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

ACC AC395/TN-4 10000/148/2496 (10F2) PE
JAN.

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

10000/248/2496 (10F2) PROGRESS REPORTS TW
JAN. 1944 - MAR. 1945
(BRITISH)

S E C R E T.

Subject : Progress Report.

Transportation Increment,
C.M.F.
Tel : Firebox - 27
Outside line 843119
Ref : TN.A.1/43.
30 March 1945.

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

Further to my TN.A.1/43 of 24 March 1945.

Herewith Progress Report for January/February 1945 in respect of North Africa and the Balkans.

(E.L.TRIFFITT).
Lt.Col., R.E.
For Brigadier.
Director of Transportation.

DISTRIBUTION:

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LONDON. W.C.2.

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| 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, M.A.E.F. | 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 |
| War Diary. | 1 |
| File. | 1 |

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ALLIED FORCE HEADQUARTERS

TRANSPORTATION (BRITISH) SECTION. SECRET.

C. M. F.

# PROGRESS REPORT

## NORTH AFRICA AND THE BALKANS.

## JANUARY - FEBRUARY 1945.

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General Report.

Appendix 1. Port Working North Africa - Comparative Statistics.

2. Location Statement, Tn. Units - Greece.

3. Port Working Statistics - Greece.

4. Rolling Stock Position, S.E.K. and S.P.A.P.

5. Railway Operating Statistics - Greece.

6. Long Term Tonnage Allocation, May - June 1945.

7. Harbour Craft Position.

8. Re-transfers of Tn. Equipment of U.S. Origin.



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NORTH AFRICA AND THE BALKANS.

JANUARY - FEBRUARY 1945.

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

SECRET.

Subject:- Transportation (British) A.F.H.Q., C.M.F.
Progress Report for Period Jan - Feb 1945.
North Africa and the Balkans.

1. GENERAL.

The reduction of activity in North Africa continued during the period and further withdrawals of Tn. personnel and detachments of Tn. units were effected. The transfer to Italy of Tn. stores in N. Africa surplus to requirements has continued as shipping permitted. Arrangements for handing over to the French cargo handling gear and also track still laid in military sidings now redundant have progressed favourably.

The cessation of hostilities in Greece has given a new lease of life to the reception and distribution of civil relief and considerably more energy is being shown by the Greeks in tackling the formidable task of the rehabilitation of their Railways and roads. Their resources, however, of tools, plant, MT vehicles and equipment are woefully inadequate; there are few, if any, such items which can be supplied to them from theatre resources which latter are already fully stretched to meet operational needs - progress therefore will be slow until tools and plant are forthcoming.

Reconnaissances so far carried out on the Jugoslavia railways leading inland from the Ports of SPLIT and DUBROVNIC where import of relief supplies commenced during February, indicate conditions of destruction similar to those in Greece, though possibly not so complete.

NORTH AFRICA.

2. PORTS.

(a) ALGIERS. Throughout the period the port worked satisfactorily, and the withdrawal of the main body of 1031 Port Op. Coy. during February caused no undue difficulties or reduction in efficiency.

BONE. The port has been virtually closed down as far as British Military traffic is concerned and no ship has been worked since Feb. 8. All arrangements have been made to close the port in March, or as soon as the small balance of R.E. and Tn. stores has been shipped.

(b). Further reductions in Tn. staff and personnel remaining in N.A. were made in February and the position after the remaining scheduled moves are made will be as follows:-

| | Offrs. | O.Rs. | |
|---|---|---|---|
| Transportation (Br) | 1 | 5 | (incl. 2 Finance clerks) |
| 322 T.S.D. (Det. 156 Tn. Stores Coy.) | - | 1 L/Cpl i/c.<br>3 British<br>4 Italian | |
| H.Q.(Rear) 7 Port Op Gp R.E. | 1 | 2 | |
| Det 1031 Port Op Coy. R.E. | 1 | 85 | |
| | | 1 W.O.II i/c | |

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| H.Q.(Rear) 7 Port Op Gp R.E. | 1 | 2 | |
| Det 1031 Port Op Coy. R.E. | 1 | 85 | |
| Det 1037 Port Maint Coy R.E. | - | 1 W.O.II i/c<br>11 | |
| TOTAL | 3 | 108 British<br>4 Italian | |

A detachment of 8 O.Rs. at BONE will remain until the unserviceable mobile cranes are shipped.

To Sheet 2.....

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(c) Arrangements are being made, at ALGIERS, to hand over to Ponts et Chaussees, on repayment, a quantity of cargo handling gear representing approximately 80% of an 8-ship port scale, for which War Office authority has already been given.

Ponts et Chaussees have also requested that we leave for their use a number of mobile cranes and it has been agreed to transfer the undermentioned three machines to them, subject to War Office authority being obtained. This transfer will only take place when the plant is no longer required for our own use in North Africa.

6-ton Ransome Rapier WD. 5120
3½/5-ton " " WD. 5400
" " " " WD. 5419

Authority is being obtained from the War Office to hand over, on repayment, to Ponts et Chaussees the cargo handling gear at BONE representing approx. 50% of an 8-ship port scale, and the following two mobile cranes:-

3½/5-ton Ransome Rapier, WD. 5401
3-ton Coles WD. 5033

Port Working statistics are shown at Appendix 1.

3. TR. FINANCE. (a) Railway Finance.

(i) Checking of Railway Warrants Algeria and Tunisia.

During the month 1,750 current warrants were examined, verified and separated between British and American traffic in the proportion of 775 and 956 respectively while 41 were rejected.

(ii) Losses and damage to goods in transit by rail.

The remaining Claims against the Railways at present on hand will be disposed of to the French Provisional Government within a few days.

(iii) Personnel and Stores of U.N.R.R.A. travelling over North African Railways.

Arrangements have been made with the agreement of the Financial Adviser's representative in North Africa for UNRRA warrants to be separated and returned to the Railways for direct billing against UNRRA. The amounts already passed in British Army accounts up to the end of December 1944 and for which bills have been rendered to UNRRA by this office will be credited to the French by the Paymaster through the Franc Account when paid.

No action will be taken to prohibit the use of military warrants for UNRRA traffic.

(b) Disposal of W.D.Assets.

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3-ton Ransome Rapier WD. 5402
3½/5-ton " " WD. 5400
" " " " WD. 5419

Authority is being obtained from the War Office to hand over, on permanent, to Ponts et Chaussees the cargo handling gear at BONE representing approx. 50% of an 8-ship port scale, and the following two mobile cranes:-

3½/5-ton Ransome Rapier, WD. 5401
3-ton Coles WD. 5033

Port Working statistics are shown at Appendix 1.

3. TR. FINANCE. (c) Railway Finance.

(i) Checking of Railway Warrants Algeria and Tunisia.

During the month 1,750 current warrants were examined, verified and separated between British and American traffic in the proportion of 775 and 936 respectively while 41 were rejected.

(ii) Losses and damage to goods in transit by rail.

The remaining Claims against the Railways at present on hand will be disposed of to the French Provisional Government within a few days.

(iii) Personnel and Stores of U.N.R.R.A. travelling over North African Railways.

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(b) Disposal of W.D.Assets.

A meeting was held on 16th February 1945 which was attended by S/Capt. (Finance) and representatives of W.D.T.M and the CFA at which was discussed the general track position of the North African Railways, and what they might expect to receive in the future from U.S.A. and British sources.

To Sheet 3.....

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The position regarding the handing over of W.D. materials is fully understood by both parties, and it is hoped that a ruling by the War Office may soon be received in order that the matter may be disposed of.

(c) Visit of A.D.Tn (Finance) to North Africa.

