.	

..../to Sheet 6.

1254

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

Job No.	Agency.	Location.	Description.	Size.	Percentage	Estd. Completion
86/231	136 Ind.Rly.Maint. Coy. 10 Rly.Constr.Coy.	Monteolfo Merotta	Additional facilities.	Construction of marshalling yard and water supply.	35	15.
86/232	10 Rly.Constr.Coy.	Monteolfo Merotta	Additional loco facilities.	Construction of track & buildings for loco shed.	5	31.
86/233	136 Ind.Rly.Maint. Coy.	Ancona	Additional facilities.	Sidings to Bertan & no. 15 at Docks.	60	13.
86/307.4	10 Rly.Constr.Coy.	Senigallia	Doubling Br. 6 at Km. 180.091	1/24' R.S.J. span.	70	15.
86/308.4	10 Rly.Constr.Coy.	Senigallia	Doubling Br. 8 at Km. 178.945	Repairs in masonry.	90	7.5
86/310.4	10 Rly.Constr.Coy.	Senigallia	Doubling Bridges (excl) to Senigallia (incl).	6.6 Kms. track repairs 2/24' & 1/12' R.S.J. spans.	66	15.
86/311.4	10 Rly.Constr.Coy.	Senigallia	Doubling Br. 12 at Km. 177.326	3/24' R.S.J. spans.	65	7.
86/315.4	10 Rly.Constr.Coy.	Monteolfo Merotta.	Doubling Senigallia (excl) to Monteolfo Merotta (incl)	6.6 Kms track repairs and 1/12' R.S.J. span.	50	15
86/316.4	10 Rly.Constr.Coy.	Monteolfo Merotta	Doubling Br. 29 at Km. 166.023	1/35' R.S.J. span	70	7.
86/318.4	10 Rly.Constr.Coy. 150 Rly.Constr.Coy.	Fano	Doubling Monteolfo Merotta (excl) to Fano (incl).	12.2 Kms. track repairs & 2/15' R.S.J. spans.	67	15

...../to

1255

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

Week Ending Midnight 20th March, 1945 (Contd).

Location.	Description.	Size.	% Progress	Date Date of Complton.	Remarks.
Mondolfo Marotte	Additional facilities.	Construction of marshalling yard and water supply.	35	15.3.45.	
Mondolfo Marotte	Additional loco facilities.	Construction of track & buildings for loco shed.	5	31.3.45.	
Ancona	Additional facilities.	Sidings to Bertan 14 and 15 at Docks.	60	13.3.45.	
Senigallia	Doubling Br. 6 at Km. 180.091	1/24' R.S.J. span.	70	15.3.45.	
Senigallia	Doubling Br. 6 at Km. 178.945	Repairs in masonry.	90	7.3.45.	
Senigallia	Doubling Marzocca (excl) to Senigallia (incl).	6.8. Kms. track repairs 2/24' & 1/12' R.S.J. spans.	80	15.3.45.	
Senigallia	Doubling Br. 12 at Km. 177.326	3/24' R.S.J. spans.	65	7.3.45.	
Mondolfo Marotta.	Doubling Senigallia (excl) to Mondolfo Marotta (incl)	6.8 kms track repairs and 1/12' R.S.J. span.	50	15.3.45.	
Mondolfo Marotta	Doubling Br. 29 at Km. 166.023	1/35' R.S.J. span	70	7.3.45.	
Fano	Doubling Mondolfo Marotta (excl) to Fano (incl).	12.2 Kms. track repairs & 2/16' R.S.J. spans.	67	15.3.45.	

...../to Sheet 7.

1256

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

WORKS IN PROGRESS AT 28TH FEBRUARY, 1945.(Contd).

Job No.	Agency.	Location.	Description.	Size.	% Progress	E C
86/320.A	46 M.E.(Tn) Platoon	Fano	Doubling Br. 49 at Km. 155.49	Fill.	95	2
86/323.A	1 Rly.Drilling Sect. 150 Rly.Constr.Coy.	Pesaro	Doubling Fano (excl) to Pesaro (incl).	12.5 Kms track repairs.	65	9
86/326.A	150 Rly.Constr.Coy.	Cattolica	Doubling Pesaro (excl) to Cattolica (incl).	15.1 Kms track repairs.	95	1
86/329.A	150 Rly.Constr.Coy.	Riccione	Doubling Cattolica (excl) to Riccione (incl).	6.3. Kms track repairs.	90	2
86/330.A	150 Rly.Constr.Coy.	Riccione	Doubling Br. 82 at Km. 118.172 (R.Riccione)	1/40' Sectional and 5' extension span.	95	1
83/331.A	150 Rly.Constr.Coy.	Rimini	Doubling Br. 66 at Km. 111.570 (R.Ausa)	Repairs to existing spans.	92	9
86/332.A	150 Rly.Constr.Coy.	Rimini	Doubling Riccione (excl) to Rimini (incl).	10 Km. track repairs.	60	1
86/333.A	150 Rly.Constr.Coy.	Rimini	Doubling Br. 67 at Km. 110.505 (R. Marecchia)	2/35' R.S.J. spans.	75	9
86/334.A	150 Rly.Constr.Coy.	Rimini	Doubling Br. 68 at Km. 109.95 (R.Marecchia)	3/47' Warren Girder spans.	30	3
86/335.A	150 Rly.Constr.Coy.	S.Arcangello	Doubling Rimini (excl). to S. Arcangello (incl).	10.1 Kms. track repairs.	70	3
86/336.A	150 Rly.Constr.Coy.	Savignano	Doubling S. Arcangello (excl) to Savignano (incl)	4.6 Kms. track repairs.	80	9

..../4

1257

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

WORKS IN PROGRESS AT 20TH FEBRUARY, 1945.(Contd).

Section.	Description.	Size.	% Progress	Estd date of Comptn.	Remarks.
Fano	Doubling Br. 49 at Km. 155.40	Fill.	95	2.3.45.	
Pesaro	Doubling Fano (excl) to Pesaro (incl).	12.3 Kms track repairs.	65	9.3.45.	
Cattolica	Doubling Pesaro (excl) to Cattolica (incl).	15.1 Kms track repairs.	95	1.3.45.	
Riccione	Doubling Cattolica (excl) to Riccione (incl).	6.3. Kms track repairs.	90	2.3.45.	
Riccione	Doubling Br. 82 at Km. 116.172 (R.Ausa)	1/40' Sectional and 5' extension spans.	95	1.3.45.	
Rimini	Doubling Br. 86 at Km. 111.570 (R.Aus)	Repairs to existing spans.	92	9.3.45.	
Rimini	Doubling Riccione (excl) to Rimini (incl).	10 Kms. track repairs.	60	15.3.45.	
Rimini	Doubling Br. 87 at Km. 110.505 (R. Marecchia)	2/35' R.S.J. spans.	75	9.3.45.	
Rimini	Doubling Br. 88 at Km. 109.65 (R.Marecchia)	3/47' Warren Lattice spans.	30	31.3.45.	
S.Arcangello	Doubling Rimini (excl). to S. Arcangello (incl).	10.1 Kms. track repairs.	70	31.3.45.	
Savignano	Doubling S. Arcangello (excl) to Savignano (incl)	4.6 Kms. track repairs.	80	9.3.45.	

..../to Sheet 8

1238

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

WORKS IN PROGRESS AT 24TH FEBRUARY, 1945. (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress	Est. Comp.
86/339...	150 Rly.Constr.Coy.	Savignano	Doubling br. 91 at Km. 55.06 (R. Fiumicino)	1/55' U.C.R.E. span.	50	9.3
86/341...	150 Rly.Constr.Coy.	Gambettola	Doubling Savignano (excl) to Gambettola (incl)	6.4 Kms. track repairs.	45	9.3
86/344...	150 Rly.Constr.Coy.	Cesena	Doubling Gambettola (excl) to Cesena (incl)	7.1 Kms. track repairs.	90	9.
86/345...	150 Rly.Constr.Coy.	Cesena	Doubling br. 95 at Km. 61.252 (R. Savio)	5/60' Yunnan Burma spans.	85	9.
86/346...	161 Rly.Constr.Coy.	Forlimpopoli	Doubling br. 97 at Km. 76.14	1/27' R.S.J. span	95	9.
86/347...	161 Rly.Constr.Coy.	Forlimpopoli	Doubling Cesena (excl) to Forlimpopoli (incl)	11.2 Kms track repairs.	37	9.
86/348...	161 Rly.Constr.Coy.	Forlimpopoli	Doubling br. 100 at Km. 67.015 (R. Ronco)	2/65' and 3/60' U.C.R.E. spans.	15	31.
86/349...	161 Rly.Constr.Coy.	Forli	Doubling Forlimpopoli (excl) to Forli (incl)	7.6 Kms. track repairs.	40	31
86/350...	161 Rly.Constr.Coy.	Forli	Doubling br. 101 at Km. 61.6 (R. Montone)	4/56' Yunnan Burma spans.	30	31
86/351	161 Rly.Constr.Coy.	Forli	Repairs to Br. 105 at Km. 57.574	1/35' R.S.J. span.	96	2.
86/351...	161 Rly.Constr.Coy.	Forli	Doubling br. 105 at Km. 57.574	1/35' R.S.J. span.	45	31

1259

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

WORKS IN PROGRESS AT 28TH FEBRUARY, 1945. (Contd).

Location.	Description.	Size.	Progress	Estd. date of Completion.	Remarks.
Savignano	Doubling Br. 91 at Km. 95.86 (R. Fiumicino)	1/55' U.C.R.B. span.	50	9.3.45.	
Gambettola	Doubling Savignano (excl) to Gambettola (incl)	6.4 Kms. track repairs.	45	9.3.45.	
Cesena	Doubling Gambettola (excl) to Cesena (incl)	7.1 Kms. track repairs.	90	9.3.45.	
Cesena	Doubling Br. 95 at Km. 81.232 (R. Savio)	5/56' Yunnan Bunk spans.	65	9.3.45.	
Forlimpopoli	Doubling Br. 97 at Km. 76.14	1/27' R.S.J. span	95	9.3.45.	
Forlimpopoli	Doubling Cesena (excl) to Forlimpopoli (incl)	11.2 Kms track repairs.	37	9.3.45.	
Forlimpopoli	Doubling Br. 100 at Km. 67.085 (R. Ronco)	2/65' and 3/60' U.C.R.B. spans.	15	31.3.45.	
Forli	Doubling Forlimpopoli (excl, to Forli (incl)	7.6 Kms. track repairs.	40	31.3.45.	
Forli	Doubling Br. 101 at Km. 61.6 (R. Montone)	4/56' Yunnan Bunk spans.	30	31.3.45.	
Forli	Repairs to Br. 105 at Km. 57.574	1/35' R.S.J. span.	96	2.3.45.	
Forli	Doubling Br. 105 at Km. 57.574	1/35' R.S.J. span.	45	31.3.45.	

.../to Sheet 9.

12601

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

WORKS PROGRESS AT 20th MARCH, 1945 (Contd.).

Job No.	Agency.	Location.	Description.	Size.	Progress
86/352	161 Rly.Constr.Coy.	Forli	Approach to Br. 106 at Km. 57.425	1/35' S.S.J. Span.	94
86/352...	161 Rly.Constr.Coy.	Forli	Doubling Br. 106 at Km. 57.425	1/35' S.S.J. span.	45
86/353	161 Rly.Constr.Coy.	Faenza	Repairs to Br. 108 at Km. 56.027 (R. Lamone)	4/60' U.C.B.B. spans	45
86/353...	161 Rly.Constr.Coy.	Faenza	Doubling Br. 108 at Km. 56.027 (R. Lamone)	4/60' U.C.B.B. spans.	45
86/355...	161 Rly.Constr.Coy.	Faenza	Forli (excl) to Faenza (incl).	11.5 Kms. track repairs.	60
86/355...	161 Rly.Constr.Coy.	Faenza	Doubling Forli (excl) to Faenza (incl).	11.5 Kms. track repairs.	10
Line No.	ORTE - TERNI - FOLIGNO - FALCONARA.				
87/72...	136 Ind.Rly.Maint. Coy.	Chiaravalle	Additional repairs to Br. 39 at Km. 27.0.6 (R.Esino).	Flood protection works	90
87/85	136 Ind.Rly.Maint. Coy.	Falconara	Orte to Falconara	Maintenance	-
87/36	I.S.R.	Foligno	Additional workshop facilities.	Repairs to workshop roof.	68
87/94	I.S.R.	Fabriano	Permanent repairs to Br. 23 at Km. 225	Rebuild arches in masonry	53
87/97	I.S.R.	Foligno	Additional workshop facilities.	Repairs to carriage shed roof.	65

1 2 6 11

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

WORKS IN PROGRESS AT 20TH FEBRUARY, 1945 (Contd).

	Location.	Description.	Size.	Progress	Estd. date of Completion.	Remarks.
...ay.	Forli	Repairs to Br. 105 at Km. 57.423	1/35' R.S.J. span.	9½	2.3.45.	
...ay.	Forli	Doubling Br. 105 at Km. 57.423	1/35' R.S.J. span.	45	2.3.45.	
...ay.	Fromza	Repairs to Br. 108 at Km. 50.027 (R. Lemone)	4/60' U.C.R.B. spans	45	31.3.45.	
...ay.	Fromza	Doubling Br. 100 at Km. 50.027 (R. Lemone)	4/60' U.C.R.B. spans.	45	31.3.45.	
...ay.	Fromza	Forli (excl) to Fromza (incl).	14.5 Kms. track repairs.	60	31.3.45.	
...ay.	Fromza	Doubling Forli (excl) to Fromza (incl).	14.5 Kms. track repairs.	10	31.3.45.	
	FOLIGNO - FALCONARA.					
...nt.	Chiaravalle	Additional repairs to Br. 59 at Km. 270.6 (R.Esino)	Flood protection works	98	6.3.45.	
...nt.	Falconara	Cats to Falconara	Maintenance	-	-	
	Foligno	Additional workshop facilities.	Repairs to workshop roof.	68	-	
	Fabriano	Permanent repairs to Br. 25 at Km. 225	Rebuild arches in masonry	33	-	
	Foligno	Additional workshop facilities.	Repairs to corrugated roof.	65	-	

...../to Sheet 10.

1262

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

WORK IN PROGRESS AT 28TH FEBRUARY, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress	D C
67/96	I.S.R.	Spoleto	Permanent repairs to bridge at km. 143.365	Rebuild arch in concrete	12	
67/99	I.S.R.	Trevi	Additional Facilities.	Repairs to tracks in station.	15	
67/105	136 Ind.Rly.Maint. Coy.	Foligno	Additional loco Facilities.	Underground fuel oil reservoir.	50	2
Line 210. PISA - LUCCA - PISTOIA.						
210/47	61 Tunnelling Coy. (S.A.S.C)	Serravalle	Repairs to tunnel km. 6.5 to km. 7.5	Clearance of debris and rebuilding of lining and aqueduct.	-	
210/56	159 Rly.Constr.Coy.	Pistoia	Water, fuel oil and diesel supply.	Erection of tanks and fittings.	60	
Line 219. PISA - EMPOLI - FLORENCE.						
219/132	I.S.R.	Rifredi	Repairs to bridge at K.m. 6.54	1/40' sectional plus 5' extension span.	85	
Line 244. FOLIGNO - TERNI - TERONTOLA.						
244/11	136 Ind.Rly.Maint. Coy.	Bastia	Foligno to Bastia	Maintenance.	-	
Line 295. ROCHETTA - GIOL. DEL COLLE.						
295/-	I.S.R.	Reggiorsini	Water supply.	Repairs to existing facilities.	94	
Line 302. FOGGIA - POTENZA.						
302/0	I.S.R	Rochetta	Permanent repairs to Br. 1 at K.m. 47.62	1/8 metre masonry arch	99	3

1263

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

Location.	Description.	Size.	% Progress	Estd.date of Comp.tn.	Remarks.
Spoleto	Permanent repairs to bridge at Km. 143.363	Rebuild arch in concrete	12	-	
Trevi	additional facilities.	Repairs to tracks in station.	15	-	
Falconara	additional loco facilities.	Underground fuel oil reservoir.	30	20.3.45.	
Km.					
Sorravalle	Repairs to tunnel Km. 5.5 to Km. 7.5	Clearance of debris and rebuilding of lining and aqueduct.	-	-	See text of report.
Pistoia	Water, fuel oil and diesel supply.	Erection of tanks and fittings.	60	-	Work handed over to U.S. Section.
FRANCE.					
Rifredi	Repairs to bridge at Km. 6.54	1/40' sectional plus 5' extension span.	85	-	
TERCHIRA.					
Bratia	Foligno to Bratia	Maintenance.	-	-	
S. COLLE.					
Pontisorsini	Water supply.	Repairs to existing facilities.	94	-	
Rochetta	Permanent repairs to Br. 1 at Km. 47.62	1/6 metre masonry arch	99	3.3.45.	

SUMMARY OF WORK CARRIED OUT ON THE RECONSTRUCTION AND MAINTENANCE OF LINES 50, 65, 86, 87, 217, 218 & 244.

Line 65.

I. Orte to Arezzo.

(i)	Track	Total length maintained and improved	144 Kms.
(ii)	Bridging.	Total length maintained and improved	2,149 lin.ft.
(iii)	Labour	1 British Rly Construction Coy. (part only)	110 men
		1 British Rly Bridging Section	20 men
		I.S.R. and civilian Labour	415 men
		Total Labour employed	545 men

(iv) Transport.

(a) Normal G.1098 of Railway Construction Coy. R.E.
(b) 12 No. 3-ton Lorries.

II. Orte to Monsano.

(i) Track.

(a)	Track deliberately demolished	6.2 Kms.
(b)	Track demolished by fighting and bombing	48.3 Kms.
		54.5 Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolition of large bridges for first 45 Kms. then no demolitions for remainder of section.

(b) W.D. bridging being used in repairs 2,300 lin.ft.

(iii) Labour	3 Rly Construction Companies (S.A.E.C)	690 men
	2 Tunnelling Companies (S.A.E.C) (1 part only)	150 men
	3 British Artisan Works Companies	750 men
	1 Rly & Harbour Composite Company (S.A.E.C)	250 men
	1 British Mech' Equipment Platoon	70 men
	1 British Pioneer Labour Company	225 men
	15 Italian Pioneer Labour Companies	2,540 men
	I.S.R. and civilian Labour	3,000 men
	Total Labour employed	7,475 men

Declassified E.O. 12356 Section 3.3/NND No. 782021

1 British Rly Bridging Section	20 men
I.S.R. and civilian labour	415 men
Total labour employed	545 men

(iv) Transport.

(a) Normal G.1096 of Railway Construction Coy. R.E.
(b) 12 No. 5-ton lorries.

II. Prato to Monzuno.

(i) Track.

(a) Track deliberately demolished	6.2 Kms.
(b) Track demolished by fighting and bombing	48.3 Kms.
	54.5 Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolition of large bridges for first 45 Kms. then no demolitions for remainder of section.

(b) W.D. bridging being used in repairs 2,300 lin.ft.

(iii) Labour	3 Rly Construction Companies (S.A.E.C)	690 men
	2 Tunnelling Companies (S.A.E.C) (1 part only)	150 men
	3 British Artisan Works Companies	750 men
	1 Rly & Harbour Composite Company (S.A.E.C)	250 men
	1 British Mech' Equipment Platoon	70 men
	1 British Pioneer Labour Company	225 men
	13 Italian Pioneer Labour Companies	2,340 men
	I.S.R. and civilian labour	3,000 men
	Total labour employed	7,475 men

(iv) Transport.

(a) Normal G.1096 of Rly Construction Company.
(b) 90 No. 5-ton lorries
(c) 15 No. - Light tank transporters.

7119

/to sheet 2...

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

Line 65 (Contd).

III. Prato to Florence.

(i) Track.

(a) Track deliberately demolished	15.00 Kms.
(b) Track damaged by fighting and bombing	2.627 Kms.
	17.627 Kms.

(ii) Bridging.

(a) 100% demolition of large bridges.	
(b) Length of bridging to be repaired	164 Lin.ft.

(iii) Labour.

1 British Rly Construction Company (part only)	65 men
1 Italian Rly Engineer Company	150 men
1 Italian Pioneer Labour Company	180 men
I.S.R. and civilian labour	250 men
Total labour employed	645 men

(iv) Transport. Normal G.1096 of Rly Construction Company.

Line 86.

I. Ancona to Forli.

(i) Track.

(a) Total length of double line (Ancona - Marzocca and Pesaro - Cattolica) maintained and improved	33.6 Kms.
(b) Total length of single line (Marzocca - Pesaro and Cattolica - Forli) maintained and improved	106.56 Kms.
Total length track maintained	173.76 Kms.

(ii) Bridging. Total length maintained and improved 4,594 Lin.ft.

II. Forli to Faenza.

(i) Track.

(a) Track damaged by fighting and bombing	14.5 Kms.
(b) Track being repaired	14.5 Kms.

(ii) Bridging.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(b) Length of bridging to be repaired — 164 lin.ft.

(iii) Labour.

1 British Rly Construction Company (part only)	65 men
1 Italian Rly Engineer Company	150 men
1 Italian Pioneer Labour Company	180 men
I.S.R. and civilian labour	250 men
Total labour employed	645 men

(iv) Transport. Normal G.1096 of Rly Construction Company.

Line 86.

I. Ancona to Forli.

(i) Track.

(a) Total length of double line (Ancona - Marzocca and Pesaro - Cattolica) maintained and improved — 33.6 Kms.

(b) Total length of single line (Marzocca - Pesaro and Cattolica - Forli) maintained and improved — 106.56 Kms.

Total length track maintained — 173.76 Kms.

(ii) Bridging. Total length maintained and improved — 4,594 Lin.ft.

II. Forli to Faenza.

(i) Track.

(a) Track damaged by fighting and bombing — 14.5 Kms.
(b) Track being repaired — 14.5 Kms.

(ii) Bridging.

(a) Length of bridging to be repaired — 534 Lin.ft.
(b) Length of bridging repaired — 294 Lin.ft.

(iii) Labour

1 British Rly Construction Company (part only)	120 men
1 Mech' Equipment (Tn) Platoon (part only)	35 men
1 British Rly Operating Company (part only)	50 men
1 Indian Rly Maintenance Company (part only)	130 men
1 Italian Rly Engineer Company	150 men
1 Italian Pioneer Labour Company	180 men
3 Indian Pioneer Labour Companies (1 part only)	400 men
I.S.R. & civilian Labour	700 men
Total labour employed	1,765 men

/to sheet 3...

Declassified E.O. 12356 Section 3.3/NND No. 782021

Line 66 II(C^H)

(iv) Transport.

(a) Normal G.1098 of Rly Construction Company.
(b) 30 No. 3-ton lorries) also in use on doubling
(c) 6 No. Light tank transporters) Marzocca to Faenza.

III. Doubling Marzocca to Faenza.

(i) Track. Track to be repaired 120.45 Kms.

(ii) Bridging. Length of bridging to be repaired 2,476 lin.ft.

(iii) Labour.

3 British Rly Construction Companies (1 part only)	705 men
1 British Rly Bridging Section	20 men
1 Mech. Equipment (Tn) Platoon (part only)	35 men
1 British Rly Operating Company (part only)	50 men
1 Indian Rly Construction Company (part only)	120 men
3 Italian Rly Engineer Companies	450 men
2 Indian Pioneer Labour Companies	200 men
4 Italian Pioneer Labour Companies (part only)	360 men
Civilian Labour	900 men
Total labour employed	2,840 men

(iv) Transport.

(a) Normal G.1098 of Railway Construction Company.
(b) 30 No. 3-ton lorries.) Also in use on work
(c) 12 No. Light tank transporters.) shown under Line 66 II.
(d) 10 No. 10-ton lorries.

Line 87. Foligno to Fuleonara.

(i) Track. Total length of track maintained and improved 119 Kms.

(ii) Bridging. Total length maintained 2,855 lin.Ft.

Line 244. Foligno to Bastia.

(i) Track. Total length maintained and improved 19 Kms.

Labour and transport statistics for Lines 87 & 244 are combined.

(ii) Labour. 1 Indian Rly Maintenance Company (part only) 130 men
I.S.R. & civilian Labour 800 men
Total Labour employed 930 men

(iii) Transport.

(a) Normal G.1098 of Indian Rly Maintenance Company.
(b) 2 No. 3-ton lorries.

Line 218. Pistoia to Pisa and Line 50, Pisa.

Declassified E.O. 12356 Section 3.3/NND No. 780021

1 Base Equipment (in) Platoon (part only)		
1 British Rly Operating Company (part only)	50	men
1 Indian Rly Construction Company (part only)	120	men
3 Italian Rly Engineer Companies	450	men
2 Indian Pioneer Labour Companies	200	men
4 Italian Pioneer Labour Companies (part only)	360	men
Civilian Labour	900	men
Total labour employed	2,040	men

(iv) Transport.

(a) Normal G.1098 of Railway Construction Company.
(b) 30 No. 3-ton lorries.) also in use on work
(c) 12 No. Light tank transporters.) shown under Line 86 II.
(d) 10 No. 10-ton Lorries.

Line 87. Foligno to Falconara.

(i) Track. Total length of track maintained and improved 119 Kms.

(ii) Bridging. Total length maintained 2,859 lin.ft.

Line 244. Foligno to Busti..

(i) Track. Total length maintained and improved 19 Kms.

Labour and transport statistics for Lines 87 & 244 are combined.

(ii) Labour. 1 Indian Rly Maintenance Company (part only) 130 men
I.S.R. & civilian labour 800 men
Total labour employed 930 men

(iii) Transport.

(a) Normal G.1098 of Indian Rly Maintenance Company.
(b) 2 No. 3-ton lorries.

Line 217, Prato to Pistoia, Line 218, Pistoia to Pisa and Line 50, Pisa.

(i) Track.

(a) Track deliberately demolished 82 Kms.
(b) Track repaired and maintained 7118 82 Kms.

(ii) Bridging.

(a) Approximately 100% demolition of all bridges.
(b) Length of bridging repaired and improved 2,269 lin.ft.

/to sheet 4..

Declassified E.O. 12356 Section 3.3/NND No. 782021

Line 217, Line 218 and Line 50 (Contd).

(iii) Labour.

2 British Rly Construction Companies (1 part only)	330 men
1 Mech' Equipment (Tn) Platoon	70 men
1 Tunnelling Company (S.A.E.C.)(part only)	50 men
1 Italian Rly Engineer Company	150 men
3 Italian Pioneer Labour Companies (2 part only)	360 men
I.S.R. & civilian labour	1,250 men
Total Labour employed	2,210 men

(iv) Transport.

(a) Normal G.1098 of Rly Construction Company.
(b) 90 No. 3-ton lorries.
(c) 15 No. Light tank transporters.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

Appendix 10.
Part 1.

Daily average casualties during the "rain Operation Feb. '45.
(Both Italy & Balkans)

	Killed	Wounded	Missing	Total Casualties	Sick	Trench Foot	Battle Exhaustion	Total Sick	Grand Total
FIFTH ARMY	12	52	6	70	44	9	25	78	148
CORPS	2	8	1	11	6	1	4	11	22
2 POLISH CORPS	2	8	1	11	6	1	4	11	22
6 ARMD DIV	1	4	1	6	3	1	2	6	12
3 CARPATHIAN DIV	2	8	1	11	6	1	4	11	22
5 KRESOWA DIV	2	8	1	11	6	1	4	11	22
2 POLISH INDEP BDE GP	1	4	1	6	3	1	2	6	12
2 POLISH CORPS TROOPS	1	4	1	6	3	1	2	6	12
BRITISH CORPS	10	44	5	59	38	8	21	67	126
1 GUARDS BDE GP	1	4	1	6	3	1	2	6	12
6 ARMD DIV	1	4	1	6	3	1	2	6	12
56 DIV	2	8	1	11	6	1	4	11	22
78 DIV	2	8	1	11	6	1	4	11	22
1 CANADIAN DIV	2	8	1	11	6	1	4	11	22
5 CANADIAN ARMD DIV	2	8	1	11	6	1	4	11	22
1 CANADIAN INDEP INF BDE GP	1	4	1	6	3	1	2	6	12
1 ITALIAN CORPS	1	4	1	6	3	1	2	6	12
1 ITALIAN MOTOR BDE GP	1	4	1	6	3	1	2	6	12
1 ITALIAN LIBERTA DIV	1	4	1	6	3	1	2	6	12
1 ITALIAN CREMONA DIV	1	4	1	6	3	1	2	6	12
1 BRAZILIAN INF DIV	1	4	1	6	3	1	2	6	12
1 BRAZILIAN INF REGT	1	4	1	6	3	1	2	6	12
1 BRAZILIAN FIGHTER SQDN	1	4	1	6	3	1	2	6	12
1 BRAZILIAN TRANSPORT SQDN	1	4	1	6	3	1	2	6	12
1 BRAZILIAN EVAC HOSP	1	4	1	6	3	1	2	6	12
1 BRAZILIAN MED COY	1	4	1	6	3	1	2	6	12
1 BRAZILIAN SVC UNITS	1	4	1	6	3	1	2	6	12
FIFTH ARMY TROOPS	1	4	1	6	3	1	2	6	12
92 GP RECON SQDN	1	4	1	6	3	1	2	6	12
1 PHOTO RECON UNIT	1	4	1	6	3	1	2	6	12
3 PHOTO RECON UNIT	1	4	1	6	3	1	2	6	12
1 TACTICAL AIR CONTROL SQDN	1	4	1	6	3	1	2	6	12
2 TACTICAL AIR CONTROL SQDN	1	4	1	6	3	1	2	6	12
3 TACTICAL AIR CONTROL SQDN	1	4	1	6	3	1	2	6	12

	ins	Loa.	Mties.	Total	Trains	Wagons	Trains	
TERMOLI - ORTONA	3.1	10	12	30	.3	3	..	.1
ORTONA - TERMOLI	1.6	21	31	52	.5	3	..	.2
TERMOLI - FOGGIA	3.1	38	40	73	.4	5	..	.1
FOGGIA - TERMOLI	3.2	70	13	83	.3	2	..	.1
FOGGIA BRANCHES	3.1	44	23	80	..	..	..	..
FOGGIA - OLIVARO	3.4	34	12	46	.3	2	..	.1
FOGGIA - BARI	3.9	125	138	263	3.3	42	.3	.2
BARI - FOGGIA	3.8	277	7	284	2.0	86	.2	.2
BARI - BRINDISI	2.3	45	33	80	1.3	15	..	.4
BRINDISI - BARI	2.9	49	12	60	1.3	14	..	.3
BARI - TARANTO	3.5	36	23	59	.8	21	..	.1
TARANTO - BARI	2.3	51	27	78	.3	12	..	.5
BRINDISI - TARANTO	1.8	29	14	43	.4	3	..	.1
TARANTO - BRINDISI	2.6	28	10	38	.3	8	..	.3
TARANTO - METAPONTO	2.6	31	14	45	.8	16	..	.3
METAPONTO - SIBARI	3.0	39	37	76	.3	7	..	.4
METAPONTO - POTENZA	2.6	34	15	49	.8	6	..	.4
POTENZA - METAPONTO	2.6	22	35	57	.4	5	..	.3
METAPONTO - SIBARI	1.0	15	6	21	..	..	..	.7
POTENZA - FOGGIA	.1	..	..	..	..	..	..	..
FOGGIA - POTENZA	.1	..	1	1	..	..	..	..
TOTALS.	83.4	1005	497	1502	13.4	205	.4	30.2

Total trains all classes run 7117 97.4
Average train miles per day 5643

MILITARY FREIGHT.

Average No. loaded wagons per train	15.9
Average No. empty wagons per train	7.8
Average total No. wagons per train	23.7
Average net tons per train	236.7
Average gross tons per train	348.8

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

1273

Appendix 10.
Page 2.

DAILY WAR DIARY or INTELLIGENCE SUMMARY (Army Forms C.2118 and C.2121)

Unit 4th Armd Div Hq & Hq Combat Command "B" Period 1st to 31st March 1945.

Date	Hour	Summary of Events and Information	Remarks and references to Appendices
1		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
2		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
3		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
4		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
5		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
6		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
7		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
8		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
9		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
10		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
11		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
12		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
13		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
14		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
15		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
16		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
17		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
18		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
19		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
20		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
21		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
22		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
23		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
24		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
25		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
26		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
27		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
28		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
29		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
30		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	
31		Div Hq & Hq Combat Command "B" remained in assembly area in vicinity of Bad Kreuznach.	

MILITARY EFFICIENCY.

Total strength all classes on last day of month 14263
Average strength during month 14263
Average daily wastage per month 5515.2
Average daily wastage per day 3.22

CESENA - FORLI	1.8	38	4	42	-	1	-	-
FORLI - CESENA	1.4	7	31	38	-	-	-	-
RIMINI - CESENA	5.1	96	6	102	-	-	-	-
CESENA - RIMINI	2.3	26	74	100	-	1	-	-
RIMINI - FALCONARA	8.1	86	209	295	.9	18	-	-
FALCONARA - RIMINI	8.6	211	13	224	.9	11	-	-
FALCONARA - ARIES	1.1	36	1	37	.1	4	-	-
FALCONARA - ANCONA	4.1	45	69	114	-	-	-	-
ANCONA - FALCONARA	4.6	117	7	124	-	4	-	-
FALCONARA - FABRIANO	7.3	151	76	227	.9	12	.1	.1
FABRIANO- FALCONARA	7.4	197	22	219	.9	13	.1	.1
FABRIANO - FOLIGNO	7.9	181	32	213	.9	12	.1	.1
FOLIGNO - FABRIANO	7.5	193	22	215	.9	12	.1	.1
FOLIGNO - ASSISI	.5	1	3	4	-	-	-	-
ASSISI - FOLIGNO	.9	6	1	7	-	-	-	-
TERNI - FOLIGNO	8.4	190	35	234	.8	10	.2	-
FOLIGNO - TERNI	8.9	138	91	229	.9	12	.2	-
ORTE - TERNI	5.1	202	26	228	.8	10	.2	-
TERNI - ORTE	6.6	142	96	238	.5	8	.2	-
ORTE - AREZZO	3.4	99	15	114	.7	8	.1	-
AREZZO - ORTE	3.4	79	56	135	1.0	17	.1	-
ROME - ORTE	8.5	308	31	339	1.0	18	.3	-
ORTE - ROME	5.1	190	145	335	1.0	30	.3	-
TOTALS	119.4	2666	1133	3799	13.9	199	2.0	8

Total trains all classes run 143.3
Average train miles per day 5315.2

MILITARY FREIGHT.

Average No. loaded wagons per train 22.3
Average No. empty wagons per train 9.5
Average No.(Total) of wagons per train 31.8
Average net tons per train 329
Average gross tons per train 335

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX II.

I.S.R. LOCO POSITION - 28 FEBRUARY 1945.

COMPARATIVE POSITION THROUGHOUT ITALY.

Type			A C Available	B Waiting Shops	C In Shops	D Laid U/S	E Aside Serviceable
WEST ITALY (NAPLES AND ROME COMPARTIMENTI)							
Steam Main Line	ISR	Coalburning	170	61	22	51	23
" " "	"	Oil "	16	–	1	–	–
" " "	USA	" "	96	5	6	–	–
" Switch	ISR	Coal "	106	48	9	29	3
" "	USA	" "	3	–	2	–	–
Diesel 650 HP	"		48	44	14	–	–
Electric	ISR		54	32	5	50	–
			493	190	59	130	26
CENTRAL ITALY (ANCONA COMPARTIMENTO)							
Steam Main Line	ISR	Coalburning	63	27	11	47	6
" " "	"	Oil "	5	2	–	–	–
" " "	WD	" "	23	2	1	–	–
" " "	"	Coal "	2	–	–	–	–
" Switch	ISR	" "	7	2	1	7	–
" "	WD	" "	3	2	1	–	–
Diesel 350 HP	"		2	–	–	–	–
Electric	ISR		35	24	6	23	20
			140	59	20	77	26
EAST ITALY (BARI COMPARTIMENTO)							
Steam Main Line	ISR	Coalburning	180	21	21	24	–
" Switch	"	" "	67	12	5	6	–
Electric	"		5	–	1	5	–
			252	33	27	35	–
FLORENCE COMPARTIMENTO (INCL. LEGHORN)							
Steam Main Line	ISR	Coalburning	10	15	9	9	–
" " "	"	Oil "	1	–	–	–	–
" " "	USA	" "	21	–	–	–	–
" Switch	ISR	Coal	4	1	1	3	–
Diesel 650 HP	USA		10	–	–	10	–
Electric	ISR		–	–	–	–	–
			46	16	10	22	–
SUB TOTAL MRS			931	298	116	264	52
TOTAL ALL TYPES MRS			1609				
CALABRIA (A.C.)							
Steam Main Line	ISR	Coalburning	44	54	15	–	–
" Switch	"	" "	13	10	6	–	–
Electric	"		27	13	2	–	–
			84	77	25	–	–

TRANSPOSABLE LINES 7116

Declassified E.O. 12356 Section 3.3/NND No. 782021

Steam Main Line	ISR	Coalburning	63	27	11	47		6
" " "	"	Oil "	5	2	-	-		-
" " "	WD	" "	23	2	1	-		-
" " "	"	Coal "	2	-	-	-		-
" Switch.	ISR	" "	7	2	1	7		-
" "	WD	" "	3	2	1	-		-
Diesel 350 HP	"		2	-	-	-		-
Electric	ISR		35	24	6	23		20
			140	59	20	77		26

EAST ITALY (BARI COMPARTIMENTO)

Steam Main Line	ISR	Coalburning	180	21	21	24		-
" Switch	"	" "	67	12	5	6		-
Electric	"		5	-	1	5		-
			252	33	27	35		-

FLORENCE COMPARTIMENTO (INCL. LEGHORN)

Steam Main Line	ISR	Coalburning	10	15	9	9		-
" " "	"	Oil "	1	-	-	-		-
" " "	USA	" "	21	-	-	-		-
" Switch	ISR	Coal	4	1	1	3		-
Diesel 650 HP	USA		10	-	-	-		-
Electric	ISR		-	-	-	10		-
			46	16	10	22		-
SUM TOTAL MRS			931	298	116	264		52
TOTAL ALL TYPES MRS			1609					

CALABRIA (A.C.)

Steam Main Line	ISR	Coalburning	44	54	15	-		-
" Switch	"	" "	13	10	8	-		-
Electric	"		27	13	2	-		-
			84	77	25	-		-

INACCESSIBLE LINES

Steam Main Line	ISR	Coalburning	4	-	3	61		-
" Switch	"	" "	4	1	-	25		-
Electric	"		-	-	-	6		-
			8	1	3	92		-
GRAND TOTAL			1023	376	144	356		52
GRAND TOTAL ALL TYPES			1899					

NOTE :- @ All engines stored serviceable in Col. E are included in the available Col. A.

7116

Reclassified E.O. 12356 Section 3.3/NND No. 780021

APPENDIX 12

Loco Running Statistics - 27 Jan 45 to 24 Feb 45 - Central Italy.

(i) Coal Burners

Total Kilometrage	130476
Coal Consumption (tons)	5742
Average coal consumption (Kg/km)	44.8
+ Km per day per engine allocated	65.7

(ii) Oil Burners

Total kilometrage	86007
Fuel oil consumption (tons)	2713
Average Fuel Oil consumption (L/km)	32.15
+ Km per day per engine allocated	119.4

(iii) All Steam Engines.

Lubricating Oil consumption (Litres)	11785
Average Lub Oil consumption (L/100 km)	5.43
Cylinder Oil consumption (Litres)	4587
Average cyl oil consumption (L/100 km)	2.12

(iv) Electric Locos

Total kilometrage	80143
Lubricating oil consumption (Litres)	1101
Average lub oil consumption (L/100 km)	1.83
+ Km per day per engine allocated	134.1

(v) Diesel Electric Shunting Locos

Total kilometrage	2417
Fuel Oil consumption (gallons)	1930
Average Fuel Oil consumption (L/km)	3.6
+ Km per day per engine allocated	43.1

+ Excludes engines in and waiting shops and engines stopped on shed for more than 7 days.

Declassified E.O. 12356 Section 3.3/NND No. 782021

1278

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

DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A.

Convoy	Port	No. of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores	Principal Items
KMS 78	NAPLES BARI ANCONA	6	800	30 - 40 ft. Welded Span Bridges 1 - 30 ton Steam Breakdown Crane 7 - 31 ft. R.S.J. Bridges Qty. Boiler Tubes
UGS 67	BARI	1	450	9 - Minca Barges
UGS 68	BARI NAPLES	2	800	16 - Minca Barges Qty. R.C.L. Spares
KMS 80	TARANTO ANCONA NAPLES	6	750	Qty. V Trestling " Spares for 8½ ton R.R. Cranes " Steel Tubes 1 - Diesel Locomotive No. WD 235 1 - 3½ ton R.R. Crane 1 - 6 ton " " 1 - 10 ton R.B. "
UGS 69	ANCONA	1	600	3 - 70 ft. U.C.R. Bridges Deck 3 - 70 ft. -do- Through 3 - sets 'E' for conversion of above Through to Deck Qty. L.S. Trestling
UGS 70	BARI	1	600	7 - 70 ft. U.C.R. Bridges Deck 7 - 70 ft. -do- Through 4 - sets 'E' for conversion of above Through to Deck Qty. L.S. Trestling
MKS 82 (period)	BARI ANCONA	2	400	1 - Mobile Workshop Qty. Spares for 2-8-0 Locos 1 - Sullivan Mine Car Loader
KMS 82	NAPLES	1	20	1 - 2 ton Jones Crane
-	NAPLES REGGIO		500	64 - Box Cars
UGS 72	NAPLES	2	1140	12 - Locomotives 2-8-0

T 2 19

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

APPENDIX NO. 13.

MS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A. AND M.E. - FEBRUARY 1945.

ng es	Approx. Total Tonnage Tn. Stores	Principal Items	Demand No.	Remarks
	800	30 - 40 ft. Welded Span Bridges	MED/TN2/UK. 147	U.K.
		1 - 30 ton Steam Breakdown Crane	MED/TN2/UK. 153	"
		7 - 31 ft. R.S.J. Bridges	MED/TN2/UK. 147	"
		Qty. Boiler Tubes	MED/TN2/UK. 165	"
	450	9 - Minca Barges	-	U.S.A.
	800	16 - Minen Barges	-	"
		Qty. R.C.L. Spares	-	"
	750	Qty. V Trestling	MED/TN2/UK. 195	U.K.
		" Spares for 8½ ton R.R. Cranes	MED/TN2/UK. 155	"
		" Steel Tubes	MED/TN2/UK/172/185	"
		1 - Diesel Locomotive No. WD 235	-	N.A.
		1 - 3½ ton R.H. Crane	-	"
		1 - 6 ton " "	-	"
		1 - 10 ton R.B. "	-	"
	600	3 - 70 ft. U.C.R. Bridges Deck	MED/TN2/UK. 147	U.S.A.
		3 - 70 ft. -do- Through	"	"
		3 - sets 'E' for conversion of above Through to Deck	"	"
		Qty. L.S. Trestling	"	"
	600	7 - 70 ft. U.C.R. Bridges Deck	MED/TN2/UK. 147	"
		7 - 70 ft. -do- Through	"	"
		4 - sets 'E' for conversion of above Through to Deck	"	"
	400	Qty. L.S. Trestling	MED/TN2/ME. 81	M.E.
		1 - Mobile Workshop	MED/TN2/ME. 79	"
		Qty. Spares for 2-8-0 Locos	MED/TN2/ME. 82	"
		1 - Sullivan Mine Car Loader	MED/TN2/ME. 53	"
	20	1 - 2 ton Jones Crane	MED/TN2/UK. 173	U.K.
	500	64 - Box Cars	-	N.A.
	1140	12 - Locomotives 2-8-0		U.S.A.

1280

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

SUMMARY OF U.S. AND BRITISH STANDARD GAUGE N.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS

DESCRIPTION	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY SHOWN OUTSTANDINGS MET	
	NORTH AFRICA	ITALY	Against Demands	Against Transfers		
LOCOS - STANDARD GAUGE.						
MAIN LINE - Steam US 2-8-2	-	15	12 (a)	-	27	(a)
US 2-8-0	5 (a)	128	115 (b)	-	243	
LMS 2-8-0	-	13	2 (f)	-	15	(b)
SHUNTING - Steam US 0-6-0	-	5	-	-	5	
GW 0-6-0	-	6	-	-	6	(c)
MAIN LINE - Diesel-Electric US 0-4-4-0 650 HP	-	116	-	-	116	
SHUNTING - Diesel-Electric LMS 0-6-0 350 HP	-	2	2 (f)	-	4	(d)
Diesel - German 0-4-0 250 HP	-	1	-	-	1	
						(e)
WAGONS - STANDARD GAUGE.						
US Box - 20 ton	252 (c)	259	-	256 (c)	545	(f)
(converted to Mail Van)	3 (c)	9	-	3	12	
chassis used as Flat	6 (c)	8	-	6	14	
US Box - 40 ton chassis used as Flat	53 (c)	5	-	53	58	
US Brake Van 20 ton converted as Flat	1 (c)	-	-	1	1	
Br. Flat for ATV's - 40/50 ton	-	50	50 (f)	-	100	This
US " " " - 56 ton	1 (d)	29	-	-	29	acco
Br. Open M.S. - 13 ton	-	96	-	-	96	ship
US Well - 50 ton	3 (c)	-	-	3	3	Sth.

1281

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

APPENDIX 14

AID BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 28 FEB. 45.

	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY WHEN OUTSTANDINGS MET	REMARKS
	NORTH AFRICA	ITALY	Against Demands	Against Transfers		
	-	15	12 (f)	-	27	(a) For South France.
	5 (a)	128	115 (b)	-	243	
	-	13	2 (f)	-	15	(b) Ex U.S.
	-	5	-	-	5	
	-	6	-	-	6	(c) To be transferred to Italy.
0-4-4-0 650 HP	-	116	-	-	116	
0-6-0 350 HP	-	2	2 (f)	-	4	(d) Minus wheels.
0-4-0 250 HP	-	1	-	-	1	
						(e) Includes 4 advised shipped from Nth Africa but not yet received Italy.
	252 (c)	259	-	256 (c)	545	(f) Ex M.E.
Mail Van)	3 (c)	9	-	3	12	
as Flat	6 (c)	8	-	6	14	
s Flat	53 (c)	5	-	53	58	
as Flat	1 (c)	-	-	1	1	
	-	50	50 (f)	-	100	This summary does not take into account wagons which are being shipped from Nth. Africa to Sth. France.
	1 (d)	29	-	-	29	
	-	96	-	-	96	
	3 (c)	-	-	3	3	

APPENDIX NO. 15.

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF FEBRUARY 1945.

In barrels (35 Imp. Galls. - 42 U.S. Galls.)

(B)

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	2928	338	1670	292
RECEIPTS DURING MONTH	2030	1255	851	9
ISSUES DURING MONTH	499	509	533	8
CLOSING STOCK	4459	1084	1988	293

All receipts include quantities taken over ex U.S. Depots.

(A)

COAL - FEBRUARY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	21,970	30,608	52,578
RECEIPTS	20,636	17,437	38,273
ISSUES	28,468	15,396	43,864
TRANSFERS	169	6,766	6,935
CLOSING STOCK	14,169	25,883	40,052
STOCK IN DAYS CONSUMPTION BASED ON MONTHS ISSUES	15	52	7114 26

Declassified E.O. 12356 Section 3.3/NND No. 782021

OPENING STOCK	2928	338	1670	292
RECEIPTS DURING MONTH	2030	1255	851	9
ISSUES DURING MONTH	499	509	533	8
CLOSING STOCK	4459	1084	1988	293

All receipts include quantities taken over ex U.S. Depots.

(A)

COAL - FEBRUARY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	21,970	30,608	52,578
RECEIPTS	20,836	17,437	38,273
ISSUES	28,468	15,396	43,864
TRANSFERS	169	6,766	6,935
CLOSING STOCK	14,169	25,883	40,052
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	15	52	7114 26
AVERAGE WEEKLY RECEIPTS	5,209	4,359	9,568
AVERAGE WEEKLY ISSUES	7,117	3,849	10,966

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1284

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

EVALUATION OF ASSISTANCE RENDERED BY MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS UP TO 28 FEBRUARY 45.

A. Rehabilitation of Italian State Railways.

LINE REHABILITATED.	U.S.A.(England) Value of Allied M.D. Materials incorporated.	Hire Charges for use of Mechanical Equipment.		Mili
		British	American	Brit
	Lire	Lire	Lire	non-I
SICILY	1,319,110			
ITALY.				
Line.				
Naples Area	206,911		548,080	
50. Rome - Civitavecchia	22,280,739	111,200	6,932,940	15
65. Rome - Orte - Florence	21,758,613	3,324,040		584
86. Brindisi-Bari-Foggia-Ancona	47,013,412	2,877,000		1,35
87. Orte-Terni-Foligno-Ancona	232,756	165,500		9
89. Naples - Rome (Coastal Route)	15,987,138	4,576,900	8,119,360	4
90. Naples-Cancello-Caserta-Rome	48,088,492	2,175,100	13,399,700	442
91. Foggia - Benevento - Naples	13,254,868	42,500	2,744,800	140
94. Brindisi-Taranto-Potenza-Naples	312,135	50,000		31
228. Colle Salvetti - Pisa	2,841,789		204,840	
244. Perugia - Terontola	2,300	55,500		4
283. Naples-Cancello-Avellino-B'vento				15
287. Naples - Pozzuoli - Villa Literno	978,747	10,000		14
290. Sparanise - Gaeta	6,292,829	222,800	8,239,900	
302. Foggia - Potenza	1,641,547	34,000		3
Accumulative Total to end of Feb 45	182,490,866	13,664,340	40,219,320	2,78

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

ATION OF ASSISTANCE RENDERED BY MILITARY T.IL..Y
CE TO ITALIAN CO-OPERATORS UP TO 28 FEBRUARY 45.

of Italian State Railways.

D.	F.O.B.(England) Value of Allied M.D. Materials incorporated.	Hire Charges for use of Mechanical Equipment.		Military Man-hours.	
		British	American	British	American
	Lire	Lire	Lire	Man-hours	Man-hours
	1,329,110				
	206,911		548,030		26,174
	22,280,739	111,200	6,962,940	15,343	261,618
ee	21,758,613	3,324,040		584,948	
-Ancona	47,012,412	2,877,000		1,356,265	
ncona	232,756	185,500		93,155	
al Route)	15,967,138	4,576,900	8,110,860	46,650	476,469
rte-Ione	48,088,492	2,175,100	13,388,700	442,415	481,431
Naples	13,254,868	42,500	2,744,800	140,502	95,777
enzo-Naples	618,185	50,000		31,846	
e	2,841,789		204,840		22,977
	2,600	55,500		4,163	
Lino-B'vento				15,014	
Vills Literno	978,747	10,000		14,436	1,200
	6,292,829	222,600	8,259,900	168	116,546
	1,641,547	34,000		31,475	
of Feb 45	182,490,686	13,864,340	40,219,620	2,782,377	1,482,192

1286

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

Appen

B. W.D. MATERIALS supplied to the I.S.R. and other RAILWAY UNDERTAKINGS for DOMESTIC USE to 28 FEBRUARY 1945.

SUPPLIES.	I.S.R.	SUD-EST	FERROVIARIA S. .I.T.	FERROVIA C.I.ADRO LUCA
	Lire.	Lire.	Lire.	Lire.
Materials ex T.S.Ds.				
Sicily	465,313	-	-	-
Italy	9,011,959	1,143,751	42,504	2,688
W.D. Food Rations	1,528,194	-	-	-
Total to 28 Feb 45	11,005,466	1,143,751	42,504	2,688

1287

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

Appendix N°.16.

S supplied to the I.S.T. and other RAILWAY UNDERTAKINGS
USL to 28 FEBRUARY 1945.

	I.S.T.	SUD-EST	FERROVIARIA S.A.I.T.	FERROVIA CALABRO LUCANE
	Lire.	Lire.	Lire.	Lire.
Ds.	465,313	-	-	-
	9,011,959	1,143,751	42,504	2,688
	1,528,194	-	-	-
45	11,005,466	1,143,751	42,504	2,688

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY

WARRANTED BY BRITISH R.T.C's JAN. 13th. to FEB. 12th. 1945

Passenger

Traffic	Total Warrants	Personnel Entrained	Pass Kilomns	Baggage Stores Guns etc. Wgns	Tons	Wgn Kilomns	Ton K
British		87,079	24,668,043	406	2,209	151,051	81
U.S.A.		124	35,594				
+A.M.G/A.C.C.		529	187,852				
E.F.I.		23	2,617				
Italian Military		11,006	3,297,565	240	972	58,030	23
Y.M.C.A.		2	864				
Indian Y.M.C.A.		2	881				
Toc H		3	1,327				
Total	4,251	98,768	28,195,143	646	3,181	209,081	1,05

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Kilomns	Ton Kilomns	Aver Wagon (To
British		32,772	381,915	7,307,674	82,198,742	
U.S.A.		3,360	41,684	930,125	7,276,058	
+A.M.G/A.C.C.		1,464	24,492	197,253	3,208,525	
E.F.I.		592	6,871	179,113	2,023,682	
Italian Military		319	3,580	69,529	587,028	
Coal etc. to I.S.R. Sud Est		837	14,664	81,854	1,424,891	
Canadian Y.M.C.A.		12	162	6,815	92,016	
U.D.F.I.		12	173	4,980	71,144	
Red Cross		1	4	295	1,180	
American Red Cross		1	17	321	5,457	
Total	9,399	39,370	473,563	8,477,960	96,888,723	1

Note:- + Excludes traffic warranted by A.C.C. representatives.

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

RAILWAY PASSENGER & FREIGHT STATISTICS – ITALY — Appendix No. 17.

BY BRITISH R.E.O's — JAN. 13th. to FEB. 12th. 1945

Personnel Entrained	Pass Kilomes	Baggage Stores Guns etc. Wgns Tons	Wgn Kilomes	Ton Kilomes	Average Length of Journey (Kilomes)
87,079	24,668,043	406 2,205	151,051	819,435	
124	35,564				
529	187,852				
23	2,617				
11,006	3,297,565	240 572	58,030	236,892	
2	864				
2	681				
3	1,327				
98,768	28,195,143	646 3,181	209,081	1,056,327	285

Total Wagons	Total Tons	Wagon Kilomes	Ton Kilomes	Average Wagon Load (Tons)	Average Wagon Haul (Kilomes)
32,772	381,916	7,307,674	82,198,742		
3,360	41,684	630,125	7,276,058		
1,464	24,492	197,253	3,208,525		
592	6,871	179,113	2,023,682		
319	3,580	69,529	587,028		
837	14,664	81,854	1,424,891		
12	162	6,816	92,016		
12	173	4,980	71,144		
1	4	295	1,180		
1	17	321	5,457		
39,370	473,563	8,477,960	96,888,723	11.4	215

Excludes traffic warranted by L.C.C. representatives.

1290

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

APP

PORT WORKING STATISTICS - EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 28 FEBRUARY 1

Port	No. of Ships	No. of days Discharging	Cargo	No. of M.T. & Tons Discharged QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Tons Discha
TARANTO	41	105	M.T.	1002	4014	2190 +		37202	36 =
			Stores		26554				
			Coal		6634				10 =
BRINDISI	21	110	M.T.	285	1465	8916 +		42710	
			Stores		41245				16 =
BARI	67	252	M.T.	436	2137	36276 +		148215	
			Stores		129134				
			Coal		16944				4
BARLETTA	9	29	M.T.	102	22	-		3791	
			Stores		3769				
			Coal		1118				1868
GALLIPOLI	2	13	Stores		750	-		980	
			Coal		567				3
MONOPOLI	12	16	M.T.	849	5411	61644 +		121937	
			Stores		109165				
			Coal		7361				
ANCONA	78	319						356703	Discha

Notes:- Lighter tonnage (+) is also includ
commodity tonnage

The Stores figure does not includ
discharged by pipe line.
1491 Animals discharged at Bari d

1291

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Appendix No. 18

PORT WORKING STATISTICS - EAST ITALY

EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 28 FEBRUARY 1945

Days Dis	Cargo	No. of M.T. & Tons Discharged QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day
	M.T.	1002	4014				36 = 143	
	Stores		26554	2190 +		37202	948	354
	Coal		6634				237	
	M.T.	285	1465				10 = 52	
	Stores		41245	6916 +		42710	1473	388
	M.T.	438	2137				16 = 76	
	Stores		129134	36276 +		148215	4612	588
	Coal		16944				605	
	M.T.	102	22				4 = 1	
	Stores		3769	-		3791	135	131
	Stores		1118				40	
	Coal		750	-		1868	27	144
	Stores		567				20	
	Coal		413	-		980	15	54
	M.T.	849	5411				30 = 193	
	Stores		109165	61644 +		121937	3899	382
	Coal		7361				263	

356703 Discharged ALL PORTS

Notes:- Lighter tonnage (+) is also included in quay commodity tonnage

The Stores figure does not include P.O.L. discharged by pipe line.

1491 Animals discharged at Bari during month.

12921

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

PORT WORKING STATISTICS - EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 28 FEBRU

Port	No. of Ships	No. of days Loading	Cargo	No. of M.T. & Tons Loaded QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Tonna Load
TARANTO	51	99	M.T. Stores	2421	9227 5594	-		14821	86 =
BRINDISI	41	101	M.T. Stores	139	399 26174	-		26573	5 =
BARI	82	194	M.T. Stores Coal	143	1302 40931 1690	-		43923	5 =
BARLETTA	27	40	Stores		2744	-		2744	
GALLIPOLI	4	13	Stores Coal		1800 435	-		2235	
MONOPOLI	14	25	Stores		2599	-		2599	
ANCONA	15	19	Stores		1062	-		1062	
								93957	Total Tonna

Note:- The Stores figure does not inc
loaded by Pipe Line.

1293

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

Appendix No. 19

PORT WORKING STATISTICS - EAST ITALY

R EASTERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 28 FEBRUARY 1945

Cargo	No. of M.T. & Tons Loaded QUAY M.T.	Tons	No. of M.T. & Tons Loaded LIGHTER M.T.	Tons	Total Tonnage	Average Daily Tonnages Loaded	Ship Tons per Ship Day
M.T.	2421	9227	-		14821	86 = 329	150
Stores		5594				200	
M.T.	139	399	-		26573	5 = 14	263
Stores		26174				935	
M.T.	143	1302	-		43923	5 = 46	226
Stores		40931				1462	
Coal		1690				60	
Stores		2744	-		2744	98	69
Stores		1800	-		2235	64	172
Coal		435				15	
Stores		2599	-		2599	93	104
Stores		1062	-		1062	38	56

93957 Total Tonnage loaded ALL PORTS

Note:- The Stores figure does not include P.O.L. loaded by Pipe Line.

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

PORT WORKING STATISTICS - EAST ITALY

ACCUMULATIVE TOTALS - DISCHARGED AND LOADED (FROM 1 December 1943).

DISCHARGED	M.T. (No)	COAL TONNAGE	OTHER TONNAGE
Accumulative Total Brought Forward	102,589	480,683	4,348,908
February, 1945	2,676	32,102	324,601
Totals to Date	105,265	512,785	4,673,509

LOADED			
Accumulative Total Brought Forward	15,346	356	734,587
February, 1545	2,703	2,125	91,832
Totals to Date	18,049	2,481	826,819
Total DISCHARGED & LOADED to date	123,314	515,266	5,500,328

1295

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

Appendix No. 20

PORT WORKING STATISTICS - EAST ITALY

ATIVE TOTALS - DISCHARGED AND LOADED (FROM 1 December 1943).

M.T. (No)	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
102,589	480,683	4,348,908	4,829,591
2,676	32,102	324,601	356,703
105,265	512,785	4,673,509	5,186,294
15,346	356	734,987	735,343
2,703	2,125	91,832	93,957
18,049	2,481	826,819	829,300
123,314	515,265	5,500,328	6,015,594

12961

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

PORT WORKING STATISTICS - EAST ITALY

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 28 FEBRUARY 1945.

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA
Road	6821	16097	83332	1762	-	987	84872
Rail	23888	20755	55755	3520	1372	-	26212
I.W.T.	2295	5005	2655	-	435	-	-
	33004	41857	141742	5282	1807	987	111084

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA
Discharged to Lighter.	2190	9916	36276	-	-	-	61844
No. of Lighters in use per port	34	51	86	-	-	-	108
Average tons per Lighter	64	175	422	-	-	-	573

12971

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

PORT WORKING STATISTICS -- EAST ITALY

CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 28 FEBRUARY 1945.

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
6097	83332	1762	-	987	84872	193871
9755	55755	3520	1372	-	26212	131502
5005	2655	-	435	-	-	10390
1857	141742	5282	1807	987	111084	335763

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
8916	36276	-	-	-	61844	109226
51	86	-	-	-	108	279
175	422	-	-	-	573	391

1298

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

Append

WEST COAST TONNAGES. - FEBRUARY 1945

PORT.	TOTAL DISCHARGED M.T. NO.	M.T. TONS	STORES TONS	DAILY AVERAGE DISCHARGE M.T. NO.	M.T. TONS	STORES TONS	TOTAL LOADED M.T. NO.	M.T. TONS	STORES TONS	DAILY AVE LOADED M.T. NO.	M.T. TONS
LEGHORN	71	616	10360	3	29	370	2151	11147	359	77	398
NAPLES	391	2498	8450	14	89	302	473	1506	3786	17	54
	462	3316	18810	17	118	672	2624	12653	4145	94	452

PORT.	NO.OF LIGHTERS DISCHARGED	TONS DISCHARGED FROM LIGHTER	NO.OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO.OF SHIPS DISCHARGED
LEGHORN	x 272	12633	+ 1	53	4
NAPLES	149	3781	7	124	10
	421	16414	8	177	14

Units employed.

LEGHORN. 1021 Port Operating Company
" 206 Indian 'Z' Craft Opera
NAPLES. No.3 Docks Operating Compan

x Includes 55 'Z' Craft and 2 L.S.Ts.
+ 1 'Z' Craft.
ø Includes 12 L.S.Ts.

1299

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Appendix No. 22

WEST COAST TONNAGES. -- FEBRUARY 1945

CHARGED	DAILY AVERAGE DISCHARGE			TOTAL LOADED			DAILY AVERAGE LOADED		
STORES TONS	M.T. NO.	M.T. TONS	STORES TONS	M.T. NO.	M.T. TONS	STORES TONS	M.T. NO.	M.T. TONS	STORES TONS
10360	3	29	370	2151	11147	359	77	398	13
8450	14	89	302	473	1506	3786	17	54	135
18810	17	118	672	2624	12653	4145	94	452	148

TERS ED	TONS DISCHARGED FROM LIGHTER	NO.OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO.OF SHIPS DISCHARGED	NO.OF SHIPS LOADED
	12633	+ 1	53	4	Ø 18
	3781	7	124	10	9
	16414	8	177	14	27

Units employed.

ft and 2 L.S.Tn. LEGHORN. 1021 Port Operating Company.
" 208 Indian 'Z' Craft Operating Company.
NAPLES. No.3 Docks Operating Company S.A.E.C., U.D.T.

Subject ; Progress Report - Italy.

SECRET

Transportation Increment
C.M.F.
Tel. Firebox Ext 49
Outside Line 843119
TN.A.1/43

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

18 Sept 44

Herewith my Progress Report No.12 for the month of August.

(E.L.Parkes)
Colonel,
for Brigadier,
Director of Transportation.

DISTRIBUTION:-

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G-4 Mov & Tn. AFHQ.	(2)
Tn.(Br). AFHQ.	(2)
Q(M)., AAI.	(2)
D.Tn., GHQ., MEF.	(1)
D.D.Tn., BAS., Washington.	(1)
G.O.C., 2 District.	(1)
Internal Transportation Sub Committee, ACC.	(1)
D.G.,MRS.	(1)
D.D.Tn.(Docks).	(2)
D.D.Tn.(Rlys).	(2)
1 Docks Group.R.E.	(1)
5 Docks Group.R.E.	(1)
7 Docks Group.R.E.	(1)
3 Port Construction and Repair Group.R.E.	(1)
HQ., 6 I.W.T.Group.R.E.	(1)
1 Railway Construction and Maintenance Group.R.E.	(1)
1212 Railway Construction and Maintenance Group.R.E.	

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

LONDON W.C.2.

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G.O.C., 2 District.	(1)
Internal Transportation Sub Committee, ACC.	(1)
D.G.,MRS.	(1)
D.D.Tn.(Docks).	(2)
D.D.Tn.(Rlys).	(2)
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5 Docks Group.R.E.	(1)
7 Docks Group.R.E.	(1)
3 Port Construction and Repair Group.R.E.	(1)
HQ., 6 I.W.T.Group.R.E.	(1)
1 Railway Construction and Maintenance Group.R.E.	(1)
1212 Railway Construction and Maintenance Group.R.E.	(1)
S.A.E.C. Railway Constfuction Group.	
1 Railway Operating Group.R.E.	(1)
2 Railway Operating Group.R.E.	(1)
3 Transportation Stores Group.R.E.	(1)
	(1)

7109
file

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

SECRET

Copy No 13

TRANSPORTATION INCREMENT
C.M.F.

Progress Report No.12

August 194:

Contents.

1. General.
2. Docks Working.
3. Port Construction and Repair.
4. Railway Construction.
5. Railway Operating.
6. Transportation Stores.
7. Finance.

Appendices.

1. Location Statement Tn Units.
2. Administration.
3. Summaries of Port Facilities -- Amendments.
4. Barge Erection Situation.
5. State of Quays and Berthing Areas at Ancona.
6. Statistical Summary of Rly Const Work in August.
7. List of Rly Const Works in Hand and Completed in August
8. Daily Average Train Operation.
9. Locomotive Situation.
10. Principle Items of Tn Stores received by Convoys.
11. Requirement of Industrial Gases.
12. Statement of Coal Position and Summary of Receipts Issues and Stocks of Coal.
13. Information Bulletin No.24 of 30 Aug 44 (Policy for Supply of Stores to I.S.R.)
14. Summary of Stores Discharged at East Coast Ports.
15. Summary of Stores Loaded at East Coast Ports.
16. Accumulative Totals of Stores Discharged and Loaded.
17. Tonnages Cleared from East Coast Ports.
18. Railway Passenger and Freight Statistics.

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

3. Port Construction and Repair.
4. Railway Construction.
5. Railway Operating.
6. Transportation Stores.
7. Finance.

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TRANSPORTATION (BRITISH).

PROGRESS REPORT NO 12. SECRET.

AUGUST 1944.

ITALY.

1. GENERAL.

(a) August continued to show an exceptional movement of Tn Units. 23 units of an average strength of 174 All Ranks, 6 vehicles and 27 tons of baggage were initiated by Tn H.Q.

The principal moves have been :-

(i) 163 Railway Workshops Coy, R.E. - Foggia to Foligno.
(ii) 153 Railway Operating Coy R.E. - Bari to Ancona.
(iii) 1030 Docks Operating Coy, R.E. - Taranto to Ancona.
(iv) 190 Railway Operating Coy, R.E. - Bassano to Fabriano.
(v) 159 Railway Construction Coy R.E. - Allerona to Falconara.
(vi) 150 Railway Construction Coy R.E. - Castiglione del Lago to Falconara.
(vii) 161 Railway Construction Coy R.E. - Cortona to Falconara.
(viii) 1 Railway Const & Maint Group R.E. - Castiglione del Lago to Falconara.
(ix) 13 Italian Railway Engineer Group - Castiglione Fiorentino to Falcon...
(x) 3 Docks Operating Coy, S.A.E.C. - Brindisi to Naples.
(xi) 997 Docks Operating Coy R.E. - Taranto to Torre Annunziata.

(b) The total tonnages loaded and discharged in the East Coast Ports during Aug were considerably larger than in July. On an average 14200 tons a day were handled of which 3400 tons a day represents the discharge at ANCONA. This is an overall increase of 40%. If the Ancona tonnage is excluded the increase over the previous month's figures in all other East Coast ports is 15%.

(c) The ports of Torre Annunziata, Salerno and Castellammare were taken over from the Americans during the latter part of the month and are now being operated by 997 Docks Operating Coy, R.E. This was done to help the Americans to clear a very large back-log of shipping which had accumulated at Naples.

1021 Port Operating Coy, R.E. is still employed at Piombino which is under American control.

(d) The position in the newly opened port of ANCONA is very satisfactory, the average daily discharge being 3400 tons. Clearance has been by M.T. but it is hoped to have rail service early in September.

Port Construction Units have been fully employed and have made very satisfactory progress. All sections of the port are now accessible by road.

(e) All railway construction units have been fully employed, the

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The principal moves have been :-

(i) 163 Railway Workshops Coy, R.E. - Foggia to Foligno.
(ii) 153 Railway Operating Coy R.E. - Bari to Ancona.
(iii) 1030 Docks Operating Coy, R.E. - Taranto to Ancona.
(iv) 190 Railway Operating Coy, R.E. - Bassano to Fabriano.
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Port Construction Units have been fully employed and have made very satisfactory progress. All sections of the port are now accessible by road.

(e) All railway construction units have been fully employed, the greater part of our available force being concentrated on the completion of line 87 to Ancona and on development of railheads and depots in that area. The lines should be open for traffic early in September.

(f) Rail traffic in the Bari Compartimento has fluctuated considerably during the month and there have been occasions when there has been a shortage of the right type of wagon to deal with certain unusually large imports. In spite of this the traffic moved at peak periods has exceeded the target figure.

In Central Italy too the target figure has been exceeded and spite of various interruptions rail deliveries exceeded the clearance capacity of railheads.

7107

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(g) The Locomotive situation generally shows an improvement over last month. Although the number of locos laid aside has increased by 16 there are now 57 more in service than at the end of July. Of these 11 electric and 5 steam engines have been acquired in Central Italy and the remainder have been imported.

Repairs continue satisfactorily, Foggia shops turned out 10 engines during the month and the rehabilitation of I.S.R. shops in Central Italy is well in hand.

(h) The Stores situation is generally satisfactory. Stocks of track are ample. Only 700 ft of bridging was received during the month. This was all R.S.J. Spans. Issues were heavy being just over 30000 ft. Stocks of Sectional 40 ft and U.C.R.B. are rather low. Further supplies are advised for September but the situation is rather obscure until the possibility of priority demands for Southern France and the implication of certain duplication of orders have been assessed.

2. DOCKS WORKING.

(a) Employment of Docks Groups.

The three Docks Groups under the control of this Directorate were responsible for Dock Working during August as set out below :-

No.1.Docks Group.R.E.

Taranto
Gallipoli
Brindisi.

No.5.Docks Group.R.E.

Monopoli
Bari.
Barletta.

Two Companies of this Group were employed on the West Coast, at Piombino and Naples Satelite Ports.

No.7.Docks Group.R.E.

Ancona.
Ortona (from 20 August).

General Remarks.

Contrary to expectations Docks Operating work in Heel Ports has not declined, in fact the three principle ports have been fully engaged, Bari actually handling a record tonnage. Exports were again relatively heavy, approximately 25% of tonnage of stores handled being exports.

One of the main reasons for continued heavy work in the Heel has been the transfer of West Coast ships to the East Coast for discharge in order to reduce the back-log of West Coast shipping, accumulated as a result of the mounting of operation "Anvil".

Declassified E.O. 12356 Section 3.3/NND No. 782021

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One of the main reasons for continued heavy work in the Heel has been the transfer of West Coast ships to the East Coast for discharge in order to reduce the back-log of West Coast shipping, accumulated as a result of the mounting of operation "Anvil".

Two further British Docks Operating Coys have been moved away from Heel Ports, one to the West Coast and one to Ancona. This has reduced the number of British Docks Operating Companies now available to work Heel Ports to seven Companies.

Docks clearance has for some time been relying more and more on Railway transport. Towards the end of August difficulties were experienced by railway operating in giving the necessary clearance facilities particularly at Brindisi and Bari where shipping delays took place. Tonnage for clearance reached the peak figures of 10,084 tons at Bari on 22 August.

/To sheet 3.....

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

and 7,446 tons at Brindisi on 16th August.

(b) Operations.

The commitment allotted to Heel ports in connection with mounting of operation "Anvil", which was started in mid-July at Brindisi and Taranto, was completed in early August. The loadings were satisfactorily carried out.

Operations at Ancona have proceeded satisfactorily and the working of that port has now become more stabilised. Fuller information is given below.

(c) Shore Labour.

Quay labour was for the most part performed by civilians except at Ancona where Italian and other Military Pioneer Units were available.

Reference was made in the July Progress Report to the fact that negotiations were in hand for the employment of civilian quay labour on a contract basis with a view to improving the quality of this work. Agreement was reached at Bari for a contractor to undertake quay work in Bari Docks in the early part of August. The result of the Contract has been a great improvement in the quality of shore labour

It is hoped that similar contracts will become operative in September at Brindisi and Taranto.

(d) Dock Working Experiments.

It was mentioned in the June report that a study was being made of the possibility of bagging grain concurrently with its discharge by the floating grain elevator.

A minor experiment was carried out with a floating bagging hopper during August and it was considered that the bagging device warranted an extended trial when the next grain ship arrived.

The bagging hopper will be put into use in early September, and it is hoped that a considerable measure of success will be achieved when the labour becomes trained in the work of bagging.

Taranto.

The completion of "Anvil" loadings at this port was effected on 8th August.

1030 Docks Operating Company left Taranto for Ancona on the 10th August and half of 997 Company left on the 16th for West Coast. From that date until the port was reinforced by the arrival of 1061 P.O.W. Docks Operating Company on the 26th August, the only Companies available for working the port were 1015 Docks Operating Company and 923 Italian Docks Operating Company plus 10 civilian gangs.

In view of this, the fact that 4,496 M.T. and 29,732 tons have been loaded and discharged at Taranto is very creditable.

No 2 berth in the Mercantile harbour was found to be in unsound

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

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No 2 berth in the Mercantile harbour was found to be in unsound condition during August and its use has had to be restricted in consequence.

Gallipoli.

Gallipoli has been used more frequently during August than for several months, 4,557 tons of coal being discharged.

The principal disadvantage in using this port is that long rail hauls are necessary for empty wagons feeding the port and for hauling loaded wagons of imported coal to consuming points.

Brindisi.

This port's commitment for loading ships for operation "Anvil"

Declassified E.O. 12356 Section 3.3/NND No. 780021

was completed on 4th August several days ahead of schedule.

Half of 997 Docks Operating Company which had reinforced Brindisi for the above work returned to West Coast on 16th August.

Some delays took place to Dock working through the clearance of traffic by rail not being able to cope with requirements.

Exports during August accounted for just over 50% of the tonnage handled.

Monopoli.

No change of note took place in the working of this port.

Bari.

This port was used to capacity during the whole of August, in fact a record tonnage was handled.

The introduction of the quay labour contract improved the quality of shore labour presenting itself for work on the quays being worked under this arrangement. The majority of quay work is now being done under contract.

Barletta.

Barletta has been operated by No. 921 Italian Docks Operating Company and 15 gangs of civilian stevedores, the work being supervised by a detachment of 1014 Docks Operating Company. The average tonnage dealt with was only 500/600 tons daily.

Ortona.

Arrangements were made during August for the clearance from the Ortona area of accumulated stores to Ancona. A service of schoorers was arranged and the first loading commenced on the 28th August. By the end of the month 385 tons had been loaded to schooner.

It is estimated that the loading programme should be completed in about six weeks.

The operation of the port is under a detachment of No. 7 Docks Group, R.E. controlling civilian stevedores.

Ancona.

The work carried out at Ancona was very satisfactorily performed. The average daily discharge was 3,397 tons of which 59% was discharged overside to craft, the balance being discharged direct to quay.

As a result of working experience and increased naval requirements the agreed berthing capacity of the port is now eight Liberties : overside discharge, one lightened Liberty alongside, three alongside coaster berths and one tanker berth. Two of the overside Liberty berths (in the Outer Harbour), it is anticipated, will not be useable during winter months.

The Port Construction and Repair work in the port proceeded very well. Special steps are being taken to protect the Mandracchio Causeway and the Molo Clementino from winter gales. These portions of the port were seriously damaged by enemy demolitions.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

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All clearance of traffic was effected by M.T. It is anticipated that some rail clearance will be performed during September, especially of coal imports.

Naples Satellite Ports.

These were taken over from the Americans by 997 Docks Operating Coy on the dates shewn, and a total of 15,964 tons of stores and 46 vehicles were discharged by the end of the month

Torre Annunziata.	19th August.
Salerno.	22nd August.
Castellammare.	30th August.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Piombino.

1021 Docks Operating Coy continued to work at this port which is under American Control.

During the month 28,766 tons were discharged.

(e) Port Maintenance.

(i) The detachment of 990 Port Maintenance Company remaining at the Heel is awaiting calling forward to Ancona. On the completion of this move the whole of 990 Company will be stationed at Ancona, and will permit of detachments of this Company being available for work at more northerly ports when captured. The H.Q. and 2 sections of 1037 Port Maintenance Coy covering the ports of Brindisi and Taranto are not sufficiently strong to cover the work of these two ports and are being strengthened by 1060 (Italian) Port Maintenance Section from North Africa. This section arrived Brindisi at the end of August.

(ii) 990 Port Maintenance Company have installed a number of recovered machine tool's including woodworking machinery, at the Ancona shipyard. These are being fully employed. In addition, the company has repaired a 150 kilowatt Diesel driven alternator which is supplying power to the workshops, and lines are being run to enable this plant to act as a standby for dock lighting. 1019 Port Maintenance Company have completed the repairs to Pontoon Derrick No. 107. Full trials have been carried out covering test loads up to 65 tons. The crane was put in service for ship discharge on August 28th and has made a number of lifts.

(iii) The Docks Workshop Section has been fully employed and endeavours have been made to expand the scope and turnover of this workshop, but the shortage of British supervisory staff has proved a limiting factor. 104 jobs have been completed during the month. The bulk of these jobs has consisted of making spares for plant and craft not available at stores, reboring cylinder blocks and regrinding of crankshafts. 5 spare "Z" craft engines are being overhauled and preparations are in hand for the construction of 4 crane booms for 37 R.Bs and German tracked base machines.

(f) Barge Construction.

Construction of harbour craft continued in a small way throughout August. The Molfetta Yard, it is anticipated, will be in a position to close down again in early September. Brindisi are due to receive four Minca Barges at that port for construction.

Appendix No 4 shows the position at the end of August.

(g) Water Transport.

The units now operating in East Italy under the technical control of No. 6 I.W.T. Group are set out below :-

	Location.
945 I.W.T. (Port) Operating Coy.	Ancona, Dets Manfredonia and Pesaro.
947 " " " "	" Brindisi and Taranto.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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947 " " " "	" " Brindisi and Taranto.
1065 " Workshops Coy.	" " Molfetta.
Det 1206 "Z" Craft Coy.	" " Bari
209 Indian "Z" Craft Operating Coy.	" Det Bari and Ortona.
No 1 Italian I.W.T. (Port) Op Coy.	Bari.
2 " " " " "	Taranto. Det Brindisi.
3 " " " " "	Ancona.
975 Port Repair Ship "Progress", R.E.	

7105

The extensive reliance which has been placed upon lighterage in the port of Ancona has resulted in a record overside tonnage being handled

Declassified E.O. 12356 Section 3.3/NND No. 782021

in East Italian ports.

Details of these tonnages at the various ports were :-

Port.	Tonnage.
Taranto.	6,833.
Brindisi.	4,914.
Bari.	28,752.
Ancona.	62,009.
Total -	102,508

It is planned to work surplus dumb barges in Bari and Brindisi to the Ancona area for storage with a view to their being available at Northern Adriatic ports. The speed with which it will be possible to do these transfers will be affected by the fact that seven tugs have been handed over to other users during the month of August at the request of D.O.H.C. It is hoped however, that the majority of the surplus craft will be worked to Ancona and Senigallia before the Autumn gales.

Maintenance and Repair.

The slipway at Ancona has been fully employed and the routine slipping of craft at that port is well in hand. A fault in the design of the securing of reduction gears on Tusa tugs has been discovered, but not before serious damage had been caused to the reduction gears on three of these tugs. The design has been modified and one of the three tugs is back in service. A second tug will be in service within a few days. Full reports are being made on this Tusa tug defect, together with details of modifications carried out. An "A" type "Z" craft has been fitted with a Sherman tank engine. Successful trials have been run and the craft is now in service.

(h) Italian Units.

Information regarding the Italian Docks Units employed in East Italy are given in some detail in Appendix 2.

3. PORT CONSTRUCTION AND REPAIR.

(a) ANCONA.

(i) Road Communications.

With the completion on the 29th July of the filling of the breaches in the Mole Mandracchio which connects the Mole Sud to the Mainland all sections of the dock became accessible by road.

Maintenance of all roads throughout the dock area has been continued throughout the month.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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(ii) Quay Repairs and Clearing.

Repairs to damaged lengths of quay walls in all Berths, which are practicable for use, were carried out. These are in practically every case now complete.

The clearing of quays, the demolition of all unsafe buildings and the subsequent surfacing of these areas have also been continued throughout the month. A statement showing the state of quays and Berthing areas is given at Appendix 5.

/To sheet 7.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

A start has been made on the underwater cutting of the superstructure of the wreck sunk alongside berth 3, using plastic explosives and underwater cutting gear, in order to form a Lighter Berth.

(iii) Protective Work.

In order to protect both the Molo Clementino and the Molo Mandraccio from the effects of heavy seas a start has been made on the tipping of large blocks.

In the case of the Molo Clementino the casting of 5 ton concrete blocks has been begun and by the end of the month approximately 100 blocks had been cast about half of which have been placed.

For the rebuilding of a modified section of sea wall on this Molo a contract has been let to an Italian firm of Public Works Contractors.

(iv) Water Supply.

The laying of a complete new water installation in the Docks is to hand. The damage to the existing installation was found to be so extensive that nowhere has it been found possible to incorporate any of the old system in the new. By the end of the month 9 berths had been supplied with water

(v) Fencing.

The Dock Area has been enclosed by a 9 foot high unclimbable barbed wire fence.

(vi) Dock Lighting.

In order to expedite the lighting of berths a temporary measure using portable generating sets and overhead wiring was adopted. In this manner Berths 2,3,4, 14, 15, 16, 17, 18, 19 and 20 have now been provisionally supplied with lights.

Work is now proceeding on the installation of permanent dock lighting hanging the overhead mains on steel pylons which are being fabricated on the job. By the end of the month the main supply had been brought into the Control Room in Navy House and from there an underground cable laid to the corner of Berths 14/15. From this point an overhead line has been erected running Westwards and has reached a point opposite the tobacco factory.

932 Port Construction and Repair Coy.R.E. is responsible for this work and are being assisted by 990 Port Maintenance Coy R.E,

(vii) Salvage Work.

During the month the 975 Port Repair Ship 'Progress' has carried out some excellent work on the salvaging of wrecks, and the removal of anti submarine nets, in the docks. The wrecks removed range from schooners and an F lighter to wooden barges and numerous smaller obstructions such as massive concrete blocks, heavy steel plates etc.

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

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A section of 41 Harbour Construction Coy S.A.E.C. was also employed on salvage work and during the month removed 7 schooners and barges from the small boat pool South of the tobacco factory.

7104

(viii) Monte Cappuccini Lighthouse and Dock Beacons.

A survey has been made of the Dock Navigational Light facilities as a result of which it has been found that the main lighthouse on Monte Cappuccini has suffered little damage and the Italian authorities have already had it functioning satisfactorily on the emergency apparatus.

It has been decided that lights are required at the extremities of both the Molo Nord and the Molo Sud, both of which have been almost totally destroyed and in conjunction with the Italian Naval authorities a start has

Declassified E.O. 12356 Section 3.3/NND No. 782021

been made on the reinstatement of these. The arrival of the necessary materials from Italian Naval sources in Taranto is expected shortly.

(ix) General.

Last month's difficulties in finding suitable and sufficient labour for work on the docks gradually became less. On the 11th, civilian labour was to a large extent replaced by Italian Military Pioneer labour in 4 Companies each of a working strength of 165 being placed at the disposal of this Group. This military labour is working splendidly and is quite without exception the best yet supplied. The civilians retained are nearly all tradesmen and are employed in workshops etc. They too have found to be excellent workers.

Invaluable assistance has been obtained from P.R.S. "Progress" in carrying out urgent heavy repairs to plant.

(b) BARI.

(i) Repairs to breakwater have been continued and extra protection to the breaches at Berths 19 and 24 has been completed. Work is now proceeding on the tipping and laying of additional blocks eastwards from Berth 24 towards the curve.

The quantity of heavy rubble that can be tipped is still the limiting factor. During the period 1st August - 20th August tipping has been possible on only 10 days during which time 12 barge loads have been tipped. The second barge has now been repaired but on account of their very poor condition both require constant maintenance. The supply of heavy rubble has not been satisfactory during the period 10th August - 20th August principally owing to the breakdown of the excavator by which it is loaded, but strong representation has been made to put this right.

During the month 38 blocks have been cast, 4 days were lost due to breakdown of the steam crane, which represents the first serious breakdown to this machine since block making started in May. The total number of blocks cast to date is 270.

The work of placing blocks has continued whenever the crane ship has been available but, as this ship is constantly being required for discharging cargo from other ships, the progress of the work is consequently being retarded. This position should however improve when the repair of the TN 60 ton floating crane is completed. It should then be available to release the Crane Ship. The total number of blocks placed during the month is 91, making a total to date of 153, 8 of which have been placed outside Berth 19 and the remainder round Berth 24.

Preparations are in hand to repair Berth 29 by casting a concrete diaphragm across the main breach. General maintenance has been carried out throughout the Docks.

(c) MOLFETTA.

Placing of hardcore for the slipway has been completed and concreting has been started and is now 35% complete. It is hoped to complete this job by the end of the month.

(d) MANFREDONIA.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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(d) MANFREDONIA.

Work on the landing hards has continued and will be completed by the end of the month and the supervisory party withdrawn.

4. RAILWAY CONSTRUCTION.

(A) General.

(i) Repair work has continued at high pressure, in accordance with plans detailed in my July report.

(ii) The South African Group opened line 87/86, Foligno to Ancona on September 3rd. They will continue with Ancona terminal and base development, and with the doubling of Line 86, Ancona to Marzocca.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(iii) After completion of repairs to Line 65, to Arezzo, No 1 Group moved to Falconara area and commenced repairs to Line 86, North of Marzocca. Work commenced on 15th August and is now in hand close behind the front, at present at Pesaro. The line was opened to Senigallia on 4th Sept.

(iv) After completing repairs to the Orte - Chiusi section, 1212 Group remained on line 65, and have carried out permanent repair and maintenance work between Orte and Arezzo. The Group is ready to move into a new section of line, as the tactical situation develops.

(v) American troops have continued with the reconstruction of Line 50 towards Leghorn. The line is completed to Cecina. Completion to Leghorn via Colle Salvetti is planned for 20th September. Delay to this work has resulted from the withdrawal of units to Southern France.

(vi) There have been casualties to Officers and men carrying out reconnaissance during the month.

Capt England (150 Railway Construction Coy R.E.) and one O.R. lost their lives under fire whilst reconnoitring Line 86 near the Metauro River, and Major Stenhouse (2nd i/c 1212 Railway [illegible] Group) and Capt. Pye (187 M.E. (Tn) Coy, R.E.) were severely injured by a mine, whilst on reconnaissance on the Pisa - Florence railway.

(B). RAILHEADS.

Railheads now exist as follows :-

Line 50	Cecina opened 29th August.
" 65	Arezzo opened 10th August.
" 86	Open to Ortona.
	Opened Ancona to Senigallia 4th Sept.
" 87	Opened throughout Foligno to Falconara 3rd Sept.
" 214	Open to Bastia (repair beyond not contemplated).

(C) FUTURE PLANNING.

(i) It is anticipated that No 1 Group will undertake repairs to Line 86 up to Faenza.

(ii) 1212 Group will move into Bologna when captured, to repair and develop the Bologna terminal and link up with 1 Group on Line 86.

(iii) South African Group, on completion of present task, will move forward of Bologna to carry out repair work in any desired direction.

(iv) The above assumes that no British committments will occur on the West Coast. If however :-

(a) the Leghorn-Pisa-Bologna link is found to be capable of repair in a reasonable time, or

(b) American Units are withdrawn heavily from Line 50, and British Units are required to replace them in the Leghorn-Pisa area, 1212 Group will take over this work, and the South African Group will take over work detailed in para (ii).

(v) A decision on para (iv) awaits reconnaissance (re iv (a)) and

Declassified E.O. 12356 Section 3.3/NND No. 780021

(v) American troops have continued with the reconstruction of Line 50 towards Leghorn. The line is completed to Cecina. Completion to Leghorn via Colle Salvetti is planned for 20th September. Delay to this work has resulted from the withdrawal of units to Southern France.

(vi) There have been casualties to Officers and men carrying out reconnaissance during the month.

Capt England (150 Railway Construction Coy R.E.) and one O.R. lost their lives under fire whilst reconnoitring Line 86 near the Metauro River, and Major Stenhouse (2nd i/c 1212 Railway [illegible] Group) and Capt. Pye (187 M.E. (Tn) Coy, R.E.) were severely injured by a mine, whilst on reconnaissance on the Pisa - Florence railway.

(B). RAILHEADS.

Railheads now exist as follows :-

Line 50	Cecina opened 29th August.
" 65	Arezzo opened 10th August.
" 86	Open to Ortona.
	Opened Ancona to Senigallia 4th Sept.
" 87	Opened throughout Foligno to Falconara 3rd Sept.
" 214	Open to Bastia (repair beyond not contemplated).

(C) FUTURE PLANNING.

(i) It is anticipated that No 1 Group will undertake repairs to Line 86 up to Faenza.

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(v) A decision on para (iv) awaits reconnaissance (re iv (a)) and Staff decision (re iv (b)).

(D). RECONNAISSANCE AND DEMOLITIONS.

Reconnaissance during the month comprised :-

Line 86 - Marzocca to Fano.
Line 219 - Florence to Pisa (incomplete).

7123

The rooter has not been used on either line, but otherwise demolition is complete. In both lines, all rails and turnouts are blown, and every bridge down to small culverts has been completely destroyed. In one section of Line 219, 24 km in length between Emboli and Signa Stations. five bridges with spans of 85 feet and over have been demolished.

Declassified E.O. 12356 Section 3.3/NND No. 780021

The most important is the Arno crossing where the original viaduct was 400 ft long, over a water gap.

Many stretches of Line 219 are not yet completely in our hands.

(E) LINE RECONSTRUCTION.

(i) Priorities given in my July report were adjusted so that Line 87, Foligno - Falconara became first priority, and the Leghorn - Bologna link, second priority.

(ii) Line 65. Arezzo was opened to traffic on 10th August. Subsequently the line Arezzo to L'Olmo (the next station south) was doubled.

Work continues on rebuilding tunnel arches and portals, and heavy track maintenance.

(iii) Line 87. The line was opened Foligno to Fabriano on 29th August, and from Fabriano to Falconara on 3rd September. Very great difficulty was caused during most of the work by congested state of the roadways. All steel for bridging had to be hauled by transporter from Railhead at Foligno and although up to twelve transporters were in use, delays were frequent and long.

(iv) Line 86. Marzocca - Ancona was opened on 3rd September and Marzocca - Senigallia on 4th September. Beyond Senigallia, the largest structures as far as Bologna are the viaducts over the Cesano and Metauro rivers, the first having 14 and the second 21 arches of 12 metre clear span. There are a further 25 major bridges, 13 of them viaducts of between 3 and 8 spans, and one tunnel.

Both the Cesano and Metauro viaducts are completely demolished. Work is in hand now on both. The Cesano will be completely rebuilt in Yunnan Burma joists spans on concrete filled brick faced piers. Six of the Metauro spans will be filled, and the remaining 15 spans rebuilt by the same construction.

The original clear span of 12 metres is just too great for the ready use of 40 ft sectional girders, of which, in any case there are too few to meet all requirements.

The Yunnan Burma joists available are 34' 10" long. Sets of four of these are being fished together and used as a continuous span over three gaps. The viaducts are low and erection presents no difficulty. It is unlikely that 8 Army will require the use of a railhead until Rimini is reached.

(v) Ancona Base Development. All first priority work will be completed by 7th September, and all depots will be ready to receive traffic as soon as it commences.

Jesi and Chiaravalle stations have been prepared as railheads for 8 Army pack trains arriving from the West.

(vi) Appendices 6 and 7 give statistical details of work carried out during the month, and a list of individual works completed during August and in hand on 1st September.

(F). COMMUNICATIONS.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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(F). COMMUNICATIONS.

(i) No 2 Railway Telegraph Coy R.Sigs have opened out railway communications from Foligno to Ancona, and are now continuing North up Line .

(ii) No 3 Railway Telegraph Coy R.Sigs having completed repairs to communications to Arezzo on Line 65 (in conjunction with American Units) is now continuing with reconstruction work on Line 50 in the Leghorn area in the American Section.

They are continuing to be responsible for maintenance of telegraphs on Line 65 Orte to Arezzo.

(iii) During the month, a radio station was established at Ancona by the American section, enabling direct contact to be maintained between Ancona and Tn H.Q. Rome until a teleprinter could be established.

On 4 Sept the teleprinter station will be opened at Ancona by No 3 Railway Telegraph Coy and the station at Foligno closed down.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(c) MAINTENANCE OF LINES IN THE BARI COMPARTIMENTO.

Track maintenance continued to be carried out by the civilian railway staff.

Works in Progress.

Job No.	Name of Work.	% Completed.
86/119	FOGGIA Railway reconstruction.	15
302/8	FOGGIA - POTENZA Line Dr No.1	15
302/9	" " " " " .2	40
302/6	" " " " " .3	75
302/7	" " " " " .4	95
86/120	BITERNO Pumping Station.	85
86/125A	POGGIO IMP. Quarry Siding Loop.	50
86/126	INCORONATA Bridge reconstruction.	6
86/127	CEANTO Bridge deviation.	6
86/-	BARI Loco - Installation of emergency water supply.	70
94/19 (Stage 2)	TARANTO Docks - Sidings to Coal Berth.	10
94/-	TARANTO Docks - Alterations to Nos. 1 and 2 Berths Sidings.	
94/-	TARANTO - Construction of Turntable.	67

Works Completed.

86/116	BARI Loco Improvements.
303/5	325 M.T.D. - 2 Additional Sidings.
94/-	TARANTO CENTRALE - End Loading Ramp.
298/-	SIPONTO - Construction of Level-Crossing at Km 32+621, Line 298.
94/26	BASTIDA - Approaches to Bridge.

5. RAILWAY OPERATING.

A. ORGANISATION.

The following moves and visits of importance occurred during the month ;-

2 Aug. Adv Party of 4 offrs and 5 O.R's of 189 Rly Op Coy R.E. arrived in BARI from NAPLES.

4 Aug. Party of 2 offrs and 100 O.R's of 163 Rly Whsp Coy R.E. moved from FOGGIA to MOLFETTA. Det sent to take over and get the ISR Wksp at POLIGNO working again.

6 Aug. 189 Rly Op Coy.R.E. took over 155 Rly Op Coy.R.E. responsibilities in BARI.
Main Body of 155 Rly Op Coy.R.E. - 3 offrs 260 O.R's - moved to conc area, BARLETTA for shipping to ANCONA.

[illegible] Aug of 170 Rly Op Coy R.E. - 2 offrs 27[illegible] O.R's - arrived in

Declassified E.O. 12356 Section 3.3/NND No. 780021

86/1254	FOGGIA HT. Quarry Siding Loop.	50
86/126	INCORONATA Bridge reconstruction.	6
86/127	CRATO Bridge deviation.	6
86/-	BARI Loco - Installation of emergency water supply.	70
94/19 (Stage 2)	TARANTO Docks - Sidings to Coal Berth.	10
94/-	TARANTO Docks - Alterations to Nos. 1 and 2 Sidings.	-
94/-	TARANTO - Construction of Turntable.	67

Works Completed.

86/116	BARI Loco Improvements.
303/5	T.S.I. - 2 Additional Sidings.
94/-	TARANTO CENTRALE - End Loading Ramp.
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94/26	BARI - Roading to Bridge.

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Main Body of 155 Rly Op Coy.R.E. - 3 offrs 260 O.R's - moved to conc area, MARINETTA for shipping to ANCONA.

11 Aug Main body of 189 Rly Op Coy.R.E. - 2 offrs 270 O.R's - arrived in BARI.

18 Aug. DGMRS visited the area and in a conference with the Capo Compartimento and Col Q(R) outlined the future policy of the BARI Compartimento, which would be decontrolled to the extent that all but a small det of op troops would leave at the end of the month, and the demands for movement would be passed direct by Mov Staff to the ISR Officials, and that in regard to the tech assistance now given the ISR by the Army, this would be taken over by ACC. Maj.S.A.Webster.R.E. arrived to take up appointment as 2 IC 6 Rly Op Group.R.E. and DAD Tn (Mech) vice Maj.W.M.R.Taylor posted to UK on 28 July 44.

/To sheet 12.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

19 Aug. 189 Rly Op Coy R.E. took over from 154 & 190 Rly Op Coys' dets at FOGGIA.

20 Aug. DEPRAIL adv party left for ANCONA.

21 Aug. 154 Rly Op Coy.R.E. det at FOGGIA left to rejoin parent unit.

22 Aug. 190 Rly Op Coy.R.E. det at FOGGIA left to rejoin parent unit.
DEPRAIL Adv Ech set up at ANCONA under Lt.Col.W.L.Topham RE. Maj.A.R.Adams RE and Lieut.R.G.Smith RE also with the Adv Ech.

B. OPERATING EAST COAST LINES

This month has been one of extremes. During the early part of the month import traffic was so small that no ships were working at BRINDISI for 6 days and TARANTO for 3 days. - Yet later in the month the import traffic at BRINDISI reached such high proportions that at one time there were 6000 tons of stores on the quays awaiting clearance; by the end of the month the imports had again dropped and only one ship was working at BRINDISI. Such violent fluctuations caused most uneconomical use of equipment and personnel. The policy of closing down SAN VITO ESD and RESTINCO BSDs at the same time as this import traffic was being received, added to the rail clearance difficulties, as traffic had to be railed to the BARI depots instead of cleared by road to the local depots. It is interesting to note in this connection that during the early months of this year the tonnage cleared by road was always higher at BRINDISI than that cleared by rail - in some months as much as 62% road to 38% rail. Whereas the policy in force during this month has resorted in a proportion of 36% road against 64% rail.

BARI Docks have been working at nearly full capacity throughout the month and, apart from shortage of wagons of the right type, the traffic was cleared currently until about the middle of the month when an accumulation of bombs rose to 5000 tons on the quays. However, by the end of the month they had all been cleared. The working of these bomb ships is so fast that they are bound to beat the rail clearance - for example, for 24 hours 20/21 Aug, 3016 tons of this one commodity alone were discharged, which is over (by 16 tons) the designed maximum total rail clearance per day for the port. All the bombs were for clearance by rail. The average daily rail clearance from BARI Docks since the heavy import started on 19 Aug has been 2400 tons. Considering there have been days when the shortage of wagons has been so acute that we have been awaiting trains of empties from FOGGIA to load the daily pack requirements at the BARI BSD, this average can be considered very fair. On one day the target of 3000 tons per day was exceeded by 69 tons.

During this period the East Side was down on balance of wagons between East and West by about 200, until a heavy repayment was made on 20, 21, 22 and 23 Aug, but by the end of the month the balance had again fallen and the month closed 124 wagons down on balance compared with 31 July. The shortage of box vans was more acutely felt than any other types; the month closing with a loss on East Side of 358 compared with 31 July, despite [illegible]

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

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/To sheet 13.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

The move of the tracked vehs of the 1 Brit Armd Div from Taranto and B.RI to ORTONA was made during the month. The move necessitated the running of 28 trains. The turn-round on flats between B.RI and RH was 48 hours; with a journey time of 28 hours it can be considered as satisfactory to have out both terminal times down to 20 hours. The move took ten days and the total number of tracked vehs moved was 409, and wh vehs 39.

C. OPERATING CENTRAL I" III.

Operation on Lines 37 and 244 continued to be satisfactory throughout August. Tonnage offering was worked forward currently in spite of periodic temporary hold-ups caused by derailments, engine failures and partial collapse of the Balduini tunnel on 20 August. From an operating point of view it is satisfactory to note that despite such interruptions traffic was delivered at a rate beyond the capacity of ASSISI Railhead to clear currently, with the result that there was always sufficient tonnage on hand to tide over traffic lulls without wastage of M.T.

Traffic was particularly heavy during the three days 12 - 14 August when 22,531 gross tons were hauled out of ORTE, an average of 7510 gross tons per day, which is approximately 50% above target tonnage. Whilst operating was able to deal with this density it proved beyond the capacity of the off-loading services, with the result that within three days there were 410 wagons on hand at stations waiting acceptance at railhead. However, by a close liaison between Operating and Movements assisted by a decline in the flow from the West, the position was kept in hand and was approximately normal by 20 August.

Station limit and fixed boards were erected at all stations and whistle boards at all [illegible] crossings. This together with the introduction of working timetables for both lines resulted in considerable improvement in the standard of punctuality and train operation.

Generally there has been a lessening of operating difficulties during the month. These included occassional water troubles at TERNI and BALANO, and some engine failures, but the principle difficulty in spite of the unceasing efforts of Tn Signals continues to be the imperfect telephone communications

This was aggravated by sabotage, blasting and damage caused by shrapnel resulting from battle practices with live ammn in the SPOLITO Station area.

The average wagon load of traffic hauled for August on these lines was 12.9 tons which showed a slight improvement over last month.

Ambulance trains commenced to operate on the 25 Aug, no difficulty was experienced.

A spur off the main line at BALANO Station was constructed; thereby permitting bank engines to take water without fouling the main.

A second loop at QUINCANO, two sidings and a third loop at TERNI and Braithwaite water storage tanks at BALANO were completed and brought into use during the month.

On 20 August an I.S.R. permanent way man was at the entrance of the BALDUINI tunnel when he heard some small stones falling, as he thought, at about the centre of the tunnel. He contacted a fellow linesman and leaving him protecting the QUINCANO end proceeded into the tunnel. He was about 50 yards away when a portion of the lining of [illegible] brick collapsed. He climbed over this debris and protected

Declassified E.O. 12356 Section 3.3/NND No. 782021

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But for the prompt action of this man there was every probability that a serious accident would have occurred, as line clear had been received from BALANO and a train was just about to leave GUINCANO, when the news of the fall was received.

A meeting was held in the latter part of the month with the "Capo Movimento" in order that certain difficulties with I.S.R. staff could be eliminated.

The general organisation agreed at this meeting was that as more personnel became available they would be directed to stations in such a manner that all stations would be sufficiently staffed to work the line when the necessity arose.

Station staff would employ their spare time in cleaning up war damage.

/To sheet14.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Station Masters would report progress made, difficulties encountered and inefficiency and Absenteeism on the part of their staff weekly to Capo Movimento.

Line Inspector would travel daily over the line reporting on I.S.R. operating staff, brakesmen and level crossing keepers.

The local Military Company Commander would hold a weekly meeting with the Capo when the points arising from the above would be discussed and settled.

This has shown an improvement in the working of the I,S,R, staff and more co-operation on the part of the Capo.

It is planned to commence operating traffic over lines FOLIGNO to FALCONARA (Mart) and ANCONA to FALCONARA (Mart) on 7 Sept 44.

The daily average train operation statistics for the East Coast and for Central Italy are given at Appendix G arts 1 and 2.

D. LOCOMOTIVES EAST COAST.

1. Loco Repairs Situation.

163 Rly Wks Coy RE have again turned out 10 engines. In addition three Great Western ND engines were given light repairs preparatory to going to fwd areas. This is in spite of having sent a det of 1 Offr and 75 ORs to FOLIGNO and 1 Officer and 25 ORs to FALCONARA.

No less than 23 engines have now been completely stripped and, as a result, this Division is fairly comfortably off for spare parts. In addition a quantity of spares were recovered from 4 - 745 class engines at PESCARA and sent to TARANTO where they were greatly needed.

The engines under repair situation over 24 hours at the beginning of the month was not so good. This was due to several factors ;-

(a) There was a very severe epidemic of hot boxes. - The white-metal mixed at Biallo's would appear to be a the root of this, and the matter has been energetically taken up. Analytical tests made from a sample recovered from a hot box, (Sample 1) revealed the composition percentages to be as follows. Sample 2 was taken from 25 TnSD stocks.

	Sample 1.	Sample 2.	Normal Grade 'A' composition.
Lead	72%	25.5%	20%
Tin	1%	62.3%	60%
Antimony	6%	9.50%	10%
Copper	1.5%	2.0%	2%

Sample 1 conforms to Grade 'B' whitemetal and the composition of Sample 2 shows it to be Grade 'A'. It is apparent from this that there has been some misunderstanding in that Grade 'B' metal was issued in lieu of Grade 'A'.

Further investigation shows that the mixing of the ingredients could be improved.

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

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	Sample 1.	Sample 2.	Normal Grade 'A' composition.
Lead	72%	25.5%	20%
Tin	1%	62.3%	60%
Antimony	9%	9.5%	10%
Copper	1.5%	2.0%	2%

Sample 1 conforms to Grade 'B' whitemetal and the composition of Sample 2 shows it to be Grade 'A'. It is apparent from this that there has been some misunderstanding in that Grade 'D' metal was issued in lieu of Grade 'A'.

Further investigation shows that the mixing of the ingredients could be improved.

The epidemic was overcome about halfway through the month.

(b) The monthly leavening of newly repaired engines from shops was not injected into the loco stock, as it was kept in reserve at SAN SEVERO ; and later the six 735 class were removed for forward areas together with four other735 class. In addition all eighteen 735 class sent to Naples for shopping were transferred to that side. Thus in spite of continued heavy traffic, there was less power in total and newly repaired power, and under those circumstances an increase in the stopped engines was inevitable. The situation improved materially in the second half of the month.

The 6 GW engines and 2 LMS Diesels were also sent to fwd areas at the end of the month, still further reducing the power stock. They were all given maint repairs first. To offset the loss of the WD engines, three further engines were brought to BARI from SAN SEVERO in replacement.

/To sheet 15.....

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

They were 645.006, 645.007 and 910.009. This latter is very useful in the port, and is equivalent to a diesel in the loads hauled. Both the 645s are considerably restricted in their movements owing to gauge limitations. They are not allowed in the port, but should be useful working trips between the various yards.

BARI has improved; there have been far fewer late starts and engines late off shed.

Apart from hot boxes at the beginning of the month, failures have been fewer. The principle cause has been leaking element joints, but with these now being manufactured at Cagialosi's wksp in TARANTO, this trouble is being rapidly overcome.

The new loco shop at the firm of Franco Tosi, TARANTO is nearly ready, and the wksp being resuscitated in TARANTO is doing well. The traverser road is finished and working, and two engines have been put over the pits in the wksp.

2. Power Position (BARI Compartimento)

The following are the figures and percentages of loco stock for August;-

Type.	Out of Service. Total Stock.	Scrapped.	Waiting Shops.	In Service. Service In Repairs Store. in Shops.	On Sheds.	Day Avge Under Repairs over 24 hrs.	Available for Traffic.
M.L.	275	29	23	24	- 199	45	154
Shunt.	95	7	13	4	- 71	17	54
Total	370	36	36	28	- 270	62	208

Total engines on East Side is 370 less 36 scrapped = 334.
Of the 334 engines we get ;-

Average percentage	in Shops	8.4%
" "	waiting Shops	10.8%
" "	Shed Repairs over 24 hrs	18.5%
" "	Available for Traffic	62.3%

3. Loco Running Statistics (East Side incl Bari Compartimento and Sud Est).

The following are the more interesting statistics of Loco Running for the month of July, of necessity one month in arrears ;-

Total Coal used by ISR engines.	20742 tons.
" " " " Sud Est engines	1525 tons
Total milemetrage run by ISR engines	634269 kms

Declassified E.O. 12356 Section 3.3/NND No. 780021

have been put over the pits in the wksp.

2. Power Position (East Compartimento)

The following are the figures and percentages of loco stock for August;-

Type.	Total Stock.	Out of Service. Scrapped.	Waiting Shops.	Service In Repairs in Shops.	Store.	In Service. On Sheds.	Daily Average Under Repairs over 24 hrs.	Available for Traffic.
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Shunt.	95	7	13	4	-	71	17	54
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" " " " Sud Est engines		1525 tons
Total Kilometrage run by ISR engines		634269 kms
" " " " Sud Est engines		112866 "
Average kms per engine in service per day ISR		93 "
" " " " " " " Sud Est		62.8"
Average consumption engine oil ISR	7100	4.47)kgs
" " Cylinder " "		1.63) 100 kms

E. LOCOMOTIVES, CENTRAL ITALY.

1. Power Situation.-

Since the opening of line 87 a total of 34 ISR coal burning main line engines have been transferred in from ROME, NAPLES and BARI including six off general repair from American workshops at NAPLES. Four main line and one shunt class engines have so far been recovered and made fit for service in the area itself.

/To sheet 16.....

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

By the middle of the month sufficient engines had been received to work six trains a day thus releasing American Diesel engines. With the re-opening of the line after the collapse of the BALDINI Tunnel full steam operation was arranged.

2. Repair Situation.

A programme of heavy repairs to locos in the new area is being drawn up so that full advantage may be taken of the shop facilities available at FOLIGNO. It has been decided that this shop shall be staffed by Italians under the supervision of a detachment of 163 Rly Workshop Coy and its output arranged for 50% steam and 50% electric locos.

Running repairs have been heavy during the month owing to the poor mechanical conditions of a number of engines transferred from the ROME and NAPLES areas.

The machinery in the running shed at FOLIGNO has been working throughout the month.

Work proceeded in equiping the old carriage sheds at FALCONARA as a running shed. A spare drop - pit ramp was moved from FOLIGNO and fitted up at FALCONARA.

The rehabilitation of FABRIANO Loco Depot together with the organisation of both British and Italian staff proceeded satisfactorily. Machinery has been recovered and installed.

A statement giving the comparative locomotive position throughout Italy is given at Appendix 9.

F. CARRIAGE AND WAGON REPAIRS.

(i) East Italy.

Carriage and Wagon repairs for the period 28 July to 24 August are as follows ;-

	28 July to 24 Aug.	Previous Period 23 June to 27 July.
Coaches.	245	205
Heavy Wagon Repairs	512	544
Light . " "	1709	2191

'Bad Order Cars' for the latest period, ie 24 Aug are 457 red labels and 644 other labels, total 1101.

(ii) Central Italy.

The installation of machines in the small carriage works at FOLIGNO was completed by 26 August and in the following week 7 heavy wagon repairs and 75 light repairs were carried out.

During the month a total of approx; 200 wagons including 20 cisterns were recovered in the new area of operations and made available for service or awaiting repairs prior to service.

Declassified E.O. 12356 Section 3.3/NND No. 782021

throughout the month.

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Carriage and Wagon repairs for the period 28 July to 24 August are as follows ;-

	28 July to 24 Aug.	Previous Period 23 June to 27 July.
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Heavy Wagon Repairs	512	544
Light " "	1709	2191

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The installation of machines in the small carriage works at FOLIGNO was completed by 26 August and in the following week 7 heavy wagon repairs and 75 light repairs were carried out.

During the month a total of approx; 200 wagons including 20 cisterns were recovered in the new area of operations and made available for service or awaiting repairs prior to service.

G. AMBULANCE TRAINS.

B5, B6 and B8 had a monthly examination during the month.
B3 had a 3-monthly examination and was fitted to take cots instead of stretcher racks. All except one half car were so fitted, as there were 15 cots deficient. The train was released to service, and it will be a comparatively easy matter to issue the remaining cots when they become available. 450 cots are on order from MIDEAST, and until deliveries are made no further trains can be fitted.
The maint of amb trains is up to date.

H. STORES.

/To sheet 17.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

H. STORES.

In general the stores position was good and no particular shortages were experienced during the month, although whitemetal is always at a premium, and this commodity should be No.1 priority for requisitioning of any supplies that become available, no matter from what source.

Belting is still in short supply.

J. GENERAL.

Arrangements have been put in hand for the opening of FALCONARA wagon shop as a loco shed. The necessary items of machinery were drawn from that requisitioned from Serio's wksp, TARANTO, and sent forward by sea together with a considerable quantity of consumable stores.

OC 163 Rly Wksp Coy RE visited his dets at FOLIGNO and FALCONARA, and arrangements were set in motion for requisitioning a foundry at FOLIGNO and obtaining electric current. The current at FALCONARA is not expected to be restored until Nov/Dec, so it was arranged with OC 163 Coy that he would supply one of his 22 KW generating sets until such times as alternative means could be fixed up. He also visited AREZZO; and the question of removal of machines and materials from there to FOLIGNO is also in hand.