A.D.Tn (F) visited North Africa at the end of February with a view to making the necessary financial arrangements for the handing over to the French of Cargo Handling Gear already agreed by the War Office in their cable 53121/Tn2/17 June 1944 as amended by 69140/Tn2/18th August 1944.

He is also going into the question of the disposal of W.D. assets in redundant Sidings in accordance with the policy agreed with the War Office by the Director of Claims & Hirings.

(d) Recoveries on Tn. Account.

The following is the position in regard to cash recoveries from E.F.I., other philanthropic bodies and civilians on account of issues made, rail freight and other services included in British Army account.

| | Billed Francs | Recovered Francs | Balance as at 28 Feb. 45 |
|---|---|---|---|
| E.F.I. | 16,586,847.00 | 15,865,041.00 | 721,806.00 |
| Other philanthropic Societies X | 177,254.00 | 176,982.00 | 272.00 |
| Civilian including N.A.F.B. | 359,368.00 | 287,623.00 | 71,745.00 |
| | 17,123,469.00 | 16,329,646.00 | 793,823.00 |

X UNRRA accounts rendered to Dec.31/44 deducted. See Section (a) Para. (iv).

GREECE.

4. GENERAL.

The extent of the political threat under which this country has been labouring has been apparent in retrospect and there are signs that a great deal more will be achieved in the immediate future than the last three months, which, to all intents and purposes was a waste of time and effort. There is the will to work now and many jobs which required continual pressure to keep them moving are now proceeding smoothly. Stores for the railways, the shipping of which was temporarily cancelled owing to the then uncertain future, are beginning to arrive.

Strenuous efforts are being made to get the Greek Government to shoulder its responsibilities in all spheres and

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Strenuous efforts are being made to get the Greek Government to shoulder its responsibilities in all spheres and March 15th has been fixed as the date when the transference of some of the responsibilities will take place.

H.L. will hand over officially to UNRRA on April 1st 1945 its civil business.

The drachma remains steady and prices remain unchanged at a high level. Difficulty is being experienced in fixing basic wage rates, which remain as such for more than twenty four hours. Port workers are pressing for tonnage rates at an absurdly high level and there are possibilities of considerable labour troubles in the near future. Strikes are already in progress at Patras, Iraklion, Volos and Saloniki.

There are British garrisons now at Patras, Piraeus, Volos and Saloniki, to which, in the future, we shall have

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to give guaranteed military maintenance. It is unlikely that any other ports in Greece or the islands, with the possible exception of Corfu, will have In personnel to assist in their working, unless the military situation develops on unforeseen lines.

5. PORT OPERATING & MECHANICAL. (a) The early part of January saw the end of the civil disturbance and much time was spent in recovery and checking of plant and C.H.E. and clearing quays in preparation for the recommencement of the relief programme.

(b) Military Tonnages into Ports.

Guaranteed military tonnage is required at various ports and arrangements for the re-distribution of the 992 Port Operating Coy. to ensure these tonnages in case of trouble, are in hand. The basis of this reallocation is as follows:

| | |
|---|---|
| Piraeus. | 8 hatches working. |
| Patras. | 1 hatch working. |
| Volos. | 1 " " . |
| Salonika. | 4 hatches working. |

When the above moves have taken place the 1006 Docks Operating Coy. as well as the 1010 Port Operating Coy, will be available for return to Italy.

(c) Port Working Requirements and Port Capacities.

The following list gives the Monthly Military tonnage required to be taken into Greece by the major ports shown:

| Port. | Requirements. | Capacities. |
|---|---|---|
| Piraeus. | 20,000 tons. | 90,000 tons. |
| Salonika. | 8,000 " | 20,000 " |
| Patras. | 3,000 " | 20,000 " |
| Corfu. | 600 " | 3,000 " |
| Iraklion. | 750 " | 10,000 " |
| Volos. | 4,000 " | 12,000 " |
| Kalamai. | 2,100 " | 9,000 " |
| Kavalla. | 600 " | 20,000 " |
| Prevesa. | 750 " | 6,000 " |

(a) Piraeus.

Work was completed on No. 5 berth, Halon Basin and ships can now berth up to 24'. Recovery and repair of lighters continued satisfactorily. Dredging of coal berth continued and ships of 27' draught can now be accepted for immediate alongside berthing.

Early in February, the port accepted some heavy tonnages and for many days worked 12 ships together. Labour has worked satisfactorily throughout, though certain difficulties regarding wages and rations are still under consideration. Preliminary arrangements were put in hand for the release of 1006 and 1010 Port Op Coys. This involved parallel arrangements for civil authorities to accept responsibility for the discharge of all civil supplies and the redistribution of 992 Port Op Coy to cover responsibility for future military maintenance only. These

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| Corfu. | 600 " | 3,000 " |
| Iraklion. | 750 " | 10,000 " |
| Volos. | 4,000 " | 12,000 " |
| Kalamai. | 2,100 " | 9,000 " |
| Kavalla. | 600 " | 20,000 " |
| Preveza. | 750 " | 6,000 " |

(a) Piraeus.

Work was completed on No. 5 berth, Halon Basin and ships can now berth up to 24'. Recovery and repair of lighters continued satisfactorily. Dredging of coal berth continued and ships of 27' draught can now be accepted for immediate alongside berthing.

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(c) Salonika.

Clearance of East Mole outside berth completed and can now take Liberty type ship max. draught 20'. Entrance to harbour cleared to depth 12' thus permitting lighters to discharge inside East Mole.

Authority granted for work of widening New Quay to commence. This estimated to take 2 months to complete to width of 54'.

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(f) Patras.

Situation tense at beginning of January but eased after withdrawal of ELAS. Surfacing of quays continued and Tenac tug dispatched in anticipation of arrival of lighters from Italy to discharge fully loaded bagged grain ships unable to berth. One mobile crane ordered from Italy.

Work at this port during early February revealed a rather unexpected capacity, and showed great possibilities of development. Unfortunately, however, progress was interrupted on 17 Feb by further labour difficulties, and a strike, which still continues. Inclement weather throughout the country retarded work for some days, during which roads were snowbound, and air travel suspended.

(g) Volos.

Port reopened again on 15th January. Arrangements are in hand to ship 12 Higgins pontoons from M.E. and 4 dumb lighters from Piraeus. Det. 992 Docks Operating Coy. resumed work.

(h) Corfu.

Det. 992 Docks Operating Coy. previously at Preveza, returned to Corfu during January for a short period, but has now been withdrawn. This port will be used only to handle its own requirements. ~~Transhipments~~ necessary ~~for Preveza~~ will be done at Patras.

(j) Iraklion.

Work continued during the period, but the restriction of one ship at a time limits capacity. No Tn. troops at this port. C.H.C. as authorised has been called forward, and some additional lighters have arrived from Mideast.

(k) Harbour Craft.

Z Craft and RCLs. operated continuously at Pireaus, Salonika and Patras and owing to the uncertainty of the lighter maintenance position have proved invaluable.

Some additional lighters have been delivered to Iraklion and Volos which now require only 6 and 4 respectively to complete requirements. Repairs to unserviceable craft at Pireaus have made satisfactory progress and there are now 71 available for use out of a total of 90 in port. Arrangements for the slipping of Z craft at Vassiliadis yard were finalised after considerable delay. One craft has been completed and a second lifted from the water on 1 March 45. Both craft have confirmed that attention was urgently needed. The lifting of RCLs. from the water to quayside for attention has been suspended for some time, owing to a breakdown of floating crane. This has now been repaired and each of the 19 craft will receive attention in turn.

(l) Workshops.

Dets. 974 I.W.T.Workshops and 1012 Port Maint. have done excellent work in Pireaus throughout the period. M.W.T. and S.T.O. organisations have now assumed their responsibility with regard to the regular repair of lighters, which will mean that workshops staff will have fewer emergency calls being made on them.

(m) Equipment.

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

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(m) Equipment.

A survey of C.H.G. has been concluded and reveals certain items deficient at some ports, but surplus at others. Adjustments will be made as opportunity for transfer offers. Facilities for maintenance of port equipment, have been slightly improved by the acquisition of a few items of S.E.M., including a lathe, drilling machine, and electric welding plant. A quantity of German S.W.R. was also found very useful for lashing of vehicles.

(n) A summary of Port Working statistics and also the mobile crane and harbour craft position is shown at Appendix J.

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1.2

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6. RAILWAY OPERATING & MECHANICAL.

(a) Staff.

Major R.L.F.Woodhouse R.E. D.A.D.Tn (Rly. Operating) embarked for U.K. on Python on the 28th Jan. No replacement is necessary and Major P.J.Martin R.E. will cover both the Operating and Mechanical sides.

(b) General.

With the withdrawal of ELAS Forces from Athens and Piraeus on Jan 6th conditions rapidly improved, and railway employees quickly returned to work, showing enthusiasm which before had been conspicuous by its absence. This was not so marked on the S.P.A.P. where the subversive element had been much in evidence prior to the disturbances, but with the appointment of a new General Manager and re-opening of services to Levrion and Megara, their efforts are much more encouraging. Lack of any declared Government policy however for the rebuilding of this railway causes many difficulties, as naturally enough, the staff feel that a railway which did not pay in pre-war days will not be rebuilt and feel they are clinging to a sinking ship.

A meeting took place on 6th Feb. between Greek Govt. Greek Railways, UNRRA and Mov & Tn. to discuss railway reconstruction in Greece. Points raised were further discussed by the Railway Advisors Committee on the 20th and the various railways are preparing their suggested plans.

(c) S.E.K.

(i) Workshops and Running Sheds.

With the cessation of hostilities immediate inspections were made of the Levka Workshops & St. John's Running Shed to ascertain what damage had been done. Happily this was confined to holes in roofs and walls caused by mortar bombs and no damage had been done to remaining machines. Motive power was supplied by an old steam engine until electrical power lines from St. Georges were repaired.

(ii) Locomotives & Rolling Stock.

Three locomotives of the seven previously in service had boilers holed by R.N.G. fire. One has already been repaired but the oldest S.E.K. engine No. 51 "Marina" which was present at the building of the line will have to be scrapped. This historic machine was in steam when hit and the boiler exploded. Inspection of the "remains" makes one wonder how it did not explode long before of its own free will!

Wagons were used extensively by the rebels as road blocks in some cases at a considerable distance from the railway. These have all been recovered, some with assistance of a R.E.M.E. Light Recovery Section. Fourteen were found to be seriously damaged. Repairs are in hand but it is feared that two or three are beyond repair.

Repairs to damaged locomotives and rolling stock generally continued during the period, and inspections made of all stock.

Advice received that 25 x 40 ton wagons were expected to arrive early March.

Full statement of locomotives and rolling stock

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marked on the S.P.A.P. where the subversive element had been much in evidence prior to the disturbances, but with the appointment of a new General Manager and re-opening of services to Levrion and Megara, their efforts are much more encouraging. Lack of any declared Government policy however for the rebuilding of this railway causes many difficulties, as naturally enough, the staff feel that a railway which did not pay in pre-war days will not be rebuilt and feel they are clinging to a sinking ship.

A meeting took place on 6th Feb. between Greek Govt. Greek Railways, UNRRA and Mov & Tn. to discuss railway reconstruction in Greece. Points raised were further discussed by the Railway Advisors Committee on the 20th and the various railways are preparing their suggested plans.

(a) S.E.K.

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Repairs to damaged locomotives and rolling stock generally continued during the period, and inspections made of all stock.

Advice received that 25 x 40 ton wagons were expected to arrive early March.

Full statement of locomotives and rolling stock position is at Appendix 4. Operating statistics are at App. 5.

(iii) Lines open to traffic.

Piraeus - Athens. As from 20th Jan, Workmens train ran daily between Athens and Lavka Workshops.

Sidings on the Holon Basin were completed early in February, and Dock Clearance by Rail was commenced from Piraeus, with tonnages gradually increasing as the month progressed.

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Salonika - Nea Magnesia. One train per day is now working on this line. Details are awaited of this and present rolling stock position.

Alexandroupolis - Rhodopolis. No details as this is in ELAS area.

Salonika - Stavros (60 cm gauge). One train per day.

(d) S.P.A.P.

(i) Workshops & Running sheds.

No further damage was done to the Piraeus Workshops or Running Shed during the disturbances. Work has been held up due to lack of power, but this is now available and General Manager has been asked to improve his rolling stock position by speeding up repairs as much as possible.

(ii) Locomotives & Rolling Stock.

As with the S.E.K. wagons were used extensively as road blocks by the insurgents and many have been damaged. All have been recovered and are being repaired. With the repair of bridge at Kilo 12 wagons previously isolated at Ano Liossia have been brought in for repair where necessary.

Full statement of locomotive, carriage and wagon position is at Appendix 4.

(iii) Lines open to traffic.

Daily services to Megara and Lavrion were operating during the period, which were utilised for conveyance of relief supplies from Piraeus. Tonnages and passengers carried continue to increase.

A new passenger service was commenced on the 12th Feb. to Cholandri, and on the 26th a workmans train from Megara to Km 63.19 commenced to run on three days per week.

Gastuni - Pyrgos - Zoghero.

Katakolon - Pyrgos Olympia. (Private Company).

One train per day reported to be working on both lines. No details available.

Dhikefto-Kalavrita (75 cm gauge rack).

Previously reported one train per day. No further details available.

(e) Thessalian Rlys.

The following services are now being operated:-

(i) Larissa-Volos-Larissa
(ii) Volos-Palaiefarsala-Volos
(iii) Kalabaka-K.64-Kalabaka.

} 1 train 4 days a week.

(f) N.W.Rly.

A meeting was held in Athens on the 17th Feb. with the G.M. and C.M.E. and the difficulties of the Coy discussed. It is hoped to arrange an inspection of the line in the near future.

(g) Hellenic Electric Railway.

This railway recommenced operation on the 25th Jan.

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A new passenger service was commenced on the 12th Feb. to Chelandri, and on the 26th a workmens train from Megara to Km 53.19 commenced to run on three days per week.

Gastuni - Pyrgos - Zacharo.

Katakolon - Pyrgos Olympia. (Private Company).

One train per day reported to be working on both lines. No details available.

Dhikefto-Kalavrita (75 cm gauge rack).

Previously reported one train per day. No further details available.

(e) Thessalian Rlys.

The following services are now being operated:-

(i) Larissa-Volos-Larissa
(ii) Volos-Palaiefarsala-Volos } 1 train 4 days a week.
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A meeting was held in Athens on the 17th Feb. with the G.M. and C.M.E. and the difficulties of the Coy discussed. It is hoped to arrange an inspection of the line in the near future.

(g) Hellenic Electric Railway.

This railway recommenced operation on the 25th Jan. and despite damage to block instruments is maintaining an 8 minute service from Piraeus to Athens (Omonia Sq) from 0700 hrs. to 1900 hrs. with one military "special" leaving Athens at 2130 for Piraeus in addition.

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7. RAILWAY CONSTRUCTION.

(a) Piraeus and Athens.

The Railway officials recommenced work on 8th Jan, and the labour on 11th Jan. The labourers are working for better now that ELAS have withdrawn and political oppression has been removed. They willingly work a 7 hour day, whereas before it was difficult to get even 4 hours work from them.