163 Rly Wksp Coy RE completed the erection of a number of old machines from Sicily, and those that were of most immediate value were sent fwd to FOLIGNO, whilst the remainder were returned to TnSD.

There are now 267 Italians in FOGGIA shops - many new men having been brought from PESCARA - and this is sufficient, with those who are still coming in, to keep up present production figures.

6. TRANSPORTATION STORES.

(a) Unit Moves.

An advance party of 1 officer and 30 O.R's of 922 Tn Stores Coy R.E. arrived at NAPLES from M.E. on 19 Aug and is being employed in 326 T.S.D. where their long experience in stores duties is proving most useful.

Det 196 Tn Stores Coy R.E. at FALCONARA has been reinforced and now consists of 2 officers and 51 O.Rs. 19 Tn Stores Port Section R.E. moved to ANCONA on 1 Aug leaving behind small detachments at BARI and other HEEL ports.

(b) Development of Depots and Dumps.

No further development is planned at depots in the Naples and Bari areas.

The site selected for 330 T.S.D. at Falconara, approx 5½ miles from Ancona, consists of a rail served yard previously used as a coaling depot for locos and as a dump for railway electrification materials. Good progress has been made in clearing the site but the laying of additional sidings and connections to the yard was delayed for a time pending the arrival of track materials from a ship discharging at Ancona. Several shells from a long range enemy gun dropped in the vicinity of the depot [illegible] and 1st August.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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Following the opening of line 65 to Arezzo arrangements were made to remove all useful stores from the German dump at Bassano, with the exception of the Roth Wagner bridging which will be moved at a later date.

It has been decided to abandon any idea of rehabilitating the S.A.C.F.E.M. Works at Arezzo for military railway purposes. All bridges and workshops machinery have been frozen and will be used elsewhere as required. A small stores detachment of 1 Officer and 3 ORs took complete charge of the Works towards the end of July for the purpose of regulating operational issues to 8th Army Units and making an inventory of all plant and materials. Arezzo was still under shell-fire and labour was difficult to come by but with the assistance of the directors of the firm and of a number of their employees who were re-engaged all stores have been sorted

Declassified E.O. 12356 Section 3.3/NND No. 780021

and checked and a 50-page inventory prepared. A list of controlled stores is being submitted to Local Resources Section with bids covering M.R.S. and Tn (Br) requirements. Surplusses of uncontrolled stores not required by M.R.S. and Tn (Br) will be offered up to other services.

Translation is always difficult with technical stores. For some obscure reason - possibly force of habit - the second interpreter employed at Arezzo translated his first lists into German.

Arezzo Works was attacked by enemy aircraft on the night of 1st August. Incendiary bombs were dropped by 2 aircraft and a store-shed set on fire. With the aid of 161 Railway Construction Coy and the local Fire Fighting Section the fire was brought under control and considerably reduced before a second air attack by machine gun fire developed. Damage was negligible. The only person injured was an Italian watchman.

(c) Depot Labour.

No labour difficulties have been experienced recently at depots in the Bari, Naples and Rome areas. The average daily total employed during August was 1400. With the exception of 100 Italian military, all were civilians. Every effort is made to cope with the increasing technical work in depots by the employment of Italian artisans and a daily average of 130 is now being employed.

A number of repatriated Italians arrived recently at Taranto and sent out a small party in search of 156 Tn Stores Coy with whom they had been employed as Ps.O.W. in North Africa. Making their way up the East coast the recce party finally found 196 Tn Stores Coy and [illegible] sent back a message to the main party to join them in what is apparently more congenial work than we had supposed. This is a tribute to the policy of the depot commander in North Africa who, having ended an initial mysterious epidemic of sickness among the Ps.O.W. by firm discipline, made it clear that while they worked well they would be well cared for.

Labour problems at Falconara have been partly relieved by the allocation of an Italian Pioneer Coy to the depot. Due to conditions in Ancona civil labour has to be brought in from outlying villages up to 25 miles distant and in these circumstances it is not possible to get them to work overtime in clearing wagons arriving from the port after 1630 hours.

(d) Arrivals of Stores.

Convoys arriving in August contained 9,700 tons of Tn Stores of which 5,500 tons have been or are being discharged together with 2,700 tons from earlier convoys. The principal items were:-

Description.	From.	Remarks.
10 miles track (excl sleepers).	U.S.A.	Ancona.
17 miles sleepers.	[illegible]	10 miles [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 782021

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Description	From.	Remarks.
10 miles track (excl sleepers).	U.S.A.	Ancona.
17 miles sleepers.	M.E.	10 miles Ancona.
90 sets crossing timbers.	M.E.	60 sets Ancona.
520 tons light steel trestling.	U.S.A.	
Bridging for DRAGOON.	U.K.	Reqn. C.100.
30 W.D. warflats.	N.A.	
17 tons loco. oil conversion equipt.	U.K.	
2000 ft run baulk timber.	M.E.	
32 Harbour craft.	U.S.A.	
13 Hyster mobile cranes.	U.S.A.	

Further details are given in Appendix 10.

Declassified E.O. 12356 Section 3.3/NND No. 780021

The backlog of shipping at West Coast ports is expected to be cleared within the next month. The ships concerned contain approximately 3,300 tons of Tn stores, the bulk of which is track which had been shipped before deliveries were suspended. No critical stores are involved.

The majority of ocean going vessels for Ancona call at Heel ports to reduce draft. Special precautions have been taken by Tn Stores Port Sections to ensure that assemblies such as track are not rendered temporarily incomplete by discharge of component parts which may be top stowed.

1350 tons of stores were shipped from Heel depots to Ancona during the month.

(e) Movement of Stores by rail and road.

Movement of bridging and other railway construction stores from rear depots to Rome and beyond have continued on a fairly heavy scale. No difficulty has so far been experienced in obtaining the rail tonnage bid for at P.O.M. meetings.

The inter-depot lorry service which has been in operation for some time between Bari and Naples for the transfer of urgently required small stores has now been extended to Rome and Ancona. Two lorries make the complete circuit each week, one in a clockwise direction and the other in an anti-clockwise direction.

General rail and road movement to and from the depots is summarised for the month as follows :-

	325 TSD BARI.	326 TSD NAPLES.	330 TSD ANCONA.	Total.
Received & unloaded - Wagons.	275	436	-	711
M.T.	548	158	616	1322
Received & reconsigned - Wagons.	8	72	-	80
Loaded & despatched - wagons.	453	329	-	782
M.T.	155	163	166	484

(Affiliated sub-depots included under main depots).

(f) Tonnages of Tn Stores.

	July.	Aug.	Total to 31 Aug.
Received.	7,313	11,307	130,167
Issued to Units.	3,815	9,098	62,173
Closing stock.	66,731	68,234	-

(Transfers between depots and returns by units are not included in receipts and issues).

Declassified E.O. 12356 Section 3.3/NND No. 780021

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(g) Issues of Tn Stores.

Issues of bridging (see para (h)), timber, cement, plant and other railway construction stores have again been on a heavy scale. Approximately 10 miles of sleepers were issued, 50% at Ancona. 15,000 firebricks were issued to 163 Railway Workshop Coy and the I.S.R.

Depots received 1000 indents with a total of 11,000 descriptive items during the month. 160 transfer vouchers were issued with a total of 6000 descriptive items. 7893

(h) Bridging.

The only bridging actually received into depots during August

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

consisted of 700 ft run of R.S.J. spans and 158 tons of light steel trestling. A summary of the position in feet run at the end of the month is given below.

Type of Bridging.	Total recd to end Aug.	ISSUED July.	ISSUED Aug.	ISSUED Total to end Aug.	Stock end Aug.
R.S.J. spans.	6,270	478	531	3,410	2,860
Sectional 40'	2,640	120	320	1,800	840
U.C.R.B.	4,645	790	845	3,615	1,030
Lattice girder.	1,814	154	-	666	1,045
Plate girder (obs.)	210	-	-	-	210
Yunnan-Burma.	7,740	673	1,367	2,820	4,920
Total -	23,319	2,215	3,063	12,311	10,905

Trestling.

Light	(tons)	5,899	591	182	3,133	2,766
Heavy	(tons)	1,050	44	-	232	818

The duplication of shipments for DRAGOON from both U.S.A. and U.K. and the further requirements for project T-5-MRS-44 are too complex to be dealt with at length in this report. The first consignment of the duplicated shipments - Reqn. C.100 - has been received on the East Coast and is en route to Naples. The set of U.C.R.B. launching equipment will be shipped on by the M.R.S. to port 1789, and the 3 - 70' U.C.R.B. spans taken into stock, as agreed, for Italy requirements. D.G.M.R. decided as the result of a recent visit to DRAGOON that 1000 tons of light steel trestling and 500 tons of Yunnan-Burma bridging should be despatched from Italy immediately. Loading to rail was commenced at 326 T.S.D. directly his signal was received on 4th Sept and has proceeded continuously since. A quantity of Roth Wagner bridging and 20 camels feet are also being loaded for shipment to the same destination.

Arrangements have been made to supply the I.S.R. on a 6 months loan basis with 5 bridges of the obsolescent plate girder type for use at Ofanto between Barletta and Foggia. These bridges include some which A.D.Tn.2 sent home from B.E.F. to U.K. in May 1940 and were subsequently shipped to North Africa and from thence to Italy.

Additional drilling machines have been installed at 326 T.S.D. and production of bridging parts, including bracings and cover plates for Yunnan-Burma and German R.S.J. spans, is on an increasing scale. 1100 parts have been made to date, of which half were produced in August. Approx 25% of the total have been manufactured by the Docks Spare Parts Workshop at Bari and the remainder at 326 T.S.D.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Lattice girder.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Plate girder (obs.)	210	-	-	-	210
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(j) Track.

Future requirements of track have been reviewed since my last report and conclusions signalled to you in 442 TN2, Aug. 24 Statements summarising the position against Demand U.K. 178 and Forecast May 44 - April 45 were sent you with my Tn.A.2/12/2 of 13 Aug. 44.

Briefly the position is that present stocks and dues in are ample for some time ahead, no further track has been bid for delivery after Sep., and the question of resuming deliveries will be reviewed

Declassified E.O. 12356 Section 3.3/NND No. 782021

in Dec 44.

Requirements at Ancona are at present being met partly from direct shipments arriving at the Port. 2 miles and 30 trunouts were also sent forward by rail from Naples when the line Foligno - Falconara was opened.

The position at the end of August was as follows:-

		Total Received.	Total Issued.	Stock.
Plain line (excluding sleepers)	miles	199	79	120
Sleepers.	"	319	120	199
Turnouts (excluding timbers)	each.	874	370	504
Crossing timbers.	sets.	977	309	668

(k) Bricks.

Arrangements have been made with D.W. for 300,000 bricks to be supplied to M.R.S. for tunnel repairs on Line 87.

Heavy demands are expected shortly from R.C.E's working north of Ancona and D.W. has been requested to reserve 500,000 for Tn from stocks reported in the Ancona area.

(l) Industrial Gases.

Current requirements for Tn units and the Bari Compartimento amount to 260,000 cubic feet of Oxygen and 85,000 cubic feet of Acetylen per month. Revised details of estimated requirements are given at Appendix 11.

ORD. were asked to supply 1,600 cylinders of Oxygen and 600 cylinders of Acetylene during August to R.C.E's working in the Ancona area. No difficulty was experienced. The production of plants at Terni is stated to be in excess of all Army requirements.

(m) Loco and Wagon Lubricants.

Stock position of superheated steam cylinder oil remains low, Attempts to obtain supplies of the R.N. equivalent of this oil proved abortive owing to limitations on their stocks and provision has been referred back to Pet. Sec. through Fuel Agent, M.R.S. as a matter of urgency. An oil statement is attached at Appendix 12.

(n) Coal.

3,000 tons of the stock found at Terni have been allocated to Tn for operation of Line 87 from Orte northwards. In addition, 2,500 tons have been provided by M.R.S. from the Rome area. Future supplies have been arranged with Fuel Agent, M.R.S. and are being shipped to Ancona. The situation in the Bari Compartimento remains satisfactory. A summary of receipts, issues and stocks appears at Appendix 12.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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Crossing timbers.	sets.	977	309	668

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ORD. were asked to supply 1,600 cylinders of Oxygen and 600 cylinders of Acetylene during August to R.C.E's working in the Ancona area. No difficulty was experienced. The production of plants at Terni is stated to be in excess of all Army requirements.

(m) Loco and Wagon Lubricants.

Stock position of superheated steam cylinder oil remains low, Attempts to obtain supplies of the R.N. equivalent of this oil proved abortive owing to limitations on their stocks and provision has been referred back to Pet. Sec. through Fuel Agent, M.R.S. as a matter of urgency. An oil statement is attached at Appendix 12.

(n) Coal.

3,000 tons of the stock found at Terni have been allocated to Tn for operation of Line 87 from Orte northwards. In addition, 2,500 tons have been provided by M.R.S. from the Rome area. Future supplies have been arranged with Fuel Agent, M.R.S. and are being shipped to Ancona. The situation in the Bari Compartimento remains satisfactory. A summary of receipts, issues and stocks appears at Appendix 12.

(o) Provision Policy - Ordnance Stores.

7397

Until recently supplementary demands for Tn Stores of Ordnance origin were submitted to D.D.O.S., H.Q., A.A.I. Now that A.F.H.Q. have assumed control of B.O.D's it has been decided that supplementary as well as normal quarterly demands will be submitted to A.D.O.S.(P), C.M.F., for D.D.O.S.(P), MED. This ensures that provision action is taken if the stores ordered on supplementary demands are not available in Italy.

/To Sheet 22.

Declassified E.O. 12356 Section 3.3/NND No. 780021

Requests for items of Ordnance character reported as available in Italy by Local Resources Section will be passed to D.D.O.S., A.A.I. and an allocation made to Tn. from quantities secured by D.D.O.S., A.A.I., bids. We shall thus be able to continue obtaining such stores from local resources to tide over any delays that occur in meeting our normal demands or to meet additional commitments, and in consequence to reduce our demands for Ord. stores from overseas. Important items obtained in this manner have included hemp cordage, canvas, belting, lead, antimony copper, etc.

(p) Local resources and production.

Local purchases of minor requirements have been made on the East Coast in connection with craft and plant repair and maintenance.

A shipment of timber and nails for crating firebricks for Italian locos was made to Sardinia.

Machine tools have been obtained from various sources during the month.

Manila cargo nets are being manufactured at 325 T.S.D. by local labour with rope received from local resources. Difficulty with labour has been experienced on the West Coast due to differing conditions, but enquiries with local firms and the Royal Navy are being pursued.

Allocation of controlled materials are made monthly by the Local Resources Board and M.S. sections, certain non-ferrous metals and various other items are received from this source. Rolling Mills are expected to be in operation very shortly from which we shall be able to take our complete requirements in certain sections and plates.

In conjuction with Tn;4, two private firms have been set to work on the fabrication of bridging parts and V trestle units. The I.S.R. has assumed responsibility for the output, under the general direction of this H.Q. This will be a valuable addition to our of production in stores depots workshops.

(q) Supplies of Tn. stores from Middle East;

In addition to the transfer from M.E. to Italy of major items such as bridging, track, cranes, etc. we have obtained from M.E. over 3400 tons of miscellaneous stores surplus to their requirements. These have included cargo-handling gear, baulk timber, steel sections, non-ferrous metals, hand tools, boiler tubes, rivets, etc.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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The assistance thus given has been invaluable to us in meeting requirements of a theatre which while frequently being accorded a lower priority than other theatres, has had to contend with very difficult transportation problems and constantly increasing demands as the armies advance.

Tn. M.E. have at all times demonstrated not only their willingness but their eagerness to assist and as the beneficiary of the negotiations we express our appreciation of the smooth and harmonious manner in which they have been conducted.

/to sheet 23.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Capt. F.G.Pearce from Tn., G.H.Q., M.E.F. visited Italy from 1 Aug 44 to 22 Aug 44 with information concerning the availability of machine tools and plant in M.E. He had discussions with various branches of Tn. and having co-ordinated requirements, a consolidated demand was made out by this H.Q. and passed to ORD., A.F.H.Q. Capt. Pearce took back with him a note of all non-availabilities which would be passed by A.F.H.Q. to M.E. so that prior action could be taken to earmark them for us in M.E.

(r) Supply of stores to I.S.R. and privately owned railways.

In view of the pending move of D.D.Tn.(Rlys) and his staff from Bari it has been necessary to review the procedure for supplying stores to the Bari Compartimento of the I.S.R. and privately owned railways in the Compartimento. Up to the present these requirements have been screened by D.D.Tn.(Rlys.) whose technical officers have been able to assess minimum requirements and establish priorities, when supplies are limited, between I.S.R and Tn. units.

A directive has been issued by D.G.M.R. (Information Bulletin No.24 dated 30 Aug 44) which lays down the general policy and procedure to be adopted. A copy of this is attached at App.13. The essential features may be summarised as follows :

(i) The I.S.R., both at their H.Q. at Rome and in the various Compartimenti, are to establish a competent stores organisation for co-ordinating requirements, pooling resources, reclamation, and obtaining such supplies as are procurable from uncontrolled local resources.

(ii) Requirements initiated in each Compartimento will be screened locally by an A.C.C. officer.

(iii) The balance of requirements not procurable by the I.S.R. as in (i) will be submitted by Chief of Stores Service I.S.R. Rome to A.C.C.

(iv) A.C.C. will bid for supplies of materials advised as available by Local Resources Section and refer the balance to military sources for supply as available.

Under the above procedure Tn.(Br) will be responsible for supplying, subject to military requirements elsewhere, the residue of requirements in the Bari Compartimento after all efforts first by I.S.R. and secondly by A.C.C. have failed to

Declassified E.O. 12356 Section 3.3/NND No. 780021

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A directive has been issued by D.G.M.R. (Information Bulletin No.24 dated 30 Aug 44) which lays down the general policy and procedure to be adopted. A copy of this is attached at App.18. The essential features may be summarised as follows :

(i) The I.S.R., both at their H.Q. at Rome and in the various Compartimenti, are to establish a competent stores organisation for co-ordinating requirements, pooling resources, reclamation, and obtaining such supplies as are procurable from uncontrolled local resources.

(ii) Requirements initiated in each Compartimento will be screened locally by an A.C.C. officer.

(iii) The balance of requirements not procurable by the I.S.R. as in (i) will be submitted by Chief of Stores Service I.S.R. Rome to A.C.C.

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Under the above procedure Tn.(Br) will be responsible for supplying, subject to military requirements elsewhere, the ~~position~~ requirements in the Bari Compartimento after all efforts first by I.S.R. and secondly be A.C.C. have failed to produce from other sources.

A.C.C. officers are now on their way to Bari. In the meantime requirements are being submitted to a Tn. Stores Officer who will remain at Bari and to whom the A.C.C. officer will refer interim and emergency requirements until the new procedure is fully in operation.

7096

/to sheet 24.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(s) Spare parts for cranes and craft.

(i) Mobile crane spares. The position is still precarious and we are gathering data for embarking on a fairly comprehensive programme of local manufacture. Limiting factors are lack of adequate draughtsmen and unit's inability to spare time to prepare drawings of parts required. We have asked you to provide us with some makers' working drawings and other information.

(ii) Re-rubbering of solid rubber tyres. Literally everyone of the Clark Forklift Trucks allotted to docks is out of action owing to worn out tyres. The matter has been followed up urgently with ORD. who have made arrangements for re-rubbering in Mideast. We shall require a supply of tyres for R. & R. and other cranes to give us a nucleus of rims for exchange purposes. By personal contacts with the R.E.M.E. officer at the Pirelli (Rome) works and with a U.S.A. unit we shall be able to arrange for all our re-rubbering in this theatre provided we can make arrangements for supply of rubber-to-steel cement such as the Vanderbilt product "Ty-Ply". This is in hand with ORD. and endeavours are being made to have an initial 5 gallons flown ...

(iii) "Z" Craft Spares. We hold not a single spare of the everyday maintenance requirement nor of the fast moving second-line spares for Gray marine diesels and every spare engine has been cannibalised to such an extent that it is unlikely that we shall ever be able to resuscitate them. It is necessary for us to make high level approaches to ORD. for release of small quantities of General Motors (Sherman tank) engine spares in operational emergencies. Our position is extremely serious and it is to be deplored that we are still in such a plight since the subject has been continually represented, commencing in Mideast two and a half years ago. One Z craft has been put back into service at Bari by the fitting of a pair of Sherman tank General Motors engines but the installation is an improvised one due to the lack of Gray marine conversion parts. Four engines in two craft were damaged when an 82-day delay mine exploded at Civitavecchia and this necessitated further major cannibalisations of Gray parts which were flown up from Bari. A.F.H.Q. are pressi for the opening of S.P.D.C. Malta but we note with concern from War Office Tn. Stores P.R. No.26 that NONE of the Gray Marine models in "Z" craft have been covered in the Automatic Flow schem The models that are covered are similar and many of the General Motors fast moving items are the same but certain vital Gray part are not interchangeable and our requirements have therefore not

Declassified E.O. 12356 Section 3.3/NND No. 782021

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(iv) R.C.L. Spares; The position is a little more hopeful since Milstaf signalled (TNWB/1/2, July 21) that 25 sets of spare for the Gray marine Petrols RCL.330 were expected to be shipped i August, but it is unfortunate that the sets were not shipped earlier without waiting for completion of the the 3 cases in eac

/to sheet 25.

Declassified E.O. 12356 Section 3.3/NND No. 782021

7. FINANCE.

(A) General.

(i) Payments in Italian Territory.

During the month A.F.H.Q., Administrative Memorandum No.31 dated 1 Aug 44 was received. This contained provisional arrangements for a new system as to the procurement of, and payment for, supplies, facilities and services in Italian territory; A.F.H.Q. Administrative Memorandum No.95,1943, was modified accordingly.

Briefly, the general scheme is for the Allied Control Commission to arrange for the Italian Ministry of Finance to set up an agency to accept and supply such requisitions for supplies, facilities and services, locally obtainable, as may be passed to it by the Allied Forces. The agency would, of course, be entirely responsible for all payments in connection therewith.

The memorandum also provided for the establishment of a Lira Account. This would consist of specified sums of lire to be advanced by the Italian Government to the Allied Control Commission, in order that the latter could make cash payments for such Allied procurements as it was not practicable to obtain through the Italian agency system (mentioned above). The latter circumstances would apply, for instance, in the case of procurements in the combat zone, where payment in cash is necessary, and also for small day to day purchases the nature of which make requisitioning impracticable.

All payments in respect of local civilian labour would also be liquidated from the Lira Account.

It was emphasised that in certain instances payment would NOT be made for goods and services, as specified below:-

(a) Durable goods which are not in continuous current production, or which the owner either will be unable to replace locally or will not need to replace at present. These include such articles as vehicles, heavy plant and machinery, constructional materials, structural steel, railway plant, stock piles and the like, not forming part of current output of an operating plant.

(b) Services which are normally performed by the State or local authorities such as repairs to roads and bridges, removal of refuse, etc.

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

territory, A.F.H.Q. [illegible] modified accordingly.

Briefly, the general scheme is for the Allied Control Commission to arrange for the Italian Ministry of Finance to set up an agency to accept and supply such requisitions for supplies, facilities and services, locally obtainable, as may be passed to it by the Allied Forces. The agency would, of course, be entirely responsible for all payments in connection therewith.

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(b) Services which are normally performed by the State or local authorities such as repairs to roads and bridges, removal of refuse, etc.

(c) Goods taken over from or owned by and services performed by the State or local authorities, or by state-owned or para-statal concerns.

7095

A meeting was subsequently held, at which most of the services were represented, to discuss the difficulties which would arise if and when the above arrangements were brought into force.

/to sheet 26.

Declassified E.O. 12356 Section 3.3/NND No. 780021

The main points arising from this meeting were:-

(a) That it was considered doubtful if the Italians would be able to handle the large number of transactions which would be involved.

(b) The Italian Ministry of Finance explained that it was not their function and that the matter should be handled by the Armed Forces.

(c) In connection with (b) M.M.I.A., stated that the Italian Army could not, at present, really supervise its own arrangements, and with the present limited ceiling, could not possible set up the elaborate organisation required to maintain service for the Allied Forces.

In view of these points, H.Q., A.A.I., have requested A.F.H.Q., not to put the procedure into effect for the time being, in order that the former may be given the opportunity to consider in more detail the composition of the proposed organisation.

(B) Railways.

(i) Payment of I.S.R. Employees.

In the early stages it was found necessary, in certain instances, to pay the wages of state railway employees, since the I.S.R.; at thattime were not in a position to cope with the matter. This was particularly essential where casual labour was also being employed in the same vicinity and were receiving regular payment of wages while the I.S.R. employees were receiving no wages at all.

These payments were made prior to the notification sent to all Tn. Railway Units informing them that A.C.C.,(Rome Region) had placed funds at the disposal of the I.S.R., for payment of wages etc. From that date onwards, all matters concerning wages of State Railway employees have been duly referred to the I.S.R., and no future payments of this nature have been made from unit imprests.

(ii) Passenger and Freight Warrants.

There is some delay in the receipt of copies of warrants but the number received for this period is approximately 12,000.

(C) Stores.

Declassified E.O. 12356 Section 3.3/NND No. 789021

Classified organization required to maintain service for the Allied Forces.

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(ii) Passenger and Freight Warrants.

There is some delay in the receipt of copies of warrants but the number received for this period is approximately 12,000.

6C) Stores.

Arrangements have been made for the I.S.R. to employ the services of Italian contractors for the manufacture of bridging deficiencies.

The I.S.R. have, of course, been made entirely responsible for all payments in respect of this work, while suitable details have been arranged to ensure that such payments do not include the value of any W.D. stores supplied for incorporation in the articles to be manufactured.

/ to sheet 27.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(D). Docks.

Bills for supplies in connection with barge erection, craft maintenance and manufacture and repair of cargo handling gear, continue to be passed for payment.

(E). Railway Construction.

The costing of railway construction works is now in full progress.

(F). Statistics.

Railway (Passenger and Freight) statistics for all British operated areas in Italy are shown in Appendix 18.

(Colonel,).
for Brigadier.
Director of Transportation.
(E.L.Parkes.)

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

APPENDIX 1.
SHEET 1.

LOCATION STATEMENT.
TN.UNITS, C.M.F.
31 August, 1944.

Unit.	Location.	Remarks.
H.Q.,No.1 Docks Group, R.E.	Brindisi.	Det. Taranto.
992 Docks Operating Coy. R.E.	Brindisi.	
1015 Docks Operating Coy. R.E.	Taranto.	
1027 Docks Operating Coy. R.E.	Brindisi.	
1037 Port Maintenance Coy.R.E.	Brindisi.	Det. Taranto.
3 Docks Operating Coy.S.A.E.C.	Castellamare.	
1060 (Italian) Port Mtnce Sec.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
2 (Italian) IWT Port Op Coy.	Taranto.	
H.Q.,No.5 Docks Group, R.E.	Bari.	Det. Barletta.
991 Docks Operating Coy. R.E.	Bari.	
997 Docks Operating Coy. R.E.	Torre Annunziata.	Det. Salerno.
1007 Port Operating Coy. R.E.	Bari.	Det. Monopoli, Force 266.
1014 Docks Operating Coy. R.E.	Bari.	Det. Barletta.
1017 Docks Operating Coy. R.E.	Bari.	
1021 Port Operating Coy. R.E.	Piombino.	
1064 Docks Operating Coy. R.E.	Bari.	
1041 Port Operating Coy. R.E.	Bari.	
1019 Port Maintenance Coy.R.E.	Bari.	Det. Barletta.
1037 Port Maintenance Coy.R.E. (Tn. Docks Workshops).	Bari.	
19 I.W.T. Floating Crane, R.E.	Bari.	
921 (Italian) Dock Operating Coy.	Barletta.	
922 (Italian) Dock Operating Coy.	Bari.	
1 (Italian) IWT Port Op Coy.	Bari.	
Attached No.5 Docks Group, R.E.		
1222/3 Ship Working Sections, R.E.	Bari.	
1224/5 Ship Working Sections, R.E.	Bari.	

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

H.Q.,N°.1 Docks Group, R.E.	Brindisi.	Det. Taranto.	
992 Docks Operating Coy. R.E.	Brindisi.		
1015 Docks Operating Coy. R.E.	Taranto.		
1027 Docks Operating Coy. R.E.	Brindisi.		
1037 Port Maintenance Coy.R.E.	Brindisi.	Det. Taranto.	
3 Docks Operating Coy.S.A.E.C.	Castellamare.		
1060 (Italian) Port Mtnce Sec.	Brindisi.		
1061 (Italian) Docks Operating Coy.	Taranto.		
923 (Italian) Docks Operating Coy.	Taranto.		
924 (Italian) Docks Operating Coy.	Brindisi.		
2 (Italian) IWT Port Op Coy.	Taranto.		
H.Q.,N°.5 Docks Group, R.E.	Bari.	Det. Barletta.	
991 Docks Operating Coy. R.E.	Bari.		
997 Docks Operating Coy. R.E.	Torre Annunziata.	Det. Salerno.	
1007 Port Operating Coy. R.E.	Bari.	Det. Monopoli, Force 266.	
1014 Docks Operating Coy. R.E.	Bari.	Det. Barletta.	
1017 Docks Operating Coy. R.E.	Bari.		
1021 Port Operating Coy. R.E.	Piombino.		
1064 Docks Operating Coy. R.E.	Bari.		
1041 Port Operating Coy. R.E.	Bari.		
1019 Port Maintenance Coy.R.E.	Bari.	Det. Barletta.	
1037 Port Maintenance Coy.R.E. (Tn. Docks Workshops).	Bari.		
16 I.W.T. Floating Crane, R.E.	Bari.		
921 (Italian) Dock Operating Coy.	Barletta.		
922 (Italian) Dock Operating Coy.	Bari.		
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Attached N°.5 Docks Group, R.E.			
1222/3 Ship Working Sections, R.E.	Bari.		
1224/5 Ship Working Sections, R.E.	Bari.		
2 Docks Operating Coy. S.A.E.C.	Bari.	Det. Brindisi,Taranto.	
H.Q., N°.7 Docks Group, R.E.	Ancona.		
990 Port Maintenance Coy.R.E.	Ancona.		
993 Docks Operating Coy.R.E.	Ancona.		
994 Port Operating Coy R.E.	Ancona.		
1010 Docks Operating Coy.R.E.	Ancona.		
1023 Docks Operating Coy.R.E.	Ancona.		
1030 Port Operating Coy.R.E.	Ancona.		
3 (Italian) IWT Port Op Coy.	Ancona.		
H.Q.,N°.3 Port Con.& Repair Gp.R.E.	Ancona.		
932 Port Constn.& Repair Coy.R.E.	Ancona.	Det. Bari.	
41 Harbour Construction Sec.SAEC.	Ancona.		

7893

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

APPENDIX 1.
SHEET 2.

LOCATION STATEMENT.
TN.UNITS, C.M.F.
31 August, 1944.

Unit.	Location.	Remarks.
H.Q., No.6 I.W.T. Group, R.E.	Bari.	Det. Ancona.
945 I.W.T.(Port) Operating Coy.R.E.	Ancona.	Det. Bari, Manfredonia.
947 I.W.T.(Port) Operating Coy.RE.	Ancona.	Det. Taranto, Brindisi.
1065 I.W.T. Workshop Coy. R.E.	Ancona.	Det. Molfetta, Manfredonia.
208 'Z' Craft Operating Coy.I.E.	Anzio.	Det. Piombino.
209 'Z' Craft Operating Coy.I.E.	Ancona.	Det. Bari.
1206 'Z' Craft Operating Coy.R.E.	Ancona.	Det. Bari, Ortona.
975 Port Repair Ship, R.E.	Ancona.	
H.Q., No.1 Railway Con & Mtnce Gp.RE.	Senigallia.	
150 Railway Construction Coy.R.E.	Senigallia.	
161 Railway Construction Coy.R.E.	Senigallia.	Det. Mondolfo Marotta.
1 Railway Bridging Section,R.E.	Mondolfo Marotta.	
29 Railway Survey Coy.R.E. 2 Sec.	Monsano, Nr. Jesi.	
H.Q., 1212 Railway Con & Mtnce Gp.RE.	Orvieto.	
10 Railway Construction Coy.R.E.	Castiglione del Lago.	Det. Guardia.
160 Railway Construction Coy.R.E.	Bassano.	Det. Paglia.
2 Railway Bridging Section,R.E.	Stimigliano.	
29 Railway Survey Coy.R.E. H.Q.	Marsciano.	
No.1 Section.	Marsciano.	
No.3 Section.	Falconara.	
H.Q., Railway Construction Engrs.SAEC.	Ancona.	
38 Railway Construction Coy.SAEC.	Falconara.	Det. Chariavalle.
39 Railway Construction Coy.SAEC.	Foligno.	Det. Gualdo Tabino.
40 Railway Construction Coy.SAEC.	Fabriano.	Det. Valtreara.
159 Railway Construction Coy.R.E.	Falconara.	Admin. 1 Group.
Railway & Harbour Comp.Op.Coy. SAEC.	Barletta.	For Ancona.
H.Q. Tunnelling Group, S.A.E.C.	Foligno.	Det. Fossacesia.
61 Tunnelling Coy. S.A.E.C.	Fabriano.	
62 Tunnelling Coy. S.A.E.C.	Ancona.	

Declassified E.O. 12356 Section 3.3/NND No. 780021

208	'Z' Craft Operating Coy.I.E.	Anzio.	Det. Piombino.
209	'Z' Craft Operating Coy.I.E.	Ancona.	Det. Bari.
1206	'Z' Craft Operating Coy.R.E.	Ancona.	Det. Bari, Ortona.
975	Port Repair Ship, R.E.	Ancona.	

H.Q.,N°.1 Railway Con & Mtnce Gp.RE. Senigallia.

150	Railway Construction Coy.R.E.	Senigallia.	
161	Railway Construction Coy.R.E.	Senigallia.	Det. Mondolfo Marotta.
1	Railway Bridging Section,R.E.	Mondolfo Marotta.	
29	Railway Survey Coy.R.E. 2 Sec.	Monsano, Nr. Jesi.	

H.Q.,1212 Railway Con & Mtnce Gp.RE. Orvieto.

10	Railway Construction Coy.R.E.	Castiglione del Lago.	Det. Guardia.
160	Railway Construction Coy.R.E.	Bassano.	Det. Paglia.
2	Railway Bridging Section,R.E.	Stimigliano.	
29	Railway Survey Coy.R.E. H.Q.	Marsciano.	
	N°.1 Section.	Marsciano.	
	N°.3 Section.	Falconara.	

H.Q.,Railway Construction Engrs.SAEC. Ancona.

38	Railway Construction Coy.SAEC.	Falconara.	Det. Chariavalle.
39	Railway Construction Coy.SAEC.	Foligno.	Det. Gualdo Tabino.
40	Railway Construction Coy.SAEC.	Fabriano.	Det. Valtreara.
159	Railway Construction Coy.R.E.	Falconara.	Admin. 1 Group.
	Railway & Harbour Comp.Op.Coy. SAEC.	Barletta.	For Ancona.

H.Q. Tunnelling Group, S.A.E.C. Foligno. Det. Fossacesia.

61	Tunnelling Coy. S.A.E.C.	Fabriano.
62	Tunnelling Coy. S.A.E.C.	Ancona.

187 Mech. Eqpt (Tn) Coy. R.E. Orvieto.

45	Mech. Eqpt (Tn) Section,R.E.	Orvieto.
46	Mech. Eqpt (Tn) Section,R.E.	Senigallia.
89	Mech. Eqpt (Tn) Section,R.E.	Orvieto.

136 Indian Railway Mtnce Coy. I.E. Taranto.

H.Q.,N°.2 Railway Tele. Coy. R.Sigs. Befiore.

AA Construction Section, R.Sigs.	Terni.	Det. Narni, [illegible] Fabriano. [illegible]
72 Railway Tele.Optg. Sect. R.Sigs.	Foggia.	Det.Bari,Orte, Termoli, Taranto, Brindisi.

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX 1.

SHEET 3.

LOCATION STATEMENT.
TN.UNITS, M.E.F.
31 August, 1944.

Unit.	Location.	Remarks.
H.Q., N°.3 Railway Telegraph Gp.R.E.	Centocelle.	
BB Construction Section, R.Sigs.	Falconara.	Det. Jesi.
CC Construction Section, R.Sigs.	Cecina.	Det. Orvieto, Orte, Chiusi.
76 Railway Tele Optg Sec. R.Sigs.	Rome.	Det. Naples, Bari, Foligno.
D.D.Tn (Railways).	Bari.	Adv.Ech. + Ancona.
H.Q., N°.1 Railway Operating Gp. R.E.	Bari.	
189 Railway Operating Coy.R.E.	Bari.	Det. Barletta.
192 Railway Operating Coy.R.E.	Taranto.	Det. Brindisi, Metaponte.
H.Q., N°.2 Railway Operating Gp.R.E.	Foligno.	
Ø 153 Railway Operating Coy. R.E.	Ancona.	
154 Railway Operating Coy. R.E.	Foligno.	Det. Orte, Terni, Bastia, Foggia.
Ø 190 Railway Operating Coy. R.E.	Fabriano.	
H.Q., NO.6 Railway Operating Gp.R.E.	Bari.	Forming part of Office of D.D.Tn(Railways).
Workshops.		
163 Railway Workshop Coy.R.E.	Foggia.	Det. Foligno.
2 Railway Mobile Workshop, R.E.	Foligno.	
5 Railway Mobile Workshop, R.E.	Foggia.	
Ø Coys operating and assisting with Railway Construction.		
H.Q., N°.3 Tn. Stores Group, R.E.	Rome.	
[illegible] Stores Coy.	Tuturano.	

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

Unit.	Location.	Remarks.
H.Q., N°.3 Railway Telegraph Gp. R.E.	Centocelle.	
BB Construction Section, R.Sigs.	Falconara.	Det. Jesi.
CC Construction Section, R.Sigs.	Cecina.	Det. Orvieto, Orte, Chiusi.
76 Railway Tele Optg Sec. R.Sigs.	Rome.	Det. Naples, Bari, Foligno.
D.D.Tn (Railways).	Bari.	Adv.Ech. + Ancona.
H.Q.,N°.1 Railway Operating Gp. R.E.	Bari.	
189 Railway Operating Coy.R.E.	Bari.	Det. Barletta.
192 Railway Operating Coy.R.E.	Taranto.	Det. Brindisi, Metaponte.
H.Q.,N°.2 Railway Operating Gp. R.E.	Foligno.	
Ø 153 Railway Operating Coy. R.E.	Ancona.	
154 Railway Operating Coy. R.E.	Foligno.	Det. Orte, Terni, Bastia, Fogg[illegible]
Ø 190 Railway Operating Coy. R.E.	Fabriano.	
H.Q.,NO.6 Railway Operating Gp.R.E.	Bari.	Forming part of Office of D.D.Tn(Railways).
Workshops.		
163 Railway Workshop Coy.R.E.	Foggia.	Det. Foligno.
2 Railway Mobile Workshop, R.E.	Foligno.	
5 Railway Mobile Workshop, R.E.	Foggia.	
Ø Coys operating and assisting with Railway Construction.		
H.Q.,N°.3 Tn. Stores Group, R.E.	Rome.	
324 Tn.S.D. - 196 Tn.Stores Coy.	Tuturano.	
325 Tn.S.D. - 196 Tn.Stores Coy.	Modugno, Nr. Bari.	
326 Tn.S.D. - 156 Tn.Stores Coy.	Naples.	
- 922 Tn.Stores Coy.	Naples.	
327 Tn.S.S.D. - 156 Tn.Stores Coy.	Nocera.	
328 Tn.S.S.D. - 156 Tn.Stores Coy.	Casalnuovo.	
329 Tn.S.S.D. - 24 Tn.Stores Sec.	Tiburtino, Rome.	
330 Tn.S.D. - 196 Tn.Stores Coy.	Falconara.	
18 Tn. Stores Port Section, R.E.	Naples.	7892
19 Tn. Stores Port Section, R.E.	Ancona.	Det. Bari.

Declassified E.O. 12356 Section 3.3/NND No. 782021

ADMINISTRATION.

1. REVISION OF ESTABLISHMENTS.

(a) 994, 1007, 1021 Docks Operating Coys. Type 'B'(WE IV/114/1)
1030, 1031 Docks Operating Coys. (WE IV/22B/3).

The conversion of these Companies to Port Operating Companies on WE IV/210/1 is proceeding satisfactorily.

(b) 100 Railway Mobile Workshop, R.E. (WE IV/18A/3).

It has been found that the two Railway Mobile Workshops now in this theatre are insufficient to meet the heavy demands for locomotive repairs resulting from the recent increase in length of the Railway L of C in Italy.

Approval has therefore been given for the formation of the above unit w.e.f. 15 September, 1944. Personnel are being obtained from the credit balance of manpower still available to Tn(Br).

The Equipment is being obtained from Mideast and is designated N°. 100 Railway Mobile Workshop.

(c) 187 Mechanical Equipment (Tn) Coy.R.E.

The conversion of the Company to WE IV/22C/4, of 45 and 46 Sections to WE IV/22D/3 (Type 'B') and the formation of a new section - N°.89 Mechanical Equipment (Tn) Section, R.E. on WE IV/22D/3 (Type 'B') is proceeding.

To date there is a deficiency of 28 Operator Excavators and 26 Drivers I.C. but Chief Engineer is running courses for which we have some 60 trainees as Operator Excavator. C.R's are similarly being sent on courses as Drivers I.C. and it is hoped to supply both deficiencies fairly early. The position in other trades is good.

(d) 10 I.W.T. Floating Crane Section (Type 'A') R.E.

The above unit has been formed on WE IV/223/1 to provide personnel for the manning of P.D. 107. The establishment has only been implemented in respect of three British personnel. The remainder of the Section consists of Italian civilians.

2. GENERAL SITUATION ON N.T.

(a) The necessity for increases in the transport of Tn Units

Declassified E.O. 12356 Section 3.3/NND No. 780021

It has been found that the two Railway Mobile Workshops now in this theatre are insufficient to meet the heavy demands for locomotive repairs resulting from the recent increase in length of the Railway L of C in Italy.

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To date there is a deficiency of 28 Operator Excavators and 26 Drivers I.C. but Chief Engineer is running courses for which we have some 60 trainees as Operator Excavator. O.R's are similarly being sent on courses as Drivers I.C. and it is hoped to supply both deficiencies fairly early. The position in other trades is good.

(d) 10 I.W.T. Floating Crane Section (Type 'A') R.E.

The above unit has been formed on WE IV/223/1 to provide personnel for the manning of P.D. 107. The establishment has only been implemented in respect of three British personnel. The remainder of the Section consists of Italian civilians.

2. GENERAL SITUATION ON M.T.

(a) The necessity for increases in the transport of Tn Units continues to arise. Further instances of temporary increases allowed are as follows:-

(i) Railway Operating Groups.

Authority has been given for four 3 ton lorries to be held surplus on a temporary basis.

It has been found that the existing one 3 ton lorry per Group or Company cannot possibly cope with operations. A pool has therefore been established under D.D.Tn (Railways) particularly to assist forward Companies on reconnaissance, recovery of technical stores, moves of advance parties, collection of labour, moves of breakdown and repair gangs etc.

It is plain/

Declassified E.O. 12356 Section 3.3/NND No. 780021

(i) Railway Operating Groups (Contd).

It is plain that the conception of a Railway Operating Coy being able to supply its operational and administrative needs by rail no longer applies to Units advancing rapidly behind a retreating enemy.

(ii) No.3 Transportation Stores Group, R.E.

Authority has been given for three 15 cwt water trailers to be held surplus on a temporary basis.
The locations in which Tn. Stores Units find themselves placed, due to the necessity of choosing the best Depot site, are often devoid of water due to enemy demolition and our own bombing.

(b) Some difficulty is now being experienced in obtaining vehicle replacements due to a general shortage and the prior claim that Units in forward areas are given. The same applies to spare parts though to a lesser degree.

All Jeeps except those considerdd operationally necessary have been withdrawn for re-issue to Units in forward areas. Tn has retained jeeps with Railway Construction and Maintenance Groups and with those Railway Operating Companies that are well forward. The pre-eminence of the jeep as a car for reconnaissance and cross country work is quite unchallenged by any other car or by the motor cycle.

3. EMPLOYMENT OF ITALIAN UNITS.

(a) Docks Operating Coys.

Locations of the Italian Docks Operating Companies at the end of August were:-

Taranto	-	923 (Italian) Docks Operating Coy.
		1061 (Italian POW) Dock Optg. Coy.
Brindisi	-	924 (Italian) Docks Operating Coy.
Bari.	-	922 (Italian) Docks Operating Coy.
Barletta.	-	921 (Italian) Docks Operating Coy.

Training.

The units have been used as much as possible on suitable

Declassified E.O. 12356 Section 3.3/NND No. 782021

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Taranto	-	923 (Italian) Docks Operating Coy.
		1061 (Italian POW) Dock Optg. Coy.
Brindisi	-	924 (Italian) Docks Operating Coy.
Bari.	-	922 (Italian) Docks Operating Coy.
Barletta.	-	921 (Italian) Docks Operating Coy.

Training.

The units have been used as much as possible on suitable work. It has been concluded that the best way of employing the companies is by using them as dilution for British Companies.

Strengths.

		Number of Company.			
		921	922	923	924
	W.E.	Actual Strengths.			
Officers.	7	10	8	8	8
W.O's & Sjts.	23	22	37	28	32
Other Ranks.	379	317	377	351	359

Declassified E.O. 12356 Section 3.3/NND No. 780021

Tradesmen.

		Number of Company.			
		921	922	923	924
	W.E.	Actual Strengths.			
Carpenters.	3	-	3	3	3
Checkers.	50	19	33	52	52
Clerks.	20	7	11	14	14
Drivers Crane.	18	24	27	27	27
Stevedores.	220	218	258	220	220

1061 (Italian POW) Docks Operating Coy and 1060 (Italian POW) Port Maintenance Section landed in Italy 26 August. More information will be submitted on these units in the next Progress Report.

Rations.

The new ration scale is proving satisfactory.

Personnel.

The demobilisation scheme is beginning to work, but there has not yet been the even flow of reinforcements hoped for. Demobilisation continues to be a "one for one" basis when the replacements are available and trained.

Stores and Equipment.

The provision of a Tn. flash has caused satisfaction. Generally speaking the provision of stores and equipment is improving, but is still very slow. Application has been made for the issue to all the Tn. units of materials for boot repair.

(b) I.W.T. (Italian) Port Operating Companies.

N°.3 (Italian) Port Operating Company has moved from Brindisi to Ancona and N°.2 Company took over lighterage at Brindisi as well as at Taranto. Bari I.W.T. work was for the most part performed by N°.1 (Italian) I.W.T. Port Operating Company. All companies have done good work under the control of British personnel.

Strengths.

		Number of Company.		
		N°.1.	N°.2.	N°.3.
	W.E.	Actual Strengths.		
Officers.	4	5	4	4
W.O's and Sjts.	19	25	19	19

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

1051 (Italian POW) Docks Operating Coy and 1060 (Italian POW) Port Maintenance Section landed in Italy 26 August. More information will be submitted on these units in the next Progress Report.

Rations.

The new ration scale is proving satisfactory.

Personnel.

The demobilisation scheme is beginning to work, but there has not yet been the even flow of reinforcements hoped for. Demobilisation continues to be a "one for one" basis when the replacements are available and trained.

Stores and Equipment.

The provision of a Tn. flash has caused satisfaction. Generally speaking the provision of stores and equipment is improving, but is still very slow. Application has been made for the issue to all the Tn. units of materials for boot repair.

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N°.3 (Italian) Port Operating Company has moved from Brindisi to Ancona and N°.2 Company took over lighterage at Brindisi as well as at Taranto. Bari I.W.T. work was for the most part performed by N°.1 (Italian) I.W.T. Port Operating Company. All companies have done good work under the control of British personnel.

Strengths.

		Number of Company. N°.1.	N°.2.	N°.3.
	W.E.	Actual Strengths.		
Officers.	4	5	4	4
W.O's and Sjts.	19	25	19	19
Other Ranks.	189	159	185	171
Tradesmen.	W.E.	N°. trained or under trainin.		
Engineers.	13	24	13	13
Carpenters.	4	2	4	2
Clerks.	4	4	4	4
Firemen.	9	9	10	9
Lightermen.	138	138	143	125

Administration - Rations.

The new ration scale has meant a reduction for the I.W.T Coys and naturally has not been so well received.

Declassified E.O. 12356 Sec 3.3/NND No. 782021

(c) Railway Construction Units.

The total strength of the whole Italian Railway Engineer Group shows a very slight increase during the month. Approximately 100 reinforcements are in transit camp and these will all be sent to No.1 Bn. which is at present the weakest. These reinforcements are a normal Army draft and will not contain many tradesmen. It has been decided that the further reinforcement of about 500 men required to meet the overall deficiency in the Group of 4 Bns., will be postponed until the advance into the valley of the Po has liberated some important railway centres where skilled men will be available for call-up

The strengths and locations of the Units under British control on 31 August were as follows:-

Unit.	Strength.	Location.
H.Q., No.1 Bn.	5 Offrs & 23 O.R's.	Orvieto.
No.2 Coy.	5 " & 165 "	Guardea.
No.7 Coy.	5 " & 169 "	Bassano.
No.20 Coy.	4 " & 181 "	Citta della Pieve.
H.Q., No.13 Bn.	4 " & 19 "	Senigallia.
No. 8 Coy.	5 " & 217 "	Senigallia.
No.21 Coy.	5 " & 212 "	Senigallia.
No.31 Coy.	4 " & 221 "	Senigallia.
	37 " & 1207 "	

No.1 Bn. is employed on heavy maintenance of Line 65 under R.C.E. 1212. No.2 Bn. is working under R.C.E. 1 on reconstruction of Line 86.

4. BUILD UP OF UNITS IN C.M.F.

The following units are due to arrive in Italy:-

Unit.	Strength.	Location.	Destination.	Remarks.
40 Rly Tele Coy. SACS.	64	M.E.	ANCONA.	Optg. portion now available. Line Maint portion latter part of August.
922 Tn.Stores Coy	137	M.E.	NAPLES.	Available end of Sept.
Rly ...				

Declassified E.O. 12356 Section 3.3/NND No. 780021

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Unit.	Strength.	Location.
H.Q., N°.1 Bn.	5 Offrs & 23 O.R's.	Orvieto.
N°.2 Coy.	5 " & 165 "	Guardea.
N°.7 Coy.	5 " & 159 "	Bassano.
N°.20 Coy.	4 " & 181 "	Citta della Pieve.
H.Q., N°.13 Bn.	4 " & 19 "	Senigallia.
N°. 8 Coy.	5 " & 217 "	Senigallia.
N°.21 Coy.	5 " & 212 "	Senigallia.
N°.31 Coy.	4 " & 221 "	Senigallia.
	37 " & 1207 "	

N°.1 Bn. is employed on heavy maintenance of Line 65 under R.C.E. 1212. N°.2 Bn. is working under R.C.E. 1 on reconstruction of Line 86.

4. BUILD UP OF UNITS IN C.M.F.

The following units are due to arrive in Italy:-

Unit.	Strength.	Location.	Destination.	Remarks.
40 Rly Tele Coy. SACS.	64	M.E.	ANCONA.	Cptg. portion now available. Line Maint portion latter part of August.
922 Tn.Stores Coy	137	M.E.	NAPLES.	Available end of Sept.
Rly & Harbour Comp Op.Coy.SAEC.	300	M.E.	ANCONA.	120 arrived 23 Aug. Remainder due mid Sep.
1 Ind Rly C/M.Gp.		PAIC.	ORTE.	Due 1 Sept.
136 Ind Rly Maint. Coy.	279	PAIC.	ORTE.	Due 1 Sept.
1061 (Italian) Dock Op.Coy.	414	N.A.	TARANTO.	Arrived 26 Aug.
1060 (Italian) Port Mtnce Sec.	62	N.A.	TARANTO.	Arrived 26 Aug.

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

APPENDIX 2.

SHEET 5.

4. BUILD UP OF UNITS IN C.M.F. (Contd.).

Unit.	Strength.	Location.	Destination.	Remarks.
1037 Port Maint Coy(Det)	13	N.A.	TARANTO.	Arrived 26 Aug.
Seychellois Pnr Coy.		N.A. ex M.E.		P & L have agreed to exchange this Coy for a Mauritian Pioneer Coy. for conversion into Dock Op Coy. Administration will then be similar to that of existing Mauritian Dock Op. Coy.

5. CHANGES IN OFFICER PERSONNEL.

(a) Administration and Organisation.

No Change.

(b) Railway Operating.

Lieut. F.	Johnson.	196 Tn.Stores Coy.	Posted to 'A' Inc to Rly Op Gp w.e.f. 21 Aug.44.
Capt. N.M.	Griffin.	M.E.F.	Posted to 6 Rly Op Gp. w. e.f. 20 July 44.
Capt. N.M.	Griffin.	6 Rly Op Gp.	Posted to 'A' Inc to Rly Op Gp w.e.f. 20 July 44.
Lieut. H.C.J.	Forbes.	6 Rly Op Gp.	Posted to 'A' Inc to Rly Op Gp w.e.f. 1 July 44.
Lieut. R.G.	Smith.	153 Rly. Op Coy.	Posted to 'A' Inc to Rly Op Gp w.e.f. 1 July 44.
Capt. E.J.M.	Hayward.	Tn.Inc.	Posted to 'A' Inc to Rly Op Gp w.e.f. 1 July 44.
Capt. A.J.	Lennox.	A.F.H.Q.	Posted to 'A' Inc to Rly Op Gp w.e.f. 1 July 44.

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

a Mauritian Pioneer Coy. for conversion into Dock Op Coy. Administration will then be similar to that of existing Mauritian Dock Op. Coy.

5. CHANGES IN OFFICER PERSONNEL.

(a) Administration and Organisation.

No Change.

(b) Railway Operating.

Lieut. F. Johnson.	196 Tn.Stores Coy.	Posted to 'A' Inc to Rly Op Gp w.e.f. 21 Aug.44.
Capt. N.M. Griffin.	M.E.F.	Posted to 6 Rly Op Gp. w.e.f. 20 July 44.
Capt. N.M. Griffin.	6 Rly Op Gp.	Posted to 'A' Inc to Rly Op Gp w.e.f. 20 July 44.
Lieut. H.C.J. Forbes.	6 Rly Op Gp.	Posted to 'A' Inc to Rly Op Gp w.e.f. 1 July 44.
Lieut. R.G. Smith.	153 Rly. Op Coy.	Posted to 'A' Inc to Rly Op Gp w.e.f. 1 July 44.
Capt. E.J.M. Hayward.	Tn.Inc.	Posted to 'A' Inc to Rly Op Gp w.e.f. 1 July 44.
Capt. A.J. Lennox.	A.F.H.Q.	Posted to 'A' Inc to Rly Op Gp w.e.f. 1 July 44.
Lieut. T.W.J. Moore.	190 Rly Op Coy	Posted to 192 Rly Op Coy and promoted Captain w.e.f. 28 July 44.
Capt. S.A. Webster.	192 Rly Op Coy	Posted to 6 Rly Op Gp and promoted Major w.e.f. 28 July 44.
Lieut. I.E.I. Burke.	Rft Officer.	Posted to 192 Rly Op Coy w.e.f. Aug 44.
Major W.N.R. Taylor.	6 Rly Op Gp.	Departed for U.K. 28 July 44.

Declassified E.O. 12356 Section 3.3/NND No. 782021

5. CHANGES IN OFFICER PERSONNEL. (Contd).

(c) Railway Construction.

Lt.Col.	J[illegible] Ratter.	A.F.H.Q.	Promoted Colonel w.e.f. 9 June 44.
Capt.	W.R.D.Harrisson.	Tn.Inc.	Posted to 150 Rly Constn Coy w.e.f. 23 Aug 44.
Lieut.	H. Thompson.	45 M.E.(Tn) Sec.	Promoted Captain and posted to 89 M.E.(Tn) Sec w.e.f. 7 Aug 44.
Capt.	J. McNab.	161 Rly Con. Coy.	Posted 150 Rly Constn. Coy.w.e.f. 23 Aug. 44.
Capt.	D.W. England.	150 Rly Con. Coy.	Killed in Action. 21 Aug.44.
Capt.	H. Inglis.	150 Rly Con. Coy.	Posted to Tn Inc w.e.f. 23 Aug. 44.
Lieut.	J.A. Jackson.	159 Rly Con. Coy.	Posted to 161 Rly Con Coy and promoted Captain w.e.f. 23 Aug. 44.
Lieut.	E.S.P.Taylor.	X(iv) List.	Posted to No.1 Rly C. & M.Gp. w.e.f. Aug 44.

(d) Docks.

Lieut.	[illegible].H. Farrance.	1017 Dock Op Coy.	Posted to 1031 Port Op Coy w.e.f. 12 Aug 44.
Capt.	H.G. Males.	5 Dock Gp.	Posted to 991 Dock Op Coy and promoted Major w.e.f. 3 Aug 44.
Capt.	A.A. Eastwood.	1021 Port Op Coy.	Posted to 5 Docks Group w.e.f. 3 Aug.44.
Lieut.	J.E. Dewstow.	1065 IWT Coy.	Promoted Captain w.e.f. 8 June 44.
Major.	F. Jones.	1030 Port Op. Coy.	Posted to U.K. w.e.f. 17 June 44.
Capt.	T.H. Dent.	1 Docks Gp.	Posted to 1030 Port Op Coy and promoted Major w.e.f.26 June [illegible]
Lieut.	H.C. Collister.	1014 Dock Op.	Posted U.K. w.e.f. 22 Aug.44.

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

	Capt.	J. McNab.	161 Rly Con. Coy.	Posted 150 Rly Constn. Coy.w.e.f. 23 Aug. 44.
	Capt.	D.W. England.	150 Rly Con. Coy.	Killed in Action. 21 Aug.44.
	Capt.	H. Inglis.	150 Rly Con. Coy.	Posted to Tn Inc w.e.f. 23 Aug. 44.
	Lieut.	J.A. Jackson.	159 Rly Con. Coy.	Posted to 161 Rly Con Coy and promoted Captain w.e.f. 23 Aug. 44.
	Lieut.	E.S.P.Taylor.	X(iv) List.	Posted to No.1 Rly C. & M.Gp. w.e.f. Aug 44.

(d) Docks.

	Lieut.	.H. Farrance.	1017 Dock Op Coy.	Posted to 1031 Port Op Coy w.e.f. 12 Aug 44.
	Capt.	H.G. Males.	5 Dock Gp.	Posted to 991 Dock Op Coy and promoted Major w.e.f. 3 Aug 44.
	Capt.	A.A. Eastwood.	1021 Port Op Coy.	Posted to 5 Docks Group w.e.f. 3 Aug.44.
	Lieut.	J.E. Dewstow.	1055 IWT Coy.	Promoted Captain w.e.f. 8 June 44.
	Major.	F. Jones.	1030 Port Op. Coy.	Posted to U.K. w.e.f. 17 June 44.
	Capt.	T.H. Dent.	1 Docks Gp.	Posted to 1030 Port Op Coy and promoted Major w.e.f.26 June
	Lieut.	H.C. Collister.	1014 Dock Op. Coy.	Posted U.K. w.e.f. 22 Aug.44.
	Major.	P.D. Coates.	991 Dock Op Coy.	Posted 5 Docks Gp w.e.f. 3 Aug.44.
	Capt.	R.A. Paine.	1224/5 Ship Working Sec.	Posted to U.K. w.e.f. Aug.44.

(e) Stores.

No Change.

(f) Finance.

No Change.

7089

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

6. MANPOWER SITUATION.

(a) Python Scheme.

Generally speaking the revision of the qualifying period for reversion to U.K. from 5 years to 4 and half years does not have great effect on Tn in C.M.F. As far as can be seen the numbers of Officers and O.R's involved is:-

	1944.			1945.		
	Oct.	Nov.	Dec.	Jan.	Feb.	March.
Officers.	-	-	1	1	2	-
O.R's.	1	25	6	3	111	4

A particular exception is that of 10 Railway Construction Coy R.E. Reversion of N.C.O's in December 44 are 14 and in February 45 - 28. Arrangements are therefore being made for control of promotions and transfers of N.C.O's in and as between all Railway Construction Companies in Italy. This will prevent unduly rapid promotion of N.C.O's in Companies denuded by the Python Scheme and ensure that inferior N.C.O's are not transferred at will to make up strengths.

It has now been ascertained that Python replacements arriving in the Theatre will be sent to the R.E.T.D. and then treated as normal pool reinforcements.

(b) Reinforcements - O.R's.

120 O.R. reinforcements were received in Convoy KMF 33 and are now completing training at the R.E.T.D. prior to being posted to units. Unless reinforcements are urgently required by units, all Tn Class III reinforcements entering the Theatre now undergo 5 weeks basic training at the R.E.T.D. This training includes:-

Weapon training.
Mine warfare.
Bailey Bridging.
Battle and Mountain warfare.

and is identical with that given to R.E. (Field) reinforcements.

Advice has been received from 2nd Echelon of reinforcements

Declassified E.O. 12356 Section 3.3/NND No. 780021

Officers and O.R's involved is:-

	1944.			1945.		
	Oct.	Nov.	Dec.	Jan.	Feb.	March.
Officers.	-	-	1	1	2	-
O.R's.	1	25	6	3	111	4

A particular exception is that of 10 Railway Construction Coy R.E. Reversion of N.C.O's in December 44 are 14 and in February 45 - 28. Arrangements are therefore being made for control of promotions and transfers of N.C.O's in and as between all Railway Construction Companies in Italy. This will prevent unduly rapid promotion of N.C.O's in Companies denuded by the Python Scheme and ensure that inferior N.C.O's are not transferred at will to make up strengths.

It has now been ascertained that Python replacements arriving in the Theatre will be sent to the R.E.T.D. and then treated as normal pool reinforcements.

(b) Reinforcements - O.R's.

120 O.R. reinforcements were received in Convoy KMF 33 and are now completing training at the R.E.T.D. prior to being posted to units. Unless reinforcements are urgently required by units, all Tn Class III reinforcements entering the Theatre now undergo 5 weeks basic training at the R.E.T.D. This training includes:-

Weapon training.
Mine warfare.
Bailey Bridging.
Battle and Mountain warfare.

and is identical with that given to R.E. (Field) reinforcements.

Advice has been received from 2nd Echelon of reinforcements demanded for Convoys KMF 34 and 35. If the trades asked for are forthcoming, deficiencies by trades should be considerably reduced.

Declassified E.O. 12356 Section 3.3/NND No. 780021

APPENDIX NO. 3.

SUMMARY OF PORT FACILITIES AS AT 31 AUGUST 1944.

The following amendments should be made to the summary for 31 July '44. (Appendix 3 of July report)

1. TARANTO.

(a) Berths.

Add 1 Oil Tanker Jetty.

(b) Floating Equipment.

Tugs.

Deduct - 1 Steam 300 h.p.
2 Tanacs.

Craft.

Deduct - 6 'Z' Craft.

Lighters & Barges.

Deduct - 3 Italian Lighters Various Capacities.

2. BRINDISI.

(b) Floating Equipment.

Tugs.

Deduct - 1 Tanac No. 10.

Lighters and Barges.

Deduct - 2 Minor Barges.

Floating Cranes.

Delete - 1 Steam, Fixed jib, and all detail.

(c) Shore Cranes

Delete - 1 Burger Diesel, Tracked 10 tons

3. BARI.

(a) Berths.

Delete all detail and substitute :-

No.	Type.	Draft.	Remarks.
6	Liberty	19 ft. 6 ins.	
7	Liberty	19 ft. 6 ins.	
8	Liberty	16 ft.	
9	Liberty	16 ft.	
10	Liberty	16 ft.	
[illegible]	Liberty	30 ft.	

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

2 Tanacs.

Craft.

Deduct - 6 'Z' Craft.

Lighters & Barges.

Deduct - 3 Italian Lighters Various Capacities.

2. BRINDISI.

(b) Floating Equipment.

Tugs.

Deduct - 1 Tanac No. 10.

Lighters and Barges.

Deduct - 2 Minor Barges.

Floating Cranes.

Delete - 1 Steam, Fixed jib, and all detail.

(c) Shore Cranes

Delete - 1 Burger Diesel, Tracked 10 tons

3. BARI.

(a) Berths.

Delete all detail and substitute :-

No.	Type.	Draft.	Remarks.
6	Liberty	19 ft. 6 ins.	
7	Liberty	19 ft. 6 ins.	
8	Liberty	16 ft.	
9	Liberty	16 ft.	
10	Liberty	16 ft.	
12	Liberty	30 ft.	
13	MT/Stores	30 ft.	
14	Liberty	30 ft.	
15	Liberty	30 ft.	
16	MT/Stores	30 ft.	
17	Liberty	32 ft.	
18	Liberty	33 ft.	
19	Liberty	33 ft.	MT only - Narrow Quay.
20 - 31	MT. only	30 ft.	Narrow Quay
32	Tanker	17 ft.	Discharge by Pipe Line.
33	Tanker	18 ft.	Discharge by Pipe-Line.

7088

Declassified E.O. 12356 Section 3.3/NND No. 782021

3. BARI. (Contd)

(b) Floating Equipment.

Tugs. Add - 1 Tanac.

Lighters & Barges.
Add - 9 Minca.

(c) Shore Cranes.

		W.D.
Add.	2 R.R.	6 tons.
	1 Jones	3 tons.
	2 Towmotors	

Deduct.

2 P & H 7 tons.
1 Hyster 2½ tons.
2 RB 19 5 tons.
1 International 3 tons.

4. BARLETTA.

(c) Shore Cranes.

Add - 1 Mercer held for No.1 Fwd. Base.

Deduct - 1 RB 10.

5. ANCONA.

(a) Berths

Delete all detail and substitute following :-

No.	Type.	Depth.	Length.	Remarks.
1	Tankers	27 ft.	700 ft.	
2	Coaster	19 ft.	240 ft.	Lit.
3	N.Y.I.U.			Lit.
4	Liberty	20 ft.	480 ft.	Rail Facilities. Lit.
5	N.Y.I.U.			
6	Lighterage		340 ft.	
7	L.S.T.	18 ft.	330 ft.	Two hards. Lit.
8	N.Y.I.U.			
9) 10) 11) 12)	Allocated to H.M. Navy			Naval Repair Berths.
13	Coaster	20 ft.	340 ft.	
14	Coaster	21 ft.	312 ft.	Lit.
15	Lighterage	4-6 ft.	850 ft.	Lit.
16	Lighterage	10 ft.	335 ft.	Lit.

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

1 Jones 3 tons.
2 Towmotors

Deduct.

2 P & H 7 tons.
1 Hyster 2½ tons.
2 RB 19 5 tons.
1 International 3 tons.

4. BARLETTA.

(c) Shore Cranes.

Add - 1 Mercer held for No.1 Fwd. Base.

Deduct - 1 RB 10.

5. ANCONA.

(a) Berths

Delete all detail and substitute following :-

No.	Type.	Depth.	Length.	Remarks.
1	Tankers	27 ft.	700 ft.	
2	Coaster	19 ft.	240 ft.	Lit.
3	N.Y.I.U.			Lit.
4	Liberty	20 ft.	480 ft.	Rail Facilities. Lit.
5	N.Y.I.U.			
6	Lighterage		340 ft.	
7	L.S.T.	18 ft.	330 ft.	Two hards. Lit.
8	N.Y.I.U.			
9)				
10)	Allocated			
11)	to			
12)	H.M. Navy			Naval Repair Berths.
13	Coaster	20 ft.	340 ft.	
14	Coaster	21 ft.	312 ft.	Lit.
15	Lighterage	4-6 ft.	850 ft.	Lit.
16	Lighterage	10 ft.	335 ft.	Lit.
17	Lighterage	7 ft.	600 ft.	3 'Z' Craft Hards. Lit
18	Lighterage	8 ft.	475 ft.	Schooner Traffic. Lit.
19	Lighterage	17 ft.	900 ft.	Stern-on berths. Lit.
20	Liberty	25 ft.	455 ft.	Stern-on berths.
21	Liberty	25 ft.	850 ft.	Stern - on berths.

N.Y.I.U. = Not yet in use.
Lit. = Quay equipped with electric light.

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

5. ANCONA. (Contd)

(b) Floating Equipment.

Tugs.	Add	-	1 Tanac.
Craft.	Add	-	24 R.C.Ls. 5 'Z' Craft.
Barges.	Deduct	-	1 Minca/Minus.

(c) Shore Cranes.

Add.	1	Bunger	10 tons.
	2	P & H	
	1	19 RB.	
	1	10 RB.	
	12	Towmotors.	
	4	Chaseside Tractors.	
	4	Lister Trucks.	

(d) Rail Facilities.

Delete all detail and substitute following :-

Not yet available, but sidings to serve berths 4, 15, 16 and 17 under construction.

138 2

Declassified E.O. 12356 Section 3.3/NND No. 782021

Barges. Deduct - 1 Mijca/Minus.

(c) Shore Cranes.

Add.	1	Bunger	10 tons.
	2	P & H	
	1	19 RB.	
	1	10 RB.	
	12	Towmotors.	
	4	Chaseside Tractors.	
	4	Lister Trucks.	

(d) Rail Facilities.

Delete all detail and substitute following :-

Not yet available, but sidings to serve berths 4, 15, 16 and 17 under construction.

Declassified E.O. 12356 Section 3.3/NND No. 780021

APPENDIX NO 4.

BARGE ERECTION POSITION AT END OF AUGUST 1944.

Craft.	Total completed Prior to 1 Aug.	Total completed during August.	Under construction.	Awaiting construction.	Total Received.
inus Barges	10	-	-	-	10
inca Barges	58	8	4	11	81
.C.L.	30	-	5	-	35
inus Barges	-	-	-	-	-
inca Barges	40	-	-	4	44
.C.L.	21	-	-	-	21
inus Barges	-	-	-	-	-
inca Barges	47	-	-	-	47
.C.L.	29	3	3	-	35
.C.L.	26	-	-	-	26
INUS BARGE	10	-	-	-	10
INCA BARGE	145	8	4	15	172
.C.L.	106	3	8	-	117

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

1385

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

BARGE ERECTION POSITION AT END OF AUGUST 1944.

Port.	Craft.	Total completed Prior to 1 Aug.	Total completed during August.	Under construction.	Await constru
BARI	Minus Barges	10	-	-	-
	Minca Barges	58	8	4	11
	R.C.L.	30	-	5	-
BRINDISI	Minus Barges	-	-	-	-
	Minca Barges	40	-	-	4
	R.C.L.	21	-	-	-
MOLFETTA	Minus Barges	-	-	-	-
	Minca Barges	47	-	-	-
	R.C.L.	29	3	3	-
MOLA DI BARI	R.C.L.	26	-	-	-
TOTALS.	MINUS BARGE	10	-	-	-
	MINCA BARGE	145	8	4	15
	R.C.L.	106	3	8	-

1584

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

APPENDIX NO 4.

BARGE ERECTION POSITION AT END OF AUGUST 1944.

ft.	Total completed Prior to 1 Aug.	Total completed during August.	Under construction.	Awaiting construction.	Total Received.
Barges	10	-	-	-	10
Barges	58	8	4	11	81
.	30	-	5	-	35
Barges	-	-	-	-	-
Barges	40	-	-	4	44
.	21	-	-	-	21
Barges	-	-	-	-	-
Barges	7	-	-	-	47
.	29	3	3	-	35
.	26	-	-	-	26
BARGE	10	-	-	-	10
BARGE	145	8	4	15	172
.	106	3	8	-	117

1387

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

ANCONA HARBOUR.

State of Quay and Berthing Areas at 31 August 1944.

Berth No.	Min. Depth of Water.	Effective Length. Lin. Feet.	Area of Quay Cleared. Sq. Yards.	% Surfaced.	Services. W = Water. E = Electric.
Tanker.	27' - 29'	700	2250	-	-
C.F.B.	4' - 11'	430	-	-	W
1	At 40' off	-	---	-	-
	24'				
	19'	240	2670)		E
2					
3	Off wreck	100	1780)	70%	E
	25'		)		
4	20'	480	10400)		E
5	-	-	-	-	-
6)	At 40' off	340	2360)		WE
7)	25'	330	1950)	80%	WE
8	-	-	-	-	-
9	Off wreck	-	-	-	-
	22'				
10	At 40' off	120	1170	-	-
	22'				
	18'	350	3340)		W
11	19'	230	840)	50%	-
12	19½'	340	5000)		W
13	21'	312	3340	100%	WE
14	4'	850	6610)		WE
15	10'	335	5380)	70%	WE
16	7'	690	14900)		WE
17	8'	475	7800	80%	E
18	17'	Offshore 330	8830	100%	E
19A		Inshore 200			
	17'	665	9340	100%	E
19B		455	8340	30%	-
20)	At 40' off	645	Mole 1400	-	-
Mole)	25'	245	Mole 1200	-	-
21A)					
Mole)					
21B)					

1388

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

ANCONA HARBOUR.

te of Quay and Berthing Areas at 31 August 1944.

Effective Length. Lin. Feet.	Area of Quay Cleared. Sq. Yards.	% Surfaced.	Services. W = Water. E = Electric.	Used by.
700	2250	–	–	Tankers.
430	–	–	W	R.N. Coastal Forces.
–	–	–	–	Liberties - Stern - to.
240	2670	70%	E	Coasters.
100	1780		E	Lighters.
480	10400		E	Lightened Liberty.
–	–	–	–	–
340	2360	80%	WE	Lighters.
330	1950		WE	Lighters.
–	–	–	–	–
–	–	–	–	)
				)
120	1170	–	–	) R.N.
				) Berths.
350	3340	50%	W	)
230	840		–	Coasters.
340	5000	100%	W	Coasters.
312	3340		WE	Lighters.
850	6610	70%	WE	Lighters.
335	5380		WE	Lighters.
690	14900	80%	WE	Schobner.
475	7800	100%	E	Lighters.
Offshore 330	8830		E	
Inshore 200				
665	9340	100%	E	Lighters.
455	8340	30%	–	R.N. Berth.
645	Mole 1400	–	–	Liberties stern to.
245	Mole 1200	–	–	Liberties stern to.

1389

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

WORKS IN PROGRESS AT 31 AUGUST, 1944

Job No.	Agency.	Location	Description.	Size	Progress	Est. of Comp
Line 65 ROME - ORTE - AREZZO						
65/15	160 Rly Const. Coy.	Orte	Repairs to tunnel at Km.86	Permanent repairs	95%	2.
65/17	160 Rly Const. Coy.	Bassano Teverina	Reconstruction of Bridge 5 at Km. 92.4 (R. Tiber)	Improvements to approaches	95%	2.
65/22	2 Rly. Bridging Sec.	Castiglione in Teverina	Reconstruction Bridge 7 at Km. 102.9	Three span continuous girder bridge carrying double track. Spans 162 ft. 200 ft. 162 ft. Severely damaged by bombing and demolition. Passed by diversion with 1/153 ft. lattice girder span and 8/48 ft. German R.S.J. spans carried on standard trestle piers on pile foundations. 111,000 cu.yds earthwork in deviation bank.	80%	10.
65/77	10 Rly Const. Coy.	Orvieto	Water supply	Repairs to water columns.	90%	6.
65/78	159 Rly Const. Coy.	Chiusi	Water supply	Installation of new pump, water tank and fittings.	90%	5.
Line 86	ANCONA - RIMINI - BOLOGNA.					
86/120	C.E.	Campomarino	Repairs to Biferno Pumping Station.	Reconstruction of buildings and pumping installations.	85%	

[3.9.0]

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

WORKS IN PROGRESS AT 31 AUGUST, 1944

tion	Description.	Size	Progress	Est.date of Completion	Remarks.
	Repairs to tunnel at Km.86	Permanent repairs	95%	2.9.44.	
o n	Reconstruction of Bridge 5 at Km. 92.4 (R. Tiber)	Improvements to approaches	95%	2.9.44	Bridge open to traffic.
lions in na	Reconstruction Bridge 7 at Km. 103.5	Three span continuous girder bridge carrying double track. Spans 162 ft. 200 ft. 162 ft. Severely damaged by bombing and demolition. Passed by diversion with 1/153 ft. lattice girder span and 8/48 ft. German R.S.J. spans carried on standard trestle piers on pile foundations. 111,000 cu.yds earthwork in deviation bank.	80%	10.9.44	Bridge open to traffic 8.9.44. Strengthening in progress.
o	Water supply	Repairs to water columns.	90%	6.9.44	
	Water supply	Installation of new pump, water tank and fittings.	90%	5.9.44.	
arino	Repairs to Biferno Pumping Station.	Reconstruction of buildings and pumping installations.	85%		

/to Sheet 2.

1391

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

WORKS IN PROGRESS AT 31 AUGUST, 1944 (contd)

Job No.	Agency.	Location.	Description.	Size.	Progress	Est. o. Com.
Line 86.	ANCONA - RIMINI - BOLOGNA (Contd)					
86/201	38 Rly. Const. Coy. (S.A.E.C)	Ancona	Repairs to track in Dock area.	Part I - Quays 2 & 4 and 3 holding sidings. Part II - Quay 11.	98%	2. 10.
86/202	159 Rly. Const.Coy. 38 Rly. Const.Coy. (S.A.EC)	Ancona	Repairs to track in station.	3 road served sidings each 90 wagons capacity. End loading ramp and siding. Siding at platform for personnel trains. 4 marshalling sidings 1,500 ft. long. Loco facilities.	54%	15.
86/203	38 Rly. Const. Coy. (S.A.E.C)	Falconara	Repairs to track in station.	2 road served sidings. Total capacity 90 wagons. 5 marshalling sidings 1,500 ft. long. Coal store siding and loco facilities.	89%	10.
86/204	38 Rly. Const. Coy. (S.A.E.C)	Montemarciano	Rail served B.S.D	1,200 yards track repairs.	75%	2.
86/205	159 Rly. Const. Coy.	Falconara	P.O.L. Siding.	400 yards track repairs.	19%	15.
86/206	38 Rly.Const.Coy. (S..E.C)	Marzocca	Ammunition Railhead siding.	4 turnouts and repair of 1,500 yards track.	45%	10.
86/301	38 Rly.Const.Coy. (S.A.E.C)	Palombina	Ancona (incl) to Palombina (excl)	5½ Kms. track repairs. Total rail demolition and bomb damage.	80%	3.

1392

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

WORKS IN PROGRESS AT 31 AUGUST, 1944 (Contd)

...tion.	Description.	Size.	Progress	Est. date of Completion.	Remarks.
...a (Contd)					
...na	Repairs to track in Dock area.	Part I - Quays 2 & 4 and 3 holding sidings. Part II - Quay 11.	98%	2.9.44 10.9.44	Part I Part II
...na	Repairs to track in station.	3 road served sidings each 90 wagons capacity. End loading ramp and siding. Siding at platform for personnel trains. 4 marshalling sidings 1,500 ft. long. Loco facilities.	54%	15.9.44	
...nara	Repairs to track in station.	2 road served sidings. Total capacity 90 wagons. 5 marshalling sidings 1,500 ft. long. Coal store siding and loco facilities.	89%	10.9.44	
...marciana	Rail served E.S.D	1,200 yards track repairs.	75%	2.9.44	
...nara	P.O.L. Siding.	400 yards track repairs.	19%	15.9.44	
...cca	Ammunition Railhead siding.	4 turnouts and repair of 1,500 yards track.	45%	10.9.44.	
...bina	Ancona (incl) to Palombina (excl)	5½ Kms. track repairs. Total rail demolition and bomb damage.	80%	3.9.44.	

/to Sheet 3.

1393

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

WORKS IN PROGRESS AT 31 AUGUST, 1944 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progre
Line 86. ANCONA - RIMINI - BOLOGNA. (Contd)					
86/302	38 Rly.Const.Coy. (S.A.E.C)	Falconara	Palombina (inc) to Falconara (excl)	3 Kms track repairs. Total rail demolition and bomb damage.	80%
86/303	38 Rly.Const.Coy. (S.A.E.C)	Montemarciano.	Falconara (incl). to Montemarciano (excl)	5 Kms. track repairs. Total rail demolition and bomb damage.	97%
86/304	38 Rly.Const.Coy. (S.A.E.C) 61 Tunnelling Coy.	Falconara	Repairs to Bridge 1 at Km. 193.0	6/40 ft. spans.	10%
86/306	150 Rly.Const.Coy.	Marzocca	Montemarciano (incl) to Marzocca (excl)	5½ Kms. track repairs.	85%
86/307	150 Rly.Const.Coy.	Senigallia	Repairs to Bridge 6 at Km. 180.1	3/24 ft. R.S.J. spans	95%
86/308	150 Rly.Const.Coy.	Senigallia	Repairs to Bridge 8 at Km. 178.9	Concrete box culvert & fill.	87%
86/309	150 Rly.Const.Coy.	Senigallia	Repairs to Bridge 10 at Km. 178.0	1/85 ft U.C.R.B and 1/41 ft. German R.S.J.	65%
86/311	150 Rly.Const.Coy.	Senigallia	Repairs to Bridge 12 at Km. 177.0	3/24 ft. R.S.J. spans	25%
86/312	1 Rly.Bridging Sect.	Mandolfo - Marotta	Repairs to Bridge 14 at Km. 172.6	14/45 ft. spans made from Yunnan Burma spans.	25%

1394

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

WORKS IN PROGRESS AT 31 AUGUST, 1944 (Contd)

tion.	Description.	Size.	Progress	Est. date of Completion.	Remarks.
a. (Contd)					
conara	Palombina (inc) to Falconara (excl)	3 Kms track repairs. Total rail demolition and bomb damage.	80%	3.9.44	
tenarciano.	Falconara (incl). to Montenarcinno (excl)	5 Kms. track repairs. Total rail demolition and bomb damage.	97%	3.9.44	
conara	Repairs to Bridge 1 at Km. 193.0	5/40 ft. spans.	18%	3.9.44.	
zocca	Montenarciano (incl) to Marzocca (excl)	5½ Kms. track repairs.	85%	3.9.44.	
igallia	Repairs to Bridge 6 at Km. 180.1	3/24 ft. R.S.J. spans	95%	1.9.44.	
igallia	Repairs to Bridge 8 at Km. 178.9	Concrete box culvert & fill.	87%	3.9.44.	
igallia	Repairs to Bridge 10 at Km. 178.0	1/85 ft U.C.R.B and 1/41 ft. German R.S.J.	65%	4.9.44.	
igallia	Repairs to Bridge 12 at Km. 177.0	3/24 ft. R.S.J. spans	25%	10.9.44.	
dolfo - otta	Repairs to Bridge 14 at Km. 172.6	14/45 ft. spans made from Yunnan Burma spans.	25%	20.9.44.	

/to Sheet 4.

1395

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

WORKS IN PROGRESS AT 31 AUGUST, 1944 (Contd)

Job No.	Agency	Location.	Description.	Size.	Progress	Est. of Compl
Line 86. ANCONA - RIMINI - BOLOGNA (Contd.)						
86/31[illegible]	38 Rly.Const.Coy. (S.A.E.C)	Ancona	Water Supply	Temporary supply	85%	10.9.
86/314	38 Rly.Const.Coy. (S.A.E.C)	Falconara	Water supply	Temporary supply	85%	10.9.
86/301A	159 Rly.Const.Coy.	Palombina	Ancona (incl) to Palombina (excl) Doubling main line.	5½ Kms. Track repairs.	5%	10.9.
Line 87. ORTE - TERNI - ANCONA.						
87/20	39 Rly.Const.Coy. (S.A.E.C)	Terni	Water supply	Installation of new pump, tank and fittings.	90%	10.9.
87/21	39 Rly.Const.Coy. (S.A.E.C)	Foligno	Water supply	Installation of new tank and fittings. Repairs to pipe line.	99%	1.9.4
87/22	160 Rly.Const.Coy.	Orte	Water supply	Installation of new pump and repairs to fittings.	95%	10.9.
87/43	61 Tunnelling Coy. (S.A.E.C)	Fossato	Repairs to Bridge 22 at Km. 209.84	1/65 ft. UCRB, 2/40 ft. spans 2/20 ft. R.S.J. spans	99%	3.9.4
87/44	61 Tunnelling Coy. (S.A.E.C)	Fossato	Tunnel at Km. 211.60	Clear 700 tons rock fall Rebuild 600 ft. arch lining.	99%	3.9.4
87/47	40 Rly.Const Coy. (S.A.E.C) 61 Tunnelling Coy	Fabriano	Cancello Fabriano (excl) to Fabriano (incl)	8 Kms minor track repairs.	90%	3.9.4

1596

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

WORKS IN PROGRESS AT 31 AUGUST, 1944 (Contd)

tion.	Description.	Size.	Progress	Est. date of Completion.	Remarks.
(Contd.)					
a	Water Supply	Temporary supply	85%	10.9.44	
nara	Water supply	Temporary supply	85%	10.9.44.	
bina	Ancona (incl) to Palombina (excl) Doubling main line.	5½ Kms. Track repairs.	5%	10.9.44.	
	Water supply	Installation of new pump, tank and fittings.	90%	10.9.44.	
o	Water supply	Installation of new tank and fittings. Repairs to pipe line.	99%	1.9.44.	
	Water supply	Installation of new pump and repairs to fittings.	95%	10.9.44.	
o	Repairs to Bridge 22 at Km. 209.84	1/65 ft. UCRB, 2/40 ft. spans 2/20 ft. R.S.J. spans	99%	3.9.44.	
o	Tunnel at Km. 211.60	Clear 700 tons rock fall Rebuild 600 ft. arch lining.	99%	3.9.44.	
o	Cancello Fabriano (excl) to Fabriano (incl)	8 Kms. minor track repairs.	90%	3.9.44.	

/to Sheet 5.

1397

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

WORKS IN PROGRESS AT 31 AUGUST, 1944 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress
Line 87 ORTE - TERNI - ANCONA (Contd)					
87/53	40 Rly.Const.Coy. 62 Tunnelling Coy. (S.A.E.C)	Genga.	Repairs to tunnel at Km. 241.30	Tunnel 150 ft. long totally demolished. 2,000 cu. yds debris to be removed and over sheet flume repaired.	70%
87/56	62 Tunnelling Coy. (S.A.E.C)	Genga	Repairs to tunnel at Km. 242.67	Both portals repaired and approx. 4,000 cu.yds debris removed.	95%
87/57	62 Tunnelling Coy. (S.A.E.C)	Serra S. Quirico	Repairs to Bridge 28 at Km. 244.14.	2/70 ft. U.C.R.B.	89%
87/58	40 Rly.Const.Coy. 62 Tunnelling Coy. (S.A.E.C)	Serra S. Quirico	Albacina (excl) to Serra S. Quirico (Incl).	14 Kms. track repairs.	99%
87/59	217 Ind. Pioneer Coy 218 Ind. Pioneer Coy	Serra S. Quirico	Repairs to Bridge 29 at Km. 246.7	1/40 ft. R.S.J. span	99%
87/60	217 Ind.Pioneer Coy. 218 Ind.Pioneer Coy.	Serra S. Quirico	Repairs to Bridge 30 at Km. 248.5	1/60 ft. U.C.R.B.	99%
87/61	217 Ind.Pioneer Coy 218 Ind.Pioneer Coy	Castel Planio	Repairs to Bridge 31 at Km. 250.18	1/70 ft. U.C.R.B.	98%
87/62	217 Ind.Pioneer Coy. 218 Ind.PioneerCoy.	Montecarrotto	Serra S.Quirico (excl) to Montecarrotta (inc)	12 Kms. track repairs	80%
87/63	217 Ind.Pioneer Coy 218 Ind.Pioneer Coy	Montecarrotta	Repairs to Bridge 32 at Km. 259.9	1/55 ft. U.C.R.B.	99%

1 3 9 8

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

WORKS IN PROGRESS AT 31 AUGUST, 1944 (Contd)

n.	Description.	Size.	Progress	Est. date of Completion.	Remarks.
	Repairs to tunnel at Km. 241.30	Tunnel 150 ft. long totally demolished. 2,000 cu. yds debris to be removed and over shoot flume repaired.	70%	3.9.44.	
	Repairs to tunnel at Km. 242.67	Both portals repaired and approx. 4,000 cu.yds debris removed.	95%	3.9.44.	
	Repairs to Bridge 28 at Km. 244.14.	2/70 ft. U.C.R.B.	99%	3.9.44.	
	Albacina (excl) to Serra S. Quirico (Incl).	14 Kms. track repairs.	99%	3.9.44.	
	Repairs to Bridge 29 at Km. 246.7	1/40 ft. R.S.J. span	99%	3.9.44.	
	Repairs to Bridge 30 at Km. 248.5	1/60 ft. U.C.R.B.	99%	3.9.44.	
Planic	Repairs to Bridge 31 at Km. 250.18	1/70 ft. U.C.R.B.	98%	3.9.44.	
rotto	Serra S.Quirico (excl) to Montecurrotta (inc)	12 Kms. track repairs	80%	3.9.44.	
rotta	Repairs to Bridge 32 at Km. 259.9	1/55 ft. U.C.R.B.	99%	3.9.44.	

/to Sheet 6.

1399

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

WORKS IN PROGRESS AT 31ST AUGUST, 1944. (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress	Est. Comp.
Line 87 ORTE - TERNI - ANCONA (Contd.)						
87/64	217 Ind.Pioneer Coy 218 Ind.Pioneer Coy	Montecarrotto	Repairs to Bridge 33 at Km. 261.8	1/31 ft. R.S.J. span	85%	3.9.
87/65	217 Ind.Pioneer Coy 218 Ind.Pioneer Coy	Jesi	Repairs to Bridge 34 at Km. 263.6	1/31 ft. R.S.J. span	85%	3.9.
87/66	38 Rly.Const.Coy. (S.A.E.C)	Jesi	Montecarrotto (excl) to Jesi (incl).	9 Kms. track repairs.	85%	3.9.
87/67	38 Rly.Const.Coy. (S.A.E.C)	Jesi	Repairs to Bridge 35 at Km. 267.7	1/70 ft. U.C.R.B.	65%	3.9.
87/68	38 Rly.Const.Coy. (S.A.E.C)	Jesi	Repairs to Bridge 36 at Km. 267.9	1/40 ft. Sectional span.	75%	3.9.
87/69	38 Rly.Const.Coy. (S.A.E.C)	Chiaravalle	Repairs to Bridge 37 at Km. 275.5	1/35 ft. R.S.J. span	90%.	3.9.
87/71	38 Rly.Const.Coy. (S.A.E.C)	Chiaravalle	Jesi (excl) to Chiaravalle (incl)	11 Kms. Track repairs.	93%	3.9.
87/72	38 Rly.Const.Coy. (S.A.E.C)	Chiaravalle	Repairs to Bridge 39 at Km. 278.6 (R. Esino)	2/84 ft 7¾"; 4/68 ft. 2⅝" Yunnan Burma spans.	90%	3.9.
87/73	38 Rly.Const.Coy. (S.A.E.C)	Castel Ferretti	Repairs to Bridge 40 at Km. 281.3	Repairs to abutments and 10 metre R.S.J. span.	90%	3.9.
87/75	38 Rly.Const.Coy. (S.A.E.C)	Castel Ferretti	Repairs to Bridge 42 at Km. 282.4	Repairs to abutments and 8 metre R.S.J span	90%	3.9.
87/76	38 Rly.Const.Coy. (S.A.E.C)	Castel Ferretti	Repairs to Bridge 43 at Km. 282.7	Repairs to abutments and new bracing on 8 metre R.S.J span	90%	3.9.

1400

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

WORKS IN PROGRESS AT 31ST AUGUST, 1944. (Contd.)

on.	Description.	Size.	Progress	Est. date of Completion	Remarks.
.)					
arrotto	Repairs to Bridge 33 at Km. 261.8	1/31 ft. R.S.J. span	85%	3.9.44.	
	Repairs to Bridge 34 at Km. 263.6	1/31 ft. R.S.J. span	85%	3.9.44.	
	Montecarrotto (excl) to Jesi (incl).	9 Kms. track repairs.	85%	3.9.44.	
	Repairs to Bridge 35 at Km. 267.7	1/70 ft. U.C.R.B.	65%	3.9.44.	
	Repairs to Bridge 36 at Km. 267.9	1/40 ft. Sectional span.	75%	3.9.44.	
valle	Repairs to Bridge 37 at Km. 275.5	1/35 ft. R.S.J. span	90%.	3.9.44.	
valle	Jesi (excl) to Chiaravalle (incl)	11 Kms. Track repairs.	93%	3.9.44.	
valle	Repairs to Bridge 39 at Km. 278.6 (R. Esino)	2/84 ft $7\frac{3}{4}$"; 4/68 ft. $2\frac{5}{8}$" Yunnan Burma spans.	90%	3.9.44.	
ti	Repairs to Bridge 40 at Km. 281.3	Repairs to abutments and 10 metre R.S.J. span.	90%	3.9.44.	
" i	Repairs to Bridge 42 at Km. 282.4	Repairs to abutments and 8 metre R.S.J span	90%	3.9.44.	
ti	Repairs to Bridge 43 at Km 282.7	Repairs to abutments and new bracing on 8 metre R.S.J span	90%	3.9.44.	

/to Sheet 7.

[401]

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

Job No.	Agency	Location.	Description.	Size.	Progress
Line 87. ORTE - TERNI - ANCONA (Contd)					
87/77	38 Rly.Const.Coy. (S.A.E.C)	Falconara	Repairs to Bridge 44 at Km. 283.2	1/31 ft. R.S.J. span	90%
87/79	38 Rly.Const.Coy. (S.A.E.C)	Falconara	Chiaravelle (excl) to Falconara (excl)	7 Kms. track repairs.	87%
87/81	61 Tunnelling Coy. (S.A.E.C)	Fossato	Water supply	Installation of pump, tank and fittings.	76%
87/82	40 Rly.Const.Coy. (S.A.E.C)	Fabriano	Water supply	Repairs to pipe line and water columns	70%
87/83	40 Rly. Const.Coy (S.A.E.C)	Albacina	Water supply	Erection tank, water column and pipe line	15%
87/84	701 Artisan Wks. Coy.	Castel Planic	Water supply	Installation of pump, tank and fittings.	15%
87/101	159 Rly.Const.Coy.	Castel Ferretti	E.S.B.D. Construction of rail facilities.	3,400 yards of track and 8 turnouts.	11%
87/102	159 Rly.Const.Coy.	Falconara	Ord. (Gun Park) Depot. Repairs to existing sidings.	Repairs to 750 yds. track	60%
87/103	159 Rly.Const.Coy.	Falconara	Tn.S.D. Repairs to existing sidings.	Repairs to 1,300 yds track	11%

1402

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

WORKS IN PROGRESS AT 31ST AUGUST, 1944 (Contd)

Description.	Size.	Progress	Est. date of Completion	Remarks.
Repairs to Bridge 44 at Km. 283.2	1/31 ft. R.S.J. span	90%	3.9.44.	
Chiaravalle (excl) to Falconara (excl)	7 Kms. track repairs.	87%	3.9.44.	
Water supply	Installation of pump, tank and fittings.	76%	3.9.44.	
Water supply	Repairs to pipe line and water columns	70%	10.9.44.	
Water supply	Erection tank, water column and pipe line	15%	10.9.44.	
Water supply	Installation of pump, tank and fittings.	15%	10.9.44.	
E.S.B.D. Construction of rail facilities.	3,400 yards of track and 6 turnouts.	11%	10.9.44.	
Ord. (Gun Park) Depot. Repairs to existing sidings.	Repairs to 750 yds. track	60%	6.9.44.	
Tn.S.D. Repairs to existing sidings.	Repairs to 1,300 yds track	11%	15.9.44.	

/to Sheet 8.

1403

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

WORKS IN PROGRESS AT 31ST AUGUST, 1944 (Contd)

Job No.	Agency.	Location	Description.	Size.	Progr
Line 302 FOGGIA - POTENZA					
302/6	I.S.R.	Melfi	Permanent repairs to Bridge 3 at Km. 60.03	2/10 metres masonry arches.	75%
302/7	I.S.R.	Melfi	Permanent repairs to Bridge 4 at Km. 66.22	3/10 metre masonry arches.	95%
302/8	I.S.R.	Rochetta	Permanent repairs to Bridge 1 at Km. 47.82	1/8 metres masonry arch.	15%
302/9	I.S.R.	Rochetta	Permanent repairs to Bridge 2 at Km. 49.68	2/9 metres masonry arch.	40%

1404

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

WORKS IN PROGRESS AT 31ST AUGUST, 1944 (Contd)

ation	Description.	Size.	Progress	Est. date of Completion.	Remarks.
fi	Permanent repairs to Bridge 3 at Km. 60.03	2/10 metres masonry arches.	75%	-	
fi	Permanent repairs to Bridge 4 at Km. 66.22	3/10 metre masonry arches.	95%	-	
hetta	Permanent repairs to Bridge 1 at Km. 47.82	1/8 metres masonry arch.	15%	-	
netta	Permanent repairs to Bridge 2 at Km. 49.68	2/9 metres masonry arch.	40%	-	

1405

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

WORKS COMPLETED DURING AUGUST, 1944.

Job No.	Agency.	Location.	Description.	Size.	Date of Completion
Line 65 ROME - ORTE - AREZZO					
65/20	160 Rly.Const.Coy.	Attigliano	Tunnel at Km. 100.6	Clearance of debris and repairs to roof.	23.8.44
65/27	Canadian Field Coy.	Allerona	Repairs to Bridge 9 at Km. 133.6	20 ft. gap repaired with German R.S.J.s.	8.8.44
65/29	160 Rly.Const.Coy.	Allerona	Repairs to Bridge 11 at Km. 134.1 Paglia Viaduct.	Lifting and supporting 80 ft. R.S.J. spans brought by Germans to repair severe bomb damage to 11 arch viaduct and later partially demolished by them. Strutting arches.	14.8.44
65/30	159 Rly.Const.Coy.	Ficulle	Allerona (excl) to Ficulle (incl)	12 kms. of minor track repairs.	14.8.44
65/32	159 Rly.Const.Coy.	Allerona	Tunnel at Km. 139.1	Clearing debris from both portals.	8.8.44
65/34	159 Rly.Const.Coy.	Allerona	Repairs to Bridge 13 at Km. 140.8 Ritorto Viaduct.	1/55 ft and 1/75 ft. U.C.R.B.	8.8.44
65/36	46 M.E.(Tn) Sect.	Ficulle	Tunnel at Km. 142.7 - 144.5	Approx. 25,000 cu. yds debris cleared.	8.8.44
65/42	159 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Ficulle	Repairs to Bridge 19 at Km. 149.2	Pipe and fill.	8.8.44
65/43	159 Rly.Const.Coy.	Citta della Pieve	Repairs to culvert at Km. 155.9	Pipe and fill.	8.8.44
65/46	159 Rly.Const.Coy.	Chiusi	Citta della Pieve (excl) to Chiusi (incl)	20 craters in track filled and track relaid.	6.8.44

1406

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

WORKS COMPLETED DURING AUGUST, 1944.

...on.	Description.	Size.	Date of Completion.	Remarks.
...iano	Tunnel at Km. 100.6	Clearance of debris and repairs to roof.	23.8.44.	
...n.	Repairs to Bridge 9 at Km. 133.6	20 ft. gap repaired with German R.S.J.s.	8.8.44.	
...a.	Repairs to Bridge 11 at Km. 134.1 Paglia Viaduct.	Lifting and supporting 80 ft. R.S.J. spans brought by Germans to repair severe bomb damage to 11 arch viaduct and later partially demolished by them. Strutting arches.	14.8.44.	
	Allerona (excl) to Ficulle (incl)	12 kms. of minor track repairs.	14.8.44.	
	Tunnel at Km. 139.1	Clearing debris from both portals.	8.8.44.	
	Repairs to Bridge 13 at Km. 140.8 Ritorto Viaduct.	1/55 ft and 1/75 ft. U.C.R.B.	8.8.44.	
	Tunnel at Km. 142.7 - 144.5	Approx. 25,000 cu. yds debris cleared.	8.8.44.	
	Repairs to Bridge 19 at Km. 149.2	Pipe and fill.	8.8.44.	
...lla	Repairs to culvert at Km. 155.9	Pipe and fill.	8.8.44.	
	Citta della Pieve (excl) to Chiusi (incl)	20 craters in track filled and track relaid.	6.8.44.	

/to Sheet 2.

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

WORKS COMPLETED DURING AUGUST, 1944. (Contd.)

Job No.	Agency.	Location.	Descrption.	Size.	Date Compl
65/47	159 Rly.Const.Coy. 46 M.E.(Tn) Sect.	Citta della Pieve	Repairs to Bridge 20 at Km. 160.8	Pipe and fill	6.8.4
65/48	159 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Chiusi	Repairs to Bridge 21 at Km. 161.4	Pipe and fill.	6.8.4
65/50	150 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Chiusi	Repairs to Bridge 23 at Km. 166.2	Pipe and fill.	6.8.4
65/52	150 Rly.Const.Coy. 46 M.E.(Tn.)Sect.	Chiusi	Repairs to Bridge 25 at Km. 168.7	Pipe and fill.	1.8.4
65/56	150 Rly.Const.Coy.	Chiusi	Repairs to Bridge 29 at Km. 174.6	1/50 ft. German R.S.J. span.	6.8.4
65/60	150 Rly.Const.Coy.	Castiglione del Lago.	Repairs to Bridge 31 at Km. 183.6	1/35 ft. R.S.J. span	1.8.4
65/61	150 Rly.Const.Coy..	Castiglione del Lago.	Repairs to Bridge 32 at Km. 188.2	1/35 ft. R.S.J. span	2.8.4
65/63	150 Rly.Const.Coy. 46 M.E. (Tn.)Sect.	Terontola	Repairs to Bridge 34 at Km. 190.9	Pipe and fill.	4.8.4
65/64	150 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Terontola	Repairs to Bridge 35 at Km. 191.3	Pipe and fill.	4.8.4
65/65	150 Rly.Const.Coy. 46 M.E.(Tn.)Sect.	Terontola	Repairs to Bridge 36 at Km. 191.7	Pipe and fill.	5.8.4
65/66	150 Rly.Const.Coy.	Terontola	Cadtiglione (excl) to Terontola (incl).	10 Kms. of track repairs.	4.8.4

1408

Declassified E.O. 12356 Section 3.3/NND No. 7850211

WORKS COMPLETED DURING AUGUST, 1944. (Contd.)

ion.	Description.	Size.	Date of Completion.	Remarks.
della	Repairs to Bridge 20 at Km. 160.8	Pipe and fill	6.8.44.	
	Repairs to Bridge 21 at Km. 161.4	Pipe and fill.	6.8.44.	
	Repairs to Bridge 23 at Km. 166.2	Pipe and fill.	6.8.44.	
	Repairs to Bridge 25 at Km. 168.7	Pipe and fill.	1.8.44.	
	Repairs to Bridge 29 at Km. 174.6	1/50 ft. German R.S.J. span.	6.8.44.	
lione go.	Repairs to Bridge 31 at Km. 183.6	1/35 ft. R.S.J. span	1.8.44.	
lione go.	Repairs to Bridge 32 at Km. 188.2	1/35 ft. R.S.J. span	2.8.44.	
ola	Repairs to Bridge 34 at Km. 190.9	Pipe and fill.	4.8.44.	
ola	Repairs to Bridge 35 at Km. 191.3	Pipe and fill.	4.8.44.	
ola	Repairs to Bridge 36 at Km. 191.7	Pipe and fill.	5.8.44.	
ola	Cadtiglione (excl) to Torontola (incl).	10 Kms. of track repairs.	4.8.44.	

/to Sheet 3.

1409

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

Job No.	Agency.	Location.	Description.	Size.
65/67	150 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Torontola	Repairs to Bridge 37 at Km. 195.6	Fill.
65/68	150 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Camucia	Repairs to Bridge 38 at Km. 198.0	Pipe and fill.
65/69	150 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Camucia	Repairs to Bridge 39 at Km. 198.3	Pipe and fill.
65/70	161 Rly.Const.Coy. 150 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Camucia	Repairs to Bridge 40 at Km. 196.6	Pipe and fill.
65/71	150 Rly.Const.Coy. 161 Rly.Const.Coy.	Camucia	Torontola (excl) to Camucia (incl)	6 Kms. of track repairs.
65/72	161 Rly.Const.Coy. 46 M.E.(Tn) Sect.	Camucia	Repairs to Bridge 41 at Km. 201.8	Pipe and fill.
65/73	161 Rly.Const.Coy.	Castiglione Fiorentino	Repairs to Bridge 42 at Km. 207.7	2/35 ft. R.S.J. spans.
65/74	161 Rly.Const.Coy. 46 M.E. (Tn) Sect.	Castiglione Fiorentino	Repairs to Bridge 43 at Km. 208.0	Pipe and fill.
65/75	161 Rly.Const.Coy. 46 M.E.(Tn) Sect.	Castiglione Fiorentino	Repairs to Bridge 44 at Km. 208.5	Pipe and fill.
65/76	161 Rly. Const.Coy	Castiglione Fiorentino	Camucia (excl) to Castiglione Fiorentino (incl)	11 Kms. of track repairs.
65/79	150 Rly.Const.Coy.	Torontola	Water supply.	Repairs to pipe line, 1/12,800 gln. tank and tower

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

WORKS COMPLETED DURING AUGUST, 1944 (Contd).

cation.	Description.	Size.	Date of Completion.	Remarks.
rontola	Repairs to Bridge 37 at Km. 195.6	Fill.	3.8.44.	
mucia	Repairs to Bridge 38 at Km. 198.0	Pipe and fill.	4.8.44.	
mucia	Repairs to Bridge 39 at Km. 198.3	Pipe and fill.	4.8.44.	
mucia	Repairs to Bridge 40 at Km. 198.6	Pipe and fill.	5.8.44.	
mucia	Terontola (excl) to Camucia (incl)	6 Kms. of track repairs.	4.8.44.	
mucia	Repairs to Bridge 41 at Km. 201.8	Pipe and fill.	5.8.44.	
stiglione rentino	Repairs to Bridge 42 at Km. 207.7	2/35 ft. R.S.J. spans.	7.8.44.	
stiglione rentino	Repairs to Bridge 43 at Km. 208.0	Pipe and fill.	5.8.44.	
stiglione rentino	Repairs to Bridge 44 at Km. 208.5	Pipe and fill.	5.8.44.	
stiglione rentino	Camucia (excl) to Castiglione Fiorentino (incl)	11 Kms. of track repairs.	15.8.44.	
rontola	Water supply.	Repairs to pipe line, 1/12,800 gln. tank and tower	24.8.44.	

/to Sheet 4.

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

WORKS COMPLETED DURING AUGUST, 1944. (Contd).

Job No.	Agency.	Location.	Description.	Size.	Da Co
65/80	161 Rly.Const.Coy.	Arezzo	Water supply	1/12,000 gln. tank and tower. Piping and water columns.	2
65/85	161 Rly.Const.Coy.	Castiglione Fiorentino	Repairs to Bridge 45 at Km. 211.6	1/20 ft. R.S.J. span	7
65/86	161 Rly.Const.Coy. 46 M.E.(Tn) Sect.	Castiglione Fiorentino	Repairs to Bridge 46 at Km. 212.1	Pipe and fill.	7
65/87	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Castiglione Fiorentino	Repairs to Bridge 47 at Km. 213.70	Fill.	6
65/88	161 Rly.Const.Coy. 46 M.E.(Tn) Sect.	Frassineto	Repairs to Bridge 48 at Km. 214.0	Pipe and fill.	6
65/89	161 Rly.Const.Coy. 46 M.E.(Tn). Sect.	Frassineto	Repairs to Bridge 49 at Km. 216.25	Pipe and fill.	5
65/90	161 Rly.Const.Coy. 46 M.E.(Tn). Sect.	Frassineto	Repairs to Bridge 50 at Km. 217.6	Pipe and fill.	5
65/91	161 Rly.Const.Coy.	Frassineto	Repairs to Bridge 51 at Km. 218.0	Repair of damaged arch.	5
65/92	161 Rly.Const.Coy.	Frassineto	Repairs to Bridge 52 at Km. 218.2	1/35 ft. R.S.J. span.	5
65/93	161 Rly.Const.Coy. 46 M.E.(Tn) Sect.	Frassineto	Repairs to Bridge 53 at Km. 218.6	Fill.	5
65/94	161 Rly.Const.Coy.	Frassineto	Repairs to Bridge 54 at Km. 219.20	Repairs to damaged 15 ft. arch.	5

1412

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

WORKS COMPLETED DURING AUGUST, 1944. (Contd).

ion.	Description.	Size.	Date of Completion.	Remarks.
o	Water supply	1/12,800 gln. tank and tower. Piping and water columns.	26.8.44.	
glione ntino	Repairs to Bridge 45 at Km. 211.6	1/20 ft. R.S.J. span	7.8.44.	
glione ntino	Repairs to Bridge 46 at Km. 212.1	Pipe and fill.	7.8.44.	
glione ntino	Repairs to Bridge 47 at Km. 213.70	Fill.	6.8.44.	
neto	Repairs to Bridge 48 at Km. 214.0	Pipe and fill.	6.8.44.	
neto	Repairs to Bridge 49 at Km. 216.25	Pipe and fill.	5.8.44.	
neto	Repairs to Bridge 50 at Km. 217.6	Pipe and fill.	5.8.44.	
neto	Repairs to Bridge 51 at Km. 218.0	Repair of damaged arch.	5.8.44.	
neto	Repairs to Bridge 52 at Km. 218.2	1/35 ft. R.S.J. span.	5.8.44.	
neto	Repairs to Bridge 53 at Km. 218.6	Fill.	5.8.44.	
neto	Repairs to Bridge 54 at Km. 219.20	Repairs to damaged 15 ft. arch.	5.8.44.	

/to Sheet 5.

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

WORKS COMPLETED DURING AUGUST, 1944 (Contd).

Job No.	Agency.	Location.	Description.	Size.	De Co
65/95	161 Rly. Const.Coy.	Frassineto	Repairs to Bridge 55 at Km. 221.5	1/20 ft. R.S.J. span.	6.
65/96	161 Rly.Const.Coy.	L'Olmo	Castiglione Fiorentino (excl) to L'Olmo (incl).	12 Kms. track repairs.	15
65/97	161 Rly.Const.Coy.	Arezzo	Tunnel at Km. 223.25	Clearance of debris at both portals.	10
65/98	161 Rly.Const.Coy.	Arezzo	Repairs to Bridge 56 at Km. 224.3	1/35 ft. R.S.J. span	8.
65/99	161 Rly.Const.Coy.	Arezzo	Repairs to Bridge 57 at Km. 225.7	1/35 ft. R.S.J. span	8.
65/100	161 Rly.Const.Coy.	Arezzo	L'Olmo (excl) to Arezzo (incl).	6 Kms. track repairs.	9.
65/101	161 Rly.Const.Coy.	Arezzo	Doubling of track L'Olmo to Arezzo.	6 Kms. of track repairs.	26.
Line 87 ORTE - TERNI - ANCONA.					
87/23	39 Rly.Const.Coy. (S.A.E.C)	Baiano	Water supply	2/10,000 gln. tanks and column.	14.
87/25	39 Rly.Const.Coy. (S.A.E.C)	Scanzano Bifiore	Foligno (excl) to Scanzano Bifiore (incl).	4 Kms. of track repairs and minor bridges.	2.
87/26	39 Rly.Const.Coy. (S.A.E.C)	Pieve Fanonica	Repairs to Bridge 10 at Km. 174.45	2/52 ft. German R.S.J. spans.	28.
87/27	39 Rly.Const.Coy. (S.A.E.C)	Pieve Fanonica	Scanzano Bifiore (excl.) to Pieve Fanonica (incl).	3 Kms. track repairs and minor bridges	14.

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

WORKS COMPLETED DURING AUGUST, 1944 (Contd).

tion.	Description.	Size.	Date of Completion.	Remarks.
ineto	Repairs to Bridge 55 at Km. 221.5	1/20 ft. R.S.J. span.	6.8.44.	
o	Castiglione Fiorentino (excl) to L'Olmo (incl).	12 Kms. track repairs.	15.8.44.	
o	Tunnel at Km. 223.25	Clearance of debris at both portals.	10.8.44.	
o	Repairs to Bridge 56 at Km. 224.3	1/35 ft. R.S.J. span	8.8.44.	
o	Repairs to Bridge 57 at Km. 225.7	1/35 ft. R.S.J. span	8.8.44.	
o	L'Olmo (excl) to Arezzo (incl).	6 Kms. track repairs.	9.8.44.	
o	Doubling of track L'Olmo to Arezzo.	6 Kms. of track repairs.	26.8.44.	
o	Water supply	2/10,000 gln. tanks and column.	14.8.44.	
ano ze	Foligno (excl) to Scanzano Bifiore (incl).	4 Kms. of track repairs and minor bridges.	2.8.44.	
ica	Repairs to Bridge 10 at Km. 174.45	2/52 ft. German R.S.J. spans.	20.8.44.	
ica	Scanzano Bifiore (excl.) to Pieve Fanonica (incl).	3 Kms. track repairs and minor bridges	14.8.44.	

/to Sheet 6.

1415

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

WORKS COMPLETED DURING AUGUST, 1944.(Contd).

Job No.	Agency.	Location.	Description.	Size.	Dat Comp
87/28	39 Rly.Const.Coy. (S.A.E.C.)	Pieve Fanonica	Repairs to Bridge 11 at Km. 177.65	Repairs to 160 ft. truss girder span.	
87/29	39 Rly.Const.Coy. (S.A.E.C)	Valtopina	Repairs to Bridge 12 at Km. 178.8	3/35 ft R.S.J. spans.	
87/30	39 Rly.Const.Coy. (S.A.E.C)	Valtopina	Repairs to Bridge 13 at Km. 180.	1/35 ft. U.C.R.B. span.	
87/31	39 Rly.Const.Coy. (S.A.E.C)	Nocera Umbra	Repairs to Bridge 14 at Km. 184.3	1/31 ft. R.S.J. span.	
87/32	39 Rly.Const.Coy. (S.A.E.C)	Nocera Umbra	Pieve Fanonica (excl) to Nocera Umbra (incl).	9 Kms. track repairs and minor bridges	
87/33	39 Rly.Const.Coy. (S.A.E.C)	Nocera Umbra	Repairs to Bridge 15 at Km. 186.75	1/31 ft. R.S.J. span.	
87/34	40 Rly.Const.Coy. (S.A.E.C)	Nocera Umbra	Repairs to Bridge 16 at Km. 187.7	Replacing displaced 60 ft. span.	
87/35	39 Rly.Const.Coy. (S.A.E.C)	Nocera Umbra	Repairs to Bridge 17 at Km. 190.3	1/70 ft. U.C.R.B. span.	
87/36	39 Rly.Const.Coy. (S.A.E.C)	Gaifana	Repairs to Bridge 18 at Km. 191.85	1/70 ft. U.C.R.B. span and 1/24 ft. R.S.J. span.	
87/37	39 Rly.Const.Coy. (S.A.E.C)	Gaifana	Nocera Umbra (excl) to Gaifana (incl).	10 Kms track repairs and minor bridges	
87/38	39 Rly.Const.Coy. (S.A.E.C)	Gualdo Tadino	Repairs to Bridge 19 at Km. 200.2	1/24 ft. R.S.J. span.	

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

ation.	Description.	Size.	Date of Completion.	Remarks.
ve onica	Repairs to Bridge 11 at Km. 177.65	Repairs to 160 ft. truss girder span.	14.8.44.	
topina	Repairs to Bridge 12 at Km. 178.8	3/35 ft R.S.J. spans.	2.8.44.	
topina	Repairs to Bridge 13 at Km. 180.	1/35 ft. U.C.R.B. span.	17.8.44.	
cra ra	Repairs to Bridge 14 at Km. 184.3	1/31 ft. R.S.J. span.	6.8.44.	
a	Pieve Fanonica (excl) to Nocera Umbra (incl).	9 Kms. track repairs and minor bridges	17.8.44.	
ra ra	Repairs to Bridge 15 at Km. 186.75	1/31 ft. R.S.J. span.	25.8.44.	
ra ra	Repairs to Bridge 16 at Km. 187.7	Replacing displaced 60 ft. span.	25.8.44.	
ra a	Repairs to Bridge 17 at Km. 190.3	1/70 ft. U.C.R.B. span.	17.8.44.	
ana	Repairs to Bridge 18 at Km. 191.85	1/70 ft. U.C.R.B. span and 1/24 ft. R.S.J. span.	16.8.44.	
ana	Nocera Umbra (excl) to Gaifana (incl).	10 Kms track repairs and minor bridges	27.8.44.	
do no	Repairs to Bridge 19 at Km. 200.2	1/24 ft. R.S.J. span.	25.8.44.	

/to Sheet 7.

1417

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

WORKS COMPLETED DURING AUGUST, 1944 (Contd).

Job No.	Agency.	Location.	Description.	Size.
87/39	39 Rly.Const.Coy. (S.A.E.C)	Gualdo Tadino	Repairs to Bridge 20 at Km. 200.9	1/15 ft. R.S.J. span.
87/40	39 Rly.Const.Coy. (S.A.E.C.)	Gualdo Tadino	Repairs to Bridge 21 at Km. 201.7	1/24 ft. R.S.J. span.
87/41	39 Rly.Const.Coy. (S.A.E.C)	Gualdo Tadino	Gaifana (excl) to Gualdo Tadino (incl).	8 Kms. track repairs and minor bridges
87/42	61 Tunnelling Coy. (S.A.E.C)	Fossato	Gualdo Tadino (excl) to Fossata di Vico (incl).	5 Kms. track repairs and minor bridges
87/45	61 Tunnelling Coy. (S.A.E.C)	Cancelli di Fabriano	Fossata di Vico (excl) to Cancelli di Fabriano (incl).	8 Kms. of track repairs
87/46	61 Tunnelling Coy. (S.A.E.C)	Cancelli di Fabriano	Clearance and repairs to tunnel at Km. 218.5	Clear debris and rebuild portal
87/48	40 Rly.Const.Coy. (S.A.E.C.)	Fabriano	Repairs to Bridge 23 at Km. 225	1/40 ft. span, 1/60 ft. span 1/35 ft. U.C.R.B. span
87/49	40 Rly.Const.Coy. (S.A.E.C)	Albacina	Fabriano (excl) to Albacina (incl).	9 Kms track repairs.
87/50	40 Rly.Const.Coy. (S.A.E.C)	Genga	Repairs to Bridge 24 at Km. 236.18	3/40 ft. spans.
87/51	40 Rly.Const.Coy. (S.A.E.C)	Genga	Repairs to Bridge 25 at Km. 238.2	3/35 ft. R.S.J. spans.
87/52	40 Rly.Const.Coy. 61 Tunnelling Coy.	Genga	Repairs to Bridge 26 at Km. 238.67	5/39 ft. R.S.J. spans.

1418

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

WORKS COMPLETED DURING AUGUST, 1944 (Contd).

Location.	Description.	Size.	Date of Completion.	Remarks.
Gualdo Tadino	Repairs to Bridge 20 at Km. 200.9	1/15 ft. R.S.J. span.	23.3.44.	
Gualdo Tadino	Repairs to Bridge 21 at Km. 201.7	1/24 ft. R.S.J. span.	24.3.44.	
Gualdo Tadino	Gaifana (excl) to Gualdo Tadino (incl).	8 Kms. track repairs and minor bridges	27.3.44.	
Fossato	Gualdo Tadino (excl) to Fossata di Vico (incl).	5 Kms. track repairs and minor bridges	15.8.44.	
Cancelli di Fabriano	Fossata di Vico (excl) to Cancelli di Fabriano (incl).	8 Kms. of track repairs	6.8.44.	
Cancelli di Fabriano	Clearance and repairs to tunnel at Km. 218.5	Clear debris and rebuild portals.	31.8.44.	
Fabriano	Repairs to Bridge 23 at Km. 225	1/40 ft. span, 1/60 ft. span 1/35 ft. U.C.R.B. span	30.8.44.	
Albacina	Fabriano (excl) to Albacina (incl).	9 Kms track repairs.	31.8.44.	
Genga	Repairs to Bridge 24 at Km. 236.18	3/40 ft. spans.	28.8.44.	
Genga	Repairs to Bridge 25 at Km. 238.2	3/35 ft. R.S.J. spans.	30.8.44.	
Genga	Repairs to Bridge 26 at Km. 238.67	5/39 ft. R.S.J. spans.	31.8.44.	

/to Sheet 8.

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

WORKS COMPLETED DURING AUGUST, 1944 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Da Com
87/54	40 Rly.Const.Coy. (S.A.E.C)	Genga	Repairs to Bridge 27 at Km. 241.89	1/85 ft. U.C.R.B. 1/80 ft U.C.R.B.	
87/55	61 Tunnelling Coy. (S.A.E.C)	Genga	Repairs to retaining wall at Km. 241.96	Rebuild wall 30 ft. high x 30 ft. long.	
87/70	38 Rly.Const.Coy. (S.A.E.C)	Chiaravalle	Repairs to Bridge 38 at Km. 277.1	1/35 ft. R.S.J. span.	
87/74	38 Rly.Const.Coy. (S.A.E.C)	Castel Ferreti	Repairs to Bridge 41 at Km. 281.5	1/35 ft R.S.J. span.	
87/78	38 Rly.Const.Coy. (S.A.EC)	Falconara	Repairs to Bridge 45 at Km. 283.4	Fill.	
87/80	39 Rly.Const.Coy. (S.A.E.C)	Nocera Umbra	Water supply repairs.	Erection of tank, piping and water column	
Line 86. ANCONA - RIMINI - BOLOGNA					
/305	38 Rly.Const.Coy. (S.A.E.C)	Monte Marciano	Repairs to Bridge 2 at Km. 190.5	Part filled and short German R.S.J. span.	
86/310	150 Rly.Const.Coy.	Senigallia	Marzocca (excl) to Senigallia (incl).	7 Kms track repairs.	

1420

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

WORKS COMPLETED DURING AUGUST, 1944 (Contd).

...on.	Description.	Size.	Date of Completion.	Remarks.
	Repairs to Bridge 27 at Km. 241.89	1/85 ft. U.C.R.B. 1/80 ft U.C.R.B.	31.8.44.	
	Repairs to retaining wall at Km. 241.96	Rebuild wall 30 ft. high x 30 ft. long.	4.8.44.	
...alle	Repairs to Bridge 38 at Km. 277.1	1/35 ft. R.S.J. span.	28.8.44.	
...Ferreti	Repairs to Bridge 41 at Km. 281.5	1/35 ft R.S.J. span.	13.8.44.	
...ra	Repairs to Bridge 45 at Km. 283.4	Fill.	9.8.44.	
	Water supply repairs.	Erection of tank, piping and water column	31.8.44.	
	Repairs to Bridge 2 at Km. 190.9	Part filled and short German R.S.J. span.	26.8.44.	
...ia	Marzocca (excl) to Senigallia (incl).	7 Kms track repairs.	28.8.44.	

DIARY OF WORK CARRIED OUT ON THE RECONSTRUCTION OF LINES 65, 86 AND 87 BETWEEN AUGUST 7TH AND SEPTEMBER 7TH 1944.

Line 65 Orte to Arezzo.

I. Total length of track maintained = 145 Kms. = 90 miles.

II. Total length of bridges maintained = 2,149 lin. feet.

Work carried out consisted of:-

(i) Heavy maintenance of bridges and track.
(ii) Improvement schemes to two repaired bridges over R. Tiber, including drainage, river training, approach improvements and general stiffening of the steelwork by welding.
(iii) Permanent repairs to Orte tunnel by contract.
(iv) Repair of second main line between L'Olmo and Arezzo = 6 Kms of track repairs.
(v) Repairs to sidings throughout to release rolling stock.

III. Labour.

3	British Railway Construction Companies	810 men
1	Railway Bridging Section, R.E.	30 "
1	M.E. (Tn) Section, R.E.	70 "
4	Italian Railway Construction Companies	600 "
1	(Roderique) Pioneer Company	250 "
1	Indian Pioneer Company	300 "
Civilian and I.S.R. labour		790 "
	Total	2,850 men.

IV. M.T. Normal G. 1098 of Railway Construction Companies
6 Light Tank Transporters.

Note. Line 86 and Line 87: Statistics for bridge and track demolitions are given separately but figures for Labour and M.T. have been amalgamated owing to frequent interchanges of units and transport between these two sections of work.

Line 87. Foligno - Falconara.

I. Track.

(a)	Track deliberately demolished	40 Kms.
(b)	Track damaged by bombing and ground fighting	79 Kms.
	Total track repaired Foligno to Falconara =	119 Kms. = 74½ miles.

Demolitions to points and crossings in stations were heavy.

II. Bridging.

(a)	Standard W.D. bridging employed in repairs	2,795 feet
(b)	Bridging recovered and reused	60 feet
	Total bridging used	2,855 feet

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

(iii) General strengthening of the steelwork by welding.
(iv) Permanent repairs to Orte tunnel by contract.
(v) Repair of second main line between L'Olmo and Arezzo = 6 Kms of track repairs.
Repairs to sidings throughout to release rolling stock.

III. Labour.

3	British Railway Construction Companies	810 men
1	Railway Bridging Section, R.E.	30 "
1	M.E. (Tn) Section, R.E.	70 "
4	Italian Railway Construction Companies	600 "
1	(Roderique) Pioneer Company	250 "
1	Indian Pioneer Company	300 "
	Civilian and I.S.R. labour	790 "
	Total	2,850 men.

IV. M.T. Normal C. 1098 of Railway Construction Companies
6 Light Tank Transporters.

Note. Line 86 and Line 87: Statistics for bridge and track demolitions are given separately but figures for Labour and M.T. have been amalgamated owing to frequent interchanges of units and transport between these two sections of work.

Line 87. Foligno - Falconara.

I. Track. (a) Track deliberately demolished 40 Kms.
(b) Track damaged by bombing and ground fighting 79 Kms.

Total track repaired Foligno to Falconara = 119 Kms. = 74½ miles.

Demolitions to points and crossings in stations were heavy.

II. Bridging. (a) Standard W.D. bridging employed in repairs 2,795 feet
(b) Bridging recovered and reused 60 feet

Total bridging used 2,855 feet

Line 86 Ancona - Senigallia.

I. Track. All Main line track deliberately demolished 26 Kms. = 16¼ miles.

Tracks damaged by heavy bombing and deliberate demolitions in Ancona Docks, Ancona Station and Falconara Station. Later repaired. = 5 Kms = 3 miles and 40 turnouts.

7,375 feet 2.

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

Line 86. Ancona - Senigallia. (Contd).

II. Bridging. Standard W.D. bridging used in repairs = 347 lin. ft.

Line 86 Ancona - Senigallia)
Line 87 Foligno - Falconara) Combined Statistics.

III. Labour.

3	S.A.E.C. Railway Construction Companies	= 700 men.
2	S.A.E.C. Tunnelling Companies	= 200 men.
*2	British Railway Construction Companies R.E.	= 540 men.
1	Bridging Section, R.E.	= 30 men.
1	M.E. (Tn) Section R.E.	= 70 men.
2	Italian Railway Construction Companies	= 300 men.
1	Artisan Works Company R.E.	= 270 men.
12	Pioneer Companies (largely Italian)	= 2160 men.
	Italian and I.S.R. civilian labour	= 3000 men.
	Total men employed	7270

IV. M.T.

(a) Normal G. 1098 (Revised Establishment) of Railway Const. Coys.
(b) Tank Transporters (on loan from various sources) 12 No.
(c) 2 Mc. C.T. Platoons R.A.S.C. - 3 ton lorries 60 No.

Declassified E.O. 12356 Section 3.3/NND No. 780021

APPENDIX. 8.
Part 1.

DAILY AVERAGE TRAIN OPERATION.

Month of August 1944.

EAST ITALY.

	MILITARY							CIVIL	
	Freight				Troop & P.O.W.		Ambulance.	Trains	
	Trains.	Wagons. Lds.	Eties.	Total.	Trains	Wagons.	Trains	Pass.	Frt.
NORTH OF TERMOLI	8.4	134	67	201	0.4	11	0.2	-	-
TERMOLI - FOGGIA	5.4	57	79	136	0.3	6	0.2	-	-
FOGGIA - TERMOLI	6.5	151	13	164	0.3	4	0.3	-	-
FOGGIA BRANCHES	4.2	36	17	53	-	-	-	-	-
FOGGIA - CERVARO	3.7	44	7	51	0.2	3	0.4	-	-
FOGGIA - BARI	9.6	115	223	338	1.5	20	0.8	1.9	-
BARI - FOGGIA	12.1	366	9	375	1.6	30	0.8	1.9	-
BARI - BRINDISI	4.0	102	27	129	0.4	3	-	1.3	-
BRINDISI - BARI	4.3	120	7	127	0.4	4	-	1.3	-
BARI - TARANTO	2.8	43	19	62	0.6	9	0.2	2.5	-
TARANTO - BARI	2.7	39	17	56	0.9	17	0.2	2.5	-
BRINDISI - TARANTO	1.9	44	2	46	0.4	3	-	1.2	-
TARANTO - BRINDISI	2.1	15	19	34	0.5	4	-	1.1	-
TARANTO - METAPONTO	4.0	49	7	56	0.9	11	-	0.6	-
METAPONTO - TARANTO	3.3	37	39	76	0.8	11	-	0.5	-
METAPONTO - POTENZA	2.8	51	5	56	0.9	11	-	0.2	-
POTENZA - METAPONTO	2.4	16	46	62	0.8	11	-	0.1	-
METAPONTO - SIBARI	2.0	16	10	26	-	-	-	0.4	-
POTENZA - FOGGIA	-	1	1	2	-	-	-	0.5	-
FOGGIA - POTENZA	-	-	-	-	-	-	-	-	-
TOTALS	82.2				10.9		3.1	6.0	-

TOTAL TRAINS ALL CLASSES RUN. 112.2

AVERAGE TRAIN MILES PER DAY. 6299

MILITARY FREIGHT.

Average number loaded wagons per train 17.5
Average number empty wagons per train. 7.5
Average TOTAL number wagons per train 25.0

Average net tons per train. 262
Average gross tons per train. 561
Average Sq yds per train 8,5[illegible]

Declassified E.O. 12356 Section 3.3/NND No. 782021

FOGGIA - TERMOLI	6.5	151	13	164	0.3	4	0.3	-	-
FOGGIA BRANCHES	4.2	36	17	53	-	-	-	-	-
FOGGIA - CERVARO	3.7	44	7	51	0.2	3	0.4	-	-
FOGGIA - BARI	9.6	115	223	338	1.5	20	0.8	1.9	-
BARI - FOGGIA	12.1	366	9	375	1.6	30	0.8	1.9	-
BARI - BRINDISI	4.0	102	27	129	0.4	3	-	1.3	-
BRINDISI - BARI	4.3	120	7	127	0.4	4	-	1.3	-
BARI - TARANTO	2.8	43	19	62	0.6	9	0.2	2.5	-
TARANTO - BARI	2.7	39	17	56	0.9	17	0.2	2.5	-
BRINDISI - TARANTO	1.9	44	2	46	0.4	3	-	1.2	-
TARANTO - BRINDISI	2.1	15	19	34	0.5	4	-	1.1	-
TARANTO - METAPONTO	4.0	49	7	56	0.9	11	-	0.6	-
METAPONTO - TARANTO	3.3	37	39	76	0.8	11	-	0.5	-
METAPONTO - POTENZA	2.8	51	5	56	0.9	11	-	0.2	-
POTENZA - METAPONTO	2.4	16	46	62	0.8	11	-	0.1	-
METAPONTO - SIBARI	2.0	16	10	26	-	-	-	0.4	-
POTENZA - FOGGIA	-	1	1	2	-	-	-	0.5	-
FOGGIA - POTENZA	-	-	-	-	-	-	-	-	-
T O T A L S	82.2				10.9		3.1	16.0	-

TOTAL TRAINS ALL CLASSES RUN. 112.2

AVERAGE TRAIN MILES PER DAY. 6299

MILITARY FREIGHT.

Average number loaded wagons per train	17.5
Average number empty wagons per train.	7.5
Average TOTAL number wagons per train	25.0
Average net tons per train.	262
Average gross tons per train.	561
Average Speed per train.	8.5 MPH

TROOP, P.O.W., and Ambulance Trains.

Average speed per train.	18.8 MPH.

7878

Declassified E.O. 12356 Section 3.3/NND No. 782021

1420

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

DAILY AVERAGE TRAIN OPERATION AUG'44.
CENTRAL ITALY.

Trains Run ANCONA Division	Military Freight				Troop POW	
	Trains	Loads	Empties	Total	Trains	Cars.
North of ASSISI	1.1	7.0	9.0	16.0	-	-
FOLIGNO - ASSISI	6.3	155.8	1.3	157.1	-	-
ASSISI - FOLIGNO	5.5	37.4	112.8	150.2	-	-
TERNI - FOLIGNO	6.7	175.9	.1	176.0	-	-
FOLIGNO - TERNI	5.6	49.8	123.6	173.4	-	-
ORTE - TERNI	6.2	202.4	.6	203.0	-	1.9
TERNI - ORTE	5.5	48.5	166.3	214.8	-	-
Trains Run	36.9				-	

Average Train Miles per day. 761.4

Military Freight.

Average No. Loaded wagons per train 18.3
" " Empty " " " 11.2
" Total No. " " " 29.5

Average Nett tons per train
" gross " " "
" speed of trains

1427

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

DAILY AVERAGE TRAIN OPERATION AUG'44.
CENTRAL ITALY.

Appendix 8.
Part 2.

Military Freight				Troop POW		Hospital
Trains	Loads	Empties	Total	Trains	Cars.	Trains
1.1	7.0	9.0	16.0	-	-	-
6.3	155.8	1.3	157.1	-	-	.1
5.5	37.4	112.8	150.2	-	-	.1
6.7	175.9	.1	176.0	-	-	.1
5.6	49.8	123.6	173.4	-	-	.1
6.2	202.4	.6	203.0	-	1.9	.1
5.5	48.5	166.3	214.8	-	-	.1
36.9				-		.6

iles per day. 761.4

Freight.

eded wagons per train			18.3	Average Nett tons per train		316.5
pty	"	"	"	11.2	" gross " " "	633.04
No.	"	"	"	29.5	" speed of trains	9.6 m.p.h.

Appendix.9.

I.S.R. LOCO SITUATION - 31 Aug.'44.

COMPARATIVE POSITION THROUGHOUT ITALY.

Type.	Available.	Undergoing or awaiting heavy repairs	Laid Aside Unserviceable	Laid Aside -Serviceable.
WEST ITALY (AMERICAN)				
Steam Main Line ISR coal burning	141	23	36	15
" " " " oil "	2	0	0	0
" " " USA " "	81	7	0	0
" " " " coal "	0	0	0	0
" Switch ISR	109	21	32	15
" " USA	5	0	0	0
Diesel 650 h.p.	92	13	1	0
Elec. ISR.	56	48	0	0
	446	112	69	30
CENTRAL ITALY (British)				
Steam Main Line ISR coal burning	36	2	0	0
" Switch ISR " "	1	0	0	0
	37	2	0	0
CALABRIA (A.C.C.)				
Steam Main Line ISR coal burning	46	20	39	0
" Switch "	25	7	6	0
Electric "	33	13	0	0
	104	40	45	0
EAST ITALY (British)				
Steam Main Line	199	47	29	0
" Switch	71	15	7	-
Diesel 350 h.p.	0	2	0	0
	270	64	36	0

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

WEST ITALY (AMERICAN)

Steam Main Line ISR coal burning	141	23	36	15
" " " " oil "	2	0	0	0
" " " USA " "	81	7	0	0
" " " " coal "	0	0	0	0
" Switch ISR	109	21	32	15
" " USA	5	0	0	0
Diesel 650 h.p.	92	13	1	0
Elec. ISR.	56	48	0	0
	446	112	69	30

CENTRAL ITALY (British)

Steam Main Line ISR coal burning	36	2	0	0
" Switch ISR " "	1	0	0	0
	37	2	0	0

CALABRIA (A.C.C.)

Steam Main Line ISR coal burning	46	20	39	0
" Switch "	25	7	6	0
Electric "	33	13	0	0
	104	40	45	0

EAST ITALY (British)

Steam Main Line	199	47	29	0
" Switch	71	15	7	-
Diesel 350 h.p.	0	2	0	0
	270	64	36	0

GRAND TOTAL	857	218	150	30

7674

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1430

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

DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS EX U.K. U.S.A., N.A.

Convoy	Port	No. of ships containing Tn. Stores.	Approx. total tonnage Tn. Stores.	Principal Items
UGS 45	NAPLES	2	450	9 Mince Barges
KMS 54	"	1	328	3½ miles sleepers
UGS 46	TARANTO	1	270	2 Tugs
	BARI			5 Townmotors
				8 Hyster Cranes
KMS 55	ANCONA	1	540	5 miles sleepers
				30 sets Crossing Timbers
UGS 47	BARI	3	1100	520 tons L.S. Trestling
	NAPLES			6 R.C.Ls.
				7 Mince Barges
				4820 ft. run 18" culverting
KMS 56	BARI	1	70	12 tons M.S. Flats
				31 bdles Crump Skips
				5 Bollards
				35 Concrete Breakers
				17 tons Loco Oil Conversion Equipt.
KMS 57	BRINDISI	3	360	72 tons M.S. Sections
				150 Steel Tubes for Otter Transporter
				12 W.D. Warflats
				20 tons Misc. Stores
GUS 47	BARI	2	950	8½ miles sleepers
	ANCONA			60 sets Crossing Timbers

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

A.M.D.A. 10.
SHEET 1.

ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS EX U.K. U.S.A., N.A. AND M.E. - AUGUST 1944.

No. of ships containing Tn. Stores.	Approx. total tonnage Tn. Stores.	Principal Items	Demand No.	Remarks
2	450	9 Mines Barges		U.S.A.
1	328	3½ miles sleepers	MED/TN2/UK.178	M.E.
1	270	2 Tugs		U.S.A.
		5 Townmotors	TN2/ORD.73	"
		8 Hyster Cranes	MED/TN2/UK.155	"
1	540	5 miles sleepers	MED/TN2/UK.178	M.E.
		30 sets Crossing Timbers	"	"
3	1100	520 tons L.S. Trestling	MED/TN2/UK.147	U.S.A.
		6 R.C.Lc.		"
		7 Mines Barges		"
		4820 ft. run 18" culverting	Tn.2/RE.157	"
1	70	12 tons M.S. Flats	TN2/RE.172	U.K.
		31 bales Cramp Skips	MED/TN2/UK.164	"
		5 Bollards	MED/TN2/UK.129	"
		35 Concrete Breakers	TN2/ORD.81	"
		17 tons Loco Oil Conversion Equipt.	MED/TN2/UK.151	"
3	360	72 tons M.S. Sections	TN2/RE.172	"
		150 Steel Tubes for Crane Transporter	MED/TN2/UK.142	"
		12 W.D. Warflats		N.A.
		20 tons Misc. Stores	TN2/ORD.144	U.K.
2	950	8½ miles sleepers	MED/TN2/ME.178	M.E.
		60 sets Crossing Timbers	"	"

1432

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

DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS EX U.K., U.S.A., N.A. AND M.E.

Convoy	Port	No. of ships containing Tn. Stores.	Approx. total tonnage Tn. Stores.	Principal Items	Dema
UGS 48	TERANTO NAPLES BARLETTA AUCONA.	5	2300	2 Tugs 10 miles track 180 ft. run 24" culverting 18 W.D. Warflats 1 Michigan Excavator	MED/TN TN2/RE
MKS 58	TARANTO	1	56	14,000 Firebricks	MED/TN
GUS 48	BRINDISI	1	150	223 Nos. Crossing Timbers 2000 ft. run Baulk Timber 12" x 12" 3 Castor King Posts	MED/TN MED/TN MED/TN
UGS 49	TARANTO BRINDISI	4	500	4 Tugs 9 Propellors for Tugs 8 Fork Lift Trucks 4 Mirca Barges 4 Hyster Cranes	TN2/OR MED/TN

[4 3 3]

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

S OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS EX U.K., U.S.A., N.A. AND M.E. - AUGUST 1944. (Cont'd.)

of ships aining Stores.	Approx. total tonnage Tn. Stores.	Principal Items	Demand No.	Remarks
5	2300	2 Tugs 10 miles track 180 ft. run 24" culverting 18 W.D. Warflats 1 Michigan Excavator	MEE/TN2/UK. 178 TN2/RE. 157	U.S.A. " " N.A. M.E.
1	56	14,000 Firebricks	MED/TN2/ME. 16	"
1	150	223 Nos. Crossing Timbers 2000 ft. run Baulk Timber 12" x 12" 3 Castor King Posts	MED/TN2/UK. 178 MED/TN2/ME. 39 MED/TN2/UK. 141	" " "
4	500	4 Tugs 9 Propellors for Tugs 8 Fork Lift Trucks 4 Minca Barges 4 Hyster Cranes	TN2/ORD. 73 MED/TN2/UK. 155	U.S.A. " " " "

1431

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

MONTHLY INDUSTRIAL GAS REQUIREMENTS - ITALY. IN UNITS OF 100 CU. FT.

REVISED 1 SEP. 44.

	WEST				EAST		
	American Sources		British Sources.		British Sources.		
	MRS UNITS	ISR WORKS	Rly. Construction Army Area.	Tn. Stores L. of C. Area	Tn. Rly. Const. and Workshop including Civil Rlys.	Tn. Docks	MRS Units
	1	2	3	4	5	6	7
OXYGEN	2500	650	100	150	530	220	NIL
ACETYLENE	950	∅	40	50	∅ 90	75	NIL

∅ Does not include supplies for Civil Railways. Low pressure Acetylene Generators are maintained by supplies of Calcium Carbide:-

West Italy - 22 tons under M.R.S. arrangements.
East " - 7 " " TN. (BR) "

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

APPENDIX No. 11.

THLY INDUSTRIAL GAS REQUIREMENTS - ITALY. IN UNITS OF 100 CU. FT.

REVISED 1 SEP. 44.

WEST			EAST				
urces	British Sources.		British Sources.				Total
ISR WORKS	Rly. Construction Army Area.	Tn. Stores L. of C. Area	Tn. Rly. Const. and Workshop including Civil Rlys.	Tn. Docks	MRS Units	Tn. Rly. Construction L. of C. Area	
2	3	4	5	6	7	8	9
650	100	150	530	220	NIL	1600	5750
ø	40	50	ø 90	75	NIL	600	1805

s for Civil Railways. Low pressure Acetylene Generators are maintained by following
ide:-

West Italy - 22 tons under M.R.S. arrangements.
East " - 7 " " TN. (BR) "

APPENDIX NO. 12.

OIL POSITION EAST ITALY, FOR MONTH OF AUGUST 1944.

In barrels of 35 Imp. Galls.

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	534	31	2186	62
RECEIPTS DURING MONTH	-	2	134	-
ISSUES DURING MONTH	54	23	170	-
CLOSING STOCK	480	10	2150	62

COAL - AUGUST 1944.

OPENING STOCK	40,231	TONS.
RECEIPTS	23,940	"
ISSUES	28,064	"
CLOSING STOCK	36,107	"

Based on month's issues stock is equivalent to 40 days consumption.

Declassified E.O. 12356 Section 3.3/NND No. 782021

OPENING STOCK	534	31	2186	62
RECEIPTS DURING MONTH	-	2	134	-
ISSUES DURING MONTH	54	23	170	-
CLOSING STOCK	480	10	2150	62

COAL - AUGUST 1944.

OPENING STOCK	40,231	TONS.
RECEIPTS	23,940	"
ISSUES	28,064	"
CLOSING STOCK	36,107	"

Based on month's issues stock is equivalent to 40 days consumption.

AVERAGE WEEKLY RECEIPTS	4,788	TONS.
AVERAGE WEEKLY ISSUES	5,615	"

2071

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX NO. 13.

U. S. RESTRICTED
(Equals British RESTRICTED)

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
30 Aug. 1944

INFORMATION BULLETIN
NO. 24

SUBJECT: SUPPLY OF STORES TO ITALIAN STATE AND PRIVATELY OWNED RAILWAYS UNDER CIVILIAN OPERATION.

1. Material requirements of the Italian State Railways, including privately owned lines, come under two headings:

a. Long Term Requirements

(1) These are defined as the requirements for the rehabilitation, maintenance and operation of the railways after the Director General, Military Railways, has relinquished control. Responsibility for anticipating such requirements rests with the Headquarters of the Italian State Railways and responsibility for sponsoring procurement of such supplies, as cannot be independently procured from local resources, rests with the Allied Control Commission.

b. Short Term Requirements

(1) These are defined as minimum current requirements for the maintenance and operation of the railways for military and essential civilian traffic. Until supplies become available as the result of long time provision action, screened and sponsored by the Allied Control Commission, short term requirements must be met from local resources to the fullest extent available, supplemented by assistance from such military sources from stocks as available.

2. Preparation and Submission of Requirements

a. Chief of Stores Service, Italian State Railways - Rome, will be responsible for organizing within the Capo di Compartimento organization a responsible agency for coordinating requirements and establish a competent stores organization, nominating one official through whom all routine supply matters will be conducted for each Compartimento. He will also arrange, as an integral feature of his stores organization, for the necessary liaison to be maintained with the privately owned railways.

b. The Capo di Compartimento will utilize to the maximum by reclamation and pooling, such stocks of material as already exist in his Compartimento, and will also obtain through Italian State Railway stores channels such further supplies as may be obtained from local sources of production in Italy. Where such production, or the materials required for the production, are controlled, he will apply to the Allied Control Commission official for the necessary backing to secure releases against his orders.

c. Balance of requirements not obtainable, as in paragraph 2 (b)

Declassified E.O. 12356 Section 3.3/NND No. 780021

SUBJECT: SUPPLY OF STORES TO ITALIAN STATE AND PRIVATELY OWNED RAILWAYS UNDER CIVILIAN OPERATION.

1. Material requirements of the Italian State Railways, including privately owned lines, come under two headings:

a. Long Term Requirements

(1) These are defined as the requirements for the rehabilitation, maintenance and operation of the railways after the Director General, Military Railways, has relinquished control. Responsibility for anticipating such requirements rests with the Headquarters of the Italian State Railways and responsibility for sponsoring procurement of such supplies, as cannot be independently procured from local resources, rests with the Allied Control Commission.

b. Short Term Requirements

(1) These are defined as minimum current requirements for the maintenance and operation of the railways for military and essential civilian traffic. Until supplies become available as the result of long time provision action, screened and sponsored by the Allied Control Commission, short term requirements must be met from local resources to the fullest extent available, supplemented by assistance from such military sources from stocks as available.

2. Preparation and Submission of Requirements

a. Chief of Stores Service, Italian State Railways - Rome, will be responsible for organizing within the Capo di Compartimento organization a responsible agency for coordinating requirements and establish a competent stores organization, nominating one official through whom all routine supply matters will be conducted for each Compartimento. He will also arrange, as an integral feature of his stores organization, for the necessary liaison to be maintained with the privately owned railways.

b. The Capo di Compartimento will utilize to the maximum by reclamation and pooling, such stocks of material as already exist in his Compartimento, and will also obtain through Italian State Railway stores channels such further supplies as may be obtained from local sources of production in Italy. Where such production, or the materials required for the production, are controlled, he will apply to the Allied Control Commission official for the necessary backing to secure releases against his orders.

c. Balance of requirements not obtainable, as in paragraph 2 (b) above, will be listed by the Capo di Compartimento on such forms as may be agreed upon. These lists of requirements will be prepared periodically as may be agreed.

d. Periodic requirements will be submitted to the designated Allied Control Commission officer for screening. After screening, the requirements will be certified by the Allied Control Commission officer and returned to the Capo di Compartimento for forwarding to the Headquarters of the Italian State Railways at Rome.

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Declassified E.O. 12356 Section 3.3/NND No. 789021

3. Supply Against Requisitions

a. Headquarters, Italian State Railways, Rome, upon receipt of requisitions from Compartimenti will arrange to supply such stores as may be available for transfer from other Compartimenti, or from civilian sources of production, obtaining releases of frozen material when necessary by backing from the Allied Control Commission.

b. The balance of requirements not obtainable, as referred to in paragraph 3 (a) above, will be referred to the Allied Control Commission for supply.

c. Allied Control Commission will bid for supply of materials advised as available by Local Resources Section and refer the balance to military sources to arrange supply as available from military stocks.

d. It is not part of the Short Term Policy to import manufactured spare parts for Italian locomotives or cars.

4. Interim and Emergency Requirements

a. Pending the submission of the first periodical statement, or requisitions, interim requirements of an urgent nature will be submitted by the Capo di Compartimento through Allied Control Commission official who will endeavour to obtain from military sources.

b. Emergency requirements, pending supply against periodical demands, will be submitted in the same way.

5. Fuel and Lubricants

a. British Tn. Stores and/or U. S. Railway Grand Divisions will issue necessary instructions to Capo di Compartimenti in their respective territories outlining application of methods for supplying fuel and lubricant requirements. British Tn. Stores and Railway Grand Divisions will continue to submit to the Fuel Agent, M.R.S., these requirements as in the past.

6. British Tn. Stores and/or U. S. Railway Grand Divisions will issue any detailed instructions to Compartimenti in their territories as to methods of application of the policies outlined in this bulletin.

Declassified E.O. 12356 Section 3.3/NND No. 782021

3. Supply Against Requisitions

a. Headquarters, Italian State Railways, Rome, upon receipt of requisitions from Compartimenti will arrange to supply such stores as may be available for transfer from other Compartimenti, or from civilian sources of production, obtaining releases of frozen material when necessary by backing from the Allied Control Commission.

b. The balance of requirements not obtainable, as referred to in paragraph 3 (a) above, will be referred to the Allied Control Commission for supply.

c. Allied Control Commission will bid for supply of materials advised as available by Local Resources Section and refer the balance to military sources to arrange supply as available from military stocks.

d. It is not part of the Short Term Policy to import manufactured spare parts for Italian locomotives or cars.

4. Interim and Emergency Requirements

a. Pending the submission of the first periodical statement, or requisitions, interim requirements of an urgent nature will be submitted by the Capo di Compartimento through Allied Control Commission official who will endeavour to obtain from military sources.

b. Emergency requirements, pending supply against periodical demands, will be submitted in the same way.

5. Fuel and Lubricants

a. British Tn. Stores and/or U. S. Railway Grand Divisions will issue necessary instructions to Capo di Compartimenti in their respective territories outlining application of methods for supplying fuel and lubricant requirements. British Tn. Stores and Railway Grand Divisions will continue to submit to the Fuel Agent, M.R.S., these requirements as in the past.

6. British Tn. Stores and/or U. S. Railway Grand Divisions will issue any detailed instructions to Compartimenti in their territories as to methods of application of the policies outlined in this bulletin.

(Signed) - CARL R. GRAY, JR.
Brigadier General, USA.
Director General.

Declassified E.O. 12356 Section 3.3/NND No. 780021

1442

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

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING THE MONTH ENDING 31 AUG

Port	No. of Ships	No. of days Discharging	Cargo	M.T. Quay	Tons Quay	M.T. Lighter	Tons Lighter	Total Tonnage	Average Daily Tonnages Discharged
TARANTO	60	101	M.T.	2607	12970				84 = 418
			Ammo		1714				
			P.O.L.		-				= 509
			Stores		14055	6833 +		29923	
			Coal & Minerals		1184				= 38
BRINDISI	22	113	M.T.	1359	6232				44 = 201
			Ammo		6454				
			P.O.L.		-				= 998
			Stores		24469	4914 +		39345	
			Coal & Minerals		[illegible]				= 71
BARI	60	308	M.T.	1312	7818				42 = 252
			Ammo		12719				
			P.O.L.		80				=3712
			Stores		102263	28752 +		143351	
			Coal & Minerals		20471				= 660
BARLETTA	13	36	M.T.	39	194				1 = 6
			Ammo		4574				
			P.O.L.		-				= 258
			Stores		3412	-		8233	
			Coal & Minerals		53				= 2

...../2

1443

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

RT WORKING STATISTICS - EAST ITALY.

Appendix No. 14.
Sheet No. 1.

TERN PORTS OF TONNAGES DISCHARGED DURING THE MONTH ENDING 31 AUGUST 1944.

Cargo	M.T. Quay	Tons Quay	M.T. Lighter	Tons Lighter	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day	Total Discharged ALL PORTS
M.T.	2607	12970				84 = 418		
Ammo		1714						
P.O.L.		-						
Stores		14055	6833 +		29923	= 509		
Coal & Minerals		1184				= 38	296	
M.T.	1359	6232				44 = 201		
Ammo		6454						
P.O.L.		-						
Stores		24469	4914 +		39345	= 998	348	
Coal & Minerals		2130				= 71		
M.T.	1312	7818				42 = 252		
Ammo		12719						
P.O.L.		80						
Stores		102263	28752 +		143351	=3712	465	
Coal & Minerals		20471				= 660		
M.T.	39	194						
Ammo		4574				1 = 6		
P.O.L.		-						
Stores		3412	-		8233	= 258	229	
Coal & Minerals		53				= 2		

...../2

220852 tons

1444

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

PORT WORKING STATISTICS - EAST ITALY

SUMMARY FOR EASTERN ITALIAN PORTS OF TONNAGES DISCHARGED DURING THE MONTH

Port	No. of Ships	No. of days Discharging	Cargo	M.T. Quay	Tons Quay	M.T. Lighter	Tons Lighter	Total Tonnage	Average Daily Tonnages Discharged
BRINDISI	3	19	M.T.	-	-	-	-	4557	147
			Ammo		-				
			P.O.L.		-				
			Stores		-				
			Coal & Minerals		4557				
BARI	18	23	M.T.	-	-	-	-	2369	76
			Ammo		1364				
			P.O.L.		-				
			Stores		1005				
			Coal & Minerals		-				
ANCONA	48	191	M.T.	160	1572	62009 +	105296	105296	5 = 51
			Ammo		27631				
			P.O.L.		35328				3346
			Stores		40765				
			Coal & Minerals		-				

Notes:- + This tonnage is also included in quay commod
The figures for P.O.L. are exclusive of bulk
by pipe line.
5433 Animals discharged Bari during month
78 " loaded " " "
64 " discharged Brindisi during mon

1445

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

PORT WORKING STATISTICS - EAST ITALY

EASTERN ITALIAN PORTS OF TONNAGES DISCHARGED DURING THE MONTH ENDING 31 AUGUST 1944.

Cargo	M.T. Tons Quay	M.T. Tons Lighter	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day	Total Discharged ALL PORTS
						220852 tons b/f
M.T.	-	-				
Ammo		-				
P.O.L.		-				
Stores		-	4557	147	240	
Coal & Minerals	4557					
M.T.	-	-				
Ammo		1364				
P.O.L.		-		76	103	
Stores		1005	2369			
Coal & Minerals		-				
M.T.	160	1572		5 = 51		
Ammo		27631				
P.O.L.		35328		3346	551	
Stores		40765	62009 + 105296			
Coal & Minerals		-				

333074 tons

Notes:- + This tonnage is also included in quay commodity tonnage
The figures for P.O.L. are exclusive of bulk discharge by pipe line.
5433 Animals discharged Bari during month
78 " loaded " " "
64 " discharged Brindisi during month

1446

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

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS, OF TONNAGE LOADED DURING THE MONTH ENDING 31 AUGUST

Port.	No. of Ships	No. of days loading	Cargo	No. of M.T. & Tons loaded Quay M.T.	Quay Tons.	Lighter M.T.	Lighter Tons.	Total Tonnage	Average Daily Tonnage Loaded
TARANTO	45	107	M.T.	1889	8202				61 = 265
			Ammo		7481				241
			P.O.L.		341				11
			Stores		4957	-		20981	160
			Coal & Minerals		-				
BRINDISI	30	132	M.T.	745	3866				24 = 125
			Ammo		9731				314
			P.O.L.		14995				484
			Stores		11209	-		39801	362
			Coal & Minerals						
BARI	38	129	M.T.	142	1587				5 = 51
			Ammo		10166				328
			P.O.L.		786				25
			Stores		22728	-		35267	733
			Coal & Minerals		-				
BARLETTA	15	48	M.T.	40	298				1 = 10
			Ammo		3898				126
			P.O.L.		-				-
			Stores		3568	-		7764	115
			Coal & Minerals		-				
GALLIPOLI	-	-	M.T.						
			Ammo						
			P.O.L.		-	-		-	-
			Stores						
			Coal & Mins						

...Sheet 2/

1447

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PORT WORKING STATISTICS - EAST ITALY. APPENDIX NO. 15.
Sheet No. 1.

PCR EASTERN PORTS, OF TONNAGE LOADED DURING THE MONTH ENDING 31 AUGUST 1944.

Cargo	No. of M.T. & Tons loaded Quay M.T.	Quay Tons.	Lighter M.T.	Lighter Tons.	Total Tonnage	Average Daily Tonnage Loaded	Ship Tons per Ship Day	Total Loaded ALL PORTS.
M.T.	1889	8202				61 = 265		
Ammo		7481				241		
P.O.L.		341				11		
Stores		4957	-		20981	160	196	
Coal & Minerals		-						
M.T.	745	3866				24 = 125		
Ammo		9731				314		
P.O.L.		14995				484		
Stores		11209	-		39801	362	302	
Coal & Minerals								
M.T.	142	1587				5 = 51		
Ammo		10166				328		
P.O.L.		786				25		
Stores		22728	-		35267	733	273	
Coal & Minerals		-						
M.T.	40	298				1 = 10		
Ammo		3898				126		
P.O.L.		-				-		
Stores		3568	-		7764	115	162	
Coal & Minerals		-						
M.T.								
Ammo								
P.O.L.								
Stores		-	-		-	-	-	
Coal & Mins								

/.....Sheet 2/

103813 tons

[4 4 8]

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

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGE LOADED DURING THE MONTH ENDING 31 AUGUST 1944.

Port	No. of Ships.	No. of days Loading	Cargo	M.T. Tons Quay	M.T. Tons Lighter	Total Tonnage	Average Da Tonnage Loaded
MONOPOLI	25	31	M.T.	-	-	2557	7
			Ammo		208		51
			P.O.L.		1574		25
			Stores		775		
			Coal & Minerals		-		
ANCONA	1	2	M.T.		-	125	4
			Ammo		-		
			P.O.L.		-		
			Stores		125		
			Coal & Minerals		-		
CRTONA	2	6	M.T.		-	385	12
			Ammo		-		
			P.O.L.		-		
			Stores	385			
			Coal & Minerals		-		

Notes:- Includes schooners
The figures for P.O
bulk loadings by pi

[449]

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

PORT WORKING STATISTICS - EAST ITALY.

N PORTS OF TONNAGE LOADED DURING THE MONTH ENDING 31 AUGUST 1944.

Cargo	M.T. Tons Quay	M.T. Tons Lighter	Total Tonnage	Average Daily Tonnage Loaded	Ship. Tons per Ship Day	Total Loaded ALL PORTS
M.T.	-	-			103813 tons b/f	
Ammo	208			7		
P.O.L.	1574	-		51		
Stores	775		2557	25	82	
Coal & Minerals	-					
M.T.	-					
Ammo	-					
P.O.L.	-	-	125	4	63	
Stores	125					
Coal & Minerals	-					
M.T.	-					
Ammo	-					
P.O.L.	-					
Stores	385	-	385	12	64	
Coal & Minerals	-					
					106880	tons

Notes:- Includes schooners etc.
The figures for P.O.L. is exclusive of bulk loadings by pipe line.

14601

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

PORT WORKING STATISTICS - EAST ITALY.

ACCUMULATIVE TOTALS -- DISCHARGED AND LOADED (From 1 December 1943)

		M.T. (No.)	Coal Tonnage	Other Tonnage
DISCHARGED	Accumulative Total Brought Forward	68,252	280,517	2,368,847
	August 1944	5,477	28,455	304,619
	Totals to Date	73,729	308,972	2,673,466
LOADED	Accumulative Total Brought Forward	3,195	290	214,503
	August 1944	2,816	-	106,880
	Totals to Date	6,011	290	321,383
	Total DISCHARGED & LOADED to Date	79,740	309,262	2,994,849

1382

1451

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

PORT WORKING STATISTICS - EAST ITALY.

TOTALS - DISCHARGED AND LOADED (From 1 December 1943)

	M.T. (No.)	Coal Tonnage	Other Tonnage	Total Tonnage
e Total ward	68,252	280,517	2,368,847	2,649,364
	5,477	28,455	304,619	333,074
ete	73,729	308,972	2,673,466	2,982,438
ve Total ward	3,195	290	214,503	214,793
	2,816	-	106,880	106,880
te	6,011	290	321,383	321,673
RGED & tc	79,740	309,262	2,994,849	3,304,111

1 4 5 2

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

PORT WORKING STATISTICS - EAST ITALY.

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING THE MONTH ENDING 31 AUGU

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI
Coad	3328	9910	62727	262	-	2399
Rail	10397	19144	67958	7714	4757	-
I.W.T.	2564	1443	811	-	-	-
	16289	30497	131496	7976	4757	2399

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANC
Discharged to Lighter	6833	4914	28752	-	-	-	62
No. of Lighters in use per port	36	35	76				
Average Tons per Lighter	190	140	378				

1453

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

PORT WORKING STATISTICS - EAST ITALY.

AGES CLEARED FROM ALL EASTERN PORTS DURING THE MONTH ENDING 31 AUGUST 1944.

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	TOTAL
9910	62727	262	-	2398	78626
19144	67958	7714	4757	-	109970
1443	811	-	-	-	4818
30497	131496	7976	4757	2399	193414

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
4914	28752	-	-	-	62009	102508
35	76				82	229
140	378				756	1464

Transportation
TNL S.C.

Transportation (British)

H.Q., A.A.I.

SECRET.

TN.A.1/43

14 August 44

Subject ;- Progress Report - Italy.

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

Herewith my Progress Report No.11 for the month of JULY.

(E L.Parkes)
Colonel,
for Brigadier,
Director of Transportation.

DISTRIBUTION ;-

Director of Transportation, The War Office.	(3)
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Q(M)., A.A.I.	(2)
D.Tn., G.H.Q., M.E.F.	(1)
D.D.Tn., B.A.S., Washington.	(1)
G.O.C., 2 District.	(1)
Internal Transportation Sub Committee, A.C.C.	(1)
D.G.,M.R.S.	(1)
D.D.Tn.(Docks)	(2)
D.D.Tn.(Railways)	(2)
1 Docks Group.R.E.	(1)
5 Docks Group.R.E.	(1)
7 Docks Group.R.E.	(1)
3 Port Construction and Repair Group.R.E.	(1)
HQ., 6 I.W.T.Group.R.E.	(1)
1 Railway Construction and Maintenance Group.R.E.	(1)
1212 Railway Construction and Maintenance Group.R.E.	(1)
S.A.E.C. Railway Construction Group.	(1)
[illegible]	(1)

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To ;- The Director of Transportation,
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5 Docks Group.R.E.	(1)
7 Docks Group.R.E.	(1)
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HQ., 6 I.W.T.Group.R.E.	(1)
1 Railway Construction and Maintenance Group.R.E.	(1)
1212 Railway Construction and Maintenance Group.R.E.	(1)
S.A.E.C. Railway Construction Group.	(1)
1 Railway Operating Group.R.E.	(1)
2 Railway Operating Group.R.E.	(1)
3 Transportation Stores Group.R.E.	(1)

7066

HEADQUARTERS
18 AGO 1944
A. C. C.

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1456

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ACC AC395/TN4 10008/148/2495 (2 OF 2) PRO DEC.

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10000/148/2495 (20F2) PROGRESS REPORTS TO DEC. 1943 - MAR. 1945 - (BRITISH)

SECRET.

Copy No. 13

TRANSPORTATION (BRITISH).

H.Q., A.A.I.

PROGRESS REPORT NO. 11.

JULY 1944.

CONTENTS :-

GENERAL REPORT.

1. General.
2. Docks Working.
3. Port Construction and Repair.
4. Railway Construction.
5. Railway Operating.
6. Transportation Stores.
7. Finance.

Appendices:

1. Location Statement - Tn. Units.
2. Administration.
3. Summaries of Port Facilities.
4. Barge Erection Situation.
5. Statistical Summary of Railway Construction work, in July.
6. Railway Construction Plan Directive.
7. Plan of Railway Demolitions.
8. ANCONA Key Plan.
9. Details of Works completed in July and on hand in August.
10(a). Daily Average Train Operation (East Side).
10(b). Daily Average Train Operation (West Side).
11. Loco Situation on 31st July - East and West Italy.
12. Tonnage of Tn Stores received - By Convoys.

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

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13. Loco and Wagon Lubricating Oils and Coal Receipts, Issues and Stocks.
14. Summary of Stores Discharged at East Coast Ports.
15. Summary of Stores Loaded at East Coast Ports.
16. Accumulative Totals Discharged and Loaded.
17. Tonnages cleared from Ports by Road, Rail and I.W.T.
18. Railway Passenger and Freight Statistics.
19. Detailed Analysis of Tn Trades in C.M.F.

- - - - - - - - -

7065

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TRANSPORTATION (BRITISH).

PROGRESS REPORT NO 11. SECRET.

JULY 1944.

ITALY.

1. GENERAL.

(a) The month of July has been exceptionally busy from the point of view of movement of Tn Units. This is not surprising with regard to the tactical situation. It is of interest to note that Tn H.Q. which controls all Tn moves, initiated 26 unit moves of an average strength of 104 All Ranks, 9 vehicles and 22 tons of baggage per each unit. The moves exclude any due to the arrival of fresh units into this Theatre.

The principal moves have been :-

I. HQ, Tn (Br) - Naples to Rome.
II. 150 Railway Construction Coy RE - Cocceno to Chiusi.
III. 45 M.E. (Tn) Sec, R.E. - Itri to Ficulle.
IV. 161 Railway Construction Coy R.E. - Ceprano to Terentola.
V. 61 Tunnelling Coy, S.A.E.C. - Fossecesia to Foligno.
VI. 997 Docks Operating Coy R.E. - Torre Annunziata to Taranto.
VII. HQ, 2 Railway Operating Group R.E. - Foggia to ~~Rimini~~. FOLIGNO
VIII 154 Railway Operating Coy, R.E. - Grarioli to ~~Rimini~~. FOLIGNO
IX 38 Railway Construction Coy, S.A.E.C. - Spolito to Ancona.

Consequent on these changes in locations the problems of communications has been considerable, but it has been satisfactorily solved by the re-distribution of teleprinter instruments for Tn use. These have been rapidly installed by Nos 2 and 3 Railway Telegraph Coys, R.E.

(b) The average tonnage of stores handled at all British operated ports during the month was the same as last month, i.e. 10,000 tons per day. Of this amount 7590 tons were discharged and 2430 tons loaded. The latter is an increase of over 60% on the tonnage loaded in June. These figures do not include any tonnage for West Coast Ports, where a British unit is assisting in American Controlled Ports.

(c) The opening of the port of ANCONA was carried out successfully according to plan. Docks units were in position to receive ships before the first flight was due to arrive and nearly 17,000 tons were discharged in the period between the arrival of the [illegible], July 24th, and the end of the month.

(d) The Port Construction and Repair Group arrived at ANCONA on July 20th and at once undertook the work of constructing the L.C.T. Hards, clearance of quays, and installation of lighting.

The damage done to the port was in the main due to allied bombing although a [illegible]

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point of view of movement of Tn Units. This is not surprising [illegible] regard to the tactical situation. It is of interest to note that the Tn H.Q. which controls all Tn moves, initiated 26 unit moves of an average strength of 104 All Ranks, 9 vehicles and 22 tons of baggage for each unit. The moves exclude any due to the arrival of fresh units into this Theatre.

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VI.	997 Docks Operating Coy R.E. - Torre Annunziata to Taranto.
VII.	HQ, 2 Railway Operating Group R.E. - Foggia to ~~[illegible]~~ FOLIGNO
VIII	154 Railway Operating Coy, R.E. - Carnoli to ~~[illegible]~~ FOLIGNO
IX	38 Railway Construction Coy, S.A.E.C. - Spoleto to Ancona.

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(d) The 5 Port Construction and Repair Group arrived at ANCONA on July 20th and at once undertook the work of constructing the L.C.T. Hards, clearance of quays, and installation of lighting.

The damage done to the port was in the main due to Allied bombing, although a certain amount of demolition and sinking of ships had been carried out by the Enemy. A number of unexploded demolition charges were found.

(e) The first official train from NAPLES entered ROME 7064 July. 7th

Railheads were advanced on the Eighth Army L of C to Terni, Bastia and Assisi. It is estimated that these will move again to Arezzo on the 10th of next month. Beyond that town the demolitions are found to be so heavy that its repair has been abandoned and the reconstruction of Line 87, ORTE - ANCONA, has become a matter of first priority. The South African Construction Group is now concentrated on this work.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(f) The finding of a quantity of Tn Stores of Enemy origin at Bassano and of a number of ready fabricated bridge spans and also of steel stock sections in an Italian works at Arezzo has materially improved the stores situation. The full value of these windfalls has not yet been arrived at, but checking is well in hand.

(g) Railway Operating throughout the month continued satisfactorily. The section of line ORTE - FOLIGNO opened on 22nd July and FOLIGNO - BASTIA on 23rd July, both by test trains. The entire line was officially opened to traffic w.e.f. 24th July.

Clearance from Railheads has been generally good.

10 steam engines were received from the Americans on 23rd July. British staffs have taken well to the diesels and from the first day have been handling them.

2. DOCKS WORKING.

(a) Employment of Docks Groups.

Nos 1 and 5 Docks Groups continued to be responsible for the dock working of the Heel Ports as in previous months.

HQ No 7 Docks Group became responsible for the technical operation of ANCONA which was captured on 19th July.

Operations

(a) ANCONA.

The units of No 7 Docks Group on the ANCONA Order of Battle were satisfactorily moved to that port and were in position before the first flight of stores ships arrived for discharge on the afternoon of 24th July.

The units involved were :-

HQ No 7 Docks Group, R.E.
HQ and 2 Sections 990 Port Maintenance Coy, RE.
993 Docks Operating Coy, RE.
994 Docks Operating Coy R.E.
1010 Docks Operating Coy R.E.
1023 Docks Operating Coy R.E.

The port was not found to be so heavily damaged as aerial photographs appeared to indicate. It was found that there were four alongside coaster berths immediately available at depths of 19 - 20 feet and one at 15 feet.

The quays at Molo Sud were not available for cargo as road access to and from this mole was severed owing to the Mandracchio causeway having been blown completely.

Discharge of the first ships (coasters) commenced on 25th July. It was decided that the use of the available alongside berths would be restricted so as not to interfere with the R.E. work of clearing and surfacing of quays.

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Discharge of the first ships (coasters) commenced on 25th July. It was decided that the use of the available alongside berths would be restricted so as not to interfere with the R.E. work of clearing and surfacing of quays.

It is anticipated that within a month P.C. & R and Engineer Units will clear debris from quays and improve the surfaces thereof for the better handling of cargoes. Rail clearance is not expected to be available for some time.

The final berthing plan for the port will accommodate :-

1 Liberty @ 22 feet	alongside.
6 Liberties	for overside discharge.
5 Coasters	alongside.

Although large numbers of civilians had left the town they soon commenced to return and by the end of the month 130 inbo[illegible]d

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civilian labour were available. Shore labour was not as plentiful as required, and some delays in working resulted.

The initial tonnage target for the port is 2,500 tons per day and no difficulty is anticipated in attaining this figure. It is required that the average daily tonnage after a month's operation should be 4,500 tons per day, which commitment, it is considered, can be met.

(b) Operating.

Export tonnages have for some months been on the increase. This tendency continued during July nearly 30% of tonnages handled in Heel ports being outward cargo. A substantial proportion of the tonnage shipped from the Heel was tactically loaded on behalf of the American Army. This work was carried out at Brindisi and Taranto and the normal British maintenance imports at these ports had to be correspondingly reduced. The general effect was that [illegible] was fully employed and dealt with the majority of imports into the Heel.

957 and 1030 Docks Operating Companies arrived East Italy in mid July and were placed under command of No. 1 Docks Group. No 2 South African Docks Operating Company arrived in the theatre and were stationed at Bari.

Imports to the Heel ports were again on a very reduced scale amounting to [illegible] tons which was the lowest import figure since the ports started operating.

(c) Shore Labour.

During July additional civilian labour was [illegible] shore work in East Italian ports as at present [illegible] Italian Military were employed.

[illegible] labour from [illegible] indicated below:-

Barletta	[illegible]
Bari	[illegible]
Taranto	[illegible]
Brindisi	[illegible]

[illegible] civilian shore labour [illegible] Italian Ports has been unsatisfactory. It has been found that on the whole the efficiency of civilian labour when employed on dock work are lower than when employed elsewhere in depots and installations.

Dock shore labour has only normally been employed on 8 hour shifts and although by is only paid at the basic rate of 65 lire per day. Other employers of labour, however, generally give employment for 10 or more hours per day thereby attracting better [illegible] labour. [illegible] generally speaking

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

in Hool pending being outward cargo. A substantial proportion of the tonnage shipped from the Hool was tactically loaded on behalf of the American . This work was carried out at Brindisi and and the normal British maintenance imports at these ports had to be correspondingly reduced. The general effect was that was fully employed and dealt with the majority of imports into the Hool.

807 and 1030 Docks Operating Companies arrived East Italy in mid July and were placed under command of No. 1 Docks Group. No 2 South African Docks Operating Company arrived in the theatre and were stationed at Bari.

Imports to the Hool ports were again on a very reduced scale amounting to 238,231 tons which was the lowest import figure since the ports started operating.

(c) Shore Labour:

During July [illegible] civilian labour was used on shore work in East Italian ports as at. A further number [illegible] Military were [illegible]

At the end of [illegible] approximate percentage of shore labour from [illegible] at the various ports, was as indicated below:-

Taranto	[illegible]
Bari	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

As invoved [illegible] civilian labour into the [illegible] civilian shore labour employed in East Italian Ports has been unsatisfactory. It has been found that on the whole the [illegible] of civilian labour who are employed on dock work are lower than when employed elsewhere in Depots and Installations.

Dock shore labour has only normally been employed on 8 hour shifts and [illegible] only paid at the basic rate of 65 lire per day. Other employers of labour, however, normally give employment for 10 or more hours per day thereby attracting better types of local labour. The type of work also is, generally speaking, heavier on the docks than in most of the depots.

In order to improve the quality of shore labour the following action has been taken :-

7063

(a) Application has been made for a special rate of pay for "dock labour", the suggested rate of pay being 65 - 80 lire per day. The justification for this is that efficient dock labour is semi-skilled and should be paid more than the ordinary labourer's pay of 65 lire per day.

(b) Consideration is being given to the feasibility of employing labour on longer hours than the normal eight hour shift.

(c) Negotiations are in hand for employing quay labour by

Declassified E.O. 12356 Section 3.3/NND No. 782021

contract on a tonnage basis.

(a) Three new grades of civilian shore supervisors have been approved.

(d) Dock working Experiments.

(i) Aerial Gravity Ropeway.

The experiment with the Aerial gravity ropeway referred to in this H.Q. June report was demonstrated on the 1st July at Brindisi in the presence of D.D.Tn (Docks), A.D.Tn (Docks) and the Commanders of Nos 1, 5 and 7 Docks Groups. The experiment was considered successful and it was the opinion of all concerned that in suitable circumstances this method of handling cargo had possibilities.

Taranto.

Dock operating work at Taranto declined again during J[illegible] particularly so far as imports were concerned. Exports increased mainly owing to a heavy loading commitment at the latter part of the month.

1010 Docks Operating Company left Taranto on 1st July to proceed to the concentration area for ANCONA units.

1030 Company ex North Africa and two sections of 997 Docks Operating Company ex the West Coast reinforced the Taranto Companies to enable them to carry out the commitment referred to above.

Gallipoli.

This port was only used during the month of July for W.D. maintenance purposes on one day, 135 tons being discharged.

Brindisi.

Brindisi imports were the lowest since the port opened. However, exports correspondingly increased, and a tonnage of 28,860 tons (including M.T.) was loaded outward.

993 Docks Operating Company proceeded from Brindisi to concentration area for ANCONA units on the 1st July.

H.Q. and two sections of 997 Docks Operating Company arrived Brindisi July 19th to enable the port to meet its loading commitments.

There has been little improvement in the type of civilian shore labour being supplied at Brindisi. This problem has been given much thought and has been referred to more fully previously in this report.

Monopoli.

The work at this port continued during the month of July on the same lines as previously. Tonnage of stores handled was

Declassified E.O. 12356 Section 3.3/NND No. 789021

Brindisi in the presence of D.D.T.M (Docks), A.D.T.M (Docks) and the Commanders of Nos 1, 5 and 7 Docks Groups. The experiment was considered successful and it was the opinion of all concerned that in suitable circumstances this method of handling cargo had possibilities.

Taranto.

Dock operating work at Taranto declined again during July particularly so far as imports were concerned. Exports increased mainly owing to a heavy loading commitment at the latter part of the month.

1010 Docks Operating Company left Taranto on 1st July to proceed to the concentration area for ANCONA units.

1030 Company ex North Africa and two sections of 997 Docks Operating Company ex the West Coast reinforced the Taranto Companies to enable them to carry out the commitment referred to above.

Gallipoli.

This port was only used during the month of July for W.D. maintenance purposes on one day, 155 tons being discharged.

Brindisi.

Brindisi imports were the lowest since the port opened. However, exports correspondingly increased, and a tonnage of 28,860 tons (including M.T.) was loaded outward.

993 Docks Operating Company proceeded from Brindisi to concentration area for ANCONA units on the 1st July.

H.Q. and two sections of 997 Docks Operating Company arrived Brindisi July 19th to enable the port to meet its loading commitments.

There has been little improvement in the type of civilian shore labour being supplied at Brindisi. This problem has been given much thought and has been referred to more fully previously in this report.

Monopoli.

The work at this port continued during the month of July on the same lines as previously. Tonnage of stores handled was 6,308 tons.

Bari.

The decline in imports experienced at other Heel Ports did not apply to the same degree to Bari. It has fallen to this Port particularly at the latter end of the month to be responsible for the majority of import tonnage which totalled for the month 145,014 tons, i.e. 63% of Heel imports. Exports amounted to 11,810 tons.

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

The Tn Pontoon Derrick No 107 which has been assembled at Bone and finally rigged at Bari suffered serious damage to the boom during trials on the 6th July. A Court of Inquiry has been held and found that the accident was primarily due to failure of a winch brake. Meanwhile every effort is being made to fabricate a new boom and it is anticipated that the Pontoon will be again available for work about the middle of August.

No 2 South African Docks Operating Company arrived Bari from Middle East during July.

921 Italian Docks Operating Company left Bari to take over Barletta on the 17th July and enabled 1069 (Mauritian) Company to move from Barletta to Bari to assist the latter port in its heavy commitment.

Repairs to Bari Mole continued throughout the month, the work being assisted by Tn tugs and lighters.

Barletta.

Tonnages handled at this port were 11,230 tons import and 5,442 tons export.

921 (Italian) Docks Operating Company plus a detachment of supervisory personnel of 1014 Docks Operating Company took over the port in the second half of July. The work of ship operation was slower but no serious consequences resulted.

B. PORT MAINTENANCE.

(a) The H.Q. and two sections of 990 Port Maintenance Coy have established themselves in the ship-building yard at ANCONA. The bulk of the yard and machinery has been destroyed by demolitions but certain machinery has been recovered and a work-shop is being set up, and premises cleared for cargo handling gear and other stores. The H.Q. and two sections of 1037 Port Maintenance Coy arrived at Brindisi from North Africa on 17th July. Arrangements have been made for Port Maintenance work at Taranto to be handed over to a detachment of 1037 Port Maintenance Coy thereby releasing the 990 Company detachment for strengthening the main party at ANCONA.

(b) Apart from routine repairs to plant, craft and cargo handling gear, 1019 Port Maintenance Coy have been employed on repairs to P.D.107 necessitating the fabrication of two new lattice boom sections, the straightening of an "A" frame member and repairs to the boom heel pin and housing. Work is proceeding satisfactorily. One "A" type "Z" craft is being installed with two General Motors Sherman tank engines. Certain

Declassified E.O. 12356 Section 3.3/NND No. 782021

Middle East during July.

921 Italian Docks Operating Company left Bari to take over Barletta on the 17th July and enabled 1064 (Mauritian) Company to move from Barletta to Bari to assist the latter port in its heavy commitment.

Repairs to Bari Mole continued throughout the month, the work being assisted by Tn tugs and lighters.

Barletta.

Tonnages handled at this port were 11,230 tons import and 5,442 tons export.

921 (Italian) Docks Operating Company plus a detachment of supervisory personnel of 1014 Docks Operating Company took over the port in the second half of July. The work of ship operation was slower but no serious consequences resulted.

B. PORT MAINTENANCE.

(a) The H.Q. and two sections of 990 Port Maintenance Coy have established themselves in the ship-building yard at ANCONA. The bulk of the yard and machinery has been destroyed by demolitions but certain machinery has been recovered and a workshop is being set up, and premises cleared for cargo handling gear and other stores. The H.Q. and two sections of 1037 Port Maintenance Coy arrived at Brindisi from North Africa on 17th July. Arrangements have been made for Port Maintenance work at Taranto to be handed over to a detachment of 1037 Port Maintenance Coy thereby releasing the 990 Company detachment for strengthening the main party at ANCONA.

(b) Apart from routine repairs to plant, craft and cargo handling gear, 1019 Port Maintenance Coy have been employed on repairs to P.D.107 necessitating the fabrication of two new lattice boom sections, the straightening of an "A" frame member and repairs to the boom heel pin and housing. Work is proceeding satisfactorily. One "A" type "Z" craft is being installed with two General Motors Sherman tank engines. Certain modifications have had to be made to engine mountings, cooling systems, etc. The craft is expected to be ready for trials within the next few days.

(c) The Docks Workshop Section has been fully employed during the month. Some 450 parts to make good railway bridging deficiencies have been made. In addition, R.C.L. propellors, pistons and cylinder liners for various I.C. engines are being made for stock purposes. The majority of the work however still consists of machining parts which cannot be handled by Port Maintenance Company equipment.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(C) BARGE CONSTRUCTION.

Appendix No 4 gives the state of the barge construction programme at the end of July. It was found necessary to re-open Molfetta yard owing to the unexpected transfer of two ship conveying R.C.L. and Minca Barges from the West Coast to Bari.

(D) WATER TRANSPORT.

(a) With the fall of ANCONA, Detachment of H.Q. No 6 I.W.T. Group, 947 I.W.T. (Port) Operating Company, 209 "Z" Craft Company and H.Q. and one section of 1065 I.W.T. (Workshops) Company moved to ANCONA. By the end of July the following craft were at that port :-

21 R.C.L.
21 Minca.
3 Tenne Tugs.
12 "Z" Craft and the
975 Port Repair Ship "Progress", R.E.

No untoward events took place in the coastwise move northward of these craft. All moves were made in daylight hours and staging points were at ORTONA and GUILLIANOVA. There are now no craft at LAKE VARANO.

At the end of the month 945 I.W.T. (Port) Operating Coy and one section of 1065 I.W.T. (Workshops) Coy were still located at Manfredonia waiting to be called forward to ANCONA.

(b) Operating.

So far as normal lighterage in Heel ports was concerned the following tonnages were handled by harbour craft :-

Port.	Tonnage.
Taranto.	6,320
Brindisi.	8,711
Bari.	26,380
	41,411

So far as lighterage at these ports is concerned, the same units were responsible as previously, i.e.,

Bari. No.1.(Italian) I.W.T.Coy, under the technical supervision of Det 945 I.W.T.(Port) Operating Coy.

Brindisi. No.3 (Italian) I.W.T.Coy supervised by Det. 945 I.W.T.Port Operating Coy.

Declassified E.O. 12356 Section 3.3/NND No. 789021

(a) With the fall of ANCONA, Detachment of H.Q. No 6 I.W.T. Group, 947 I.W.T. (Port) Operating Company, 209 "Z" Craft Company and H.Q. and one section of 1065 I.W.T. (Workshops) Company moved to ANCONA. By the end of July the following craft were at that port :-

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So far as lighterage at these ports is concerned, the same units were responsible as previously, i.e.,

Bari. No.1.(Italian) I.W.T.Coy, under the technical supervision of Det 945 I.W.T.(Port) Operating Coy.

Brindisi. No.3 (Italian) I.W.T.Coy supervised by Det. 947 I.W.T.Port Operating Coy.

Taranto. No.2.(Italian) I.W.T.Coy, under Det. 947 I.W.T.Port Operating Coy.

No.2.(Italian) I.W.T. Company at Taranto have taken over five "Z" Craft for port working.

Four additional "Z" Craft arrived Taranto during July. These were the first flight of nine "Z" craft expected to arrive in East Italy from 1206 "Z" Craft Operating Coy.M.E.

/To sheet 7.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(c) Maintenance and Repair.

The H.Q., and one Section of 1065 I.W.T. Workshops Company have taken over a slipway and workshops at Ancona. It is hoped to be able to have up to 10% of the craft at Ancona permanently on the slips for scraping, painting and repair. The other Section is engaged in slipping the craft held at Manfredonia. To expedite this work it has been necessary to make use of the slipways at Barletta and Molfetta.

5. PORT CONSTR. AND REPAIR.

A. Composition of 3 P.C & R.Group.R.E.

H.Q.,3 P.C & R Group.R.E. (at Ancona with det at Bari)
932 Port Construction and Repair Company R.E. (HQ., and 2 Sections at Bari and 2 Sections at Ancona)

Under Command for works only.

41 Harbour Construction S.A.E.C.)
975 Port Repair Ship "Progress" RE) (At Ancona)
Temporarily attached from 20 C.R.E. (Works) 7 M.E. Section R.E. (Ancona)

B. Chain of Command.

C.R.E. 3 P.C. & R Group.R.E. is responsible to 2o C.R.E. (Works Ancona) for all constructional work in the port area.

C. Preliminary.

C.R.E. 3 P.C & R Group.R.E. left Bari on the 24th June as part of the Ancona recce party and arrived at the staging area in San Giorgio on the 26th June. He was accompanied by O.C. 41 Harbour Construction Coy.,S.A.E.C. On the 18th July the recce party moved from the staging area in San Giorgio to one in Loretto and on D day, the 19th, entered Ancona.

D. Damage to Port.

The damage to the port was found to be extensive and was caused largely by bomb damage and partly by prepared demolitions. In addition all craft in the harbour were found to be sunk including a cruiser, the Royal Yacht, 3 coasters and numerous smaller craft.

Quay walls were also found to be extensively damaged and in some cases virtually ceased to exist.

Communications throughout the dock were completely interrupted and the only two entrances were so badly cratered that one was completely impassable and the other only negotiable with difficulty on foot. In the dock area demolitons and bombing had isolated the port into seven sections. The dividing craters and heaps of rubble were only negotiable with difficulty on foot. The S Mole had been completely demolished at its narrowest point leaving a water obstacle of 350 feet with a maximum depth of 30 feet over its entire length of 700 ft.

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

FORM CONSTR. AND REPAIR.

H.Q.,5 P.C & R Group.R.E. (at Ancona with det at Bari)
932 Port Construction and Repair Company R.E. (HQ., and 2 Sections at Bari and 2 Sections at Ancona)

Under Command for works only.

41 Harbour Construction S.A.E.C.)
975 Port Repair Ship "Progress" RE) (At Ancona)
Temporarily attached from 20 C.R.E. (Works) 7 M.E. Section R.E. (Ancona)

B. Chain of Command.

C.R.E. 5 P.C. & R Group.R.E. is responsible to 20 C.R.E. (Works Ancona) for all constructional work in the port area.

C. Preliminary.

C.R.E. 5 P.C & R Group.R.E. left Bari on the 24th June as part of the Ancona recce party and arrived at the staging area in San Giorgio on the 26th June. He was accompanied by O.C. 41 Harbour Construction Coy.,S.A.E.C. On the 18th July the recce party moved from the staging area in San Giorgio to one in Loretto and on D day, the 19th, entered Ancona.

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Quay walls were also found to be extensively damaged and in some cases virtually ceased to exist.

Communications throughout the dock were completely interrupted and the only two entrances were so badly cratered that one was completely impassable and the other only negotiable with difficulty on foot. In the dock area demolitons and bombing had isolated the port into seven sections. The dividing craters and heaps of rubble were only negotiable with difficulty on foot. The S Mole had been completely demolished at its narrowest point leaving a water obstacle of 330 feet with a maximum depth of 12 feet. The Mole Clementino over its entire length of 700 ft. had been reduced to a mere heap of rubble.

The water, oil and electrical installations with the exception of the oil pump house were damaged beyond repair.

7961

Bollards in undamaged sections of the quays were found in practically every case to be untouched.

30 unexploded, fused demolition charges were removed from the quay walls.

/To sheet 8.....

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

E. Chronicle of Events.

Immediately after the preliminary recce, 7 M.E. Section R.E. was called forward and commenced work the same afternoon with four bulldozers on the clearance of the main entrance. Work was also started on the provision of a 2 way road to Molo Mandracchio and the filling of a large crater on the low level road opposite the tobacco factory. Work was continued throughout the night.

On D + 1 day the following units under the command of CRE 3 P.C & R Group R.E. arrived ;-

HQ, 3 P.C.& R Group.R.E. Advance Party.
41 Harbour Construction Company S.A.E.C.
Road Party of 932 P.C. & R Coy.R.E.

By 04.00 hrs the bulldozers had cleared approximately 3,000 c.yds. of rubble to gain access through the main entrance and continued clearing, working in an Easterly direction. Several large craters were filled including one very large one behind berth 10 and another between berths 4 and 5, each of more than 1,000 c. yds capacity. Clearing work was continued towards Molo Clementino. Work was continued throughout the night.

On D + 2 the Adjutant and remainder of H.Q., 3 P.C. & R Group.R.E., arrived. Work was continued on the restoration of roads and by 08.00 hrs all parts of the docks were accessable to traffic with the exception of the Molo Sud. The tipping of the access causway to this Mole was started using rubble from bombed buildings adjacent to the port area.

The construction of four L.C.T. ramps on Berth 16, & 17, 1 D.U.K.W. ramp and 1 L.S.T. ramp on Berth 7 was started and by evening 2 of the L.C.T. ramps and the L.S.T. ramp were completed. Work was also started on the clearing of quays to Berths 3 and 4 and the repairs to the quay wall of Berth 4.

The first cargo was discharged from a craft on the L.C.T. ramps on Berth 17.

A start was made on the installation of Temporary Lighting on the docks, work commencing on the wiring of Berth 7.

On D + 3 the remaining 2 L.C.T. ramps were completed. Clearing, filling of craters, leveling and demolition of unsafe buildings were started on Berth 13.

On D + 4 day all previously mentioned works were continued.
The first L.S.T. berthed on the L.S.T. Berth on Berth 7.
Up to date - approximately 70,000 tons of material had been moved.

On D + 5 day the remainder of 932 P.C. & R Coy, R.E., arrived by sea. The 973 Port Repair Ship "Thurcroft" berthed in the afternoon on Berth 2.
All previously mentioned work was continued.
Three coasters berthed on quays 2, 13 and 14.

From D + 6 day until the end of the month the clearing of quays,

Declassified E.O. 12356 Sec. 3.3/NND No. 782021

By 04.00 hrs the bulldozers had cleared approximately 3,000 c.yds. of rubble to gain access through the main entrance and continued clearing, working in an Easterly direction. Several large craters were filled including one very large one behind berth 10 and another between berths 4 and 5, each of more than 1,000 c. yds capacity. Clearing work was continued towards Molo Clementino. Work was continued throughout the night.

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The first cargo was discharged from [illegible] ramps on Berth 17.

A start was made on the installation of Temporary Lighting on the docks, work commencing on the wiring at Berth 7.

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On D + 4 day all previously mentioned works were continued.
The first L.S.T. berthed on the L.S.T. Berth on Berth 7.
Up to date approximately 70,000 tons of material had been moved.

On D + 5 day the remainder of 932 P.C. & R Coy, R.E., arrived by sea. The 975 Port Repair Ship "Vulcan" berthed in the afternoon on Berth 2.

All previously mentioned work was continued.
Three coasters berthed on quays 2, 13 and 14.

From D + 6 day until the end of the month the clearing of quays, the demolition of all unsafe buildings, the improvement work on surfacing of roads with the aid of graders, rollers and water carts are all continuing.

Clearing up is in progress on the Molo Sud but access by road to this area will only be possible on completion of the filling of the breaches in the access Molo.

The temporary lighting of Berths 16 and the lighter quays on Berths 16 and 17 has been completed, portable generating sets being used to provide the power.

/To sheet 9.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

F. General.

On account of the almost total evacuation of the city considerable difficulty was experienced in the first few days of the work in the finding of Italian civil labour. Due to this difficulty it is estimated that up to D + 5 day a total of 16,000 man hours were lost.

The population is, however, returning and since D + 5 day the position has improved considerably.

(G) BARI.

Lt.General King, E in C., War Office inspected the Breakwater on Thursday 20th July by ...

(a) BARI.

(1) Repairs to Breakwater have progressed but delays have been experienced due to the Crane Ship being taken off for other work.

Total number of blocks cast to date is 220 out of an estimated total of 320.

Amount of stone tipped by barge 12,000 tons up to 26th. It has only been possible to tip on 10 days this month owing to the weather. One tipping barge is in a very bad state and had to be taken off the job and is now being repaired.

Total number of blocks placed to date is 57 all outside of Berth 24. The Crane Ship has only been available on 11 days this month this has been taken up with the Chief Engineer. In the present weather conditions it is impossible to work closer legs outside the breakwater.

General position regarding supply of stone both for tipping and concreting is satisfactory.

(2) A site for a Bofors gun has been constructed at the extreme end of the breakwater; this is complete.

(3) General maintenance of roads etc., has been continued.

(b) MOLFETTA.

(1) Three bollards have been concreted in and new foundations for the winch completed.

(2) Dredging for extension of slipway has been completed and placing of hard core commenced and is about 20% complete. Estimated date of completion of extension slipway 20th August.

Information has been received from 1st C.E. Works that all other work at Molfetta has been cancelled.

(c) MANFREDONIA.

A party of 2 N.C.O.'s and 3 O.R's have to remain to 52 Army Troops Coy. R.E. to assist in supervising the construction of 2 Wards'

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

on Thursday 20th July 1, 4.

(a) HARI.

(1) Repairs to breakwater have progressed but delays have been experienced due to the Crane Ship being taken off for other work.

Total number of blocks cast to date 2s 730 out of an estimated total of 320.

Amount of stone tipped by barge 12,000 tons up to 24th. It has only been possible to tip on 10 days this month owing to the weather. One tipping barge is in a very bad state and had to be taken off the job and is now being repaired.

Total number of blocks placed to date is 57 all outside of Berth 24. The Crane Ship has only been available on 11 days this month this has been taken up with the Chief Engineer. In the present weather conditions it is impossible to work sheer legs outside the breakwater.

General position regarding supply of stone both for tipping and concreting is satisfactory.

(2) A site for a Bofors gun has been constructed at the entrance end of the breakwater; this is complete.

(3) General maintenance of roads etc., has been continued.

(b) HELFETTA.

(1) Three bollards have been concreted in and new foundations for the winch completed.

(2) Dredging for extension of slipway has been completed and placing of hard core commenced and is about 20% complete. Estimated date of completion of extension slipway 2nd August.

Information has been received from 1st C.E. Works that all other work at Helfetta has been cancelled.

(c) MANFREDONIA.

A party of 2 W.O.C.'s and 5 C.R.'s have been lent to 52 Army Troops Coy., I.E. to help in supervising the construction of 2 Piers being built out into the sea for C.T.C.

4. RAILWAY CONSTRUCTION

A. GENERAL.

7350

(1) Railway Construction units remained fully extended throughout July. A statistical summary of work carried out during the period 7 July - 7 August is given at Appendix 5.

(2) The South African Group opened out new 8 Army railheads at Terni, Bastia and Assisi on 24 July. With the fall of Ancona, the activities of the Group were extended to cover the reconstruction of Line 87 from Foligno to Falconara, Line 86 from Ancona to Marzocca, North of the Esino river, and three depot installations in the Ancona area.

/To sheet 10.....

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

(3) On Line 65, 1212 Group continued with reconstruction of the Orte - Chiusi section, and 1 Group with Chiusi - Arezzo section. Railheads will be open for 8 Army traffic at Arezzo and Castiglione Fiorentino on 10 August.

Demolitions on the Arezzo - Florence section of Line 65 are so heavy that it has been decided to abandon further construction, North of Arezzo for the present.

(4) American troops continued with reconstruction of line 50 to Leghorn. The line was opened to Grosseto on 1 August.

(5) Plan for the execution of present and further commitments is attached at Appendix 6. It appears likely that centre of gravity of railway construction will now swing to the East coast, where the Ancona - Bologna railway has become the first priority job.

B. RAILHEADS.

The present situation is given below :-

Line 50 (Rome - Leghorn) Open to Grosseto 1 August.

Line 65 (Rome - Orte - Arezzo) Open to Alviano 29 July.

(Estimated date of opening to Arezzo 10 August)

Line 86 (East Coast Route) Open to Ortona. Ortona - Ancona section suspended. Estimated date of opening Ancona to Marzocca 7 September.

Line 87 (Orte - Foligno - Falconara) Open to Orte - Foligno 24 July.

Estimated date of opening Foligno - Falconara 7 September.

Line 89 (Naples - Rome) Open to Campoleone, and thence to Rome via line 065, 26 July.

Line 90 (Naples - Rome) Inland route open 2 July.

C, RECONNAISSANCE AND PREPARATIONS.

Reconnaissance has now been completed as under :-

Line 65; Arezzo to Figline.
Line 50; to Leghorn (U.S).
Line 86; Ancona to Marzocca, Ortona to Ancona.
Line 87; Whole line to Falconara.
Line 220; Chiusi Siena to Ponte a Elsa.
Line 227; Vada, Colle Salvati to Pisa (U,S)

In every case it is found that demolitions are lightest where the advance is rapid, and very heavy where static fighting has taken place.

Declassified E.O. 12356 Section 3.3/NND No. 780021

D. RAILHEADS.

The present situation is given below ;-

Line 50 (Rome - Leghorn) Open to Grosseto 1 August.

Line 65 (Rome - Orte - Arezzo) Open to Alviano 29 July.

(Estimated date of opening to Arezzo 10 August)

Line 86 (East Coast Route) Open to Ortona. Ortona - Ancona section suspended. Estimated date of opening Ancona to Marzocca 7 September.

Line 87 (Orte - Foligno - Falconara) Open to Orte - Foligno 24 July.

Estimated date of opening Foligno - Falconara 7 September.

Line 89 (Naples - Rome) Open to Campoleone, and thence to Rome via line 265, 26 July.

Line 90 (Naples - Rome) Inland route open 2 July.

C, RECONNAISSANCE AND DEMOLITIONS.

Reconnaissance has now been completed as under ;-

Line 65; Arezzo to Figline.
Line 50; to Leghorn (U.S).
Line 86; Ancona to Marzocca, Ortona to Ancona.
Line 87; Whole line to Falconara.
Line 220; Chitignano to Ponte a Elsa.
Line 227; Vada, Colle Salveti to Pisa (U,S)

In every case it is found that demolitions are lightest where the advance is rapid, and very heavy where static fighting has taken place. Bomb damage is found everywhere.

In all recent reconnaissance it has been found that every bridge and tunnel has been demolished to a greater or lesser extent. In some cases hasty demolitions have proved to be ineffective.

Little attempt has been made to demolish plain line, except on line 86, where all rails are blown in the Ancona area. Turnouts and crossings have been found blown everywhere, almost without exception. The Rooter has been used in one place only - on line 86, South of Ancona, where it does not affect us. Another machine was found demolished on line 65 at Allerona. Presumably its use had been prevented due to Allied bombing isolating the stretch of line on which it happened to be.

/To sheet 11.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

The enemy seems to have run short of the 1 Kg. guncotton slab usually used for rail demolitions and is now using ordinary commercial dynamite. Bridge demolitions are usually effected by the use of bombs as explosives. At Appendix 7 is a map showing details of demolitions on the above line.

D. LINE RECONSTRUCTION.

(1) Priorities of Railway Construction were laid down by Staff as under on 16 July ;-

Priority I (a) Line 87 ORTE/FOLIGNO, thence line 24 to ASSISI and FASTIA.

(b) Line 85 ORTE/CHIUSI/AREZZO.
Note; The extension of line 85 North of AREZZO will be decided after capture of Florence.

(c) Line 50 CIVITAVECCHIA/LEGHORN.

(d) Line 86 ANCONA/BOLOGNA.

(e) Connection by best route between LEGHORN and BOLOGNA.

Priority II. (f) Line 87 FOLIGNO/FALCONARA.

(g) Line 86 ORTONA/ANCONA.

Priority III, (h) Line 39 CAMPOLEONE/ROME.

Priority I (a) is completed. Priority I (b) will be complete on 10 August.

Priority I (c) is in hand by the American Section.

Priority I (d) can only be worked on/to present as far as Marzocca, and this is in hand.

Priority I (e) depends on reconnaissance, and may be a practical impossibility for military purposes, if the enemy demolishes the Trans- Appenine railways thoroughly.

Priority II (f) is entirely in hand. Although this link is second priority, it is essential to the functioning of the Ancona - Bologna railway, as it may provide the only rail link between Northern and Southern Italy for the duration of the War. It is at once required to transfer the necessary locomotives and rolling stock to Ancona for the operation of line 86.

Priorities II (g) and (h) will be carried out by Civilian Contractors under I.S.R. supervision.
In view of the size of the task involved, there appears to be little possibility that the ORTONA - ANCONA link can be completed in time to have any military significance.
The Campoleone/Rome section should be completed in about 3

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

Note:
The extension of line 85 North of AREZZO will be decided after capture of Florence.

(c) Line 50 CIVITAVECCHIA/LEGHORN.

(d) Line 86 ANCONA/BOLOGNA.

(e) Connection by best route between LEGHORN and BOLOGNA.

Priority II. (f) Line 87 FOLIGNO/FALCONARA.

(g) Line 86 ORTONA/ANCONA.

Priority III. (h) Line 80 CAMPOLEONE/ROME.

Priority I (a) is completed. Priority I (b) will be complete on 10 August

Priority I (c) is in hand by the American Section.

Priority I (d) can only be worked on/present as far as Terracina, and this is in hand.

Priority I (e) depends on reconnaissance, and may be a practical impossibility for military purposes, if the enemy demolishes the Trans-Appenine railways thoroughly.

Priority II (f) is entirely in hand. Although this link is second priority, it is essential to the functioning of the Ancona - Bologna railway, as it may provide the only rail link between Northern and Southern Italy for the duration of the War. It is at once required to transfer the necessary locomotives and rolling stock to Ancona for the operation of line 86.

Priorities II (g) and (h) will be carried out by Civilian Contractors under R.E.S.R. supervision.

In view of the size of the task involved, there appears to be little possibility that the ORTONA - ANCONA link can be completed in time to have any military significance.

The Campoleone/Rome section should be completed in about 3 months.

(2) Line 65.

At the time of writing the task of opening the line to Arezzo is almost complete.

The deviation bridge over the Tiber at Km. 92.4 near Passano was completed on 29th July. The 150ft span over the Tiber at Km 109.2 was launched on 1st August.

(3) Line 87.

Work in hand between Foligno and Falconara by the South African Group involves 2,560 feet of new steel bridging. 1,065 feet

Declassified E.O. 12356 Section 3.3/NND No. 780021

is to be supplied in U.S.A. The largest individual work is the reconstruction of the bridge over the River Esino. The original structure consisted of 3 No. 40 metre steel spans which were totally destroyed by bombing.

The enemy built a new bridge east of the old bridge using R.S.Js on trestles, supported on timber piles. All joists were found blown, trestles were burnt, and the piles cut off at water level. Repairs will be carried out by using the German piles, where possible, piling new bents, and spanning the river with Bunnan Burma plate girders.

(4) Line Co.

Ancona station is almost completely demolished by bombing. All rails between Ancona and Falconara have been blown. Luckily, however, the largest structure in the area - the bridge over the River Esino, will take traffic without further work. It is a 21 arch viaduct. 5 arches were demolished by bombing, and subsequently were repaired by the enemy using R.S.Js. The repairs were unharmed.

(5) ANCONA Base Development.

Plan No. Tn/E/141 attached at Appendix 8 gives details of works in hand with the exception of the construction of new sidings for the E.S.F.D. at Chiaravalle, all work consists of repairing existing facilities.

(6) At Appendix 9 details are given of individual works completed during July and in hand on 1st August.

5. RAILWAY OPERATING.

A. Organisation.

The advance Force party of 155 Railway Operating Coy RE under Major Gardiner entered ANCONA on 20th July to be foll ed by the remainder of the detachment on 26th July.

The following moves occurred during the month :-

17th Jul. HQ 2 Railway Operating Group RE moved from FOGGIA to FOLIGNO.
154 Railway Operating Coy R.E. moved from FOGGIA to FOLIGNO.
Both Group and Coy HQ set up at FOLIGNO.

20th Jul. Capt N.H. Griffin, SAEC, arrived at DETAIL from the M.E. This Officer, who has had much experience in the Sigs and Tele Dept of the SA Railways, will be railway signal Officer with this H.Q. He was sent to RCRE to report to ADTn.4 and then on to OC 2 Railway Tele Coy, R.Sigs so as to get to know the work being done by the tele dept in the forward areas. It is expected that he will be posted to 1A Increment to Railway Operating Groups RE (Tele).

Declassified E.O. 12356 Section 3.3/NND No. 782021

(4) Lines.

Ancona station is almost completely demolished by bombing. All rails between Ancona and Falconara have been blown. Luckily, however, the largest structure in the area - the bridge over the River Esino, will take traffic without further work. It is a 21 arch viaduct. 5 arches were demolished by bombing, and subsequently were repaired by the enemy using R.S.Js. The repairs were unharmed.

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20th Jul. Capt M.I. Griffin, SAEC, arrived at DEPTAIL from the M.E. This Officer, who has had much experience in the Sigs and Tele Dept of the SA Railways, will be railway signal Officer with this H.Q. He was sent to ROME to report to ADTn.4 and then on to OC 2 Railway Tele Coy, R.Sigs so as to get to know the work being done by the tele dept in the forward areas. It is expected that he will be posted to 'A' Increment to Railway Operating Groups RE (Italy).
Capt W.J.F. Stander, RE of 154 Railway Operating Coy R.E. who had been acting /Capt Loco with this HQ returned to join his Coy at FOLIGNO.

24 Jul. 2 Railway Mobile Workshops RE moved from FOGGIA to FOLIGNO.

28 Jul. Major W.H.P. Naylor, RE, 2nd i/c 6 Railway Operating Group and DADTn(Tech) at this HQ, departed for 5 Transit Camp for onward posting to the U.K. He was the first railway operating Officer in this theatre to be posted home on the long service scheme, and will have completed five years service overseas on 9th September 44.

Declassified E.O. 12356 Section 3.3/NND No. 782021

OPERATING.

There have been two fairly large personnel convoys into TARANTO during the month. The first arrived on 2nd Jul and the troops therefrom moved to ROME area in 16 trains between 3 and 7 Jul, via BARI and CERVARO. The second arrived on 17 Jul and 17 trains were run to the ROME area via POTENZA. It had been originally intended to run these via CERVARO, but unforeseen circumstances on the West side resulted in a last minute alteration to the route. Despite the fact that some trains were overload from GRASSANO for two engines (the trains having to be divided from that point), the ISR carried out the move very creditably. In the reverse direction the move of 78 Div was completed in 20 trains between the 10 and 16 Jul via CERVARO, and a further move of troops from the West side to TARANTO, in all, 10 trains commenced on [illegible] Jul, an average of between two and three trains a day being run - all via POTENZA except those on 31 Jul, which were run via CERVARO.

The operation of the line from TERMOLI to CRETONA was handed back to the I.S.R. on 15th of the month. At first they thought they would be unable to find sufficient drivers and firemen, so they sent an inspector out on a lorry to the villages between there and [illegible]ESCARA, returning at the last moment with the required 15 sets of men. There has been no complaint of their operating since the take over. 154 Rly Op Coy R.E. retained a small det of traffic personnel at FOGGIA to act as local liaison and provide this H.Q., with the daily operating statistics.

Docks traffic has been fairly steady throughout the month until the last week, when BRINDISI and TARANTO had very light periods with no ships working at all on some days. The total as a result showed a decrease in rail clearance compared with the previous month - 112,826 tons as against 120,555 tons - but once again BARI shows a substantial increase of about 13,000 tons compared with last month,(69,600 tons compared with 56,642 tons). TARANTO was 11,043 tons, BRINDISI 20,045 tons and BARLETTA 12023 tons - all being decreases except BARLETTA. Only 135 tons were landed at GALLIPOLI.

Export traffic commenced at the latter end of the month. There were two main categories; "Salva", an operational move; and Polcorps maintenance to ANCONA. "Salva" traffic was handled at BRINDISI and TARANTO; a total of 590 wagons were unloaded at the former port, and 638 at the latter. The "Salva" traffic envolved movement by rail from the West side depots, but the ANCONA traffic is mainly from local East Side depots; the only real big rail movement being involved is one from 14 BAD to BRINDISI - there being no local BAD or AAD in the BRINDISI area.

There was an increase in traffic to the West at the commencement of the month and this, coupled with move of troops from TARANTO to ROME during the first two days and no corresponding balance, caused a temporary shortage of wagons on the East Side. Civil loading was cancelled for some days, but as soon as the move of 78 Div from ROME area to TARANTO commenced on 10 July, the balance readjusted itself.

Traffic for North of FOGGIA showed a distinct drop of [illegible] 100 wgns daily and, while the traffic beyond for railhead kept up to [illegible] ANCONA as a port at the latter end of the month

[illegible] TRAINS
[illegible] 637 wagons a day

Declassified E.O. 12356 Section 3.3/NND No. 782021

completed in 20 trains. [illegible] and 10 further move of troops from the West side to TARANTO, in all, 10 trains commenced on 27 Jul, an average of between two and three trains a day being run - all via FOGGIA except those on 31 Jul, which were run via CERVARO.

The operation of the line from TERMOLI to ORTONA was handed back to the I.S.R. on 15th of the month. At first they thought they would be unable to find sufficient drivers and firemen, so they sent an inspector out on a lorry to the villages between there and FOGGIA, returning at the last moment with the required 15 sets of men. There has been no complaint of their operating since the take over. 154 Fly Op Coy R.E. retained a small det of traffic personnel at FOGGIA to act as local liaison and provide this H.Q., with the daily operating statistics.

Docks traffic has been fairly steady throughout the month until the last week, when BRINDISI and TARANTO had very light p ields with no ships working at all on some days. The total as a result showed a decrease in rail clearance compared with the previous month - 112,826 tons as against 120,355 tons - but once again BARI shows a substantial increase of about 13,000 tons compared with last month,(69,600 tons compared with 56,642 tons). TARANTO was 11,023 tons, BRINDISI 2o,045 tons and BARLETTA 12023 tons - all being decreases except BARLETTA. Only 135 tons were landed at GALLIPOLI.

Export traffic commenced at the latter end of the month. There were two main categories; "Selva", an operational move; and Polcorps maintenance to ANCONA. "Selva" traffic was handled at BRINDISI and TARANTO; a total of 500 wagons were unloaded at the former port, and 638 at the latter. The "Selva" traffic envolved movement by rail from the West side depots, but the ANCONA traffic is mainly from local East Side depots; the only real big rail movement being involved is one from 14 SAD to BRINDISI - there being no local SAD or LAD in the BRINDISI area.

There was an increase in traffic to the West at the commencement of the month and this, coupled with move of troops from TARANTO to ROME during the first two days and no corresponding balance, caused a temporary shortage of wagons on the East Side. Civil loading [illegible] cancelled for some days, but as soon as the move of 78 Div from ROME area to TARANTO commenced on 10 July, the balance readjusted itself.

Traffic for North of FOGGIA showed a distinct drop of [illegible] 100 wgns daily and, while the traffic beyond for railhead kept up to average, the opening of ANCONA as a port at the latter end of the month reflected in a big decrease during the last few days, and on 31 July it was found only necessary to run 5 trains from TERMOLI to ORTONA to meet demands. There are, however, about 32,000 tons of various commodities in the railhead area which are required to be evacuated, so that even if maintenance of Polcorps is satisfied entirely by sea to ANCONA, there will still be quite a little movement in this section for some time, unless this can be moved forward by schooners to ANCONA. Run at the rate of 15 wagons a day commenced in the last few days of the month.

Appendix 10A showing the daily average train operation is attached, and requires no further comment.

/To sheet 14.....

AVG TRAINS
537 wagons a day

Declassified E.O. 12356 Section 3.3/NND No. 782021

The month has been free from any really serious accident, except perhaps the one already reported, when on 4 July an axle on a wagon broke near ORLIA, and several wagons in the train were derailed, blocking the line for 12 hours.

C. LOCOMOTIVES.

1. Loco Repairs at FOGGIA.

The loco repairs situation at FOGGIA shops has been very satisfactory and 163 Ply W/Shop Coy.R.E. have again turned out 10 engines. Although this is the same number as last month, the work performed is really greater as (a) almost all engines, were DM repairs and not DRs, (b) some of the heaviest type of engine, viz the 480 class 2-10-0, are now in shops, and (c) a considerable amount of heavy boiler repair such as firebox patching is now being undertaken, which has not been the case previously.

Tn. Stores have now sent a Y C C, to assist at the FOGGIA Loco Petty Stores.

Material has been coming in well from stripped engines; all shed demands have been fulfilled, and we are now undertaking the reclaiming of some 745 class parts from PESCARA. 730 and 480 spares are on their way from Sicily.

A heater ring has been made, and we shall shortly shrink on our first tyre.

The low pressure acetylene pipeline and generator has recently been restored in FOGGIA shops.

A special bay is being arranged for the assembling of machines from TSD, and requisitioned items.

2. Loco Repairs at Other Places.

SAN SEVERO is doing well and has turned out two heavy repairs in the month; they have been supplied with an additional lathe and lifting beams.

TERMOLI has been virtually closed as a repair point, and the engines transferred to FOGGIA Depot.

TARANTO has improved considerably and are well on the way to getting up to date. The new workshop is well in hand and the traverser will shortly be working. Most of the machinery from the Ghaon di Revil School is now installed, and some of it working. Two engines are already in hand. The REME workshops have been completely taken over, and many important parts are being made on a production scale. Meanwhile Serio's machinery has been requisitioned and is being picked up; part of this will go to TSD in reserve. Tosi and Co are being very slow over repairs to engines, but their new repair crack is well in hand.

BARI has been very disappointing, and little progress made with DR repairs. There have also been too many failures and engines late off shed here. The matter has been taken up strongly with the ISK, and the fitter foreman has been changed.

3. Loco Failures.

These have still been too high, but again chiefly owing to burst tubes due to lack of new ones, leaking element joints due to lack of asbestos filled Schmidt washers - which we have now started making ourselves - and shortage of steam due to poor coal and young, inexperienced firemen.

Declassified E.O. 12356 Section 3.3/NND No. 782021

being undertaken, which has not been the case previously.

Th. Stores have now sent a N C O, to assist at the FOGGIA Loco Petty Stores.

Material has been coming in well from stripped engines; all shed demands have been fulfilled, and we are now undertaking the reclaiming of some 745 class parts from PESCARA. 740 and 4000 spares are on their way from Sicily.

A heater ring has been made, and we shall shortly switch on our first tyre.

The low pressure acetylene pipeline and generator has recently been restored in FOGGIA shops.

A special bay is being arranged for the assembling of machines from NSD, and requisitioned items.

2. Loco Repairs at Other Places.

SAN SEVERO is doing well and has turned out two heavy repairs in the month; they have been supplied with an additional lathe and lifting beams.

TERMOLI has been virtually closed as a repair point, and the engines transferred to FOGGIA Depot.

TARANTO has improved considerably and are well on the way to getting up to date. The new work shop is well in hand and the traverser will shortly be working. Most of the machinery from the Theon di Revil School is now installed, and some of it working. Two engines are already in hand. The REME workshops have been completely taken over, and many important parts are being made on a production scale. Meanwhile Serio's machinery requisitioned and is being picked up; part of this will go to TSD in reserve. Tosi and Co are being very slow over repairs to engines, but their new repair track is well in hand.

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3. Loco Failures.

These have still been too high, but again chiefly owing to burst tubes due to lack of new ones, leaking element joints due to lack of asbestos filled Schmidt washers - which we have now started making ourselves - and shortage of steam due to poor coal and young, inexperienced firemen.

With the recent hot and dusty weather there has also been an increase in hotboxes, particularly 700 class trailing coupled. It is very difficult to oil these boxes, and arrangements are in hand to provide a suitable auxiliary oil-box for them. You will be informed further about this.

Cases of running out of water occurred on the heavy bank section between TARANTO and BARI, due mainly to the 740 class having only three axle tenders. We have now provided 15 of these engines with large four axle tenders from sided engines awaiting repairs.

4. WD Engines.

The GWR steam engines and LMS diesels gave good service during the month

/To sheet 15.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

The following are the figures and percentages of loco stock for July ;-

Type.	Total Stock.	Out of Service. Scrapped	Waiting Shops	Service repairs in shops	In Store.	In Service. On sheds	Dly Avge Under repair over 24 hrs.	Available for Traffic.
.L.	303	28	31	37	12	195	22	153
Shunt	102	5	9	4	1	83	16	67
Total	405	33	40	41	13	278	38	220

Thus we have total engines on West Side is 405 less 33 scrapped = 372.
Of the 372 engines we get ;-

Average percentage in shops 11%
" " waiting shops.....10.8%
" " in store.....3.6%
" " Shed rprs over 24 hrs.....15.6%
" " Available for traffic.....59%

5. Loco Running Statistics.

The following are the more interesting statistics of Loco Running for the month of June, of necessity one month in arrears ;-

Total coal used by ISR engines.....17310 tons
" " " " Sud Est engines..... 1620 tons
" Mileage [illegible] ISR engines.....641612 kms.
" " " " Sud Est engines.....158333 "
Average kms per engine in service per day ISR engines.....87.5 "
" " " " " " " Sud Est engines..80.3 "
" Consumption engines ISR.....3.68 kgs/100 kms
" " " Sud Est.....1.75 " " "

6. Carriage & Wagon Repairs.

Carriage & Wagon repairs have kept up very well, and figures from 23 April to 23 July are as follows ;-

	23 Apr to 20 May	21 May to 22 June	23 June to 23 July.
Coaches	80	165	805
Heavy wagon repairs	226	773	514
Light " "	1065	1029	2191

This satisfactory result is attributed almost entirely to reclamation of [illegible] timber.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Total	405	33	40	41	3	478	28	220

Thus we have total engines on West Side is 405 less 33 scrapped = 372.
Of the 372 engines we get ;-

Average percentage in shops 11%
" " waiting shops.....10.8%
" " in store.....3.6%
" " Shed hrs over 24 hrs.....15.6%
" " Available for traffic.....59%

5. Loco Running Statistics.

The following are the more interesting statistics of Loco Running for the month of June, of necessity one month in arrears ;-

Total coal used by ISR engines.....17810 tons
" " " " Std 2-8-0 engines..... 1620 tons
" Mileage made by ISR engines.....241612 kms.
" " " " Std 2-8-0 engines.....158333 "
Average kms per engine in service per day ISR engines.....87.5 "
" " " " " " " " Std 2-8-0 engines..80.0 "
" Consumption engine oil ISR.....3.68 kgs/100 kms
" " Std 2-8-0 Oil ISR.....1.75 " " "

6. Carriage and Wagon Repairs.

Carriage and Wagon repairs have been kept up very well, and figures from 23 April to 25 July are as follows ;-

	23 April to 20 May.	21 May to 17 June	23 June to 25 July.
Coaches	86	183	205
Heavy wagon repairs	228	775	544
Light " "	1065	1629	2191

This satisfactory result is attributed almost entirely to reclamation of wagons sprung and the increased availability of timber.

'Bad Order Cars' for the latest period are 494 red labels, 781 other labels, total 1275. This information is obtained by a weekly census by the ISR, but we are rather sceptical of the figures, and believe they very often include 'must out' wagons. To check this a test is being made at certain stations.

7. Locomotive Testing.

B2 was at Kabul for an yearly examination during the month. B5, B6 and B1 were at Kabul for monthly examinations. B1 and B6 were transferred to West Side for testing, in addition to B4 already there. B3 was transferred from West Side to us for maint.

7357

/To sheet 16.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

The committee decided that B6 should be the future model for sub trains, but it appears that only 72 cots are at present available for further modifications. All sources of supply are, however, being investigated.

8. Stores.

In general the stores situation has been easier. Oxygen arrangements broke down for about five days, but are now reinstated. Castings coming forward satisfactorily. Principle bottlenecks have been white-metal, manganesite jointing paste and belting. Instructions have been given to try red lead and putty in place of manganesite. The amount of white metal used at BARI and TARANTO has been more than one would wish, but with more engines under repairs, hot-boxes etc., this has been inevitable, and it must be remembered that every box takes 50 kgs of white metal. Every effort is being made to cut it down by reducing hot-boxes, using bronze piston packing instead of white metal etc., The whole matter of axle box pads has been gone into, and you will have a full report shortly.

Decisions are still awaited about requisitioning of various local machines, replacement of tools removed from the FTM breakdown van, urgent provision of tools to the Italians at FOGGIA when 163 Railway Workshop R.E. move, provisions of materials to the railways after the departure of this Directorate, use of Royal Italian Navy stores at TARANTO, and other less important matters.

9. General.

A visit was made to the ORTE - FOLIGNO line (87), and since then an officer of 163 Rly W/Shop Coy.R.E. has made a detailed inspection of FOLIGNO Shops.

A recce of ANCONA Shed has also been effected.

A test train was run from ORTE to FOLIGNO on 22 July and from FOLIGNO to ELSTIA on 23 July.

Jeep wheels have been provided to 150 Rly Constr Coy.R.E., who made the other modification to their vehs themselves. We have now obtained some wheels which we think will be suitable after alteration for further conversions.

Diesel Car No.1377 (MRS 95) is now in regular service, and is very satisfactory.

Arrangements are in hand to provide Italian workmen with old scrap tentage from the local salvage depots for use as overalls.

D. Maintenance.

Track maint continued to be carried out by the civilian railway staff, and again only one complaint was received from op personnel.

Works in Progress.

Job No.	Name of Work.	% Completed.
303/5	25 TSD MODUGNO - two additonal sidings.	95%
86/116	BARI Loco improvements - one ash pit and water coln	95%

Declassified E.O. 12356 Section 3.3/NND No. 780021

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Deep wheels have been provided to 150 Rly Constr Coy.R.E., who made the other modification to their vehs themselves. We have now obtained some wheels which we think will be suitable after alteration for further conversions.

Diesel Car No.1377 (MRS 95) is now in regular service, and is very satisfactory.

Arrangements are in hand to provide Italian workmen with old scrap tentage from the local salvage depots for use as overalls.

D. Maintenance.

Track maint continued to be carried out by the civilian railway staff, and again only one complaint was received from op personnel.

Works in Progress.

Job No.	Name of Work.	% Completed.
303/5	25 TSD MODUGNO - two additonal sidings.	95%
86/116	BARI Loco improvements - one ash pit and water coln	95%
86/119	FOGGIA Subway reconstruction	5%
302/8	FOGGIA - POTENZA Line Br No.	10%
302/9	" " " " " 2	5%
302/6	" " " " " 3	42%
302/7	" " " " " 4	48%
86/120	BIFERNO Pumping station	75%
94/-	TARANTO Centrale - End Loading Ramp	Started.
86/1254	POPPIO PERELLE - Constr of loop in quarry sidings	awaiting materials.

/To sheet 17.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

94/26	BAGNETO - Repairs to Br.	6%
94/19	TARANTO Docks - Sidings to coal berth	Started
94/-	" Construction of turntable	37%
86/-	BARI Loco - Installation of emergency water supply	Started.

Works Completed.

Job No.	Name of Work.
295/-	GRAVINA Br - broad gauge. " " narrow gauge.
86/-	BARLETTA - amb train water supply.
86/-	BARI - amb train water supply, 98 Gen Hospital (Polyclinic)
298/4	MANFREDONIA - sleeper and rail loading ramp.
86/125	POGGIO IMPERIALE - extension to quarry siding.

A portable end loading ramp was erected at TARANTO at the request of Mov, 52 Area.

SUPPLEMENTARY REPORT - CENTRAL ITALY.

On completion of construction, lines 87 ORTE (exclusive) to FOLIGNO (inclusive) and 244 FOLIGNO to BASTIA (inclusive) became a British operating responsibility.

The capacity of these lines had been set at 3500 net tons per day from ORTE to TERNI and 2500 net tons from TERNI to railheads at ASSISI and BASTIA.

Trains from ORTE to FOLIGNO to be worked by two through diesel engines with steam banker over the 12 kilometre 1 in 45 gradient bank outside TERNI, and steam traction from FOLIGNO to BASTIA.