As a result the new sidings (Standard and Metre Gauge) on West Side of Halon Basin were complete, also renewal of damaged turnouts in Piraeus Station Yard, and Dock clearance by rail commenced during First week in Feb. Owing to insufficient numbers of platelayers, the construction of the Coal Quay Sidings was held up but work was resumed on 2nd Feb, and completed a few days later.

During the rebellion, ELAS blew the floors of two railway bridges (SEK and SPAP) between Piraeus and Athens. These have been repaired and opened to traffic on 22nd Jan. Other damage by ELAS apart from shell and mortar damage to Railway buildings, workshops, etc. was the dismantling of 14 rail lengths of track (for use as road blocks) on the Hellenic Electric Railway to Perama. This isolated 20 SEK wagons at Port Heracles until H.E.R. could be persuaded to repair their line.

(b) S.P.A.P. (i)

During January, SPAP (metre gauge) completed construction of a 3-span temporary bridge North of Athens, which re-opened the line to Megara. Repair work on another bridge also enabled traffic to run to within 6 km. from Levrion where a 50 ft. span bridge was nearing completion. The wooden sleepers on the SPAP are in a very poor condition (lack of renewals for over 4 years) and speeds have to be restricted to 10 m.p.h.

(ii) Patras to Pyrgos.

A recce of the demolished bridges on this line was made on 25th Feb, at request of C.E. LF & ML (G). Road communication between these points is now only possible by Jeep, and the early re-opening of the railway is essential. Only four bridges need rebuilding and of these, the biggest (100 ft. span) is nearing completion by SPAP labour, using a 70 ft. undamaged length from the old bridge and the remainder with sleeper cribs and rail clusters. Arrangements have been made to rebuild quickly one 20 ft. span and one 35 ft. span with RSJ bridges supplied by R.E. The fourth bridge is at Achaia, 12 km. West of Patras, and is 82 ft. span. A "Double-Single" Bailey bridge exists alongside at same level and it is proposed to strengthen this to a "Double-Double" with two transoms per bay, which will be sufficiently strong for metre gauge trains. The railway line will either be slewed over the road bridge, or the road bridge moved to the railway alignment; the decision will be made by DCRE and local SPAP Engineer. RE are doing all they can to assist and it is hoped to have the line ready by the end of Feb.

(c) S.E.K.

During January two reconstruction schemes were

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railway bridges (SEK and SPAP) between Piraeus and Athens. These have been repaired and opened to traffic on 22nd Jan. Other damage by ELAS apart from shell and mortar damage to Railway buildings, workshops, etc. was the dismantling of 14 rail lengths of track (for use as sand blocks) on the Hellenic Electric Railway to Perama. This isolated 20 SEK wagons at Port Heraclea until H.E.R. could be persuaded to repair their line.

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(c) S.E.K.

During January two reconstruction schemes were prepared by S.E.K. and approved by the Greek Ministry of Transport and it has been decided to give them all assistance possible. The proposals are:-

(i) Athens to Tithorea (Km. 166.3) including Khalkis Branch. This will be done in two stages:
Stage 1. Athens to Km.140 (2 km. south of Levadhia) involving rebuilding 4 bridges. As far as possible steelwork will be refabricated from undamaged components of existing bridges supplemented by 30 tons of steel sections and 5 steel joist spans from M.E. S.E.K. bridge workshops are capable of doing the necessary fabrication but progress will be slow.

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Stage 2. Km. 140 - Tithorea. This involves rebuilding 4 bridges totalling 8 spans. It is proposed to use 500 frames of "through" UCB of the 2000 ft run, which has been offered by CCCC and this has been called forward.

(ii) Saloniks - Rodopolis (Km.94) section of the Saloniks - Alexandropolis line. In pre war days this line carried more traffic than any other line in Greece. It is in working order between Rodopolis and Alexandropolis. 132 bridges and culverts are demolished between Saloniks and Rodopolis but most of these are quite small and sufficient material is available locally and surplus in Mideast stockpile to cover them. The only major bridge is over the R. Gallikos at Km.19 and is 400 ft. long. It is proposed to rebuild with 6 - 70 deck UCB on timber piles and trestles as a diversion.

(iii) Considerable work has been done in preparing these projects in detail and requirements of plant and material and tools have been worked out and provision is under investigation. Supply is however, a difficult problem and it is feared that there will be many delays and shortcomings.

A start has also been made on the ground. Work on refabricating the girders of the first bridge out of Athens (82 ft span at km.12.8) is progressing well. Estimated date of completion is March 31st. Preliminary work in clearing the site of the second bridge (km. 28.1) near Kifissia is also in hand (4 spans of approx. 70 ft on 50' high piers).

Two further bridges have been repaired on the Saloniks - Rodopolis line (km 8.64 and 11.56) and a construction camp is being built at the site of R. Gallikos bridge at km.19.

(iv) Agra - Florina - Kremenitsa Section. The temporary repair of two further bridges under local arrangements on this section has been completed and it is now open to traffic between Agra and Kremenitsa (Jugoslav frontier).

(d) Thessaly Rlys (Metre Gauge).

Following a visit by D.A.D.Tn (Stores) to Volos, it was disclosed that all the demolished bridges, except one 100 ft. span at km. 64 near Stavros, have been rebuilt temporarily. The repairs on two of these bridges (both near Volos) are, however, of such a temporary nature, with many sleeper cribs blocking the waterway, that their early renewal with full length girders is essential. For this purpose, and for the bridge at Km.64, three S. African bridges have been called forward from M.E.Stockpile (two 105 ft and one 75 ft. "through" trusses).

8. Tn.F (FIN.NCE). (a) Contracts.

Now that economic conditions are more settled, and

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8. Tn.F (FINANCE). (a) Contracts.

Now that economic conditions are more settled, and in view of impending changes in the LF & ML(C) set up, it was considered desirable to negotiate agreements for work at the ports to be performed on a Tonnage basis. The Sub-Committee of the Greek Port Committee dealing with this problem - on which Mov & Tn are represented by D.A.D.Tn(F) and D.A.D.Tn (Tn.5) - has held three meetings during the period, but so far without achieving any concrete results. The chief stumbling blocks are

(a) The progressive delay of the Ministry of Labour to fixing basic wage rates for skilled and unskilled labour



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(b) The difficulty in reconciling the rates demanded by the Port Unions with a wage rate considered economic by the Sub Committee.

(c) An assurance that an adequate Tonnage will be worked for a fixed tonnage rate.

Arrangements have been made for the Sub Committee to meet the Minister of Labour.

(b) Slipping of '3' Craft.

During the course of the next few months, it will be necessary to slip and overhaul 8 '3' Craft. The only firm in Greece competent to carry out the work is the Vassilicdes Engine and Shipbuilding Co. Ltd. at Piraeus, who have submitted a quotation.

It is appreciated that this is a "single" tender contract, but in the circumstances this is unavoidable, and the terms have been agreed. Each slipping etc. is estimated to cost £150 - 200.

(c) Allocation of Wages of Dock Labour.

Statements showing the allocation of tonnages handled by civilian quay labour employed by Mov & Tn. through P & L. at all ports for the months October/December 1944 were submitted to the Command Paymaster and DCF: on the 7 Feb. 1945, to enable expenditure to be allocated between British and Greek Account.

(d) Crane for Volos Port.

A 'Northwest' type Mobile Crane has been located at Lamia, the property of the Protec Technical Society, which it is desired to use at Volos. As satisfactory financial arrangements could not be made with the owners the Ministry of Transport were asked, and have agreed, to issue a Requisition Order.

(e) Payment of Bills.