The section ORTE - FOLIGNO was opened on 22 July and sedtion FOLIGNO - BASTIA on 23 July by test trains containing engineering and operating stores and equipment. Engines returning with cripples and wagons picked up at stations on route, thus clearing the line for operation.

The entire line was officially opened to traffic w.e.f. 00.01 hours 24 July, the first through diesel hauled freight train passed over at ORTE at 06.15 hrs. and arriving FOLIGNO 11.53 hrs., whence the traffic was worked forward by steam power to ASSISI arriving at 13.01 hrs.

During the six day period 00.01 hrs 24th to 18.00 hrs, 29 July, the following trains and wagons have been dealt with ;-

Date.	No. Trains.	No. Wagons. Assisi	Terni.
24	3	72	-
25	7	212	-

Declassified E.O. 12356 Section 3.3/NND No. 782021

98 Gen Hospital (Polyclinic)

298/4 MANFREDONIA - sleeper and rail loading ramp.

86/125 POGGIO IMPERIALE - extension to quarry siding.

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Date.	No. Trains.	No. Wagons. Assisi	Terni.
24	3	72	-
25	7	212	-
26	6	168	17
27	9	246	51
28	7	169	113
29	8	310	93

7356

It has been noted that the average wagon load of traffic hauled on this line is approximately 12 tons which is somewhat lower than usual for military operation which is usually somewhere in the region of 15 tons.

This may be accounted for by the fact that a considerable amount of petrol in 40 gallon drums loaded only one layer, and a large number of wagons conveying tibben, which is not particularly good loading traffic, has been handled.

/To sheet 18.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

In spite of this fact, however, the nett tonnages delivered to Railheads daily have been as follows ;-

Date.	Assisi	Terni.	Total.
24	702	-	702
25	1304	-	1304
26	2475	94	2569
27	2628	742	3370
28	2312	1391	3703
29	2816	900	3716
Total	12237	3127	15364
Daily Average	2040	777	

In the case of Assisi, it is satisfactory to note that the target figure of 2500 nett tons daily was practically achieved on the third day of operation, exceeded on the 4th.

Although Terni was scheduled to handle 1000 nett tons per day, when operating fully, it was estimated that only 500 tons daily could be dealt with until the 30th when the second offloading road was to be brought into use. It is therefore interesting to note that this Depot, working under difficult operating circumstances, has averaged 777 nett tons daily, and in fact on 28 July, dealt with 1391 nett tons, thus exceeding the estimated full capacity target by nearly 50%.

Generally the clearance from Railheads has been satisfactory, although at the end of the period under review, ASSISI had on hand 172 loads. It is proposed to bring the overflow station at BASTIA into use as a tibben depot, whichshould improve the situation materially.

The principal difficulties which have been encountered in order of importance can be summarised as follows ;-

(a) Very poor and unreliable telephone facilities.
Only one telephone circuit has been available for both Blockworking and Control which has seriously limited the efficiency of the latter at a time when itshould have been most active. This matter is now well in hand.

(b) Overhead traction wires fouling and becoming entangled with running trains. This feature has caused serious delays on numerous occasions and can be attributed chiefly to the fact that with an eye to future re-installation, the Italian electric traction department had tied back cables instead of removing them. These are now being removed.

(c) Lack of adequate water facilites. Pending the installation of permanent pumps and/or storage tanks at watering points, excessive time is being taken to water engines. This is particularly acute at BALANO.

(d) Bunching of Trains from U.S.Zone.

The limiting section on the ORTE - FOLIGNO route is that f[illegible] has a rising

Declassified E.O. 12356 Section 3.3/NND No. 780021

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(c) Lack of adequate water facilites. Pending the installation of permanent pumps and/or storage tanks at watering points, excessive time is being taken to water engines. This is particularly acute at BALANO.

(d) Bunching of Trains from U.S.Zone.

The limiting section on the ORTE - FOLIGNO route is that from TERNI to GUINCALNO, which is 12.1 kilometres in length and has a rising gradient of 1 in 45 throughput. From experience it has been found that the diesel hauled trains require 65 mins. for this section, accordingly, if a regularity of flow up and down is to be achieved, it is impracticable to accept UP trains on less than 2½ hours headway. This matter has been represented to U.S. Tn and there has been a very marked improvement during latter part of week.

The Daily Average train operation is given at Appendix 10(b).

/To sheet 19.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

LOCOMOTIVE - GENERAL.

The distribution of the 10 steam engines received from the Americans at ROME was completed on 25rd July 44. An allocation of five engines being made to TERNI and the remaining five to FOLIGNO.

All engines allocated to TERNI will have to be serviced at FOLIGNO as no facilities exist at that point for carrying out washouts or effecting repairs. A system of exchange of engines has been instit - uted in order that engines at TERNI receive washout and examination at regular intervals.

In addition to the ten engines received, two engines, 682.032 and 851.047 have been recovered and put into service. Work is proceeding on two other engines, 470.113 and 730.151, and it is hoped they will be available for service in the near future.

American Diesels continue to operate on the route ORTE/FOLIGNO and are doing exceptionally well. The only trouble experienced is that one or two have a tendancy to run hot whilst working on the bank TERNI/GUINCANO and have had to stop and cool down. British staff have taken extremely well to the diesels and from the first day have been handling them. The American engineer merely acts in a supervisory capacity. Difficulty has been experienced on the bank owing to the slow speed at which the diesels travel and this has had a tendency to aggravate water difficulties of the banking engines.

LOCOMOTIVE MACHINE SHOP.

Arrangements were made for the electric supply to be laid on at Foligno locomotive machine shop. Belting was found in the local Sugar Factory and was requisitioned. The machinery came into operation on 30th July.

RECOVERIES.

A Recovery Gang is being formed and will shortly begin to effect recovery of rolling stock and spare parts.

The majority of the machinery found in the vans at PERUGIA Station, which were fitted out as a temporary mobile workshop, has now been brought up to FOLIGNO, and fitted into covered wagons by personnel of No. 2 Railway Mobile Workshop.

6. TRANSPORTATION STORES.

(a) Depot construction and development.

A site for a new depot (No.330 T.S.D.) has been selected at FALCONARA, near Ancona. This will ultimately become a transit depot but initially it will function as a depot of normal character supplying stores for the repair of Line 86 northwards.

The sub-depot established at Tiburtina, Rome, has proved invaluable for regulating the supply of construction stores to Lines 65 and 87 North of Rome and holding small stocks of useful stores and

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

on two other engines, 470.113 and 730.151, and it is hoped they will be available for service in the near future.

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The sub-depot established at Tiburtina, Rome, has proved invaluable for regulating the supply of construction stores to Lines 65 and 87 North of Rome and holding small stocks of useful stores and plant to avoid the delay involved on moving stores up from Naples and Bari. A detachment of stores personnel arrived on 26th June and at once proceeded with clearance of debris and repair of sidings, 2 of which were ready for the first wagons which arrived on 5th July. An existing railway storehouse, fitted with racks, and only slightly damaged by bombing, is being utilised for small stores.

Small detachments have also been provided at a German railway stores dump at Bassano and in the S.A.C.F.E.M. (Societa Anonima Construzioni Ferroviarie e Meccaniche) Works at Arezzo. Both places were found and taken over initially by R.C.Es.

Bassano contained among other material a quantity of Roth Wagner bridging, part of it buried under debris, and some 200 bridge R.S.Js of various sizes including 34 heavy joists 39" X 11¾" in lengths from 64' to 95'. The latter have been drawn upon for the construction of the adjoining bridge over the Tiber. Recovery and checking of the

Declassified E.O. 12356 Section 3.3/NND No. 782021

Roth Wagner bridging is in progress.

The Arezzo Works were before the war principally engaged on bridge and steel fabrication and carriage and wagon repairs for the I.S.R. The workshops have suffered severe damage from Allied air raids and enemy demolitions and it has not yet been decided whether it is practicable or desirable to repair them for TN purposes. Considerable quantities of steel sections were found in the Works and an inventory is now being made. A.A.I. have agreed to the Works being regarded for the time being as a reserved TN area.

Since my last report it has been agreed that 992 Tn./Stores Coy will be released from Middle East for Italy. An advance party of 1 Officer and 34 Other Ranks is expected to arrive in August. This will considerably ease the problem of finding personnel for new depots and dumps.

(b) Arrivals of stores.

Ships of June convoys which berthed for discharge during the month contained approximately 4,000 tons of Tn Stores. A considerable tonnage is contained in other ships which have not yet berthed due to the heavy outloading programme. The principal items received were :-

Description.	From.
10 miles sleepers.	M.E.
60 sets crossing timbers.	M.E.
300 tons track fittings.	U.S.A.
20 - R.S.J. bridge spans.	U.S.A.
1100 - 30' steel sheet piles.	U.K.
15 - Minca barges.	U.S.A. - N.A.
5 - Ramped cargo lighters.	U.S.A.
250 tons cargo handling gear.	N.A. - M.E.
1500 - Cargo trays.	U.K.
15 tons Loco oil conversion fittings.	U.K.
11 tons Whitemetal.	U.K.

Further details are given in Appendix 12.

(c) Movement of Stores.

During this period rail service was opened to Rome and Army railheads north of Rome. Very strict control of the limited capacity north of Naples has been exercised and we were allotted 70 tons per day for movement of construction stores, which was increased to 130 tons with the opening of Line 89. Full use was made, however, of the opportunity to move up bridging material during the 3 days before the official opening of Line 90 to traffic and 1200 tons were loaded and despatched from 26 T.S.D., Poggioreale.

To overcome any difficulties of communication between 26 T.S.D. and this H.Q. when it moved to Rome, a list of numbered priorities for movement of construction stores was handed to the depot [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 782021

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To overcome any difficulties of communication between 26 T.S.D. and this H,Q, when it moved to Rome, a list of numbered priorities for movement of construction stores was handed to the depot. Additional requirements signalled to the depot have been either added to the numerical series or given an alphabetical suffix for interpolation in the numerical series according to priority. The depot thus has an always up to date programme for despatching stores within the limit of the accepted tonnage bid.

A Stores N.C.O. was stationed for liaison and advisory purposes at Stimigliano while this place was used as a railhead for construction stores. A D.R. from 29 T.S.D. kept him advised daily of despatches from Naples and arrivals at Rome and this information was transmitted to R.C.Es.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(d) Tonnages of Tn Stores.

	June	July	Total to 31 July.
Received	15,682	7,313	118,860
Issued to Units.	9,370	3,815	53,075
Closing stock	61,718	66,731	-

(e) Principal Issues of Tn Stores.

Issues of bridging were again heavy. Heavy demands for plant were received from construction units and practically all pile-driving equipment was put into use on the reconstruction of bridges over the Ti er. Water supply stores were also in demand and 8 sectional water tanks of 12,800 gal. capacity were issued for loco watering points.

One complete 8-ship port set of equipment was issued for ANCONA.

(f) Bridging.

No bridging was received into depots during July. (The 20 R.S.J. spans referred to in para (e) arrived at 26 T.S.D. early in August). Issues were only slightly less than those in June.

The 20 U.C.R.B. spans now confirmed as arriving at Bari in UGS 51 will not be discharged at ANCONA until the following convoy period. Under the most favourable conditions, therefore, it is unlikely that they will be available at sites before the end of September.

After a complete stock check of all U.C.R.B. parts the position was found to be slightly better by 275 ft run then advised in my signal 604 TN2 dated 30th July. This is principally due to assessing the residual stock (after deducting known requirements) in terms of long spans, with end posts as the limiting factor. The allocation of further supplies of U.C.R.B. from U.S. production as advised in your signal 63941 TN24 is noted with relief.

A summary of the bridging position in feet run up to the end of July is given below. The factors mentioned in my last report must be borne in mind in analysing these figures.

Type of bridging.	Total recd to end July.	Issued. June	Issued. July	Issued. Total to end July.	Stocks end July.
R.S.J. spans.	5561	402	478	3066	2495
Sectional 40'	2640	480	120	1480	1160
U.C.R.B.	4645	620	790	2770	1875
Lattice Girder.	1814	143	154	666	1045
Plate Girder (Obs).	210	-	-	-	210
Yunnan-Burma.	7670	672	673	1453	6217
Total -	22540	2317	2215	9435	13002

Declassified E.O. 12356 Section 3.3/NND No. 780021

equipment was put into use on the Foggia [illegible]. Water supply stores were also in demand and 8 sectional water tanks of 12,800 gal. capacity were issued for loco watering points.

One complete 8-ship port set of equipment was issued for ANCONA.

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Yunnan-Burma.	7670	672	673	1453	6217
Total -	22540	2317	2215	9435	13002

Trestling.

Light	(tons)	5748	700	591	2951	2797
Heavy	(tons)	1043	119	44	2327 [illegible]	811

Production of parts to make up deficiencies is proceeding satisfactorily and we are also manufacturing V trestling components to complete sets of camels feet to the maximum scale possible with major parts already held. The only difficulty likely to arise is with the dished plates V 30 for which it will be necessary to adopt an alternative design. Camels feet have been used for temporary piers in the

WO 204/21

Declassified E.O. 12356 Section 3.3/NND No. 782021

construction of railway bridges over the Garigliano and Tiber and by Chief Engineer in the construction of piers for Bailey bridges.

(g) Track.

Issues during July were negligible. Requirements for repairs and the construction of transit depots in the ANCONA area will be supplied from direct shipments arriving in August.

The question of track requirements after the completion of Demand UK.178 is still under review but it is hoped to advise you shortly of our restimated future needs.

The position at the end of July was as follows :-

		Total Received.	Total Issued.	Stock.
Plain line (excluding sleepers)	Miles.	195	78	117
Sleepers.	Miles.	295	110	185
Turnouts (excl timbers)	each.	862	364	498
Crossing timbers.	sets.	855	285	570

(h) Cement.

700 tons of rapid-hardening cement were issued during July, the bulk of it for work on Lines 65 and 87. In addition 500 tons of ordinary cement was released by D.W. from stocks found at Spoleto. Demands for rapid-hardening have naturally predominated and this factor combined with the limitations on rail movement has prevented us from drawing on existing stocks of ordinary cement at Bari and Naples. Supplies of both R.H. and ordinary cement are, however, being lifted from BARI to ANCONA by sea.

(j) Industrial Gases.

Arrangements were made with ORD in May for all R.C.Es to draw their allocation of gases through Army channels. As 8th Army advanced some difficulty was experienced by R.C.E., S.A.E.C. in obtaining adequate supplies for work on Line 87, and arrangements are now being made for him to draw supplies from the repaired plant at TERNI.

A temporary interruption occurred in the supply of gases to Foggia Rly Workshops and Heel ports due to a series of failures in the Bari plant and increasing demands for breathing oxygen for the Allied Air Forces.

Considering the rapidity of the advance the supply position has in general been better than we expected.

(k) Loco and wagon lubricating oils.

The superheated steam cyl. oil position has now improved on the East coast. An oil statement is attached at App.13.

(l) Coal.

Arrangements have been made with Coal Section through Fuel Agent M.R.S. for the release of 4000 tons of coal from Terni Steel Works for

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

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(j) Industrial Gases.

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(l) Coal.

Arrangements have been made with Coal Section through Fuel Agent M.R.S. for the release of 4000 tons of coal from Terni Steel Works for operating steam locos on Line 87 and Line 244 to Bastia. Arrangements are also in hand for bringing in coal to Ancona by sea.

A summary of receipts, issues and stocks appears at App.13.

(m) General Provision.

Pressure of work on issues and movement of stores has delayed the preparation of quarterly bulk demands for the replenishment of Tn.,R.E., CRD and R.A.S.C. stores, but the last demand has now been submitted. The number of items amount to 740 with a tonnage of approx. 1000 tons.

1504

Declassified E.O. 12356 Section 3.3/NND No. 780021

(n) Plant and Craft Spares.

The position in regard to spares for mobile cranes has been improved slightly by the transfer of all remaining stocks from North Africa, but the hastening forward of all Ford Industrial B model spares ordered on UK.141 is a matter of urgency.

No 'B' spares have been received for Clark and Towmotor Fork Lift Trucks and OPD is pursuing the matter. The position in regard to 'B' spares generally is bad. None have yet been received for Hyster cranes or for the Gray Marine Petrol engines in R.C.Is, and a number of craft are out of commission awaiting the arrival of the latter. The position regarding Z craft engine spares remains unchanged. M.O.W.T. have arranged a preliminary supply of TALC and TUSA tug engine spares.

Approx. 1500 spare parts were issued during July from 25 T.S.D. where holdings have been centralised. Issues are made on the "first come, first served" principle and most of them are made "over the counter". Approx. 70,000 spares are held of some 4000 different types. The majority of these are crane and craft spares as there are few locos and wagons of W.D. type in the theatre.

(o) Local Purchase and Production.

Reconnaissance of resources in Rome area and Northwards by interested Services and A.C.C. shows that very considerable stocks of structural steel, bricks, timber and machinery of various kinds are available. Plate and sheet rolling mills are capable of being put into production, also industrial gas plants and cement works. The position with regard to most items has improved and arrangements are in hand for obtaining supplies for Tn. use.

7. FINANCE. (A) RAILWAYS.

(i) Financing of Private Railways.

At a comparatively early stage in this theatre, it was arranged that such private railways as were required to be used for military purposes would be financed by the Italian State Railways. It appears, however, from information received from Movements A.A.I., that in certain cases, charges, in respect of freight and personnel conveyed, have actually been paid to at least one private company. In addition to this, it is understood that Italian Contractors have been supplying the military with commodities at a price inclusive of rail freight charges. These observations apply in particular to the Valdineto private railway which serves the Crotone area.

As this area has been handed over to the Allied Control Commission the principles involved have been discussed with the Internal Transportation Sub-Committee (A.C.C) who have agreed that the correct procedure is for this private railway to obtain essential operating expenses from the I.S.R. It is also understood that suitable instructions have already been given for this to be put into effect.

Declassified E.O. 12356 Section 3.3/NND No. 782021

engine spares.

Approx. 1500 spare parts were issued during July from 25 T.S.D. where holdings have been centralised. Issues are made on the "first come, first served" principle and most of them are made "over the counter". Approx. 70,000 spares are held of some 4000 different types. The majority of these are crane and craft spares as there are few locos and wagons of W.D. type in the theatre.

(c) Local Purchase and Production.

Reconnaissance of resources in Rome area and Northwards by interested Services and A.C.C. shows that very considerable stocks of structural steel, bricks, timber and machinery of various kinds are available. Plate and sheet rolling mills are capable of being put into production, also industrial gas plants and cement works. The position with regard to most items has improved and arrangements are in hand for obtaining supplies for Tn. use.

7. FINANCE. (A) RAILWAYS.

(i) Financing of Private Railways.

At a comparatively early stage in this theatre, it was arranged that such private railways as were required to be used for military purposes would be financed by the Italian State Railways. It appears, however, from information received from Movements A.A.I., that in certain cases, charges, in respect of freight and personnel conveyed, have actually been paid to at least one private company. In addition to this, it is understood that Italian Contractors have been supplying the military with commodities at a price inclusive of rail freight charges. These observations apply in particular to the Valdinoto private railway which serves the Crotone area.

As this area has been handed over to the Allied Control Commission the principles involved have been discussed with the Internal Transportation Sub-Committee (A.C.C.) who have agreed that the correct procedure is for this private railway to obtain essential operating expenses from the I.S.R. It is also understood that suitable instructions have already been given for this to be put into effect.

(ii) A.M.G/A.C.C. Traffic - Records of Tonnage Conveyed.

It is now understood, that although arrangements were made by the Internal Transportation Sub-Committee (A.C.C) for all A.M.G/A.C.C. traffic to be warranted on British Military Railway Warrants, special instructions were given as to the disposal of the various copies of the warrants.

These disposal instructions did not provide for any of the warrants being sent to this H.Q., as it was apparently the intention of A.C.C., to maintain their own records of traffic conveyed for them by the I.S.R.

/To sheet 24.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

It was also intended that warrants should be issued by A.M.G/A.C.C. personnel, and in this manner, complete records would have been available at H.Q., A.C.C. What has happened, however, is that a considerable number of warrants have been issued by R.T.O's with a distribution of copies according to the normal procedure. Consequently, it is found, at this stage, that the records of tonnages conveyed have not been maintained centrally, with the result that the A.M.G/A.C.C. records shewn in the Railway (Freight and Passenger) Statistics, only cover that portion of A.M.G./A.C.C. traffic which was actually warranted by British R.T.O's Records of the remainder of this traffic, although warranted on British warrants (issued by A.C.C.personnel) are, presumably, available at H.Q.,A.C.C.

It is understood that A.C.C. are investigating this matter with a view to obtaining uniformity of method.

(iii) Interim Financial Arrangements re I.S.R., by A.C.C. (Rome Region)

Arrangements have been made by A.C.C.(Rome Region) for funds to be placed at the disposal of the I.S.R., to cover salaries, wages and normal operating expenses in areas which have not been taken over financially by the existing I.S.R.,H.Q.

Accordingly, all Tn Railway units have been notified that no payments in respect of wages etc., should be made to either privately-owned or state-owned railway employees.

(iv) Passenger and Freight Warrants

There has been a slight increase in the number of warrants received this month which amounts to approximately 12,000.

(B) STORES.

Payments in respect of ballast supplies on the east side continue, but the contract for supplies ex Bagnoli has now been terminated.

(C) DOCKS.

Bills still continue to be paid for materials issued in connection with barge erection, craft maintenance and manufacture and repair of cargo handling gear.

(D) RAILWAY CONSTRUCTION.

Records are available of all railway construction works carried out in this theatre.

(E) STATISTICS.

Railway (Passenger and Freight) Statistics for all British operated areas in Italy are shewn in Appendix 18.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(iii) Interim Financial Arrangements re I.S.R., by A.C.C. (Rome Region)

Arrangements have been made by A.C.C.(Rome Region) for funds to be placed at the disposal of the I.S.R., to cover salaries, wages and normal operating expenses in areas which have not been taken over financially by the existing I.S.R.,H.Q.

Accordingly, all Tn Railway units have been notified that no payments in respect of wages etc., should be made to either privately-owned or state-owned railway employees.

(iv) Passenger and Freight Warrants

There has been a slight increase in the number of warrants received this month which amounts to approximately 12,000.

(B) STORES.

Payments in respect of ballast supplies on the east side continue, but the contract for supplies ex Bagnoli has now been terminated.

(C) DOCKS.

Bills still continue to be paid for materials issued in connection with barge erection, craft maintenance and manufacture and repair of cargo handling gear.

(D) RAILWAY CONSTRUCTION.

Records are available of all railway construction works carried out in this theatre.

(E) STATISTICS.

Railway (Passenger and Freight) Statistics for all British operated areas in Italy are shewn in Appendix 18.

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

Declassified E.O. 12356 Section 3.3/NND No. 782021

LOCATION STATEMENT
TM. UNITS, C.M.F.
31 JULY 1944.

APPENDIX 1.
SHEET 1.

Unit.	Location.	Remarks.
H.Q., No.1 Docks Group, R.E.	Brindisi.	Det: Taranto.
992 Docks Operating Coy. R.E.	Brindisi.	
997 Docks Operating Coy. R.E.	Brindisi.	Det: Taranto.
1015 Docks Operating Coy. R.E.	Taranto.	
1027 Docks Operating Coy. R.E.	Brindisi.	
1037 Port Maintenance Coy. R.E.	Brindisi.	Det: Taranto.
1030 Port Operating Coy. R.E.	Taranto.	
923 Reparto Portuale (Italian).	Taranto.	
924 Reparto Portuale (Italian).	Brindisi.	
No.2 Italian I.W.T. Coy.	Taranto.	
No.3 Italian I.W.T. Coy.	Brindisi.	
H.Q., No.5 Docks Group, R.E.	Bari.	Det: Barletta.
991 Docks Operating Coy. R.E.	Bari.	
1007 Docks Operating Coy. R.E.	Bari.	Det: Monopoli, Force 266.
1017 Docks Operating Coy. R.E.	Bari.	Det: Barletta.
1021 Docks Operating Coy. R.E.	Piombino.	
1064 Docks Operating Coy. R.E.	Bari.	
1041 Port Operating Coy. R.E.	Bari.	
1019 Port Maintenance Coy. R.E.	Bari.	Det: Barletta.
1037 Port Maintenance Coy. R.E. (Tn.Docks Workshops).	Bari.	
921 Reparto Portuale (Italian).	Barletta.	
922 Reparto Portuale (Italian).	Bari.	
No.1 Italian I.W.T. Coy.	Bari.	
Attached 5 Docks Group, R.E.		
1222/3 Ship Working Sects, R.E.	Bari.	
1224/5 Ship Working Sects, R.E.	Bari.	
2 Docks Operating Coy. S.A.E.C.	Bari.	
H.Q., No.7 Docks Group, R.E.	Ancona.	Det: Algiers.
990 Port Maintenance Coy. R.E.	Ancona.	Det: Taranto, Brindisi
993 Docks Operating Coy. R.E.	Ancona.	
994 Docks Operating Coy. R.E.	Ancona.	
1010 Docks Operating Coy. R.E.	Ancona.	

Declassified E.O. 12356 Section 3.3/NND No. 782021

1037	Port Maintenance Coy. R.E.	Brindisi.	Det: Taranto.
1030	Port Operating Coy. R.E.	Taranto.	
928	Reparto Portuale (Italian).	Taranto.	
924	Reparto Portuale (Italian).	Brindisi.	
No.2	Italian I.W.T. Coy.	Taranto.	
No.3	Italian I.W.T. Coy.	Brindisi.	
	H.Q., No.5 Docks Group, R.E.	Bari.	Det: Barletta.
991	Docks Operating Coy. R.E.	Bari.	
1007	Docks Operating Coy. R.E.	Bari.	Det: Monopoli, Force 266.
1017	Docks Operating Coy. R.E.	Bari.	Det: Barletta.
1021	Docks Operating Coy. R.E.	Piombino.	
1064	Docks Operating Coy. R.E.	Bari.	
1041	Port Operating Coy. R.E.	Bari.	
1019	Port Maintenance Coy. R.E.	Bari.	Det: Barletta.
1037	Port Maintenance Coy. R.E. (Th. Docks Workshops).	Bari.	
921	Reparto Portuale (Italian).	Barletta.	
922	Reparto Portuale (Italian).	Bari.	
No.1	Italian I.W.T. Coy.	Bari.	
	Attached 5 Docks Group, R.E.		
1222/3	Ship Working Sects, R.E.	Bari.	
1224/5	Ship Working Sects, R.E.	Bari.	
	2 Docks Operating Coy. S.A.E.C.	Bari.	
	H.Q., No.7 Docks Group, R.E.	Ancona.	Det: Algiers.
990	Port Maintenance Coy. R.E.	Ancona.	Det: Taranto, Brindisi
993	Docks Operating Coy. R.E.	Ancona.	
994	Docks Operating Coy. R.E.	Ancona.	
1010	Docks Operating Coy. R.E.	Ancona.	
1023	Docks Operating Coy. R.E.	Ancona.	
	H.Q., No.6 I.W.T. Group, R.E.	Bari.	Det: Ancona.
945	I.W.T.(Port) Operating Coy. R.E.	Manfredonia.	Det: Bari.
947	I.W.T.(Port) Operating Coy. R.E.	Ancona.	Det: Brindisi, Taranto
1065	I.W.T. Workshops Coy. R.E.	Ancona.	Det: Manfredonia, Molfetta.
208	'Z' Craft Operating Coy. R.E.	Anzio.	
209	'Z' Craft Operating Coy. R.E.	Ancona.	Det: Bari.
1206	'Z' Craft Operating Coy. R.E.	Taranto.	Detachment only

7042

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX 1.

SHEET 2.

LOCATION STATEMENT.

FM. F. F., C.M.F.

31 JULY 1944.

Unit.	Location.	Remarks.
H.Q.,No.3 Port Constn.& Repair Gp.RE.	Ancona.	
932 Port Constn. & Repair Coy. R.E.	Ancona.	
41 Harbour Construction Coy.S.A.E.C.	Ancona.	
H.Q.,No.1 Railway Constn.&Mtn Gp.R.E.	Castigliono Del Lago.	
150 Railway Construction Coy.R.E.	Castigliono Del Lago.	
161 Railway Construction Coy. R.E.	Villino Del Sodo.	Det:Frassineto, Arezzo.
1 Railway Bridging Section,R.E.	Roccasecca.	
29 Railway Survey Coy. R.E. & Sect.	Castigliono Fiorentino.	
HQ.,1212 Railway Con & Mtnce Gp.R.E.	Orvieto.	
10 Railway Construction Coy R.E.	Castigliono Del Lago.	Det:Guardia, Baschia.
159 Railway Construction Coy. R.E.	Carnaiola.	Det:Allerona.
160 Railway Construction Coy. R.E.	Bassano.	Det: Pagia.
2 Railway Bridging Section R.E.	Stimigliano.	
29 Railway Survey Coy.R.E. H.Q.	Marsciano.	
No.1 Section.	Civito d'Agliano.	
No.3 Section.	Falconara.	
H.Q.,Railway Construction Engrs.SAEC.	Falconara.	
38 Railway Construction Coy.SAEC.	Moving to Ancona.	
39 Railway Construction Coy.SAEC.	Foligno.	Det: Nocera Umbra, Valjopina.
40 Railway Construction Coy.SAEC.	Orte.	
H.Q., Tunnelling Group, S.A.E.C.	Foligno.	
61 Tunnelling Coy. S.A.E.C.	Fiorano.	
62 Tunnelling Coy. S.A.E.C.	Ancona.	
187 Mech. Equpt (Tn) Coy.R.E.	Orvieto.	

Declassified E.O. 12356 Sec. 3.3/NND No. 780021

H.Q.,No.1 Railway Constn.&Mtn Gp.R.E.	Castiglione Del Lago.	
160 Railway Construction Coy.R.E.	Castiglione Del Lago.	
161 Railway Construction Coy. R.E.	Villino Del Sodo.	Det:Frassineto, Arezzo.
1 Railway Bridging Section,R.E.	Roccasecca.	
29 Railway Survey Coy. R.E. & Sect.	Castiglione Fiorentino.	
HQ.,1912 Railway Con & Mtnce Gp.R.E.	Orvieto.	
10 Railway Construction Coy.R.E.	Castiglione Del Lago.	Det:Guardia, Baschia.
159 Railway Construction Coy. R.E.	Cannaiola.	Det:Allerona.
160 Railway Construction Coy. R.E.	Bassano.	Det: Pagia.
2 Railway Bridging Section, R.E.	Stimigliano.	
29 Railway Survey Coy.R.E. H.Q.	Marsciano.	
No.1 Section.	Civito d'Agliano.	
No.3 Section.	Falconara.	
H.Q.,Railway Construction Engrs.SAEC.	Falconara.	
38 Railway Construction Coy.SAEC.	Moving to Ancona.	
39 Railway Construction Coy.SAEC.	Foligno.	Det: Nocera Umbra, Valjopina.
40 Railway Construction Coy.SAEC.	Orte.	
H.Q., Tunnelling Group, S.A.E.C.	Foligno.	
61 Tunnelling Coy. S.A.E.C.	Fioraco.	
62 Tunnelling Coy. S.A.E.C.	Ancona.	
187 Mech. Equpt (Tn) Coy.R.E.	Orvieto.	
45 Mech Equpt. (Tn) Coy.R.E.	Orvieto.	
46 Mech. Equpt (Tn) Coy.R.E.	Arezzo.	
H.Q.,No;2 Railway Telegraph Coy. R.Sigs.	Belfiore.	
AA Construction Section, R.Sigs.	Terni.	
72 Railway Telegraph Coy. R.Sigs.	Foggia.	Det: Taranto, Bari, Orte, Termoli, Brindisi.

/To Sheet 3.

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX 1.

SHEET 3.

LOCATION STATEMENT.

TN.UNITS, C.M.F.

31 JULY 44.

Unit.	Location.	Remarks.
H.Q., No.3 Railway Telegraph Coy.R.Sigs.	Contocelle.	
BB Construction Section, R.Sigs.	Rome - Campoleone Line.	
CC Construction Section, R.Sigs.	Cemucia.	
76 Rly Tele Optg Sect., R.Sigs.	Rome.	Det. Naples, Bari, Foligno.
HQ., No.1 Railway Operating Group.R.E.	Bari.	
Ø 153 Railway Operating Coy.R.E.	Ancona.	Det. Bari, Molfetta Modugno.
192 Railway Operating Coy.R.E.	Taranto.	Det. Brindisi, Metaponto
189 Railway Operating Coy.R.E.	Bari.	Det. Barletta.
H.., No.2 Railway Operating Group.R.E.	Foligno.	
154 Railway Operating Coy.R.E.	Foligno.	Det. Orte, Terni Bastia, Foggia.
Ø 190 Railway Operating Coy.R.E.	Bassano.	
H.., No.5 Railway Operating Group R.E.	Bari.	Forming part of Office of D.D.Tn.(Rlys).
Workshops.		
163 Railway Workshop Coy.R.E.	Foggia.	
2 Railway Mobile Workshop R.E.	Foligno.	
5 Railway Mobile Workshop.R.E.	Foggia.	
Ø Coys are assisting with Railway Construction except detachments at Bari, Molfetta, Modugno.		
HQ., 3 Transportation Stores Group.R.E.	Bari.	
24 Tn.S.D. - 196 Tn Stores Coy.R.E.	Tuturano.	

Declassified E.O. 12356 Section 3.3/NND No. 782021

5D Construction Section, R.Sigs.	Rome - Campoleone Line.	
CC Construction Section, R.Sigs.	Cemucia.	
76 Rly Tele Optg Sect., R.Sigs.	Rome.	Det. Naples, Bari, Foligno.

HQ., No.1 Railway Operating Group.R.E.	Bari.	
ø 153 Railway Operating Coy.R.E.	Ancona.	Det. Bari, Molfetta Modugno.
192 Railway Operating Coy.R.E.	Taranto.	Det. Brindisi, Motaponto
189 Railway Operating Coy.R.E.	Bari.	Det. Barletta.
HQ., No.2 Railway Operating Group.R.E.	Foligno.	
184 Railway Operating Coy.R.E.	Foligno.	Det. Orte, Terni, Bastia, Foggia.
ø 190 Railway Operating Coy.R.E.	Bassano.	
HQ., No.6 Railway Operating Group R.E.	Bari.	Forming part of Office of D.D.Tn.(Rlys).

Workshops.

163 Railway Workshop Coy.R.E.	Foggia.
2 Railway Mobile Workshop R.E.	Foligno.
5 Railway Mobile Workshop.R.E.	Foggia.

ø Coys are assisting with Railway Construction except detachments at Bari, Molfetta, Modugno.

HQ., 3 Transportation Stores Group.R.E.	Bari.
24 Tn.S.D. - 196 Tn Stores Coy.R.E.	Tuturano.
25 Tn.S.D. - 196 Tn Stores Coy.R.E.	Modugno, Nr. Bari.
26 Tn.S.D. - 156 Tn Stores Coy.R.E.	Naples.
27 Tn.S.S.D. - 156 Tn.Stores Coy.R.E.	Nocera.
28 Tn.S.S.D. - 24 Tn Stores Sec.R.E.	Casalnuovo 7371
29 Tn S.S.D. - 196 Tn Stores Coy.R.E.	Tiburtino, Rome.
Detachment - 196 Tn Stores Coy.R.E.	Ancona.
18 Tn Stores Port Section R.E.	Naples.
19 Tn Stores Port Section.R.E.	Bari.

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX 2.

SHEET 1.

ADMINISTRATION.

1. REVISION OF ESTABLISHMENTS.

(a) 1064 Mauritian Docks Op Coy. (W.E. IV/22B/3).

Official approval has been received from AFHQ to the effect that for purposes of Manpower accounting, the above W.E. will be implemented to the extent of 7 British Officers and 1 British O.R.. only. The balance of the personnel will be Mauritians. This has the effect of releasing on the credit side of British manpower scale the whole of the strength of a Docks Operating Coy.

Considerable latitude is therefore available in the conversion of units to new establishments and in the formation of additional small units.

(b) 994, 1007, 1021 Docks Op Coys "Type B" (W.E. IV/114/1)

The conversion of these units has been approved w.e.f. 1 August 44 to Port Operating Coys on W.E. IV/210/1.

Although this conversion envolves a nett increase of some 3 Officers and 75 O.R's plus 12 vehicles, there has been no opposition to the proposal owing to the favourable manpower situation created by the decision obtained in para (a) above.

(c) 1030, 1031 Docks Operating Coy.R.E. (W.E.IV/22B/3)

The conversion of these two units to Port Operating Coys on W.E. IV/210/1 has been approved w.e.f. 1 August 44.

(d) 187 Mechanical Equipment (Tn) Coy.R.E.

(i) Conversion has been approved w.e.f. 7th August 1944 of 187 M.E.(Tn) Coy.R.E. from W.E. IV/22C/3 to IV/22C/4, also of 45 and 46 M.E. (Tn) Sections, R.E., from W.E. IV/22D/2 to IV/22D/3 (Type "B")

(ii) Formation has been approved w.e.f. 7th August 1944 of an extra M.E.(Tn) Section.R.E., which has been given the number 89 and will be formed on W.E. IV/22D/3 (Type "B").

(iii) It is hoped that the revision of these establishments which greatly increase the carrying capacity of the Coy as such, will facilitate the repair of the mechanical plant and equipment used by the [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 780021

that for purposes of Manpower accounting, the above W.E. will be implemented to the extent of 7 British Officers and 1 British O.R., only. The balance of the personnel will be Mauritians. This has the effect of releasing on the credit side of British manpower scale the whole of the strength of a Docks Operating Coy.

Considerable latitude is therefore available in the conversion of units to new establishments and in the formation of additional small units.

(b) 994, 1007, 1021 Docks Op Coys "Type B" (W.E. IV/114/1)

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Although this conversion envolves a nett increase of some 8 Officers and 75 O.R's plus 12 vehicles, there has been no opposition to the proposal owing to the favourable manpower situation created by the decision obtained in para (a) above.

(c) 1030, 1031 Docks Operating Coy.R.E. (W.E.IV/22B/3)

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(d) 187 Mechanical Equipment (Tn) Coy.R.E.

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(ii) Formation has been approved w.e.f. 7th August 1944 of an extra M.E.(Tn) Section.R.E., which has been given the number 89 and will be formed on W.E. IV/22D/3 (Type "B").

(iii) It is hoped that the revision of these establishments which greatly increase the carrying capacity of the Coy as such, will facilitate the repair of the mechanical plant and equipment used by the M.E.(Tn) Sections. The heavy vehicles were badly needed for transporting Section plant and equipment.

As the Coy is practically always employed in advance of railhead in the Army area, it is organised on the forward area basis.

It was formerly the case in Italy that 3 Railway Construction Coys were catered for by 2 M.E. (Tn) Sections. The formation of a third Section is designed to compete with the extra work occasioned by the 5 additional Railway Construction Coys now employed in Italy.

/To sheet 2.

Declassified E.O. 12356 Section 3.3/NND No. 782021

2. GENERAL SITUATION REGARDING M.T.

(a) The present phase of mobile warfare in Italy has modified the role of Tn units, particularly Stores and Construction Coys. As the rapid advance proceeded it became increasingly evident that the transport provided in War Establishments for use in a semi-static type of warfare is inadequate. Some examples of the very considerable number of tempoary increases that have been granted to Tn units by Q(AE) follow ;-

(b) In the case of Tn Stores the units controlling the issue of Stores for Railway Construction have become widely dispersed to a number of comparatively small Tn Stores Depots, from whence stores can rapidly be issued to Tn Railway Construction units.

Whereas during the Build-Up period there was no particular strain on the transport of the Tn Stores Coys, the expansion has now made an increase of M.T. essential.

A temporary increase has been given as follows ;-

(i) HQ., 3 Tn Stores Group.R.E. - Cars 4 strs for supervision has been increased from 1 to 2 and an extra 6, 3 ton lorries have been provided as a pool to compete with sudden demands for special stores required forward at short notice, and to maintain the balance of the holdings of stores between Depots.

(ii) 156 & 196 TN Stores Coys.R.E.- Cars-4 str for each Company have been increased from 1 to 2 to allow for the additional supervision necessary when the Coys become split amongst 2 or more Depots. In addition the scale of 3-ton lorries have been increased from 4 to 6 to allow for more fluid working

(iii) 24 In Stores Coy.R.E. has been given an extra 4 str car and 1 3-ton lorry.

(iv) Nos 18 & 19 Tn Stores Port Sections.R.E. have been given extra Motor-bicycles to allow for increased mobility.

(c) In Construction Units the following examples of increases in transport will be noted with interest ;-

(i) 10th Railway Construction Coy.R.E. - Allowed 4, 3-ton tippers in place of a deficiency of 1 10-ton lorry.

(ii) 68 Railway Construction Coy.R.E.- Allowed 2 additional

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

(b) In the case of Tn Stores the units controlling the issue of Stores for Railway Construction have become widely dispersed to a number of comparatively small Tn Stores Depots, from whence stores can rapidly be issued to Tn Railway Construction units.

Thereas during the Build-Up period there was no particular strain on the transport of the Tn Stores Coys, the expansion has now made an increase of M.T. essential.

A temporary increase has been given as follows :-

(i) HQ., 3 Tn Stores Group.R.E. - Chrs 4 strs for supervision have been increased from 1 to 2 and an extra 6, 3 ton lorries have been provided as a pool to compete with sudden demands for special stores required forward at short notice, and to maintain the balance of the holdings of stores between Depots.

(ii) 195 & 196 Tn Stores Coys.R.E.- Cars-4 str for each Company have been increased from 1 to 2 to allow for the additional supervision necessary when the Coys become split amongst 2 or more Depots. In addition the scale of 3-ton lorries have been increased from 4 to 5 to allow for more fluid working.

(iii) 24 Tn Stores Coy.R.E. has been given an extra 4 str car and 1 3-ton lorry.

(iv) Nos 18 & 19 Tn Stores Port Sections.R.E. have been given extra Motor-bicycles to allow for increased mobility.

(c) In Construction units the following examples of increases in transport will be noted with interest ;-

(i) 10th Railway Construction Coy.R.E. - Allowed 4, 3-ton tippers in place of a deficiency of 1 10-ton lorry.

(ii) 160 Railway Construction Coy.R.E.- Allowed 2 additional Air-Compressor trucks on a temporary basis owing to the present nature of their work.

7850

(iii) 2 Railway Bridging Section R.E.- Allowed an addition of 2 3-ton lorries on a temporary basis; thus increasing their holding to 4, owing to their work being in particularly isolated locations, where they are engaged on permanent bridge re-construction on the L of C.

/To sheet 3.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

3. EMPLOYMENT OF ITALIAN UNITS.

(a) Railway Construction Units.

The two battalions allotted to Tn. (British) continued to work one under each R.C.E. until the completion of line 90 early in the month when all units were transferred to line 65. Some reinforcements were received during the month and the total strength of the two battalions has increased by 1 officer and 70 Other Ranks. The majority of these reinforcements are infantry men with no technical qualifications.

The strength and location of units are given below :-

Unit.	Strength.		Location.
HQ., No.1 Bn.	5 Officers	22 Other Ranks.	Orvieto.
No. 6 Coy.	6 "	174 " "	Guardea.
No. 7 Coy.	5 "	179 " "	Bassano.
No.40 Coy.	4 "	194 " "	Citta della Pieve.
HQ..No.18 Bn.	4 "	17 " "	Castiglione del Lago.
No.5 Coy.	5 "	210 " "	Castiglione del Lago.
No.21 Coy.	5 "	199 " "	Terentola.
No.31 Coy.	4 "	303 " "	Terentola.
	33 "	1138 " "	

(b) Docks Operating Coys.

The locations of the Italian Docks Operating Companies are given below :-

Unit.	W.T.	Actual Strength.			Location.
	Offrs.	O.R's.	W.T.	O.R's.	
921 Coy.	7	402	10	399	Barletta.
922 Coy.	7	402	9	391	Bari.
923 Coy.	7	402	8	340	Taranto.
924 Coy.	7	402	8	388	Brindisi.

In mid July 921 Company relieved 1064 (Mauritian) Docks Operating Company at Barletta. It was necessary to send a str[illegible] detachment of 1014 Docks Operating Coy to that Port to supervise the work. Barletta has been relatively busy since this exchange took place [illegible] of the slower work for ships to

Declassified E.O. 12356 Section 3.3/NND No. 782021

The strength and location of units are given below :-

Unit.	Strength.		Location.
HQ., No.1 Bn.	5 Officers	32 Other Ranks.	Orvieto.
No.2 Coy.	6 "	174 " "	Guardea.
No.7 Coy.	5 "	179 " "	Bassano.
No.20 Coy.	4 "	104 " "	Citta della Pieve.
HQ.,No.13 Bn.	4 "	17 " "	Castiglione del Lago.
No.8 Coy.	6 "	210 " "	Castiglione del Lago.
No.21 Coy.	5 "	192 " "	Terentola.
No.31 Coy.	4 "	270 " "	Terentola.
	30 "	1198 " "	

(3) Docks Operating Coys.

The locations of the Italian Docks Operating Companies are given below :-

Unit.	W.E.	Total Strength.		Location.
	Offrs.	O.R's.		
921 Coy.	7	402	399	Barletta.
922 Coy.	7	402	391	Bari.
923 Coy.	7	402	340	Taranto.
924 Coy.	7	402	383	Brindisi.

In mid July 921 Company relieved 1064 (Mauritian) Docks Operating Company at Barletta. It was necessary to send a str[illegible] detachment of 1014 Docks Operating Coy to that Port to supervise the work. Barletta has been relatively busy since this exchange took place and it has been necessary as a result of the slower work for ships to work three shifts to catch on.

Training.

The employment of all companies in ship discharge continued during July, and some additional experience was gained by the Italian gangs. As has been previously reported it will be necessary for British supervision to be applied if reasonable working results are to be achieved. On the shore supervision side all companies are in a less advanced stage than in ship work.

/To sheet 4.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

APPENDIX 2.

Sheet 4

The technical efficiency of the four Docks Operating Companies will be adversely affected as a result of an Italian Army decision to demobilise personnel of the 1913 class. This is referred to more fully below :-

ADMINISTRATION-PERSONNEL.

The major administrative problem at present is the provision of replacements for men of the 1913 class who are eligible for demobilisation. Some 680 men out of a total of about 1600 have to be replaced. It has been agreed that replacements will be fed into Docks Operating Companies at the rate of 30 per unit per fortnight, and that release will be on a strictly one for one basis at the end of a fortnight's training. The first batch of reinforcements is expected later shortly. It is understood, however, that there may be difficulty in providing further reinforcements. In that case demobilisation of men already eligible will be delayed. This will undoubtedly cause dissatisfaction in the units, and will inevitably lead to desertions. [illegible] ed 53 men eligible for demobilisation of 923 (Italian) Docks [illegible]ating Company have already deserted, and so far 10 men only have been received as replacements. It is clear that unless proper steps are taken by the Italian Army to provide an even flow of reinforcements, the efficiency of the units is bound to suffer.

RATIONS.

W.e.f. 1 Aug 44 a uniform scale of rations for all Italian Armed Forces is being introduced. It is too early at this stage to say how satisfactory it will be, but it will at least serve to remove existing anomalies and inequalities.

CLOTHING AND EQUIPMENT.

This continues to be provided slowly but much energy still has to be expended by the British Unit Commanders to ensure that minimum standards of administration are maintained.

(c) I.W.T.Port Operating Companies.

[illegible] Italian I.W.T. Companies still covered out lighterage

Declassified E.O. 12356 Section 3.3/NND No. 782021

The major administrative problem at present is the provision of replacements for men of the 1913 class who are eligible for demobilisation. Some 680 men out of a total of about 1600 have to be replaced. It has been agreed that replacements will be fed into Docks Operating Companies at the rate of 30 per unit per fortnight, and that release will be on a strictly one for one basis at the end of a fortnight's training. The first batch of reinforcements is expected very shortly. It is understood, however, that there may be difficulty in providing further reinforcements. In that case demobilisation of men already eligible will be delayed. This will undoubtedly cause dissatisfaction in the units, and will inevitably lead to desertions. Indeed 53 men eligible for demobilisation of 923 (Italian) Docks Operating Company have already deserted, and so far 10 men only have been received as replacements. It is clear that unless proper steps are taken by the Italian Army to provide an even flow of reinforcements, the efficiency of the units is bound to suffer.

RATIONS.

W.e.f. 1 Aug 44 a uniform scale of rations for all Italian Armed Forces is being introduced. It is too early at this stage to say how satisfactory it will be, but it will at least serve to remove existing anomalies and inequalities.

CLOTHING AND EQUIPMENT.

This continues to be provided slowly but much energy still has to be expended by the British Unit Commanders to ensure that minimum standards of administration are maintained.

(c) I.W.T.Port Operating Companies.

The three Italian I.W.T. Companies still covered out lighterage duties, at the principle Reel Ports.

Strength and Locations are as follows :-

7079

Unit.	W.E.		Actual Strength.		Location.
	Offrs.	O.R's	Offrs.	O.R's	
No.1 I.W.T.Coy.	4	208	4	208	Bari.
No.2 I.W.T.Coy.	4	208	4	208	Taranto.
No.3 I.W.T.Coy.	4	208	4	205	Brindisi.

/To sheet 5.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

The Companies continued to operate quite efficiently under the guidance of Detachments from British I.W.T.Companies.

No.2.(Italian) Company at Taranto provided crews for 5 "B" type "G" craft and have been given their preliminary training to a degree enabling them to take over craft.

ADMINISTRATION - PERSONNEL.

Up to the present the problem of demobilisation has not yet arisen and on the whole the general standard of administration of these Companies is higher than that of the Docks Operating Companies.

CLOTHING AND EQUIPMENT.

This continues to be provided slowly, the position in this respect being the same as for the Docks Operating Companies.

4. BUILD UP OF UNITS INTO C.M.F.

The following units are due to arrive in Italy ;-

Unit.	Strength.	Location.	Destination.	Remarks.
3 S.A.Docks Op Coy.	164	M.E.	BRINDISI.	Difficulty experienced in accommodating this unit on the East Coast. Temporarily held at Brindisi pending moving forward to other units.
100 Rly Mobile Workshops.		M.E.	HEEL.	No personnel are arriving with this unit which consists of 3 vans - 20 tons, and 2 s - 40 tons.
Det 208 Ind "Z" Craft Op. Coy.	40	M.E.	PIOMBINO	The dets of the Coy are gradually being brought over from

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

ADMINISTRATION - PERSONNEL.

Up to the present the problem of demobilisation has not yet arisen and on the whole the general standard of administration of these Companies is higher than that of the Docks Operating Companies.

CLOTHING AND EQUIPMENT.

This continues to be provided slowly, the position in this respect being the same as for the Docks Operating Companies.

4. BUILD UP OF UNITS INTO C.M.F.

The following units are due to arrive in Italy :-

Unit.	Strength.	Location.	Destination.	Remarks.
3 S.A.Docks Op Coy.	164	M.E.	BRINDISI.	Difficulty experienced in accommodating this unit on the East Coast. Temporarily held at Brindisi pending moving forward to other units.
100 Rly Mobile Workshops.		M.E.	HEEL.	No personnel are arriving with this unit which consists of 3 vans - 20 tons, and 2 s - 40 tons.
Det 208 Ind "Z" Craft Op. Coy.	40	M.E.	PIOMBINO	The dets of the Coy are gradually being brought over from Middle East as circumstances permit.
S.A. Composite Optg Coy.		M.E.		Intended for use on part of the section RIMINI - BOLOGNA to be operated by British personnel.

/To sheet 6.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX 2.

Sheet 6.

922 Tn Stores Coy.	168	M.E.	NAPLES.	A much needed unit which will, to some extent, relieve the strain on 156, 196 & 24 Tn Stores Coys.R.E.
40 Rly Tele Coy. S.A.S.C.		M.E.		To be a satellite unit of the SAEC (illegible), thus allowing 1 Rly Tele Coy to each of the Rly Const Groups for Const purposes.
4 Ind Rly C & M Grp.		PAIC.		
136 Ind Const Coy.		PAIC.		
1091 (Italian) Docks Op Coy.	364	BONE	EAST COAST	Agreement now obtained to the employment of Italian Ps.O.W. units in Italy, provided they are used as separate units; Coy to be called forward as required by tactical situation.

3. CHANGES IN OFFICER PERSONNEL.

(a) Administration & Organisation.

Lieut.D.A.James, (Beds & Herts) — Posted to Tn Inc(R.A) w.e.f. 28 July 44.

(b) Railway Operating.

2/Lieut.J.C.King. — 189 Rly Op. Coy. — Commissioned and posted to 153 Rly Op. Coy w.e.f.

Declassified E.O. 12356 Section 3.3/NND No. 780021

40 Rly Tele Coy. S.A.S.C.		M.E.	To be a satellite unit of the SAEC (Gr P, thus allowing 1 Rly Tele Coy to each the Rly Const Groups for Const purposes.
4 Ind Rly C & M Grp.		PAIC.	
136 Ind Const Coy.		PAIC.	
1061 (Italian) Docks Op Coy.	364	BONE	EAST COAST Agreement now obtained to the employment of Italian Ps.O.W. units in Italy, provided they are used as separate units; Coy to be called forward as required by tactical situation.

5. CHANGES IN OFFICER PERSONNEL.

(a) Administration & Organisation.

Lieut.D.A.James. (Beds & Herts)		Posted to Tn Inc(N.A.) w.e.f. 23 July 44.

(b) Railway Operating.

2/Lieut.J.C.King.	189 Rly Op. Coy.	Commissioned and posted to 153 Rly Op. Coy w.e.f. 8 July 44.

(c) Railway Construction.

No Change.

(d) Docks.

Lieut.S.D.J.Thacker.	1 Docks Group.	Posted to 997 Docks Op Coy w.e.f. 26 July 44.

7038

/To sheet 7.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Lieut.J.G.Carr.	1015 Docks Op Coy.	Posted 992 Docks Op Coy w.e.f. 9 July 44.
Lieut.J.M.Palmer.	1027 Docks Op Coy	Posted 992 Docks Op Coy w.e.f. 5 July 44.
Capt.D.J.Holland.	GHQ M.E .F.	Posted to 209 "Z" Craft Op Coy w.e.f. 27 July 44.
Lieut.J.E.Cherry.	994 Docks Op Coy.	Posted 1010 Docks Op Coy w.e.f. 27 July 44.
Lieut.E.T.Simmonds.	1010 Docks Op Coy.	Posted 994 Docks Op Coy w.e.f. 27 July 44.
Lieut.R.R.Porter	992 Docks Op Coy.	Posted X(iv) List w.e.f. 31 July 44.
Capt.C.W.Babington.	Tn.AFHQ.	Departed for U.K. 30 July 44.
Lieut.R.W.Maryon	992 Docks Op Coy.	Attached 5 Docks Group w.e.f. 9 July 44.

(e) Stores.

Lieut.C.Dosser.	156 Tn Stores Coy.	Attached Tn Ins (NA) w.e.f. 5 July 44

(f) Finance.

No Change.

5. MANPOWER - SITUATION.

(a) Manpower O.R's.

A survey of the O.R.(TN)position in C.M.F., as at 29 July 44., shews that numerically, as against total War Establish, there is but a small overall deficiency. Analysis by trades, however, reveals appreciable deficiencies in some trades and somewhat comparable surpluses in others.

Examples of deficiencies are; Cooks - 64, Clerks - 80, Drivers I/C - 170 and Drivers Crane - 43. Surpluses include Firemen Loco - 89, Platelayers - 38, Railway Engine Drivers - 70 and Stevedores - 133.

A detailed analysis of strengths by trades is given in Appendix 18, from which it can be seen that surplus tradesmen number 527

Declassified E.O. 12356 Section 3.3/NND No. 780021

27 July 44.

Lieut.E.T.Simmonds.	1010 Docks Op Coy.	Posted 994 Docks Op Coy w.e.f. 27 July 44.
Lieut.R.R.Porter	992 Docks Op Coy.	Posted X(iv) List w.e.f. 31 July 44.
Capt.C.W.Babington.	Tn.AFHQ.	Departed for U.K. 30 July 44.
Lieut.R.W.Maryon	992 Docks Op Coy.	Attached 5 Docks Group w.e.f. 9 July 44.

(e) Stores.

Lieut.C.Dosser.	156 Tn Stores Coy.	Attached Tn Inc (NA) w.e.f. 5 July 44

(f) Finance.

No Change.

5. MANPOWER - SITUATION.

(a) Manpower O.R's.

A survey of the O.R.(TN)position in C.M.F., as at 29 July 44., shows that numerically, as against total War Establish, there is but a small overall deficiency. Analysis by trades, however, reveals appreciable deficiencies in some trades and somewhat comparable surpluses in others.

Examples of deficiencies are; Cooks - 64, Clerks - 80, Drivers I/C - 170 and Drivers Crane - 43. Surpluses include Firemen Loco - 39, Platelayers - 38, Railway Engine Drivers - 70 and Stevedores - 133.

A detailed analysis of strengths by trades is given in Appendix 19, from which it can be seen that surplus tradesmen number 537 and deficient tradesmen 596.

(b) Reinforcements - O.R's.

No reinforcements have been received during the month but 120 are due in C.M.F. 33. From advice received it appears that, on the whole, this draft is composed of the trades at present deficient.

A close watch is kept on Tn personnel in the R.E.T.D. and liaison with Reinforcements, C.M.F. ensures their posting to units where they are most required.

(c) Transfers - O.R's.

/to sheet 8.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(c) Transfers - O.R's.

Transfers from M.E.F. have been effected but the majority of men concerned have been N.C.O's whom it is somewhat difficult to place without affecting seniority in units.

An exchange of personnel with Gibraltar is at present being effected on a man-for-man basis.

Several transfers from other Arms of the Service have been made and usually produce a good type of tradesman.

(d) Python Scheme.

Repatriation under this scheme has commenced and MF 33 includes 13 O.R's as replacements. It is not yet possible to say whether these replacements represent a man-for-man exchange.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(c) Transfers - O.R's.

Transfers from M.E.F. have been effected but the majority of men concerned have been N.C.O's whom it is somewhat difficult to place without affecting seniority in units.

An exchange of personnel with Gibraltar is at present being effected on a man-for-man basis.

Several transfers from other Arms of the Service have been made and usually produce a good type of tradesman.

(d) Python Scheme.

Repatriation under this scheme has commenced and MT 33 includes 15 O.R's as replacements. It is not yet possible to say whether these replacements represent a man-for-man exchange.

Declassified E.O. 12356 Section 3.3/NND No. 780021

ENCLOSURE NO. 3.

SUMMARY OF PORT FACILITIES AS AT 31 JULY 1944.

The following amendments should be made to the Summary for 30 June 1944. (Appendix 4 of June Report.)

1. TARANTO.

(b) Floating Equipment.

Add 2 TANAC Tugs.
9 'Z' Craft.
6 Aire & Calder Tubs.

(c) Shore Cranes.

Delete 1 Coles E.M.A. M. III.

2. BRINDISI.

(b) Floating Equipment.

Lighters and Barges.

Add 8 Minca Barges.
4 R.C.L's.
6 Aire & Calder Tubs.

(c) Shore Cranes.

Add 1 R.R. 6 tons.

Delete 1 R.R. 10 tons.

3. BARI.

(b) Floating Equipment.

Tugs. Delete detail and substitute :-

2 Civilian.
4 TUSCA.
4 TANAC.

Craft

Delete 10 'Z' Craft.

Lighters and Barges.

Add 3 Minca.

Delete 2 R.C.L's.
12 Indian Lighters

Floating Cranes.

Delete 1 x 1 ton Sheerleg.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(c) Shore Cranes.

Delete 1 Coles E.M.A. M[illegible] III.

2. BRINDISI.

(b) Floating Equipment.

Lighters and Barges.

Add 8 Minca Barges.
4 R.C.L's.
6 Aire & Calder Tubs.

(c) Shore Cranes.

Add 1 R.R. 6 tons.

Delete 1 R.R. 10 tons.

3. BARI.

(b) Floating Equipment.

Tugs. Delete detail and substitute :-

2 Civilian.
4 TUSCA.
4 TANAC.

Craft

Delete 10 'Z' Craft.

Lighters and Barges.

Add 3 Minca.

Delete 2 R.C.L's.
12 Indian Lighters

Floating Cranes.

Delete 1 x 1 ton Sheerleg.

(c) Shore Cranes.

W.D. - Add 2 R.R. 10 tons.
2 R.B. 19 5 tons.
1 P. & H. 7 tons.
1 International 3 tons.

4. BARLETTA.

(c) Shore Cranes.

Add 2 Hyster 4-1/2 tons (mobile)

Declassified E.O. 12356 Section 3.3/NND No. 780021

Insert new paragraph :-

5. ANCONA.

(a) Berths.

No.	Type.	Draft.	Remarks.
1	Light Craft	16'	Allocated to R.N. Craft.
2	Coaster	19'	Only 180' of quay available.
4	Coaster	17' – 22'	Later for lightened Liberty. Two Hards available.
7	L.S.T's	12' – 18'	
11	Coaster	19-1/2'	
13	Coaster	21'	
14	Coaster	4' – 12'	3 L.C.T. Hards.
15,16,17,18	Lighter Berths	16' – 20'	Road access severed
19	2 Coasters	20'	until repair to
20	1 Coaster		Mandtacchio causeway.

Berths 3, 5, 6, 8 – 10, and 12 are badly damaged and/or obstructed by wrecks, etc.

Stern-on moorings for Liberty ships at Berths 6, 19, 20.

(b) Floating Equipment.

Tugs. 3 TANACS.

Craft. 21 R.C.L's (incl. 2 on passage).
21 Minus/Minca. (incl. 6 on passage.)
2 Launches.
12 'Z' Craft.

2 Hyster.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Insert new paragraph :-

5. ANCONA.

(a) Berths.

No.	Type.	Draft.	Remarks.
1	Light Craft	16'	Allocated to R.N. Craft.
2	Coaster	19'	Only 180' of quay available.
4	Coaster	17' - 22'	Later for lightened Liberty.
7	L.S.T's		Two Hards available.
11	Coaster	12' - 18'	
13	Coaster	19-1/2'	
14	Coaster	21'	
15,16,17,18	Lighter Berths	4' - 12'	3 L.C.T. Hards.
19	2 Coasters	16' - 20'	Road access severed until repair to Mandtacchio causeway.
20	1 Coaster	20'	

Berths 3, 5, 6, 8 - 10, and 12 are badly damaged and/or obstructed by wrecks, etc.

Stern-on moorings for Liberty ships at Berths 6, 19, 20.

(b) Floating Equipment.

Tugs. 3 TANACS.

Craft. 21 R.C.L's (incl. 2 on passage).
21 Minus/Minca. (incl. 6 on passage.)
2 Launches.
12 'Z' Craft.

(c) Shore Cranes. 2 P. & H. 2 Hyster.
4 19 R.B. 4 R. & R. 3-1/2 to 5 tom.
2 10 R.B.

(d) Rail Facilities.

7026

Not yet available.

Declassified E.O. 12356 Section 3.3/NND No. 782021

1535

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

BARGE ERECTION POSITION AT END OF JULY 1944

Port	Craft	Total Completed prior to 1st July	Total Completed during July	Under Construction	Awaiting Construction
Bari	Minus Barges	10	-	-	-
	Minca Barges	52	6	3	19
	R.C.L.	30	-	-	5
Brindisi	Minus Barges	-	-	-	-
	Minca Barges	40	-	-	-
	R.C.L.	21	-	-	-
Molfetta	Minus Barges	-	-	-	-
	Minca Barges	47	-	-	-
	R.C.L.	29	-	-	6
Mola di Bari	R.C.L.	26	-	-	-
Totals	Minus Barges	10	-	-	-
	Minca Barges	139	6	3	19
	R.C.L.	106	-	-	11

1531

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

APPENDIX D. 4.

E ERECTION POSITION AT END OF JULY 1944

	Total Completed prior to 1st July	Total Completed during July	Under Construction	Awaiting Construction	Total Received
	10	–	–	–	10
	52	6	3	19	80
	30	–	–	5	35
	–	–	–	–	–
	40	–	–	–	40
	21	–	–	–	21
	–	–	–	–	–
	47	–	–	–	47
	29	–	–	6	35
	26	–	–	–	26
	10	–	–	–	10
	139	6	3	19	167
	106	–	–	11	117

1531

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

Appendix 5.
Sheet 1.

SUMMARY OF WORK CARRIED OUT ON THE RECONSTRUCTION OF LINES 65, 87 AND 244, DURING JULY.

The following work was carried out on lines 65, Orte to Arezzo, 87, Orte to Foligno and 244, Foligno to Rimini, during the period 7 July to 7 August.

Line 65 - Orte to Arezzo.

I. Track.

(a) Track deliberately demolished and repaired	Nil Km.
(b) Track damaged by bombing and ground fighting	145 Km.
Total track repaired	145 Km. = 90 miles.

There was also considerable deliberate demolition to points and crossings within station limits which are not included in the kilometrage of track demolished.

II. Bridging.

(a) Standard W.D. Bridging	1,275 lin.ft.
(b) Original Bridging recovered	874 lin ft.
Total Bridging erected	2,149 lin.ft.

This figure does not include many small culverts which were piped and filled.

III. Labour.

5 British Railway Construction Coys.	1,350 men.
2 Canadian Field Coys.	500 "
1 Canadian M.E. Section	50 "
6 It. Lian Railway Construction Coys.	720 "
6 Pioneer Coys.	1,800 "
Civilian Labour and [illegible] Employees	600 "
Total Labour force employed	5,020 "

IV. M.T.

(a) Normal G.1098 (Revised Establishment) of Railway Const. Coy.
(b) 6 Tank Transporters/Low Loaders on loan from 8 Army.
(c) 1 R.A.S.C. G.T. platoon of 30 No. 5-ton lorries.

Lines 87 - Orte to Foligno and 244 - Foligno to Rimini.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(b) Track damaged by bombing and/or fighting	49 Km.
Total track repaired	145 Km. = 90 miles.

There was also considerable deliberate demolition to points and crossings within station limits which are not included in the kilometrage of track demolished.

II. Bridging.

(a) Standard W.D. Bridging	1,275 lin.ft.
(b) Original Bridging recovered	874 lin.ft.
Total Bridging erected	2,149 lin.ft.

This figure does not include many small culverts which were piped and filled.

III. Labour.

3 British Railway Construction Coys.	1,350 men.
2 Canadian Field Coys.	500 "
1 Canadian M.E. Section	50 "
6 Italian Railway Construction Coys.	720 "
6 Pioneer Coys.	1,800 "
Civilian Labour and I.S.R. employees	600 "
Total Labour Force employed	5,020 "

IV. M.T.

(a) Normal G.1098 (Revised Establishment) of Railway Const. Coy.
(b) 6 Tank transporters/Low Loaders on loan from 8 Army.
(c) 1 R.A.S.C. G.P. platoon of 30 No. 3-ton lorries.

Lines 87 - Orte to Foligno and 24 - Foligno to Rastia.

I. Track.

(a) Track deliberately demolished and repaired	4.6 Km.
(b) Track bombed and later repaired - including battle damage	97.4 Km.
Total track: Orte to Rastia	102.0 Km. = 65 miles.

There was also considerable point and crossing demolitions in stations.

/to sheet 2..

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

Lines 87 - Orte to Foligno and 204 - Foligno to Bastia (Contd).

II. Bridging.

(a) Standard W.D. Bridging	600 lin.ft.
(b) Bridging recovered on site	325 lin.ft.
Total Bridging erected	925 lin.ft.

This does not include a number of small culverts which were piped and filled.

III. Labour.

3 S.A.E.C. Railway Construction Companies.	700 men.
1 S.A.E.C. Tunnelling Coy.	100 "
9 Pioneer Companies (largely Italian)	1,800 "
Civil Labour (including I.S.R.)	1,300 "
Total Labour force employed	3,900 "

IV. M.T.

(a) Normal G.1098 of S.A.E.C. Companies.

(b) Low-loaders and 3-ton lorries from R.A.S.C. G.T. platoon by arrangement with C.O. 1212 Rly C & M Group,R.E., who was working on line 65.

Declassified E.O. 12356 Section 3.3/NND No. 789021

Appendix 6.
Sheet 1.

RAILWAY CONSTRUCTION - ITALY - Plan as at 5 August 44.

1. PRIORITY OF WORK.

(a) On completion of the opening of line 65 to Arezzo, the first priority tasks will become:-

(i) The opening of line 87 to Falconara.

(ii) The opening of line 86, Ancona, Falconara to the North.

(iii) The development of Ancona base in accordance with the Second Key Plan (Ref. Tn.A.4/139 of 29 July 44).

(b) The state of demolition of line 65 between Arezzo and Florence is such that its repair at present is not considered economical. It will therefore be abandoned.

(c) The second priority task has been laid down by the Staff as "Connection by best route between Leghorn and Bologna". A decision on the method by which this will be carried out cannot be made until reconnaissance of the lines is possible. The vulnerability of the railways through the Appenines is such that if the enemy makes a determined effort to destroy them, their repair would cease to be a military proposition.

(d) Therefore, the link provided to Bologna by line 86 may become the only rail connection to North Italy for the battle in the Po Valley. It is therefore of vital importance that every preparation is made to ensure its rapid reconstruction.

2. ALLOTMENT OF TASKS TO GROUPS.

The following plan will be put into effect forthwith:-

(a) R.C.E.(S.A.E.C.) will be responsible for:-

(i) Reconstruction, line 87, Foligno to Falconara.

(ii) Reconstruction, line 86, Ancona to Marzocca.

(iii) Ancona Base Development.

(b) R.C.E.1 will be responsible for:-

Reconstruction, line 86, Marzocca to the [illegible] determined.

(c) R.C.E.1212 will be responsible for:-

Heavy maintenance and clearance of line 65 from Orte to Arezzo, for a limited period, and will be in reserve for employment either on line 86, to the North of R.C.E.1 or on the Leghorn - Bologna link, depending on circumstances.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Plan (Ref. Tn.A.4/139 of 29 July 44).

(b) The state of demolition of line 65 between Arezzo and Florence is such that its repair at present is not considered economical. It will therefore be abandoned.

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The following plan will be put into effect forthwith:-

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(i) Reconstruction, line 87, Foligno to Falconara.

(ii) Reconstruction, line 86, Ancona to Marzocca.

(iii) Ancona Base Development.

(b) R.C.E.1 will be responsible for:-

Reconstruction, line 86, Marzocca to the [illegible] to be determined.

(c) R.C.E.1212 will be responsible for:-

Heavy maintenance and clearance of line 65 from Orte to Arezzo, for a limited period, and will be in reserve for employment either on line 86, to the North of R.C.E.1 or on the Leghorn - Bologna link, depending on circumstances.

(d) Should the tactical situation be such that R.C.E.1 is unable to employ the whole strength of his Group North of Marzocca, he will take over tasks in the Falconara Area allotted to R.C.E.(S.A.E.C.), by mutual agreement.

(e) R.C.E.1 will hand over heavy maintenance of his section of line 65 to R.C.E.1212 on 18 August.

703

/to sheet 2...

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

3. CONSTITUTION OF GROUPS AND MOVEMENTS OF R.E. UNITS.

(a) Groups will be constituted as under:-

South African Group.

38, 39, 40 Railway Construction Coys. (S.A.E.C.)
61, 62 Tunnelling Coys. (S.A.E.C.)
159 Railway Construction Coy.R.E. (from 15 August).
1 Section, 29 Railway Survey Coy. R.E.
2 Railway Bridging Section, R.E.

1 Railway Construction & Maintenance Group,R.E.

150,161 Railway Construction Coys. R.E.
1 Section, 29 Railway Survey Coy. R.E.
1 Railway Bridging Section, R.E.
46 M.E.(Tn) Section, R.E.

1212 Railway Construction & Maintenance Group, R.E.

10, 160 Railway Construction Coys. R.E.
H.Q. & 1 Section, 29 Railway Survey Coy. R.E.
45 M.E.(Tn) Section,R.E.

(b) 159 Railway Construction Coy. R.E., on completion of work in connection with Ancona Base development, will transfer to No.1 or 1212 Group according to the situation then existing.

(c) Section of 29 Railway Survey Coy.R.E., with S.A.E.C. Group will return to 1212 Group on completion of surveys for Ancona Base development.

(d) Movement of Units will take place as follows:-

South African Group.

159 Railway Construction Coy.R.E. will move from Allerona and Ficulle to Falconara on 14 August.

1 Railway Construction & Maintenance Group,R.E.

Advance Group H.Q., will move to Falconara on or about 8 August. Remainder of Group will move in the period 11th to 18th August to Falconara Area or North.

1212 Railway Construction & Maintenance Group,R.E.

R.C.E.1212 will move small units into Arezzo - Chiusi area as necessary in the period 11th to 15th August.

4. ENGINEER UNITS, ITALIAN RAILWAY CONSTRUCTION UNITS AND LABOUR.

Allocation to Groups will be as under:-

(a) South African Group. 701 Artisan Works Coy.R.E.
242 British Pioneer Coy.

Declassified E.O. 12356 Section 3.3/NND No. 782021

150, 161 Railway Construction Coys. R.E.
1 Section, 29 Railway Survey Coy. R.E.
1 Railway Bridging Section, R.E.
46 M.E.(Tn) Section, R.E.

1212 Railway Construction & Maintenance Group, R.E.

10, 160 Railway Construction Coys. R.E.
H.Q. & 1 Section, 29 Railway Survey Coy. R.E.
45 M.E.(Tn) Section, R.E.

(b) 159 Railway Construction Coy. R.E., on completion of work in connection with Ancona Base development, will transfer to No.1 or 1212 Group according to the situation when ending.

(c) Section of 29 Railway Survey Coy.R.E., with S.A.A.C. Group will return to 1212 Group on completion of surveys for Ancona Base development.

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1212 Railway Construction & Maintenance Group, R.E.

R.C.E.1212 will move small units into Arezzo - Chiusi area as necessary in the period 11th to 15th August.

5. ENGINEER UNITS, ITALIAN RAILWAY CONSTRUCTION UNITS AND LABOUR.

Allocation to Groups will be as under:-

(a) South African Group.
701 Artisan Works Coy.R.E.
242 British Pioneer Coy.
1218 Indian Pioneer Coy. (to transfer from 1212 Group on 12 August).
1247 Indian Pioneer Coy.
213 Italian Pioneer Coy.
214 Italian Pioneer Coy.
215 Italian Pioneer Coy.
216 Italian Pioneer Coy.
1 Coy. 1st Bn. Italian Inf. Regt. (to transfer from 1 Group on 11 August.)

/to sheet 3...

Declassified E.O. 12356 Section 3.3/NND No. 782021

Para.4 (a) Contd.

8 Army Pool Units on loan liable to be withdrawn

1236 Indian Pioneer Coy. (until 11 August).
204 Italian Pioneer Coy.
211 Italian Pioneer Coy.

In addition, 153 and 190 Railway Operating Coys. will assist in Railway Construction until required for Railway Operating.

(b) 1 Railway Construction & Maintenance Group, R.E.

13 Battn. Italian Railway Engineer Battn.
8 Italian Railway Engineer Coy.
21 Italian Railway Engineer Coy.
31 Italian Railway Engineer Coy.

8 Army Pool unit 1246 Indian Pioneer Coy. will not move to East Italy and will be employed on Chiusi - Arezzo section, line 65, until recalled by Army.

(c) 1212 Railway Construction & Maintenance Group, R.E.

1 Battn. Italian Railway Engineer Battn.
2 Italian Railway Engineer Coy.
7 Italian Railway Engineer Coy.
20 Italian Railway Engineer Coy.
2035 (Roderique) Pioneer Coy.

8 Army Pool unit 1217 Indian Pioneer Coy. will be employed on Orte - Chiusi section of line 65 until recalled by Army.

(d) In addition to the above, the following units, earmarked for Railway Construction, will be available in Ancona as from 12 August.-

217 Italian Pioneer Coy.
218 Italian Pioneer Coy.
219 Italian Pioneer Coy.
220 Italian Pioneer Coy.

Units will be taken over by South African Group and employed in the Ancona area.

A fresh allotment of labour will become necessary as work on line 86 develops and when a new task has been presented to 1212 Group.

5. SUPPLY OF MATERIALS.

No.330 Tn.S.D. has been established at [illegible]. The alternative supply of materials will be by rail from 26 and 29 Tn.S.Ds at Foligno or other convenient railhead on line 87.

6. TRANSPORT.

Declassified E.O. 12356 Section 3.3/NND No. 780021

(b) 1 Railway Construction & Maintenance Group, R.E.

13 Battn. Italian Railway Engineer Battn.
8 Italian Railway Engineer Coy.
21 Italian Railway Engineer Coy.
31 Italian Railway Engineer Coy.

8 Army Pool unit 1246 Indian Pioneer Coy. will not move to East Italy and will be employed on Chiusi - Arezzo section, Line 65, until recalled by Army.

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A fresh allotment of labour will become necessary as work on line 86 develops and when a new task has been presented to 1212 Group.

5. SUPPLY OF MATERIALS.

No.330 Tn.S.D. has been established at [illegible]. The alternative supply of materials will be by rail from 26 and 29 Tn.S.Ds at Foligno or other convenient railhead on line 87.

6. TRANSPORT.

South African Group.

61 Area have been asked to reserve 6 tank transporters and one platoon of 30 No. 3-ton lorries for use of Group on Railway construction.

/To sheet 4...

WO 204/1546
Declassified E.O. 12356 Section 3.3/NND No. 782021

Para.6 (Contd).

1 Railway Construction & Maintenance Group,R.E.

Area will be requested to allot a further 6 tank transporters and one platoon of 3-ton lorries for the use of the Group.

RAILWAY TELEGRAPHS.

No.2 Railway Telegraph Coy. will be responsible for the repairs of railway telegraphs from Orte to Falconara on line 87 and in the Ancona area on line 86.

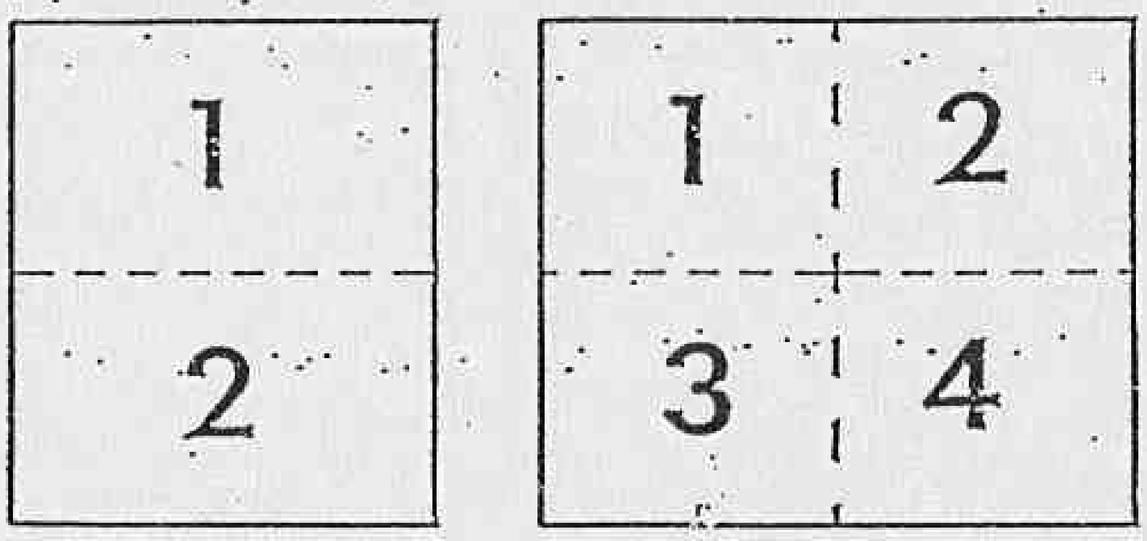
No.3 Railway Telegraph Coy. will, on completion of work on line 65, be available for repairs to telegraph on the line to be assigned to 1212 Group, or if required, for repairs on line 86, North of Marzocca. The Company will, in addition, open a teleprinter station at Ancona as early as possible.

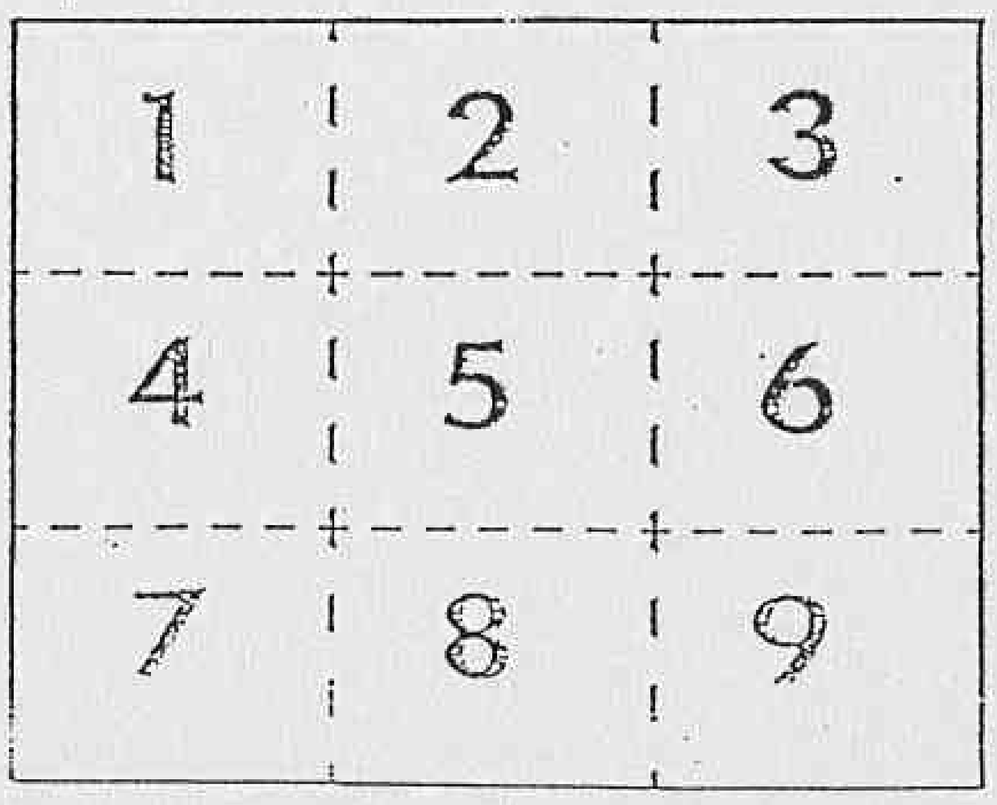
Declassified E.O. 12356 Section 3.3/NND No. 782021

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MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.





1549

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TO BOLOGNA

RIMINI.

LINE 86.

TO BOLOGNA.

PRATO

LINES OPEN TO TRAFFIC SHOWN
LINES UNDER REPAIR SHOWN

SCALE 1/633,600

10 0 10 20 MILES.

EMPOLI

FLORENCE.

TO PISA.

CASTEL FIORENTINA.

10 BRIDGES DAMAGED & TRACK HEAVILY BOMBED BETWEEN MONTEVARCHI & FIGLINE.

21 BRIDGES, 4 VIADUCTS & 7 TUNNELS DEMOLISHED BETWEEN AREZZO & MONTEVARCHI

FIGLINE.

MONTEVARCHI.

AREZZO.

TUNNEL DEMOLITION

LINE 220

LINE 65.

DAMAGE BETWEEN CHIUSI & AREZZO LIMITED TO HEAVY BOMB DAMAGE AT BRIDGES. 36 BRIDGES WERE SO DAMAGED, 7 REPAIRED BY R.S.J. SPANS & REMAINDER BY LOCAL MATERIALS OR FILLING.

CASTIGLION FIORENTINO.

SIENA.

FABRIAN

TUNNEL DEMOLITION

TERENTOLA.

26 BRIDGE & 3 TUNNEL DEMOLITIONS BETWEEN BASTIA & TERENTOLA

BASTIA

LINE 244.

ASSISI.

44 BRIDGES, 8 VIADUCTS & 7 TUNNELS DEMOLISHED BETWEEN CHIUSI & CASTELFIORENTINA.

DAMAGE BETWEEN GROSSETO & LEGHORN: 22 MAJOR & 40 MINOR BRIDGES DEMOLISHED 2 TUNNELS SLIGHTLY DAMAGED. TRACK 25% DESTROYED P.E.C. IN ALL STATIONS BLOWN.

CHIUSI.

LINE DUE TO OPEN TO AREZZO 8th AUG.

TO LEGHORN.

LITORTO VIADUCT. 2 ARCHES IN 9 ARCH VIADUCT DAMAGED BY BOMBING. ARCHES RELIEVED BY 75' & 55' V.C.L.B. THRO' SPANS.

LINE OPENED ORTE TO BASTIA 21st JULY 1944

TUNNEL DEMOLITION

PAGLIA VIADUCT. 11 ARCH VIADUCT SEVERELY DAMAGED BY BOMBING. REPAIRS STARTED BY GERMANS. 9 SPANS RELIVED BY R.S.Js UP TO 80 FT LONG.

GROSSETO.

LINE 65

15501

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

TO BOLOGNA

RIMINI.

LINE 86

FANO.

ESINO RIVER BRIDGE CUT BY BOMBING & REPAIRED BY GERMANS

MARZOCCA

ALL RAILS CUT BETWEEN ANCONA & MARZOCCA

FALCONARA MAR.

LINE 87.

ANCONA

TO PESCARA.

ALL RAILS CUT FOR 7 Km.

BRIDGE 39. R. ESINO TO BE REPAIRED WITH 2×82' + 4×68' YUKAN BURMA SPANS.

2×25M. MASONRY ARCH BRIDGE DEMOLISHED REPAIR WITH 1×85' & 1×80' U.C.R.B.

5×10M. BRICK ARCH VIADUCT DEMOLISHED TO BE REPLACED BY 5-40' R.S.J. SPANS.

FABRIANO

6 ARCH MASONRY VIADUCT TOTALLY DEMOLISHED GAP 260' - 90' HIGH. TO BE REPLACED BY 1×85' & 1×60' U.C.R.B + 1×40' SECTIONAL.

TUNNEL DEMOLITION

MASONRY VIADUCT 140' GAP 50' HIGH TO BE REPLACED BY 1×85' U.C.R.B 2×40' SECTIONAL ON LIGHT STEEL TRESTLING.

41 BRIDGES & 5 TUNNELS DEMOLISHED OR DAMAGED BETWEEN FOLIGNO & FALCONARA.

FOLIGNO.

17 BRIDGES & 2 TUNNELS DEMOLISHED OR DAMAGED BETWEEN ORTE & FOLIGNO.

LINE OPENED ORTE TO BASTIA 21st JULY 1944

BASTIA

ASSISI.

LINE 244.

26 BRIDGE & 8 TUNNEL DEMOLITIONS BETWEEN BASTIA & TERENTOLA.

TERENTOLA.

LINE DUE TO OPEN TO AREZZO 8th AUG.

CHIUSI.

TUNNEL DEMOLITION

LINE 65.

...CT. 2 ARCHES IN ...T DAMAGED BY ...WES RELIEVED BY ...D. THRO' SPANS.

...T. 11 ARCH VIADUCT ...GED BY BOMBING. ...LTED BY GERMANS. ...VED BY R.S.J's UP ...ONG.

AREZZO.

TUNNEL DEMOLITION.

...E AREZZO ...AMAGE AT ... WERE SO ... R.S.J. SPANS ... MATERIALS

LINE 63.

CASTIGLION FIORENTINO.

TO TRAFFIC SHOWN

REPAIR SHOWN

SCALE 1/633,600

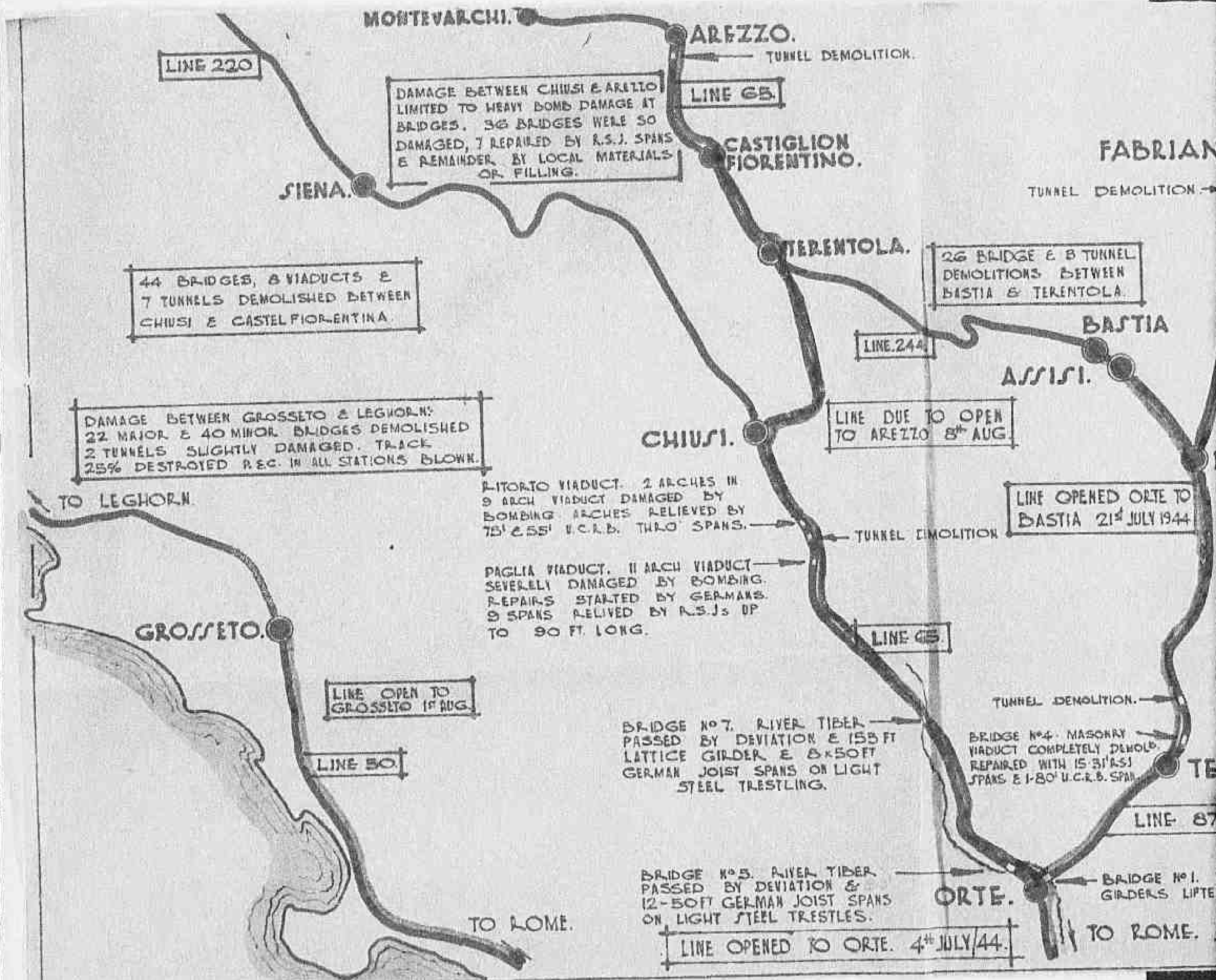
0 10 20 MILES.

...RIDGES DAMAGED & TRACK ...ILY BOMBED BETWEEN ...TERVARCHI & FIGLINE.

21 BRIDGES, 4 VIADUCTS & 7 TUNNELS DEMOLISHED BETWEEN AREZZO & MONTEVARCHI

[5 5]

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1552

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AREZZO.

TUNNEL DEMOLITION.

LINE GS.

AREZZO
MAGE AT
ERE SO
S.J. SPANS
MATERIALS

CASTIGLION FIORENTINO.

TERENTOLA.

26 BRIDGE & 8 TUNNEL DEMOLITIONS BETWEEN BASTIA & TERENTOLA

LINE 244

BASTIA

ASSISI.

LINE DUE TO OPEN TO AREZZO 8th AUG.

CHIUSI.

CT. 2 ARCHES IN
DAMAGED BY
UES RELIEVED BY
B. THRO SPANS.

TUNNEL DEMOLITION

LINE OPENED ORTE TO BASTIA 21st JULY 1944

. 11 ARCH VIADUCT
GED BY BOMBING.
TED BY GERMANS.
VED BY R.S.J.s UP
OIG.

LINE GS.

FABRIANO

TUNNEL DEMOLITION

BRIDGE 39, R. ESINO TO BE REPAIRED WITH 2×82' + 4×60' YUKON BURMA SPANS

2×25M. MASONRY ARCH BRIDGE DEMOLISHED REPAIR WITH 1×85' & 1×60' U.C.R.B.

5×10M. BRICK ARCH VIADUCT DEMOLISHED TO BE REPLACED BY 5-40' R.S.J. SPANS.

6 ARCH MASONRY VIADUCT TOTALLY DEMOLISHED GAP 260' ·90' HIGH. TO BE REPLACED BY 1·85' & 1×60' U.C.R.B. + 1·40' SECTIONAL.

MASONRY VIADUCT 140' GAP 50' HIGH TO BE REPLACED BY 1·65' U.C.R.B. 2×40' SECTIONAL ON LIGHT STEEL TRESTLING.

41 BRIDGES & 5 TUNNELS DEMOLISHED OR DAMAGED BETWEEN FOLIGNO & FALCONARA

FOLIGNO.

17 BRIDGES & 2 TUNNELS DEMOLISHED OR DAMAGED BETWEEN ORTE & FOLIGNO

TUNNEL DEMOLITION.

BRIDGE No 4 · MASONRY VIADUCT COMPLETELY DEMOLD. REPAIRED WITH 15·31' R.S.J SPANS & 1·80' U.C.R.B. SPAN.

TERNI.

LINE 87.

BRIDGE No 7. RIVER TIBER PASSED BY DEVIATION & 153 FT LATTICE GIRDER & 8×50 FT GERMAN JOIST SPANS ON LIGHT STEEL TRESTLING.

BRIDGE No 5. RIVER TIBER PASSED BY DEVIATION & 12-50 FT GERMAN JOIST SPANS ON LIGHT STEEL TRESTLES.

ORTE.

BRIDGE No 1. R. TIBER OLD GIRDERS LIFTED & RE-USED.

TO ROME.

LINE OPENED TO ORTE. 4th JULY/44.

TRANSPORTATION BRITISH.
H.Q. A.A.I C.M.F.

RAILWAY DEMOLITION NORTH of ROME.

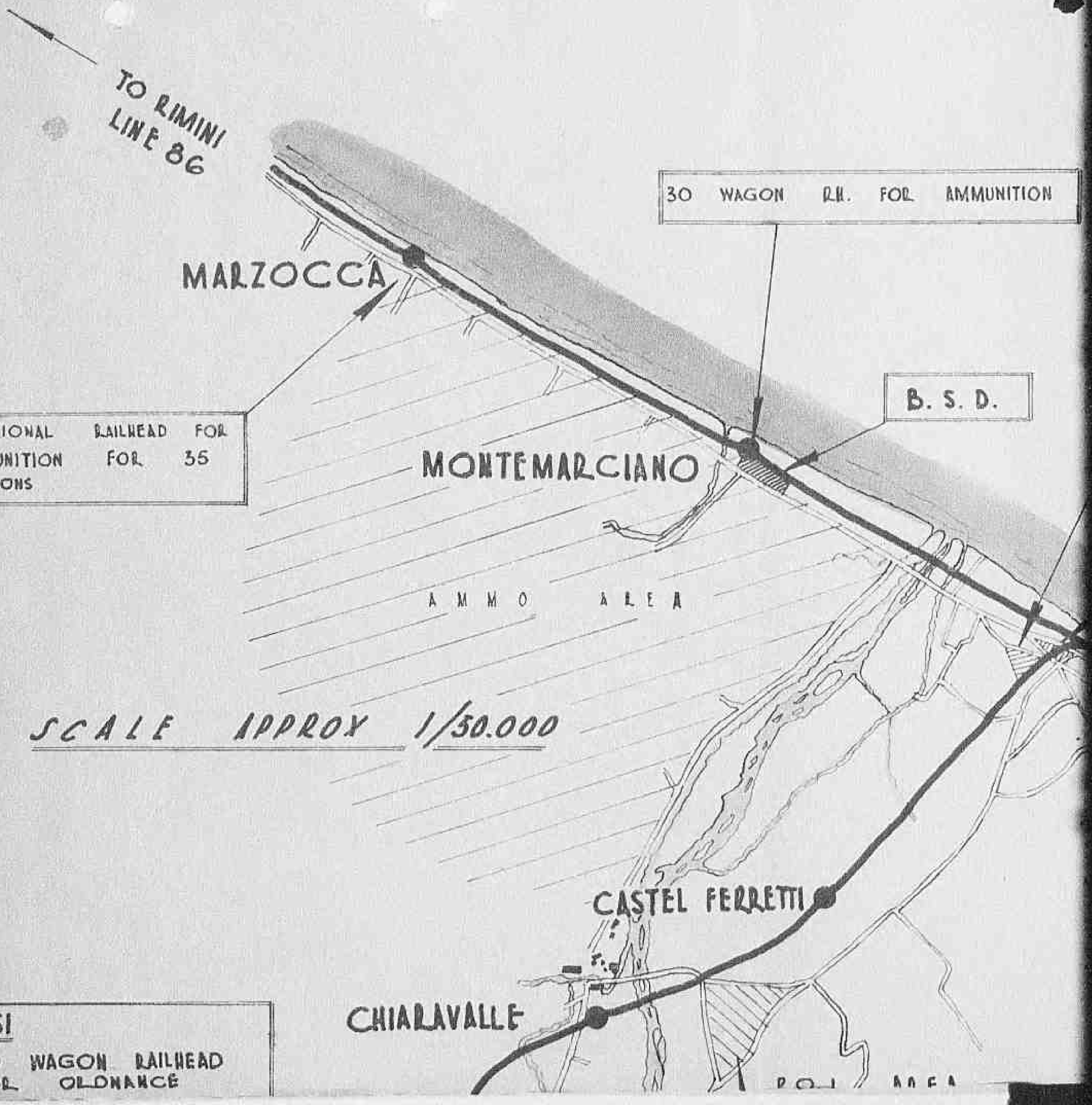
DATE 1st AUG/44

E. GORING S/SGT R.E.

TN/M/83

1553

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



1554

Declassified E.O. 12356 Section 3.3/NND No. 786021

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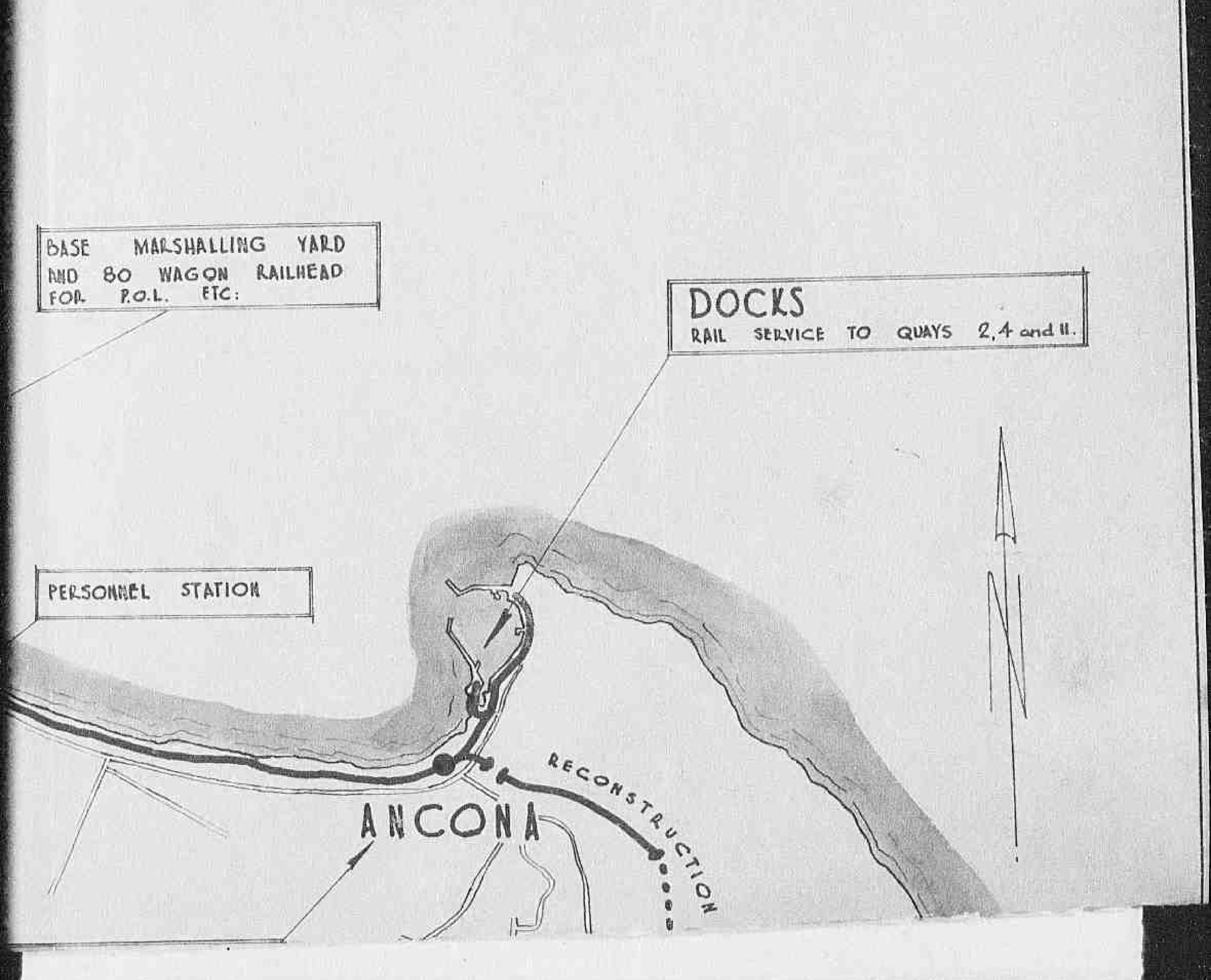
Declassified E.O. 12356 Section 3.3/NND No. 785021

KEY PLAN

BASE MARSHALLING YARD AND 80 WAGON RAILHEAD FOR P.O.L. ETC:

DOCKS
RAIL SERVICE TO QUAYS 2, 4 and 11.

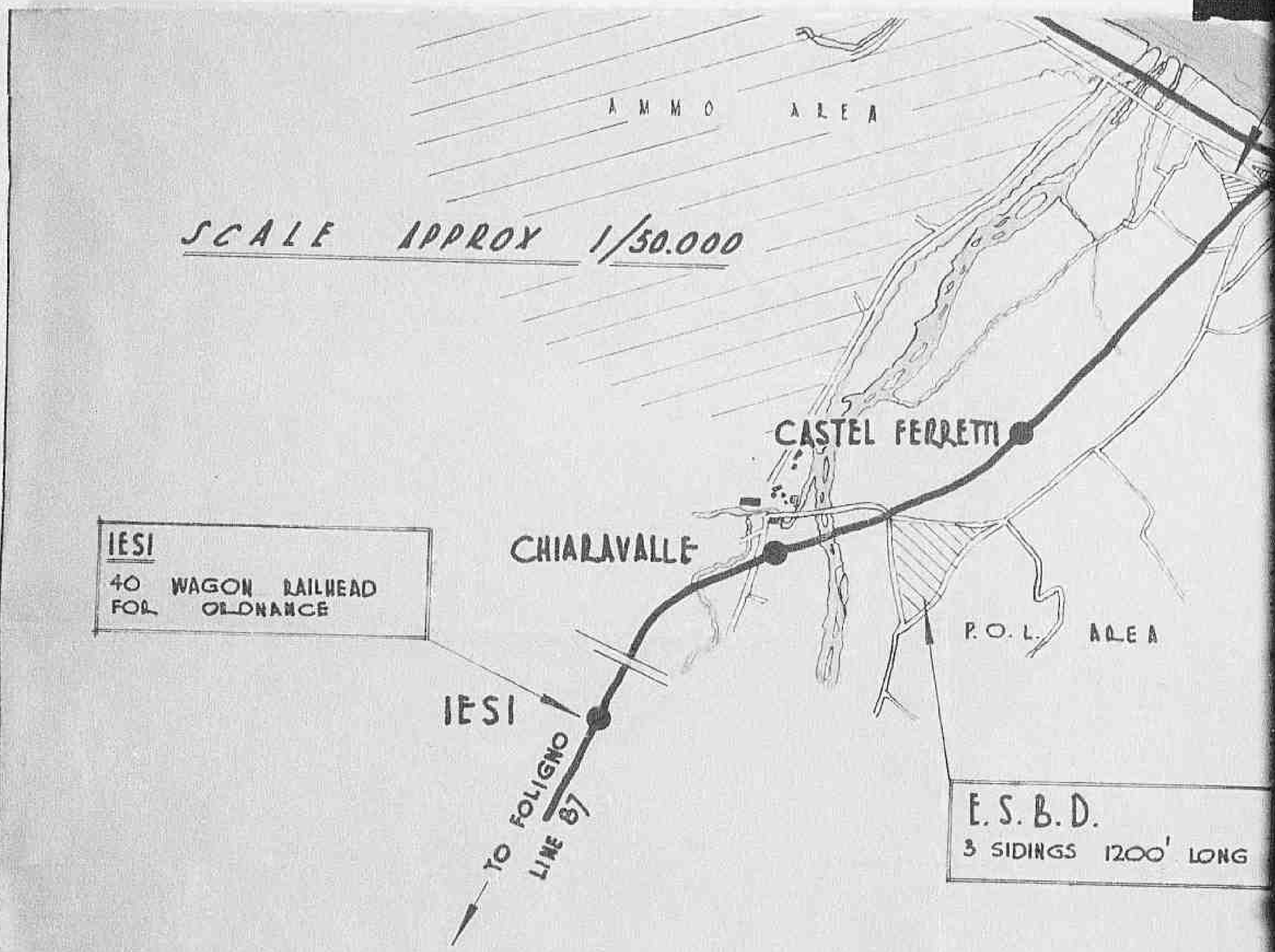
PERSONNEL STATION



1556

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

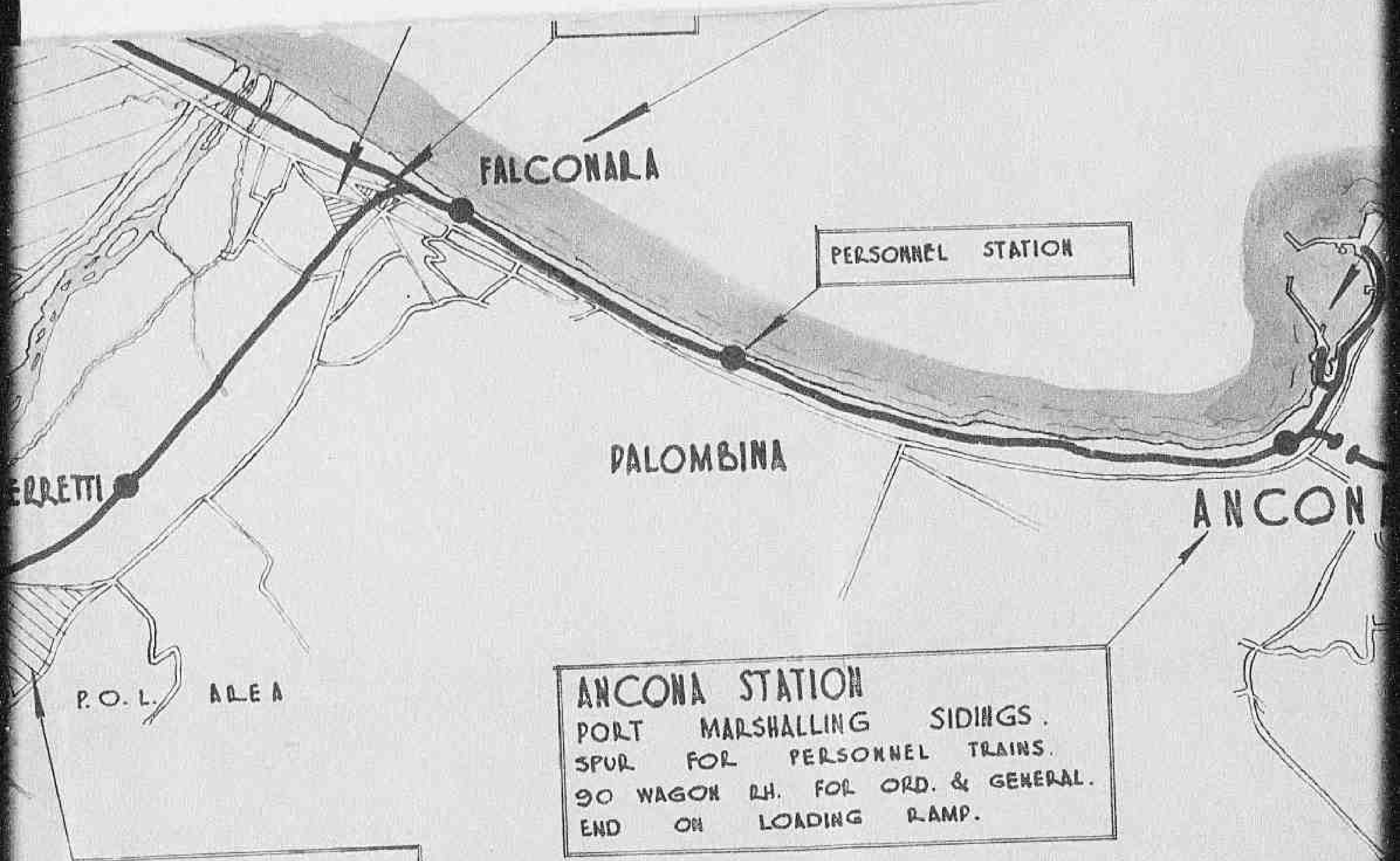
RAIL SERVICE TO



TRANSPORTATION (BRITISH)
ADV. A.F.H.Q. C.M.F.
DATE :- July 29th '44

1557

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



E TO DEPOTS IN ANCONA A

1558

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

RSONNEL STATION

SIDINGS.
NNEL TRAINS.
ORD. & GENERAL.
RAMP.

ANCONA

RECONSTRUCTION ABANDONED

TO PESCARA LINE 86

VALANO

ANCONA AREA ...

DRAWING NUMBER
TN/R/141
DRAWN BY - R. Smith C/M.

1539

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944.

Job No.	Agency.	Location.	Description.	Size.	Progress.
Line 65, ROME - ORTE - AREZZO					
65/22	10 Rly. Const.Coy 45 M.E.(Tn) Sect. 46 M.E.(Tn) Sect.	Castiglione in Teverina	Reconstruction Bridge 7 at Km. 109.3 (R. Tiber)	Three span continous girder bridge carrying double track. Size of spans 162 ft. 200 ft 162 ft. Severely damaged by bombing and demolition. Passed by a diversion with 1 x 153 ft. lattice girder span and 8 :: 48 ft. German R.S.J spans carried on standard trestle piers on pile foundations. 110,000 cu. yds of earthwork in deviation bank.	95%
65/27	1st Canadian Field Coy.	Allerona	Repairs to Bridge 9 at Km. 133.6.	1/20 ft. German R.S.J spans.	95%
65/29	160 Rly. Const.Coy.	Allerona	Repairs to Bridge 11 at Km. 134.1 (Paglia Viaduct	Lifting and supporting 80 ft. R.S.J spans brought by Germans for repair of severe bomb damage to 11 arch viaduct, and later partially demolished by them. Strutting arches.	60%
65/30	159 Rly.Const.Coy.	Ficulle	Allerona (excl) to Ficulle (incl.)	12 Km. of minor track repairs	85%
65/32	159 Rly.Const.Coy.	Allerona	Tunnel at Km. 139.1	Clearing of falls at both portals	80%

1560

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

Appendix 9.
Part A
Sheet 1.

WORKS IN PROGRESS AS AT 31ST JULY, 1944.

	Description.	Size.	Progress.	Est'd date compltn.	Remarks.
n	Reconstruction Bridge 7 at Km. 109.3 (R. Tiber)	Three span continous girder bridge carrying double track. Size of spans 162 ft. 200 ft 162 ft. Severely damaged by bombing and demolition. Passed by a diversion with 1 x 153 ft. lattice girder span and 8 x 48 ft. German R.S.J spans carried on standard trestle piers on pile foundations. 110,000 cu. yds of earthwork in deviation bank.	95%	8.8.44	
	Repairs to Bridge 9 at Km. 133.6.	1/20 ft. German R.S.J. spans	95%	3.8.44.	
	Repairs to Bridge 11 at Km. 134.1 (Paglia Viaduct	Lifting and supporting 80 ft. R.S.J spans brought by Germans for repair of severe bomb damage to 11 arch viaduct, and later partially demolished by them. Strutting arches.	60%	8.8.44.	
	Allerona (excl) to Ficulle (incl.)	12 Km. of minor track repairs	85%	4.8.44	
	Tunnel at Km. 139.1	Clearing of falls at both portals	80%	8.8.44	

/ to Sheet 2 .....