The following bills were passed for payment during the month:-

| Firm. | Nature of Service. | Amount. | Liability. |
|---|---|---|---|
| J.G.Geordicdes | Repairs to Crane, Salonika. | £6 0 0 | Greek Govt. |
| J.G.Geordicdes | - do - | £9 10 0 | Greek Govt. |
| A.Petrochilos | Dock Basses, Volos. | £4 3 4 | W.D. |
| N.A.Orlof. | Purchase of Iron Cement | £1 6 8 | W.D. |

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Arrangements have been made for the Sub Committee to meet the Minister of Labour.

(b) Slipping of 'Z' Craft.

During the course of the next few months, it will be necessary to slip and overhaul 8 'Z' Craft. The only firm in Greece competent to carry out the work is the Vassiliades Engine and Shipbuilding Co. Ltd. at Piraeus, who have submitted a quotation.

It is appreciated that this is a "single" tender contract, but in the circumstances this is unavoidable, and the terms have been agreed. Each slipping etc. is estimated to cost £150 - 200.

(c) Allocation of Tonnage of Dock Labour.

Statements showing the allocation of tonnages handled by civilian duty labour employed by Mov & Tn. through P & L. at all ports for the months October/December 1944 were submitted to the Command Paymaster and DCFA on the 7 Feb. 1945, to enable expenditure to be allocated between British and Greek Account.

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| N.A.Orlof. | Purchase of Iron Cement. | £1 6 8 | W.D. |

JUGOSLAVIA.

9. GENERAL.

In January an agreement was reached between Commander ML HQ (JS) and the Jugoslavian authorities allowing a limited number (300) of British personnel to proceed to Jugoslavia to cover import tonnages from Allied sources. It was decided therefore to establish an Adv. HQ. at Split leaving the Main HQ at Bari.

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Commencing the beginning of February, the Tn. Increment to ML HQ (JS) was divided as follows:

| Main HQ. | Adv. HQ. | Dubrovnik. |
|---|---|---|
| D.A.D.Tn (Stores)<br>S/Capt. (Finance) | D.A.D.Tn (Mech)<br>S/Capt. (Const.)<br>1 Off. 6 O.Rs.<br>Det. Port Maint Coy. | Port Det.<br>1 Off. 4 O.Rs. |

10. PORTS. (a) In accordance with an agreement reached with the Jugoslavian Authorities, all relief supplies were taken over by the Jugoslavs from the ships - they doing their own stevedoring, docks clearance, etc.

The following ships have discharged relief cargoes:

| | | | |
|---|---|---|---|
| Split. (Castel Bay) | Dec. | Orrieta | - 500 tons stores (prior to above agreement). |
| | Jan. | Hildur I | - 1000 tons supplies. |
| | Feb. | Shuna | - 1426 tons POL, with Cargo handling gear schooned to Dubrovnik. |
| Dubrovnik (Port Gruz) | Feb. | Samleven | - 500 tons POL.<br>500 tons supplies.<br>100 Vehicles, plus balance of all Cargo handling gear held at 325 T.S.D. on J.S. account. |

No tonnages have as yet been cleared by rail from ports.

(b) The following is a Naval report on the facilities at Zara.

"Completed survey shows no alongside berths for coasters other than those already mentioned, i.e. 500 feet at Dorma Quay and 600 feet at Sanita Quay. Two are stern on berths for coasters and hard for LST exists inside harbour but use of tug necessary to assist these ships to pass between breakwater and large wreck.
Little attempt is being made by Partisans to clear Dock and Harbour area."

No relief tonnages have been put in at this port to date.

11. RAILWAYS. The arrival of Tn. personnel at Split and Dubrovnik and the close liaison that they have established with their opposite numbers in JSCML (Jugoslav State Commission to Military Liaison) has allowed an accurate appreciation to be made of the Railways serving these two ports.

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Copies of reports from Jugoslavia have been sent to D.Tn. War Office and to B.A.S.Washington, and briefly the position is as follows:

(a) Split - Sibenik - Knin. Standard Gauge.

(i) Track. Ample facilities at Split port for the number of wagons likely to be available. Bridge demolition just before Solin Stn.(8 km. out) this expected to be repaired for passage of wagons by 1st March. The line is then open to Sibenik where the port rail facilities are undamaged.

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From Perkovic Stn. northwards the line is open to 2 km. short of Drnis Station, where two bridges have been demolished - they have been repaired sufficiently to allow the passage of wagons, thus opening the line as far as Krka river (2 km. south of Knin) where a temporary railhead has been constructed and is in operation. Jugoslav reports state considerable damage beyond Knin.

(ii) Operating Facilities. Split marshalling yard had been heavily bombed but most of the damage has been cleared, allowing rail access to two quays. Prdgrodje My is undamaged and contains a 75 ft. turntable. 95 wagons in reasonable condition are available. Solin Stn. is being used as a temporary RH. and a daily service is run to Sibenik and intermittently to Drnis and Krka river. Rail access exists to a timber jetty serving a Cement works; this jetty is capable of berthing ships up to 2,000 tons. Following engines are (a) In Working Order. (b) Under Repair.

| | | |
|---|---|---|
| Split. | (a) 1. | (b) 2. |
| Sibenik | (a) 1. | (b) Nil. |
| Solin. | (a) 2. | (b) Nil. |
| Drnis. | (a) 1. | (b) 2. |
| Knin. | (a) Nil. | (b) 4. |

Total rolling stock in working order is 252 with 110 under repair.
The capacity of the whole line is limited by the available loco power. Only one train per day of 150 tons nett. could be operated on this line.
Shed facilities with Machine shops exist at Sibenik and Split. The machines are however very antiquated, belting is required to put many of them in working order and an assortment of hand tools is urgently required.

(b) Split - Sinj. Narrow Gauge (76 cm).
The line is in working order and a daily service, two trains each way is in operation. Only two engines are available, both in working order with 40 wagons and 5 under repair. Tracks in Split port have been repaired.

(c) Knin - Sarajevo. (No Tn. recce received) Narrow Gauge 76 cm.
Knin - Tiskovac badly destroyed by fire.
Tiskovac - Gravnik (front line). No deliberate demolition probably easily repaired. Loco and rolling stock not known, but one 0-10-0 loco reparable at Knin.

(d) Dubrovnik-a. Zeleniko ) Narrow Gauge (76 cm).
b. Mostar )
c. Nickoic - No Tn. recce.

(i) The line to all these points is cut at Brgat (22 km. out). Work has already commenced on its repair and 40 ft. spans, sent at the end of Feb. will complete the work in hand, ETO 10 March.

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|---|---|---|
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| Sibenik | (a) 1. | (b) Nil. |
| Solin. | (a) 2. | (b) Nil. |
| Drnis. | (a) 1. | (b) 2. |
| Knin. | (a) Nil. | (b) 4. |

Total rolling stock in working order is 272 with 110 under repair.

The capacity of the whole line is limited by the available loco power. Only one train per day of 150 tons nett. could be operated on this line.

Shed facilities with Machine shops exist at Sibenik and Split. The machines are however very antiquated, belting is required to put many of them in working order and an assortment of hand tools is urgently required.

(b) Split - Sinj. Narrow Gauge (76 cm).

The line is in working order and a daily service, two trains each way is in operation. Only two engines are available, both in working order with 40 wagons and 5 under repair. Tracks in Split part have been repaired.

(c) Knin - Sarajevo. (No Tn. recce received) Narrow Gauge 76 cm.

Knin - Tiskovac badly destroyed by fire.

Tiskovac - Trevnik (front line). No deliberate demolition probably easily repaired. Loco and rolling stock not known, but one 0-10-0 loco reparable at Knin.

(d) Dubrovnik-a. Zeleniko ) Narrow Gauge (76 cm).
b. Mostar )
c. Nickcic - No Tn. recce.

(i) The line to all these points is cut at Brgat (22 km. out). Work has already commenced on its repair and 40 ft. spans, sent at the end of Feb. will complete the work in hand, ETC 10 March.