J 5611

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

WORKS IN PROGRESS AS AT 31ST JULY, 194[illegible] (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress.
Line 65. ROME - ORTE - AREZZO. (Contd)					
65/34	159 Rly.Const. Coy.	Allerona	Repairs to Bridge 13 at Km. 140.8 (Ritorto Viaduct)	1/55 ft. and 1/75 ft U.C.R.B. Relieving spans in 9 arch viaduct. Strutting of bomb damaged arches.	40%
65/36	46 M.E.(Tn) Sect.	Ficulle	Tunnel at Km. 142.7 - Km. 144.5	400 yds. of roof collapsed at end - approx. 25,000 cu. yards excavation.	90%
65/42	159 Rly.Const.Coy. 46 M.E. (Tn) Sect.	Ficulle	Repairs to Bridge 19 at Km. 149.2	Pipe and fill 70 ft. gap. 1,300 cu. yds.	90%
65/43	159 Rly.Const.Coy.	Citta della Pieve	Repairs to culvert at Km. 155.9	Pipe and fill 80 ft. gap.	95%
65/46	159 Rly.Const.Coy. 46 M.E.(Tn) Sect.	Chiusi	Citta della Pieve (excl.) to Chiusi (incl.)	Repairs to 20 culverts in track.	90%
65/47	159 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Citta della Pieve	Repairs to Bridge 20 at Km. 160.8	Pipe and fill 65 ft. gap.	90%
65/48	159 Rly.Const.Coy. 46 M.E. (Tn) Sect.	Chiusi	Repairs to Bridge 21 at Km. 161.4	Pipe and fill 40 ft. gap.	90%
65/50	150 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Chiusi	Repairs to Bridge 23 at Km. 166.2	Pipe and fill 2,000 cu.yds.	60%
65/52	150 Rly.Const.Coy. 46 M.E. (Tn) Sect.	Chiusi	Repairs to Bridge 25 at Km. 168.7	Pipe and fill 800 cu.yds.	95%
65/56	150 Rly.Const.Coy.	Chiusi	Repairs to Bridge 29 at Km. 17[illegible].6	1/50 ft. span or 3 heavy General R.S.J.s.	0%

7039

1562

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944 (contd.)

	Description.	Size.	Progress.	Est'd date compltn.	Remarks.
	Repairs to Bridge 13 at Km. 140.8 (Ritorto Viaduct)	1/55 ft. and 1/75 ft U.C.R.B. Relieving spans in 9 arch viaduct. Strutting of bomb damaged arches.	40%	6.8.44.	
	Tunnel at Km. 142.7 - Km. 144.5	400 yds. of roof collapsed at end - approx. 25,000 cu. yards excavation.	90%	6.8.44.	
	Repairs to Bridge 19 at Km. 149.2	Pipe and fill 70 ft. gap. 1,300 cu. yds.	90%	2.8.44.	
lla	Repairs to culvert at Km. 155.9	Pipe and fill 80 ft. gap.	95%	1.8.44.	
	Citta della Pieve (excl.) to Chiusi (incl.)	Repairs to 20 craters in track.	90%	2.8.44.	
lla	Repairs to Bridge 20 at Km. 160.6	Pipe and fill 65 ft. gap.	30%	3.8.44.	
	Repairs to Bridge 21 at Km. 161.4	Pipe and fill 40 ft. gap.	90%	4.8.44.	
	Repairs to Bridge 23 at Km. 166.2	Pipe and fill 2,000 cu.yds.	60%	7.8.44.	
	Repairs to Bridge 25 at Km. 168.7	Pipe and fill 800 cu.yds.	95%	1.8.44.	
	Repairs to Bridge 29 at Km. 17 .6	1/50 ft. span of 3 heavy German R.S.J.s.	0%	6.8.44.	

/to Sheet 3.....

T 563

Declassified E.O. 12356 Section 3.3/NND No. 7850211

WORKS IN PROGRESS AS AT 31ST., JULY, 1944 (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress.	Remarks.
Line 65, ROME - ORTE - AREZZO. (Contd).						
65/60	150 Rly.Const.Coy.	Castiglion del Lago.	Repairs to Bridge 31 at Km. 183.6	1/35 ft. R.S.J. span.	98%	1
65/61	150 Rly.Const.Coy.	Castiglion del Lago	Repairs to Bridge 32 at Km. 188.2	1/35 ft R.S.J. span.	95%	2
65/63	150 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Terontola	Repairs to Bridge 34 at Km. 190.9	Pipe and fill 1,000 cu.yds	90%	4
65/64	150 Rly.Const.Coy. 46 M.E. (Tn) Sect.	Terontola	Repairs to Bridge 35 at Km. 191.3	Pipe and fill 2,000 cu.yds	90%	4
65/65	150 Rly.Const.Coy. 46 M.E.(Tn.)Sect.	Terontola	Repairs to Bridge 36 at Km. 191.7	Pipe and fill 31 ft. Gap.	85%	5
65/66	150 Rly.Const.Coy.	Terontola	Castiglione (excl) to Terontola (incl).	10 Kms. of track repairs.	90%	4
65/67	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Terontola	Repairs to Bridge 37 at Km. 195.6	Fill.	90%	4
65/68	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Camucia	Repairs to Bridge 38 at Km. 198.0	Pipe and fill.	80%	4
65/69	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Camucia	Repairs to Bridge 39 at Km. 198.3	Pipe and fill.	30%	5
65/70	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Camucia	Repairs to Bridge 40 at Km. 198.6	Pipe and fill.	30%	5
65/71	161 Rly.Const.Coy.	Camucia	Terontola (excl.) to Camucia (incl.)	6 Kms. of minor track repairs.	50%	5

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

WORKS IN PROGRESS AS AT 31ST., JULY, 1944 (Contd.)

tion.	Description.	Size.	Progress.	Est'd date compltn.	Remarks.
td).					
iglion Lago.	Repairs to Bridge 31 at Km. 183.6	1/35 ft. R.S.J. span.	98%	1.8.44.	
iglion Lago	Repairs to Bridge 32 at Km. 188.2	1/35 ft R.S.J. span.	95%	2.8.44.	
ntola	Repairs to Bridge 34 at Km. 190.9	Pipe and fill 1,000 cu.yds	90%	4.8.44.	
ntola	Repairs to Bridge 35 at Km. 191.3	Pipe and ill 2,000 cu.yds	90%	4.8.44.	
ntola	Repairs to Bridge 36 at Km. 191.7	Pipe and ll 31 ft. Gap.	85%	5.8.44.	
ntola	Castiglione (excl) to Terracina (Incl).	10 Kms. of track repairs.	90%	4.8.44.	
ntola	Repairs to Bridge 37 at Km. 195.6	Fill.	90%	4.8.44.	
ia	Repairs to Bridge 38 at Kms. 198.0	Pipe and fill.	30%	4.8.44.	
ia	Repairs to Bridge 39 at Km. 190.3	Pipe and fill.	30%	5.8.44.	
ia	Repairs to Bridge 40 at Km. 198.6	Pipe and fill.	30%	5.8.44.	
ia	Terracina (excl.) to Cisterna (Incl.)	6 Kms. of minor track repairs.	50%	5.8.44.	

/to Sheet 4.....

1565

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

WORKS IN PROGRESS AS AT 31ST. JULY, 1944. (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress.
Line 65. ROME - ORTE - AREZZO. (Contd)					
65/72	161 Rly.Const.Coy. 46 M.E(Tn.) Sect.	Camucia	Repairs to Bridge 41 at Km. 201.8	Pipe and fill 2,000 cu. yds.	40%
65/73	161 Rly.Const.Coy.	Castiglion Fiorentino	Repairs to Bridge 42 at Km. 207.7	2/35 ft. R.S.J. spans.	60%
65/74	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Castiglion Fiorentino	Repairs to Bridge 43 at Km. 208.0	Pipe and fill.	10%
65/75	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Castiglion Fiorentino	Repairs to Bridge 44 at Km. 208.5	Pipe and fill.	5%
65/76	161 Rly.Const.Coy.	Castiglion Fiorentino	Camucia to Castiglion Fiorentino	11 Kms. of minor track repairs.	80%
65/78	159 Rly.Const.Coy.	Chiusi	Water supply.	New pumping station 1 - 1/10,000 gln. tank and tow...	10%
65/79	150 Rly.Const.Coy.	Terontola	Water supply.	Repairs to pipe line : 1 -10,000 gln. tank and tower.	10%
65/80	161 Rly.Const.Coy.	Arezzo	Water supply.	Erection of 10,000 gln.Braithwaite tank, piping and columns.	2%
65/85	161 Rly.Const.Coy.	Castiglion Fiorentino	Repairs to Bridge 45 at Km. 211.6	1/20 ft. R.S.J. span.	50%
65/86	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Castiglion Fiorentino	Repairs to Bridge 46 at Km. 212.1	Pipe and fill.	50%
65/87	161 Rly.Const.Coy.	Castiglion Fiorentino	Repairs to Bridge 47 at Km. 213.7	Fill.	40%

7868

156

Declassified E.O. 12356 Section 3.3/NND No. 7850211

WORKS IN PROGRESS AS AT 31ST. JULY, 1944. (contd.)

Description.	Size.	Progress.	Est'd date compltn.	Remarks.
Repairs to Bridge 41 at Km. 201.8	Pipe and fill 2,000 cu. yds.	40%	5.8.44.	
Repairs to Bridge 42 at Km. 207.7	2/35 ft. R.S.J. spans.	60%	6.8.44.	
Repairs to Bridge 43 at Km. 208.0	Pipe and fill.	10%	5.8.44.	
Repairs to Bridge 44 at Km. 208.5	Pipe and fill.	5%	5.8.44.	
Camucia to Castiglion Fiorentino	11 Kms. of minor track repairs.	80%	6.8.44.	
Water supply.	New pumping station 1 - 1/10,000 gln. tank and tower.	10%	15.8.44.	
Water supply.	Repairs to pipe line : 1 -10,000 gln. tank and tower.	10%	15.8.44.	
Water supply.	Erection of 10,000 gln.Braithwaite tank, piping and columns.	5%	15.8.44.	Deep-well pump supplied by Americans.
Repairs to Bridge 45 at Km. 211.6	1/20 ft. R.S.J. span.	50%	6.8.44.	
Repairs to Bridge 46 at Km. 212.1	Pipe and fill.	50%	6.8.44.	
Repairs to Bridge 47 at Km. 213.7	Fill.	40%	7.8.44.	

/ to Sht 5.

1567

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944 (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Pr
Line 65, ROME - ORTE - AREZZO (Contd.)					
65/88	161 Rly.Const.Coy. 46 M.E.(Tn.)Sect.	Frassineto	Repairs to Bridge 48 at Km. 214.0	Pipe and fill.	
65/89	161 Rly.Const.Coy. 46 M.E. (Tn.)Sect.	Frassineto	Repairs to Bridge 49 at Km. 216.25	Pipe and fill.	
65/90	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Frassineto	Repairs to Bridge 50 at Km. 217.6	Pipe and fill.	
65/91	161 Rly.Const.Coy.	Frassineto	Repairs to Bridge 51 at Km. 218.0	Repair of damaged arch.	
65/92	161 Rly.Const.Coy.	Frassineto	Repairs to Bridge 52 at Km. 218.2	1/35 ft. R.S.J. span.	
65/93	161 Rly.Const.Coy. 46 M.E. (Tn.) Sect.	Frassineto	Repairs to Bridge 53 at Km. 218.6	Fill.	
65/94	161 Rly.Const.Coy.	Frassineto	Repairs to Bridge 54 at Km. 219.2	Repair damaged 15 ft. arch.	
65/95	161 Rly.Const.Coy.	Frassineto	Repairs to Bridge 55 at Km. 221.5	1/20 ft. R.S.J. span.	
65/96	161 Rly.Const.Coy.	L'Olmo	Castiglion Fiorentino to L'Olmo	Track repairs.	
65/97	161 Rly.Const.Coy.	Arezzo	Tunnel at Km. 223.25	1,500 cu. yds to excavate at South portal. 1,000 cu.yds at North portal.	

1568

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944. (Contd.)

tion.	Description.	Size.	Progress.	Est'd date compltn.	Remarks.
td.)					
sineto	Repairs to Bridge 48 at Km. 214.0	Pipe and fill.	40%	6.8.44.	
sineto	Repairs to Bridge 49 at Km. 216.25	Pipe and fill.	10%	5.8.44.	
sineto	Repairs to Bridge 50 at Km. 217.6	Pipe and fill.	99%	1.8.44.	
sineto	Repairs to Bridge 51 at Km. 218.0	Repair of damaged arch.	50%	5.8.44.	
sineto	Repairs to Bridge 52 at Km. 218.2	1/35 ft. R.S.J. span.	60%	5.8.44.	
sineto	Repairs to Bridge 53 at Km. 218.6	Fill.	98%	1.8.44.	
sineto	Repairs to Bridge 54 at Km. 219.2	Repair damaged 15 ft. arch.	80%	5.8.44.	
sineto	Repairs to Bridge 55 at Km. 221.5	1/20 ft. R.S.J. span.	30%	6.8.44.	
o	Castiglion Fiorentino to L'Olmo	Track repairs.	70%	6.8.44.	
o	Tunnel at Km. 223.25	1,500 cu. yds to excavate at South portal. 1,000 cu.yds at North portal.	90%	4.8.44.	With 139 Mech. Equip Coy., R.E. (2 x 1½ RB excavators).

/to Sheet 6.....

1569

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944. (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress.
Line 65, ROME - ORTE - AREZZO (Contd.)					
65/98	161 Rly.Const.Coy.	Arezzo	Repairs to Bridge 56 at Km. 224.3	1/35 ft. R.S.J. span.	50%
65/99	161 Rly.Const.Coy.	Arezzo	Repairs to Bridge 57 at Km. 225.7	1/35 ft. Standard R.S.J. span.	60%
65/100	161 Rly.Const.Coy. 46 M.E.(Tn.) Sect.	Arezzo	L'Olmo (excl.) to Arezzo (incl.)	6 Kms. of track repairs.	60%
Line 86, LECCE - BRINDISI - BARI - ANCONA.					
86/48	62 Tunnelling Coy. (S.A.E.C)	Ca[illegible]	[illegible] at Km. 571.	Permanent repairs to demolished tunnel 23½ metres long.	60%
86/51	62 Tunnelling Coy. (S.A.E.C)	Tollo	Tunnel at Km. 568	Permanent repairs to demolished tunnel 637 metres long.	97%
86/120	C.E.	Campomarino	Repairs to Diesel Pumping Station.	Reconstruction of buildings and pumping installations.	75%
Line 87, ORTE - TERNI - ANCONA.					
87/25	39 Rly.Const.Coy. (S.A.E.C)	Scansano Siffinre	Follonso (excl) to Scansano Siffinre (incl).	4 Kms. of repairs to track and minor bridges.	95%
87/26	39 Rly.Const.Coy. (S.A.E.C)	Pieve Fanonica	Repairs to Bridge 10 over Fiume Topino at Km. 1[illegible]	2/52 ft. German R.S.J. spans.	50%
87/28	39 Rly.Const.Coy. (S.A.E.C)	Pieve Fanonica	Repairs to Bridge 11 at Km. 177.65	Repairs to 160 ft. [illegible] girder spans.	10%

7037

1570

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944. (Contd).

ation.	Description.	Size.	Progress.	Est'd date compltn.	Remarks.
ntd.)					
zzo	Repairs to Bridge 56 at Km. 224.3	1/35 ft. R.S.J. span.	50%	10.8.44	
zzo	Repairs to Bridge 57 at Km. 225.7	1/35 ft. Standard R.S.J. span.	60%	8.8.44.	
zo	L'Olmo (excl.) to Arezzo (incl.)	8 Kms. of track repairs.	60%	9.8.44.	
ARTOUN.					
	at Km. 371.	Permanent repairs to demolished tunnel 23½ metres long.	80%		
	Tunnel at Km. 368	Permanent repairs to demolished tunnel 637 metres long.	97%		
terno	Repairs to Direct Public Station.	Reconstruction of buildings and pumping installations.	75%		
ano re	Palazzo (excl) to Scandiano Bifurco (incl).	4 Kms. of repairs to track and minor bridges.	95%	10.8.44.	
Tenonica	Repairs to bridge 10 over River Tepino at Km. 173.45	2/52 ft. German R.S.J. spans.	80%	12.8.44.	
ca	Repairs to bridge 11 at Km. 177.65	Repairs to 160 ft. to 50 ft. girder spans.	10%	12.8.44.	

/to Sheet 7.

157 11

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944.(Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress.
Line 87, ORTE - TERNI - ANCONA (Contd.)					
87/29	39 Rly.Const.Coy. (S.A.E.C)	Valtopina	Repairs to Bridge 12 at Km. 178.8	3/35 ft. R.S.J spans.	70%
87/30	39 Rly.Const.Coy. (S.A.E.C)	Valtopina	Repairs to Bridge 13 at Km. 180	1/85 ft. U.C.R.B. span.	10%
87/31	39 Rly.Const.Coy. (S.A.E.C)	Nocera Umbra	Repairs to Bridge 14 at Km. 184.3	1/31 ft. R.S.J. span.	50%
87/32	39 Rly.Const.Coy. (S.A.E.C)	Nocera Umbra	Pieve Fanonica (excl) to Nocera Umbra (incl).	9 Kms. of track repairs.	90%
87/36	39 Rly. Const.Coy. (S.A.E.C)	Gaifana	Repairs to Bridge 18 at Km. 191.85	1/70 ft. U.C.R.B. span 1/24 ft R.S.J span.	5%
87/42	61 Tunnelling Coy. (S.A.E.C)	Fossato	Gualdo Tadino (excl.) to Fossato (incl).	5 Kms. of track repairs.	40%
87/43	61 Tunnelling Coy. (S.A.E.C)	Fossato	Repairs to Bridge 22 at Km. 209.84	1/65 ft U.C.R.B span - 2/40 ft. Standard Sectional spans 2/20 ft. R.S.J spans.	20%
87/44	61 Tunnelling Coy. (S.A.E.C)	Fossato	Tunnel at Km. 211.60	Clear 700 tons of rock fall - rebuild 600 ft. arch lining.	20%
87/45	61 Tunnelling Coy. (S.A.E.C)	Cancello Fabriano	Fossato (excl). to Cancello Fabriano (incl).	8 Kms. of minor track repairs.	40%
87/46	61 Tunnelling Coy. (S.A.E.C)	Cancello Fabriano	Tunnel at Km. 218.50	Clear debris and rebuild portals.	15%

1572

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

WORKS PROGRESS AS AT 31ST JULY, 1944.(Contd)

	Description.	Size.	Progress.	Est'd date compln.	Remarks.
	Repairs to Bridge 12 at Km. 178.8	3/35 ft. R.S.J spans.	70%	6.8.44.	
	Repairs to Bridge 13 at Km. 180	1/85 ft. U.C.R.B. span.	10%	12.8.44.	
ra	Repairs to Bridge 14 at Km. 134.3	1/31 ft. R.S.J. span.	50%	8.8.44.	
ra	Pieve Fanonica (excl) to Nocera Umbra (incl).	9 Kms. of track repairs.	90%	12.8.44.	
	Repairs to Bridge 18 at Km. 191.85	1/70 ft. U.C.R.B. span 1/24 ft R.S.J span.	5%	12.8.44.	
	Cualdo Tadino (excl.) to Fossato (incl).	5 Kms. of track repairs.	40%	31.8.44.	
	Repairs to Bridge 22 at Km. 209.84	1/65 ft U.C.R.B span - 2/40 ft. Standard Sectional spans 2/20 ft. R.S.J spans.	20%	31.8.44.	
	Tunnel at Km. 211.60	Clear 700 tons of rock fall - rebuild 600 ft. arch lining.	20%	31.8.44.	
	Fossato (excl). to Cancello Fabriano (incl).	8 Kms. of minor track repairs.	40%	31.8.44.	
	Tunnel at Km. 218.50	Clear debris and rebuild portal.	15%	31.8.44.	

/to Sheet 8.....

1573

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944 (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress.	Es de co
Line 87, ORTE - TERNI - ANCONA.(Contd.)						
87/47	61 Tunnelling Coy. (S.A.E.C)	Fabriano	Cancello Fabriano (excl) to Fabriano (incl.)	8 Kms. of minor track repairs.	51%	31
87/55	61 Tunnelling Coy. (S.A.E.C)	Genga	Repairs to retaining wall at Km. 241.96	Rebuild wall 30 ft. high x 30 ft. long.	5%	31
87/56	61 Tunnelling Coy. (S.A.E.C)	Genga	Tunnel at Km. 242.67	Clear 2,000 cu yds from approach cutting. Rebuild both portals and 800 ft. of arch lining.	10%	31
87/57	61 Tunnelling Coy. (S.A.E.C)	Serra S. Quirico	Repairs to Bridge 28 at Km. 244.14	2/70 ft. U.C.R.B. spans.	5%	31
87/70	38 Rly.Const.Coy. (S.A.E.C)	Chiaravalle	Repairs to Bridge 38 at Km. 277.1	1/35 ft. R.S.J. span.	5%	31
87/71	38 Rly.Const.Coy. (S.A.E.C)	Chiaravalle	Jesi (excl.) to Chiaravalle (incl.)	11 Kms. of track repairs.	5%	31
87/72	38 Rly.Const.Coy. (S.A.E.C)	Chiaravalle	Reconstruction of Bridge 39 at Km. 278.6	Three steel girder spans of 131 ft each totally destroyed by bombing. Germans built a new bridge on an adjacent site using R.S.J.s on trestles on timber piles. All these joists were blown, the trestles burnt and the piles cut off at water level. Present work consists of crossing river with 2 x 82 ft. and 4 x 68 ft. Yunnan Burma spans.	5%	31

7036

1574

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944 (Contd.)

...on.	Description.	Size.	Progress.	Est'd date compln.	Remarks.
...R.)					
...no	Cancello Fabriano (excl) to Fabriano (incl.)	8 Kms. of minor track repairs.	51%	31.8.44.	
	Repairs to retaining wall at Km. 241.96	Rebuild wall 30 ft. high x 30 ft. long.	5%	31.8.44.	
	Tunnel at Km. 242.67	Clear 2,000 cu yds from approach cutting. Rebuild both portals and 800 ft. of arch lining.	10%	31.8.44.	
...s.	Repairs to Bridge 28 at Km. 244.14	2/70 ft. U.C.R.B. spans.	5%	31.8.44.	
...elle	Repairs to Bridge 38 at Km. 277.1	1/35 ft. R.S.J. span.	5%	31.8.44.	
...alle	Jesi (excl.) to Chiaravalle (incl.)	11 Kms. of track repairs.	5%	31.8.44.	
...alle	Reconstruction of Bridge 39 at Km. 278.6	Three steel girder spans of 131 ft each totally destroyed by bombing. Germans built a new bridge on an adjacent site using R.S.J.s on trestles on timber piles. All these joists were blown, the trestles burnt and the piles cut off at water level. Present work consists of crossing river with 2 x 82 ft. and 4 x 68 ft. Yunnan Burma spans.	5%	31.8.44.	

7026

/to Sheet 9.....

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944 (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progres
Line 302 FOGGIA - POTENZA.					
302/6	I.S.R.	Melfi	Permanent repairs to Bridge 3 at Km. 60.03	2 x 10 metres masonry arch.	40%
302/7	I.S.R.	Melfi	Permanent repairs to Bridge 4 at Km. 66.22	3 x 10 metres masonry arch.	60%
302/8	I.S.R.	Rochetta	Permanent repairs to Bridge 1 at Km. 47.82	1 x 8 metres masonry arch.	15%
302/9	I.S.R.	Rochetta	Permanent repairs to Bridge 2 at Km. 4[illegible].68	2 x 9 metres masonry arch.	25%

1576

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

WORKS IN PROGRESS AS AT 31ST JULY, 1944 (Contd.)

cation.	Description.	Size.	Progress.	Est'd date compln.	Remarks.
ifi	Permanent repairs to Bridge 3 at Km. 60.03	2 x 10 metres masonry arch.	40%	-	
ifi	Permanent repairs to Bridge 4 at Km. 66.2	3 x 10 metres masonry arch.	60%	-	
hetta	Permanent repairs to Bridge 1 at Km. 47.82	1 x 8 metres masonry arch.	15%	-	
hetta	Permanent repairs to Bridge 2 at Km. 4[illegible].68	2 x 9 metres masonry arch.	25%	-	

1571

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

WORKS COMPLETED DURING JULY 1944.

Job No.	Agency	Location	Description	Size
Line 50, ROME - CIVITAVECCHIA - LEGHORN - PISA.				
50/8	40 Rly Const. Coy. (S.A.E.C.)	Civitavecchia	Repairs to track in Station and Docks.	Provision of essential facilities.
Line 65, ROME - FLORENCE.				
65/4	38 Rly Const. Coy. (S.A.E.C.)	Fara Sabina	Monterotondo (exclusive) to Fara Sabina (inclusive)	12 Km. of minor track and bridge repairs.
65/5	38 Rly Const. Coy. (S.A.E.C.)	Poggio Mirteto	Fara Sabina (exclusive) to Poggio Mirteto (inclusive)	11 Km. of minor track repairs
65/6	38 Rly Const. Coy. (S.A.E.C.)	Poggio Mirteto	Repairs to Bridge 1 at Km.44.5.	1 No. 40 ft. Standard Sectional span.
65/9	39 Rly Const. Coy. (S.A.E.C.)	Civita Castellana	Stimigliano (exclusive) to Civita Castellana (inclusive)	13 Km. of minor track repairs
65/10	39 Rly Const. Coy.	Civita Castellana	Reconstruction of Bridge 3 over River Amele at Km.63.6	Repairs to damaged 40 metre span using L.S. Trestling and 1 No. 31 ft. R.S.J. span.
65/11	39 Rly Const. Coy. (S.A.E.C.)	Civita Castellana	Reconstruction of Bridge 4 over River Tiber at Km.65.75.	Erection of 3 temporary R.S.J spans each of 20 metres.
65/12	39 Rly Const. Coy. (S.A.E.C.)	Gallese Teverina	Civita Castellana (exclusive) to Gallese Teverina (inclusive)	4 Km. of minor track repairs
65/13	39 Rly Const. Coy. (S.A.E.C.)	Orte	Gallese Teverina (exclusive) to Orte (inclusive)	9 Km. of minor track repairs and repairs to Orte Station.

1578

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

WORKS COMPLETED DURING JULY 1944.

n	Description	Size	Date of Completion	Remarks.
RN - PISA.				
ecchia	Repairs to track in Station and Docks.	Provision of essential facilities.	2.7.44	
bina	Monterotondo (exclusive) to Fara Sabina (inclusive)	12 Km. of minor track and bridge repairs	2.7.44.	
irteto	Fara Sabina (exclusive) to Poggio Mirteto (inclusive)	11 Km. of minor track repairs	2.7.44.	
irteto	Repairs to Bridge 1 at Km.44.5.	1 No. 40 ft. Standard sectional span.	2.7.44.	
ana	Stimigliano (exclusive) to Civita Castellana (inclusive)	13 Km. of minor track repairs	4.7.44.	
ana	Reconstruction of Bridge 3 over River Amele at Km.63.6	Repairs to damaged 40 metre span using L.S. Trestling and 1 No. 31 ft. R.S.J. span.	2.7.44.	
ana	Reconstruction of Bridge 4 over River Tiber at Km.65.75.	Erection of 3 temporary R.S.J spans each of 20 metres.	4.7.44.	
	Civita Castellana (exclusive) to Gallese Teverina (inclusive	4 Km. of minor track repairs	4.7.44.	
	Gallese Teverina (exclusive) to Orte (inclusive)	9 Km. of minor track repairs and repairs to Orte Station.	4.7.44.	

/to sheet 2...

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

WORKS COMPLETED DURING JULY 1944 (Contd).

Job No.	Agency	Location	Description	Size
65/14	160 Rly Const. Coy.	Bassano in Teverina	Orte (exclusive) to Bassano in Teverina (inclusive)	8 Km. of minor track repairs
65/15	160 Rly Const. Coy. 46 M.E.(Tn) Section	Orte	Tunnel at Km.86.	Clearing of small earth fall through roof demolition, and removal of burnt out rolling stock.
65/16	160 Rly Const. Coy.	Attigliano	Bassano in Teverina (exclusive) to Attigliano (inclusive)	5 Km. of minor track repairs
65/17	160 Rly Const. Coy. 46 M.E.(Tn) Section	Bassano in Teverina	Reconstruction of Bridge 5 over River Tiber at Km.92.4.	This originally consisted of a pair of continuous lattice girder bridges over three spans of 164'-5", 197'-5", and 164'-5", supported on masonry piers and abutments. Allied bombing had damaged the bridge so extensively that it was necessary to construct a deviation, with a bridge of 12 No. 40 ft. spans of heavy German R.S.Js carried on light steel trestles with piled foundations.
65/18	160 Rly Const. Coy.	Alviano	Attigliano (exclusive) to Alviano (inclusive)	9 Km. of minor track repairs
65/19	160 Rly Const. Coy.	Attigliano	Repairs to Bridge 6 at Km.99.1.	2 No. 40 ft. German joist spans on on light steel trestle pier spanned two arches in 3 arch bridge.
65/21	10 Rly Const. Coy.	Castiglion in Teverina	Alviano (exclusive) to Castiglion in Teverina (inclusive)	7 Km. of minor track repairs.

[580]

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

WORKS COMPLETED DURING JULY 1944 (Contd).

ion	Description	Size	Date of Completion	Remarks.
no in rina	Orte (exclusive) to Bassano in Teverina (inclusive)	8 Km. of minor track repairs	21.7.44.	
	Tunnel at Km.86.	Clearing of small earth fall through roof demolition, and removal of burnt out rolling stock.	14.7.44.	Permanent repairs continue.
gliano	Bassano in Teverina (exclusive) to Attigliano (inclusive)	5 Km. of minor track repairs	26.7.44.	
no in rina	Reconstruction of Bridge 5 over River Tiber at Km.92.4.	This originally consisted of a pair of continuous lattice girder bridges over three spans of 164'-5", 197'-5", and 164'-5", supported on masonry piers and abutments. Allied bombing had damaged the bridge so extensively that it was necessary to construct a deviation, with a bridge of 12 No. 40 ft. spans of heavy German R.S.Js carried on light steel trestles with piled foundations.	30.7.44.	
no	Attigliano (exclusive) to Alviano (inclusive)	9 Km. of minor track repairs	26.7.44.	
gliano	Repairs to Bridge 6 at Km.99.1.	2 No. 40 ft. German joist spans on on light steel trestle pier spanned two arches in 3 arch bridge.	24.7.44.	
glion verina	Alviano (exclusive) to Castiglion in Teverina (inclusive)	7 Km. of minor track repairs.	20.7.44.	Except Bridge at Km.109.3.

/to sheet 3...

1581 1

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

WORKS COMPLETED DURING JULY 44 (Contd).

Job No.	Agency	Location	Description	Size
65/23	10 Rly Const. Coy.	Orvieto	Castiglione in Teverina (exclusive) to Orvieto (inclusive)	13 Km. of minor track repairs
65/24	10 Rly Const Coy.	Baschi	Tunnel at Km.118.	Clearing damaged rolling stock and debris.
65/25	10 Rly Const. Coy.	Allerona	Orvieto (exclusive) to Allerona (inclusive)	Repair of 12 craters in track
65/26	1st Canadian Field Coy. C.R.E.	Orvieto	Repairs to Bridge 8 at Km.125.8.	Strutting damaged arch.
65/28	1st Canadian Field Coy. C.R.E.	Allerona	Repairs to Bridge 10 at Km.133.7.	20 ft. German Joist spans.
65/31	159 Rly Const. Coy.	Allerona	Repairs to Bridge 12 at Km.137.4	Fill
65/33	159 Rly Const. Coy.	Allerona	Tunnel at Km.140.1	Clearance of one demolition at rear end portal.
65/35	159 Rly Const. Coy. 46 M.E.(Tn) Section	Allerona	Repairs to Bridge 14 at Km.141.4	Fill
65/37	159 Rly Const. Coy.	Ficulle	Repairs to Bridge 15 at Km.146.2	1 No. 20 ft. R.S.J span
65/38	159 Rly Const. Coy.	Ficulle	Repairs to Bridge 16 at Km.146.4.	1 No. 40 ft. Sectional span
65/39	159 Rly Const. Coy.	Ficulle	Repairs to Bridge 17 at Km.146.45	1 No. 60 ft. U.C.R.B. span. Remainder of 130 ft. gap filled.

1582

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

WORKS COMPLETED DURING JULY 44 (Contd).

Description	Size	Date of Completion	Remarks.
Castiglione in Teverina (exclusive) to Orvieto (inclusive)	13 Km. of minor track repairs	15.7.44.	
Tunnel at Km.118.	Clearing damaged rolling stock and debris.	26.7.44.	
Orvieto (exclusive) to Allerona (inclusive)	Repair of 12 craters in track	28..7.44.	
Repairs to Bridge 8 at Km.125.8.	Strutting damaged arch.	26.7.44.	
Repairs to Bridge 10 at Km.133.7.	20 ft. German Joist Spans.	29.7.44.	
Repairs to Bridge 12 at Km.137.4	Fill	31.7.44.	
Tunnel at Km.140.1	Clearance of one demolition at rear end portal.	29.7.44.	
Repairs to Bridge 14 at Km.141.4	Fill	29.7.44.	
Repairs to Bridge 15 at Km.146.2	1 No. 20 ft. R.S.J span	24.7.44.	
Repairs to Bridge 16 at Km.146.4.	1 No. 40 ft. Sectional span	31.7.44.	
Repairs to Bridge 17 at Km.146.45	1 No. 60 ft. U.C.R.B. span. Remainder of 130 ft. gap filled.	31.7.44.	

/to sheet 4..

1583

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

WORK COMPLETED DURING JULY 1944 (Contd).

Job No.	Agency	Location	Description	Size
65/40	159 Rly Const. Coy.	Citta della Pieve	Ficulle (exclusive) to Citta della Pieve (inclusive)	Repairs to 10 craters in track
65/41	159 Rly Const. Coy.	Ficulle	Repairs to Bridge 18 at Km.149.1	20 ft. Rail cluster span
65/44	159 Rly Const. Coy.	Citta della Pieve	Repairs to culvert at Km.156.0.	80 ft. gap - pipe and fill
65/45	159 Rly Const. Coy. 45 M.E.(Tn) Section	Citta della Pieve	Repairs to culvert at Km.156.1.	Pipe and fill.
65/49	150 Rly Const. Coy. 46 M.E.(Tn) Section	Chiusi	Repairs to Bridge 22 at Km.165.24	Pipe and fill
65/51	150 Rly Const. Coy. 46 M.E.(Tn) Section	Chiusi	Repairs to Bridge 24 at Km.168.22.	Pipe and fill, 600 cu.yds.
65/53	150 Rly Const. Coy. 46 M.E.(Tn) Section	Chiusi	Repairs to Bridge 26 at Km.169.5.	Pipe and fill, 800 cu.yds.
65/54	150 Rly Const. Coy. 46 M.E.(Tn) Section	Chiusi	Repairs to Bridge 27 at Km.169.8	Pipe and fill, 900 cu.yds.
65/55	150 Rly Const. Coy.	Panicale	Repairs to Bridge 28 at Km.174.5	1 No. 20 ft. local R.S.J span
65/57	150 Rly Const. Coy.	Panicale	Chiusi (exclusive) to Panicale (inclusive)	12 Km. of minor track repairs
65/58	150 Rly Const. Coy.	Panicale	Repairs to Bridge 30 at Km.178.8	Rebuild spandrel wa...

1584

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

WORK COMPLETED DURING JULY 1944 (Contd).

n	Description	Size	Date of Completion	Remarks.
ella	Ficulle (exclusive) to Citta della Pieve (inclusive)	Repairs to 10 craters in track	29.7.44.	
	Repairs to Bridge 18 at Km.149.1	25 ft. Rail cluster span	30.7.44.	
ella	Repairs to culvert at Km.156.0.	80 ft. Gap - pipe and fill	29.7.44.	
ella	Repairs to culvert at Km.156.1.	Pipe and fill	29.7.44.	
	Repairs to Bridge 22 at Km.165.24	Pipe and fill	26.7.44.	
	Repairs to Bridge 24 at Km.168.22.	Pipe and fill, 600 cu.yds.	27.7.44.	
	Repairs to Bridge 26 at Km.169.5.	Pipe and fill, 800 cu.yds.	26.7.44.	
	Repairs to Bridge 27 at Km.169.8	Pipe and fill, 900 cu.yds.	28.7.44.	
le	Repairs to Bridge 28 at Km.174.5	1 No. 20 ft. Inch R.S.J span	26.7.44.	
le	Chiusi (exclusive) to Panicale (inclusive)	12 Km. of minor track repairs	29.7.44.	
le	Repairs to Bridge 30 at Km.178.8	Rebuild spandrel wall	28 7.44.	

/to sheet 5.

1585

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

WORKS COMPLETED DURING JULY 44 (Contd).

Job No.	Agency	Location	Description	Size
65/59	150 Rly Const. Coy.	Castiglione del Lago	Panicale (exclusive) to Castiglione del Lago (inclusive)	7 Km. of track repairs
65/62	150 Rly Const. Coy.	Terontola	Repairs to Bridge 33 at Km.190.8	Rebuilding spandrel walls of small arch
65/77	159 Rly Const. Coy.	Orvieto	Repairs to water supply	Repairs to pipe line and stand pipe
65/151	38 Rly Const. Coy. (S.A.E.C.)	Monterotondo	E.S.D.	1½ miles plain track and 6 turnouts
65/152	38 Rly Const. Coy.	Rome	Ammunition railhead - Littoria Yard.	Repairs to existing facilities
Line 87, ORTE - TERNI - ANCONA.				
C7/1	40 Rly Const. Coy. (S.A.E.C.)	Nera Montoro	Orte to Nera Montoro	8 Km. of minor track repairs
87/2	40 Rly Const. Coy. (S.A.E.C.)	Orte	Repairs to Bridge 1 at Km.83.1 (River Tiber)	This was a three span double track bridge with separate spans for each track. All spans 115 feet long. Out of original 6 spans, two were serviceable and in position, one was serviceable but had one end dropped into the river bed and the remaining three were completely wrecked. The remains of the existing bridge were used in the reconstruction. One span was traversed latteraly to adjoining longitudinally to adjoining bay and bed and traversed laterally to adjoi

7923

1586

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

WORKS COMPLETED DURING JULY 44 (Contd).

	Description	Size	Date of Completion	Remarks.
del	Panicale (exclusive) to Castiglione del Lago (inclusive)	7 Km. of track repairs	27.7.44.	
	Repairs to Bridge 33 at Km.190.8	Rebuilding spandrel walls of small arch	26.7.44.	
	Repairs to water supply	Repairs to pipe line and stand pipe	31.7.44.	
o	E.S.D.	1½ miles plain track and 6 turnouts	18.7.44.	
	Ammunition railhead - Littoria Yard.	Repairs to existing facilities	7.7.44.	
ro	Orte to Nera Montoro	8 Km. of minor track repairs	16.7.44.	
	Repairs to Bridge 1 at Km.83.1 (River Tiber)	This was a three span double track bridge with separate spans for each track. All spans 115 feet long. Out of original 6 spans, two were serviceable and in position, one was serviceable but had one end dropped into the river bed and the remaining three were completely wrecked. The remains of the existing bridge were used in the reconstruction. One span was traversed latteraly to adjoining bay, one span was traversed longitudinally to adjoining bay and one span was lifted from river bed and traversed laterally to adjoining bay.	21.7.44.	

Ft. Sheet 6.

1587

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

WORKS COMPLETED DURING JULY 1944 (Contd).

Job No.	Agency	Location	Description	Size	Co
87/3	40 Rly Const. Coy. (S.A.E.C)	Narni	Nera Montoro (exclusive) to Narni (inclusave)	7 Km. of track repairs	
87/4	40 Rly Const. Coy. (S.A.E.C.)	Nera Montoro	Repairs to Bridge 2 at Km. 92.5.	Underpinning damaged 25 ft. R.C. span.	
87/5	40 Rly Const. Coy. (S.A.E.C.)	Terni	Narni (exclusive) to Terni (inclusive)	13 Km. of track repairs to 50% rail demolitions	
87/6	40 Rly Const. Coy. (S.A.E.C.)	Narni	Repairs to Bridge 3 at Km. 102.3	Reconstruction of 15 metre arch	
87/7	38 Rly Const. Coy. (S.A.E.C.)	Terni	Repairs to Bridge 4 at Km. 115.1	Viaduct of 16 masonry arches 35 ft. high demolished. Abutments and pier foundations good. Repaired by rebuilding sub-structure in concrete and using 15 x 31 ft. R.S.Js and 1 x 80 ft U.C.R.B spans for superstructure	
87/8	38 Rly Const. Coy. (S.A.E.C.)	Giuncano	Terni (exclusive) to Giuncano (inclusive)	12 Km. of minor track repairs	
87/9	61 Tunnelling Coy. (S.A.E.C.)	Giuncano	Tunnel at Km. 128.	420 ft. of crown demolished (in hard shale)	
87/10	38 Rly Const. Coy. (S.A.E.C.)	Orvieto	Demolished retaining wall at Km. 129.1	Construction of deviation	
87/11	38 Rly Const. Coy. (S.A.E.C.)	Baiano	Giuncano (exclusive) to Baiano (inclusive)	10 Km. of minor track repairs	

1588

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

WORKS COMPLETED DURING JULY 1944 (Contd).

	Description	Size	Date of Completion	Remarks.
	Nera Montoro (exclusive) to Narni (inclusive)	7 Km. of track repairs	18.7.44.	
ro	Repairs to Bridge 2 at Km.92.5.	Underpinning damaged 25 ft R.C. span.	13.7.44.	
	Narni (exclusive) to Terni (inclusive)	13 Km. of track repairs to 50% rail demolitions	19.7.44.	
	Repairs to Bridge 3 at Km.102.3	Reconstruction of 15 metre arch	20.7.44.	
	Repairs to Bridge 4 at Km.115.1	Viaduct of 16 masonry arches 35 ft. high demolished. Abutments and pier foundations good. Repaired by rebuilding sub-structure in concrete and using 15 x 31 ft. R.S.Js and 1 x 80 ft U.C.R.B spans for superstructure	21.7.44.	
	Terni (exclusive) to Giuncano (inclusive)	12 Km. of minor track repairs	21.7.44.	
	Tunnel at Km.128.	420 ft. of crown demolished (in hard shale)	21.7.44.	
	Demolished retaining wall at Km.129.1	Construction of deviation	21.7.44.	
	Giuncano (exclusive) to Baiano (inclusive)	10 Km. of minor track repairs	20.7.44.	

/to sheet 7....

1589

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

WORKS COMPLETED DURING JULY 1944 (Contd).

Job No.	Agency	Location	Description	Size	C
87/12	38 Rly Const. Coy. (S.A.E.C.)	Spoleto	Repairs to Bridge 5 over F. Tesino at Km.140.3.	3 x 40 ft. Standard sectional spans	
87/13	38 Rly Const. Coy. (S.A.E.C.)	Spoleto	Baiano (exclusive) to Spoleto (inclusive)	Km. of minor track repairs	
87/14	38 Rly Const. Coy. (S.A.E.C.)	Spoleto	Repairs to Bridge 6 at Km.143.5.	Pipe and fill	
87/15	38 Rly Const. Coy. (S.A.E.C.)	S.Giacomo di Spoleto	Repairs to Bridge 7 at Km.146.3.	Pipe and fill	
87/16	38 Rly Const. Coy. (S.A.E.C.)	Campello	Spoleto (exclusive) to Campello (inclusive)	10 Km. of minor track repairs	
87/17	38 Rly Const. Coy. (S.A.E.C.)	Campello	Repairs to Bridge 8 at Km.153.7.	1 No. 20 Ft. R.S.J. span.	
87/18	38 Rly Const. Coy. (S.A.E.C.)	Trevi	Campello (exclusive) to Trevi (inclusive)	7 Km. of minor track repairs	
87/19	38 Rly Const. Coy. 39 Rly Const. Coy. (S.A.E.C.)	Foligno	Terni (exclusive) to Foligno (inclusive)	9 Km. of minor track repairs	
87/20	40 Rly Const. Coy. (S.A.E.C.)	Terni	Water supply	1 No.10,000 gal. tank and tower, 1 pump.	
87/21	39 Rly Const. Coy. (S.A.E.C.)	Foligno	Water supply	2 No.10,000 gal. tank and tower, repairs to old pipe line.	

1590

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

WORKS COMPLETED DURING JULY 1944 (Contd).

tion	Description	Size	Date of Completion	Remarks.
leto	Repairs to Bridge 5 over F. Tesino at Km.140.3.	3 x 40 ft. Standard sectional spans	20.7.44.	
leto	Bainno (exclusive) to Spoleto (inclusive)	Km. of minor track repairs	17.7.44.	
leto	Repairs to Bridge 6 at Km.143.5.	Pipe and fill	11.7.44.	
acomo di leto	Repairs to Bridge 7 at Km.146.3.	Pipe and fill	11.7.44.	
ello	Spoleto (exclusive) to Campello (inclusive)	10 Km. of minor track repairs	19.7.44.	
ello	Repairs to Bridge 8 at Km.153.7.	1 No. 20 Ft. R.S.J. span.	20.7.44.	
vi	Campello (exclusive) to Trevi (inclusive)	7 Km. of minor track repairs	20.7.44.	
ligno	Terni (exclusive) to Foligno (inclusive)	9 Km. of minor track repairs	20.7.44.	
ni	Water supply	1 No.10,000 gal. tank and tower, 1 pump.	31.7.44.	
ligno	Water supply	2 No.10,000 gal. tank and tower, repairs to old pipe line.	30.7.44.	

7032

/to sheet 3..

1591 1

Declassified E.O. 12356 Section 3.3/NND No. 7850211

WORKS COMPLETED DURING JULY 1944 (Contd).

Job No.	Agency	Location	Description	Size	C
87/22	40 Rly Const. Coy. (S.A.E.C.)	Orte	Water supply	New pump and 1,000 ft. pipe line	
87/23	38 Rly Const. Coy. (S.A.E.C.)	Baiano	Water supply	2 No. 10,000 gal. tanks and towers	
87/24	39 Rly Const. Coy. (S.A.E.C.)	Scanzano-Belfiore	Repairs to Bridge 9 at Km.169.4.	1 No. 35 ft. R.S.J. span	
87/27	39 Rly Const. Coy. (S.A.E.C.)	Pieve Fanonica	Scanzano (exclusive) to Pieve Fanonica (inclusive)	5 Km. of track repairs	
Line 89, NAPLES - AVERSA - FORMIA - ROME.					
89/55	45 M.E.(Tn) Section	Itri	Repairs to Itri tunnel	Complete collapse of 200 yards and other small demolitions, in tunnel 2½ miles long.	
Line 90, NAPLES - CANCELLO - CASSINO - ROME.					
90/47	10 Rly Const. Coy.	Casalnuovo	No.28 Tr.S.D.	4½ miles track and 20 turnouts	
90/63	161 Rly Const. Coy.	Isoletta	Reconstruction of Bridge 17 over Liri River at Km.112.05	150 ft. Lattice girder	
90/76	1 Rly Bdg. Sect. 5 Well Boring Sect. 1 Rly Const. Coy.	Roccasecca Cassino Cassino	Water and oil supply Water supply Water supply	Reconstruction of completely demolished installations	

1592

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

WORKS COMPLETED DURING JULY 1944 (Contd).

...on	Description	Size	Date of Completion	Remarks.
	Water supply	New pump and 1,000 ft. pipe line	28.7.44.	Extended scheme to be done in August.
	Water supply	2 No. 10,000 gal. tanks and towers	28.7.44.	
...no- ...re	Repairs to Bridge 9 at Km.169.4.	1 No. 35 ft. R.S.J. span	28.7.44.	
...ca	Scanzano (exclusive) to Pieve Fanonica (inclusive)	5 Km. of track repairs	31.7.44.	
ROME.				
	Repairs to Itri tunnel	Complete collapse of 200 yards and other small demolitions, in tunnel 2½ miles long.	15.7.44.	Repairs by opening out from above. 45 M.E.(Tn) Section working with American Construction troops.
...) - ROME.				
...uovo	No.28 Tr.S.D.	4½ miles track and 20 turnouts	11.7.44.	
...ta	Reconstruction of Bridge 17 over Liri River at Km.112.05	150 ft. Lattice girder	2.7.44.	
...ecca ...o ...o	Water and oil supply Water supply Water supply	Reconstruction of completely demolished installations	7.7.44.	Using Braithwaite tanks and W.D. materials.

/to sheet 9...

1593

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

WORKS COMPLETED DURING JULY 1944 (Contd).

Job No.	Agency	Location	Description	Size	D Co
Line 244, FOLIGNO - PERUGIA - TERENTOLA.					
244/1	39 Rly Const. Coy. (S.A.E.C.)	Spello	Foligno (exclusive) to Spello (inclusive)	5 Km. of minor track repairs	
244/2	39 Rly Const. Coy. (S.A.E.C.)	Cannara	Spello (exclusive) to Cannara (inclusive)	5 Km. of minor track repairs	
244/3	39 Rly Const. Coy. (S.A.E.C.)	Assisi	Cannara (exclusive) to Assisi (inclusive)	Repairs and preparation of Assisi Station as railhead	
244/4	39 Rly Const. Coy. (S.A.E.C.)	Bastia	Assisi (exclusive) to Bastia (inclusive)	Repairs and preparation of Bastia Station as railhead	

7821

1594

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

WORKS COMPLETED DURING JULY 1944 (Contd).

n	Description	Size	Date of Completion	Remarks.
OLi.				
	Foligno (exclusive) to Spello (inclusive)	5 Kms. of minor track repairs	15.7.44.	
	Spello (exclusive) to Cannara (inclusive)	5 Kms. of minor track repairs	12.7.44.	
	Cannara (exclusive) to Assisi (inclusive)	Repairs and preparation of Assisi Station as railhead	18.7.44.	
	Assisi (exclusive) to Bastia (inclusive)	Repairs and preparation of Bastia Station as railhead	15.7.44.	

021

Appendix 10(a)

Daily Average Train Operation.

Month JULY 1944.

Trains Run BARI Div.	Military							Civil	
	Freight				Troop & POW		Amb. Trains	Trains	
	Trains	Wagons			Trains	Wagons		Pass	Frt
		Ldd	Emp	Total					
NORTH OF TERMOLI	5.1	102	16	118	0.4	8	0.5	-	-
TERMOLI-FOGGIA	5.8	63	86	149	0.2	3	0.5	-	-
FOGGIA-TERMOLI	6.2	142	13	155	0.5	7	0.5	-	-
FOGGIA BRANCHES	4.8	65	12	77	-	-	-	-	-
FOGGIA CERVARO	3.4	32	19	51	0.2	2	0.4	-	-
FOGGIA-BARI	7.6	145	123	268	2.6	52	1.0	1.6	-
BARI-FOGGIA	10.8	327	12	339	2.1	41	0.6	1.6	-
BARI-BRINDISI	3.4	98	12	110	-	2	-	1.3	-
BRINDISI-BARI	3.8	101	11	112	-	1	-	1.3	-
BARI-TARANTO	3.6	66	8	74	1.3	36	0.4	1.9	-
TARANTO-BARI	3.1	56	20	76	1.4	26	0.4	1.8	-
BRINDISI-TARANTO	2.2	44	18	62	-	1	-	1.2	-
TARANTO-BRINDISI	1.9	23	12	35	-	1	-	1.2	-
TARANTO-METAPONTO	4.2	46	34	80	0.9	20	-	0.7	-
METAPONTO-TARANTO	3.2	65	12	77	1.1	20	-	0.7	-
METAPONTO-POTENZA	2.8	52	6	58	0.9	20	-	0.2	-
POTENZA-METAPONTO	2.3	45	12	57	1.0	17	-	0.4	-
METAPONTO-SI BARI	2.0	19	28	47	-	-	-	0.4	-
POTENZA-FOGGIA	-	-	1	1	-	-	-	0.5	-
FOGGIA-POTENZA	0.2	-	1	1	-	-	-	-	-
TOTAL TRAINS RUN	76.4	-	-	-	12.6	-	4.3	14.6	-

Total Trains All Classes run: 107.9

Average Train Miles per day : BARI Division 6193

Military Freight:

Declassified E.O. 12356 Section 3.3/NND No. 782021

TERMOLI-FOGGIA	5.8	63	86	149	0.2	3	0.5	-	-
FOGGIA-TERMOLI	6.2	142	13	155	0.5	7	0.5	-	-
FOGGIA BRANCHES	4.8	65	12	77	-	-	-	-	-
FOGGIA CERVARO	3.4	32	19	51	0.2	2	0.4	-	-
FOGGIA-BARI	7.6	145	123	268	2.6	53	1.0	1.6	-
BARI-FOGGIA	10.8	327	12	339	2.1	41	0.5	1.6	-
BARI-BRINDISI	3.4	98	12	110	-	2	-	1.3	-
BRINDISI-BARI	3.8	101	11	112	-	1	-	1.3	-
BARI-TARANTO	3.6	66	8	74	1.3	36	0.4	1.9	-
TARANTO-BARI	3.1	56	20	76	1.4	26	0.4	1.8	-
BRINDISI-TARANTO	2.2	44	18	62	-	1	-	1.2	-
TARANTO-BRINDISI	1.9	23	12	35	-	1	-	1.2	-
TARANTO-METAPONTO	4.2	46	34	80	0.9	20	-	0.7	-
METAPONTO-TARANTO	3.2	65	12	77	1.1	20	-	0.7	-
METAPONTO-POTENZA	2.8	52	6	58	0.9	20	-	0.2	-
POTENZA-METAPONTO	2.3	45	12	57	1.0	17	-	0.4	-
METAPONTO-SIBARI	2.0	19	28	47	-	-	-	0.4	-
POTENZA-FOGGIA	-	-	1	1	-	-	-	0.5	-
FOGGIA-POTENZA	0.2	-	1	1	-	-	-	-	-
TOTAL TRAINS RUN	76.4	-	-	-	12.6	-	4.3	14.6	-

Total Trains All Classes run: 107.9

Average Train Miles per day : BARI Division 6203

Military Freight:

Average No. loaded wagons per train	19.4
" " empty " " "	5.9
Averare Total No. wagons per train	25.3
Average nett tons per train	290
Average gross tons per train	592
Average speed per train	8.7 mph

Troop, POW and Ambulances:

Average speed per train	13.2 mph

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

Appendix 10(b)

Daily Average Train Operation

Month JULY 1944

Trains Run ANCONA Div	MILITARY FREIGHT			
	Trains	Loads	Empties	Total
FORTH OF ASSISI	.6	4.2	.2	4.4
FOLIGNO-ASSISI	5.7	140.1	.6	140.7
ASSISI-FOLIGNO	4.6	15.	112.2	127.2
TERNI-FOLIGNO	6.1	166.8	.3	167.1
FOLIGNO-TERNI	4.7	16.2	116.2	132.4
ORTE-TERNI	6.4	198.3	.4	198.7
TERNI-ORTE	4.7	10.3	138.3	148.6
TRAINS RUN	32.8	-	-	-

Average Train Miles per day: 671.2

Military Freight:

Average No. loaded wagons per train 16.7
" " empty " " " 11.2
Average Total No. wagons per train 27.9

Average nett tons per train 430) Orte to
Average gross tons per train 720) Folegno only

Average speed per train 9.9 mph

Declassified E.O. 12356 Section 3.3/NND No. 782021

FOLIGNO-ASSISI	5.7	140.1	.6	140.7
ASSISI-FOLIGNO	4.6	15.	112.2	127.2
TERNI-FOLIGNO	6.1	166.8	.3	167.1
FOLIGNO-TERNI	4.7	16.2	116.2	132.4
ORTE-TERNI	6.4	198.3	.4	198.7
TERNI-ORTE	4.7	10.3	138.3	148.6
TRAINS RUN	32.8	-	-	-

Average Train Miles per day: 671.2

Military Freight:

Average No. loaded wagons per train 16.7
" " empty " " " 11.2
Average Total No. wagons per train 27.9

Average nett tons per train 430) Orte to
Average gross tons per train 720) Folegno only
Average speed per train 9.9 mph

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

Appendix 11

I.S.R. LOCO SITUATION - 31 July'44

COMPARATIVE POSITION EAST & WEST SIDE.

Type					Available	Undergoing or awaiting heavy repairs	Laid Aside Unserviceable	Laid Aside Serviceable
WEST ITALY (American)								
Steam	Main Line	ISR	coal	burning	101	21	30	16
"	"	"	oil	"	2	-	-	-
"	"	USA	"	"	69	3	-	-
"	"	"	coal	"	0	-	-	-
"	Switch	ISR			107	6	28	14
"	"	USA			5	-	-	-
Diesel 650 hp.		"			81	8	1	-
Electric		ISR			44	49	-	-
					409	87	59	30
CENTRAL ITALY (British)								
Steam	Main Line	ISR	coal	burning	12	-	-	-
"	Switch	"	"	"	1	-	-	-
					13	-	-	-
CALABRIA (ACC)								
Steam	Main Line	ISR			49	24	34	-
"	Shunt	"			20	11	5	-
Electric		"			31	14	-	-
					100	49	39	-
EAST ITALY (British)								
Steam	Main Line				195	68	28	12
"	Switch				81	13	5	1
Diesel 350 hp.					2	-	-	-
					278	81	33	13
GRAND TOTAL					800	217	121	43

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Steam	Main	Line	ISR	coal	burning	101	21	30	16
"	"	"	"	oil	"	2	-	-	-
"	"	"	USA	"	"	69	3	-	-
"	"	"	"	coal	"	0	-	-	-
"	Switch		ISR			107	6	28	14
"	"		USA			5	-	-	-
Diesel 650 hp.			"			81	8	1	-
Electric			ISR			44	49	-	-
						409	87	59	30

CENTRAL ITALY (British)

Steam	Main	Line	ISR	coal	burning	12	-	-	-
"	Switch		"	"	"	1	-	-	-
						13	-	-	-

CALABRIA (ACC)

Steam	Main	Line	ISR			49	24	34	-
"	Shunt		"			20	11	5	-
Electric			"			31	14	-	-
						100	49	39	-

EAST ITALY (British)

Steam	Main	Line				195	68	28	12
"	Switch					81	13	5	1
Diesel 350 hp.						2	-	-	-
						278	81	33	13
GRAND TOTAL						800	217	121	43

7328

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

DETAILS OF TN. STORES RECEIVED FROM CONVOYS EX U.K., U.S.A., M.E. AND M.A. JUNE

Convoy	Port	No. of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores.		Principal Items
KMS 54 UGS 45 GUS 44	Naples Taranto Bari Barletta	8	2000		4 miles Sleepers 39 sets Crossing Timbers 13 tons Tank Track Pads 1100 - 30' Sheet Piles 56 tons L.T. Sections 7 Mines Barges 250 tons Cargo Handling Gear 300 tons Track Fittings 50 tons Firebricks
KMS 55 UGS 46 GUS 45	Naples Bari Brindisi	8	1550	3550	5 Mines Barges 6 miles Sleepers 105 tons Firebricks 21 sets Crossing Timbers 7 Water Trailers 17 tons A.C.L. spares. 15 " Fittings for Oil Conversion 10.3/4 tons Whitemetal 3.3/4 " Copper Sheet & Wire. 1500 Cargo Trays 64 tons M.S. Sections & plates
UGS 47	Bari	1	400	3950	7 - 27 ft. R.S.J. Spans 7 - 31 ft. R.S.J. Spans 2 - 35 ft. R.S.J. Spans 2 Mines Barges 5 R.O.Rs.

16021

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

APPENDIX NO. 12

DETAILS OF TN. STORES RECEIVED FROM CONSIGNORS EX U.K., U.S.A., M.E. AND N.A. JULY 1924.

No. of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores.	Principal Items	Demand No.	Remarks
6	2000	¼ miles Sleepers 39 sets Crossing Timbers 13 tons Tank Track Pads 1100 - 30' Steel Piles 50 tons M.S. Sections 7 Lighter Barges 250 tons Cargo Handling Gear 300 tons Track Fittings 50 tons Firebricks	MED/Tn. 2/UK. 173 -do- Ex N.A. MED/Tn. 2/UK. 144. Tn. 2/ME. 172 Ex N.A. -do- MED/Tn. 2/UK. 176 MED/Tn. 2/ME. 16	Discharged
8	1550 3550	5 Lighter Barges 6 miles Sleepers 105 tons Firebricks 21 sets Crossing Timbers 7 Lighter Trailers 17 tons R.C.I. spares. 15 " Fittings for Oil Conversion 10.3/4 tons Whitemetal 3.3/4 " Copper Sheet & Wire. 1500 Cargo Trays 64 tons M.S. Sections & plates	-do- MED/Tn. 2/UK. 172 MED/Tn. 2/ME. 16 -do- MED/Tn. 2/UK. 178 Ex N... -do- MED/Tn. 2/UK. 151 Tn. 2/CRD. 81 -do- MED/Tn. 2/UK. 144. Tn. 2/ME. 172	-do-
1	400 3950	7 - 27 ft. R.S.J. Spans 7 - 31 ft. R.S.J. Spans 3 - 35 ft. R.S.J. Spans 3 Lighter Barges 9 P.O.Is.	MED/Tn. 2/UK. 147 -do- -do- - -	-do-

APPENDIX No. 13.

OIL POSITION, EAST ITALY, FOR MONTH OF JULY 1944.

In barrels of 35 Imp. Galls.

	Opening Stock	Receipts during month	Issues during month	Closing Stock
CYL. SAT. STEAM	537	-	3	534
CYL. SUP. STEAM	-	138	107	31
LUB. ENGINE	1846	340	-	2186
WAGON AXLE	53	9	-	62

COAL - JULY 1944.

OPENING STOCK	-	43, 496	Tons.
RECEIPTS		17,056	"
ISSUES		20,321	"
CLOSING STOCK		40,231	"

Based on month's issues stock is equivalent to 60 days consumption.

AVERAGE WEEKLY RECEIPTS	4,264	Tons.
AVERAGE WEEKLY ISSUES	5,080	Tons.

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

CYL. SUP. STEAM	-	138	107	31
LUB. ENGINE	1846	340	-	2186
WAGON AXLE	53	9	-	62

COAL - JULY 1944.

OPENING STOCK	-	43, 496	Tons.
RECEIPTS		17,056	"
ISSUES		20,321	"
CLOSING STOCK		40,231	"

Based on month's issues stock is equivalent to 60 days consumption.

AVERAGE WEEKLY RECEIPTS	4,264	Tons.
AVERAGE WEEKLY ISSUES	5,080	Tons.

7026

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGE DISCHARGED DURING THE MONTH ENDING 31ST

Port	No. of Ships	No. of Days Discharging	Cargo	No. of M.T. & Tons Discharged M.T.	Quay Tons.	Lighter M.T.	Lighter Tons.	Total Tonnage	Average Daily Tonn Discharg
TARANTO	53	98	M.T. Ammo P.O.L. Stores Coal & Minerals	1808	10511 2656 1052 11412 4295		6320 $	29926	58 = 3 = 4 = 1
BRINDISI	26	88	M.T. Ammo P.O.L. Stores Coal & Minerals	180	1609 8455 12328 15564 2852		8711 $	40808	6 = 1 =11 =
BARI	56	276	M.T. Ammo P.O.L. Stores Coal & Minerals	777	4286 21031 - 104914 14783		26380 $	145014	25 = 1 =4 =
BARLETTA	18	54	M.T. Ammo P.O.L. Stores Coal & Minerals	-	- 3739 3823 3668 -		-	11230	=

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1606

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

APPENDIX No.14.
Sheet No.1.

PORT WORKING STATISTICS - EAST ITALY.

FOR EASTERN PORTS OF TONNAGE DISCHARGED DURING THE MONTH ENDING 31ST JULY 1944.

Cargo	No. of M.T. & Tons Discharged M.T.	Quay Tons.	M.T.	Lighter Tons.	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day	Total Disch. ALL PORTS
M.T.	1808	10511				58 = 339		
Ammo		2656				)		
P.O.L.		1052				) = 487		
Stores		11412		6320 $	29926	)	305	
Coal & Minerals		4295				= 139		
M.T.	180	1609				6 = 52		
Ammo		8455				)		
P.O.L.		12328				) =1172		
Stores		15564		8711 $	40808	)	464	
Coal & Minerals		2852				= 92		
M.T.	777	4286				25 = 138		
Ammo		21031				)		
P.O.L.		-				) =4063		
Stores		104914		26380 $	145014	)	525	
Coal & Minerals		14783				=477		
M.T.	-	-				-		
Ammo		3739				)		
P.O.L.		3823				) = 362		
Stores		3668		-	11230	)	208	
Coal & Minerals		-						
								226978 tons

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1607

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

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGE DISCHARGED DURING THE MONTH ENDING 31 JULY 19

Port	No. of Ships	No. of Days Discharging	Cargo	No. of M.T. & Tons Discharged M.T. Quay	Tons Quay	M.T. Lighter	Tons Lighter	Total Tonnage	Average Daily Tonnages Discharged
GALLIPOLI	1	1	M.T.	-	-	-	-	135	4
			Ammo		-				
			P.O.L.		-				
			Stores		-				
			Coal & Minerals		135				
MONOPOLI	26	31	M.T.	-	-	-	-	2726	86
			Ammo		-				
			P.O.L.		-				
			Stores		2676				2
			Coal & Minerals		50				
ANCONA	16	49	M.T.	-	-	-	-	16715	466
			Ammo		4195				522
			P.O.L.		4701				869
			Stores		7819		9440 $		
			Coal & Minerals						

Notes :- $ This tonnage is also inclu
commodity tonnage.
ANCONA - averaged over nin
The figures for POL are excl
discharge by pipe lin
5026 Animals discharged Bari
14 L.C.M. " Taran

7025

1605

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

APPENDIX NO: 14.
SHEET NO. 2.

WORKING STATISTICS - EAST ITALY.

STERN PORTS OF TONNAGE DISCHARGED DURING THE MONTH ENDING 31 JULY 1944.

Cargo	No. of M.T. & Tons Discharged M.T. Quay	Tons Quay	M.T. Lighter	Tons Lighter	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day	Total Disch. ALL PORTS
M.T.	-	-						226978 tons B/T
Ammo		-						
P.O.L.		-						
Stores		-	-		135	4	135	
Coal & Minerals		135						
M.T.	-	-						
Ammo		-						
P.O.L.		-						
Stores		2676	-		2726	86	88	
Coal & Minerals		50				2		
M.T.	-	-						
Ammo		4195				466		
P.O.L.		4701				522		
Stores		7819	9440 $		16715	869	341	
Coal & Minerals								246554 tons

Notes :- $ This tonnage is also included in quay commodity tonnage.
ANCONA - averaged over nine days only.
The figures for POL are exclusive of Bulk discharge by pipe line.
5026 Animals discharged Bari during month.
14 L.C.M. " Taranto " " = 392tons

1609

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

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGE LOADED DURING THE MONTH ENDING 31ST JULY 1944.

Port	No. of Ships	No. of days Loading	Cargo	No. of M.T. & Tons Loaded M.T. Quay	Tons	M.T. Lighter	Tons	Total Tonnage	Average Daily Tonnage Loaded
			M.T.	1173	5197				38 = 168
			Ammo		4868				157
			P.O.L.		430				14
TARANTO	39	85	Stores		5759			16254	186
			Coal & Minerals		-				
			M.T.	1271	5823				41 = 188
			Ammo		10376				335
			P.O.L.		4133				133
BRINDISI	45	128	Stores		8478			28860	273
			Coal & Minerals		50				2
			M.T.	46	197				2 = 6
			Ammo		5108				165
			P.O.L.		98				3
BARI	31	71	Stores		6407			11810	207
			Coal & Minerals		-				
			M.T.	-	-				
			Ammo		500				16
			P.O.L.		2341				76
BARLETTA	5	33	Stores		2601			5442	84
			Coal & Minerals		-				

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

APPENDIX NO. 15.
REF NO. 1.

KING STATISTICS .. EAST ITALY.

ERN PORTS OF T NNAGE LOADED DURING THE MONTH ENDING 31ST JULY 1944.

Cargo	No. of M.T. & Tons Loaded M.T. Quay	Tons	M.T. Lighter	Tons	Total Tonnage	Average Daily Tonnage Loaded		Ship Tons per Ship Day	Total Loaded ALL PORTS
M.T.	1173	5197				38 =	163		
Ammo		4868					157		
P.O.L.		430					14		
Stores		5759			16254		186	191	
Coal & Minerals		-							
M.T.	1271	5823				41 =	188		
Ammo		10376					335		
P.O.L.		4133					133		
Stores		8478			28860		273	225	
Coal & Minerals		50					2		
M.T.	46	197				2 =	6		
Ammo		5108					165		
P.O.L.		98					3		
Stores		6407			11810		207	166	
Coal & Minerals		-							
M.T.	-	-							
Ammo		500					16		
P.O.L.		2341					76		
Stores		2601			5442		84	165	
Coal & Minerals		-							

62366 tons.

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

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PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGE LOADED DURING THE MONTH ENDING 31ST JULY 1944.

Port	No. of Ships	No. of Days Loading	Cargo	No. of M.T. & Tons Loaded M.T. (Quay)	Tons (Quay)	M.T. (Lighter)	Tons (Lighter)	Total Tonnage	Average Daily Tonnage Loaded
GALLIPOLI	-	-	M.T. Ammo P.O.L. Stores Coal & Minerals	-	-	-	-	-	-
MONOPOLI	46	51	M.T. Ammo P.O.L. Stores Coal & Minerals	- 56 360 3166 -	- 2 12 102 -	-	-	3582	
ANCONA	-	-	M.T. Ammo P.O.L. Stores Coal & Minerals	-	-	-	-	-	-

Notes :- Includes Schooners etc.
The figure for P.O.L. is exclusive
Bulk Loading by Pipe Line.

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

APPENDIX NO. 15.
SHEET NO. 2.

WORKING STATISTICS - EAST ITALY.

STERN PORTS OF TONNAGE LOADED DURING THE MONTH ENDING 31ST JULY 1944.

Days ing	Cargo	No. of M.T. & Tons Loaded Quay M.T.	Quay Tons	Lighter M.T.	Lighter Tons	Total Tonnage	Average Daily Tonnage Loaded	Ship Tons per Ship Day	Total Loaded ALL PORTS
	M.T.								
	Ammo								62366 tons
	P.O.L.								B/F
	Stores	-	-	-	-	-	-	-	
	Coal & Minerals								
	M.T.	-	-						
	Ammo		56				2		
	P.O.L.		360				12		
	Stores		3166	-	-	3582	102	70	
	Coal & Minerals		-						
	M.T.								
	Ammo								
	P.O.L.								
	Stores	-	-	-	-	-	-	-	
	Coal & Minerals								
									65948 tons

Notes :- Includes Schooners etc.
The figure for P.O.L. is exclusive of Bulk Loading by Pipe Line.

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

PORT WORK STATISTICS - EAST ITALY.

ACCUMULATIVE TOTALS - DISCHARGED AND LOADED (FROM 1ST DECEMBER 1943)

	M.T. (No.) +	Coal Tonnage.	Other Tonnage.
DISCHARGED			
Accumulative Total Brought Forward	65,487	258,402	2,144,408
July 1944	2,765	22,115	224,439
Totals to Date	68,252	280,517	2,368,847
LOADED			
Accumulative Total Brought Forward	705	240	148,605
July 1944	2,490	50	65,898
Totals to Date	3,195	290	214,503
Total DISCHARGED & LOADED to Date	71,447	280,807	2,583,350

1614

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APPENDIX NO. 16.

PORT WORK & STATISTICS - EAST ITALY.

IVE TOTALS - DISCHARGED AND LOADED (FROM 1ST DECEMBER 1943).

	M.T. Mo.) +	Coal Tonnage.	Other Tonnage.	Total Tonnage.
al	65,487	258,402	2,144,408	2,402,810
	2,765	22,115	224,439	246,554
	68,252	280,517	2,368,847	2,649,364
al	705	240	148,605	148,845
	2,490	50	65,898	65,948
	3,195	290	214,503	214,793
&	71,447	280,807	2,583,350	2,864,157

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PORT WORKING STATISTICS -- EAST ITALY.

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING THE MONTH ENDING 31ST JULY 1944

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	TOTA
Road	5467	19368	73475	247	-	2649	10120
Rail	11448	20517	68861	11375	135	-	11233
I.W.T.	2766	2857	1884	-	-	-	750
	19681	42742	144220	11622	135	2649	2210

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANC
Discharged to Lighter	6320	8711	26380	..	-	-	94
No. of Lighters in use per port	45	41	84				
Average Tons per Lighter	140	212	314				

7023

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APPENDIX NO. 17.

PORT WORKING STATISTICS -- EAST ITALY.

GES CLEARED FROM ALL EASTERN PORTS DURING THE MONTH ENDING 31ST JULY 1944.

TC	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	TOTAL
7	19368	73475	247	-	2649	101206
3	20517	68861	11375	135	-	112336
6	2857	1884	-	-	-	7507
1	42742	144220	11622	135	2649	221049

TO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCON.	TOTAL
0	8711	26380	--	-	-	9440	50851
5	41	84				46	213
0	212	314				205	235

923

1617

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

RAILWAY PASSENGER AND FREIGHT STATISTICS - ITALY

WARRANTED BY BRITISH R.T.O's — PERIOD JUNE 13th to JULY 12th 1944

Passenger

Traffic	Total Warrants	Personnel Entrained	Pass. Kilons	Baggage Stores Guns etc. Wgns	Tons	Wgn Kilons	Ton K
British		104,175	27,575,759	1,024	9,012	277,545	2,255,
U.S.A.		971	319,280				
A.M.G.		10,857	864,708				
E.F.I.		7	2,145				
+ A.C.C.		6	1,127				
Italian Military		5,924	1,512,950	66	325	20,735	100,
Totals	2,689	121,940	30,275,969	1,090	9,337	298,280	2,355,

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Kilons	Ton Kilons	Average Wagon L
British		34,479	415,178	4,305,665	50,214,756	
U.S.A.		5,669	62,494	811,860	8,399,276	
A.M.G.		547	8,937	112,172	1,816,741	
E.F.I.		241	3,294	35,315	460,795	
+ A.C.C.		1,567	25,372	167,892	2,708,618	
Italian Military		59	633	8,516	101,897	
∅ " Civilian		409	7,779	35,364	660,666	
Totals	9,043	42,971	523,687	5,476,784	64,362,749	11.8

Notes:- All traffic forwarded by U.S. Army is warranted by U.S. R.T.O's
+ Excludes traffic warranted by A.C.C. representative.
∅ Coal to I.S.R. and Sud Est.

1618

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

RAILWAY PASSENGER AND FREIGHT STATISTICS - ITALY

Appendix No. 18

WARRANTED BY BRITISH R.T.O's — PERIOD JUNE 13th to JULY 12th 1944

Total Warrants	Personnel Entrained	Pass. Kilons	Baggage Stores Guns etc. Wgns	Tons	Wgn Kilons	Ton Kilons	Average Length of Journey
	104,175	27,575,759	1,024	9,012	277,545	2,255,178	
	971	319,280					
	10,857	864,708					
	7	2,145					
	6	1,127					
	5,924	1,512,950	66	325	20,735	100,398	
2,689	121,940	30,275,969	1,090	9,337	298,280	2,355,576	248

Total Warrants	Total Wagons	Total Tons	Wagon Kilons	Ton Kilons	Average Wagon Load	Average Wagon Haul
	34,479	415,178	4,305,665	50,214,756		
	5,669	62,494	811,860	8,399,276		
	547	8,937	112,172	1,816,741		
	241	3,294	35,315	460,795		
	1,567	25,372	167,892	2,708,618		
	59	633	8,516	101,897		
	409	7,779	35,364	660,666		
9,043	42,971	523,687	5,476,784	64,362,749	11.8	127

Notes:- All traffic forwarded by U.S. Army is warranted by U.S. R.T.O's.
+ Excludes traffic warranted by A.C.C. representative.
ϕ Coal to I.S.R. and Sud Est.

1619

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

Appendix 19.

DETAILED ANALYSIS OF STRENGTHS BY TRADES IN C.M.F.

Trade.	Surp.	Def.
Barge Engineers	2	
Blacksmiths	16	
Blockmen	34	
Boilermakers	2	
B./Shunters	38	
Bricklayers	5	
Caps. & Joiners	29	
Carr. & Wagon Rprs.	2	
Checkers		35
Clerks General		39
Clerks Railway		41
Concretors	2	
Cooks A.C.C.		64
Coppersmiths		1
Divers	1	
Draughtsmen Mech.		1
Draughtsmen Rlys.		6
Drivers Mech.		10
Drivers Tn. Plant		16
Drivers Crane		43
Drivers I.C.		70
Electn. Diesel		3
Electn. Mntnce.		5
Electn. Wiremen	2	
Engine Fitter I.C.		5
Eng. Hands I.C.	6	
Firemen Loco & Mrne.	39	
Fitters R.E. & Dsl.	22	
Holders-up		6
Lightermen	12	
Machinists		3
Total c. fwd.	212	448

Trade.	Surp.	Def.
Total b. fwd.	212	448
Masons	2	
Motor Mechs.	1	
Moulders	9	
Pioneers		38
Platelayers	38	
Plumbers		2
Rly. Eng. Dvrs.	70	
Riggers		17
Shipwrights	8	
S./Erectors		4
Stevedores	133	
Stokers S.E.	8	
Storemen P. & D.		8
Surveyors Eng.		13
Tinsmiths	7	
Timbermen P.C.		2
Toolmakers		1
Traffic Ops.	8	
Turners	9	
Welders		34
Fitters Rly. Sigs.	1	
B'smiths Strikers		18
Wagon Erectors	9	
Sheet Metal W'krs.		1
Sawyers	2	
Normal Rates	10	
W.O.s & Sjts.		
Rly. Op.		3
Docks Tech.		6
Quay F'men.		1
TOTAL	537	596

(i) This list provides data from which postings of reinforcements and cross-postings can be effected.

(ii) In this instance, all surplus personnel held in lieu of other trades considered as filling those trades.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Caps. & Joiners	29		Plumbers		2
Carr. & Wagon Rprs.	2		Rly. Eng. Dvrs.	70	
Checkers		35	Riggers		17
Clerks General		39	Shipwrights	8	
Clerks Railway		41	S./Erectors		4
Concretors	2		Stevedores	133	
Cooks A.C.C.		64	Stokers S.E.	8	
Coppersmiths		1	Storemen T. & D.		8
Divers	1		Surveyors Eng.		1
Draughtsmen Mech.		1	Tinsmiths	7	
Draughtsmen Rlys.		6	Timbermen P.C.		2
Drivers Mech.		10	Toolmakers		1
Drivers Tn. Plant		16	Traffic Ops.	8	
Drivers Crane		43	Turners	9	
Drivers I.C.		70	Welders		34
Electn. Diesel		3	Fitters Rly. Sigs.	1	
Electn. Mntnce.		5	B'smiths Strikers		18
Electn. Wiremen	2		Wagon Erectors	9	
Engine Fitter I.C.		5	Sheet Metal W'krs.		1
Eng. Hands I.C.	6		Sawyers	2	
Firemen Loco & Mrne.	19		Normal Rates	10	
Fitters R.E. & Dsl.	22		W.O.s & Sjts.		
Holders-up		6	Rly. Op.		3
Lightermen	12		Docks Tech.		6
Machinists		3	Quay F'men.		1
Total c. fwd.	212	448	TOTAL	537	596

(i) This list provides data from which postings of reinforcements and cross-postings can be effected.

(ii) In this instance, all surplus personnel held in lieu of other trades are considered as filling those trades.

(iii) All personnel held surplus at the request of the Group or Coy. Cmds., but not to balance any specific trade, are not considered as surplus or available for posting.

(iv) All personnel in hospital, whose return has been requested, are calculated as being present with the unit.

7321

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Open a file & include
it on

SECRET.

TRANSPORTATION (BRITISH) SECTION.
Adv. Adm. Hdq. A.F.H.Q.

Subject:- Progress Report No.4 - Italy. TM.A.1/43.

To:- The Director of Transportation,
The War Office,
Metropole Buildings,
Northumberland Avenue,
London. 15 Jan. 44.

Will you please arrange for the following amendment to be made:-

Page 2. Para.2 DOCKS WORKING. Sub-para (ii) No.5 Docks Group. Line 2:-

"From the East to the West Coast ports" should read:-

"From the West to the East Coast ports."

[illegible] B/Capt.,
for Brig.,
Director of Transportation.

VM.

Distribution:-

Director of Transportation, The War Office (3)
G-4 (Mov. & Tn.), A.F.H.Q. (2)
TM. (Br), A.F.H.Q. (2)
Q(M), PLA HQ. (2)
D.D.TM., B.A.S., Washington. (1)
D.C.M.T., Adv. Adm. Hdq. A.F.H.Q. (1)
Col. S.J. Titch, Attchd. Mov. & Tn., Adv. Adm. Hdq. A.F.H.Q. (1)
TM., No.2 District (1).
A.D.TM., 8th. Army (1).
C.C., 1 Docks Group (1).
C.C., 5 Docks Group (1).
C.C., 1 P.C.T.R. Group (1).
C.C., 3 P.C.T.R. Group (1).
C.C., 1 Rly. C. & M. Gp. (1).
C.C., 1212 Rly. C. & M. Gp. (1).

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

London. 15 Jan. 44.

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Page 2. Para. 2 DOCKS WORKING. Sub-para (ii) No.5 Docks Group. Line 2:-

"From the East to the West Coast ports" should read:-

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S/Capt.,
for Brig.,
Director of Transportation.

VM.

Distribution:-

Director of Transportation, War Office (3)
S-1 (Nov. & Tn.), A.E.F. (2)
TT. (Br), A.F.H.Q. (2)
Q(M), FLA(BO. (2)
D.D.TT., B.A.S., Washington. (1)
D.G.M.R., Adv. Adm. sch. A.F.H.Q. (1)
Col. S.A. Tatch, Attchd. Nov. & Tn., Adv. Adm. Sch. A.F.H.Q. (1)
TT., No.2 District (1).
A.D.TT., 8th. Army (1).
O.C., 1 Docks Group (1).
O.C., 5 Docks Group (1).
O.C., 1 P.O.W.E. Group (1).
O.C., 3 P.O.W.E. Group (1).
O.C., 1 Rly. C. & M. Gp. (1).
O.C., 1212 Rly. C. & M. Gp. (1).
O.C., S.A.E.C. Rly. C. & M. Gp. (1).
O.C., 2 Rly. Op. Gp. (1).
O.C., 6 Rly. Op. Gp. (1).

7020

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TRANSPORTATION (BRITISH) SECTION.
Adv. Adm. Ech. A.F.H.Q.

Subject:- Progress Reports - Italy. TN.A.1/43.

To:- The Director of Transportation,
The War Office,
Metropole Buildings,
Northumberland Avenue,
London.

10 Jan. 44.

Herewith my Progress Report No.4 for the month of December.

Brig.,
Director of Transportation.

Encl.
VM.

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Director of Transportation, The War Office (3)
G-4 (Mov. & Tn), A.F.H.Q. (2)
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Q(M), FLAMBO (2)
D.D.TN., B.A.S., Washington. (1)
D.D.TN., Adv. Adm. Ech., A.F.H.Q. (1)
Col. S.A. Fitch, Attchd. Mov. & Tn., Adv. Adm. Ech. A.F.H.Q. (1) ✓
TN., No.2 District (1)
A.D.TN., 8th. Army (1)
O.C., 1 Docks Group (1)
O.C., 5 Docks Group (1)
O.C., 1 P.C. & R. Gp. (1)
O.C., 3 P.C. & R. Gp. (1)
O.C., 1 Rly. C. & M. Gp. (1)
O.C., 1212 Rly. C. & M. Gp. (1)
O.C., S.A.E.C. Rly. C. & M. Gp. (1)
O.C., 6 Rly. Op. Gp. (1)

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

Metropole Buildings,
Northumberland Avenue,
London.

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TN. (Br), A.F.H.Q. (2)
Q(M), FLAMBO (2)
D.D.TN., B.A.S., Washington. (1)
D.D.T.., Adv. Adm. Ech., A.F.H.Q. (1)
Col. S.A. Fitch, Attchd. Mov. & Tn., Adv. Adm. Ech. A.F.H.Q. (1) ✓
TN., No.2 District (1)
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O.C., 1 P.C. & R. Gp. (1)
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O.C., 1 Rly. C. & M. Gp. (1)
O.C., 1212 Rly. C. & M. Gp. (1)
O.C., S.A.E.C. Rly. C. & M. Gp. (1)
O.C., 2 Rly. Op. Gp. (1)
O.C., 5 Rly. Op. Gp.

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TRANSPORTATION (BRITISH) SECTION.

ITALY.

PROGRESS REPORT NO. 4.

DECEMBER 1943.

CONTENTS.

GENERAL REPORT.

Appendix 1. Location Statement.
2. Administration.
3. Docks Working - East Italy.
4. Summaries of Port Facilities.
5. Location and Employment - Rly. Const. Units.
6. Railway Map of Italy showing progress of line reconstruction.
7. Diagrams of Depots under construction
8. Drawings of bridges on FOGGIA-NAPLES line before and after repair.
9. Rly. Construction - Details of Labour employed.
10. Location and Employment of Italian Rly. Construction Boys.
11. Rly. Construction - Works in Hand and Completed.
12. Technical Instruction No.4 - Rly. Operating, East Italy.
13. Military Train Service.
14. Diagram illustrating I.S.R Divisions.
15. Train Working - Bari Division.
16. Cargo Handling Gear.

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

ITALY.

PROGRESS REPORT NO.4.

DECEMBER 1943.

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

TRANSPORTATION (BRITISH) SECTION.

ITALY.

PROGRESS REPORT NO.4.

DECEMBER 1943.

1. GENERAL. (a) D.TN. with some additional staff arrived in Italy on 6 Dec. The Transportation Service has now been reorganised with a central technical control at A.F.H.Q. (Advanced) and TN., H.Q. representatives at No.2 District, and with 8 Army.

(b) Railway rehabilitation proceeded according to plan, railheads being opened at VASTO on 24 Dec. and SPARANISE on 2 Dec. The main East-West route NAPLES-BENEVENTO-FOGGIA was opened a few hours before the close of the year.

Up-to-date a total of 59 railway bridges have been repaired by Allied railway troops. Some of the repairs are of a semi-permanent nature and will continue to be a source of anxiety until long-term permanent repairs are completed. A plan showing some typical repairs is attached.

Base development proceeded satisfactorily, a total of 12½ miles of new siding accommodation having been laid to date.

(c) British troops are operating traffic forward of SAN SEVERO and supervising in the Eastern area and down to REGGIO, a total of over 1,000 route miles. Railhead deliveries have been satisfactory, though some delays occurred at the end of the month due to engine failures. In the rear areas rail traffic has, as anticipated, increased and though commitments have in general been met it is evident that close supervision of the Italian railways is required to ensure that the best use is made of available resources.

(d) Docks Units were fully employed in the East coast ports. There were two noteworthy incidents during the month. Firstly, an air attack on BARI on 2 Dec. which destroyed a number of ships in the harbour, but caused only slight damage to the quays; secondly a period of very bad weather during the last week of the month which reduced discharge by 40% on some days.

Delivery of broken down barges for erection

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Delivery of broken down barges for erection has been very disappointing. A number of barges have now been awaiting shipment from North Africa for several weeks. Urgent representations have been made to have their movement expedited.

Projects have been prepared – and in some cases work has started – for various structural

To Sheet 2.....

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

developments in the ports of TARANTO, BRINDISI and BARI. At BARI two new alongside berths will be made available – one on completion of current salvage operations on a sunken vessel, and the other by filling at the back of an existing quay face. other proposed developments are connected with the provision of additional lighterage berths and improved rail clearance facilities.

(e) Battle casualties have been very small, but there has been much sickness. A number of TN. Units are deficient of several officers; at least one Group H.Q. has only one officer fit for duty

2. DOCKS WORKING.

(a) Employment of Docks Groups.

(i) No.1 Docks Group continued to operate TARANTO and BRINDISI. One Docks Operating Company and Det. of 990 Port Maintenance Company continued to work in Sicily under TN., No.1 District. Two sections of the former Company arrived at BRINDISI at the end of the month to reinforce that port.

(ii) No.5 Docks Group. The process of moving this Group from the East to the West coast ports continued in December, and by the end of the month only a Det. of 1000 Docks Maintenance Coy. remained in the NAPLES area.

The Group was responsible for the operation of BARI and BARLETTA. Responsibility for MONOPOLI was passed from No.1 to No.5 Group to conform with Movements and S.T.C. organization.

(b) Operating.

TARANTO. Civilian stevedores have been employed as much as possible, ten gangs being available in addition to the two Docks Op. Coys.

Owing to the lack of depots in the vicinity of the port, clearance of stores is mainly by rail transport. Towards the end of the month the supply of empty wagons was not adequate to meet full requirements.

BRINDISI. The main problems at BRINDISI are

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Owing to the lack of depots in the vicinity of the port, clearance of stores is mainly by rail transport. Towards the end of the month the supply of empty wagons was not adequate to meet full requirements.

BRINDISI. The main problems at BRINDISI are concerned with quay working due to the poor quays and shore labour.

7016

The M.T. supplied for quay clearance was mainly of low capacity and fitted with covers. Steps are being taken to have the covers removed in order to facilitate the loading by crane of the large tonnages of heavy stores now being handled.

Arrangements are being made to provide further quay supervision in view of the special difficulties at this port.

To Sheet 3.....

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

To ease pressure on the quays extra overside discharge is envisaged.-

(a) to schooner for shipment coastwise.

(b) to craft for discharge over lighter quays. "Z" craft are being transferred from TARANTO to BRINDISI in the near future.

GALLIPOLI. Authority was given at the end of the month to use this port for colliers. It is expected the first ship will be worked by local labour early in January. This port is being opened for coal in order to relieve other Coal ports and it is not expected any heavy commitment will result on the Docks Service in connection with the operation of the port. It is hoped the Coal Commission will depute some local contractor to supervise the work in detail.

MONOPOLI. This port operated in a small way only and was concerned only with the import and export of Special Force stores. Only small demands were made on the Docks Service.

BARI. The month of December opened with major shipping disasters as a result of enemy action on the night of 2 Dec. Shipping losses were 17 ships sunk and several damaged.

Little damage occurred to the port itself. Several other raids were attempted later in the month, but were unsuccessful.

Precautions taken by the Navy involved the sailing of most ships from BARI, and the port worked much below capacity owing to the lack of ships until 9 Dec.

Stormy weather interfered with operations towards the end of the month and slowed down work considerably.

The reduction in tonnage from the above causes accounts for the drop in cargo handled as compared with the figures for November.

BARLETTA. This port operated satisfactorily throughout the month, although storms interfered with ship discharge towards the month end.

The port can only accommodate coasters under 19-ft. draught, and it has in the past been difficult to keep a steady supply of the necessary

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

January. This port is being opened for coal in order to relieve other No 1 ports and it is not expected any heavy commitment will result on the Docks Service in connection with the operation of the port. It is hoped the Coal Commission will depute some local contractor to supervise the work in detail.

MONOPOLI. This port operated in a small way only and was concerned only with the import and export of Special Force stores. Only small demands were made on the Docks Service.

BARI. The month of December opened with major shipping disasters as a result of enemy action on the night of 2 Dec. Shipping losses were 17 ships sunk and several damaged.

Little damage occurred to the port itself. Several other raids were attempted later in the month, but were unsuccessful.

Precautions taken by the Navy involved the sailing of most ships from BARI, and the port worked much below capacity owing to the lack of ships until 9 Dec.

Stormy weather interfered with operations towards the end of the month and slowed down work considerably.

The reduction in tonnage from the above causes accounts for the drop in cargo handled as compared with the figures for November.

BARLETTA. This port operated satisfactorily throughout the month, although storms interfered with ship discharge towards the month end.

The port can only accommodate coasters under 19-ft. draught, and it has in the past been difficult to keep a steady supply of the necessary type of ships for discharge. The operation of the port at the required level is entirely dependent on the right kind of coasters being available.

ORTONA. Throughout December all arrangements for the opening of ORTONA were maintained in a state of readiness. TN. Advance parties were in 8th. Army area for several weeks waiting for the capture of the port. However, when the port was ultimately in our hands at the year end, its operation for Army maintenance was postponed.

To Sheet 4.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(c) Cargo Handling Gear and Port Equipment.

The position regarding the availability of cargo handling gear continued to improve, with the exception that cordage and S.W.R. were in short supply.

Mobile cranes continued to arrive in small numbers.

(d) Port Maintenance Coys.

Work of these Companies continued on the usual lines. Civilian tradesmen were liberally employed and proved to be good workmen.

The construction of Minus barges continued satisfactorily at BARI and at the month end Companies were waiting the arrival of fresh harbour craft for construction.

(e) Lighterage.

Tonnages handled by harbour craft in December were:-

TARANTO	...	2644 tons.
BRINDISI	...	10649 tons.
BARI	...	14341 tons.

(f) Organisation.

It is expected that 1055 Stevedore Bn. will be converted to a Docks Op. Coy. in the near future, the surplus personnel being used for making good existing deficiencies in other Docks Units.

Authority is still awaited to proceed with the conversion of 1502 (Mauritius) Pioneer Coy. into a Docks Operating Coy.

(g) Craft Maintenance.

The large number of craft, including powered craft, to be employed in the future will necessitate special arrangements for maintenance. It is intended to combine the Detachments of 1000 and 1005 Docks Maintenance Coys. and to form them into a craft maintenance Unit on special establishment.

It is proposed to employ civilian fitters in the construction of power craft and ultimately to

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

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It is proposed to employ civilian fitters in the construction of power craft and ultimately to use them for maintenance under the supervision of the special Unit referred to above.

7044

3. RAILWAY CONSTRUCTION (a) The outstanding events during December were:-

(i) The opening of the line from NAPLES to FOGGIA. This was completed to schedule, on 31 Dec. and the first train ran on 1 Jan.

(ii) Establishment of railhead on the East coast route at VASTO (ISTONIO) on 24 Dec.

To Sheet 5.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Work was continued on the repairs to bridges on the FOGGIA-POTENZA line and the line was opened to traffic on 5 Jan. U.S. troops opened the ROME line to VAIRANO on 4 Jan.

Base development proceeded at NAPLES, BARI and BRINDISI, but progress has been limited due to the employment of the bulk of Construction troops on line reconstruction. There is a considerable amount of Depot work outstanding, waiting troops to carry it out.

(b) A storm of great intensity broke in the hills on 31 Dec. and the resultant severe floods caused a serious washout at the repaired bridge over the Fortore river, near Ripalta station, on the night of Jan. 1st. The river rose over 15-ft. in 5 hours. Until this has been repaired, the East coast line is closed between SAN SEVERO and TERMOLI, and a road link has been established between these stations.

It is not yet possible to estimate how long the repairs to the Fortore bridge will take, but it is unlikely to be open to traffic before 20th. January.

Floods also affected the work on the NAPLES - FOGGIA line in the last stages of its completion. The 150-ft. span of the final bridge, at Apice, was raised from the river bed and placed in position only a few hours before floods came that would have made the work impossible. According to local inhabitants this was the highest flood within their memory.

(c) The supply of bridging material into Italy has at last caught up with the demand, and the continual crises due to shortage of bridging stores have, at any rate for the present, been overcome.

(d) Employment of Units.

(i) At Appendix 5 is given the constitution of Groups and the location and employment of individual Units as at 31 Dec.

(ii) The whole of the South African Group is now at work repairing the East coast line between VASTO and ORTONA. 160 Rly. Const. Coy. has been attached to the Group to enable work to proceed concurrently

Declassified E.O. 12356 Section 3.3/NND No. 782021

(b) A storm of great intensity broke in the hills on 31 Dec. and the resultant severe floods caused a serious washout at the repaired bridge over the Fortore river, near Ripalta station, on the night of Jan. 1st. The river rose over 15-ft. in 5 hours. Until this has been repaired, the East coast line is closed between SAN SEVERO and TERMOLI, and a road link has been established between these stations.

It is not yet possible to estimate how long the repairs to the Fortore bridge will take, but it is unlikely to be open to traffic before 20th. January.

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(i) At Appendix 5 is given the constitution of Groups and the location and employment of individual Units as at 31 Dec.

(ii) The whole of the South African Group is now at work repairing the East coast line between VASTO and ORTONA. 160 Rly. Const. Coy. has been attached to the Group to enable work to proceed concurrently on the entire stretch of line.

(iii) No.1 Rly. C. & M. Group, having accomplished the task of opening the NAPLES - FOGGIA line, are now employed in repairs to sidings, clearance of wrecked rolling stock and improvements at stations on the line. They are also carrying out the heavy maintenance and supervision of permanent repairs to the temporary bridges they have erected. The whole of 161 Rly. Const. Coy. is now to be occupied on Base development in the NAPLES area.

To Sheet 6.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(iv) No.1212 Rly. Construction & Maintenance Group is to be employed entirely on Base Development in the BARI and BRINDISI areas, having opened the FOGGIA-POTENZA line. The whole of the 10th. Rly. Const. Coy. is at present employed on the urgent repairs to the FORTORE bridge, but will be withdrawn for Base Development as soon as the repairs are complete.

(v) The five "A" Companies of Rly. Operating Battalions (U.S.) are still employed on the reconstruction and heavy maintenance on the NAPLES - ROME line, and on repairs to marshalling yards in NAPLES town. They are being assisted by a Battalion of U.S. Engineers and by two Italian Rly. Const. Coys. The greater part of 46 M.E. (IN) Section was attached to the U.S. Group during December.

(c) Progress of Works.

(i) Progress of line reconstruction is shown at Appendix 6 on a Railway map of Italy.

(ii) A list of all works completed during December, and those in hand on 31 Dec. is given at Appendix 11.

(iii) Estimated dates of opening railheads on the East Coast line have been given as under, but these will be adversely affected by the disorganization resulting from the Fortore bridge washout.

Opening to Lesina 7th. January
to Casalbordino 17th. January.
to Torino di Sangro 20th. January.

(iv) Rail service has been provided and is in use at the following Depots. Work is still proceeding at each location on ballasting:-

E.S.B.D. Cancello (Naples).

Declassified E.O. 12356 Section 3.3/NND No. 782021

(v) The five "A" Companies of Rly. Operating Battalions (U.S.) are still employed on the reconstruction and heavy maintenance on the NAPLES - ROME line, and on repairs to marshalling yards in NAPLES town. They are being assisted by a Battalion of U.S. Engineers and by two Italian Rly. Const. Coys. The greater part of 46 M.E. (IN) Section was attached to the U.S. Group during December.

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Opening to Lobba 7th. January
to Casalbordino 17th. January.
to Torino di Sangro 20th. January.

(iv) Rail service has been provided and is in use at the following Depots. Work is still proceeding at each location on ballasting:-

E.S.B.D. Cancello (Naples).
E.S.B.D. Bari.
E.S.B.D. St. Vito (Brindisi).
B.S.D. Bari.

Diagrams are included at Appendix 7512 of layouts of Depots under construction.

(v) At Appendix 8 are drawings showing bridges on the FOGGIA - NAPLES line, before and after repair, with some additional notes on the work carried out.

To Sheet 7.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

(f) Demolitions.

Due to the slower rate of the advance of the Army there has been little fresh reconnaissance. Reconnaissance carried out between the Sangro river and St. Vito however, discloses that damage there consists of:- Total destruction of track by the "rooter" over a distance of 8 miles, and 9 major bridge demolitions which, including the Sangro river bridge, require 985 feet run of new bridging in the 35-ft. to 65-ft. ranges.

(g) Labour.

Details of labour employed are given at Appendix 9 . Details of location and employment of Italian Railway Construction Coys. are given at Appendix 10 . Dilution of labour overall is125%.

(h) Railway Telegraphs and Communications.

(i) Teleprinters have now been installed by No.3 Rly. Tele. Coy. at FOGGIA, BARI and NAPLES, and were fully opened to traffic on 23 Dec.

(ii) No.3 Rly. Tele. Coy. completed installation of station to station telephones between NAPLES and FOGGIA on 22 Dec. At present they are continuing work on the line improving and providing additional circuits.

(iii) No.2 Rly. Tele. Coy. and constituent sections continue to be employed on the reconstruction and operation of Railway communications on the FOGGIA-VASTO-ORTONA route.

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

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(g) Labour.

Details of labour employed are given at Appendix 9 . Details of location and employment of Italian Railway Construction Coys. are given at Appendix 10 . Dilution of labour overall is 12½.

(h) Railway Telegraphs and Communications.

(i) Teleprinters have now been installed by No.3 Rly. Tele. Coy. at FOGGIA, BARI and NAPLES, and were fully opened to traffic on 23 Dec.

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7011

To Sheet 8.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

4. RAILWAY OPERATING & WORKSHOPS.

(a) ORGANISATION.

In accordance with the policy of re-organisation mentioned in Progress Report No.3, arrangements have been made to introduce the new channel of technical control w.e.f. 1 Jan. 44. A copy of the instruction thereon is attached as Appendix 12. A diagram illustrating the I.S.R. divisions (Compartimentos) and future spheres of influence of Operating Groups is also attached as Appendix 14.

(b) Railway Operating.

The move of 192 Rly. Op. Coy. from Western to Eastern Italy on 4/5 Dec. has enabled a little more supervision to be exercised, but the number of Operating personnel remains at 0.8 of a man per mile. At Taranto, Rly. Operating in the docks and yards has been taken over by 192 Coy.

Poor communications continue to hinder operations. Particularly is this so in the Calabrian Division where all that exists is a series of telegraphic lines connecting some stations.

190 Rly. Op. Coy. are working all traffic forward from SAN SEVERO to railhead, which was extended to MONTENERO on 2 Dec. and to ISTONIO 24 Dec.

Cross country military and civilian passenger and freight services were stabilised w.e.f. 15 Dec. A time-table is attached as Appendix 13.

As an indication of the amount of traffic flowing, the number of trains of various types run over different sections has been taken for a representative week, and is given at Appendix 15.

Ambulance train B.1 was transferred to Western Italy, 7 Dec., and has worked from SPARANISE to NAPLES.

It is interesting to report that on the occasion of an air raid and explosion at BARI, the Italian railwaymen were back at work with their engines within 10 minutes.

7021

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

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It is interesting to report that on the occasion of an air raid and explosion at BARI, the Italian railwaymen were back at work with their engines within 10 minutes.

(c) Locomotives.

Power available for service in Eastern Italy has been maintained at an average of 137 main line and 55 shunting engines, 9 fresh engines have been put into service. 21 2-8-0 class engines have been transferred during the month to the Western sector.

To Sheet 9 .....

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

50 engines have been ordered forward from Sicily and so far 16 have been ferried across; all these have gone to the Western side.

5 Rly. Mobile Workshop arrived from N. Africa 4 Dec. and started work at TARANTO, but was moved to CATANZARO on 27 Dec., a census having revealed 33 engines waiting light repairs there.

At FOGGIA, the output of 163 Rly. Workshop Coy. has been handicapped by lack of the overhead crane which is still out of action, and inability to obtain roofing material to enable work to continue at night. Some material is now in view. The Coy. has been strengthened by the return of the SALERNO detachment on 17 Dec. 140 civilian Italian employees, a third of the pre-war number, have now reported back for duty. Housing difficulties in the badly bombed town have restricted the numbers willing to return to work.

Lt. Col. W.L. Topham, R.E. completed his survey of Depots and running sheds, and left for Algiers on 10 Dec. Materials for the conversion of 575 engines from coal to oil burning have been demanded.

(d) Rolling Stock.

The detachment of 163 Rly. Wkshop. Coy. R.E. (1 Officer & 34 O.Rs.) working at BARI has carried out a considerable programme of conversions. The special train which was under construction for the G.O.C. was completed and had a test run on 17 Dec. being finally handed over on 20 Dec.

Ambulance train B.5 was completed on 21 Dec. and taken into Service, operating in the Eastern Sector. In addition three extra ambulance coaches were converted and put into Service, one coach each on B.2, 3 and 4. Work has now started on Ambulance train B.6.

The alterations to existing flat wagons for transporting A.F.Vs. and tanks have been continued at FOGGIA workshops. During the month 15 were completed. American Units have prepared 3 trains each of 10 converted flats.

The ferrying of rolling stock from Sicily has resulted in an additional 95 wagons being brought into service.

7009

(e) A.D.TN.(Stores) and additional store

Declassified E.O. 12356 Section 3.3/NND No. 782021

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The ferrying of rolling stock from Sicily has resulted in an additional 95 wagons being brought into service.

7809

5. TN. STORES. (a) A.D.TN.(Stores) and additional staff moved from ALGIERS to NAPLES on 6 Dec. One Staff Captain and a Lieutenant remain at Algiers for the purpose of bidding at A.F.H.Q. for the shipment of stores from U.K., U.S.A., M.E., and N.A. to Italy, for arranging moves of stores from 2 T.S.D., GUELMA to N.A. ports, and for dealing with questions relating to craft and plant, in particular mobile cranes. The last requires very close liaison with other Services at A.F.H.Q. in regard to both provision and distribution.

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

(b) The separation of staff, records, and correspondence files was carefully planned to reduce the inevitable complications of such a split to the minimum and the arrangements and communications have so far been operating smoothly.

(c) The arrival of additional H.Q. staff has in no way affected the acute shortage of personnel in the stores companies which are still working under extreme difficulties. This position will be alleviated upon the arrival (it is hoped sometime in Jan.) of H.Q., No.3 Group and 1 Officer and 117 O.R. reinforcements for the 196 TN. Stores Coy. who are now in North Africa, and also of the H.Q. and 40 O.Rs. of the 156 TN. Stores Coy. who are due to arrive at NAPLES towards the end of Jan.

(d) It has now been decided to make the Depot at MODUGNO (BARI) the T.S.D. for general stores on the East side, with a Depot at TUTURANO (BRINDISI) for track, bridging and heavy stores arriving at the port of BRINDISI. The T.S.D. at S. PIETRO VERNOTICO (BRINDISI) will be closed when the Depot at MODUGNO is developed sufficiently to take general stores particularly those requiring covered accommodation.

(e) On the West side part of the existing covered accommodation in the I.S.R. Stores Depot at POGGIOREALE (PURGATORIO is actually the nearest place) some 5 kilometres from NAPLES, has been taken over for housing Tn. Stores and an adjoining area of land is being developed as a joint TN. and Military Railway Stores Depot. The open storage space is limited, however, and the M.R.S. are searching for a site for a second Depot to hold track materials only, leaving POGGIOREALE as the main Depot for bridging and general stores.

(f) The heavy backlog in shipping continues and has retarded the delivery of stores on both the East and West side. The TN. bid for 3,300 tons of stores to the Heel in the period 1-10 Feb. has been cut to 940 tons and no TN. stores will be received from U.K. and U.S.A. during this period. The most important item affected is bridging since we had demanded 800 tons

Declassified E.O. 12356 Section 3.3/NND No. 782021

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(g) Requirements of port equipment and cargo handling gear have been revised upon the basis of an amended scale for one eight-ship port and in the light of experience in Italy where requirements of certain equipment, particularly cranes, have proved to be

To Sheet 11.....

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

greater than in North Africa. A list of the equipment and stores forming one port set is included in Appendix 16. The additional requirements are being covered in our demands for TN. and Ord. Stores for the period April - June. Provision action covers the anticipated requirements of ANCONA and VENICE. A reserve port set will be held in Italy and 4 port sets will be held in N.A. for possible future operations. Mobile and tracked cranes will not be held with the reserve sets in view of the difficult supply position but will be withdrawn from other ports if and when required. In addition to the port sets, cargo handling gear is being held in reserve in N.A. for 24 M.T./Stores ships to a scale suitable for an assault or follow-up convoy. Details of this scale appears in Appendix 16.

(h) An unexpected demand was received in November for three ship sets of cargo handling gear for the French Military in Corsica. This was supplied and we have raised the question of responsibility for supplying further requirements for the French.

(j) We have learned from S. & T. of a proposal to form "Boat Stores Depots R.A.S.C.". The Units will be designed to hold and issue stores for:-

(i) R.A.S.C. Water Transport Coys.

(ii) Harbour and Inland Water Craft operated by TN.

War Office letter 3/Gen/604(A.R.4) of 17 Nov. 43 allots the responsibility for the provision of anti-fouling and anti-corrosive paints and compounds for small craft to S. & T. but up to the present other boat stores have been ordered on Ord. or Tn. and the assumption by one Service of responsibility for all military requirements of such stores should simplify procedure. We have since received an advance copy of the Index of the Vocabulary of R.A.S.C. Marine Stores, but until the complete Vocabulary is received we cannot determine precisely what stores should be ordered through S. & T. It appears that spares for the engines of craft will be an S. & T. responsibility and the implications of this in

Declassified E.O. 12356 Section 3.3/NND No. 782021

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(k) Quarterly demands for 1273 items of ORD. stores totalling 1000 tons and 124 items of R.E. stores totalling 2860 tons have been submitted to D.O.S. and D.W. respectively. These demands cover the estimated requirements of the 3 months period April to June plus a reserve of 3 months. A demand for TN. stores prepared on a similar basis is now in preparation and will be sent you shortly.

To Sheet 12.....

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

(l) Requirements of all stores are vastly in excess of those in N.A. since there are approximately twice the number of TN. Units in Italy and the scale of work is in proportion.

(m) Heavy demands for sleepers are already being received to repair damage caused by the German device for destroying track. Demands for track materials from Middle East had been based on this contingency and additional sleepers have been included in our periodical bids.

(n) On preliminary information obtained through the Local Resources Board the prospects of obtaining local supplies of sleepers in Italy appear to be good but it is unlikely that they will be sufficient to meet the whole of our requirements. The greater proportion are obtained from CALABRIA and are mostly hardwood. Some 50,000 are reported to be available and arrangements are being made, in conjunction with M.R.S. to start delivery by rail to NAPLES area. At present this is likely to be slow owing to paucity of bridging timber and restricted rail facilities. A complete survey of the position will be made in the near future. Demands from Middle East will be reduced when and in proportion to the extent to which local supplies become assured. This is considered to be the only safe policy until a substantial stock of sleepers is held in T.S.Ds.

(o) The need for permanent way ballast is increasing as Depot construction progresses. A source of supply has been found in a slag heap at a steelworks just outside NAPLES where a contractor is engaged in breaking up the slag. The output is satisfactory. Two rail served quarries have been found in the NAPLES area, both of which require slight track repairs and arrangements are in hand for production to start. On the East coast, ballast has been obtained from a Contractor in the SAN SEVERO area and this source is satisfactory. However, difficulty has been experienced in obtaining sufficient in the BARI and BRINDISI areas, mainly owing to competition with the large quantities required for road making and repair.

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

(n) On preliminary information obtained through the Local Resources Board the prospects of obtaining local supplies of sleepers in Italy appear to be good but it is unlikely that they will be sufficient to meet the whole of our requirements. The greater proportion are obtained from CALABRIA and are mostly hardwood. Some 50,000 are reported to be available and arrangements are being made, in conjunction with M.R.S. to start delivery by rail to NAPLES area. At present this is likely to be slow owing to priority of bridging timber and restricted rail facilities. A complete survey of the position will be made in the near future. Demands from Middle East will be reduced when and in proportion to the extent to which local supplies become assured. This is considered to be the only safe policy until a substantial stock of sleepers is held in T.S.Ds.

(o) The need for permanent way ballast is increasing as Depot construction progresses. A source of supply has been found in a slag heap at a steelworks just outside NAPLES where a contractor is engaged in breaking up the slag. The output is satisfactory. Two rail served quarries have been found in the NAPLES area, both of which require slight track repairs and arrangements are in hand for production to start. On the East coast, ballast has been obtained from a Contractor in the SAN SEVERO area and this source is satisfactory. However, difficulty has been experienced in obtaining sufficient in the BARI and BRINDISI areas, mainly owing to competition with the large quantities required for road making and repair.

(p) We have obtained a quantity of cordage locally during the month and 3 factories will shortly be in production. Production will unfortunately be limited by the small stocks of hemp available.

(q) Supplies of industrial gases are still below demands but production is slowly improving.