On line A, a further break exists at Ploenic, but all materials are on site and work is in progress.

On line B, three breaks exist at Ljakose - bridge over river, Neretva near Gabela, and at Buna. The first break is being filled with 36 metre gap to be bridged, this involves from 6 to 8 weeks work. The second involves lifting and rivetting up in situ and will require 12 weeks work from the date of arrival of materials on site. Work is already proceeding on the break at Buna, and materials are to hand, ETC 15 March. The branch line from Gabela to the port of Metkovic is intact.

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No information is available at the moment for Line C. Line north of Mostar is heavily damaged and 6 months required to repair to Jablanica.

(ii) Operating Facilities. At Dubrovnik 5 locomotives are in working order with one under repair. The repair of the Brgat bridge will release approx 80 wagons. This will allow approx 250 tons per day to pass to Zelenika if required. Tonnage will not be able to pass between Dubrovnik and Mostar as no road facilities exist at Stekosa. However, the port of Metkovic with rail served berths, estimate berthing for 8 schooners. Warehouse facilities and MY is undamaged, and on the completion of the break at Buna will form a through line to Mostar where the station and extensive MY are undamaged.

At Mostar, 5 engines are in working order with 4 reparable and 60 wagons in good order and 20 reparable. One engine is working daily from Metkovic to Buna. It is estimated that 300 tons per day can be rail hauled between Metkovic and Mostar.

(c) In general, in the areas round Dubrovnik and Split, the Jugoslavs are doing their utmost to repair the state of the railways but lack of co-ordinated direction is very apparent - this is in a way understandable but a clear lead from the Jugoslavs on reconstruction policy is required in order to get the railways working as quickly as possible. In other areas the Germans are continuing the policy of destruction wherever they are forced to retire - removing locomotives and rolling stock and blowing bridges, and, in some cases, track. The route Saloniki - Skoplje, which was originally envisaged as an L of C for relief supplies to Belgrade has been so badly damaged that reconstruction work has been abandoned for the time being. Most of the routes out of Belgrade are now working but the connecting routes from there to the Adriatic Coast will not be opened for a long period after the German withdrawal.

12. TRANSPORTATION STORES.

(a) Balkans.

A firm demand has now been placed for 2030 ft run U.C.R.B. as follows:

| | | | |
|---|---|---|---|
| 70 ft Through Spans. | 8 Nos. | Piraeus(Port of discharge) | |
| 70 ft Deck Spans | 3 " | " | " |
| 70 ft Deck Spans | 7 " | Saloniki | " |
| 70 ft Through Spans. | 11 " | Bari | " |

C.C.A.C. approval has been obtained and shipment has been requested for April delivery.

The last item will be earmarked for use in Jugoslavia.

With regard to the coming hand-over to UNRRA in the Balkans. No firm details have yet been received but it is understood that this will commence on April 15th and be completed by the end of June. It is presumed that all Tn. stores in the Balkan Stockpile in M.E. will be handed over to UNRRA

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Mostar where the station and extensive MY are undamaged.

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| | |
|---|---|
| Ex M.E. and Italy. | for May. |
| Ex U.K. and U.S.A. | for June. |

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We have not yet been advised who will arrange short term shipments ex M.E. and Italy for June, but it is anticipated that this will be arranged by this branch.

(i) Greece. Organised maintenance recommenced during this period and various items of bridging, permanent way, tracked cranes and railway workshop machinery etc. have been called forward from the M.E.stockpile. 25 x 40-ton Railway wagons have also been called forward. This represents 100 of the 250 10-ton units approved by C.C.S.C. for the Balkans. One mobile crane has also been shipped from Italy in lieu of 1 tracked crane due in M.E. stockpile in the near future.

A large demand for locomotives and rolling stock has been received from Greece, but this has been referred back to A.D.Tn. for re-submission under standard types of equipment. The possibility of the return of rolling stock from NUL may also reduce this demand.

The reconstruction of the following lines has now been approved by M.L. H.Q. (Greece):-

Athens - Tithorea.
Soloniko- Alexandroupolis.

Although sufficient permanent way and bridging materials will be available for this work, considerable plant and equipment not stockpiled nor yet approved by C.C.S.C. will be required. The consolidated demand now just received includes the following major items:

2 Rail Mounted Steam Cranes.
4 Portable Rail Saws.
12 Rail Trolleys 10 ft long.
18 Pneumatic Drilling Machines.
18 Concrete Mixers.
6 Stone Crushers.
6 Tracked Cranes.
Twist Drills and Reamers, Electrodes, Hand Tools, etc.

Demands have also been received for Tyres, Volute Springs, etc. for the Hellenic Electric Railways.

As demands have also been made to this H.Q. for considerable quantities of Road Construction Plant and Telecommunication requirements, and as it is manifest that these items will not exist within the theatre as surplus military requirements, nor will provision ex producer countries be possible before the completion of the period of military responsibility, G-5 have cabled the Combined Chiefs of Staff, Washington, proposing that these demands should be submitted through UNRRA channels. The Greek preliminary requirements of Locomotives and Rolling Stock have also been included in this proposal. A reply is now awaited.

The loan of 400 tons of Light Standard Trestling is being arranged from Italy to assist in these projects.

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(ii) Albania. Organised civil relief to Albania has not yet been commenced.

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(iii) Jugoslavia. Organised relief to Jugoslavia commenced during this period. The 320 tons of civil Tn. stores discharged in Med Ports has been re-shipped to Split and Dubrovnik, and monthly maintenance from the stockpile has been set up. Only small quantities of Tn stores have been called forward to date and have been mainly comprised of permanent way, bridging and workshop machinery, etc.

(b) North Africa.

Receipt of Tn stores in North Africa has virtually ceased, only 14½ cwt. being received during January and February. No. 322 T.S.D. continues to function at Algiers for holding and issue of Tn. stores in North Africa.

The policy for disposal of unserviceable equipment has now been formulated. Authority has been given for various items to be "Written-off" or "Cannibalised", and other items to be forwarded to Italy for re-examination.

Diesel Loco W.D.235 has now been shipped to Italy.

(i) Harbour Craft. 1 Minos Barge (Knocked down) has now been shipped to Italy.

Owing to difficulty in shipping erected craft, the remaining three craft (1 Minos & 2 Minus) are not required by us in North Africa and D.O.H.C. has been informed. These craft can now be considered part of the Malbo reserve and the question of disposal to the French will be arranged by M.W.T.R.(Med).

(ii) Tonnages and Receipts. Issue and Stock of Tn. Stores in North Africa during December and February are summarised as follows:-

| TN Stores. | Dec. | Jan. | Feb. | Total to Feb. |
|---|---|---|---|---|
| Received N.Africa. + | 272 | 231 | 82 | 54,786 |
| Issued in N.Africa | 21 | 5 | 2 | 31,163 |
| Issued to Italy | 122 | 159 | 103 | 25,235 |
| Issued to Malta | - | - | - | 242 |
| Stock at 322 T.S.D. | 653 | 720 | 697 | - |

+ Includes TN. Stores returned by Units.

(iii) 1 ton of Tn. Stores were received in North Africa from M.M.S.convoys during January and February.

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Owing to difficulty in shipping erected craft, the remaining three craft (1 Minos & 2 Minus) are not required by us in North Africa and D.O.H.C. has been informed. These craft can now be considered part of the Malta reserve and the question of disposal to the French will be arranged by M.W.T.R.(Med).

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| TN Stores. | Dec. | Jan. | Feb. | Total to Feb. |
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| Issued to Malta | - | - | - | 242 |
| Stock at 322 T.S.D. | 653 | 720 | 697 | - |

+ Includes TN. Stores returned by Units.

(iii) 1 ton of Tn. Stores were received in North Africa from M.M.S.convoys during January and February.

(iv) No Tn. Stores were issued to the C.F.A. during January and February and the total issues to date remains 1,898 tons.

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(c) Co-ordinated Theatre Requirements.

(i) Railway Bridging. No further details of any change in the method of supply has been received and it is presumed that demands for military requirements in this theatre will continue to be submitted as heretofore.

(ii) 75-ton S.G. Wrecking Cranes. The requisition number for our requirement of 4 75-ton S.G. self-propelled wrecking cranes has now been advised as TRANSD.IV.D-141 dated 30 December 1944.

(iii) Permanent Way. The estimated total requirements of 75-lb. F.N. Permanent Way materials in the Balkans during the period of military responsibility have been examined and it is hoped that it will be possible to release 30 miles track and 150 turnouts from the Balkan stockpile in the M.E. for military use in Italy.

(d) Convoy Maintenance Procedure.

The 37 day bid (mentioned in my last report) is no longer being submitted as it was found part capacity allotted to each user based on the estimated tonnages expected from U.K. and U.S.A. in each convoy bore no relation to the actual loadings advised by U.K. and U.S.A. prior to each P.C.M. conference.

Comparison statistics for Italy for the months of December and January are as follows:-

| Month | 6 months Forecast T.P.D. | Long Term Maint Bid T.P.D. | Short Term Maint Bid T.P.D. | Received in Depots T.P.D. (incl. Local Resources) | Issued from Depots T.P.D. |
|---|---|---|---|---|---|
| Dec | 185 | 300 | 163 | 405 | 418 |
| Jan | 365 | 353 | 86 | 392 | 497 |

Details of Long Term Maintenance Bids for Th. Stores for the months of May and June are shown at Appendix 6.

(e) Rail Maintenance Procedure.

Bidding between Services continues to be very keen at the weekly Rail P.C.M. Line capacities being filled with very few exceptions.

(f) Internal Supply Arrangements.

(i) 75-ton Fixed Jib Derrick on N.L.Pontoon. It was discovered that one 75-ton Fixed Jib Derrick mounted on 6 x 18 N.L.Pontoon Barge was becoming surplus to U.S.Navy requirements at Bizerta. An application was immediately

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(i) 75-ton Fixed Jib Derrick on N.L.Pontoon. It was discovered that one 75-ton Fixed Jib Derrick mounted on 6 x 18 N.L.Pontoon Barge was becoming surplus to U.S.Navy requirements at Bizerta. An application was immediately submitted to Tn (A) that the derrick be loaned to Tn (B) for use at Ancona. This was approved and the crane was transferred to U.S.Army for loan to us. Shipment in K.D. condition has now been effected to Ancona.

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(ii) Timber. Due to the overall theatre shortage of timber, allocations are made monthly by the Staff to all users, including the R.N. and the R.A.F. Demands have always exceeded the availability by twice and sometimes three times the quantity and it has become a very difficult matter to agree allocations between all users. Bids are submitted under various priority heads and as the greater percentage of Tn. requirements is for railway reconstruction work of the highest priority the allocation made to Tn. has been very high compared with the allocations to other users. An allocation of 1,000 tons was made against our March bid for 1,652 tons and 2,000 tons against our April bid for 2,321 tons.

(g) Transfers of Locos and Rolling Stock.

(i) Ex Mid-East.

Shipment to Italy of the following has been arranged:-

| | |
|---|---|
| 8 | 2-8-2 Locos. |
| 2 | 350-H.P. English Electric Diesels. |
| 4 | 2-8-2 Locos (Ex P.A.I.C.) |
| 50 | 50-ton Warflats. |

(h) Shipment of Stores.

The following tonnages of Tn. Stores have been phased for shipment to Italy during February and March:-

| | West Coast. | | | | East Coast | | | |
|---|---|---|---|---|---|---|---|---|
| Period | N.A. | Ex U.K. | M.E. | U.S.A. | N.A. | U.K. | Ex. M.E. | U.S.A. | TOTAL. |
| 26 Jan - 4 Feb | - | 104 | - | 244 | - | 690 | - | 450 | 1,488 |
| 5 - 14 Feb. | - | 2 | - | 400 | 131 | 482 | 31 | 1006 | 2,052 |
| 15 - 24 Feb | - | 22 | - | - | 246 | 90 | 283 | 576 | 1,217 |
| 25 Feb - 6 Mar | - | 123 | - | - | 40 | 397 | - | - | 560 |
| 7 - 16 Mar. | - | 24 | - | - | 21 | 214 | 66 | - | 325 |
| 17 - 26 Mar | - | 16 | - | 156 | - | 2924 | 52 | 438 | 3,586 |
| TOTALS | - | 291 | - | 800 | 436 | 4797 | 432 | 2470 | 9,228 |

(j) Mobile Road Cranes.

Up to and including K.M.S.84 a total of 333 Mobile Road Cranes has been received against the original

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2,92[illegible] tons.

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|---|---|
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| 2 | 350-H.P. English Electric Diesels. |
| 4 | 2-8-2 Locos (Ex P.O.I.C.) |
| 50 | 50-ton Kerflots. |

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| | West Coast. | | | | East Coast | | | |
|---|---|---|---|---|---|---|---|---|
| | | Ex | | | | Ex. | | |
| Period | N.A. | U.K. | M.E. | U.S.A. | N.A. | U.K. | M.E. | U.S.A. | TOTAL. |
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| 7 - 16 Mar. | - | 24 | - | - | 21 | 214 | 66 | - | 325 |
| 17 - 26 Mar | - | 16 | - | 156 | - | 2924 | 52 | 438 | 3,586 |
| TOTALS | - | 291 | - | 800 | 438 | 4797 | 432 | 2470 | 9,228 |

(j) Mobile Road Cranes.

Up to and including H.M.S.84 a total of 333 Mobile Road Cranes has been received against the original reserve and the MED/Tn2/UK series.

Cranes now outstanding are as follows:

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Med/Tn2/U.K.173 1 Balance of all services requirements
1 Jul - 30 Sep 44.
1 8½-ton R.R. expected K.M.S.88

Med/Tn2/U.K.189 14 Balance of all Services requirements
1 Oct - 31 Dec 44.
1 Crane expected K.M.S. 85 - 86
6 " " " 87 - 88
4 " " " 89 - 90
2 " " " 91 - 92
1 Not yet assigned

Med/Tn2/U.K.196 47 Covers all services requirements
1 Jan - 31 Mar 45
5 Cranes expected K.M.S. 85 - 86
5 " " " 89 - 90
2 " " " 91 - 92
3 Hysters " U.S.S.78
15 Cranes assigned - convoys to be advised.
17 Not yet assigned.

(k) Harbour Craft.

The Harbour Craft position is shown at Appendix 7.

1 Tuco tug has been issued on loan to Jugoslavia pending receipt of firm requirement of Harbour Craft required for retention at the ports of Split and Dubrovnik.

Final demands for the Balkans will be dealt with by D.O.H.C. and submitted through M.W.T.R. (Med) to C.C.T.C. for approval. Any Tn. holdings involved will be transferred back to Medbo who will re-allocate to the Governments concerned.

(l) Permanent Re-Transfers.

Details of permanent re-transfers of specified equipment of U.S. origin during January and February are shown at Appendix 8.

Colonel,
D.D.Tn.
for Brig.
Director of Transportation (Br).

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APPENDIX 1

PORT WORKING NORTH AFRICA

Comparative Statistics.

NOTE: The s/s 'HENRY SCOTT' was loaded with 3,720 tons of pierced steel planking at PHILIPPEVILLE during January. The work was carried out under the general supervision of Port Supt, BONE and the figures are included in those for BONE.