To Sheet 13.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

(r) It is stated that supplies of cement are now able to meet estimated demands of all services.

6. FINANCE. 1. RAILWAYS.

(a) State.

(i) The Internal Transportation Sub-Committee of A.C.C. has been asked to define the carriers' liability of the I.S.R. functioning under the control of D.G.M.R.S., as numerous cases of loss and damage to goods in transit are anticipated to be reported by Services.

It is understood that the matter is in hand by Legal Division.

(ii) In other theatres it is customary for E.F.I. traffic to be forwarded under Military arrangements on a repayment of costs basis.

As A.M.G. provide funds for the I.S.R., it was considered that A.M.G. would be interested in potential sources of revenue, but the Internal Transportation Sub-Committee of A.C.C. has stated that no action is required for the time being.

This opinion is shared by A.F.H.Q. FLIMBO, with the proviso that E.F.I. be advised that this matter might be raised, with retrospective effect, at some future date.

(b) Private.

Several accounts have been received for British personnel and freight traffic.

In view of the Armistice terms, the railways concerned have been advised that reimbursement is a matter for the Italian Government.

The Internal Transportation Sub-Committee of A.C.C. agreed with this action.

2. DOCKS.

No financial questions have arisen.

7005

3. TN. Stores.

(i) Records continue to be maintained of W.D. material issued for rehabilitation and depot [illegible]

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

Services.

It is understood that the matter is in hand by Legal Division.

(ii) In other theatres it is customary for E.T.I. traffic to be forwarded under Military arrangements on a repayment of costs basis.

As A.M.G. provide funds for the I.S.R., it was considered that A.M.G. would be interested in potential sources of revenue, but the Internal Transportation Sub-Committee of A.C.C. has stated that no action is required for the time being.

This opinion is shared by A.F.A. FLAMBO, with the proviso that E.T.I. be advised that this matter might be raised, with retrospective effect, at some future date.

(b) Private.

Several accounts have been received for British personnel and freight traffic.

In view of the Armistice terms, the railways concerned have been advised that reimbursement is a matter for the Italian Government.

The Internal Transportation Sub-Committee of A.C.C. agreed with this action.

2. DOCKS.

No financial questions have arisen.

7005

3. TN. Stores.

(i) Records continue to be maintained of W.D. material issued for rehabilitation and depot construction jobs.

(ii) Where possible, requisitioning of plant and materials has been made.

4. Construction.

Suitable financial arrangements have been made for the supply of ballast at the rate required for rehabilitation and depot construction jobs.

Brig.,
Director of Transportation.

RFO'DG/VM.

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

Appendix 1.

LOCATION STATEMENT.

TN.UNITS. C.M.F.

31 DEC. 43.

Unit.	Location.	Remarks.
H.Q. No. 1 Docks Group.	Brindisi	I tc. Taranto, Barletta, Bari.
992 Docks Optg.Coy.	Brindisi	
993 Docks Optg. Coy.	Syracuse	D tc. Catania, Brindisi.
1010 Docks Optg. Coy.	Taranto.	
1015 Docks Optg.Coy.	Taranto.	
1023 Docks Optg.Coy.	Brindisi.	
1027 Docks Optg.Coy.	Brindisi.	
990 Port Maint.Coy.	Brindisi.	Dets. Taranto, Syracuse.
947 I.W.T.(Port) Optg.Coy.	Taranto.	Det. Brindisi, Augusta, Naples.
H.Q. 5 Docks Group.	Bari.	Det. Barletta, Foggia.
991 Docks Optg.Coy.	Bari.	
994 Docks Optg.Coy.	Bari.	
997 Docks Optg.Coy.	Barletta.	
1007 Docks Optg.Coy.	Bari.	
1014 Docks Optg.Coy.	Bari.	
1017 Docks Optg.Coy.	Bari.	Det. Barletta.
1021 Docks Optg.Coy.	Bari.	
1055 Stevedore Bn.	Bari.	
1019 Port Maint.Coy.	Bari.	
1000 Docks Maint.Coy.	Naples.	Det. Bari, Barletta.
Det.1005 Docks Maint Coy.	Barletta.	
945 I.W.T.(Port) Optg.Coy.	Bari.	Det. Termoli.
208) "Z" Craft Optg.Coy. 209)	Bari.	Dets. Naples, Taranto, Manfredonia.
H.Q.1 Port Const.& Rep.Gp.	Naples.	
930 Port Const.& Rep.Coy.	Naples.	
H.Q.3 Port Const.& Rep.Gp.	Bari.	
932 Port Const.& Rep.Coy.	Bari.	Det. Soverato(Calabria) Det. HQ & Det Cantanzaro

7004

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

992 Docks Optg.Coy.	Brindisi	
993 Docks Optg. Coy.	Syracuse	Det. Catania, Brindisi.
1010 Docks Optg. Coy.	Taranto.	
1015 Docks Optg.Coy.	Taranto.	
1023 Docks Optg.Coy.	Brindisi.	
1027 Docks Optg.Coy.	Brindisi.	
990 Port Maint.Coy.	Brindisi.	Det. Taranto, Syracuse.
947 I.W.T.(Port) Optg.Coy.	Taranto.	Det. Brindisi, Augusta, Naples.
H.Q. 5 Docks Group.	Bari.	Det. Barletta, Foggia.
991 Docks Optg.Coy.	Bari.	
994 Docks Optg.Coy.	Bari.	
997 Docks Optg.Coy.	Barletta.	
1007 Docks Optg.Coy.	Bari.	
1014 Docks Optg.Coy.	Bari.	
1017 Docks Optg.Coy.	Bari.	Det. Barletta.
1021 Docks Optg.Coy.	Bari.	
1055 Stevedore Bn.	Bari.	
1019 Port Maint.Coy.	Bari.	
1000 Docks Maint.Coy.	Naples.	Det. Bari, Barletta.
Det.1005 Docks Maint Coy.	Barletta.	
945 I.W.T.(Port) Optg.Coy.	Bari.	Det. Termoli.
208) "Z" Craft Optg.Coy. 209)	Bari.	Dets. Naples, Taranto, Manfredonia.
H.Q.1 Port Const.& Rep.Gp.	Naples.	
930 Port Const.& Rep.Coy.	Naples.	7834
H.Q.3 Port Const.& Rep.Gp.	Bari.	
932 Port Const.& Rep.Coy.	Bari.	Det. Soverato(Calabria) Det. HQ & Det.Cantanzaro Marina(")
975 Port Repair Ship.	Taranto.	

Declassified E.O. 12356 Section 3.3/NND No. 782021

LOCATION STATEMENT. Sheet 2.

TN. UNITS. C.M.F.

31 DEC. 43.

Unit.	Location.	Remarks.
H.Q.,No. 1 Railway C.& M.Group.	Naples.	
150 Railway Con. Coy.	Naples	Dets. Amorisi, Benevento, Solopaca, Ponte and Montecalvo.
161 Railway Con. Coy.	Casalnuovo.	Dets. Maddaloni, Marigliano, Cancello.
29 Railway Survey Coy.	Nola.	No. 2 Section.
46 M.E. (Tn) Section.	Naples.	
No.1 Railway Bridging Sect.	Naples.	Det. Apice.
3 Railway Tele. Coy.(R.Sigs)	Naples.	
42 Line Maintnce Sect.	Maddaloni.	Dets. Benevento,Savignano.
76 Tele. Optg. Section.	Naples.	Dets. Bari, Foggia.
H.Q., 1212 Railway C.& M.Group.	Torre Peloza.	
10 Railway Con. Coy.	Lesina.	Dets. Foggia, Modugno and Carvaro.
159 Railway Con.Coy.	San Vito.	Dets Molfi,Torre Peloza.
160 Railway Con. Coy.	Vasto.	Det. San Salvo.
29 Railway Survey Coy.	Torre A Mare.	
1 Section.	Mesagne.	
3 Section.	Cozze.	
45 M.E. (Tn) Section.	Torre Peloza.	
No.2 Railway Brdg Sect.	San Severo.	
187 M.E. (Tn) Coy.	Trani.	
2 Railway Tele.Coy.(R.Sigs)	Foggia.	
21 Line Maintnce Sect.	Foggia.	Det. Sinsly
22 Line Maintnce Sect.	Foggia.	
72 Tele. Optg. Section.	Bari.	Dets. Foggia, Taranto, Brindisi, Barletta.
H.Q. Railway C.& M.Group, SAEC.	Vasto.	
38 Railway Con.Coy. SAEC.	Vasto.	
39 Railway Con.Coy. SAEC.	Casalbordino.	Det. Fossacesia.
40 Railway Con.Coy. SAEC.	Torino di Sangro.	Dets. Fossacesia, Vasto.
H.Q. No.2 Railway Optg. Group.	Bari.	

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

			Cancello.
29 Railway Survey Coy.	Nola.		No. 2 Section.
46 M.E. (Tn) Section.	Naples.		
No.1 Railway Bridging Sect.	Naples.	Det.	Apice.
3 Railway Tele. Coy.(R.Sigs)	Naples.		
42 Line Maintnce Sect.	Maddaloni.	Dets.	Benevento, Savignano.
76 Tele. Optg. Section.	Naples.	Dets.	Bari, Foggia.
H.Q., 1212 Railway C.& M.Group.	Torre Peloza.		
10 Railway Con. Coy.	Losina.	Dets.	Foggia, Modugno and Corvaro.
159 Railway Con.Coy.	San Vito.	Dets	Molfi, Torre Peloza.
160 Railway Con. Coy.	Vasto.	Det.	San Salvo.
29 Railway Survey Coy.	Torre A Mare.		
1 Section.	Mesagne.		
3 Section.	Cozzo.		
45 M.E. (Tn) Section.	Torre Peloza.		
No.2 Railway Brdg Sect.	San Severo.		
187 M.E. (Tn) Coy.	Trani.		
2 Railway Tele.Coy.(R.Sigs)	Foggia.		
21 Line Maintnce Sect.	Foggia.	Det.	Sicily
22 Line Maintnce Sect.	Foggia.		
72 Tele. Optg. Section.	Bari.	Dets.	Foggia, Taranto, Brindisi, Barletta.
H.Q. Railway C.& M.Group, SAEC.	Vasto.		
38 Railway Con.Coy. SAEC,	Vasto.		
39 Railway Con.Coy. SAEC.	Casalbordino.	Det.	Fossacesia.
40 Railway Con.Coy. SAEC.	Torino di Sangro.	Dets.	Fossacesia, Vasto.
H.Q.,No.2 Railway Optg. Group.	Bari.		
153 Railway Optg. Coy.	Bari.	Dets.	Brindisi, Barletta.
190 Railway Optg. Coy.	Bari.	Det.	Taranto.
H.Q.,No.6 Railway Optg.Group	Bari.		
192 Railway Optg. Coy.	Taranto.	Dets.	Metaponto, Reggio, Potenza.
Workshops.			
5 Railway Mobile Workshops.	Catanzaro.		
163 Railway Workshops Coy.	Foggia,	Dets.	Taranto, Bari.
24 Transportation Stores Coy.	Naples.		
196 Transportation Stores Coy.	San Pietro Vernotico.	Dets.	Tuturano, Nr. Brindisi Modugno, Nr. Bari.

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

APPENDIX 2

ADMINISTRATION.

1. ACCOMMODATION.

D.In.appointed a P.R.I. to deal with the accommodation and Amenities for In.H.Q.Staff in Naples and the following arrangements were made;-

(i) RECREATION ROOM.

This was felt to be of importance in view of curfew regulations and consequent lack of evening entertainments. After initial setbacks a room was acquired and some furniture provided.
A supply of games has been promised from the Welfare Officer 57 Area and is awaited.
Arrangements have been made to purchase from the fund a supply of Penguin Books ex U.K. When read these can be exchanged at the Naples Book Exchange Centre.

(ii) BARRACK FURNITURE.

With the assistance of No.1.00 Dock Maintenance Coy.R.E. construction of beds of a simple design was put in hand, and up to date approximately three quarters of the number ordered have been delivered.

2. COMMUNICATIONS.

The teleprinter service opened on the 7th December '43 from Naples to FOGGIA, capacity 250 messages per 24 hours each way, and from NAPLES to BARI on the 23rd December '43, capacity 250 messages per 24 hours each way.

In conjunction with this facility D.R.services have been arranged to outlying points such as TERMOLI in the FOGGIA area and BRINDISI and TARANTO in the BARI area.

So far comparatively small use has been made of the service but the number of messages being sent each day is increasing rapidly.

3. NEW ESTABLISHMENTS.

War Establishment NA/102/3 for the In.Increment is gradually being filled, there being an acute shortage of clerks and a delay in supplying transport. However improvement has been made in the past month.

Declassified E.O. 12356 Section 3.3/NND No. 780021

Officer 37 Area and 18 Area.
Arrangements have been made to purchase from the fund a supply of Penguin Books for U.K. When read these can be exchanged at the Naples Book Exchange Centre.

(ii) BARRACK FURNITURE.

With the assistance of No.1000 Dock Maintenance Coy.R.E. construction of beds of a simple design was put in hand, and up to date approximately three quarters of the number ordered have been delivered.

2. COMMUNICATIONS.

The teleprinter service opened on the 7th December '43 from Naples to FOGGIA, capacity 250 messages per 24 hours each way, and from NAPLES to BARI on the 23rd December '43, capacity 250 messages per 24 hours each way.

In conjunction with this facility D.R.services have been arranged to outlying points such as TERMOLI in the FOGGIA area and BRINDISI and TARANTO in the BARI area.

So far comparatively small use has been made of the service but the number of messages being sent each day is increasing rapidly.

3. NEW ESTABLISHMENTS.

War Establishment NA/102/3 for the Th.Increment is gradually being filled, there being an acute shortage of clerks and a delay in supplying transport. However improvement has been made in the past month.

Officers are at the moment disposed of as follows:-

7052

TO SHEET 2/

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

(i) FLAMBO. ITALY.

	D.Tn.	-	BRIG.R.F.O'D.GAGE.
	D.D.Tn.	-	Col.E.L.Parkes.
Tn.1.	A.D.Tn.	-	Lt.Col.G.H. .Moss.
	S.C.	-	Capt.W.Kirkup.
Tn.2.	A.D.Tn.	-	Lt.Col.R.E.Coward.
	D.A.D.s.	-	Major.C.T.George.
			Major.D.R.H.Chaplin.
	S.C.	-	Capt.I.E.Robson.
Tn.3.	A.D.Tn.	-	Lt.Col.P.J.Fisher.
	S.Cs.	-	Capt.A.B.Hadley.
			Capt.G.F.Miller.
Tn.4.	A.D.Tn.	-	Lt.Col.J.Rattee.
	S.C.	-	Capt.C.Williams.
Tn.4(West)	A.D.Tn.	-	Lt.Col.H.G.Foblenfant.
	S.C.	-	Capt.G.C.R.Carey
Tn.5.	D.A.D.Tn.	-	Major.A.C.P.Shaddick.
	S.Cs.	-	Capt.C.M.M.Garage.
			[illegible]
Tn.(F).	D.A.D.Tn.	-	Major.L.R.Gooding.
	S.C.	-	Capt.G.M.E.Davis.

(ii) 2 DISTRICT.

	D.D.Tn.	-	Col.H.G.Pottle.
Tn.1.	S.C.	-	Capt.K.Badger.
Tn.2.	S.C.	-	Capt.E.T.Howells.
Tn.3.	D.A.D.Tn.	-	Capt.S.P.T.Corbett.
	S.Cs.	-	Capt.M.C.Moran.
			Capt.E.J.M.Hayward.
Tn.4.	A.D.Tn.	-	Lt.Col.A.H.Cantrell.
	D.A.D.Tn.	-	Major.A.W.McMurrie.
	S.C.	-	Capt.W.R.D.Harrisson.
Tn.5.	D.A.D.Tn.	-	Major.W.H.Sellars.
	S.Cs.	-	Capt.M.A.L.S.Morgan-Giles.
			Capt.F.Barnes.
			Capt.C.W.Babington.
Tn.(F).	S.C.	-	Capt.E.L.Swinson.

(iii) Eighth Army. A.D.Tn. - Lt.Col.W.H.B.Wheeler.

4. CHANGES IN OFFICER PERSONNEL.

Rank & Name.	Coy.	Casualty.

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

			Capt.C.F.Miller.
Tn.4.	A.D.Tn.	-	Lt.Col.J.Ratter.
	S.C.	-	Capt.C.Williams.
Tn.4(West)	A.D.Tn.	-	Lt.Col.R.G.Poulenfant.
	S.C.	-	Capt.C.C.R.Casey
Tn.5.	D.A.D.Tn.	-	Major.A.B.B.Shaddick.
	S.Cs.	-	Capt.C.M.M.Farage.
			[illegible]
Tn.(F).	D.A.D.Tn.	-	Major.A.R.Golding.
	S.C.	-	Capt.G.H.B.Davis.

(ii) 2 DISTRICT.

	D.D.Tn.	-	Col.H.C.Pettle.
Tn.1.	S.C.	-	Capt.W.Badger.
Tn.2.	S.C.	-	Capt.R.T.Howells.
Tn.3.	D.A.D.Tn.	-	Capt.S.J.F.Corbett.
	S.Cs.	-	Capt.M.C.Morton.
			Capt.E.J.M.Hayward.
Tn.4.	A.D.Tn.	-	Lt.Col.A.H.Cantrell.
	D.A.D.Tn.	-	Major.A.J.McMurdo.
	S.C.	-	Capt.W.R.D.Harrisson.
Tn.5.	D.A.D.Tn.	-	Major.W.H.Sellars.
	S.Cs.	-	Capt.M.A.L.S.Morgan-Giles.
			Capt.I.Barnes.
			Capt.C.W.Babington.
Tn.(F).	S.C.	-	Capt.E.I.Swinson.

(iii) Eighth Army. A.D.Tn. - Lt.Col.W.H.B.Wheeler.

4. CHANGES IN OFFICER PERSONNEL.

Rank & Name.	Coy.	Casualty.
	Tn.1. NO CHANGE.	
	Tn.2.	
Lt.Col.R.E.Coward.		Joined this H.Q.6.12.43.
Major.D.R.H.Chaplin.		Joined this H.Q.6.12.43.

TO SHEET 3/

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

4. CHANGES IN OFFICER PERSONNEL -(cont.)

Rank & Name.	Coy.	Casualty.
	Tn.3.	
Capt.M.C.Moran.	G.H.Q.,M.E.F.	Transferred from Mid East and reported to Tn.No.2 District for duty as Staff Capt.Tn. w.e.f. 24.12.43.
	Tn.4.	
Major.W.B.S.Miller.	160 Rly Con Coy.	Command of 1212 Rly C & M Group, w.e.f 30.12.43.
Major.O.S.A.Jones.	1212 R C & M Gp.	From 2 i/c to 160 Rly Con Coy. w.e.f. 30.12.43
Capt.M.Wright.	29 Rly Survey Coy.	As 2 i/c 160 Rly Con Coy.
	Tn.5.	
Major.L.G.England.	1 Docks Gp H.Q.	To O.C.HQ.Detachment, No.1 Docks Group R.E. (Taranto) w.e.f.5.12.43.
Lieut.F.T.Gray.	"	Posted to No.1015 Docks Op.Coy.w.e.f.12.12.43.
Lieut.P.Collin.	"	Posted Group HQ ex 1027 Docks Op.Coy.
Capt.L.V.Cornish Lt.F.G.Reid. Lt.C.C.Kew.	993 Dock Op. Coy.	Arrived this Port ex Sicily 30.12.43.
Capt.A.W.Harvey.	Group H.Q.	(Asst Dock Supt) joined Det.H.Q.1 Docks Group. wef.10.12.43.
Lt.J.W.R.Branch.	1027 Docks Op. Coy.	Promoted to Capt. w.e.f.26.10.43.
Lt.C.I.Laing.	1027 " " "	Promoted to Capt. w.e.f.10.11.43.
Major.J.F.O'Dell.	991 " " "	Resumes Command of Coy. w.e.f. 16.12.43.

5. AMENDMENTS TO UNITS STRENGTHS AND ESTABLISHMENTS.

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

Tn.4.

Major.W.E.S.Miller.	160 Rly Con Coy.	Command of 1212 Fly C & M Group, w.e.f 30.12.43.
Major.O.S.A.Jones.	1212 R C & M Gp.	From 2 i/c to 160 Rly Con Coy.w.e.f. 30.12.43
Capt.M.Wright.	29 Rly Survey Coy.	As 2 i/c 160 Rly Con Coy.

Tn.5.

Major.L.G.England.	1 Docks Gp H.Q.	To O.C.HQ.Detachment, No.1 Docks Group R.E. (Taranto) w.e.f.3.12.43.
Lieut.F.T.Gray.	"	Posted to No.1015 Docks Op.Coy.w.e.f.12.12.43.
Lieut.P.Collin.	"	Posted Group HQ ex 1027 Docks Op.Coy.
Capt.L.V.Cornish) Lt.F.G.Reid.) Lt.C.C.Kew.)	993 Dock Op Coy.	Arrived this Port ex Sicily 30.12.43.
Capt.A.W.Harvey.	Group H.Q.	(Aust Dock Supt) joined Det.H.Q.1 Docks Group. wef.10.12.43.
Lt.J.W.R.Branch.	1007 Docks Op Coy.	Promoted to Capt. w.e.f.26.10.43.
Lt.C.I.Laing.	1017 " " "	Promoted to Capt. w.e.f.10.11.43.
Major.J.F.O'Dell.	991 " " "	Resumes Command of Coy. w.e.f. 16.12.43.

5. AMENDMENTS TO UNITS STRENGTHS AND ESTABLISHMENTS.

(A) STORES.

Group H.Q. 3 Stores Group plus final Detachment of 196 Stores Coy. is expected late in January.

7800

(B) RAILWAY OPERATING.

NO CHANGE.

(C) RAILWAY CONSTRUCTION.

NO CHANGE.

TO SHEET 4/

Declassified E.O. 12356 Section 3.3/NND No. 782021

5. AMENDMENTS TO UNITS STRENGTHS AND ESTABLISHMENTS.- Continued.

(D) DOCKS UNITS.

1055 Stevedore Bn. Formation letter has been issued for the conversion of this Battalion to a Docks Operating Coy.

1017 Docks Operating Coy is in the process of being re-inforced by absorption of personnel from 1055.

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

1055 Stevedore Bn. Formation letter has been issued for the conversion of this Battalion to a Docks Operating Coy.

1017 Docks Operating Coy is in the process of being re-inforced by absorption of personnel from 1055.

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

APPENDIX NO.3

DOCKS WORKING - EAST ITALY

1. ACTUAL TONNAGES DISCHARGED (INCLUDING M.T.) - DECEMBER 1943.

Taranto	Brindisi	Monopoli	Bari	Barletta	Total
63852	100729	621	112653	28517	306372

2. TONNAGES DISCHARGED BY LIGHTER AND NUMBER IN USE PER PORT - DECEMBER 1943.

	Taranto	Brindisi	Bari
Tons Discharged	2644	10649	14341
No. of Lighters	24	25	23
Tons per Lighter	110	426	623

3. ACTUAL TONNAGE LOADED (INCLUDING M.T.) - DECEMBER 1943.

Taranto	Brindisi	Monopoli	Bari	Barletta	Total
1643	326	671	2248	5906	10794

4. DAILY DISCHARGE CAPACITIES - DECEMBER 1943.

	Berth Capacity		Normal Capacity of Ship Labour		Average Tonnages Handled Daily (incl. M.T.)	
Brindisi	Alongside	3300	Military	2400	Alongside	2905
	Lighter Quays	750	Civil	500	Lighterage	343
		4050		2900		3248
					(Lighter capacity 500 tons)	
Bari	Alongside	3500	Military	2800	Alongside	3171
	Lighter Quays	1100	Civil	1200	Lighterage	462
		4600		4000		3633
					(Lighter capacity 600 tons)	
Barletta	Alongside	2000	Military	1600	Alongside	1974
	Lighter Quays	600	Civil	300	Lighterage	85
				1900		2059

Declassified E.O. 12356 Section 3.3/NND No. 782021

PER PORT - DECEMBER 1943.

	Taranto	Brindisi	Bari
Tons Discharged	2644	10649	14341
No. of Lighters	24	25	23
Tons per Lighter	110	426	623

3. ACTUAL TONNAGE LOADED (INCLUDING M.T.) - DECEMBER 1943.

Taranto	Brindisi	Monopoli	Bari	Barletta	Total
1643	326	671	2246	5906	10794

4. DAILY DISCHARGE CAPACITIES - DECEMBER 1943.

	Berth Capacity		Normal Capacity of Ship Labour		Average Tonnages Handled Daily (incl. M.T.)	
Brindisi	Alongside	3300	Military	2400	Alongside	2905
	Lighter Quays	750	Civil	500	Lighterage	343
		4050		2900		3248
					(Lighter capacity 500 tons)	
Bari	Alongside	3500	Military	2800	Alongside	3171
	Lighter Quays	1100	Civil	1200	Lighterage	462
		4600		4000		3633
					(Lighter capacity 600 tons)	
Monopoli	Alongside	2000	Military	1600	Alongside	1974
	Lighter Quays	600	Civil	300	Lighterage	85
		2600		1900		2059
Barletta	Alongside	1500	Military	800	Alongside	919
			Civil	400	Lighterage	-
		1500		1200		919

C40

Declassified E.O. 12356 Section 3.3/NND No. 782021

APPENDIX NO.4

SUMMARIES OF PORT FACILITIES

1. TARANTO

(a) Berths

No.	Type	Draft	Remarks
1	MT/Stores	26'	
2	-do-	26'	
3	-do-	21' to 23'	
4	MT only	18' to 24'	
5	-do-	19'	
6	MT/Stores	19'	
6A	-do-	19'	
7	-do-	19'	
12	Coal Wharf	18'	Is also used as Lighter Berth.

Berths 4 and 5 can be used for light draft stores ships but this involves ferrying to rail of all cargo discharged, and is not recommended.

(b) Floating Equipment

Tugs
1 Steam 300 h.p.
1 Steam 50 h.p.

These tugs are on loan from the Italian Navy.

Craft
1 Diesel Motor Launch, approx. 60 h.p.
3 Whaler type boats (personnel carrying)
1 speed launch (On loan from Italian Dock Police)

Lighters and Barges

13 lighters, carrying capacity up to 100 tons.
9 lighters, " " " " 60 tons.

These lighters are on loan from the Italian Navy.

Floating Cranes

	Type	Max. Load Tons	Type of M/Y.
ø	Revolving	150	Steam
	Fixed	90	Steam
	Fixed	3	Steam
	Buoy - Lifting Derrick	10	Steam
	Revolving	40	Electric
	Buoy - Lifting Derrick	10	Steam

ø This is the only crane of use to us. Others ar[e] Italian Navy.

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

6	MT/Stores	19'	
6A	-do-	19'	
7	-do-	19'	
12	Coal Wharf	18'	Is also used as Lighter Berth.

Berths 4 and 5 can be used for light draft stores ships but this involves ferrying to rail of all cargo discharged, and is not recommended.

(b) Floating Equipment

Tugs — 1 Steam 300 h.p.
1 Steam 50 h.p.

These tugs are on loan from the Italian Navy.

Craft — 1 Diesel Motor Launch, approx. 60 h.p.
3 Whaler type boats (personnel carrying)
1 speed launch (On loan from Italian Dock Police)

Lighters and Barges

13 lighters, carrying capacity up to 100 tons.
9 lighters, " " " " 60 tons.

These lighters are on loan from the Italian Navy.

Floating Cranes

	Type	Max. Load Tons	Type of M/Y.
ø	Revolving	150	Steam
	Fixed	90	Steam
	Fixed	3	Steam
	Buoy - Lifting Derrick	10	Steam
	Revolving	40	Electric
	Buoy - Lifting Derrick	10	Steam

ø This is the only crane of use to us. Others are Italian Navy.

(c) Shore Cranes

Description	Makers' No.	W.D. No.	Capacity
R & R Strd. Mobile (Wheeled)	3152		6 tons
COLES EMA Mk.III.	2820	5043	3 tons
- do -	2821	5044	3 tons
Coles Steam Crane (Railway)	506		3 tons
FB.40(Tracked) Mobile.	FAB 458		3 tons

Declassified E.O. 12356 Section 3.3/NND No. 782021

1. TARANTO (Cont.)

(d) Rail Facilities

Number of rail served berths : 6

Number of wagons which can be set up for loading at one time : 84 - Berths 1 & 2 :30
" 6 & 6A:30
" 7 :12
" 12 :12

2. BRINDISI

(a) Berths

No.	Type	Draft	Remarks
1	Coaster or Coal	24'	At present used for coal.
2	MT/Stores	25'	
3	Coaster	25'	
4	MT/Stores	24'	Rail facilities at back of quay only.
5	MT/Stores	28'	
6	-do-	24'	
7	M.T.	23'	Very narrow quay.
8	MT/Stores	23'	
9	Coaster	22'	
10	Coaster or Lighter	21'	

Total berths available

MT/Stores	:	5
M.T.	:	1
Coaster	:	4

(b) Floating Equipment

Tugs
2 Steam Tugs 150 h.p.)
1 Steam Tug 120 h.p.) Italian.
1 Steam Tug 100 h.p.)
1 Steam Tug 92 h.p.)

Craft
1 Diesel 35 ft. Motor Launch
1 Diesel 30 ft. Motor Launch
1 Diesel 25 ft. Motor Launch.

Lighters and Barges.

10 100 ton Well Dumb Barges
1 50 ton " " "
2 150 ton " " "
5 60 ton Pontoon Barges
2 25 ton " "
2 40 ton " "
3 60 ton Ammo. Barges

6998

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1	Coaster or Coal	24'	At present used for coal.
2	MT/Stores	25'	
3	Coaster	25'	
4	MT/Stores	24'	Rail facilities at back of quay only.
5	MT/Stores	28'	
6	-do-	24'	
7	M.T.	23'	Very narrow quay.
8	MT/Stores	23'	
9	Coaster	22'	
10	Coaster or Lighter	21'	

Total berths available

MT/Stores	:	5
M.T.	:	1
Coaster	:	4

(b) Floating Equipment

Tugs
- 2 Steam Tugs 150 h.p.)
- 1 Steam Tug 120 h.p.) Italian.
- 1 Steam Tug 100 h.p.)
- 1 Steam Tug 92 h.p.)

Craft
- 1 Diesel 35 ft. Motor Launch
- 1 Diesel 30 ft. Motor Launch
- 1 Diesel 25 ft. Motor Launch.

Lighters and Barges.

10	100 ton	Well Dumb Barges
1	50 ton	" " "
2	150 ton	" " "
5	60 ton	Pontoon Barges
2	25 ton	" "
2	40 ton	" "
3	60 ton	Ammo. Barges

6998

Floating Cranes

1 Diesel Electric Slewing & Luffing.
Heavy Lift 40 tons at 21 metres
Height of Jib 22 metres
Light Lift 20 tons at 11 metres
Height of Jib 31 metres.

1 Steam. Fixed jib. Heavy lift 120 tons at 5.6 metres
Height of jib 19 metres
Light lift 70 tons at 9.6 metres
Height of jib 25 metres.

2 Steam. Sheer Legs. 8 tons at 5 metres. Max lift 9 metres.

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2. BRINDISI (Cont.)

(c) Shore Cranes

All mobile cranes, no quay cranes.

	4	19 R.B. Diesel, tracked.	Max. lift	3½ tons
	1	10 R.B. " "	"	2 3/4 tons
	2	Hyster Petrol, wheeled.	"	2½ tons
	2	" " "	"	2½ - 4½ tons
	1	Mercer " "	"	4 tons
	1	Wesserhuitte Diesel, tracked	"	7 tons
	1	Bunger " "	"	10 tons
	1	F.B.45 " "	"	2½ tons
x	1	F.B.40 " "	"	2½ tons
ø	1	Linkbelt Speeder" "	"	Unknown, approx.5 tons.

x Owned and maintained by R. Marina - Unreliable.
ø At present without a jib.

(d) Rail Facilities.

Number of rail served berths : 9 (this includes Berth 4. To get to the rail siding from the ship's side on this berth involves a carry of about 70 yds. through sheds).

Number of wagons which can be set up for loading at one time : 106

(1) Berths 2 and 3 and 6,7,8,9 are in groups, and shunting on any one of these berths affects the others in the same group; Berths 4 and 5, and the Lighter Berth are independent.

(2) Berths 2 to 4 on one side and the Lighter Berth and Nos. 5 to 9 on the other; each have a single line to the Central Yard. These lines are on an up gradient.

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(c) Shore Cranes

All mobile cranes, no quay cranes.

4	19 R.B.	Diesel, tracked.	Max. lift	3½ tons
1	10 R.B.	" "	"	2 3/4 tons
2	Hyster	Petrol, wheeled.	"	2½ tons
2	"	" "	"	2½ - 4½ tons
1	Mercer	" "	"	4 tons
1	Wesserhuitte	Diesel, tracked	"	7 tons
1	Bunger	" "	"	10 tons
1	F.B.45	" "	"	2½ tons
x 1	F.B.40	" "	"	2½ tons
ø 1	Linkbelt Speeder	" "	"	Unknown, approx. 5 tons.

x Owned and maintained by R. Marina - Unreliable.
ø At present without a jib.

(d) Rail Facilities.

Number of rail served berths : 9 (this includes Berth 4. To get to the rail siding from the ship's side on this berth involves a carry of about 70 yds. through sheds).

Number of wagons which can be set up for loading at one time : 106

(1) Berths 2 and 3 and 6,7,8,9 are in groups, and shunting on any one of these berths affects the others in the same group; Berths 4 and 5, and the Lighter Berth are independent.

(2) Berths 2 to 4 on one side and the Lighter Berth and Nos. 5 to 9 on the other; each have a single line to the Centrale Yard. These lines are on an up gradient. In the case of Maritima, only 4 wagons can be shunted at a time. In the case of Montecatini 6998 time.

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3. BARI

(a) Berths

No.	Type	Draft	Remarks
6		19' 6"	
7		19' 6"	
8		16'	Previously given as 16' 17'6"
10		16'	"
12	Liberty	30'	Only useful 2 holds to shore or M.T.
14	"	30'	
15	"	30'	
17	"	32'	3 holds to shore
18	"	33'	
19	"	33'	M.T. only narrow quay.

(b) Floating Equipment

Tugs

1 x 250 h.p.
1 x 140 h.p.
1 x 250 h.p.
1 x 55 h.p.
1 x 204 h.p. (C.T.8)

Craft

"Z" craft Nos. 14 - 20 - 21 - 32 - 34 - 35 - 36 - 38 = 8 craft.

Lighters and Barges

5 of 10/25 tons
4 of 25/80 tons
2 of 100 tons
2 of 150 tons
4 Minus barges of 160 tons.

Floating Cranes

1 x 40 ton Shearlegs	Steam	Fixed Legs
1 x 7½ ton barge	"	Luffing and slewing
1 x 7 ton "	"	" " "
1 x 1 ton Shearleg		

(c) Shore Cranes

Italian

3 electric quay cranes	5 tons
1 90 F.B. Mobile tracked	12 tons
1 [illegible] Wheeled	5 tons

W.D.

2 R.B.	6 tons
1 R.B.	3½/5 tons
3 R.B. 19	5 tons

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

(b) Floating Equipment

Tugs

1 x 250 h.p.
1 x 140 h.p.
1 x 250 h.p.
1 x 55 h.p.
1 x 204 h.p. (C.T.S)

Craft

"Z" craft Nos. 14 - 20 - 21 - 32 - 34 - 35 - 36 - 38 = 8 craft.

Lighters and Barges

5 of 10/25 tons
4 of 25/80 tons
2 of 100 tons
2 of 150 tons
4 Minus barges of 160 tons.

Floating Cranes

1 x 40 ton Sheerlegs	Steam	Fixed Legs
1 x 7½ ton barge	"	Luffing and slewing
1 x 7 ton "	"	" " "
1 x 1 ton Sheerleg		

(c) Shore Cranes

Italian		W.D.	
3 electric quay cranes	5 tons	2 R.B.	6 tons
1 90 F.B. Mobile tracked	12 tons	1 R.B.	3½/5 tons
1 Pet. Elec. Wheeled	5 tons	3 R.B. 19	5 tons
1 Steam	7 tons	4 R.B. 10	2½ tons
		1 Mercer	3 tons
		1 Jones	2 tons
		1 International	3 tons

6994

(d) Rail Facilities.

Number of rail served berths : 3

Number of wagons which can be set up for loading at one time: Berths 6/7 : 30
" 14 : 50 (2 roads)
If berth 13 works " 14 : 30
to M.T. " 15 : 12

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

4. Barletta.

(a) Berths.

No.	Type.	Draft	Remarks.
3	Coaster	15'	Restricted to 250' long.
4	Coaster	17'	
6)	Coaster	17'	
7)			
9	Coaster	19'	
10	Coaster	19'	
11	Coaster	19' ø	
12	Coaster	19' ø	Not available - stacks of salt on quay.

ø 40' carry for delivery to rail.

(b) Flonting Equipment

Tugs. Nil

Craft Nil

Lighters and Barges Nil

Floating Cranes. Nil

(c) Shore Cranes.

1 Hyster 4½ ton capacity (mobile)

(d) Rail Facilities.

No. of rail served berths : 6

No. of wagons which can be set up for loading at one time : 50

+=+ 6993

Declassified E.O. 12356 Section 3.3/NND No. 782021

LOCATION OF EN.4 UNITS AT 31ST DECEMBER, 1943.

(a) No.1 Railway Construction & Maintenance Group.

Unit	Location	Job
H.Q. No.1 Rly C&M Group	Naples	Supervision of Group.
150 Rly Const. Coy. H.Q.	Naples	
Adv. H.Q.	Benevento	
No.1 Section	Amorosi	91/9 Repairs Bridge 6.
No.2 Section	Benevento	91/22 Repairs Bridge 17.
No.3 Section	Solopaca	91/19 Repairs to tunnel at Km.126.
No.4 Section	Ponte	91/3 Track repairs.
	Montecalvo	91/24 Repairs Bridge 19.
161 Rly Const. Coy. H.Q.	Casalnuovo	
No.1 Section	Nola	General repairs Line 91
No.2 Section	Marigliano	291/1 Cancello R.E. Stores Depot.
No.3 Section	Marigliano	90/35 Poggioreale Tn.S.D. extensions
No.4 Section	Cancello	291/1 Cancello R.E. Stores Depot.
167 Rly Bridging Coy.		
No.1 Section	Telese Cerreto	91/14 Repairs Bridge 14.
	Apice	91/25 Repairs bridge 16.
46 M.E.(Tn) Section	Naples	
	Cancello	291/1 Cancello R.E. Stores Depot.
	Dagnoli	Excavation and loading ballast to rail.
	Poggioreale	90/35 Extension Tn. Stores.
29 Rly Survey Coy.		
No.2 Section	Nola	Surveys etc. Naples area.
3 Rly Tele rank. Coy.H.Q.	Naples	

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

(4) No.1 Railway Construction & Maintenance Group.

Unit	Location	Job
H.Q. No.1 Rly C&M Group	Naples	Supervision of Group.
150 Rly Const. Coy. H.Q.	Naples	
Adv. H.Q.	Benevento	
No.1 Section	Amorosi	91/9 Repairs Bridge 6.
No.2 Section	Benevento	91/22 Repairs Bridge 17.
No.3 Section	Solopaca	91/19 Repairs to tunnel at Km.126
No.4 Section	Ponte	91/3 Truck repairs.
	Montecalvo	91/24 Repairs Bridge 19.
161 Rly Const. Coy. H.Q.	Casalnuovo	
No.1 Section	Nola	General repairs Line 91
No.2 Section	Marigliano	291/1 Cancello R.E. Stores Depot.
No.3 Section	Marigliano	90/35 Poggioreale Tn.S.D. extensions
No.4 Section	Cancello	291/1 Cancello R.E. Stores Depot.
167 Rly Bridging Coy.		
No.1 Section	Telese Cerreto	91/14 Repairs Bridge 14.
	Apice	91/25 Repairs Bridge 16.
46 M.E.(Tn) Section	Naples	
	Cancello	291/1 Cancello R.E. Stores Depot.
	Dagnoli	Excavation and loading ballast to rail.
	Poggioreale	90/35 Extension Tn. Stores.
29 Rly Survey Coy.		
No.2 Section	Nola	Surveys etc. Naples area.
3 Rly Telegraph Coy.H.Q.	Naples	
42 Line Mtce. Section	Maddaloni	Constn. & Maintenance Line 91. Caserta Foggia.
76 Tele Opg. Section	Sots. Naples) Foggia, Bari.)	Operating D.Tn. teleprinters Naples, Foggia, Bari.

6992

/To sheet 2..

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

(B) No.1212 Railway Construction & Maintenance Group.R.E.

Unit	Location	Job
H.Q.1212 Rly C&M Group Advance H.Q.	Bari San Severo	Supervision of Group.
10 Rly Const. Coy. H.Q. Advance H.Q. No.1 Section No.2 Section No.3 Section No.4 Section	Lesina Madugno Madugno Foggia Madugno Foggia	86/16 Bari. G.G.H. siding. 86/4 Repairs to bomb damage and demolitions Foggia Station. 303/1. Madugno Tn.S.D. 86/4 Repairs to Station Yards.
159 Rly Const. Coy. H.Q. No.1 Section No.2 Section No.3 Section No.4 Section	S. Vito near Brindisi Melfi Bari S. Vito) S. Vito)	302/5 Repair bridge 4 Foggia Potenza line. 86/9 Bari R.E.S.D. 86/6 Brindisi R.E.S.D.
160 Rly Const. Coy. H.Q. No.1 Section No.2 Section No.3 Section No.4 Section	Vasto Vasto San Salvo Vasto Vasto	Company attached to R.C.E.(V)S.E.C for work. 86/17 Repairs bridge 6 River Trigno.
187 M.E. (Tn) Coy. 45 M.E.(Tn) Section	Trani near Barletta. Bari	Maintenance of earthwork machinery.
29 Rly Survey Coy. H.Q. No.1 Section No.3 Section	Torre A Mare Bari. Mesagne Cozzo nr Bari	Surveys etc. Brindisi area. Surveys etc. Bari area.
167 Rly Bridging Coy.		attached to R.C.E.(V) S.E.C for work.

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

Advance H.Q.	San Severo	(Supervision of Group.
10 Rly Const. Coy. H.Q.	Lesina	
Advance H.Q.	Modugno	
No.1 Section	Modugno	86/16 Bari. C.G.H. siding.
No.2 Section	Foggia	86/4 Repairs to bomb damage and demolitions Foggia Station.
No.3 Section	Modugno	303/1. Modugno Tn.S.D.
No.4 Section	Foggia	86/4 Repairs to Station Yards.
159 Rly Const. Coy. H.Q.	S. Vito near Brindisi	
No.1 Section	Melfi	302/5 Repair bridge 4 No. in Potenza Line.
No.2 Section	Bari	86/9 Bari R.E.S.D.
No.3 Section	S. Vito)	86/6 Brindisi R.E.S.D.
No.4 Section	S. Vito)	
160 Rly Const. Coy. H.Q.	Vasto	Company attached to R.C.E.(V)S.E.C for work.
No.1 Section	Vasto	
No.2 Section	San Salvo	
No.3 Section	Vasto	86/17 Repairs bridge 8 River Trigno.
No.4 Section	Vasto	
167 M.E. (Tn) Coy.	Trani near Barletta.	Maintenance of earthwork machinery.
45 M.E.(Tn) Section	Bari	
29 Rly Survey Coy. H.Q.	Torre a Mare Bari.	
No.1 Section	Mesagne	Surveys etc. Brindisi area.
No.3 Section	Cozzo nr Bari	Surveys etc. Bari area.
167 Rly Bridging Coy.		
No.2 Section	San Severo	attached to R.C.E.(V) S.E.C for work. Bridge reconnaissance. Supervision of Bridging Park, San Severo.
No.2 Rly Tele Coy. H.Q.	Foggia	
21 Line Mtce. Section	Foggia)	Repairs to Railway Telegraphs
22 Line Mtce. Section	Termoli)	Foggia, Termoli, Vasto and North..
72 Tele. Opg. Section	Detts. San Severo)	Operating D.Trns. Fullerphone circuit
	Foggia, Bari,)	
	Brindisi.)	

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

(C) South African E.C. Rly Construction & Maintenance Group.

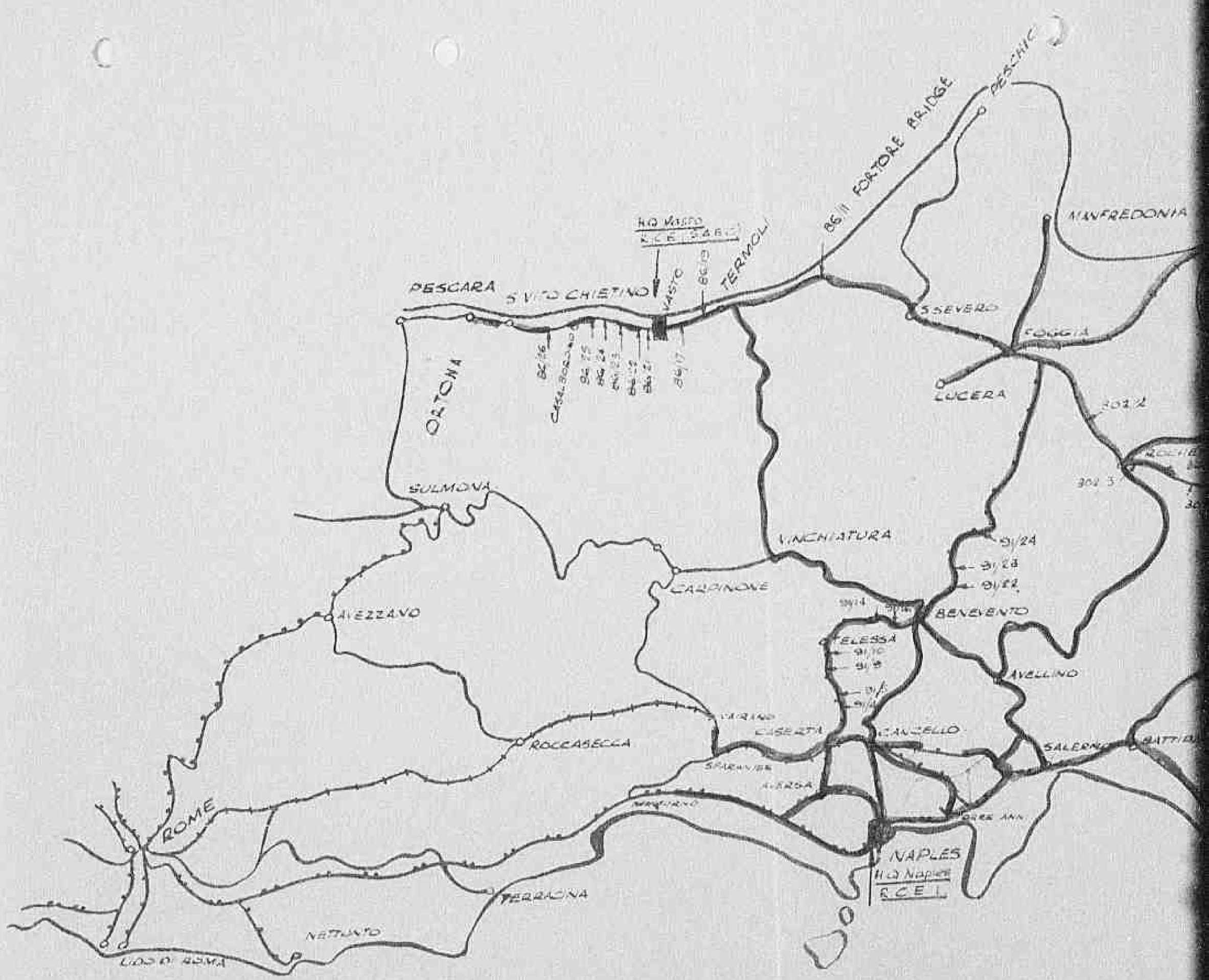
Unit	Location	Job
H.Q. Rly C&M Group (V)S.A.E.C	Vasto	Supervision of Group.
38 Rly Const. Coy. H.Q. Track I Track II Track III Struct.	Vasto Vasto Vasto Vasto Vasto	86/21-2-3 Tunnel repairs Vasto - Lebba. 86/26-29-30 Track repairs Vasto - Sangro 86/24 - 3-6 Bridge repairs Lebba and Casalbordino
39 Rly Const. Coy. H.Q. Track I Track II Track III Struct.	Fossacesia Fossacesia Fossacesia Fossacesia Fossacesia	Bridge and track repairs Lebba - San Vito.
40 Rly Const. Coy. H.Q. Track I Track II Track III Struct.	Torino di Sangro Torino di Sangro Torino di Sangro Fossacesia Torino di Sangro	86/34 Sangro River Bridge (86/31 Track repairs Torino (di Sangro to Fossacesia. 86/34 Sangro River bridge.

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

	Track I Track II Track III Struct.	Vasto Vasto Vasto Vasto	Vasto - San ro 06/24 - 3-6 Bridge repairs Lebba and Casalbordino
39 Rly Const. Coy. H.Q. Track I Track II Track III Struct.		Fossacesia Fossacesia Fossacesia Fossacesia Fossacesia	Bridge and track repairs Lebba - San Vito.
40 Rly Const. Coy. H.Q. Track I Track II Track III Struct.		Torino di Sangro Torino di Sangro Torino di Sangro Fossacesia Torino di Sangro	06/34 Sangro River Bridge 06/31 Track repairs Torino di Sangro to Fossacesia. 06/34 Sangro River Bridge.

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

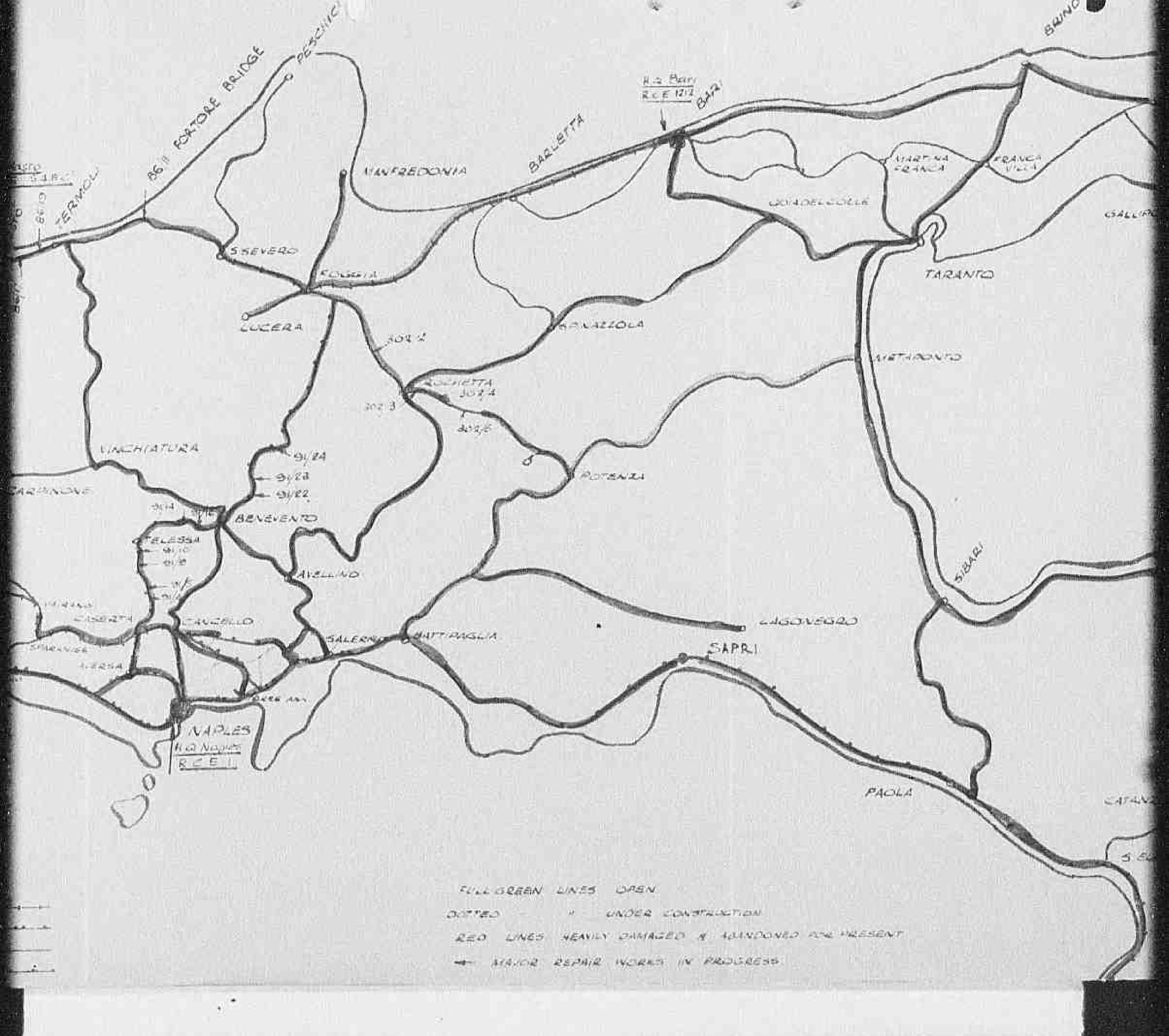
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DOUBLE TRACK STANDARD GAUGE STEAM
" " " " ELECTRIC
SINGLE " " " STEAM
" " " " ELECTRIC

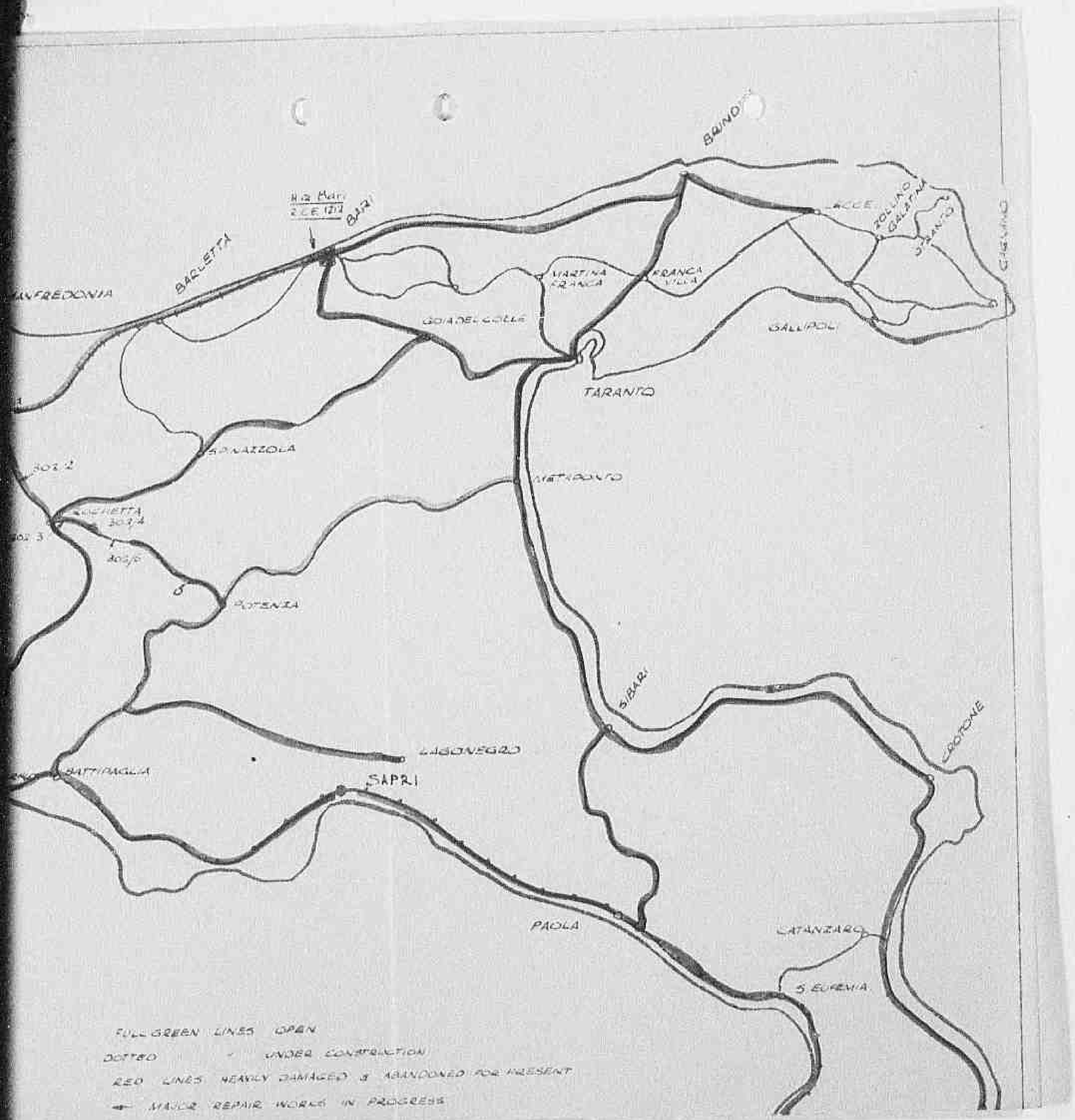
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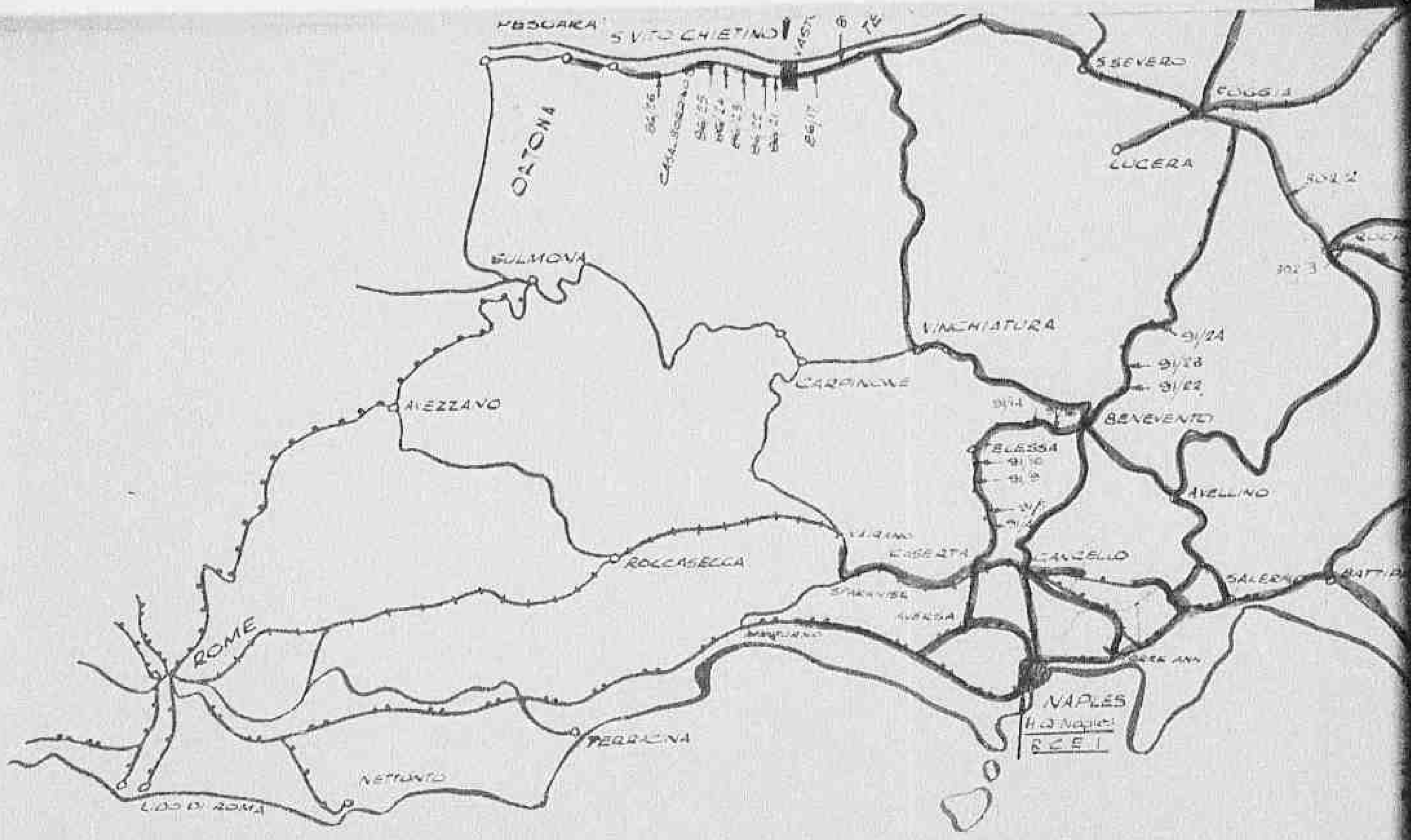
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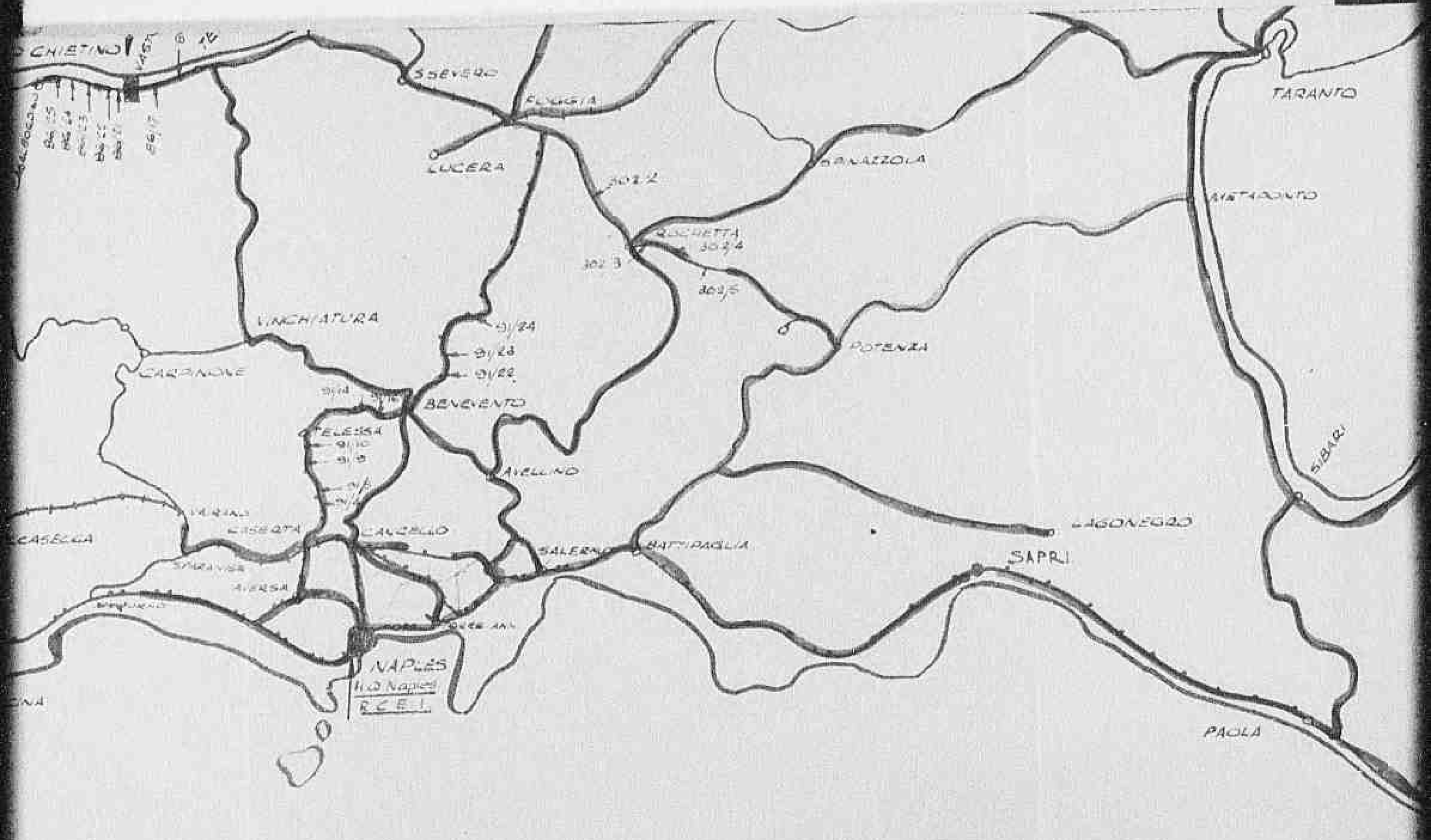


DOUBLE TRACK STANDARD GAUGE STEAM
" " " " ELECTRIC
SINGLE " " " STEAM
" " " " ELECTRIC

SOUTHERN ITALIAN RAILW

1687

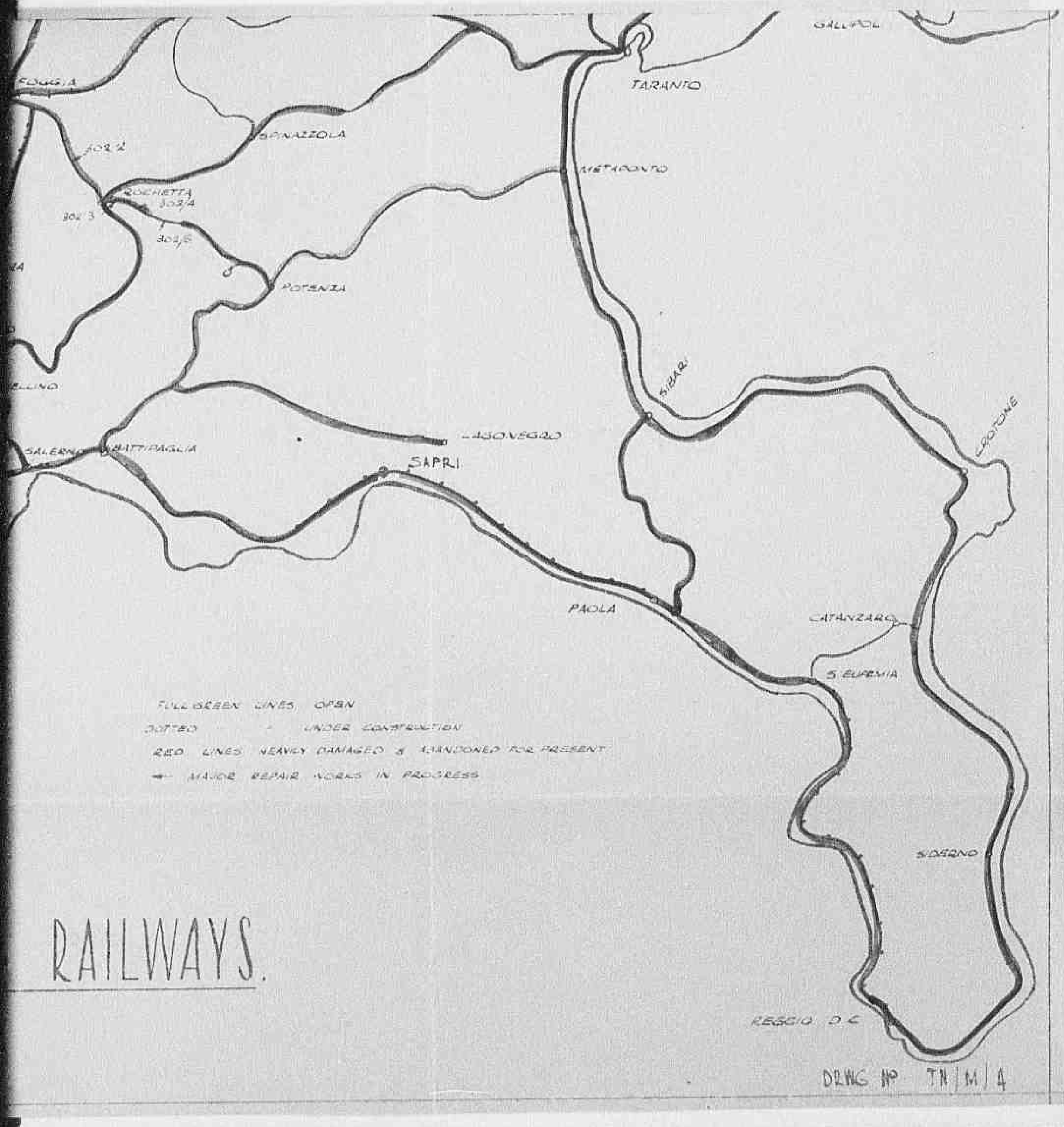
Declassified E.O. 12356 Section 3.3/NND No. 785021



HERN ITALIAN RAILWAYS.

1688

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

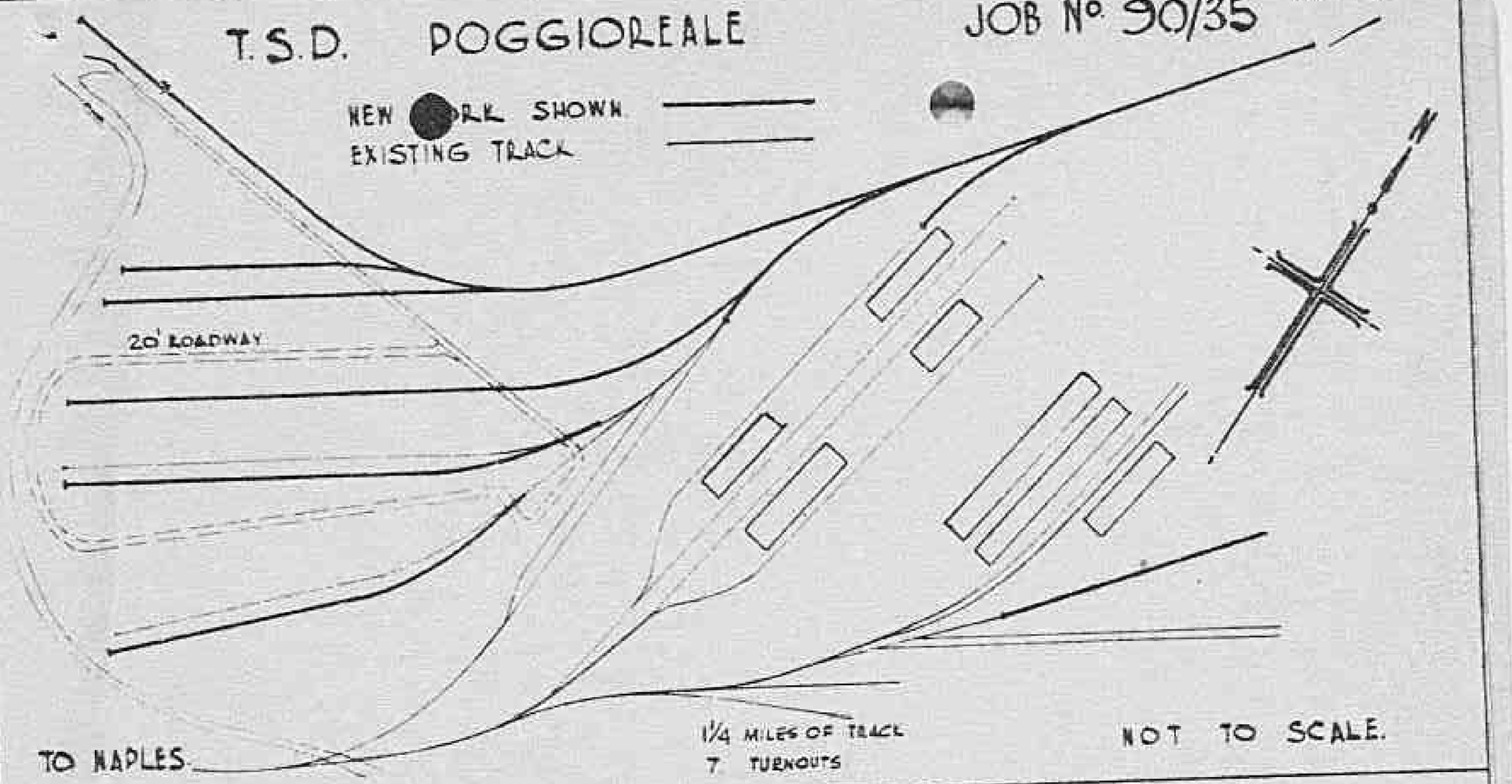


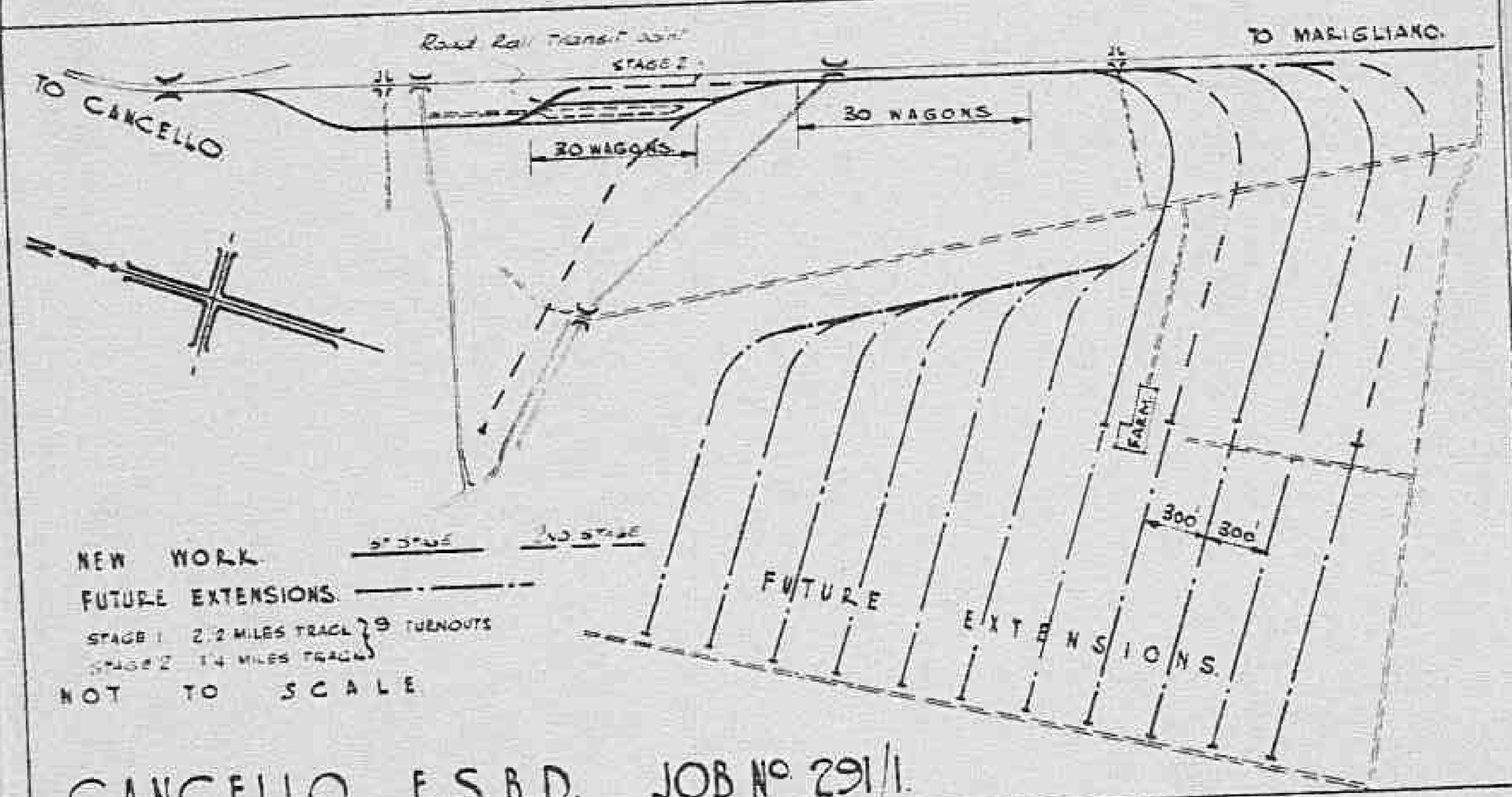
RAILWAYS.

DRWG No TN/M/4

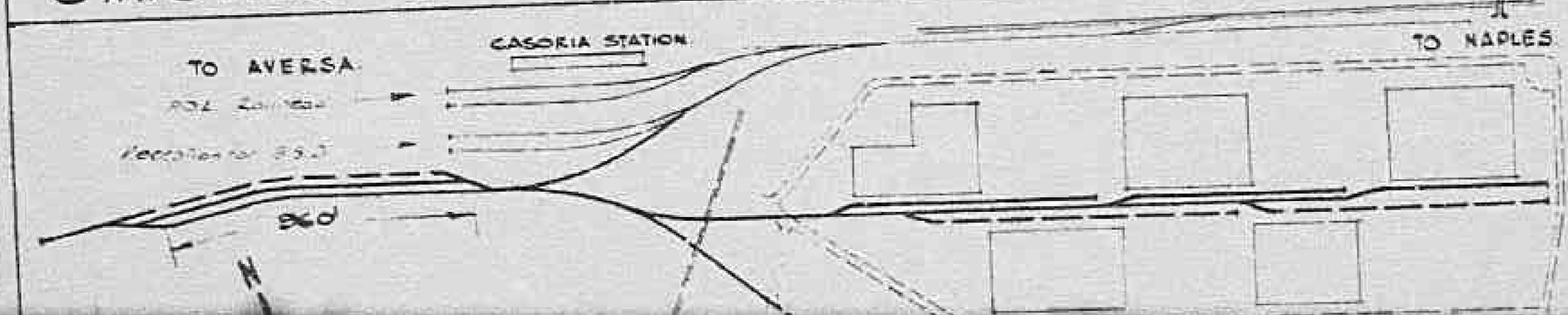
APP. 7

T.S.D. POGGIOREALE JOB Nº 90/35





CANCELLO E.S.B.D. JOB Nº 291/1.

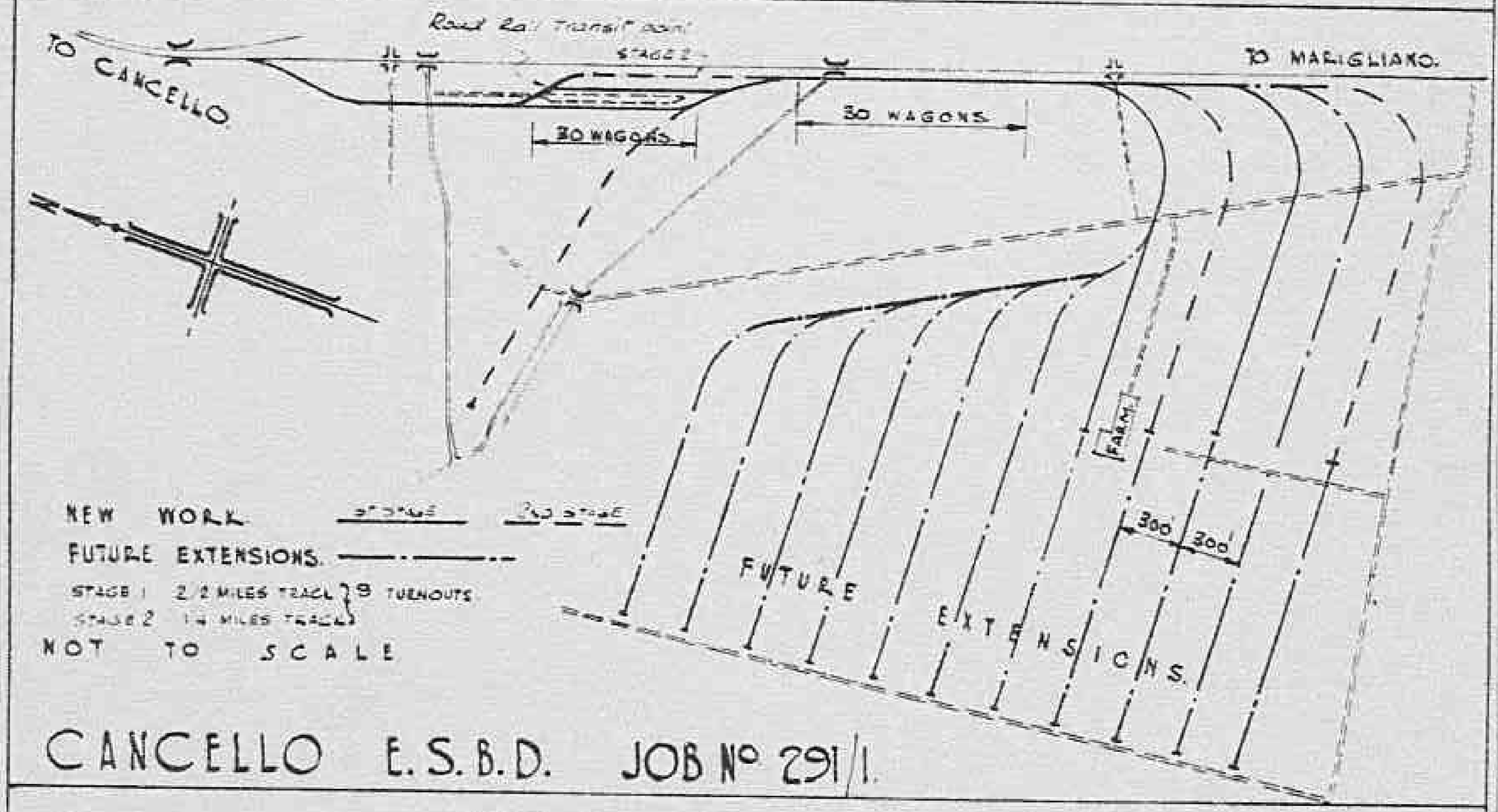


Declassified E.O. 12356 Section 3.3/NND No. 782021

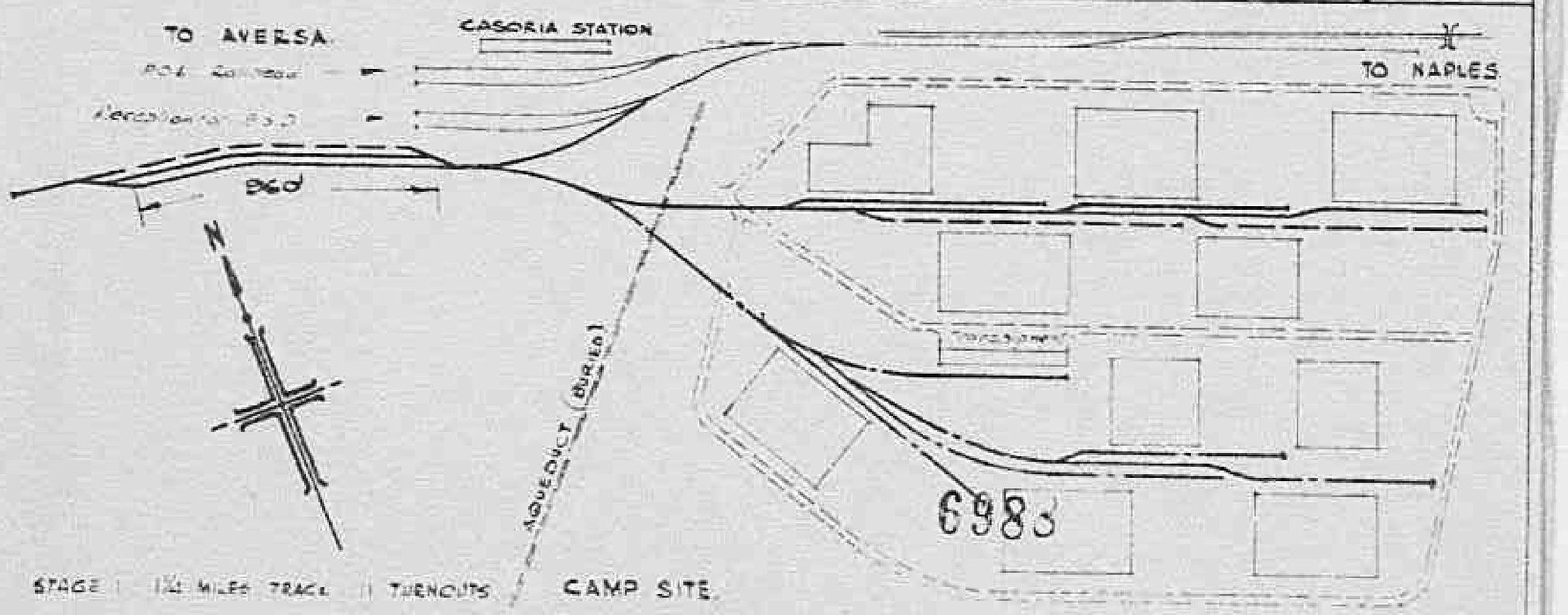
TO NAPLES.

1¼ MILES OF TRACK
7 TURNOUTS

NOT TO SCALE.



CANCELLO E.S.B.D. JOB Nº 291/1.



CASORIA B.S.D.

TRM 10 | TRANSPORTATION (MILITARY) SECTION

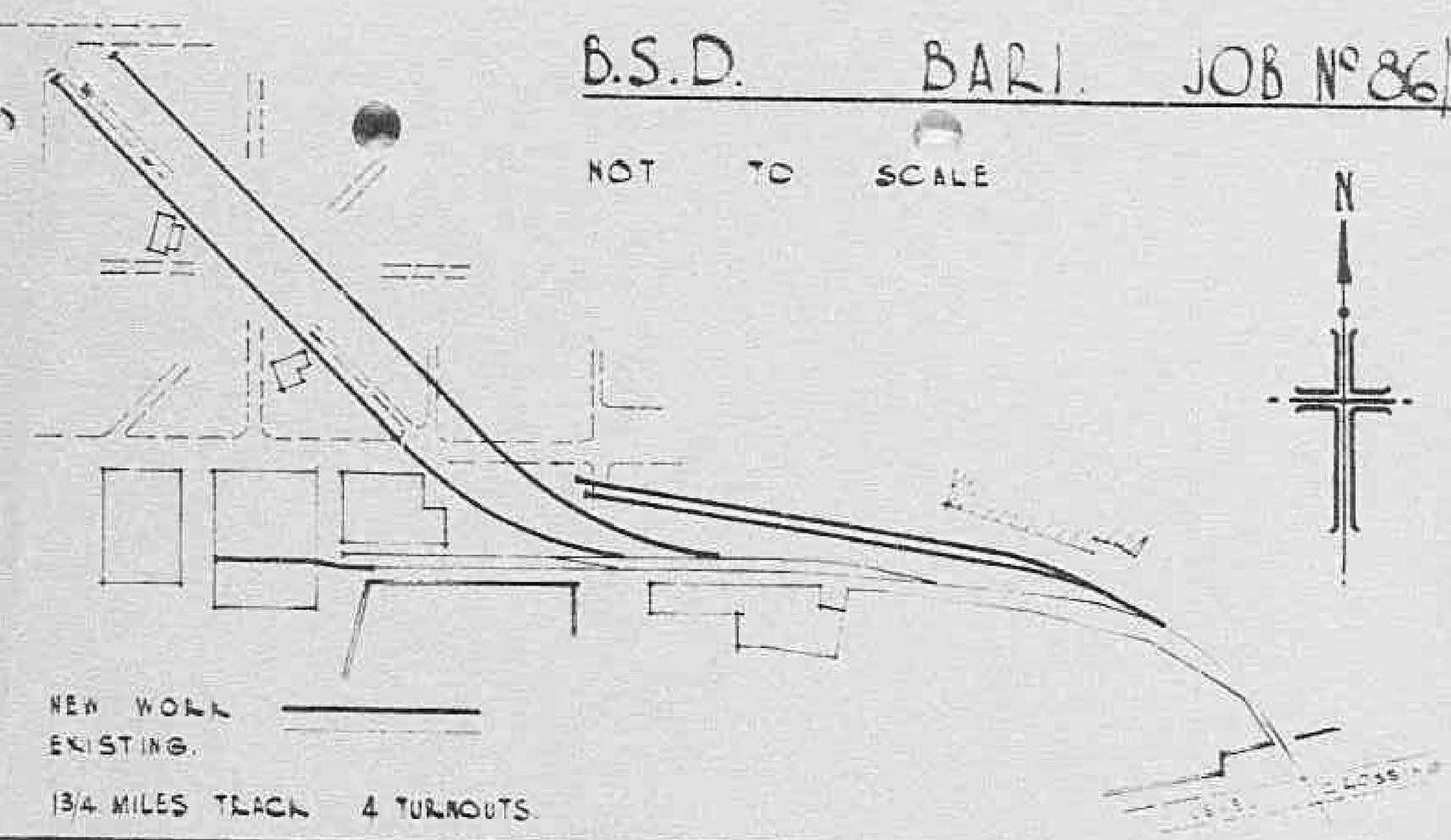
Declassified E.O. 12356 Section 3.3/NND No. 780021

1811

Declassified E.O. 12356 Section 3.3/NND No. 782021

B.S.D. BARI. JOB Nº 86/15

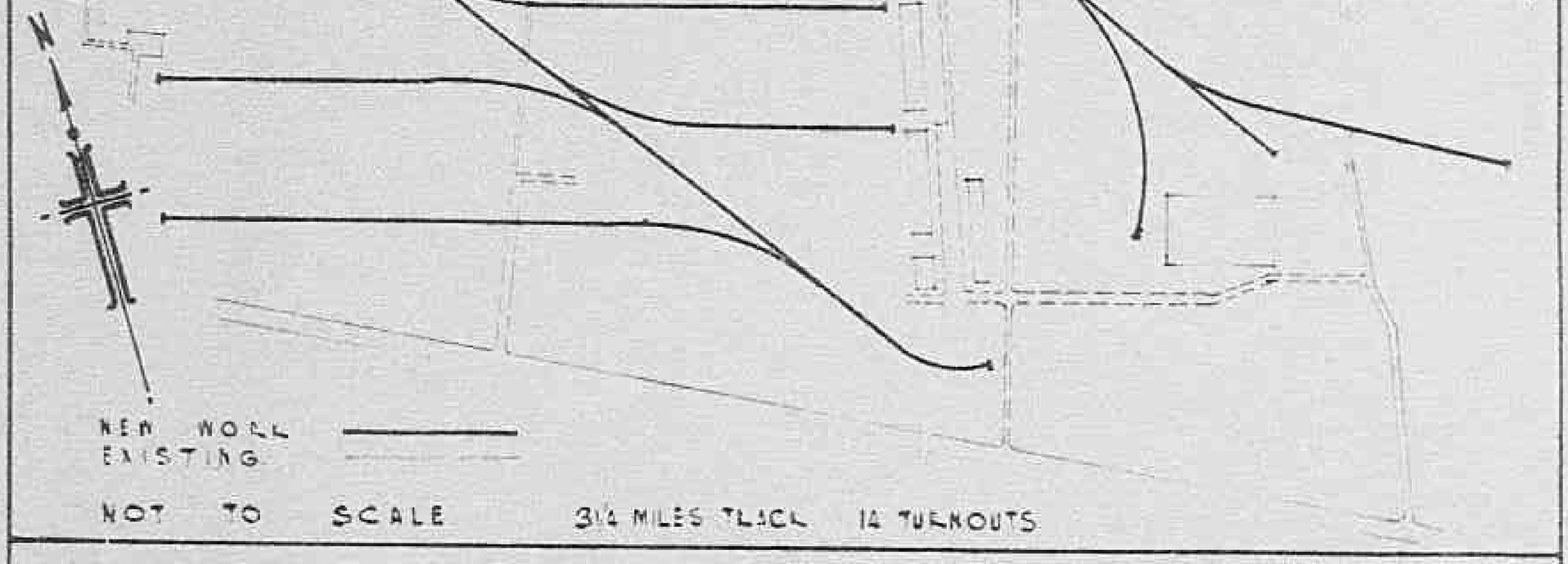
NOT TO SCALE



13/4 MILES TRACK 4 TURNOUTS.

R. E. S. D. BARI. JOB Nº 869

FROM BARI MAIN LINE LEVEL CROSSING TO BRINDISI



NOT TO SCALE 3¼ MILES TRACK 14 TURNOUTS

FROM BARI

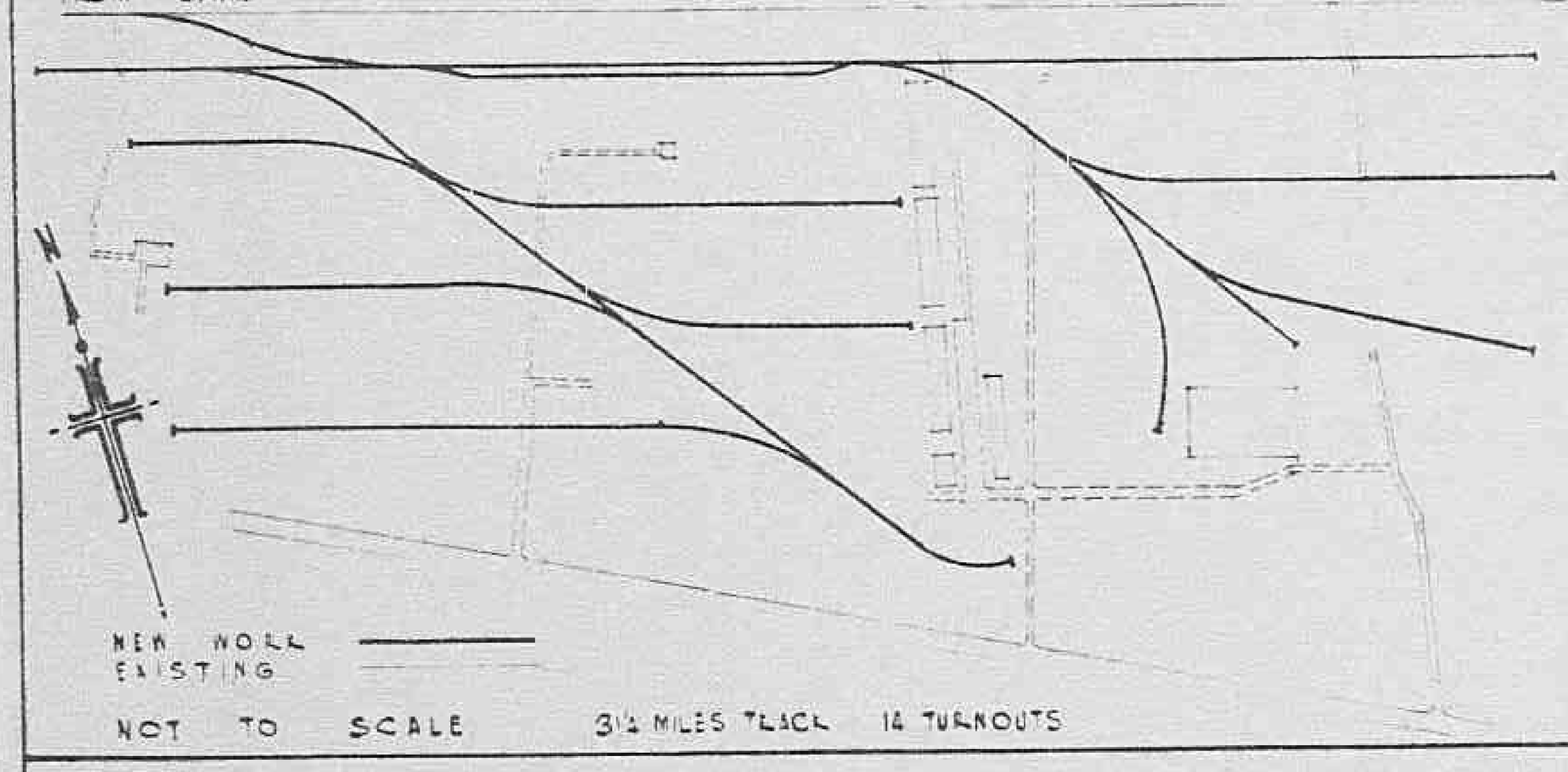
JOB Nº 868.

NEW WORK
EXISTING.

13/4 MILES TRACK 4 TURNOUTS

R. E. S. D BARI. JOB Nº 869

FROM BARI MAIN LINE TO BARI P.S.

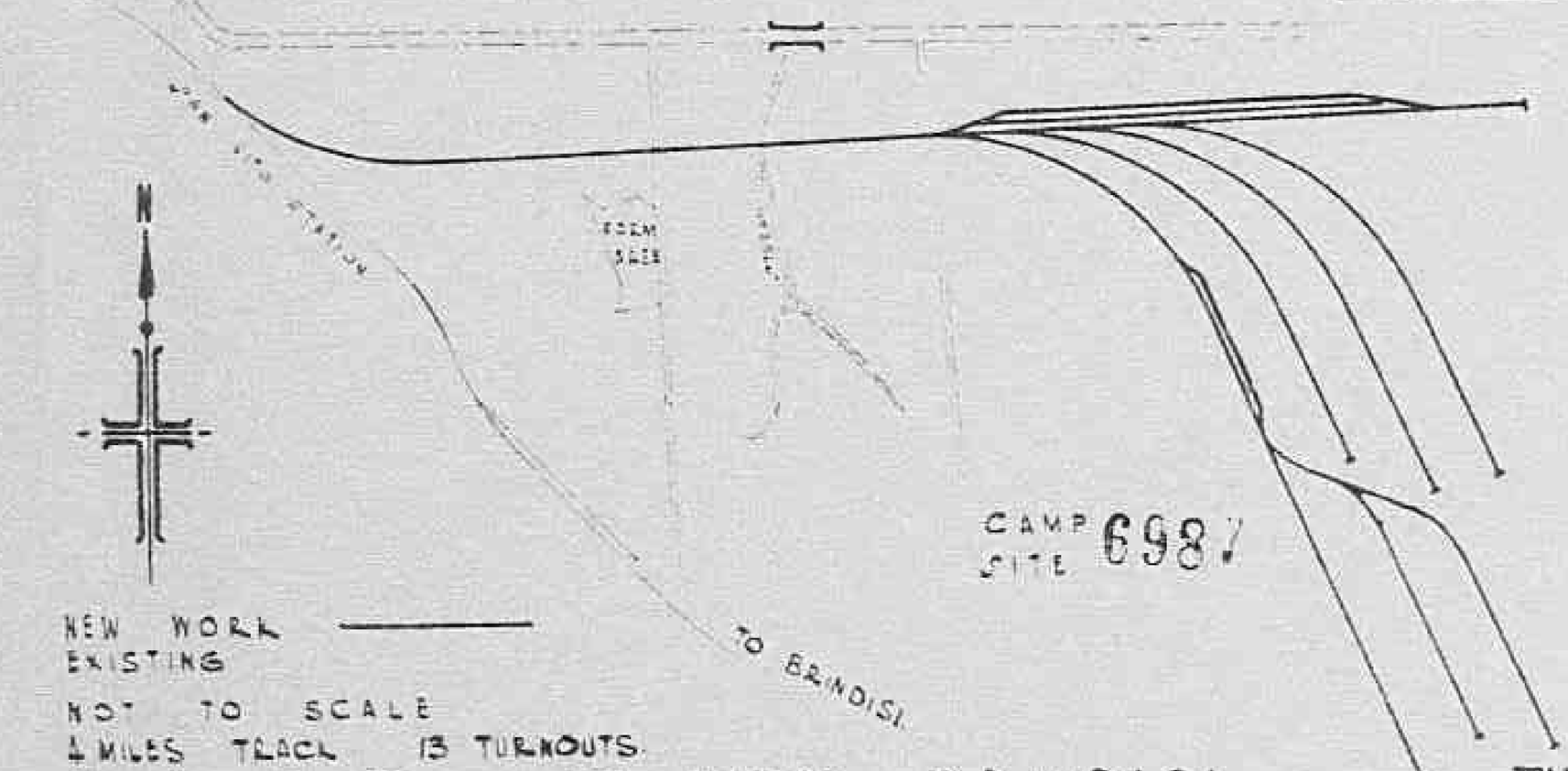


NEW WORK
EXISTING

NOT TO SCALE 3½ MILES TRACK 14 TURNOUTS

FROM BARI

JOB Nº 868.



NEW WORK
EXISTING

NOT TO SCALE
4 MILES TRACK 13 TURNOUTS.

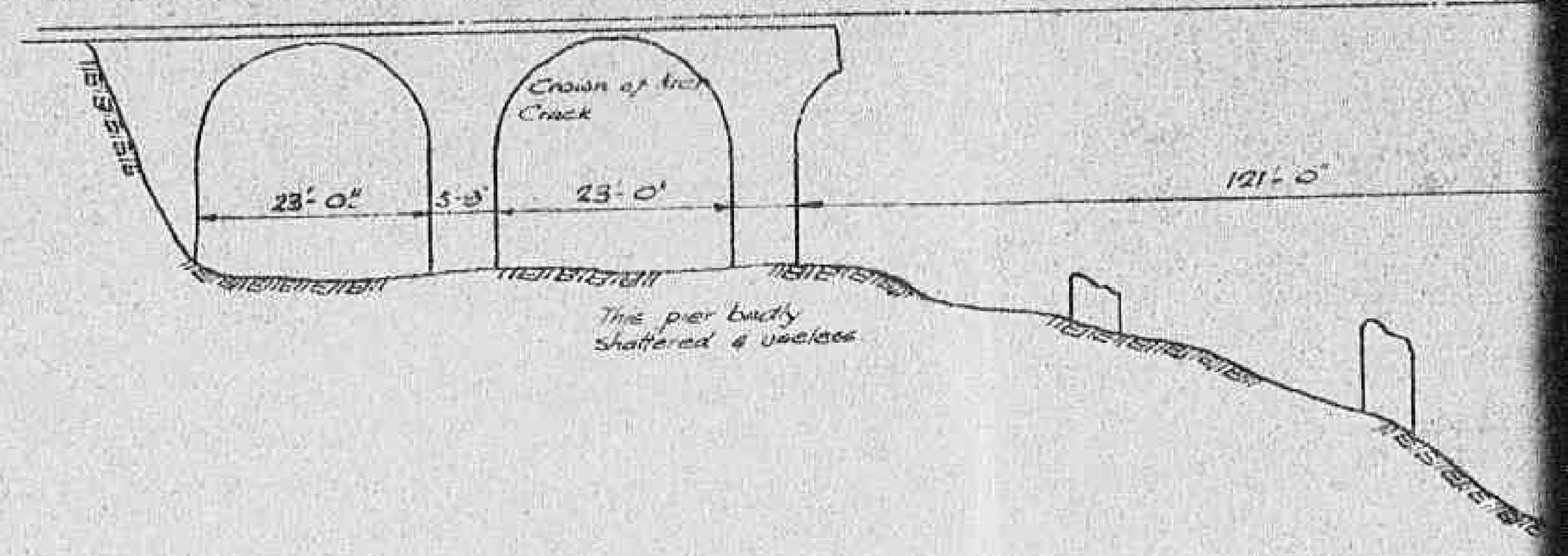
R. E. S. D. ST VITO. BRINDISI

TN/M/11

Declassified E.O. 12356 Section 3.3/NND No. 782021

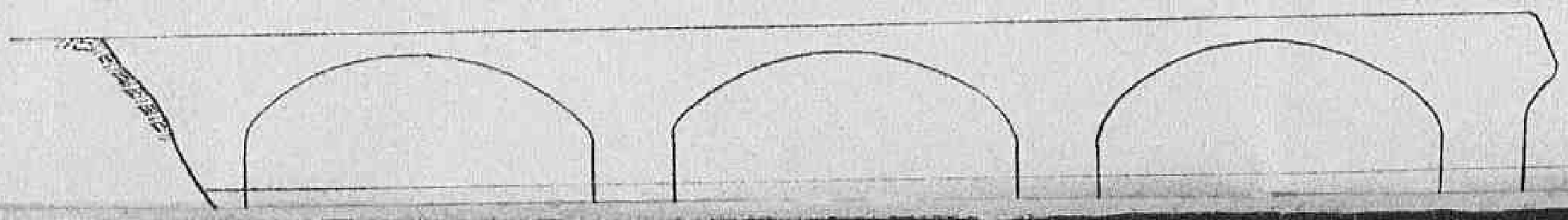
1693

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



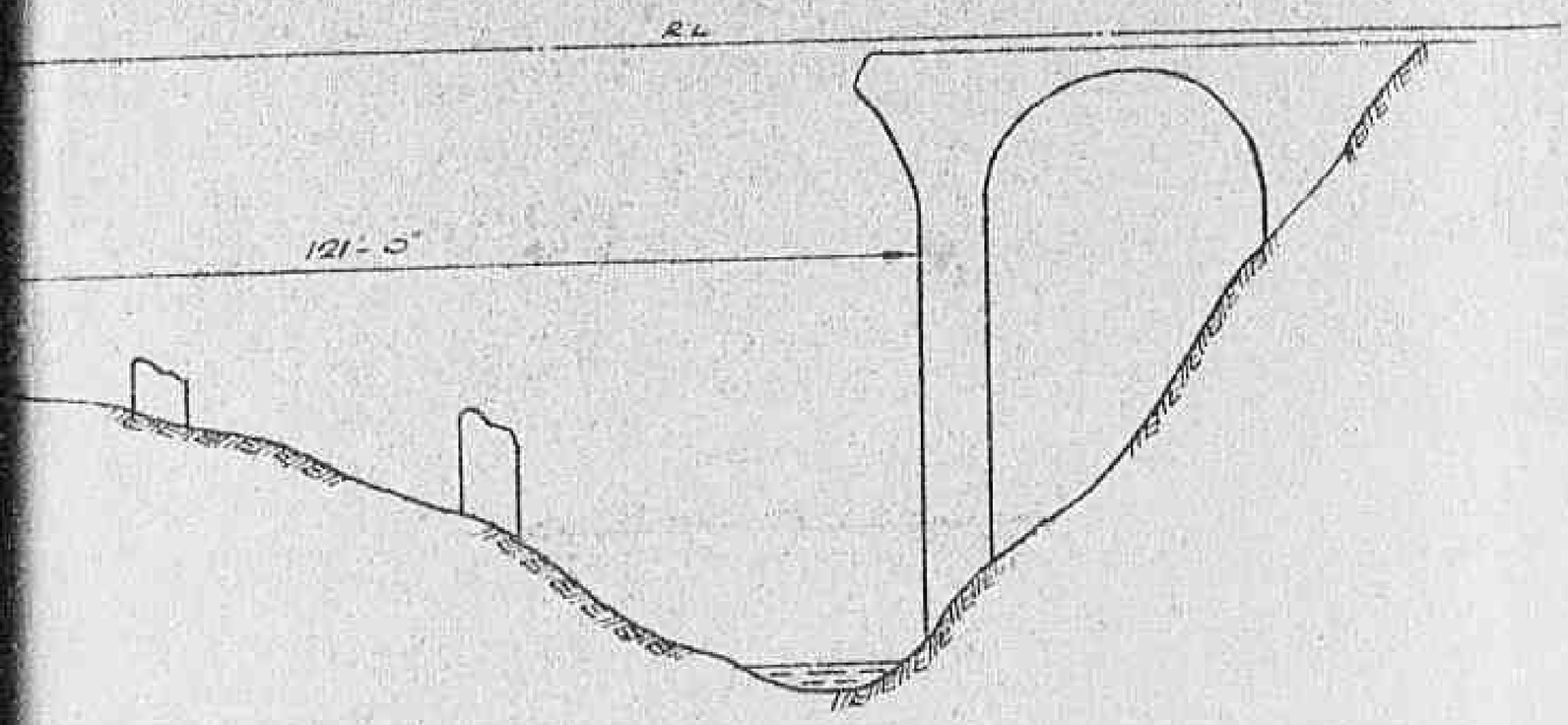
BRIDGE Nº 2

KM 144 7



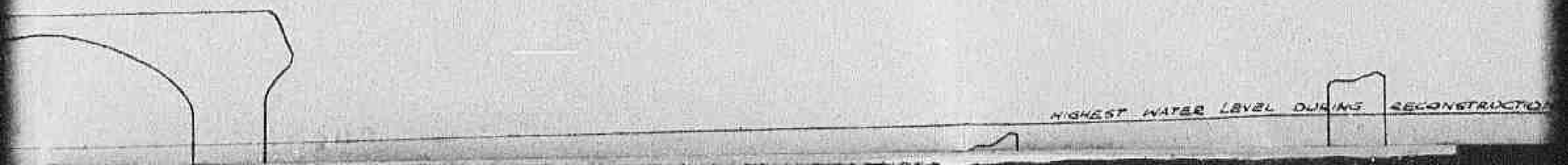
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Declassified E.O. 12356 Section 3.3/NND No. 785021



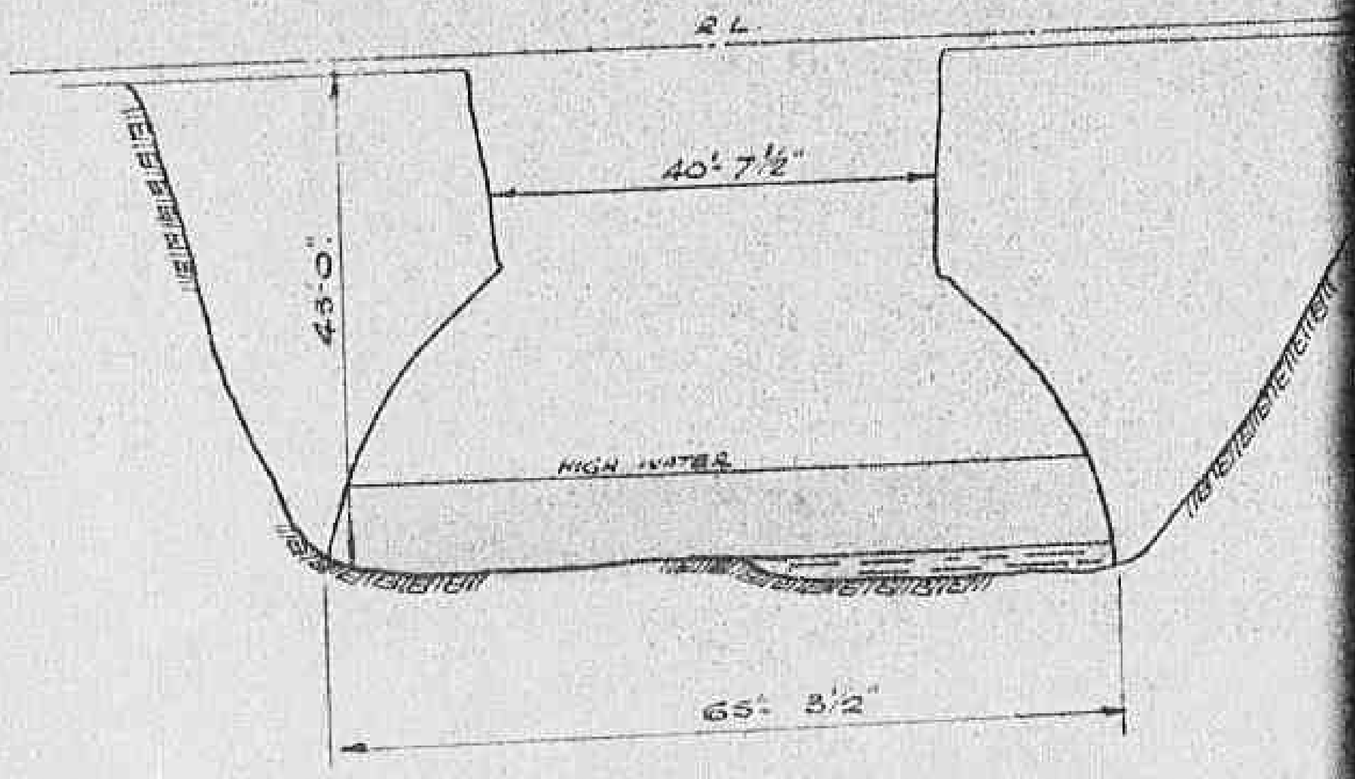
JOB 91/5

BRI
KM



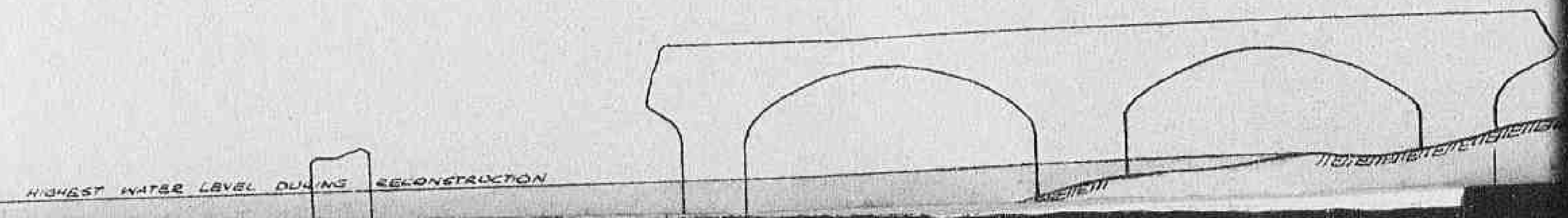
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Declassified E.O. 12356 Section 3.3/NND No. 785021



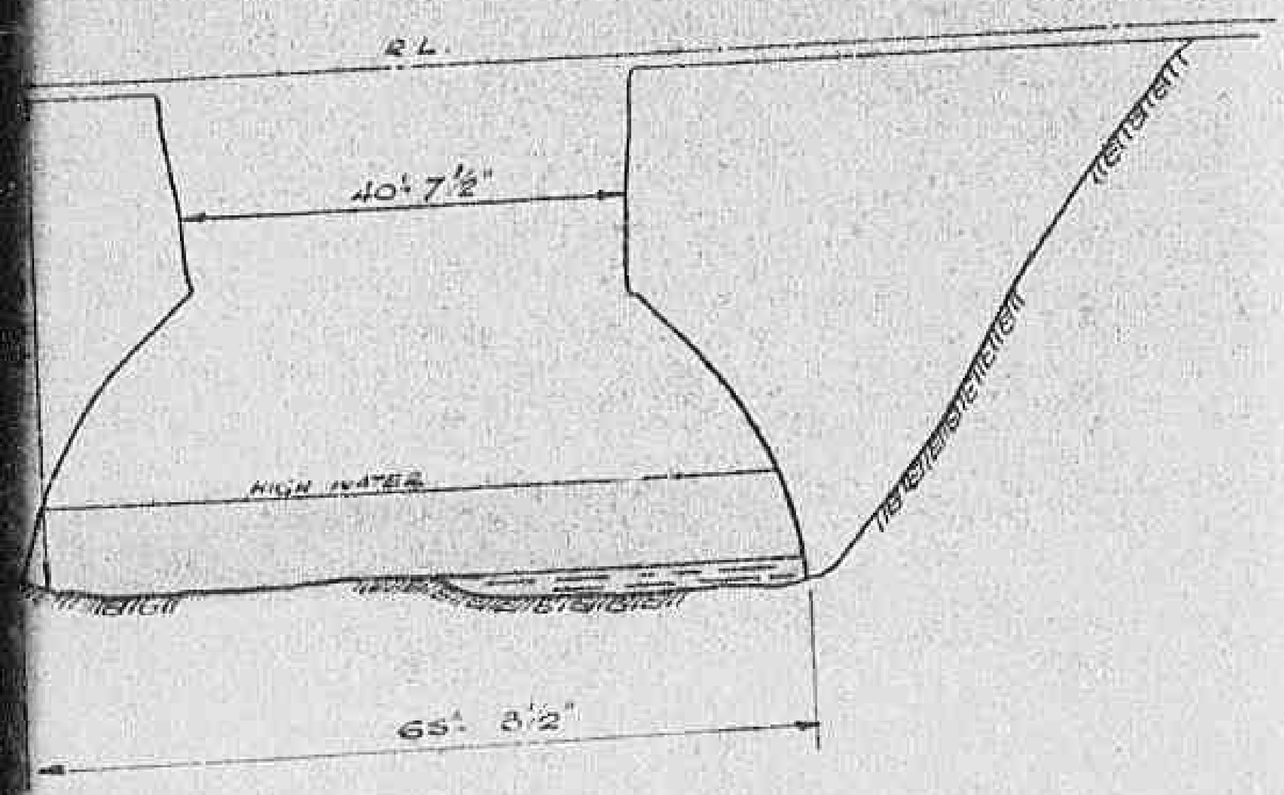
JOB 91/5 | BRIDGE N°1

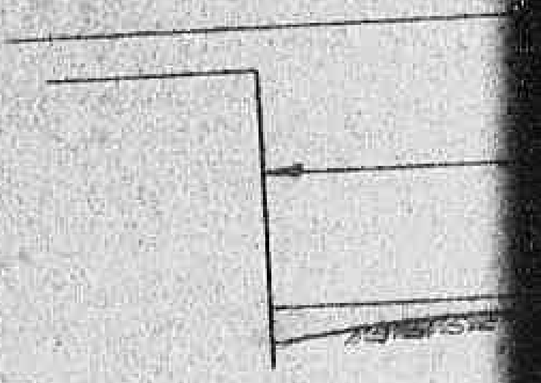
KM 144



16961

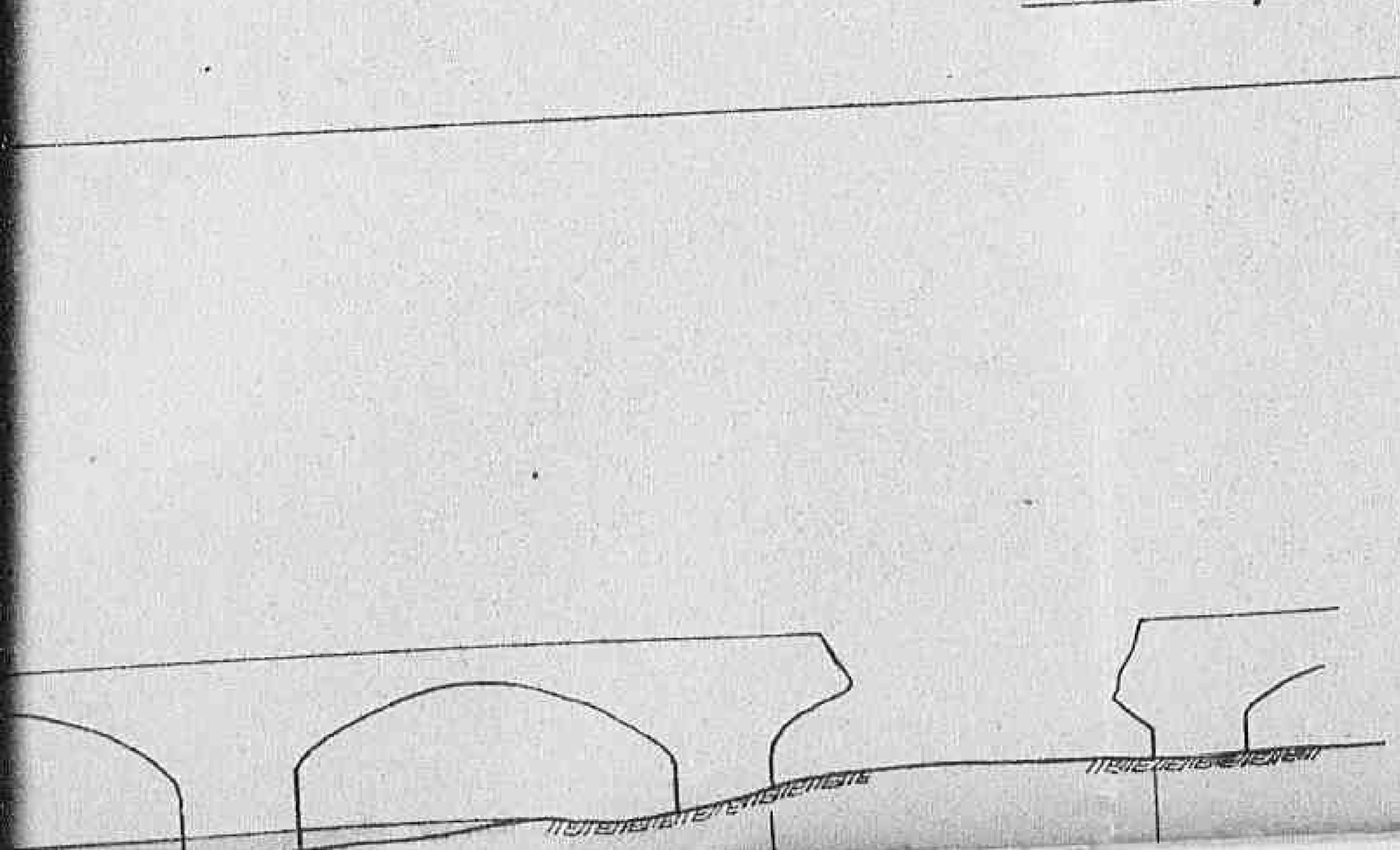
Declassified E.O. 12356 Section 3.3/NND No. 785021

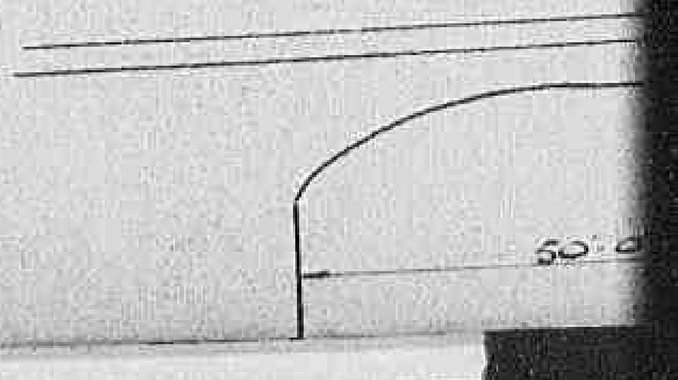




JOB 91/4

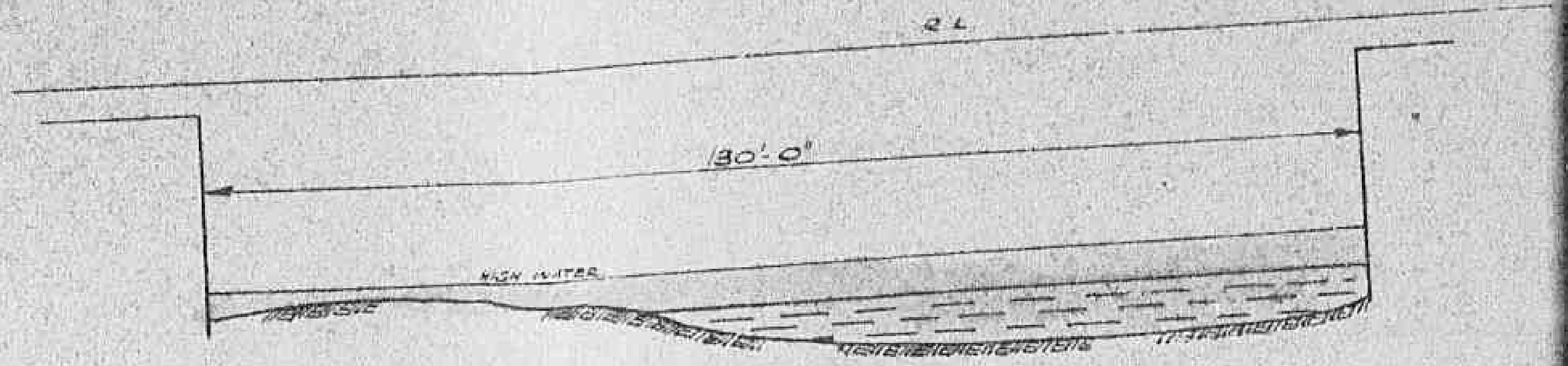
BRIDGE Nº 18
KM 850





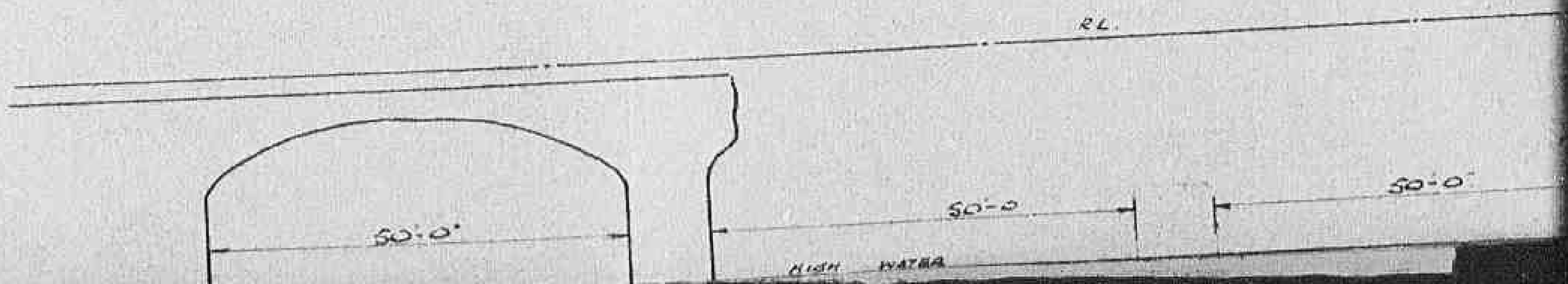
1697

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



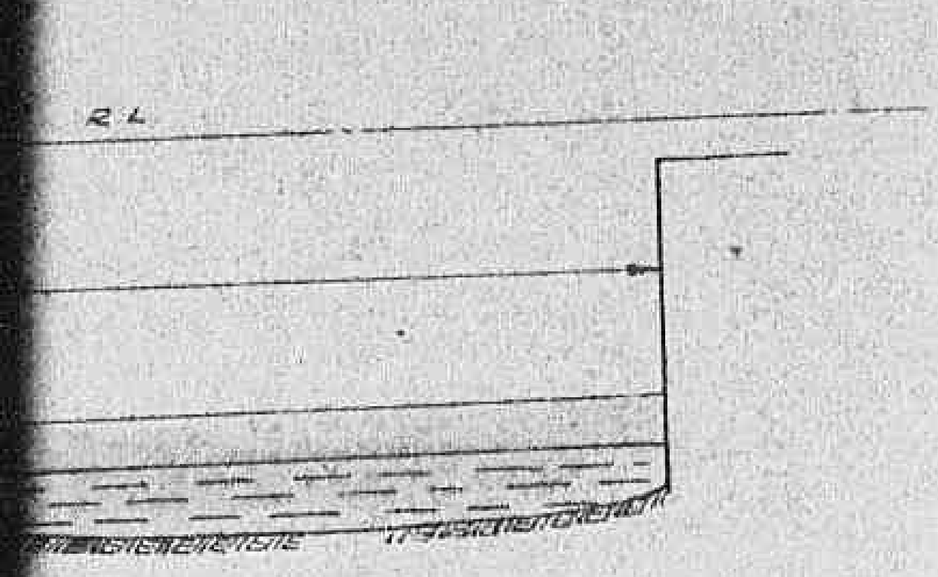
4 BRIDGE Nº 18

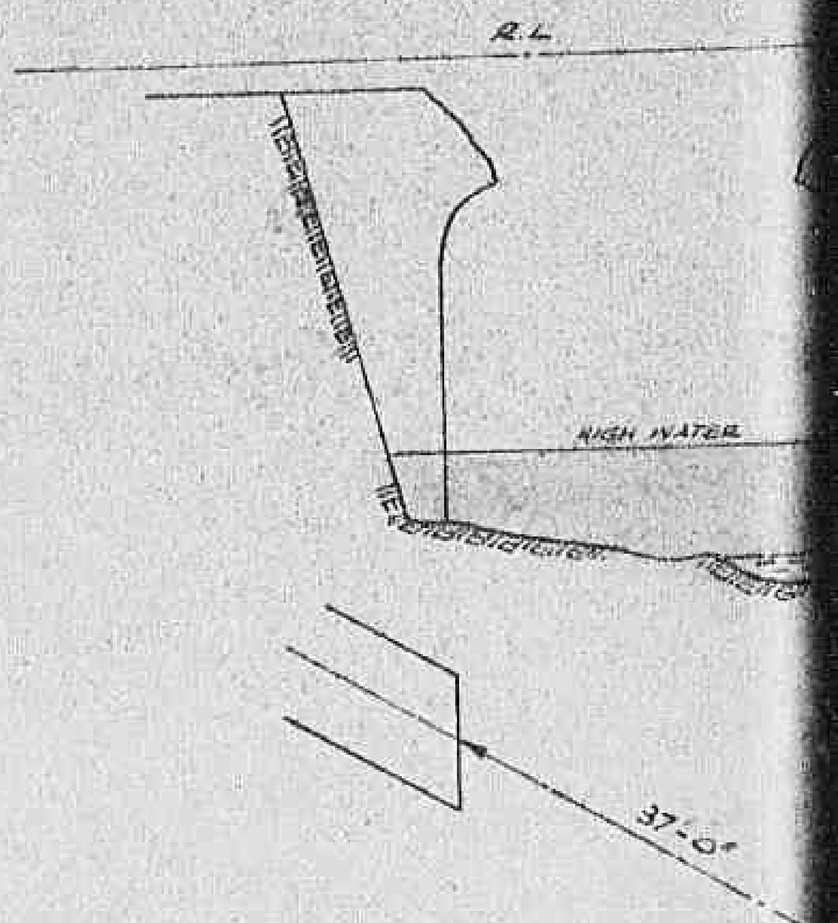
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1698

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

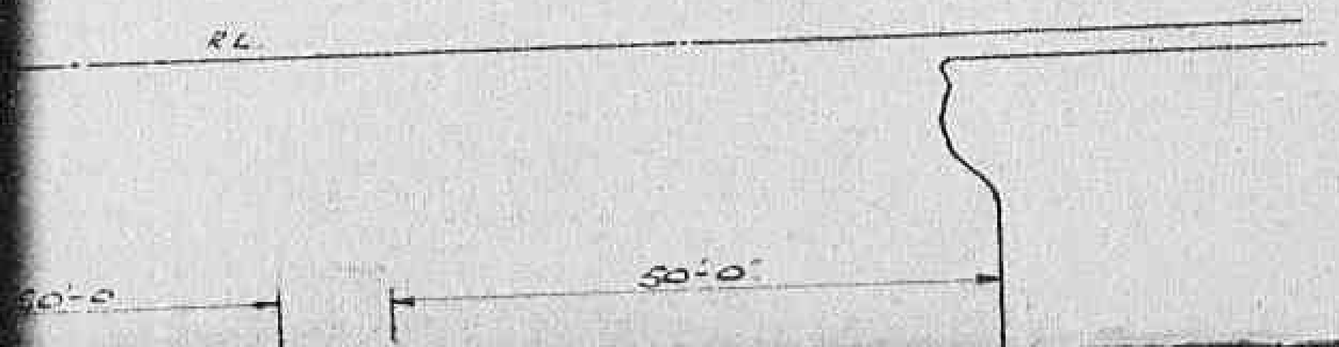


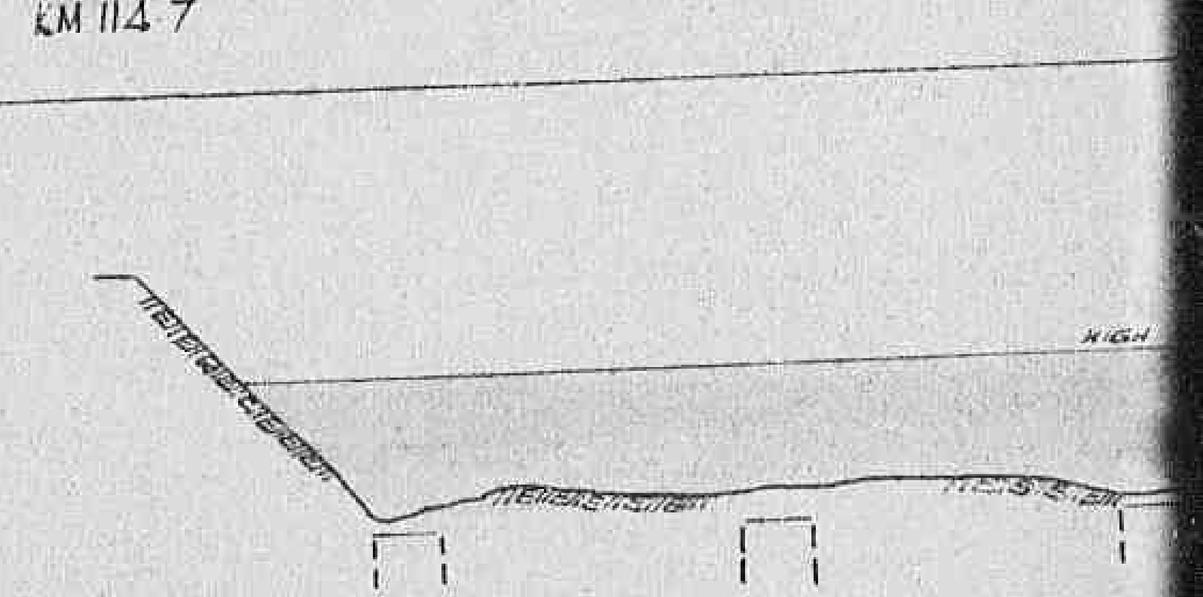


JOB 91/23

BRIDGE Nº 16

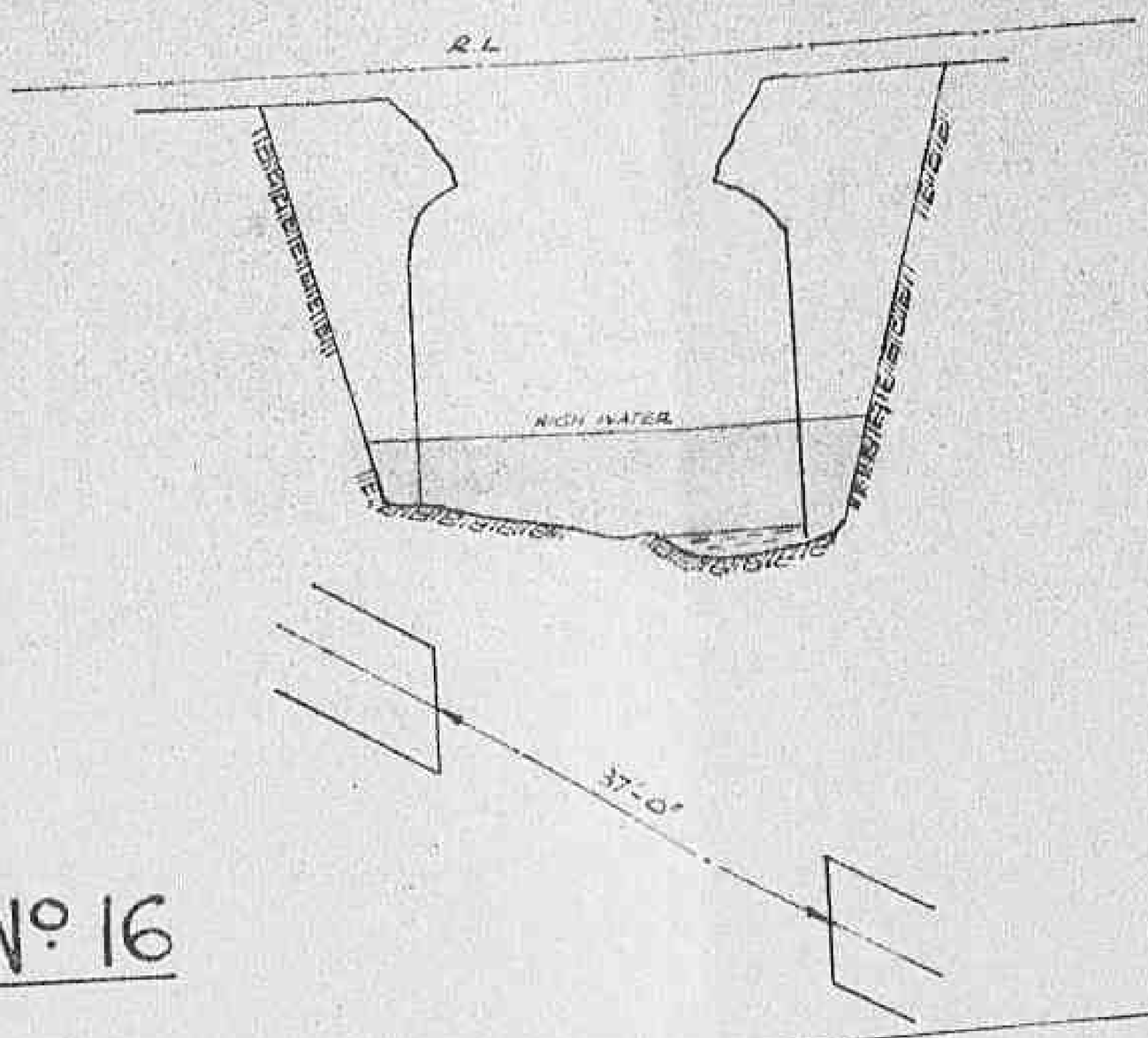
KM 114·7





F 699

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

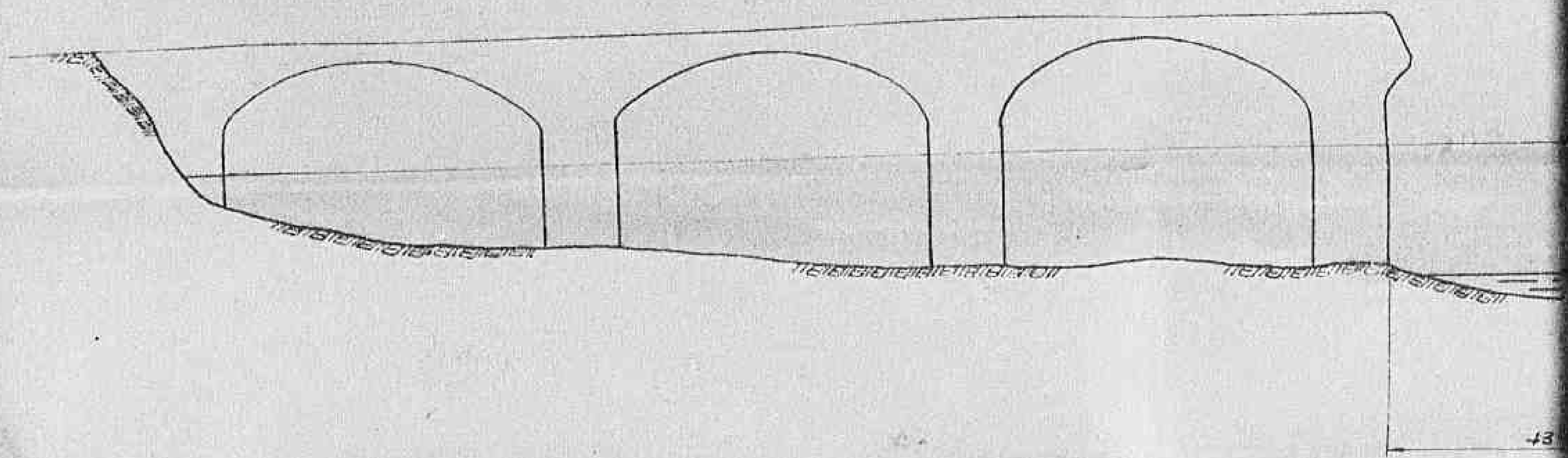


JOB 91/16.

SE Nº 16

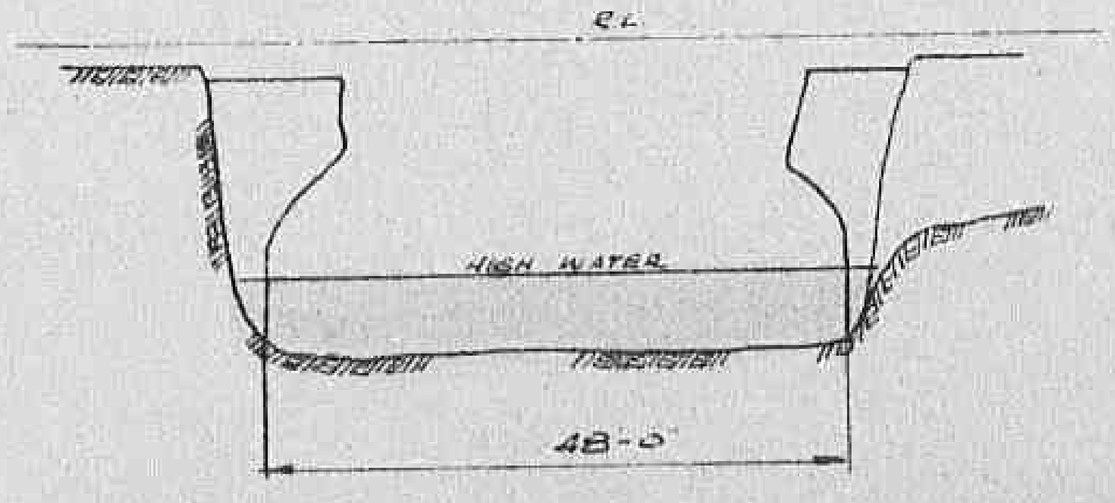
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Declassified E.O. 12356 Section 3.3/NND No. 785021

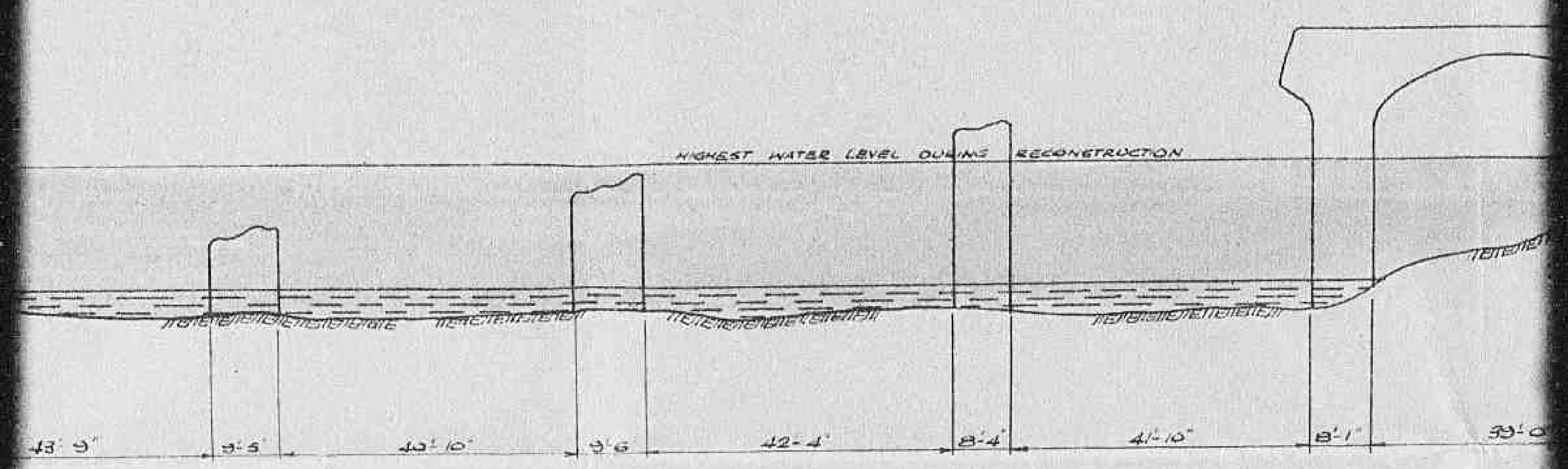


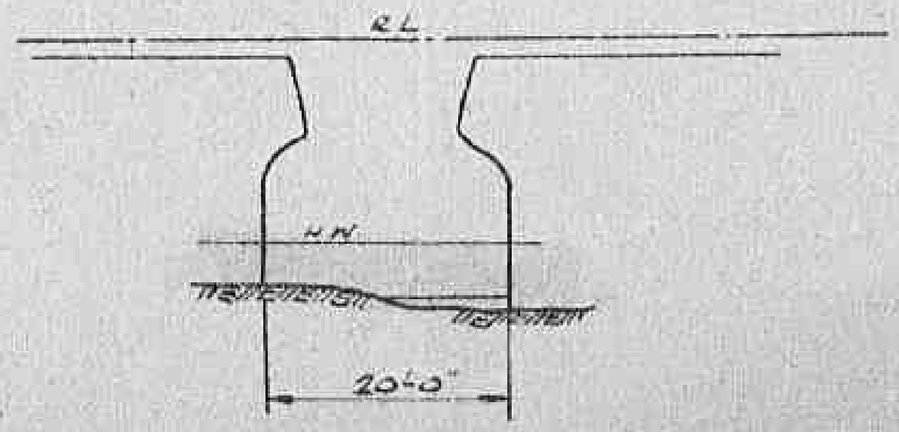
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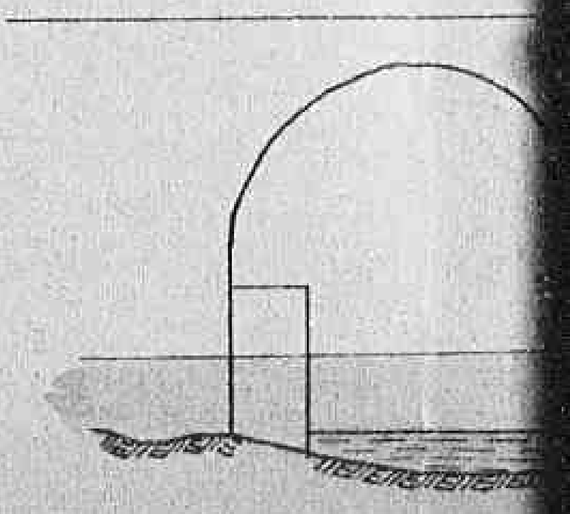
KM 139 1



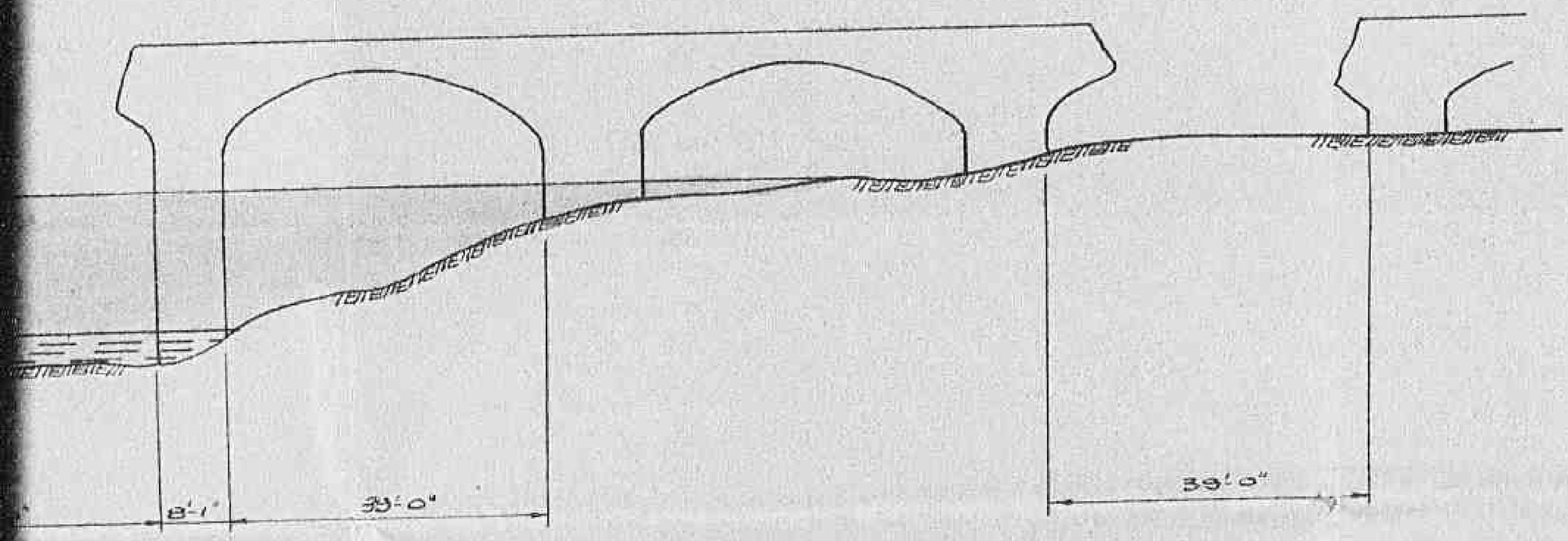
Declassified E.O. 12356 Section 3.3/NND No. 785021





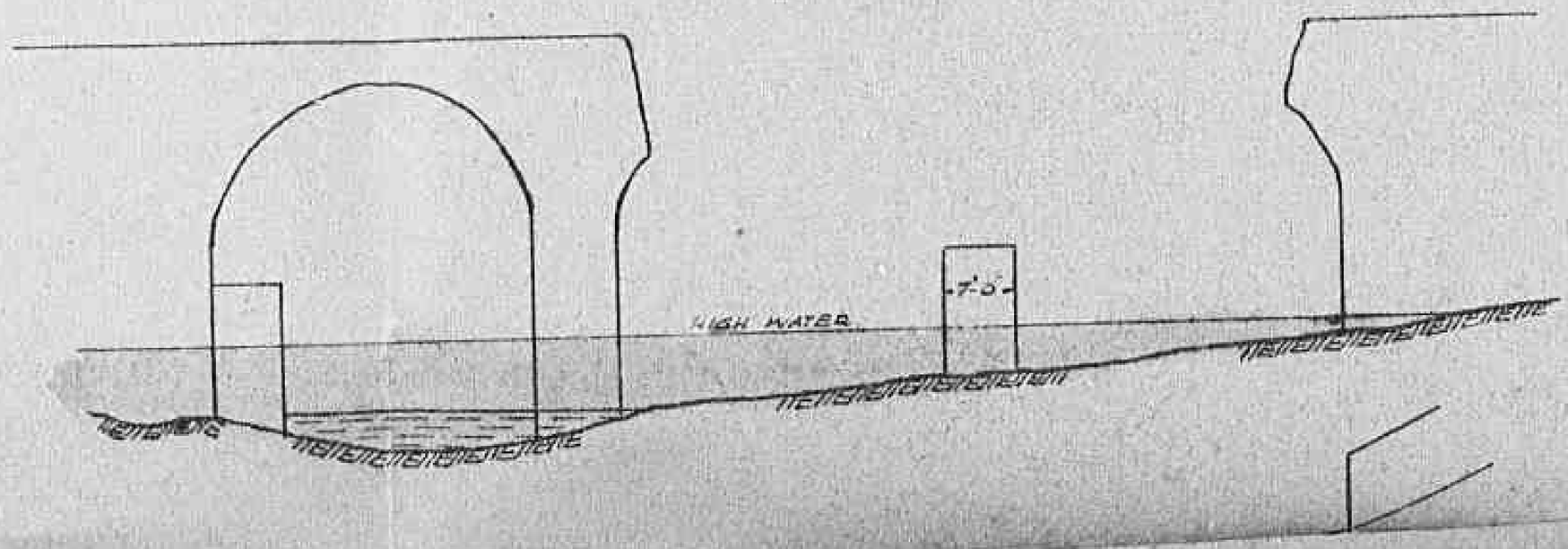


Declassified E.O. 12356 Section 3.3/NND No. 785021



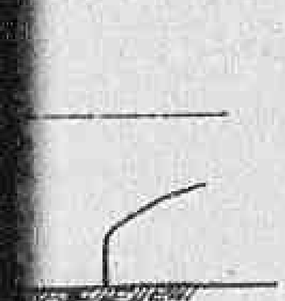
JOB 91/9.

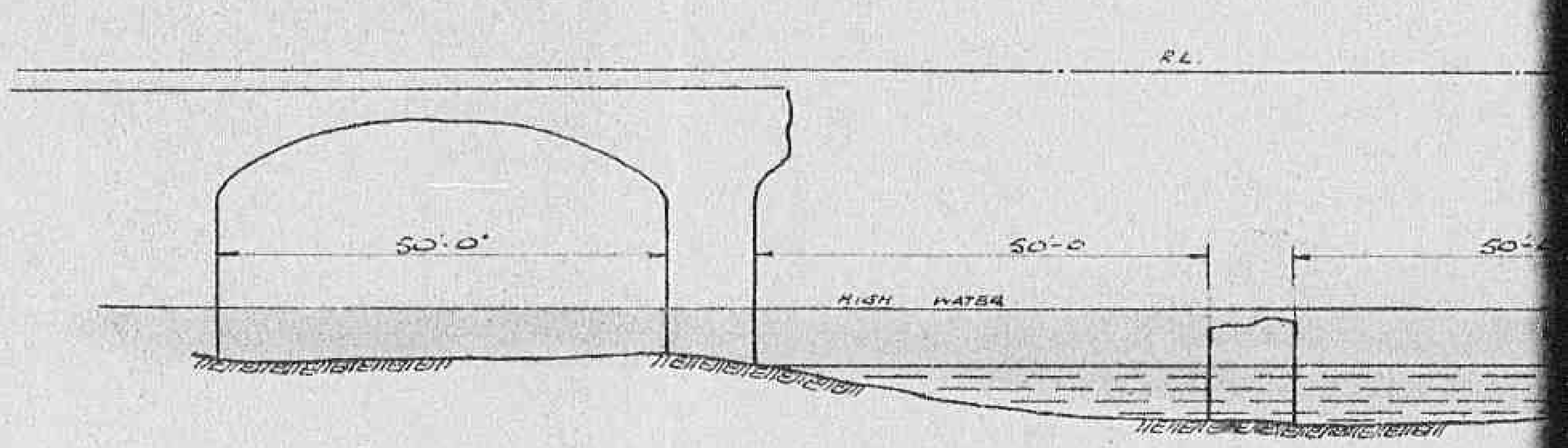
BRID
KM.



1703

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

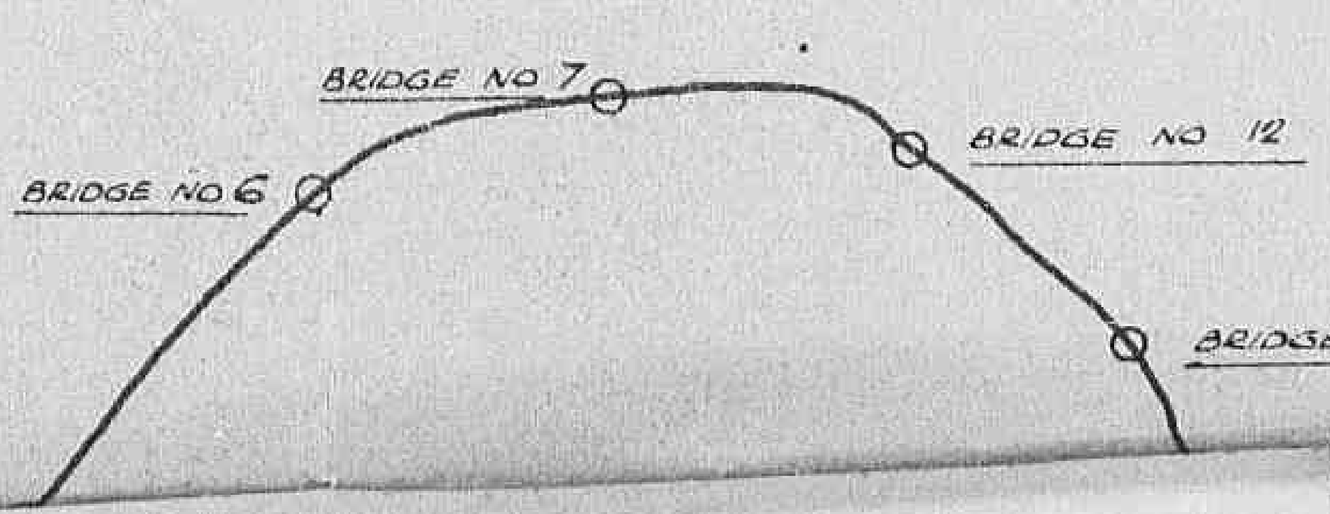




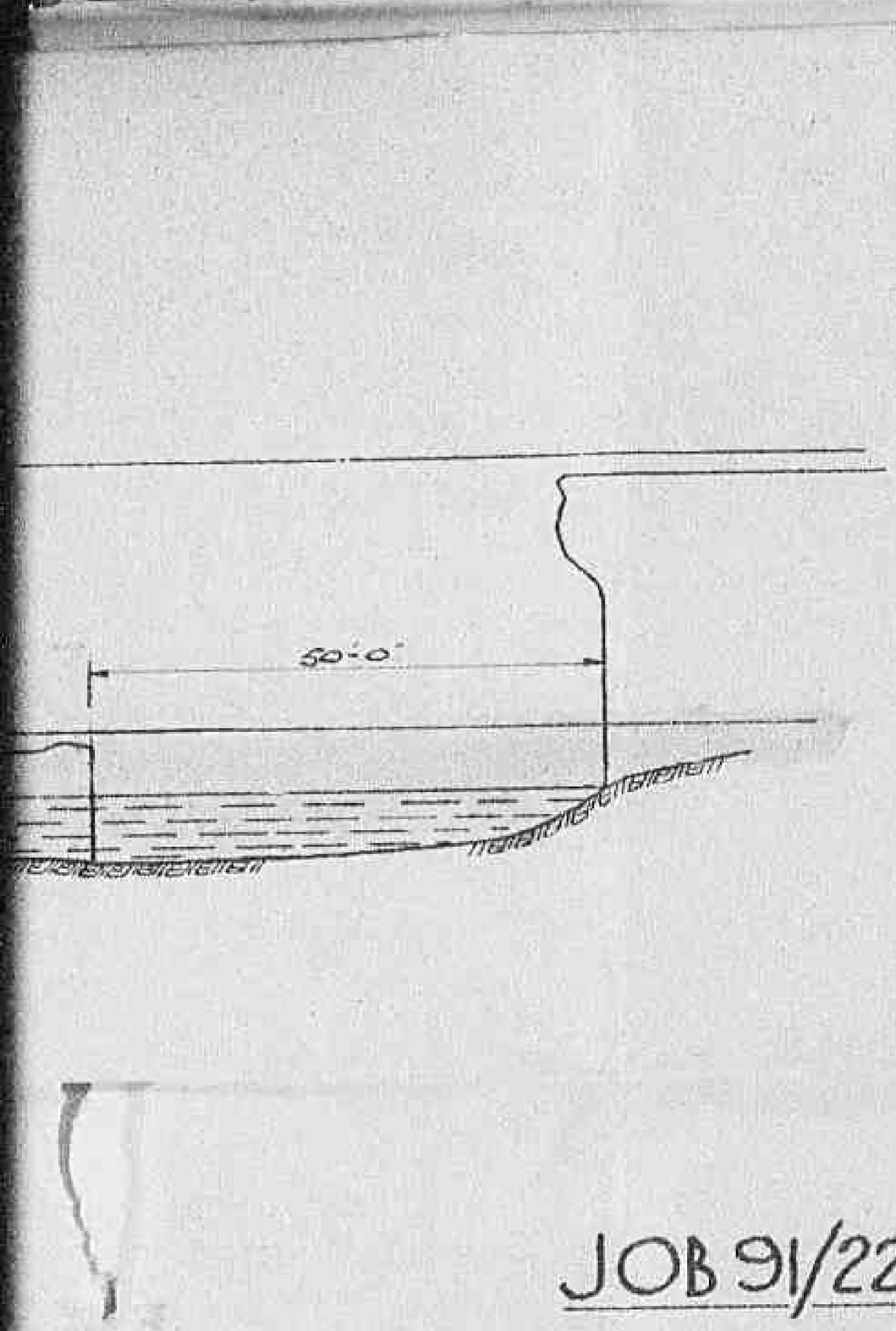
91/9.

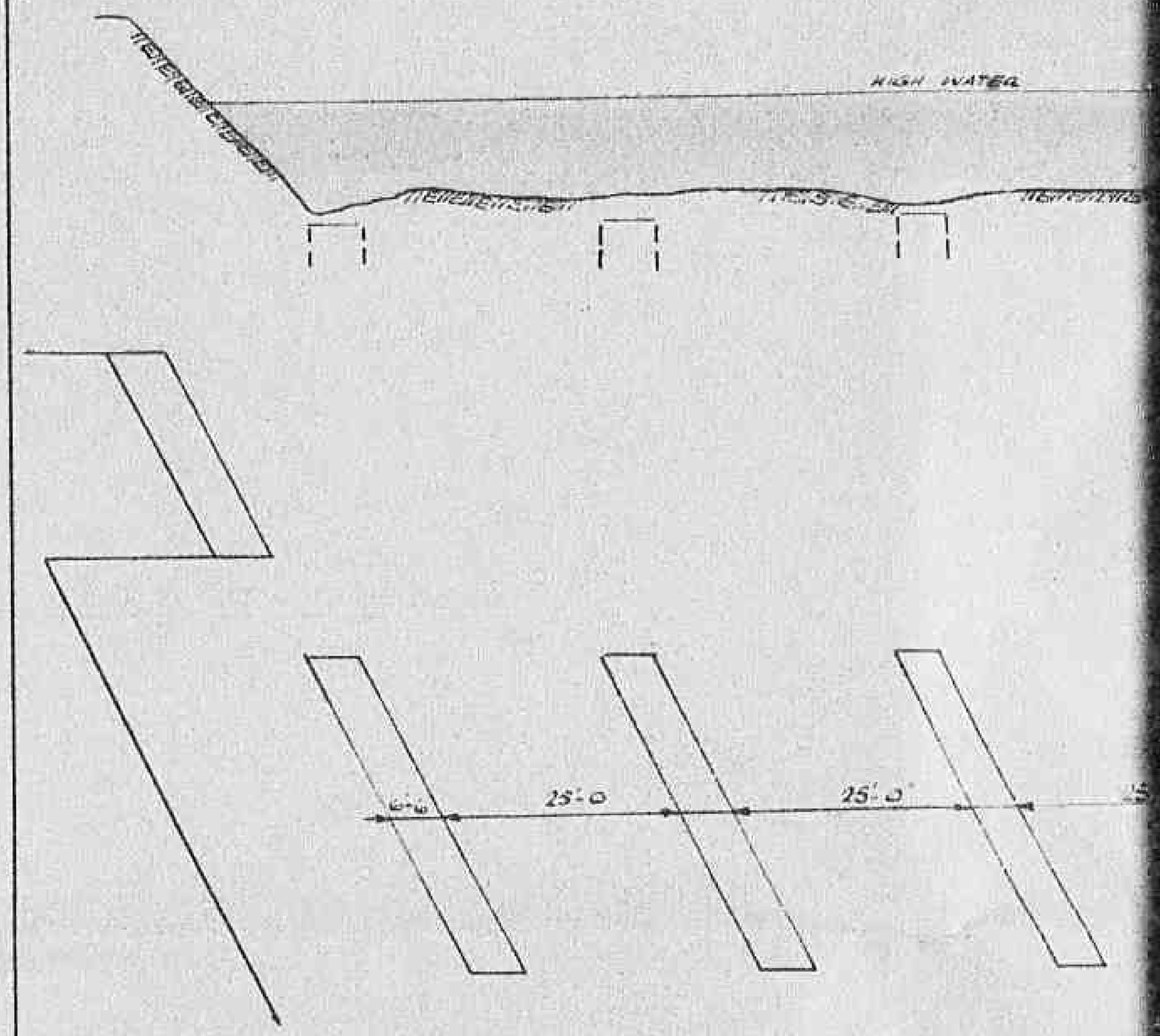
BRIDGE Nº 17

KM. 95 · 44



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





JOB 91/22.

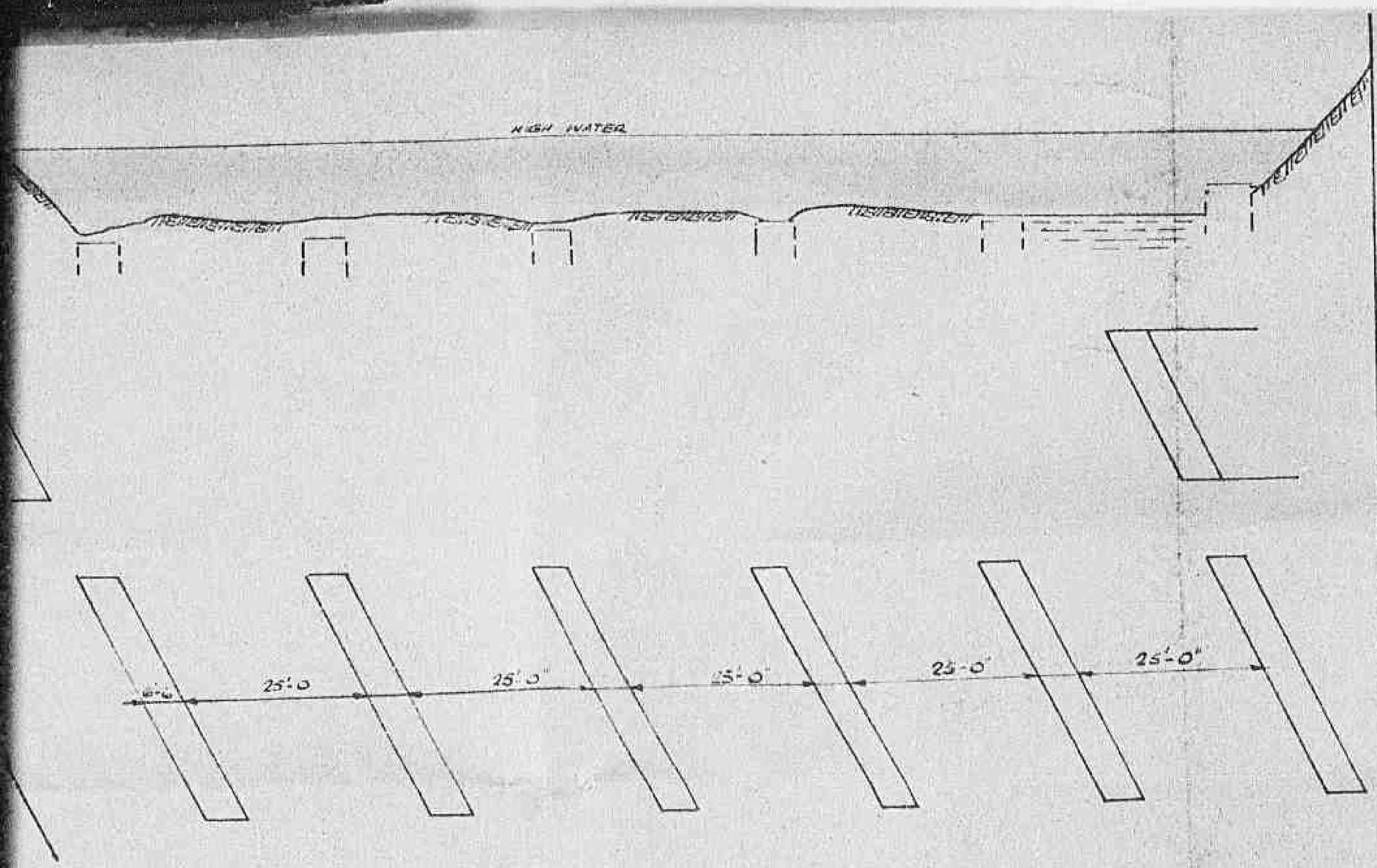
BRIDGE Nº 19
KM. 14.00

BRIDGE NO 12

BRIDGE NO 14

1705

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

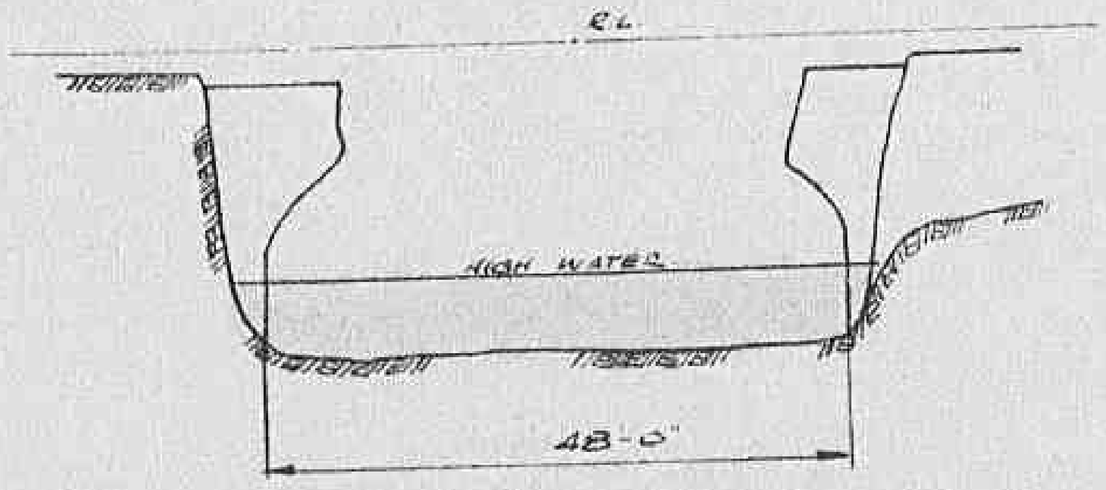


SE Nº 19

JOB 91/24.

1706

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



BRIDGE No 7.

KM 133 6

JOB 91/

TRANSPORTATION (BR) SECTION
A. F. H. Q.

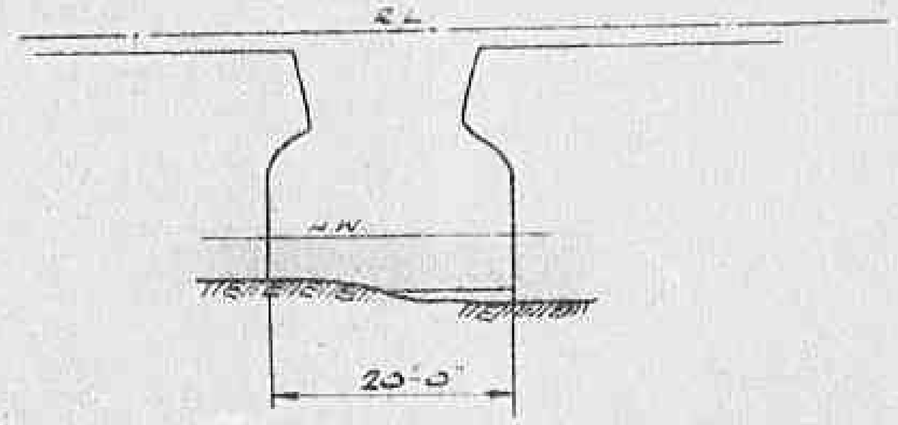
DRAWN BY T. Godfrey SPR R.E. 3RD JAN '44

PRIN

1707

Declassified E.O. 12356 Section 3.3/NND No. 7B5021





JOB 91/10 BRIDGE Nº 1243

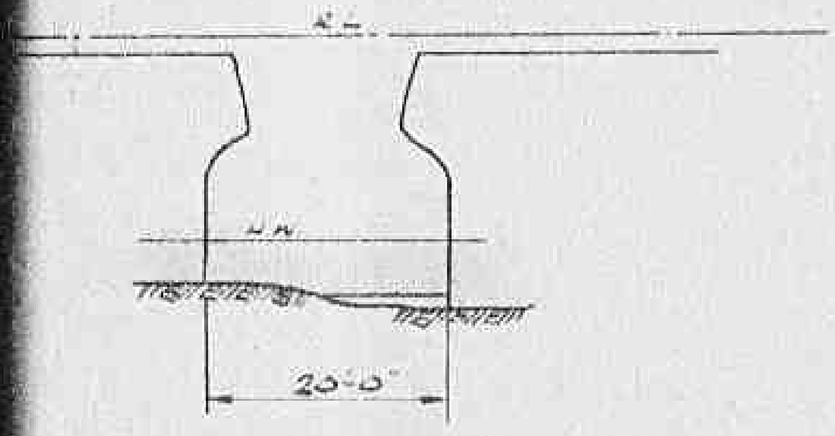
KM 121 & 119.2

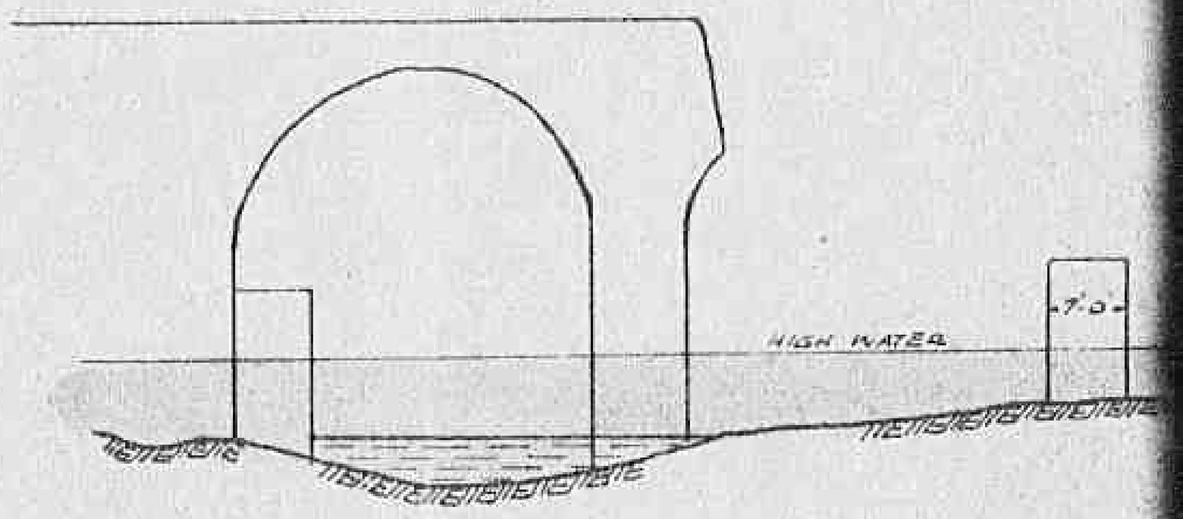
JOB 91/1
91/1

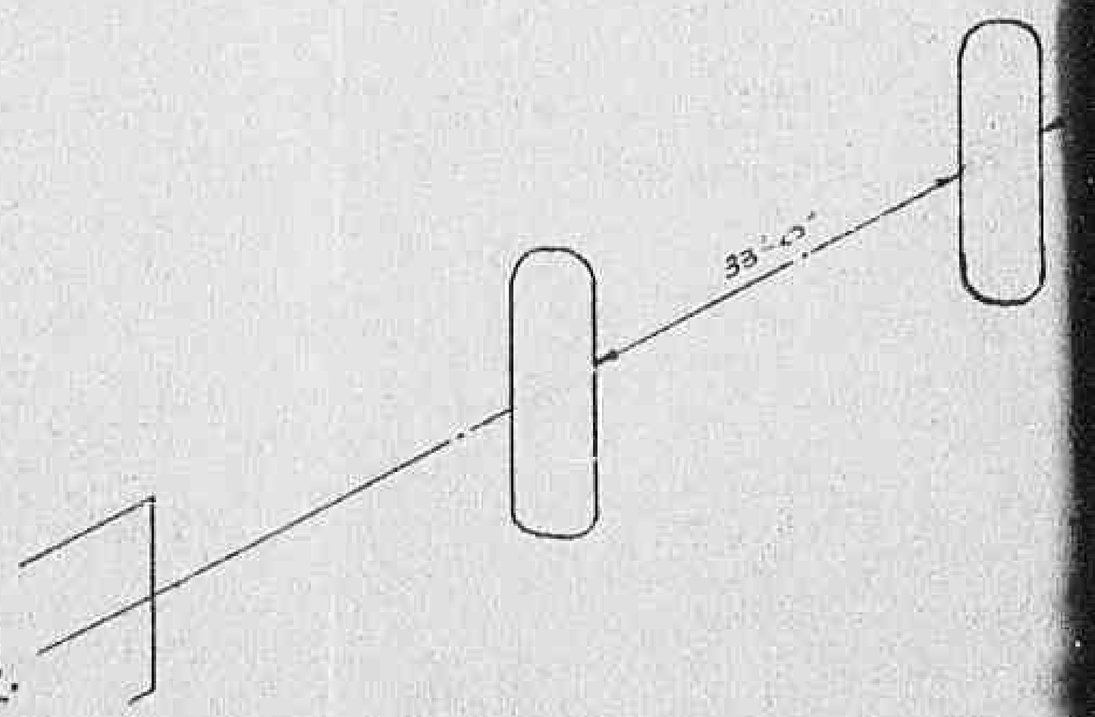
PRINCIPAL BRIDGE G

1708

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







12 & 13

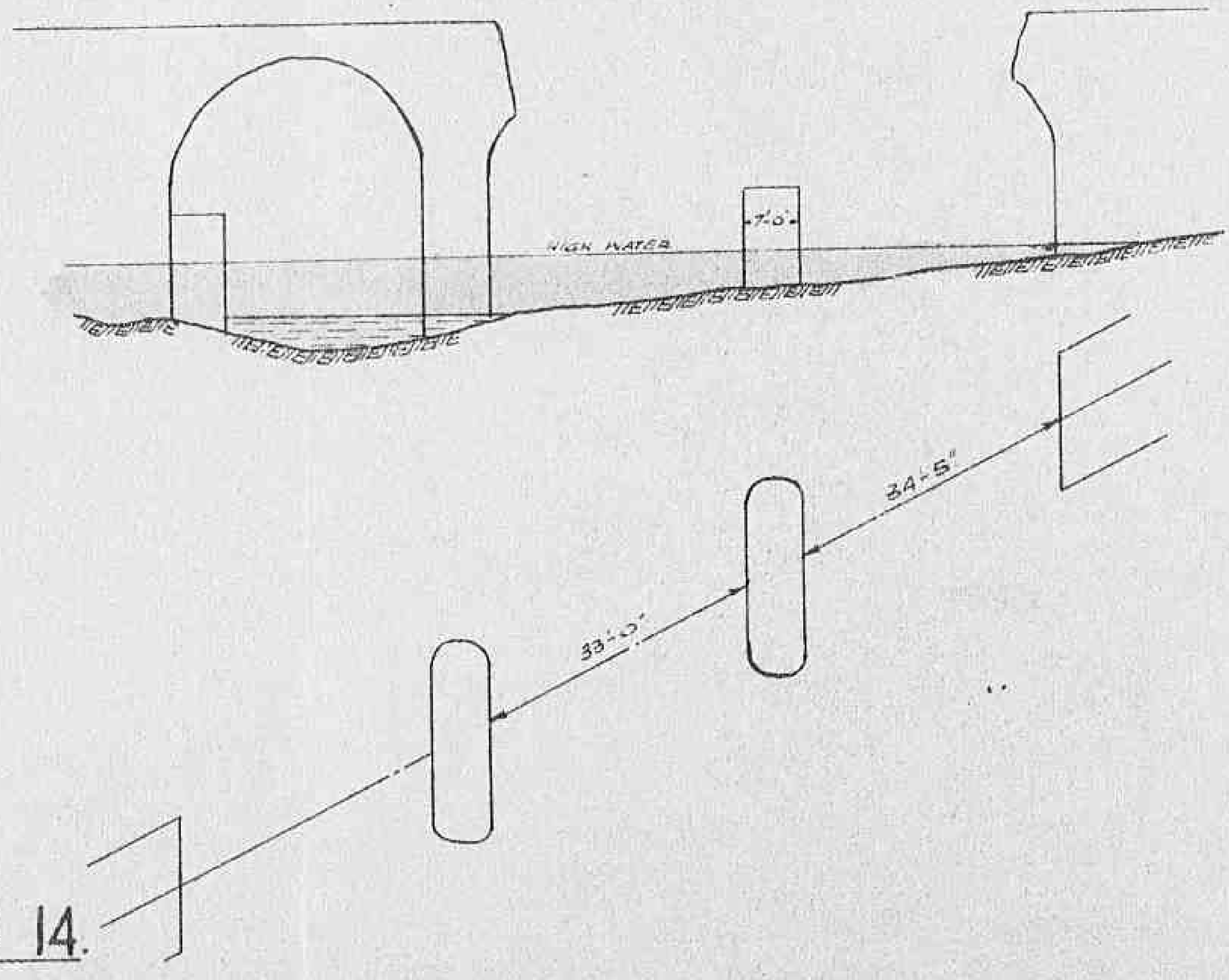
JOB 91/12
91/13

BRIDGE 14.
KM 116 9

BRIDGE GAPS . . . LINE

1709

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



BRIDGE 14.

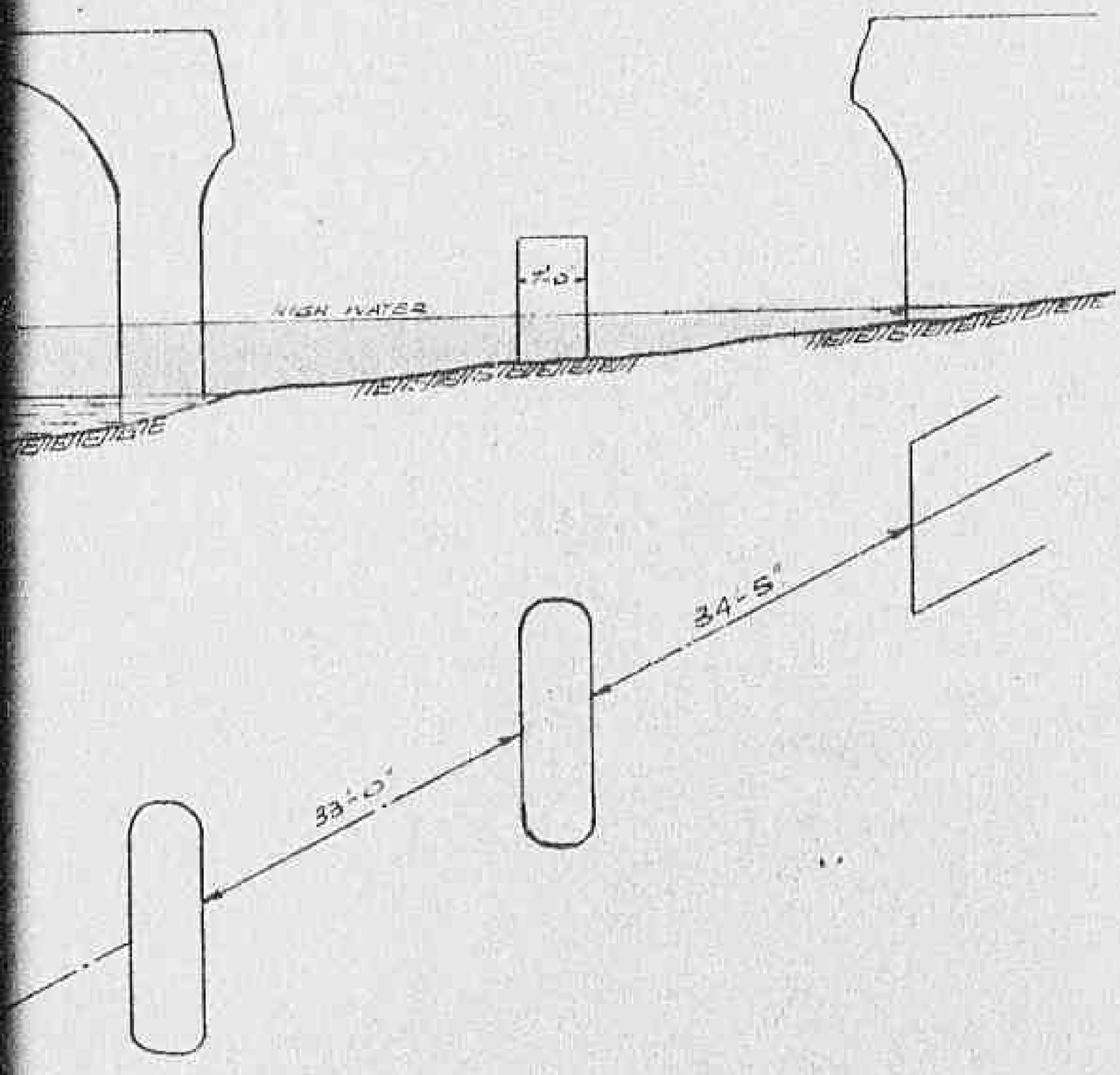
KM 116 9

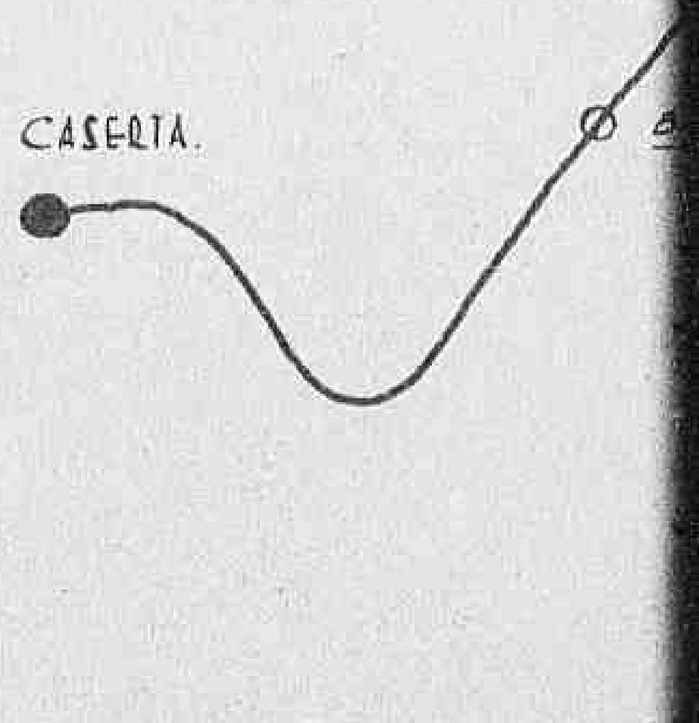
JOB 91/14.

MAPS . . . LINE 91 . . . C

1710

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





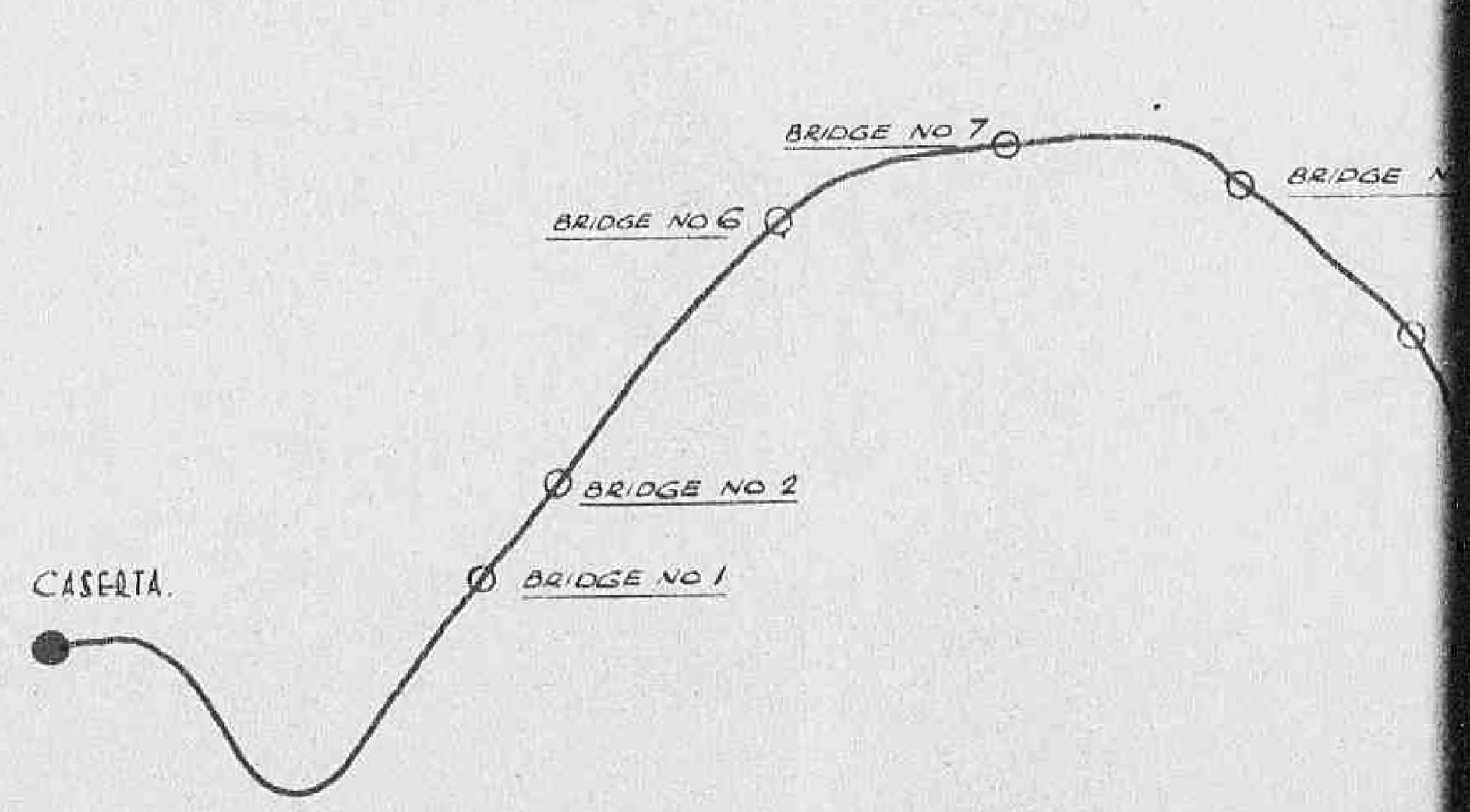
JOB 91/14.

DIAGRAM

LINE 91 . . . CASERTA -

1711

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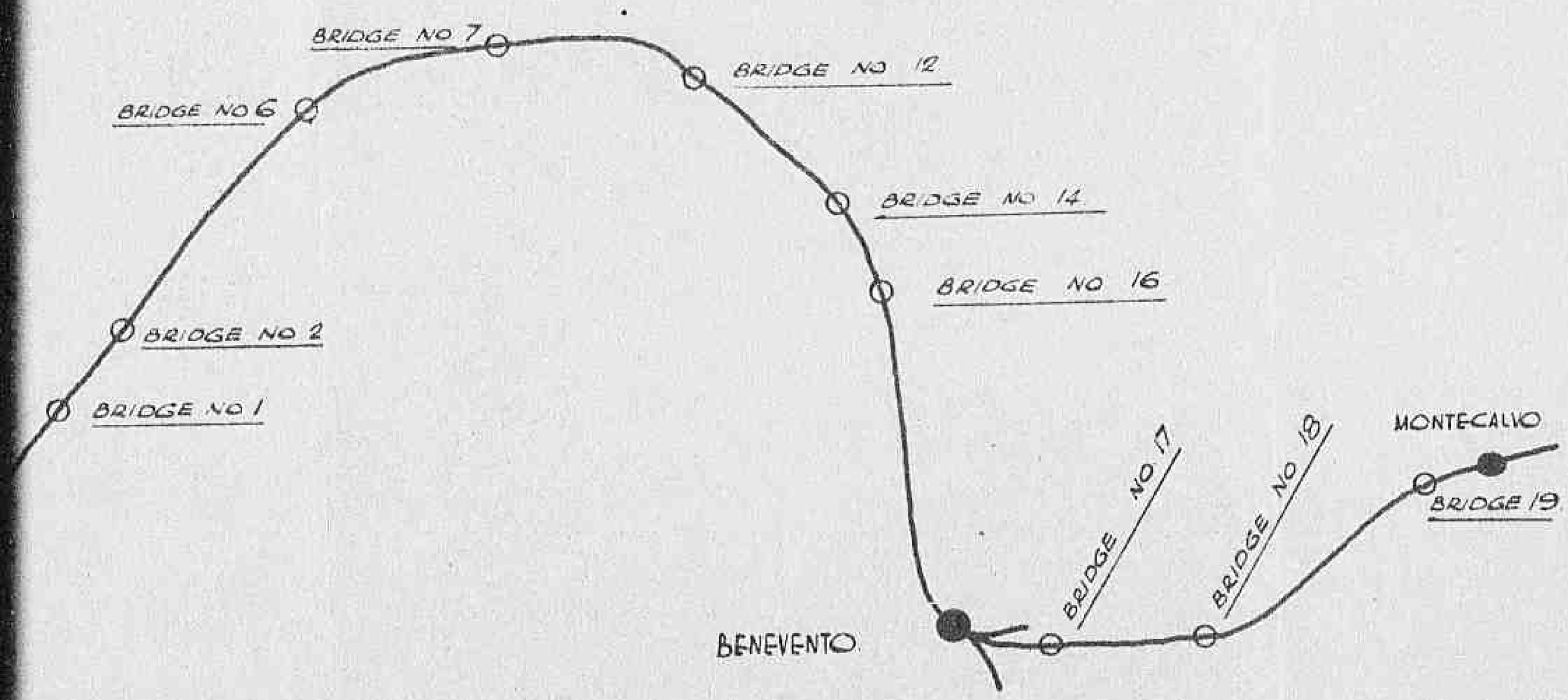
JOB 91/14.

DIAGRAMATIC KEY PLAN SHEWING BRI

CASERTA - BENEVENTO -

1712

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



RAMATIC KEY PLAN SHEWING BRIDGE LOCATION.

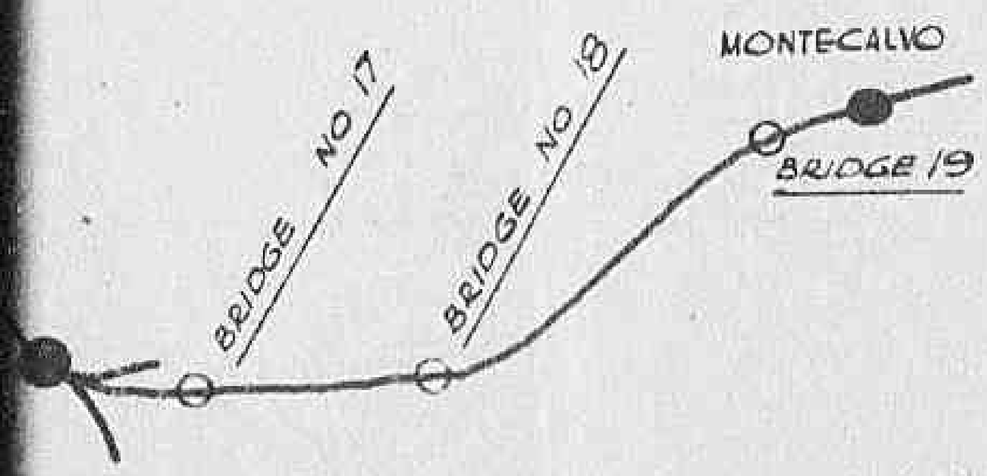
- BENEVENTO - FOGGIA.

1713

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

GE NO 14

BRIDGE NO 16



E LOCATION.

SCALE 1 INCH = 20

OGGIA.

TN/

1714

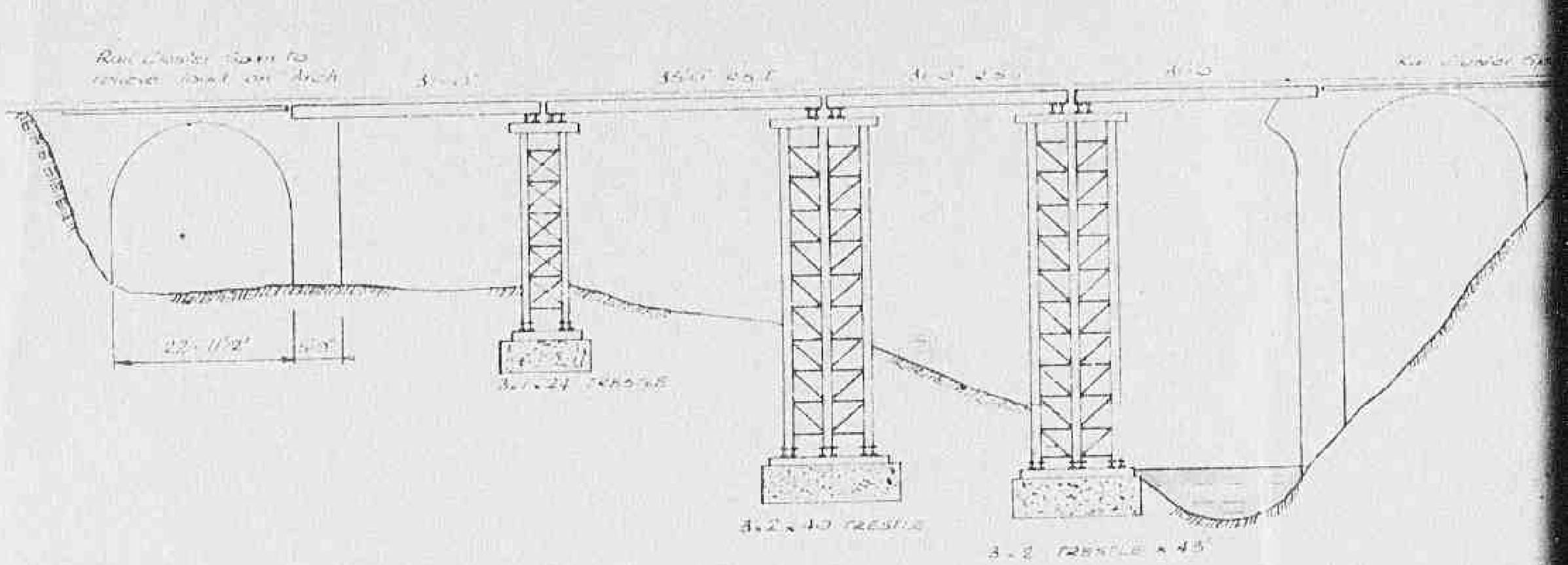
Declassified E.O. 12356 Section 3.3/NND No. 785021

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TN/R/20.

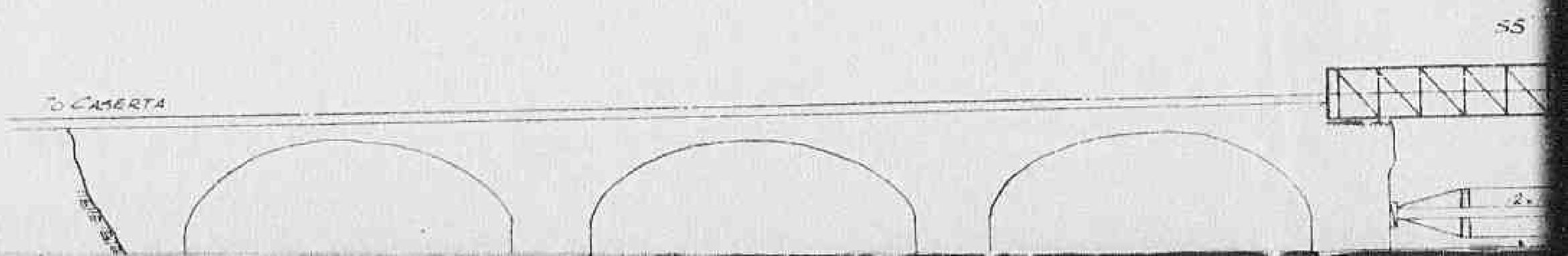
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Declassified E.O. 12356 Section 3.3/NND No. 785021



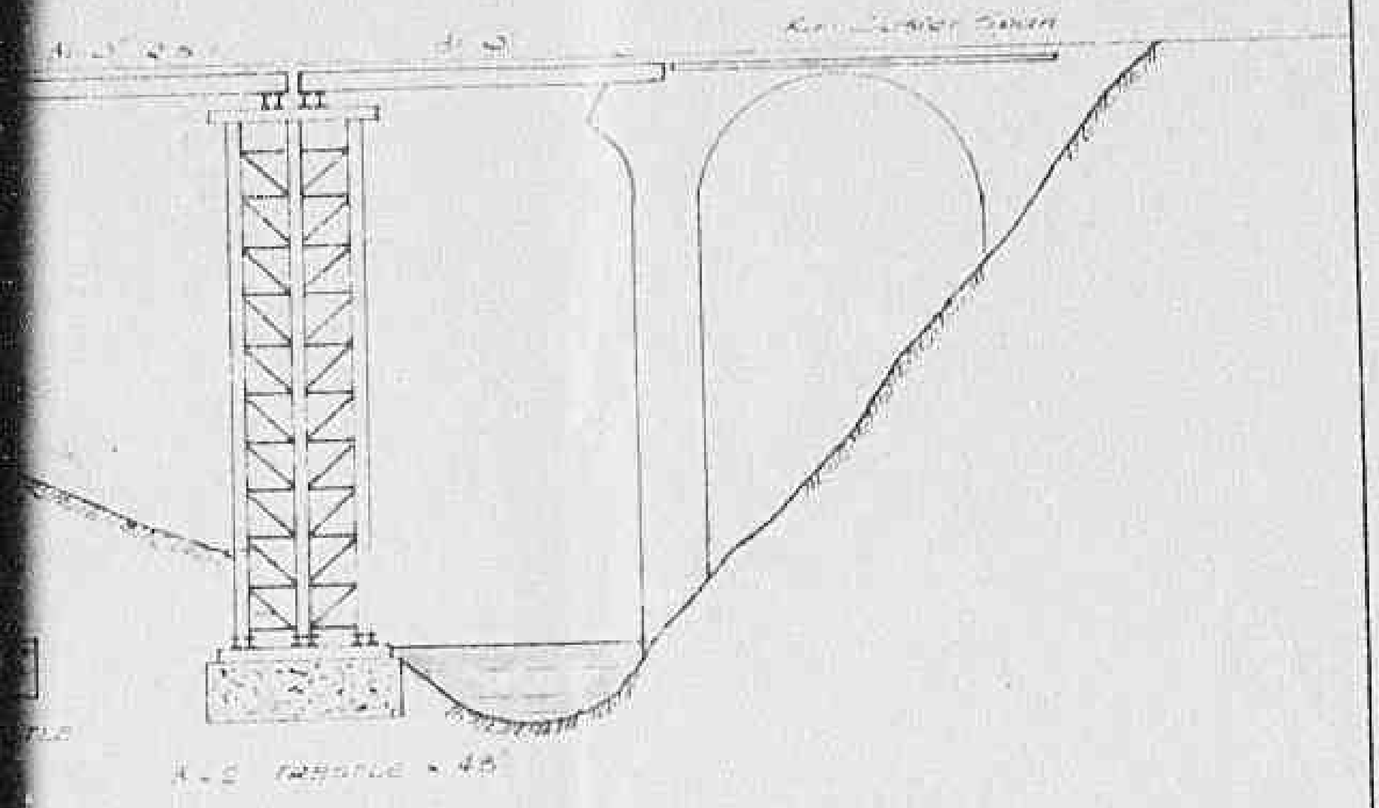
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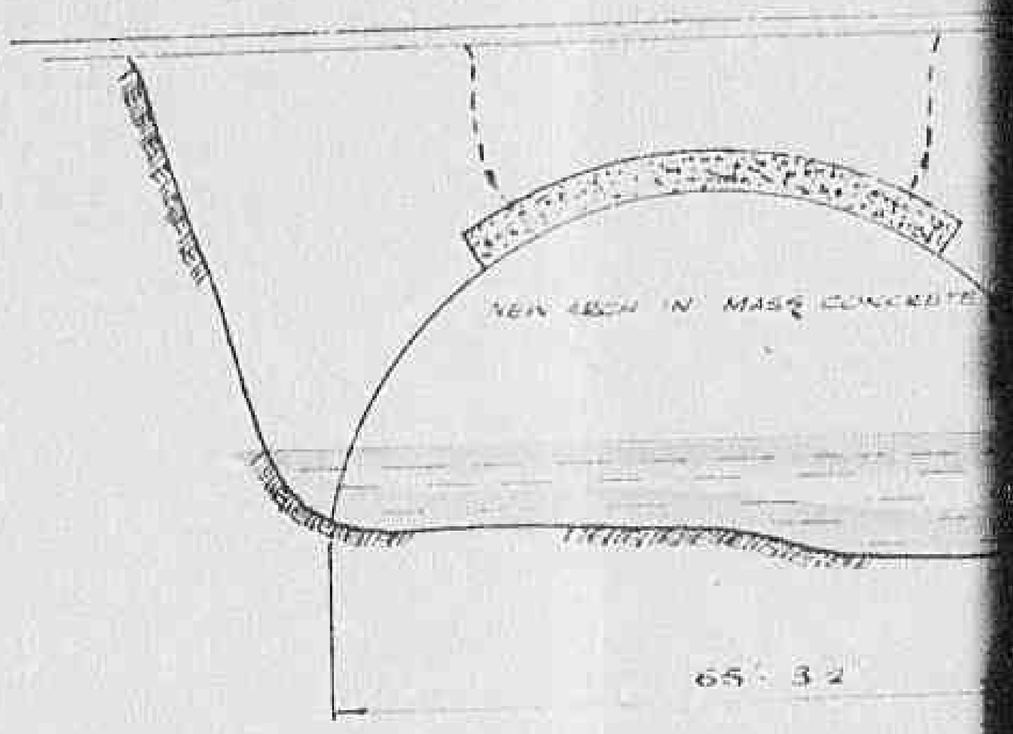
KM 144 7



1716

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

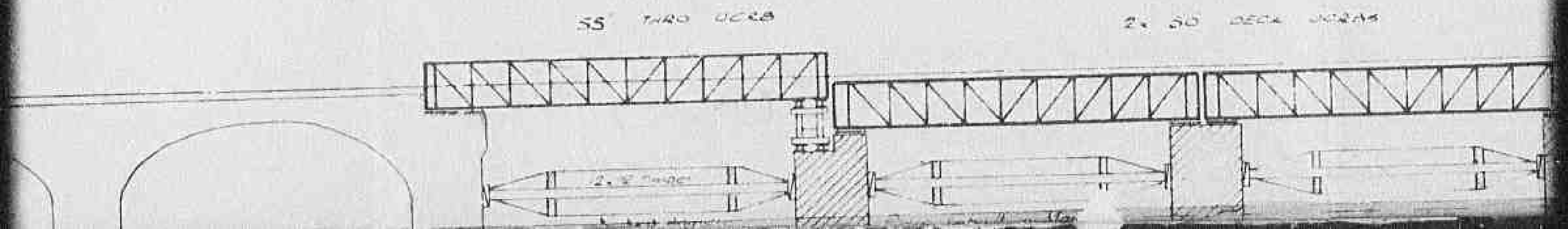




JOB 91/5.

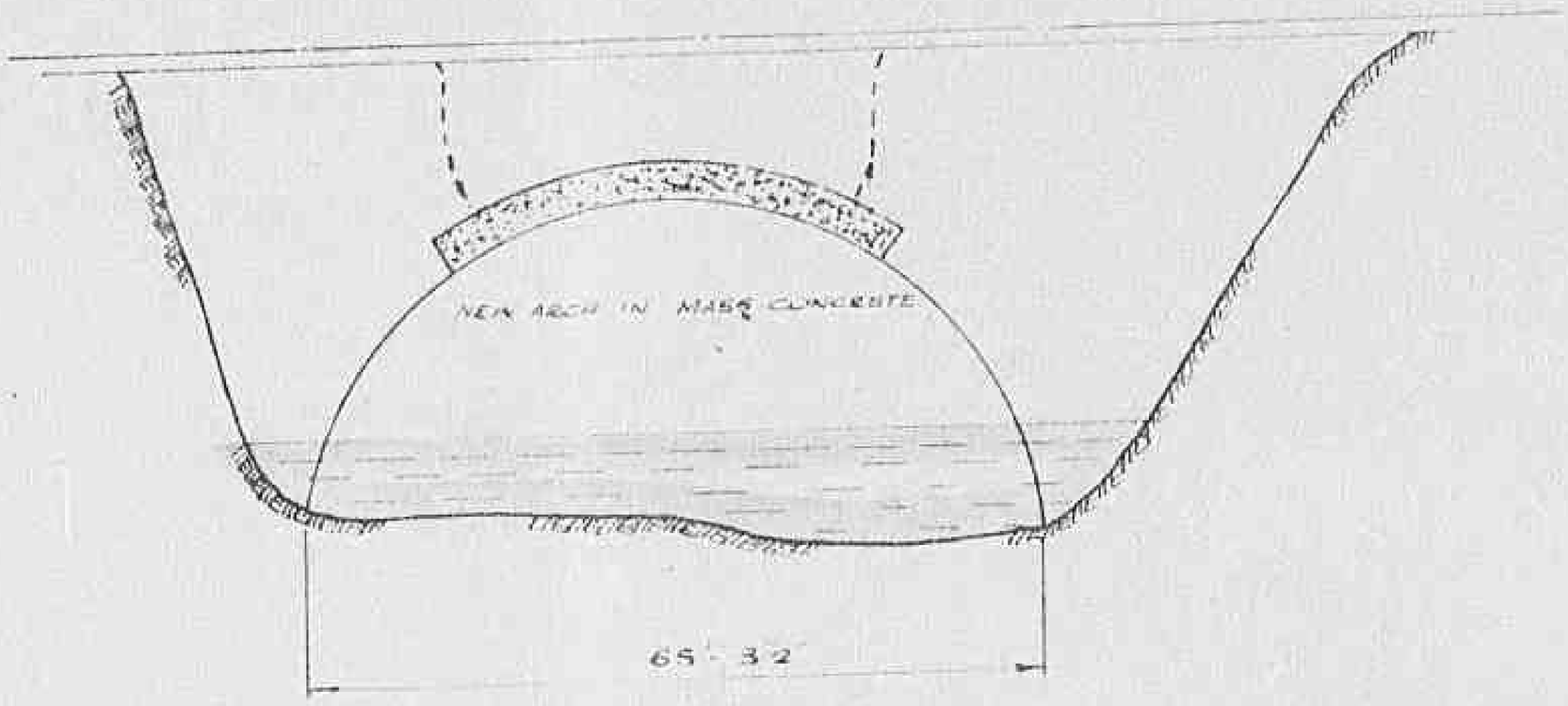
BRIDGE Nº 1

KM 147



1717

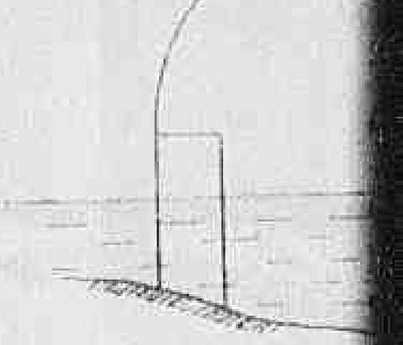
Declassified E.O. 12356 Section 3.3/NND No. 780021



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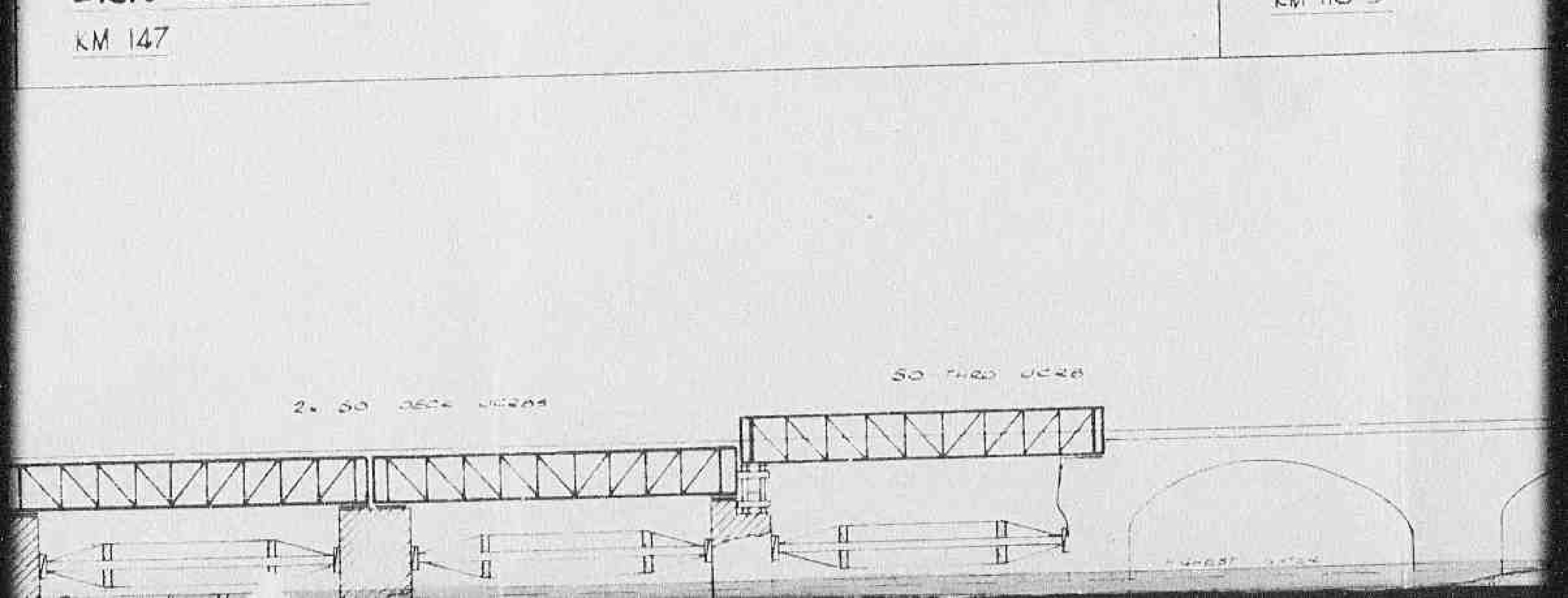
KM 147

JOB 91/4.



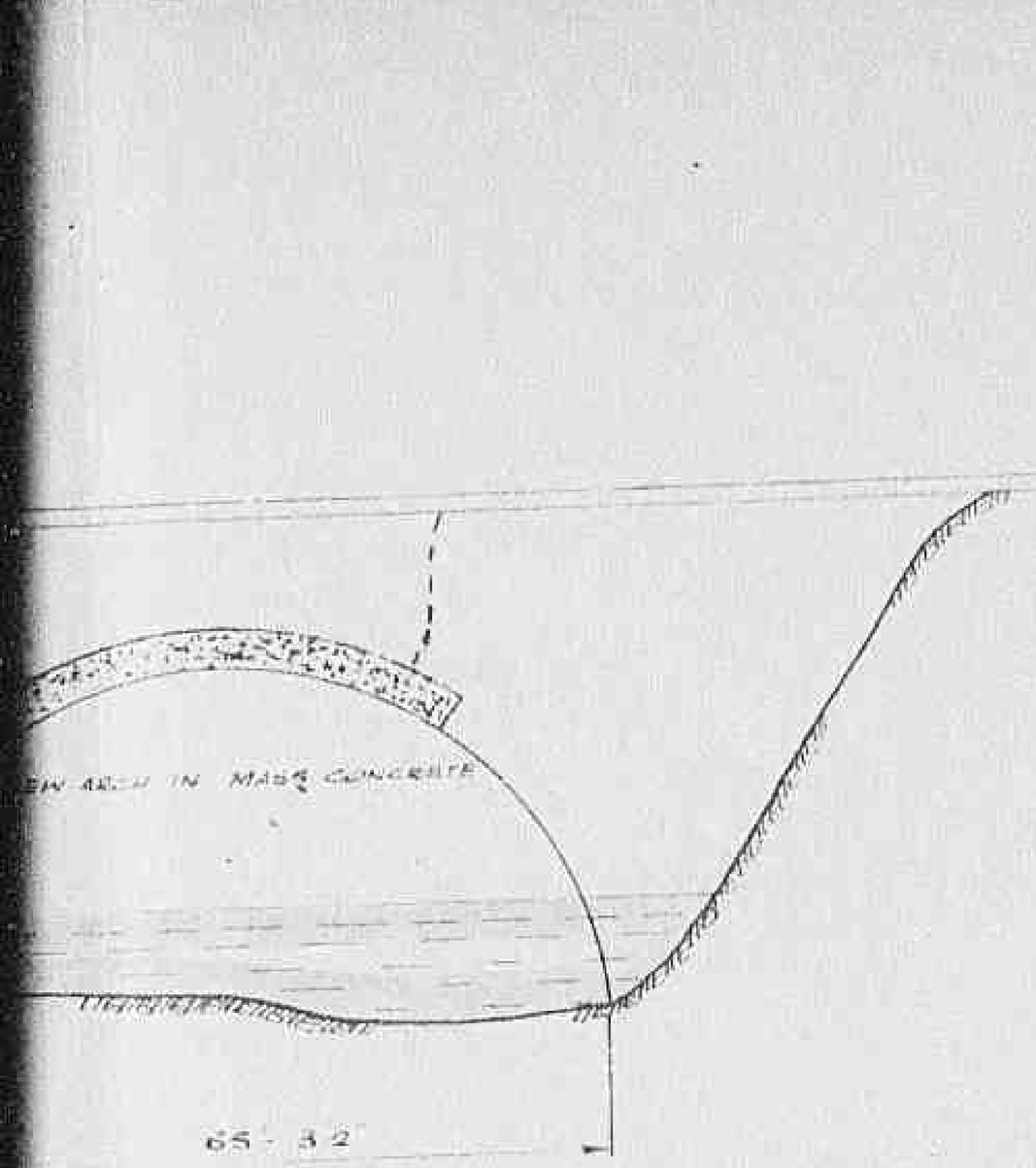
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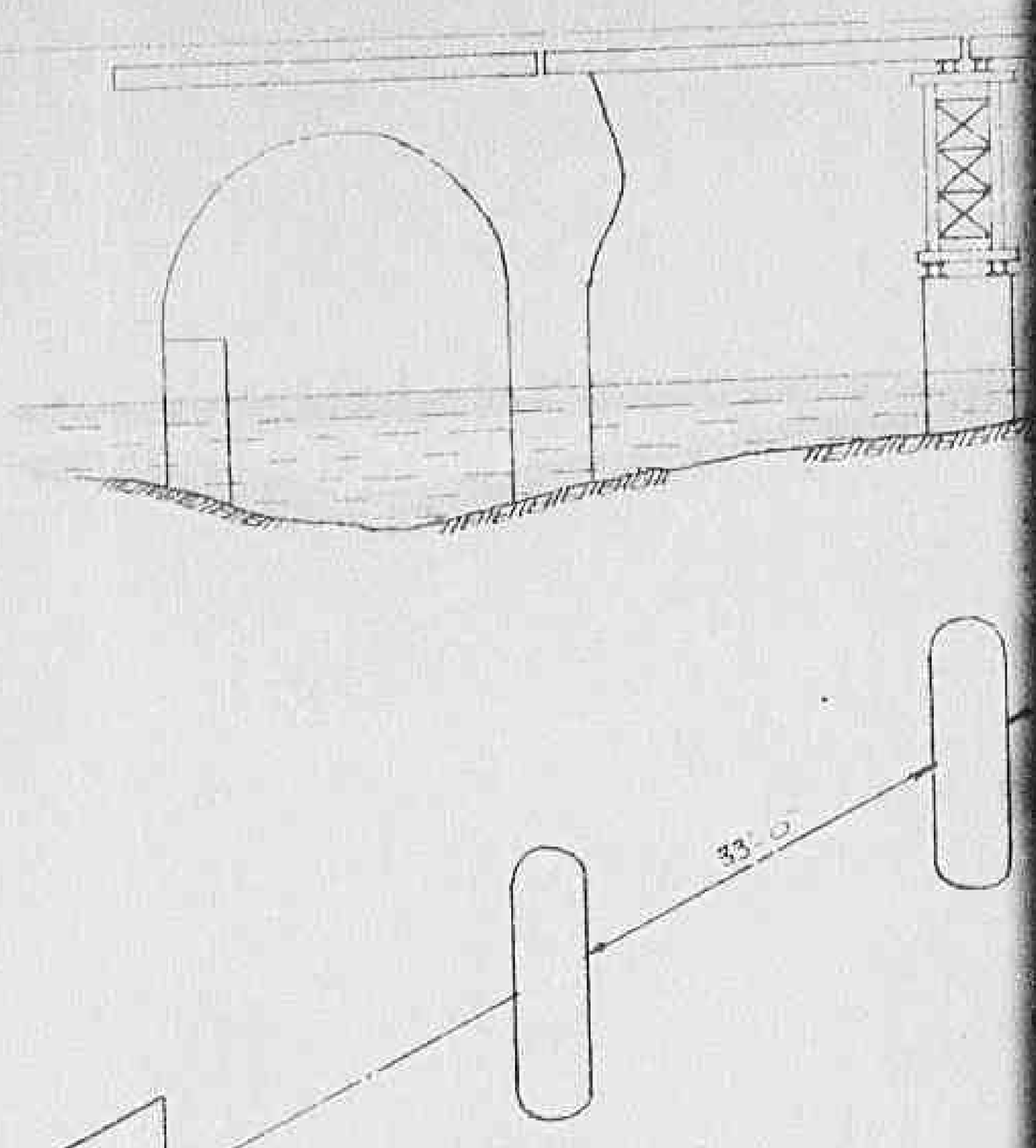
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1718

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

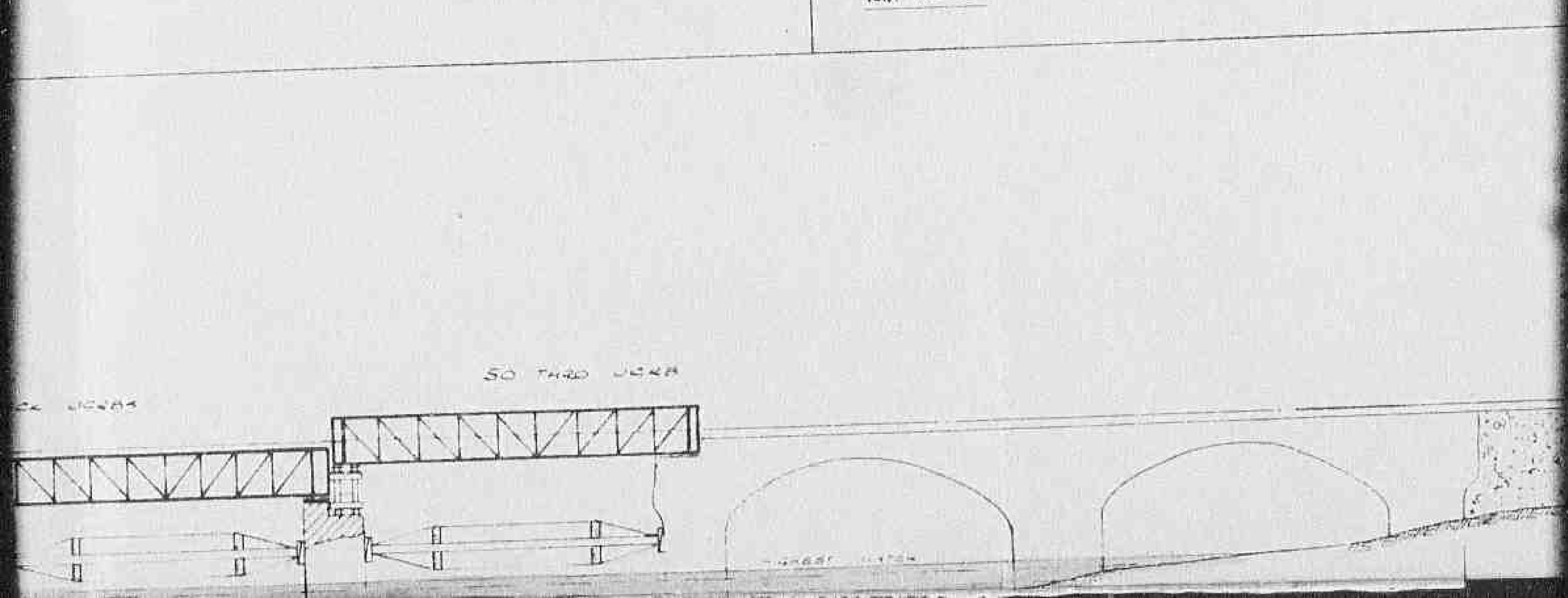




JOB 91/4.

BRIDGE Nº 14.

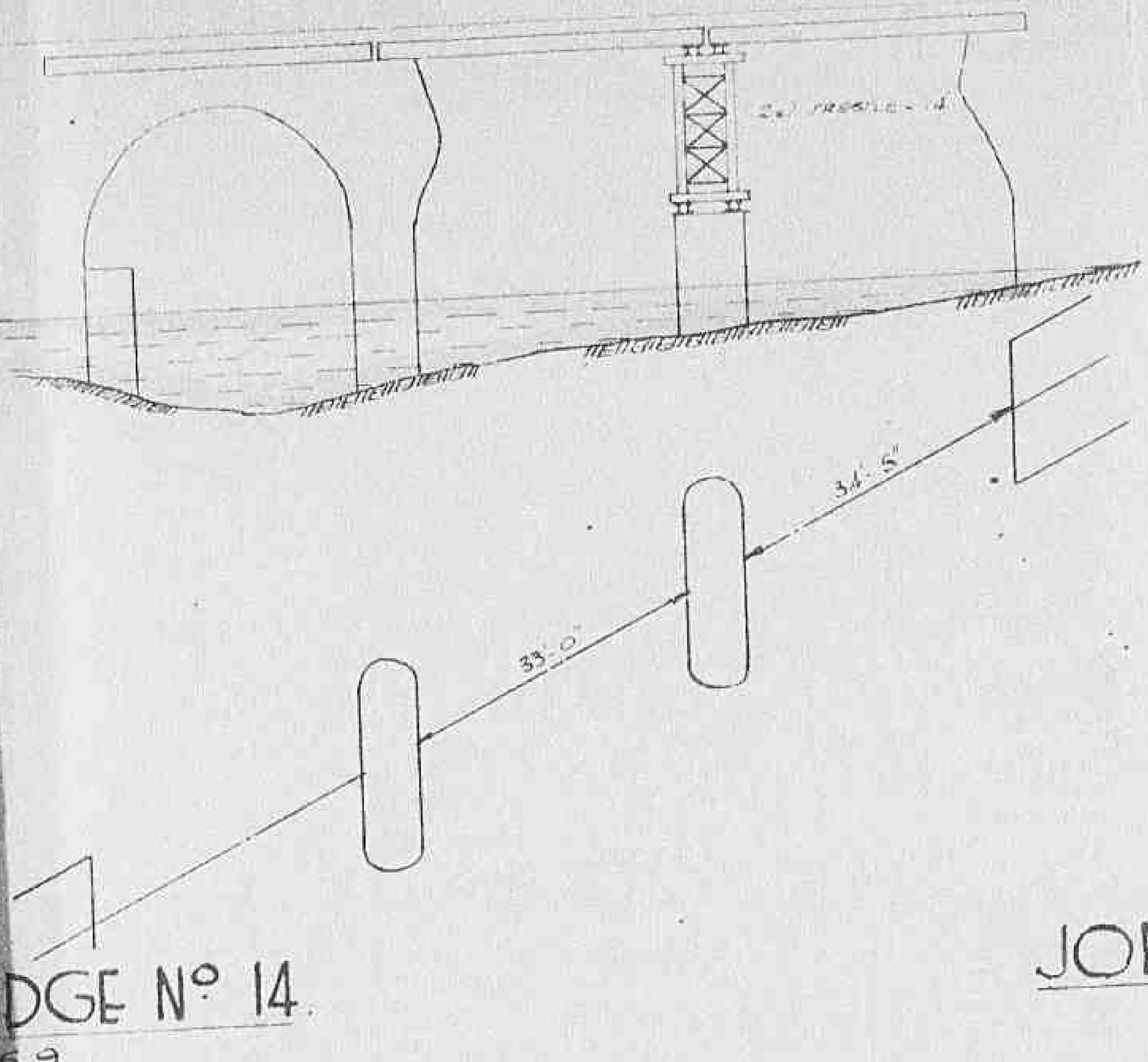
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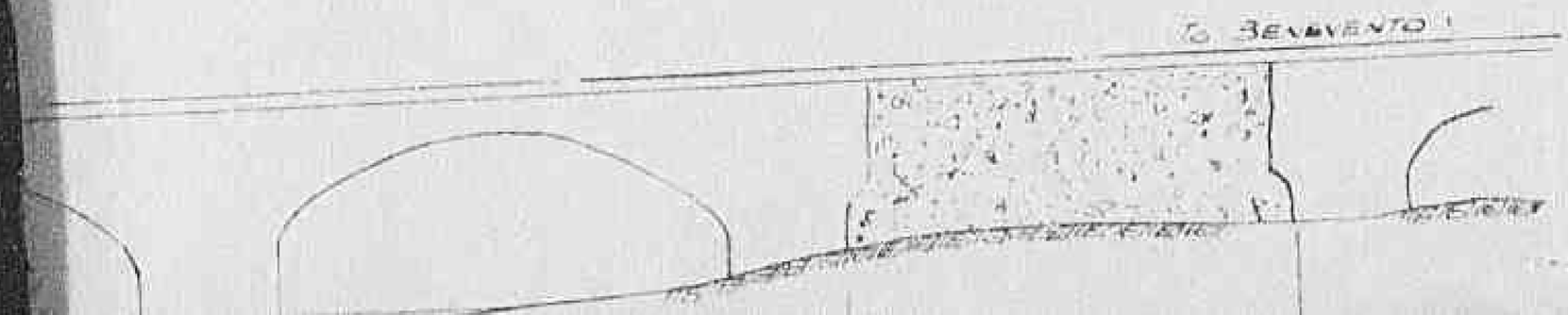
Declassified E.O. 12356 Section 3.3/NND No. 785021

3. 40' SPANS



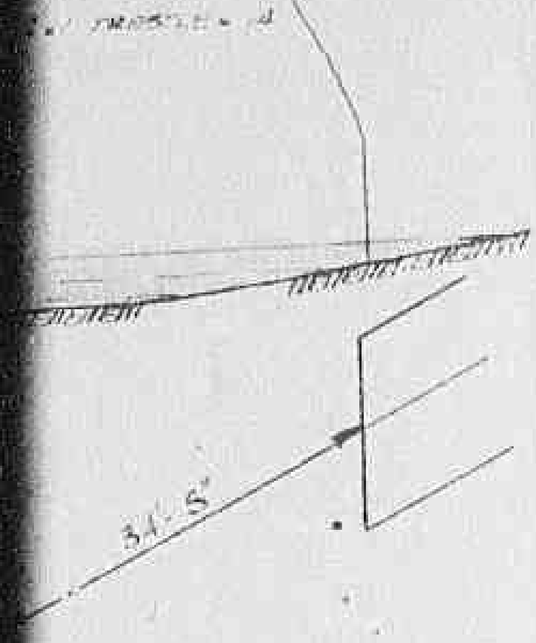
IDGE Nº 14.

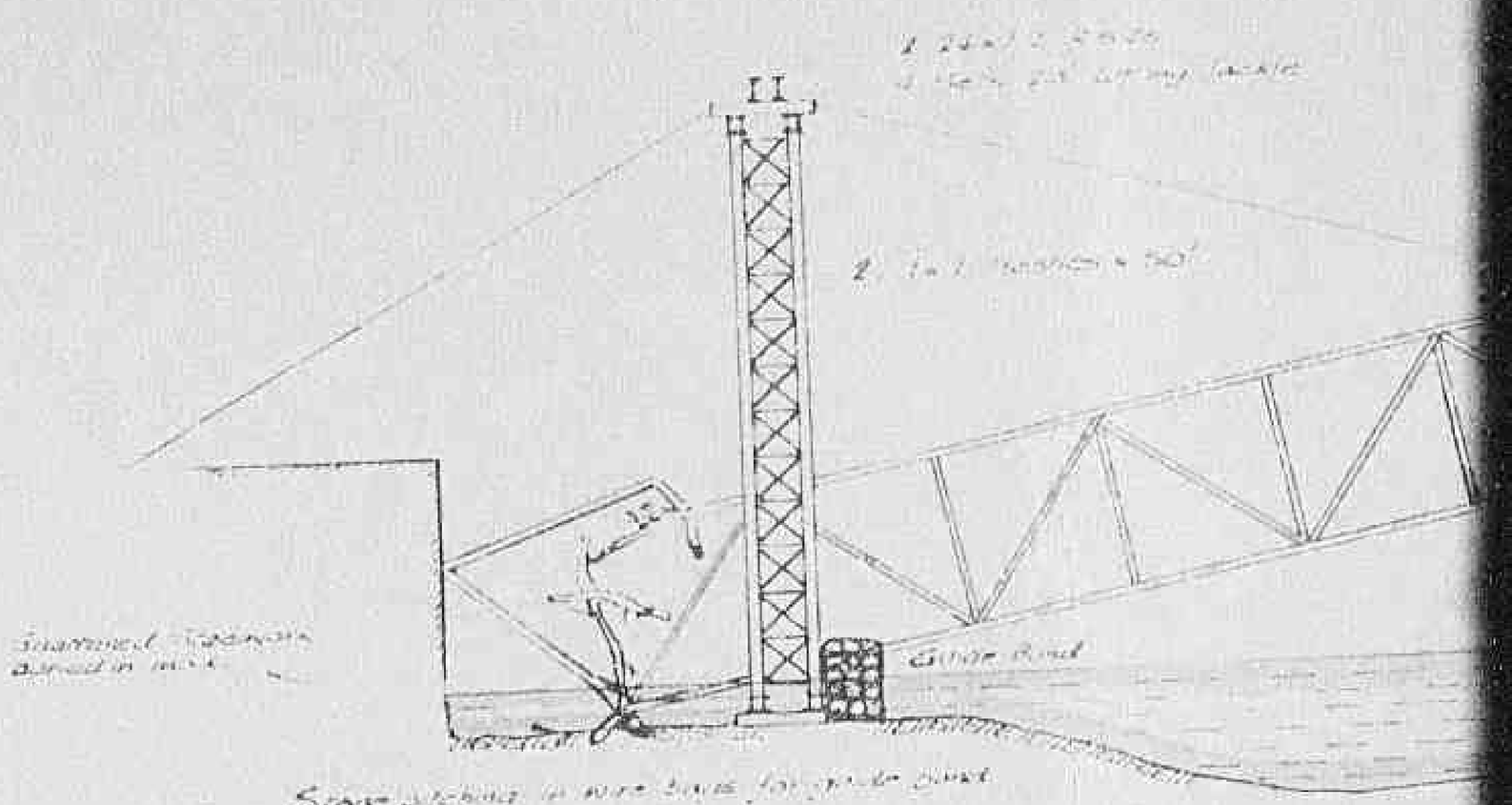
JOB 91/14.



1720

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

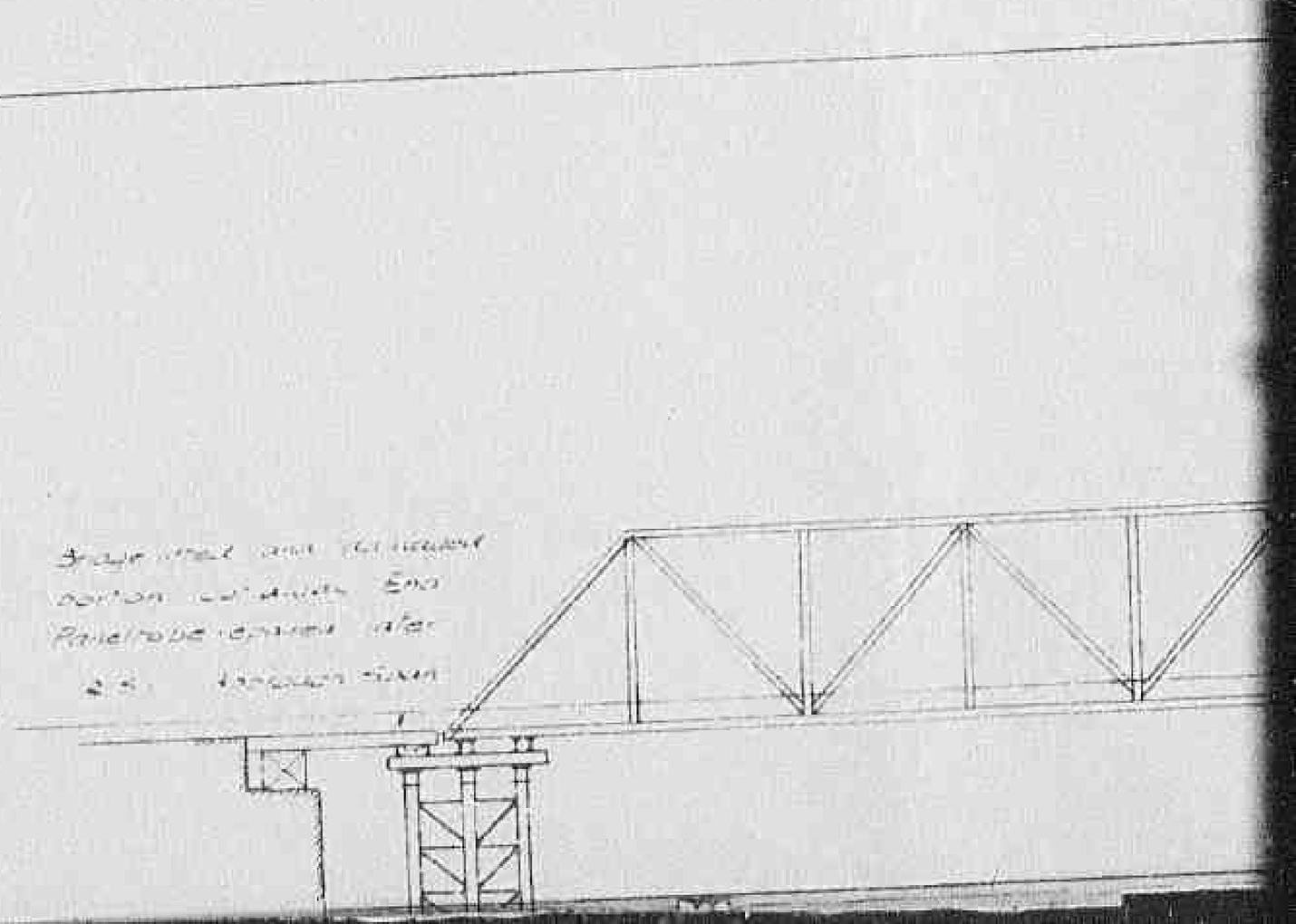




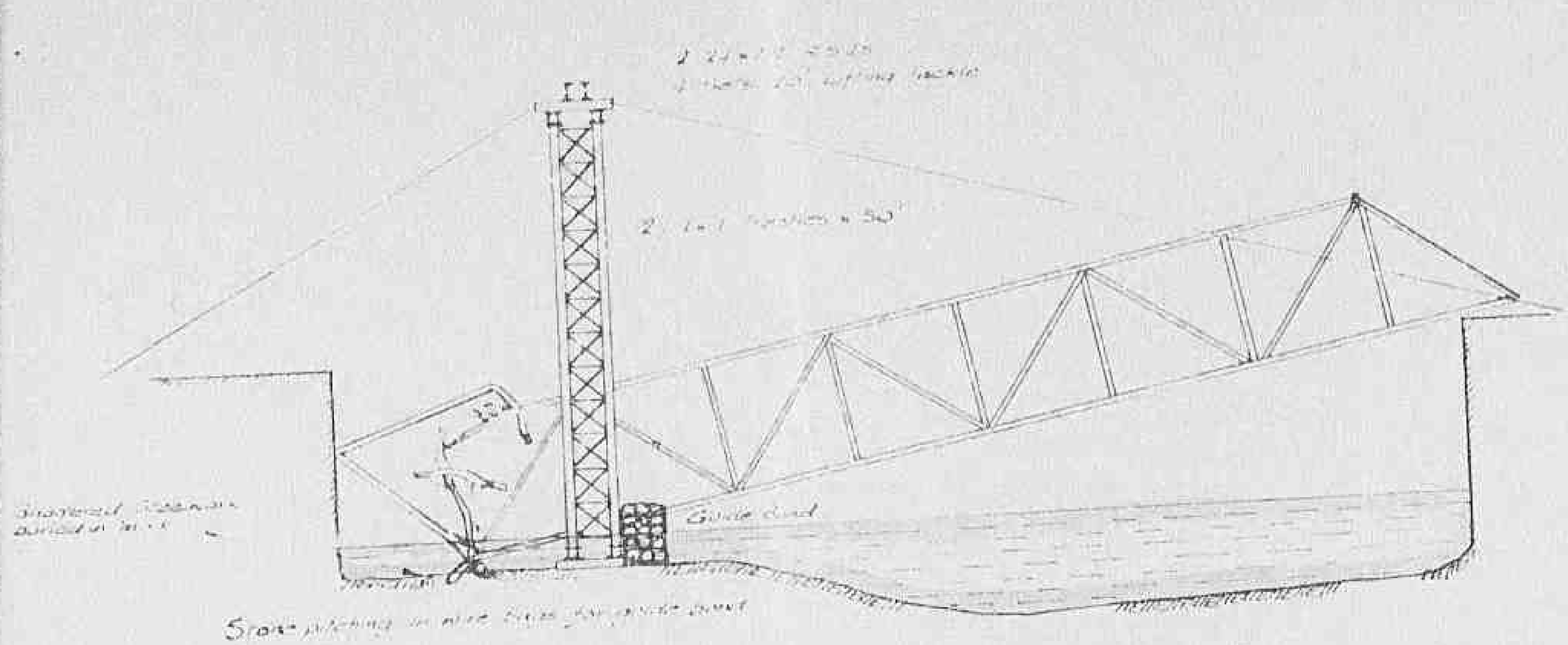
BRIDGE 18 SHOWING METHOD O

JOB 91/14.

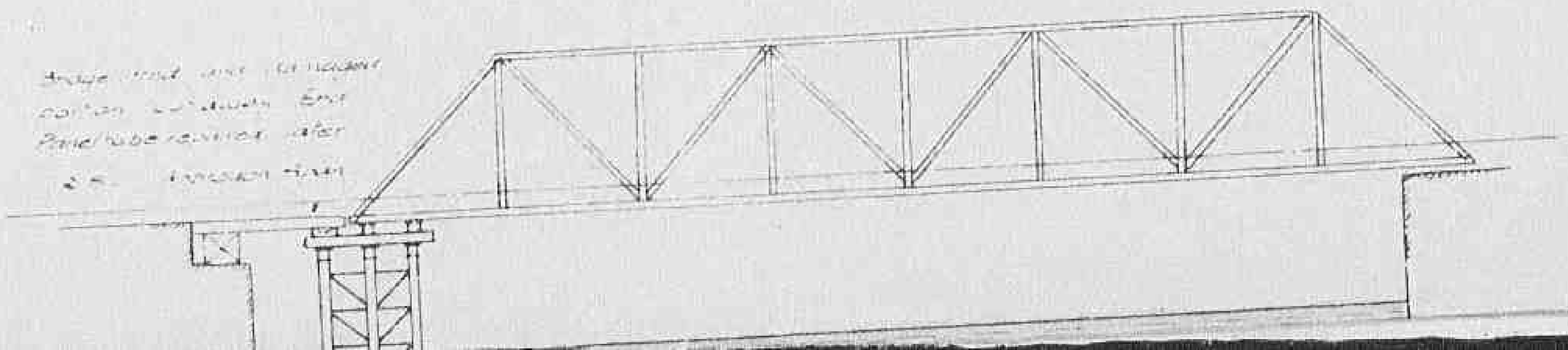




Declassified E.O. 12356 Section 3.3/NND No. 782021



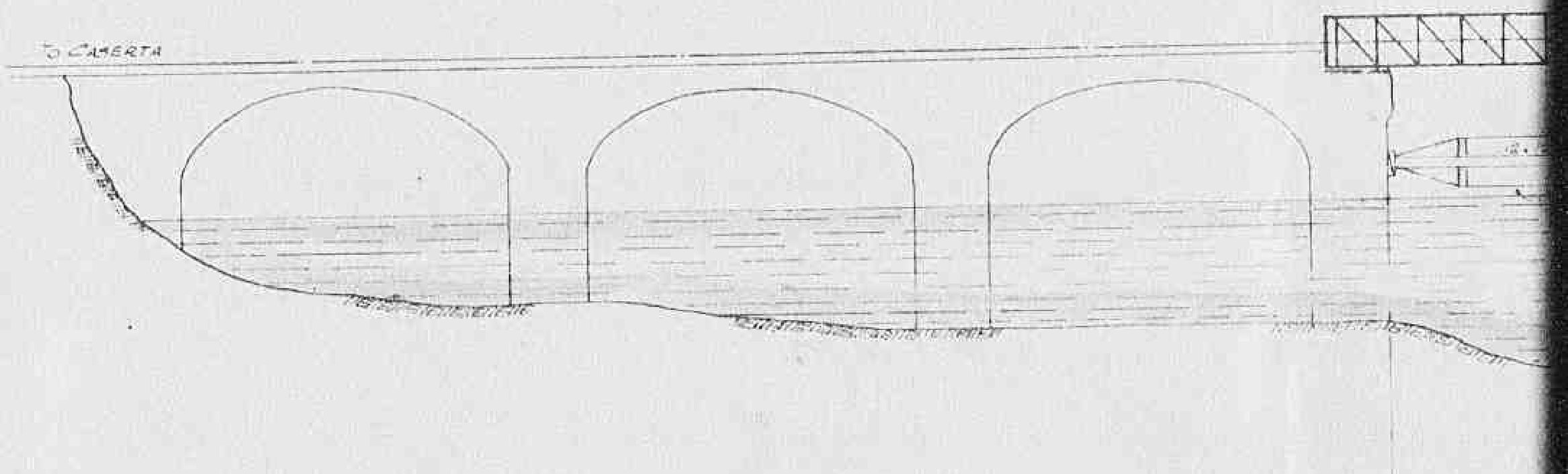
BRIDGE 18 SHOWING METHOD OF LIFTING



1722

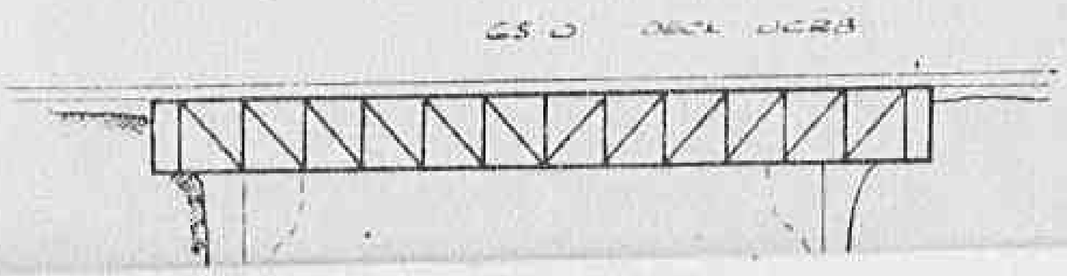
Declassified E.O. 12356 Section 3.3/NND No. 785021

KM 144 7



BRIDGE Nº 6

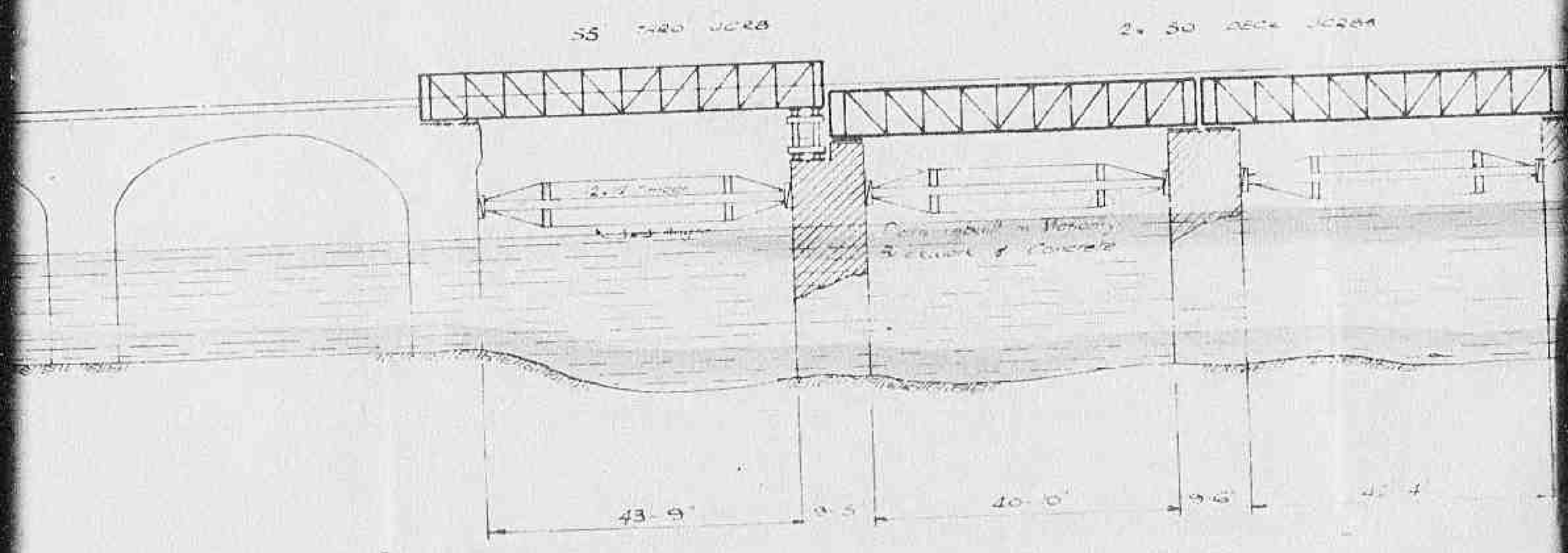
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1723

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

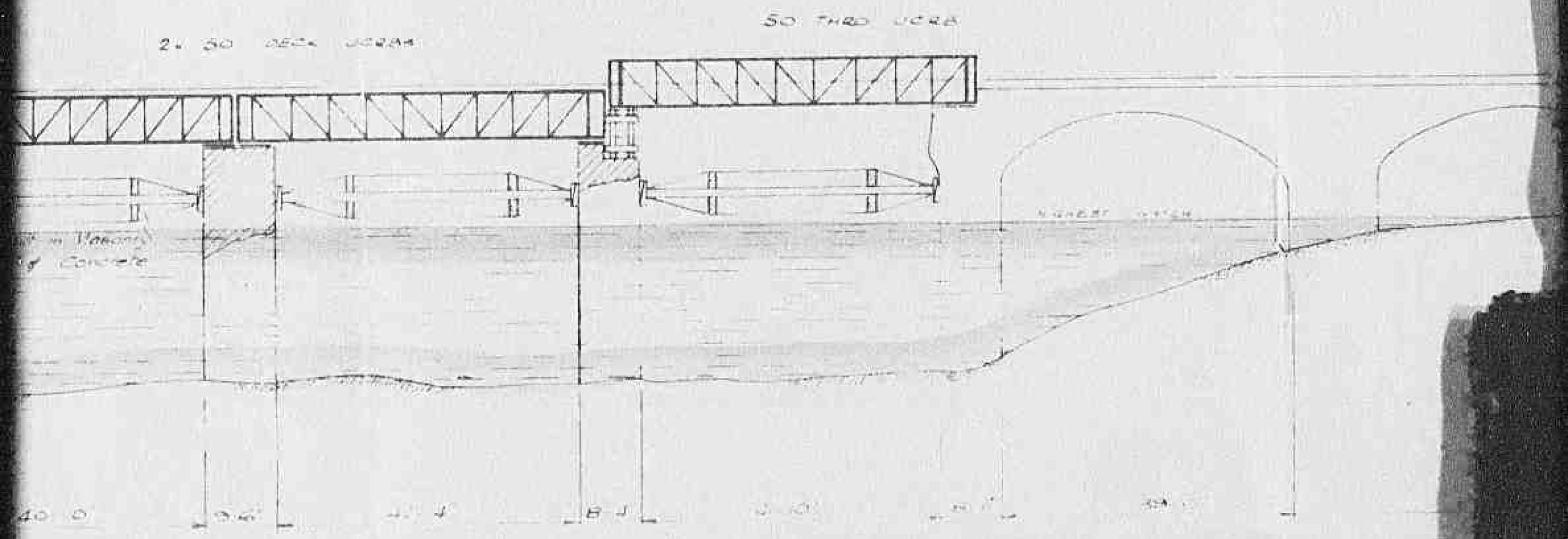
KM 147



1724

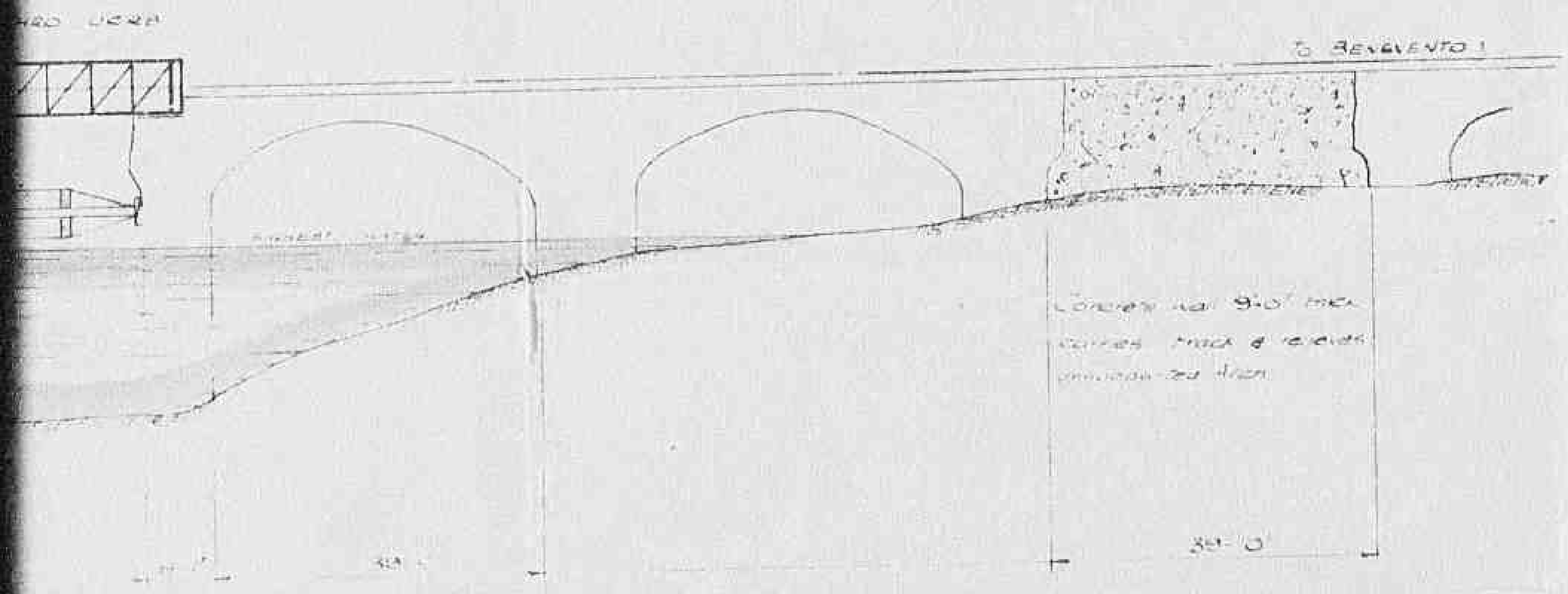
Declassified E.O. 12356 Section 3.3/NND No. 785021

7



1725

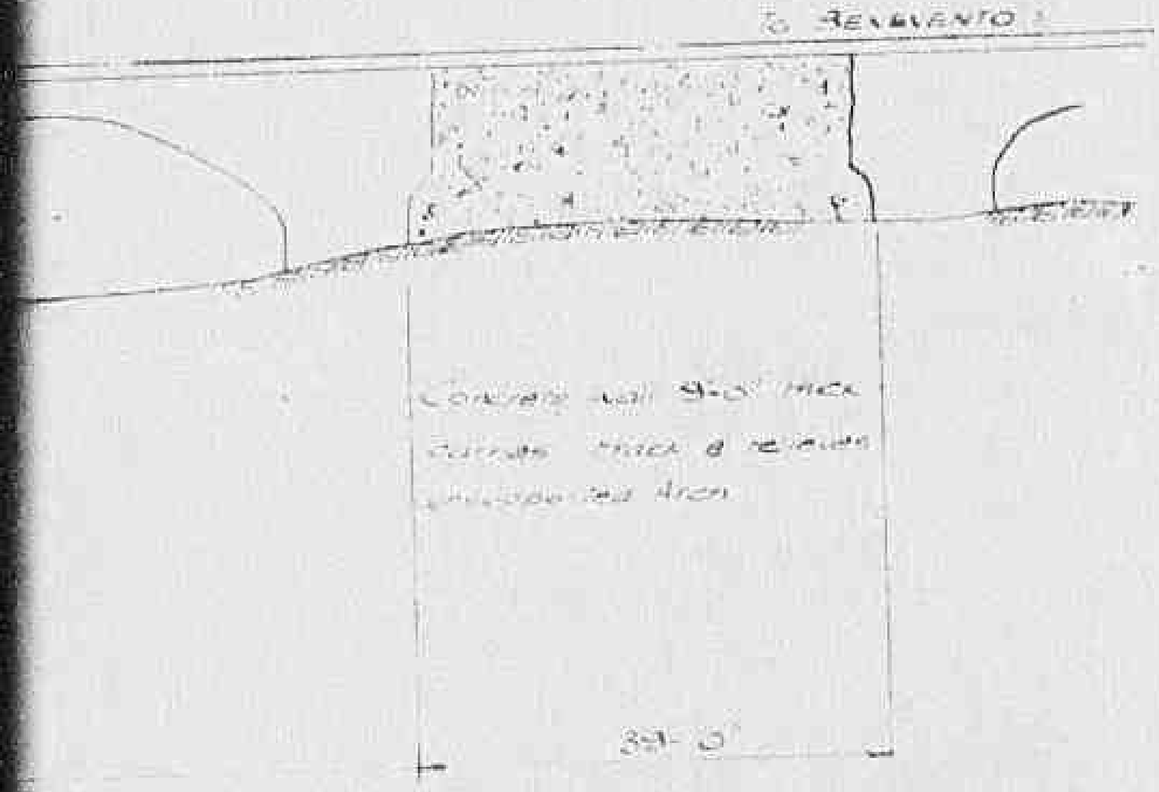
Declassified E.O. 12356 Section 3.3/NND No. 785021

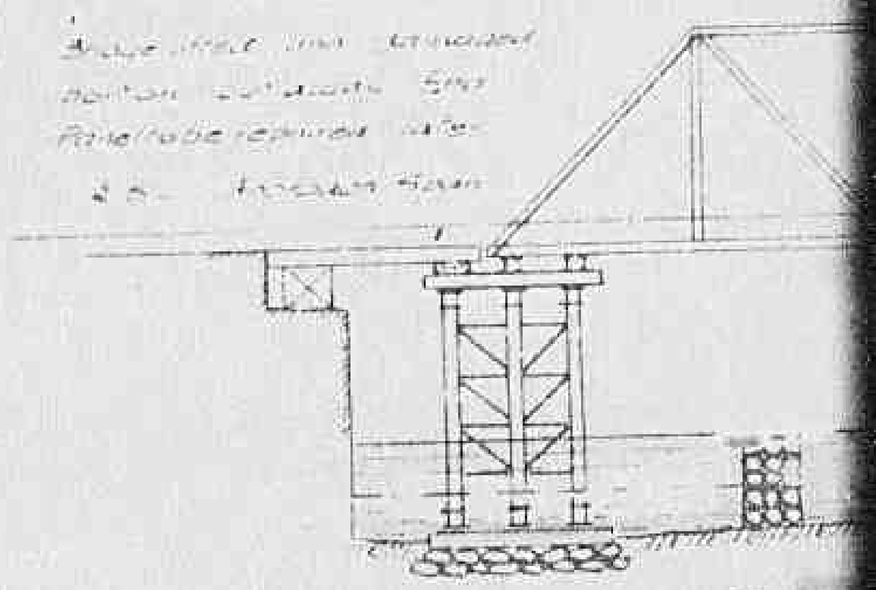


JOB 91/9.

1726

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





SHOWI

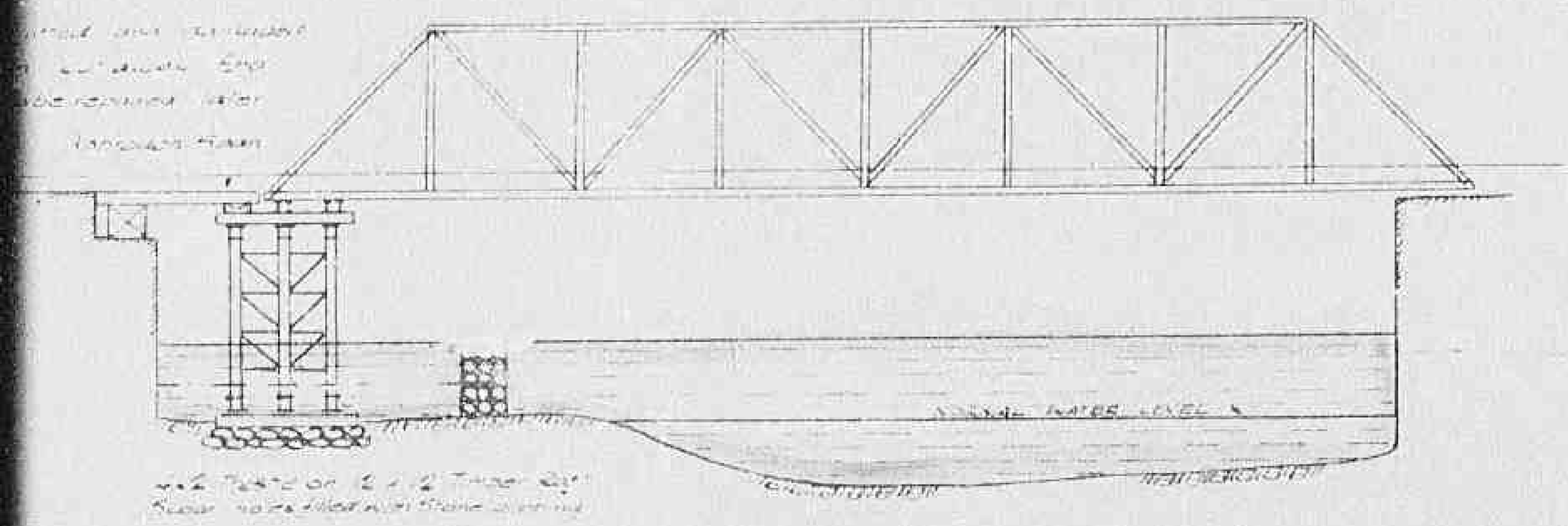
JOB 91/9.

BRIDGE Nº 18

KM 85 00

1727

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



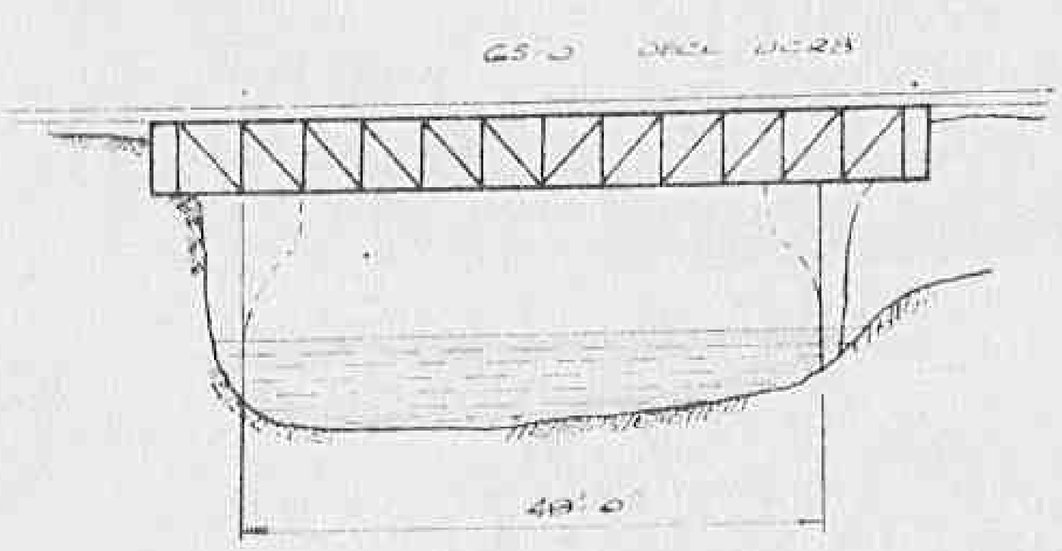
SHOWING 1ST STAGE OF REPAIR

Nº 18

JOB 91/23.

1728

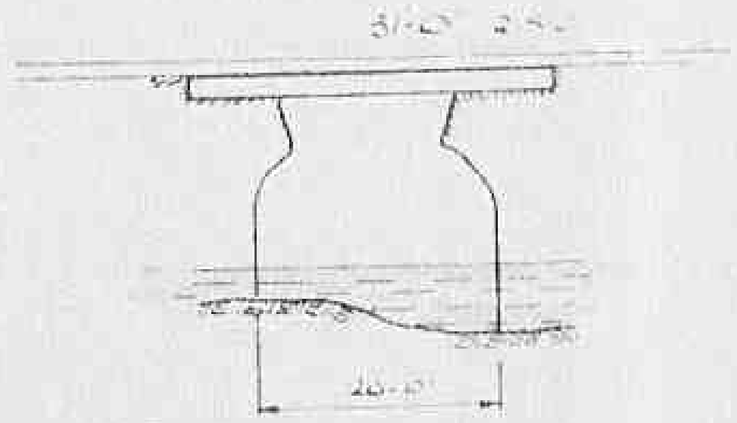
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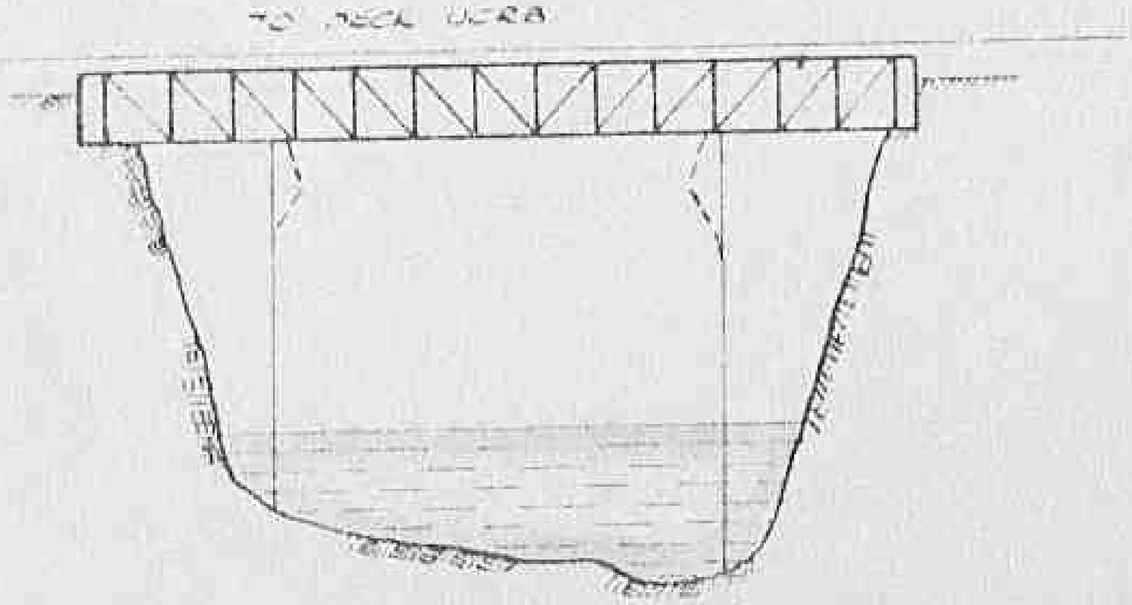


BRIDGE 7.

KM 133.6

JOB 91/10





BRIDGE 16

KM 114.7

JOB 91/16

BRIDGES 12 & 13

KM 121 & 119.2

JOBS 91/12
91/13

TRANSPORTATION (BR) SECT.

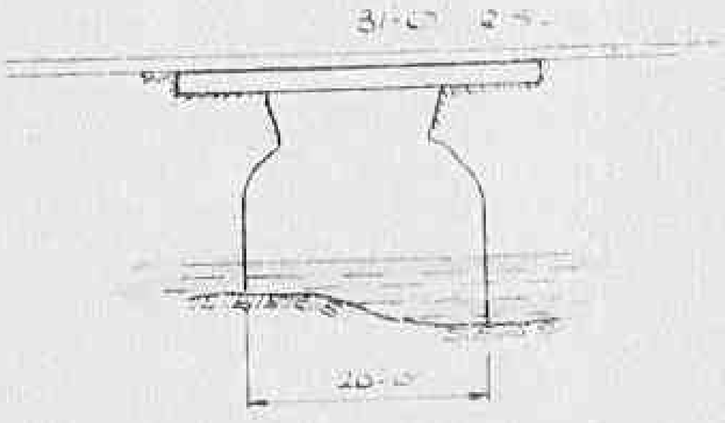
A. F. H. Q.

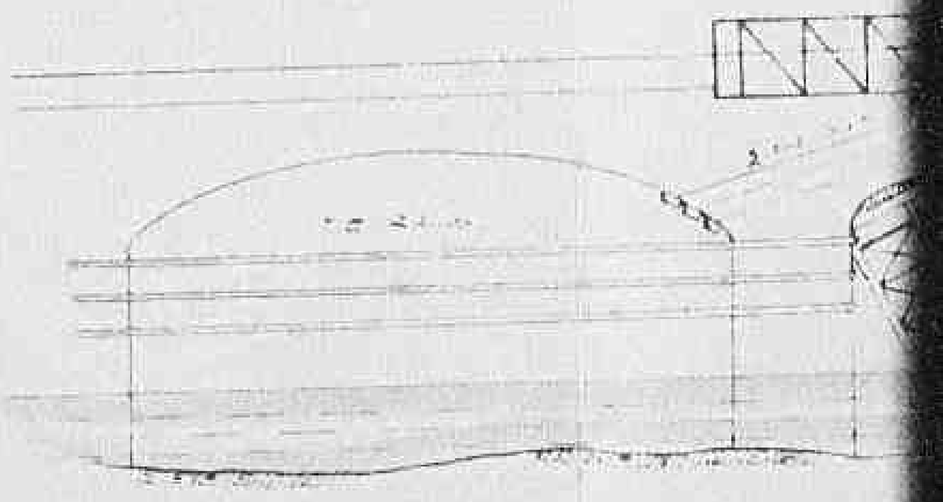
DRAWN BY [illegible] SPR R.E. 2ND JAN '44

REPAIRS TO D

1729

Declassified E.O. 12356 Section 3.3/NND No. 780021





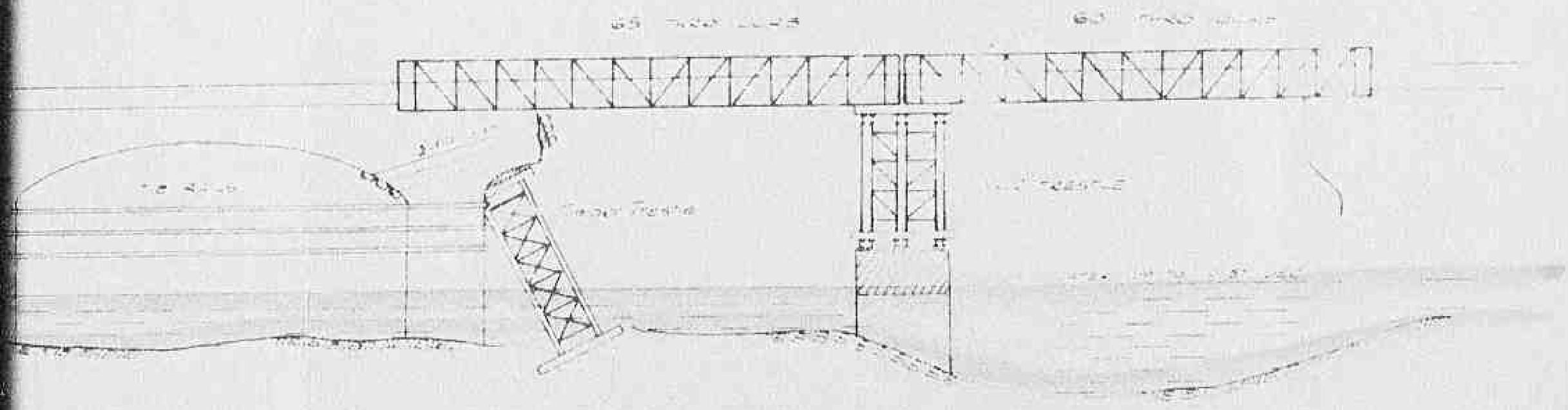
BRIDGES 12 & 13 JOBS 91/12
21 & 1192 91/13.

BRIDGE Nº 17
KM 95 44

REPAIRS TO DEMOLISHED BRIDGES

1730

Declassified E.O. 12356 Section 3.3/NND No. 735021

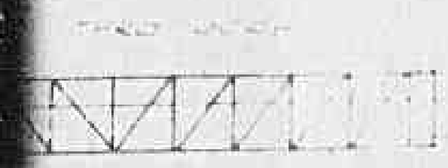


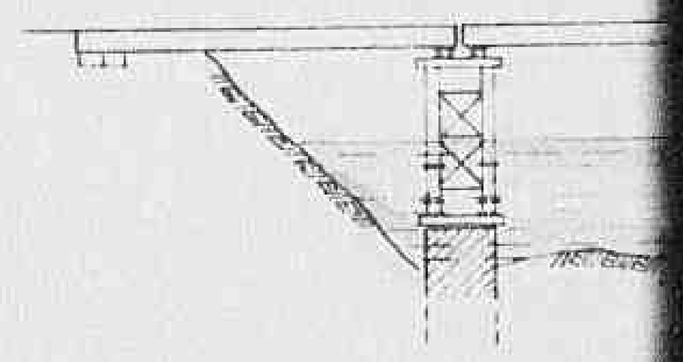
BRIDGES 91 LINE CAS

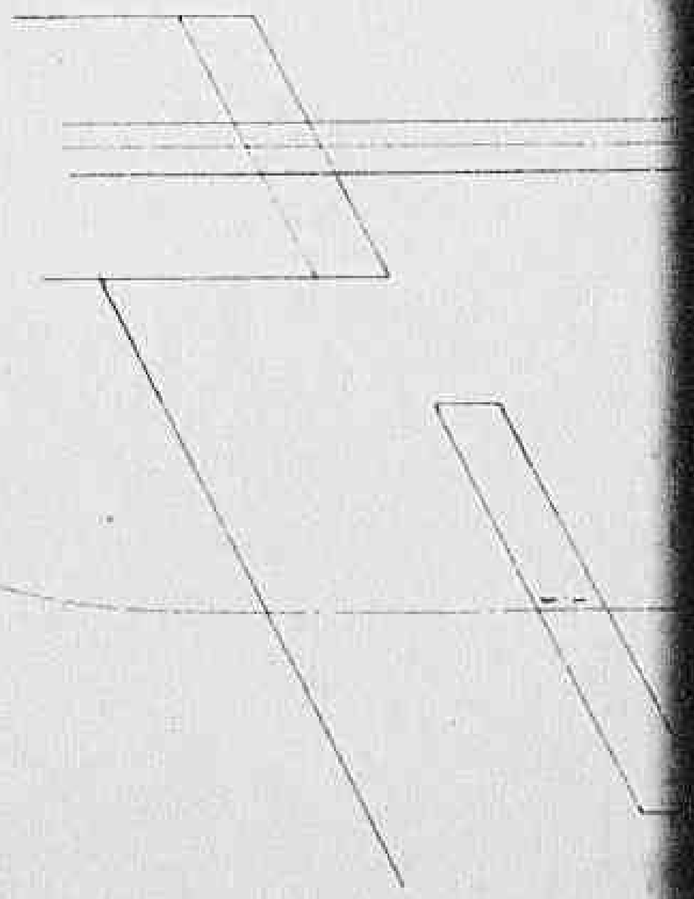
JC

1731

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





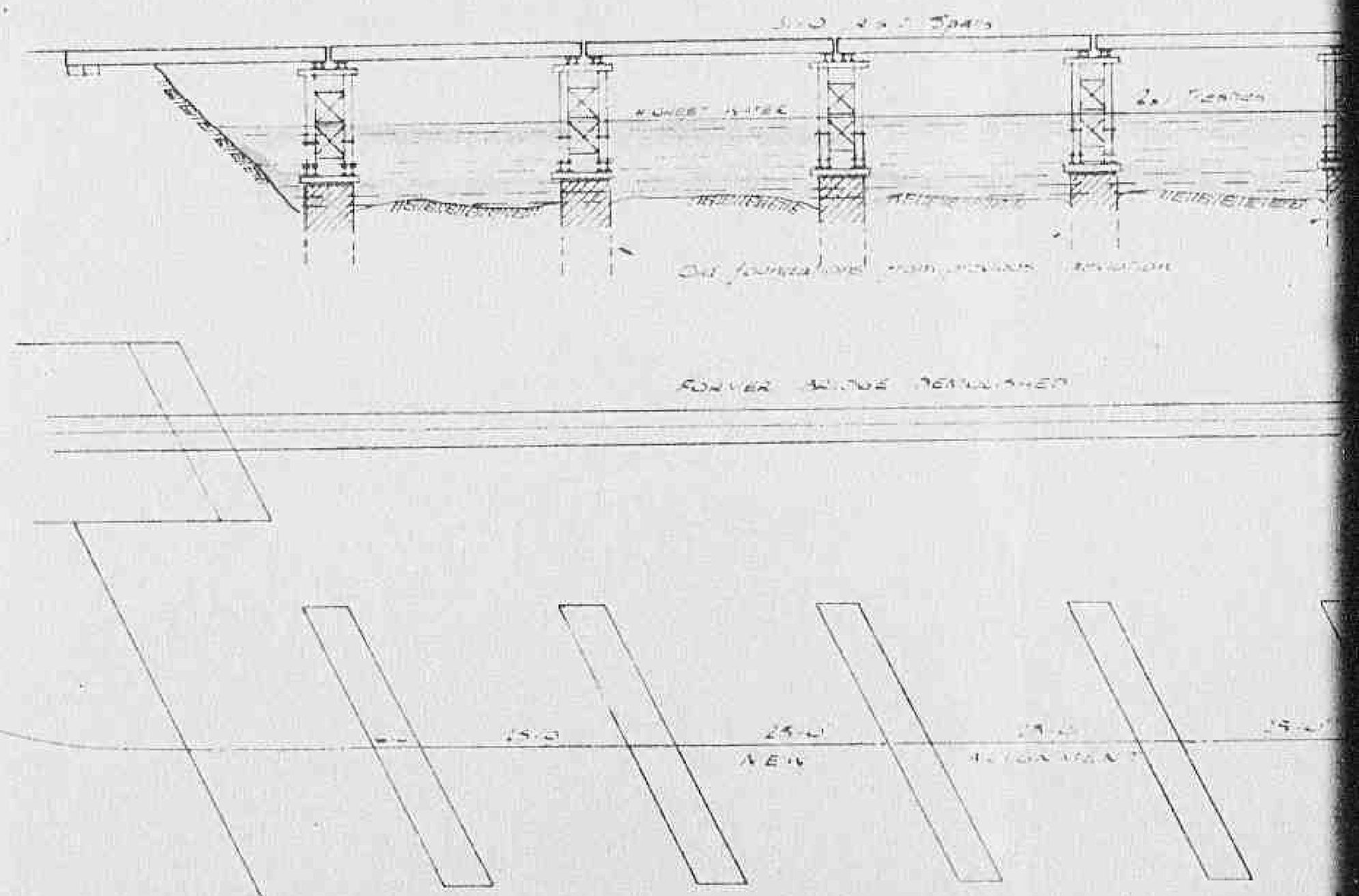


JOB 91/22. BRIDGE Nº 19
KM 74 00

LINE CASERTA - FOGGIA.

1732

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BRIDGE Nº 19

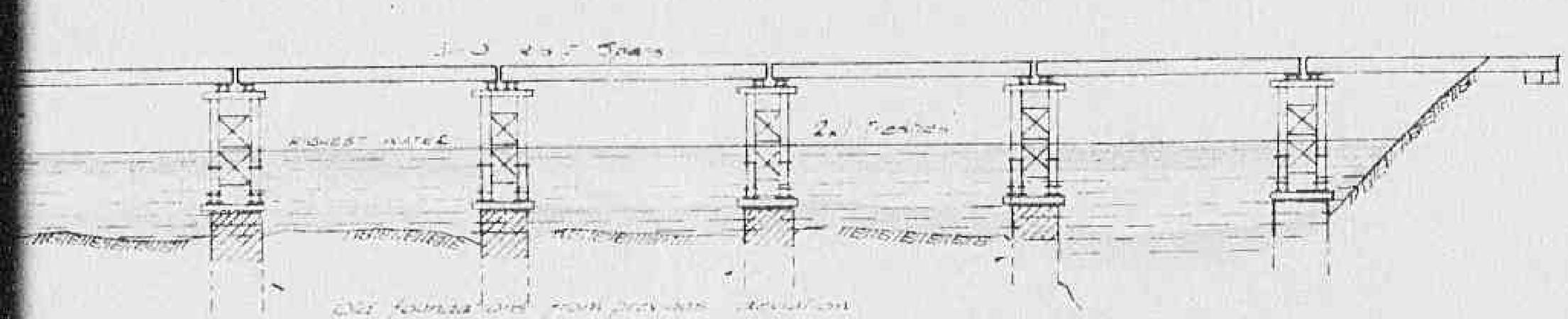
KM 74 00

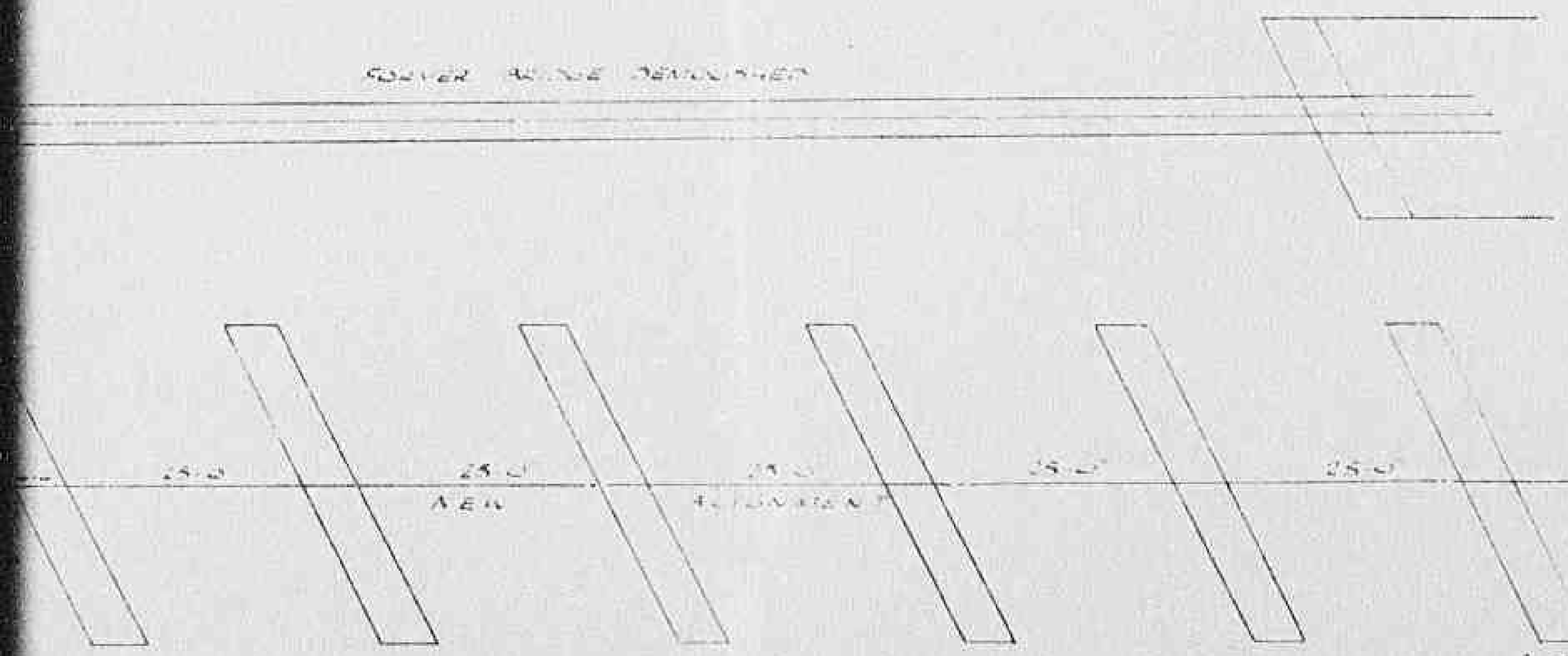
FOGGIA.

SCALE. 1 INCH = 20 F

1733

Declassified E.O. 12356 Section 3.3/NND No. 780021





JOB 91/24.

SCALE: 1 INCH = 20 FT.

TN/S/13B.

Appendix 9.
Sheet 1.

ADDITIONAL LABOUR EMPLOYED WITH RW.4 UNITS AT 31.12.43.

Assisting	Location	Type	Number	
10 Rly Const.Coy	86/4 Foggia 86/4 Foggia	Civilian Italian Army	160 67	227
159 Rly Const.Coy	86/8 San Vito 302/5 Molfi 86/9 Dari R.E.S.D	Civilian Contractor Civilian Civilian Italian Military	151 55 20 103 62	371
160 Rly Const.Coy	Vasto	Pioneers Civilian	130 330	460
150 Rly Const.Coy	91/9 Bridge 6 91/22 Bridge 17 91/3 Truck repairs 91/16 Bridge 16 91/24 Bridge 19 91/19 Tunnel repairs	Civilian Civilian Civilian Civilian Civilian Civilian	81 43 49 10 78 45	314
161 Rly Const.Coy	Caserta-Benevento repairs 291/1 Cancello R.E.S.D.	Civilian Indian Pioneers Civilian	43 200 16	259
167 Rly Bdg. Coy. 1 Section	91/14 Bridge 14 91/16 Bridge 16 91/23 Bridge 18	Italian Military Civilian Italian Military Civilian Italian Military Civilian	43 7 3 7 31 73	164

6984

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

Appendix "A" to Labour Return Week Ending 24.12.43.

Assisting	Location	Type	Number	
10 Rly Const.Coy	86/4 Foggia	Civilian	160	
	86/4 Foggia	Italian Army	67	
				227
159 Rly Const.Coy	86/8 San Vito	Civilian	151	
	302/5 Melfi	Contractor	33	
		Civilian	20	
	86/9 Dari R.E.S.D	Civilian	103	
		Italian Military	64	
				371
160 Rly Const.Coy	Vasto	Pioneers	130	
		Civilian	330	
				460
150 Rly Const.Coy	91/9 Bridge 6	Civilian	87	
	91/22 Bridge 17	Civilian	42	
	91/3 Truck repairs	Civilian	49	
	91/16 Bridge 16	Civilian	10	
	91/24 Bridge 19	Civilian	78	
	91/19 Tunnel repairs	Civilian	45	
				314
161 Rly Const.Coy	Caserta-Benevento repairs	Civilian	43	
	291/1 Cancello R.E.S.D.	Indian Pioneers	200	
		Civilian	16	
				259
167 Rly Bdg. Coy. 1 Section	91/14 Bridge 14	Italian Military	43	
		Civilian	7	
	91/16 Bridge 16	Italian Military	3	
		Civilian	7	
	91/23 Bridge 16	Italian Military	31	
		Civilian	73	
				164
167 Rly Bdg. Coy. 2 Section	San Severo Bridg. Park.	Civilian	114	
				114
46 M.E.(Tn) Sect.	Lagnoli Ballast Production	Contractor	200	
				200
38 Rly Const.Coy.	Repairs to route Vasto area	Pioneers	120	
		Indian Pioneers	203	
		Civilians	133	
				456
39 Rly Const.Coy.	ditto	Civilians	44	
				44
40 Rly Const. Coy.	ditto	Pioneers	92	
		Civilians	207	
				299
		Total		2,908

Declassified E.O. 12356 Section 3.3/NND No. 782021

8984

T 736

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LOCATION AND EMPLOYMENT OF ITALIAN RAILWAY CONSTRUCTION UNITS.

Unit	Location	Authorised Strength Officers	N.C.Os.	Privates	Present for duty Officers	N.C.Os.	Privates	Employment
Lst Bn. H.Q.	Orta Nova	4	2	16	7	6	27	
2nd Coy.	Dari det.) Tuturano)	6	9	242	6	11	257	Line development & stores.
7th Coy.	Foggia	6	9	242	7	7	146	Forming.
20th Coy.	Orta Nova dets. Foggia Dari, Cocchetta, S. Antonio.	6	9	242	7	10	197	Repairs bomb and d damage, base devel
13 Bn. H.Q.	Capua	4	2	16	4	1	13	
8th Coy.	Teiano	6	9	242	4	6	102	With 167 Rly Brid Reconstruction G Naples - Foggia.
	Remainder of 13 Bn. working with U.S. Forces.							

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

LOCATION AND EMPLOYMENT OF ITALIAN RAILWAY CONSTRUCTION UNITS.

Location	Authorised Strength Officers	N.C.Os.	Privates	Present for duty Officers	N.C.Os.	Privates	Employment.
Rome Det. Rmo	4 6	2 9	16 242	7 6	6 11	27 257	Base development Nuri - Brindisi area.
	6	9	242	7	7	246	Forming.
Rome Foggia Cancelletta, Bruno.	6	9	242	7	10	197	Repairs bomb and demolition damage, base development.
	4 6	2 8	16 242	4 4	1 6	13 102	With 167 Rly Bridging Coy. No.1 Section Reconstruction of bridges on line Naples - Foggia.
Remainder of 13 En. working with U.S. Forces.							

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

WORKS COMPLETED DURING DECEMBER, 1943.

Job No.	Agency	Location	Description	Size.	Date of Completion	
Line 86. LECCE, BRINDISI, BARI, TERMOLI and North.						
(a) Line Repairs.						
86/14	160 Rly Const. Coy	Termoli to Vasto	Track Repairs	Heavy demolition	20.12.43	
86/18	160 Rly Const. Coy	Termoli	Repairs to Bridge 6 (River Sinarca)	3 x 40' joist spans & further strutting of arches.	24.12.43	Re de ex re
	33 Rly Const. Coy. (S.A.E.C)					
86/19	160 Rly Const. Coy.	Montenero	Repairs to Bridge 7 (River Trocchio.)	1 x 60' U.G.R.B. and 2 x 35' RSJ spans.	4.12.43	
(b) Base Development.						
86/7	159 Rly Const. Coy	Bari Docks	Alterations to permanent way	½ mile new track	7.12.43	
86/20	159 Rly Const. Coy	Bisceglie	Tank Ramp	-	9.12.43	
Line 90. NAPLES, CANCELLO, CASERTA, ROME.						
90/4	161 Rly Const. Coy.	Cancello	Repairs to Station Yards and clearance of wrecked stock	Extensive bomb damage and demolition.	11.12.43	
Line 91. NAPLES, CASERTA, BENEVENTO, FOGGIA.						
91/2	161 Rly Const. Coy.	Caserta to Amorisi	Repairs to demolished track.	-	25.12.43	
91/3	150 Rly Const. Coy.	Amorisi to Benevento	Repairs to demolished track	-	31.12.43	
91/4	930 P.C. & R. Coy.	Frasso Dugenta	Repairs to Bridge 1	Reconstruction of 65' arch in concrete	24.12.43	
91/5	161 Rly Const. Coy.	Frasso Dugenta	Repairs to Bridge 2	4 No. RSJ & 2 Rail cluster spans and 74 tons L.S. Trestling	28.12.43	

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

WORKS COMPLETED DURING DECEMBER, 1943.

Section	Description	Size.	Date of Completion	Remarks.
TERMOLI and North.				
Termoli to Vasto & Termoli	Track Repairs Repairs to Bridge 6 (River Sinarca)	Heavy demolition 3 x 40' joist spans & further strutting of arches.	20.12.43 24.12.43	Repaired bridge further damaged as result of explosion on 7.12.43. [illegible] traffic on night of 13.12.43.
Canaro	Repairs to Bridge 7 (River Trocchio.)	1 x 60' U.C.R.B. & 2 x 35' RSJ spans.	4.12.43	
Bari Docks	Alterations to permement way	¾ mile new track	7.12.43	Further development. Scheme pending.
Foggia	Tank Ramp	-	5.12.43	
CASERTA, ROME.				
Marcello	Repairs to Station Yards and clearance of wrecked stock	Extensive bomb damage and demolition.	11.12.43	Completion of agreed quota of facilities required pro tem.
CANCELLO, FOGGIA.				
Caserta to Cancello	Repairs to demolished track.	-	25.12.43	
Cancello to Benevento	Repairs to demolished track	-	31.12.43	
Grasso Eugenio	Repairs to Bridge 1	Reconstruction of 65' arch in concrete	24.12.43	
Grasso Eugenio	Repairs to Bridge 2	4 No.RSJ & 2 Rail Cluster spans and 74 tons L.S.Trestling	28.12.43	

/To sheet 2..

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

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

WORKS COMPLETED DURING DECEMBER, 1943.

Job No.	Agency	Location	Description	Size	Date of Completion	Re.
Line 91. NAPLES, CASERTA, BENEVENTO, FOGGIA (Contd)						
91/6	161 Rly Const. Coy.	Between Frasso Dugenta and Amorisi.	Repairs to Bridge 3	Ipcal joists and timber deck	4.12.43	
91/7	161 Rly Const. Coy	" " " "	Repairs to Bridge 4	Rail Cluster span	15.12.43	
91/8	161 Rly Const. Coy	" " " "	Repairs to Bridge 5	Ipcal joists	8.12.43	
91/9	150 Rly Const. Coy	Amorisi	Repairs to Bridge 6 (River Calore)	1 x 55' & 3 x 50' U.C.R.B.	31.12.43	
91/18	1 Rly Bdg. Sect.	Telese Correto	Repairs to Bridge 7	1 x 60' U.C.R.B.	4.12.43	
91/13	150 Rly Const. Coy	Ponte	Repairs to Bridge 13	1 x 31' RSJ span	6.12.43	
91/14	167 Rly Bdg. Coy. 1 Section	Ponte	Repairs to Bridge 14	3 x 40' Sect. spans 8 tons L.S. trestling	26.12.43	
91/16	167 Rly Bdg. Coy. 1 Section	Ponte	Repairs to Bridge 16	1 x 70' UCRB	19.12.43	
91/19	150 Rly Const. Coy) Contractors)	Solopaca	Tunnel clearance	-	31.12.43	
91/22	150 Rly Const. Coy	Padule Sul Calore	Repairs to Bridge 17	1 x 65' & 1 X 60' U.C.R.B. 14 tons of L.S. Trestling	31.12.43	
91/24	150 Rly Const. Coy	Montecalvo	Deviation to Bridge 19.	7 x 31' RSJ spans 48 tons LS trestling	13.12.43	
Line 92. REGGIO DI Calabria - BATTIPAGLIA						
(a) Line Repairs.						
92/2	I.S.R. Employees	Rutino	Repair of 2 25 ft span arches in viaduct.	-	20.12.43	
(b) Base Development.						
92/1	I.S.R. employees	Battipaglia	RH for POL Depot	-	11.12.43	

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

WORKS COMPLETED DURING DECEMBER, 1943.

...on	Description	Size	Date of Completion	Remarks
FOGGIA (Contd)				
...n Fresso ...a and ...i.	Repairs to Bridge 3	Local joists and timber deck	4.12.43	
" " "	Repairs to Bridge 4	Rail Cluster span	15.12.43	
" " "	Repairs to Bridge 5	Local joists	8.12.43	
...i	Repairs to Bridge 6 (River Calore)	1 x 55' & 3 x 50' U.C.R.B.	31.12.43	
... Correto	Repairs to Bridge 7	1 x 60' U.C.R.B.	4.12.43	
	Repairs to Bridge 13	1 x 31' RSJ span	6.12.43	
	Repairs to Bridge 14	3 x 40' Sect.spans 8 tons L.S.trestling	26.12.43	
	Repairs to Bridge 16	1 x 70' UCRB	19.12.43	
...on	Tunnel clearance	-	31.12.43	
... Sul Calore	Repairs to Bridge 17	1 x 65' & 1 X 60' U.C.R.B. 14 tons of L.S. Trestling	31.12.43	
...alvo	Deviation to Bridge 19.	7 x 31' RSJ spans 48 tons LS trestling	13.12.43	
PUGLIA				
	Repair of 2 23 ft span arches in viaduct.	-	20.12.43	
...glia	RE for POL Depot	-	11.12.43	

To sheet 3..

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

WORKS COMPLETED DURING DECEMBER, 1943.

Job No.	Agency	Location	Description	Size	Date of Completion	
Line 298. FOGGIA, - MANFREDONIA.						
298/2	10 Rly Const. Coy.	Cannalaro	Railhead	-	7.12.43	
LINE 302. FOGGIA - POTENZA.						
302/1	10 Rly Const. Coy) 159 Rly Const. Coy)	Foggia - Potenza	Repairs to route	-	6.12.43	
302/2	159 Rly Const. Coy) Contractor	Rocchetta	Repairs to Bridge 1	1 x 51' RSJ span	23.12.43	
302/3	159 Rly Const. Coy) Contractor	Rocchetta	Repairs to Bridge 2	2 x 35' RSJ spans	24.12.43	
302/4	159 Rly Const. Coy) Contractor	Lioncesa	Repairs to Bridge 3	2 x 40' cast.spans & 6 tons RJ trestling	19.12.43	
Line 303. BARI, GIOIA DEL COLLE - TARANTO						
303/1	10 Rly Const. Coy) 159 Rly Const. Coy)	Modugno	T.H.S. Depot	¼ mile track	24.12.43	Further

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

WORKS COMPLETED DURING DECEMBER, 1943.

Section	Description	Size	Date of Completion	Remarks.
Candelaro	Railhead	-	7.12.43	
Foggia - Potenza	Repairs to route	-	8.12.43	
Cecchetta	Repairs to Bridge 1	1 x 51' RSJ span	23.12.43	
Cecchetta	Repairs to Bridge 2	2 x 35' RSJ spans	24.12.43	
Incoronata	Repairs to Bridge 3	2 x 40' Bost.spans & 8 tons L2 trestling	19.12.43	
TARANTO				
Bitetto	Tn.S. Depot	½ mile track	24.12.43	Further development planned.

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

WORKS IN PROGRESS AT 31ST DECEMBER, 1943.

Job No.	Agency	Location	Description	Size	% Complete	Est. date of Completion	
Line 86. BRINDISI, FOGGIA, TERMOLI and NORTH.							
(a) Line Repairs.							
86/11	18 Rly Const. Coy	Ripalta	Repairs to Bridge 4 River Fortore				
86/17	160 Rly Const.Coy) 45 M.E.(Tn)Sect.)	S.Salvo	Repairs to Bridge 8 River Trigno	8,000 c.yds earthwork 5 x 40' Sectional	90%	15.2.44	Main and Pier floor
86/21	38 Rly Const. Coy S.A.E.C.	Vasto	Deviation around demolished tunnel		50%	10.1.44	
86/22	38 Rly Const. Coy S.A.E.C.	Vasto	Clearance of demolished tunnel		75%	10.1.44	
86/23	38 Rly Const. Coy S.A.E.C.	Vasto	Clearance of demolished tunnel		75%	10.1.44	
86/24	38 Rly Const. Coy S.A.E.C.	Lebba	Repairs Bridge 9 River Lebba	Reconstruction of old arch in concrete	80%	7.1.44	
86/25	38 Rly Const. Coy S.A.E.C.	Casalbordino	Repairs Bridge 10 River Sinello	3 x 65' R.C.R.B.	50%	17.1.44	
86/26	38 Rly Const. Coy S.A.E.C.	Casalbordino	Repairs Bridge 11 River Osento	4 x 21' Joist spans	40%	20.1.44	
86/28	38 Rly Const. Coy S.A.E.C.	Lebba	Track repairs Vasto (exclusive) - Lebba (inclusive)	95% rail demolition	50%	7.1.44	
86/29	38 Rly Const. Coy S.A.E.C.	Casalbordino	Track repairs Lebba (exclusive) - Casalbordino (inclusive)	95% rail demolition	50%	17.1.44	
86/30	38 Rly Const. Coy) 40 Rly Const. Coy) S.A.E.C.	Torino di Sangro	Track Repairs - Casalbordino (exclusive) Torino di Sangro (inclusive)		50%	20.1.44	
86/31	40 Rly Const. Coy S.A.E.C.	Fossacesia	Track repairs Torino di Sangro (exclusive) - Fossacesia (inclusive)		30%	-	

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

WORKS IN PROGRESS AT 31ST DECEMBER. 1943.

ocation	Description	Size	% Complete	Est.date of Completion	Remarks.
T and NORTH.					
ta	Repairs to Bridge 4 River Fortore				
vo	Repairs to Bridge 8 River Trigno	8,000 c.yds earthwork 5 x 40' Sectional	90%	15.2.44	Main structures complete and passing traffic. Present work on lines of flood protection works.
	Deviation around demolished tunnel		50%	10.1.44	
	Clearance of demolished tunnel		75%	10.1.44	
	Clearance of demolished tunnel		75%	10.1.44	
	Repairs Bridge 9 River Lebba	Reconstruction of old arch in concrete	80%	7.1.44	
bordino	Repairs Bridge 10 River Sinello	3 x 65' U.C.R.B.	50%	17.1.44	
bordino	Repairs Bridge 11 River Osento	4 x 31' Joist spans	40%	20.1.44	
	Track repairs Vasto (exclusive) - Lebba (inclusive)	95% rail demolition	50%	7.1.44	
bordino	Track repairs Lebba (exclusive) - Casalbordino (inclusive)	95% rail demolition	50%	17.1.44	
o di o	Track Repairs - Casalbordino (exclusive) Torino di Sangro (inclusive)		50%	20.1.44	
cesia	Track repairs Torino di Sangro (exclusive) - Fossacesia (inclusive)		30%	-	

To sheet 2

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

6979

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

WORKS IN PROGRESS AT 31ST DECEMBER, 1943.

Job No.	Agency	Location	Description	Size	% Complete	Est. date of Completion	
86/32	39 Rly Const. Coy S.A.E.C.	San Vito	Track repairs Fossacesia (exclusive) San Vito (inclusive)		10%	-	
86/34	40 Rly Const. Coy S.A.E.C.	Torino de Sangro	Repairs Bridge 12 River Sangro.	3 x 90' UCRB & 4 x 40' Sect. 8,000 Cu.yds earthwork.	50% / 30%	15.1.44	
(b) Base Development.							
86/4	10 Rly Const. Coy	Foggia	Rehabilitation of Station Yard	Extensive bomb & demolition damage	75%	15.2.44	
86/8	159 Rly Const. Coy	San Vito (Brindisi)	M.E. Stores Depot	4 miles track	60%	15.2.44	
86/9	159 Rly Const. Coy	Bari	M.E. Stores Depot	3½ miles track	70%	15.2.44	
86/15	159 Rly Const. Coy / 10 Rly Const. Coy	Bari	B.S.D.	1¾ miles track	15%	15.2.44	
86/16	159 Rly Const. Coy / 10 Rly Const. Coy	Bari	Siding for hospital train	½ mile track	50%	31.1.44	
86/101	159 Rly Const. Coy	Bari	Vehicle Assembly Unit Loop	-	60%	15.1.44	
Line 90. NAPLES, CANCELLO, CASERTA, ROME.							
90/35	161 Rly Const. Coy	Poggioreale	Extension to Th.S.D.	1 mile track & 4 turnouts	25%	31.1.44	
Line 91. NAPLES, CASERTA, BENEVENTO, FOGGIA.							
91/23	167 Rly Bdg. Coy. 1 Section & Contractor	Apice	Repairs Bridge 18	Refrunication of 30' each of 2 main girders, and floor system.			Bridge w on tempo and is r Permanen consist damaged
91/25	10 Rly Const. Coy	Foggia - Cervaro	Lifting and relaying main line	3 miles track	30%	15.2.44	
91/26	150 Rly Const.Coy	Benevento	Repairs to Station	Repair of bombed tracks, clearance of wreckage and re-railing of rolling stock.	10%	-	

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

WORKS IN PROGRESS AT 31ST DECEMBER, 1943.

	Description	Size	% Complete	Est. date of Completion	Remarks.
	Track repairs Fossaceca (exclusive) San Vito (inclusive)		10%	-	
	Repairs Bridge 12 River Sangro.	3 x 90' UCRB & 4 x 40' Sect. 8,000 Cu.yds earthwork.	50%) 30%)	15.1.44	
	Rehabilitation of Station Yard	Extensive bomb & demolition damage	75%	15.2.44	
	L.E. Stores Depot	4 miles track	60%	15.2.44	
	R.E. Stores Depot B.S.D.	3½ miles track 1¾ miles track	70% 15%	15.2.44 15.2.44	
	Siding for hospital train	½ mile track	50%	31.1.44	
	Vehicle Assembly Unit Loop	-	60%	15.1.44	
OME.					
le	Extension to Th.S.D.	1 mile track & 4 turnouts	25%	31.1.44	
ROGIA.					
	Repairs Bridge 18	Refabrication of 30' each of 2 main girders, and floor system.			Bridge was lifted and supported on temporary pier on 31.12.43 and is now passing traffic. Permanent repair by Contractor consists of refabricating damaged end of truss.
	Lifting and relaying main line	3 miles track	30%	15.2.44	
	Repairs to Station	Repair of bombed tracks, clearance of wreckage and re-railing of rolling stock.	10%		

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

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

WORKS IN PROGRESS AT 31ST DECEMBER, 1943.

Job No.	Agency	Location	Description	Size	% Complete	Est. date of completion
Line 283. BENEVENTO, AVELLINO, CANCELLO, NAPLES.						
283/2	161 Rly Const. Coy	Palma	Railhead for E.A.D.	Repair 5 miles 50% demolished main line and by 1000' siding.	5%	-
Line 291. CANCELLO, TORRE ANNUNZIATA.						
291/1	161 Rly Const.Coy	Cancello	R.E. Stores Depot	3½ miles track & 6 turnouts	75%	7.1.44
Line 302. FOGGIA - POTENZA.						
302/5	159 Rly Const.Coy) Contractors)	Melfi	Repairs Bridge 4	2 x 40' pcet. 1 x 40' RSJ span 16 tons LS trestling.	90%	3.1.44

WORKS AUTHORISED BUT NOT COMMENCED.

Job No.	Agency	Location	Description	Remarks.
86/27		Bari	Rail service to U.S.A. depot.	Due to commence shortly.
86/33		Ortona	Track repairs San Vito (exclusive) to Ortona (inclusive)	) Rehabilitation of) L. of C. Section
86/35		Fossacesia	Repairs to Bridge 13	1 x 40' span) Will commence in
86/36		Fossacesia	Repairs to Bridge 14	3 x 40' spans) stages of sectio
86/37		San Vito	Repairs to Bridge 15	1 x 35' span) are completed.

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

WORKS IN PROGRESS AT 31ST DECEMBER, 1943.

tion	Description	Size	% Complete	Est. date of Co... letion	Remarks.
CANCELLO, NAPLES.					
line	Railhead for B...D.	Repair 5 miles 50% demolished main line and lay 1000' siding.	5%	-	
MIZLE.					
...ooth	R.E. Stores Depot	3½ miles track & 6 turnouts	75%	7.1.44	
lfi	Repairs Bridge 4	2 x 40' Deck. 1 x 40' Mid span 16 tons LS trestling.	90%	3.1.44	

Part III.

WORKS AUTHORISED BUT NOT COMMENCED.

...cation	Description	Remarks.
	Rail service to U.S.A depot.	Due to commence shortly.
	Track repairs San Vito (exclusive) to Ortona (inclusive)	) Rehabilitation of main East coast) L of C. Section Fossacesia to Ortona.
sin	Repairs to Bridge 13	1 x 40' span) Will commence in stages as the various
ain	Repairs to Bridge 14	3 x 40' spans) stages of section Vasto - Fossacesia
o	Repairs to Bridge 15	1 x 35' span) are completed.

/to sheet 4..

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

WORKS AUTHORISED BUT NOT COMMENCED.

Job No.	Agency	Location	Description	Remarks.
85/38		San Vito	Repairs to Bridge 16	1 x 30 ft. span) Rehabilitation of ma
85/39		San Vito	Repairs to Bridge 17	1 x 30 ft. span) L of C. Section Ross
86/40		San Vito	Repairs to Bridge 18	3 x 35 ft. spans) will commence in sta
86/41		San Vito	Repairs to Bridge 19	1 x 30 ft. span) stages of section Ve
86/42		Ortona	Repairs to Bridge 20	1 x 132 ft. span) are completed.
86/102		Restigma (nr Brindisi)	River Mor. Base Supply Depot	Final plan now being agreed by Services.
86/--		Bari	Rail Service to quays and extension to Yard.	Scheme in planning stage.
94/--		Montecorvino	Rail Service to Ordnance Depot	
91/--		Cerignia	Rail Service to P.O.L.	Final plan now being agreed by Services.
303/--		Maduno	Extension to R.A.S.D.	Survey in hand.

WORKS CANCELLED.

Job No.	Agency	Location	Description
86/1		San Vito del Tormmi	Rail Service to P.O.L. Depot.

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

WORKS AUTHORISED BUT NOT COMMENCED.

Description	Remarks.
Repairs to Bridge 16 Repairs to Bridge 17 Repairs to Bridge 18 Repairs to Bridge 19 Repairs to Bridge 20	3 x 30 ft. span 1 x 30 ft. span 3 x 35 ft. span 1 x 30 ft. span 1 x 132 ft. span	Rehabilitation of main East coast Rail of C. Section Possession to Ortona. will commence in stages as the various stages of section West -- Possession are completed.
River Moro	
Base Supply Depot	Final plan now being agreed by Services concerned.
Rail Service to Quays and extension to Yard.	Scheme in planning stage.
Rail Service to Ordnance Depot	
Rail Service to [illegible]	Final plan now being agreed by Services concerned.
Extension to M.A.D.	Survey in hand.

WORKS CANCELLED.

	Description
Portanni	Rail Service to P.O.L. Depot.

COPY.

TECHNICAL INSTRUCTION NO.4. Appendix.12.
FOR RAILWAY OPERATING, EAST-
ERN ITALY.

The following instructions for Railway Operating, EAST ITALY implement Tn. Technical Instruction No.1 by D.Tn. dated Dec 24' 43.

2. CHAIN OF TECHNICAL DIRECTION.

With effect from 1 Jan'44, the chain of technical direction will run from Asst.General Manager, Transportation.Mil.Rly. Service through A.D.Tn.3. to Group Commanders direct.

Certain staff officers now appointed to 2 District will be attached to 6 Rly.Op.Gp.,R.E.

3. COMMAND.

With effect from 1 Jan'44, 153 Rly.Op.Coy.,R.E. will cease to form part of 2 Rly.Op.Gp.,R.E. but will come under command of C.O.,6 Rly.Op.Gp.,R.E.

4. OPERATING AREAS.

The spheres of influence of Group Commanders will be

(a) 2 Rly.Op.Gp.,R.E.

(i) such part of the FOGGIA Compartimento that is or may be handed to Allied hands in the future.

(ii) local supervision of FOGGIA Yard, lines North thereof and lines FOGGIA-CERVISO and FOGGIA-[illegible], in the BARI Compartimento.

(b) 6 Rly.Op.Gp.,R.E.

(i) the BARI Compartimento (with the assistance of 2 Rly.Op.Gp. at FOGGIA and area shown in para 4 (a)(ii).

(ii) the British sector of the REGGIO C/I.BARI Compartimento.

(iii) the SUD - EST Rly.

This supercedes instructions given in letter A.A.3/38 dated 24 Nov'43.

5. In the event of communications between A.F.H.Q. and Eastern Italy breaking down, C.O.,6 Rly.Op.Gp.,R.E. will extend his sphere of influence to include the area under control of C.O.,

6972

Declassified E.O. 12356 Section 3.3/NND No. 782021

to form part of 2 Rly.Op.Gp.,R.E.
C.O.,6 Rly.Op.Gp.,R.E.

4. OPERATING AREAS.
The spheres of influence of Group Commanders will be:

(a) 2 Rly.Op.Gp.,R.E.
(i) such part of the FOGGIA Compartimento that is or shall be allied under the future.

(ii) local supervision of FOGGIA Yard, lines North there of and lines FOGGIA-CERVARO and FOGGIA-PORTA TERMINI, in the BARI Compartimento.

(b) 6 Rly.Op.Gp.,R.E.
(i) the BARI Compartimento (with the assistance of 2 Rly.Op.Gp. at FOGGIA and area shown in para 4 (a)(ii).

(ii) the British sector of the REGGIO CALABRIA Compartimento.

(iii) the SUD - ESA Rly.

This supercedes instructions given in letter A.A.3/30 dated 24 Nov'43.

5. In the event of communications between A.F.H.Q. and Eastern Italy breaking down, C.O.,6 Rly.Op.Gp.,R.E. will extend his sphere of influence to include that area under control of C.O., 2 Rly.Op.Gp.,R.E.

6. Matters other than purely local supervisory ones will be referred to the Italian State Rly. by C.O.,2 Rly.Op.Gp.,R.E. through C.O.,6 Rly.Op.Gp.,R.E.

7. Under this arrangement the Capo di Compartimento will have to deal with only one Group Commander.

1975

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

6. LIAISON WITH DISTRICT H.

C.O.,6 ... y.Op.Gp.,R.E. ... keep Hq.Staff
2 District fully ... formed ... all impor... movements effecting
railway operation in No.2 District.

(Sd.) ... P.O.(Tn.) a. Brig.
Director ... portation.

Date:- 25 Dec'43.

Distribution:-

2 District.
D.D.Tn. 2 District .... (Copies)
D.D.O.G.(M).. ... . "
C.O.,6 Ry.Op Gp. R.E.... ... "
C.O.,2 Ry.Op Gp. R.E.... ... "
C.O.,153 Rly. Op.Gp.,R.E. ... "
Bldg..... .... "
Tn.(Rd) A.F.H. .... "
A.D.Tn.,Depot ... . "
Spares... ... ... "

6974

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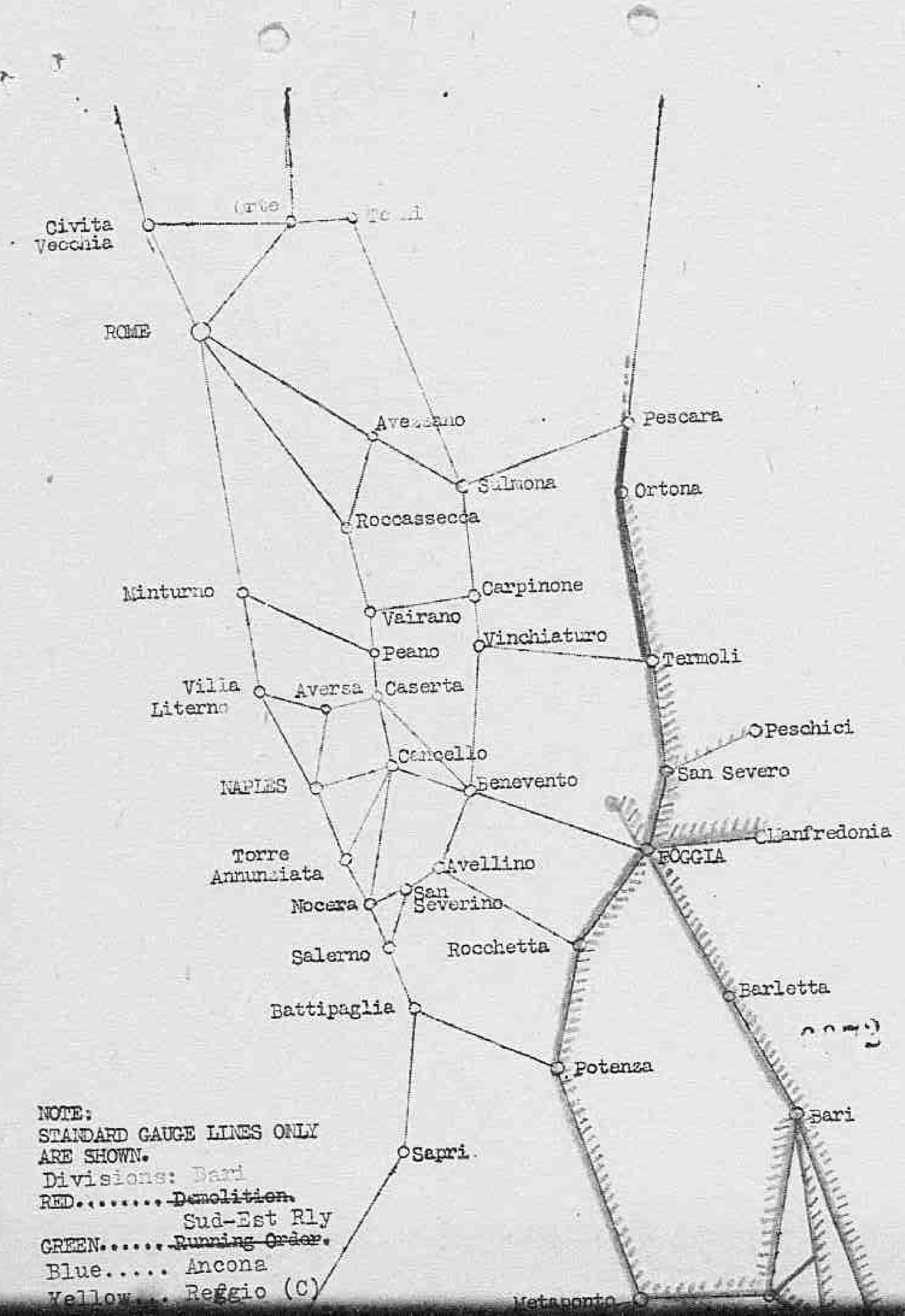
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Hq, Military Railway Serv., 13/12/43 — Effective 16/12/43

MILITARY TRAIN SERVICE

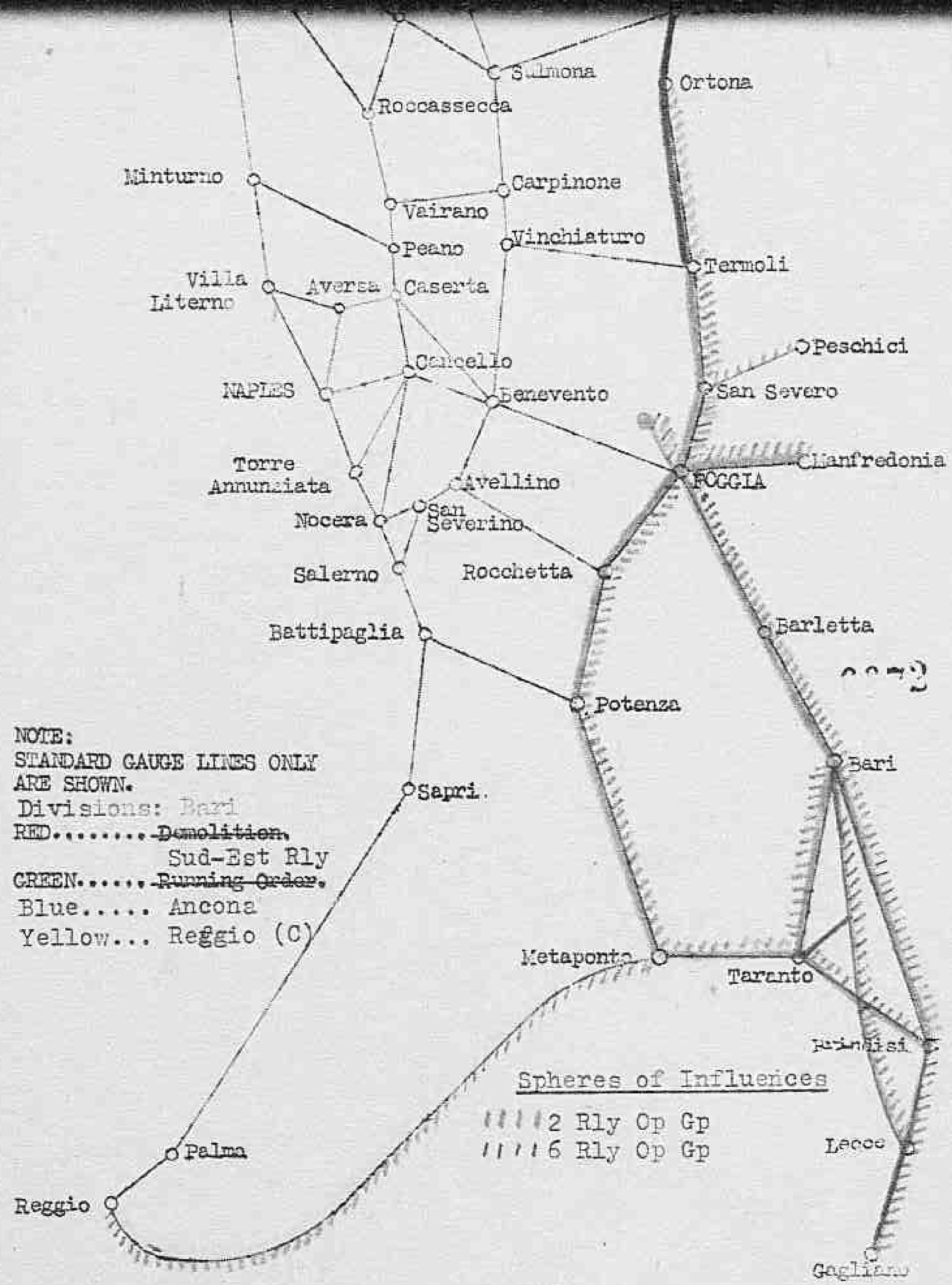
WEST - SOUTH						EAST - NORTH				
Mixed Ar Sun	Frt Thur	Frt Daily	Pagr. Daily	Pagr. Daily Fri		Pagr. Lv Tue Fri	Pagr. Daily	Frt Daily	Frt Daily	Mixed Lv Mon Thur
101	13	11	3	1		2	4	12	14	100
				1000	Ar Naples Central Lv	1600				
1530	1500	0709			Ar S.Giovanni Berre Lv			1915	2200	1000
					-34.2-					
1100	0830	0230		0700	Lv Salerno Ar	1900		2400	0245	1445
1030	0800	0200		0645	Ar " Lv	1915		0030	0315	1015
					-12.4-					
0830	0600	2400		0545	Lv Battipaglia Ar	2015		0230	0515	1700
0800	0530	2330		0530	Ar " Lv	2030		0300	0545	1730
					-57.1-					
0045	2200	1600		0030	Lv Potenza Ar	0130		1015	1330	0045
0015	2102	1456		2400	Ar " Lv	0200		1155	1453	0100
					-88.6-					
1900	1534	0915		1915	Lv Metaponto Ar	0545		1626	1945	0609
1830	1422	0833		1850	Ar " Lv	0710		1706	1952	0630
					-26.7-					
1700	1258	0712		1800	Lv Taranto Ar	0800		1842	2102	0745
1615	1209	0633	1700	1730	Ar " Lv	0830	0900	1927	2342	0845
					-43.0-					
Via Gioia del Colle	Via Gioia del Colle	Via Gioia del Colle	Via Gioia del Colle	1430	Lv Brindisi Ar	1130	Via Gioia del Colle	Via Gioia del Colle	Via Gioia del Colle	Via Gioia del Colle
1000	0558	0032	1215	1400	Ar " Lv	1200	1345	0030	0512	1400
Lv Wed Sat			1145	Lv Mon Thur	Ar		Lv Ar Wed Sat	1415			Ar Tue Fri
					-70.0-					
			0700	Lv	Foggia Ar		1900			

NOTE:- Figures between stations are distances in miles.
A civilian passenger train is operated between Naples and Bari via Brindisi, bi-weekly, on approximately the same schedule as trains 1 and 2 leaving Naples on Wednesday and Saturday, and leaving Bari on Tuesday and Friday. Stops will be as shown above plus such stops as decided on by civilian railroad officials to best fit civilian needs.
Eastward Net train load 350 tons.
Westward Net train load 230 tons.



NOTE:
STANDARD GAUGE LINES ONLY ARE SHOWN.
Divisions: Bari
RED..... ~~Demolition.~~ Sud-Est Rly
GREEN..... ~~Running Order.~~
Blue..... Ancona
Yellow... Reggio (C)

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NOTE:
STANDARD GAUGE LINES ONLY ARE SHOWN.
Divisions: Bari
RED..... ~~Demolition.~~ Sud-Est Rly
GREEN..... ~~Running Order.~~
Blue..... Ancona
Yellow... Reggio (C)

~~[illegible]~~ RAILWAYS.....SOUTHERN ITALY.

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

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

Appen

ROAD MOVEMENT BY DIVISION FOR SEVEN DAYS ENDING 29 DEC 43.

	Military Freight Trains	Number of Ld Wagons	Troop Trains	Number Wagons	Hospital Trains	Cl Fr
FOGGIA to TARANTO and BARI	63	1437	5	84	13	
FOGGIA BARI)	66	139	6	31	9	
BARI FOGGIA)	81	2517	7	102	11	
BARI BRINDISI)	7	199	2	16	1	
BRINDISI BARI)	4	661	2	30		
BARI TARANTO)	5	[illegible]	6	57	1	
TARANTO BARI)	11	[illegible]	5	52	3	
BRINDISI TARANTO)	6	[illegible]	2	23		
TARANTO BRINDISI)	19	307	1	7		
MELFI POTENZA)	9	105	[illegible]	35	1	
POTENZA TARANTO)	6	128			1	
SUD EST	16	173	5	70	5	
TOTAL	293	5148	[illegible]	[illegible]	47	

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

Appendix.15.

TRAFFIC WORKED BY DIVISION FOR SEVEN DAYS ENDING 25 DEC. 43.

	Military Freight Trains	Number of Locomotives	Troop Trains	Number of Wagons	Hospital Trains	Civilian Passenger	Trains Freight
	63	1437	5	84	13	7	-
	66	139	6	31	9	7	
	81	2517	7	102	11	7	2
	7	199	2	18	1	6	9
	4	661	2	30		7	4
	5	[illegible]	6	57	1	7	9
	11	[illegible]	5	50	3	9	2
	6	[illegible]	2	23		8	5
	19	387	1	7		8	5
	9	105	3	35	1	5	4
	6	126			1	5	5
	16	173	5	70	5	178	72
	293	5148	44	[illegible]	47	256	117

TRANSPORTATION STORES

Equipment and Stores Forming one
8 Ship Port Set

Plant and Appliances

Vocab No.	Item	Quantity
NIV	Clark Car Loaders	16
	Chassis de Tractors	4
	Trucks Petrol/Lister	4
	Lister Trailers	12
	Cranes	
	Capacity 25 tons	1
+	" 5/6 tons	8
+	" 2.1/2 - 3.1/2 tons.	8
+	50% Tracked and 50% Wheeled	

Cargo Handling Gear

Vocab No.	Item	Quantity
A 670	Bars Chisel Point	40
LKH0101	Barrows Truck Medium	50
LKH0102	Barrows Truck Large	150
NIV	Baskets Coal	75
C735	Blocks Tackle Cord 3" Snatch	16
J963	Blocks Tackle W.R. 2" Snatch	16
A 1700	Carriers Rail Solid Scissors Type	32
NIV	Clamps Beam	16
LEC5243	Conveyors Gravity Straight 8'	300
NIV	Gloves Hedging	100
A4210-17	Hammers Sledge Complete	20
	Hammers Spare Shaft No.2	20
C 1800	Handspikes Ash Plain	16
C 1962	Hooks 3 T. Swivel Bearing	8
C 1901	Hooks Iron Plain w/eye.1.1/2.T S.W.R.	24
C 6000	Nets Cargo Manila 12' x 12' 8" Mesh	120
C 7071	Rope Manila 1.1/2" Circ. Coils	2

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

NIV	Clark Car Loaders	4
	Chassis de Tractors	4
	Trucks Petrol Lister	12
	Lister Trailers	
	Cranes	
	Capacity 25 tons	1
+	" 5/6 tons	8
+	" 2.1/2 - 3.1/2 tons.	8
+	50% Tracked and 50% Wheeled	

Cargo Handling Gear

Vocab No.	Item	Quantity
A 670	Bars Chisel Point	40
LKH0101	Barrows Truck Medium	50
LKH0102	Barrows Truck Large	150
NIV	Baskets Coal	75
C733	Blocks Tackle Cord 3" Snatch	16
C963	Blocks Tackle W.R. 2" Snatch	16
A 1700	Carriers Rail Solid Scissors Type	32
NIV	Clamps Beam	16
LEC5243	Conveyors Gravity Straight 8'	300
NIV	Gloves Hedging	100
A4210-17	Hammers Sledge Complete	20
	Hammers Spare Shaft No.2	20
C 1800	Handspikes Ash Plain	16
C 1962	Hooks 3 T. Swivel Bearing	8
C 1901	Hooks Iron Plain w/eye.1.1/2.T S.W.R.	24
C 6000	Nets Cargo Manila 12' x 12' 8" Mesh	120
C 7071	Rope Manila 1.1/2" Circ. Coils	2
C 7072	" " 2" " "	6
C 7074	" " 2.1/2" " "	13
C 7075	" " 3" " "	12
C 7077	" " 4" " "	2
C 7253	S.W.R. 1.1/2" Circ. Coils	2
C 7254	" 2" " "	6
C 7255	" 2.1/2" " "	2
C 7256	" 3" " "	2
	" 4" " "	1

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

Cargo Handling Gear Contd.

Vocab No.	Item	Quantity
	Seizing Wire 10 S.W.G. Coils	4
	" " 12 " "	4
	" " 14 " "	4
C 7606	Shackles D or Bow 2 1/4 T.	16
C 7611	" " " " 5 ton	12
C 7615	" " " " 7.1/2 ton	8
A 7690	Shovels Coalheavers	40
C 8320	Slings Chain Box hook 1 T. Cap.	12
C 8341	Slings Chain Canhook 16 cwt.	32
C 8344	" " " 32 cwt.	32
C 8700	Slings Canvas (Flourbags)	24
C 7920	Slings Chain Double with ring and 2 hooks 3T. 6'	24
C 7926	- do - - do - 3T. 12' lay	24
C 8341	Slings Chain 4 leg Brickboard	32
C 8381	" " Rail 56 cwt.	16
C 8100	Slings Chain Single with ring and Standard hook 1.1/2 T. 6'	16
C 8106	- do - - do - 1.1/2 T. 10'	16
C 8146	- do - - do - 3 T. 10'	16
C 8150	- do - - do - 3 T. 15'	16
C 8390	Slings Chain Sleeper 30 cwt.	24
NIV	Slings S.W.R. 4 leg	48
NIV	Strops Manila 3"	48
NIV	Strops S.W.R. 2"	48
C 8802	Thimbles Heart Galv. Manila 2" Circ.	10
C 8804	- do - - do - 2.1/2" "	10
C 8805	- do - - do - 3" "	10
C 8823	Thimbles Heart Wire Rope 1.1/2" "	20
C 8825	- do - - do - 2" "	40
C 8827	Thimbles Wire Rope 2.1/2" Circ.	20
C 8828	" " 3" "	40
C 8940	Trays Cargo Round 6' Dia.	96
C 8930	" " Square 5' 6"	80
NIV	Tubs Coal	16

P.S.T.O. Gear

Declassified E.O. 12356 Section 3.3/NND No. 782021

C 7611	" " " 5 ton	12
C 7615	" " " 7.1/2 ton	8
A 7690	Shovels Coalheavers	40
C 8320	Slings Chain Box hook 1 T. Cap.	12
C 8341	Slings Chain Canhook 16 cwt.	32
C 8344	" " " 32 cwt.	32
C 8700	Slings Canvas (Flourbags)	24
C 7920	Slings Chain Double with ring and 2 hooks 3T. 6'	24
C 7926	- do - - do - 3T. 12' lay	24
C 8341	Slings Chain 4 leg Brickboard	32
C 8381	" " Rail 56 cwt.	16
C 8100	Slings Chain Single with ring and Standard hook 1.1/2 T. 6'	16
C 8106	- do - - do - 1.1/2 T. 10'	16
C 8146	- do - - do - 3 T. 10'	16
C 8150	- do - - do - 3 T. 15'	16
C 8390	Slings Chain Sleeper 30 cwt.	24
NIV	Slings S.W.R. 4 leg	48
NIV	Straps Manila 3"	48
NIV	Straps S.W.R. 2"	48
C 8802	Thimbles Heart Galv. Manila 2" Circ.	10
C 8804	- do - - do - 2.1/2" "	10
C 8805	- do - - do - 3" "	10
C 8823	Thimbles Heart Wire Rope 1.1/2" "	20
C 8825	- do - - do - 2" "	40
C 8827	Thimbles Wire Rope 2.1/2" Circ.	20
C 8828	" " 3" "	40
C 8840	Trays Cargo Round 6' Dia.	96
C 8830	" " Square 5' 6"	80
NIV	Tubs Coal	16

P.S.T.O. Gear

M.T. Sets Complete Less NETS	40
M.T. Nets	200
Slings Bomb Sets of 4	24
Slings for Trays Petrol Large	16
Trays Petrol Large	32
Trays Ammo	80

Declassified E.O. 12356 Section 3.3/NND No. 780021

Appendix 16

Sheet 3

SCALE OF CARGO HANDLING GEAR MT/STORES SHIP IN ASSAULT OR FOLLOW UP

Vocab No.	Description	Unit	Qty
A 685	Bars, Claw Point 5' 3"	each	4
A.2010	Chisels 1"	"	4
A.4215	Hammers, Sledge 7 lb.	"	4
C.6000	Nets, Cargo, Manila 12' x 12' x 8" mesh	"	16
C.7074	Rope, Manila 2.1/2" x 120 fathoms	coils	1
C.7611	Shackles D. or Bow 5 ton	each	4
C.8106	Slings, chain, single 1/2" x 10' x 1.1/2T"	"	2
C.8146	" " " 3/4" x 10' x 3 ton "	"	2
C.8330	" " brickboard, quad 58 cwt.	"	3
C.8344	" " canhook 32 cwt	"	2
C.8930	Trays, Cargo square 5' 6"	"	12
C.8940	" " round 6' diam.	"	12
NIV	Blocks, Tackle G.S.W.R. 2.1/2" snatch	"	4
NIV	Slings, S.W.R. 2" circ. 4 leg SWL 58 cwt	"	3
NIV	" " 2" " 1'6" loop each end Lgth 3 faths.	"	4
	" " 2" " Length 5 faths.	"	4
NIV	" " 2" or 3" circ. Lgth 7 faths"		4
NIV	" Manila rope endless 3" circ: Length 3 faths double	"	12
NIV	Gloves, Hedging	pairs	10

P.S.T.O. GEAR

Shackles, bow type 16 ton S.W.L.	each	5
M.T. Bridles, complete with Bulldog grips	"	10
M.T. Spreaders	"	10
M.T. Double Chains	"	10
M.T. Single Chains	"	30
Shackles, drop pin 5 ton S.W.L.	"	20
" screw " 5 " "	"	6
" Drop nose pin 5 ton S.W.L. (spare)	"	40
M.T. Nets, small	"	10
M.T. Nets, large	sets	2
Slings for Trays, Petrol, large	each	6
Trays, Petrol, large	"	6
Trays, ammo	sets	2
S.W.B. bomb, sets of 4		

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

A.4215	Hammers, Sledge 7 lb.	"	4
C.6000	Nets, Cargo, Manila 12' x 12' x 8" mesh	"	16
C.7074	Rope, Manila 2.1/2" x 120 fathoms	coils	1
C.7611	Shackles D. or Bow 5 ton	each	4
C.8106	Slings, chain, single 1/2" x 10' x 1.1/2T"	"	2
C.8146	" " " 3/4" x 10' x 3 ton "	"	2
C.8330	" " brickboard, quad 58 cwt.	"	3
C.8344	" " canhook 32 cwt	"	2
C.8930	Trays, Cargo square 5' 6"	"	12
C.8940	" " round 6' diam.	"	12
NIV	Blocks, Tackle G.S.W.R. 2.1/2" snatch	"	4
NIV	Slings, S.W.R. 2" circ. 4 leg SWL 58 cwt	"	3
NIV	" " 2" " 1'6" loop each end Lgth 3 faths.	"	4
NIV	" " 2" " Length 5 faths.	"	4
NIV	" " 2" or 3" circ. Lgth 7 faths	"	4
NIV	" Manila rope endless 3" circ: Length 3 faths double	"	12
NIV	Gloves, Hedging	pairs	10

P.S.T.O. GEAR

Shackles, bow type 16 ton S.W.L.	each	5
M.T. Bridles, complete with Bulldog grips	"	10
M.T. Spreaders	"	10
M.T. Double Chains	"	10
M.T. Single Chains	"	30
Shackles, drop pin 5 ton S.W.L.	"	20
" screw " 5 " "	"	6
" Drop nose pin 5 ton S.W.L. (spare)	"	40
M.T. Nets, small	"	10
M.T. Nets, large	sets	2
Slings for Trays, Petrol, large	each	5
Trays, Petrol, large	"	6
Trays, ammo	sets	2
Slings, S.W.R. bomb, sets of 4	"	+
" Tank, Churchill complete	"	+
" " Universal		

+ Dependent upon number of tanks shipped.

Declassified E.O. 12356 Section 3.3/NND No. 780021

1769