(a) The following numbers of ships were worked during the period :-

| | December. | January. | February. |
|---|---|---|---|
| Discharging. | 35 | 41 | 22 |
| Loading. | 37 | 47 | 35 |

(b) The average daily tonnages handled were as follows :-

| | | Number of MT | | Tons of Stores + | | Tons of Coal | | Total Tonnage (excl. weight of MT) |
|---|---|---|---|---|---|---|---|---|
| | | Ldg. | Dschg. | Ldg. | Dschg. | Ldg. | Dschg. | |
| ALGIERS | Dec | 43 | 5 | 999 | 485 | - | 1363 | 2847 |
| | Jan | 19 | 2 | 416 | 558 | - | 1549 | 2523 |
| | Feb | 27 | 2 | 696 | 195 | - | 692 | 1583 |
| BONE | Dec | 2 | 1 | 268 | 266 | 13 | 205 | 752 |
| | Jan | 5 | - | 524 | 2 | - | 230 | 756 |
| | Feb | 0½ | - | 113 | 3 | - | 207 | 323 |
| Totals N.A. | Dec | 50 | 6 | 1267 | 751 | 13 | 1568 | 3599 |
| | Jan | 24 | 2 | 940 | 560 | - | 1779 | 3279 |
| | Feb | 27½ | 2 | 809 | 198 | - | 899 | 1906 |
| Totals Handled | Dec | 56 | | 2018 | | 1581 | | + Includes tinned POL and ammunition. |
| | Jan | 26 | | 1500 | | 1779 | | |
| | Feb | 29½ | | 1007 | | 899 | | |

In addition to the above the following are 'Bulk Working' figures :-

| | Dec. | Jan. | Feb. |
|---|---|---|---|
| ALGIERS. | | | |
| Tons of Bulk POL discharged by pipeline. | 19,032 | 63,882 | 61,803 |
| BONE. | | | |
| Tons of Bulk POL discharged by pipeline. | - | - | 3,321 |
| Tons of Minerals loaded by chute | 67,485 | 90,887 | 87,225 |

(c) The average number of ships in course of loading/discharge daily was :-

| Port | | MT/Stores | | Coal | | Minerals |
|---|---|---|---|---|---|---|
| | | Ldg. | Dschg. | Ldg. | Dschg. | Ldg. |
| ALGIERS | Dec | 5·2 | 1·3 | - | 1·4 | - |
| | Jan | 2·3 | 2·5 | - | 1·9 | - |
| | Feb | 3·4 | 0·9 | - | 0·7 | - |

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Loading. 57 47 35

(b) The average daily tonnages handled were as follows :-

| | | Number of MT | | Tons of Stores + | | Tons of Coal | | Total Tonnage (excl. weight of MT) |
|---|---|---|---|---|---|---|---|---|
| | | Ldg. | Dschg. | Ldg. | Dschg. | Ldg. | Dschg. | |
| ALGIERS | Dec | 48 | 5 | 999 | 485 | - | 1363 | 2847 |
| | Jan | 19 | 2 | 416 | 558 | - | 1549 | 2523 |
| | Feb | 27 | 2 | 696 | 195 | - | 692 | 1583 |
| BONE | Dec | 2 | 1 | 268 | 266 | 13 | 205 | 752 |
| | Jan | 5 | - | 524 | 2 | - | 230 | 756 |
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| Totals N.A. Handled | Dec | 50 | 6 | 1267 | 751 | 13 | 1568 | 3599 |
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| Tons of Minerals loaded by chute | 67,485 | 90,887 | 87,225 |

(c) The average number of ships in course of loading/discharge daily was :-

| Port | | MT/Stores | | Coal | | Minerals |
|---|---|---|---|---|---|---|
| | | Ldg. | Dschg. | Ldg. | Dschg. | Ldg. |
| ALGIERS | Dec | 5·2 | 1·3 | - | 1·4 | - |
| | Jan | 2·3 | 2·5 | - | 1·9 | - |
| | Feb | 3·4 | 0·9 | - | 0·7 | - |
| BONE | Dec | 1·0 | 0·2 | 0·1 | 0·5 | 1·0 |
| | Jan | 3·5 | - | - | 0·5 | 1·4 |
| | Feb | 0·4 | - | - | 0·6 | 0·9 |



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APPENDIX 2

TRANSPORTATION UNITS - GREECE.

LOCATION STATEMENT.

28 February 45

| UNIT | STRENGTH OFFRS | STRENGTH ORS | LOCATION |
|---|---|---|---|
| HQ Transportation | 7 | 17 | ATHENS |
| 1006 Port Operating Coy RE | 7 | 183 | PIRAEUS |
| | 1 | 38 | STROS & ARGOS |
| | | 4 | MIDDLE EAST |
| | 8 | 225 | |
| 1010 Port Operating Coy RE | 7 | 383 | PIRAEUS |
| 992 Port Operating Coy RE | 4 | 178 | PIRAEUS |
| | 2 | 97 | SALONIKA |
| | | 41 | PATRAS |
| | 1 | 10 | CORFU |
| | | 41 | VOLOS |
| | 7 | 367 | |
| 1206 "Z" Craft Optg Coy RE | 3 | 38 | PIRAEUS |
| | 1 | 55 | SALONIKA |
| | 4 | 93 | |
| 974 LST Workshop Coy RE | | 8 | PIRAEUS |
| | | 1 | SALONIKA |
| | | 9 | |
| 1012 Port Maintenance Coy RE | 1 | 7 | PIRAEUS |
| No 1 RCL Operating Coy RE | 1 | 15 | PIRAEUS |
| | | 8 | PATRAS |
| | 1 | 23 | |
| 922 Tn Stores Coy RE | | 6 | PIRAEUS |
| | | 4 | SALONIKA |
| | | 10 | |
| TOTAL | 35 | 1,134 | |

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APPENDIX 3

## PORT WORKING STATISTICS - GREECE

Period January-February 1945

| PORT | | DISCHARGED CIVIL RELIEF | DISCHARGED MIL STORES | DISCHARGED TOTAL DISCH | LOADED CIVIL RELIEF | LOADED MIL STORES | LOADED TOTAL LOADED | TOTAL THROUGH PORT |
|---|---|---|---|---|---|---|---|---|
| PIRAEUS | Jan | 45,949 | 45,264 | 91,213 | 556 | 6,724 | 6,830 | 98,043 |
| | Feb | 68,264 | 20,915 | 109,179 | 5,920 | 3,426 | 9,346 | 118,525 |
| PATRAS | Jan | 5,618 | 1,325 | 6,943 | 860 | 294 | 1,154 | 8,097 |
| | Feb | 6,628 | 6,477 | 15,105 | 1,300 | 114 | 1,414 | 16,519 |
| SALONIKA | Jan | 11,247 | 5,631 | 16,878 | - | 1,748 | 1,748 | 18,626 |
| | Feb | 20,936 | 9,609 | 30,545 | 584 | 681 | 1,265 | 31,810 |
| VOLOS | Jan | 631 | 1,685 | 2,316 | 30 | - | 30 | 2,346 |
| | Feb | 3,423 | 2,881 | 6,304 | - | 41 | 41 | 6,345 |
| IRAKLION | Jan | 2,236 | 1,490 | 3,726 | 183 | 11 | 194 | 3,920 |
| | Feb | 2,585 | 839 | 3,424 | 124 | - | 124 | 3,548 |
| CORFU | Feb | 1,485 | 1,091 | 2,576 | - | 85 | 85 | 2,661 |

Notes:- (a) MIL Stores discharged includes vehicles estimated at 4 tons per vehicle less those discharged from/loaded to LSTs.
(b) Coal split in ratio of 5% MIL, 95% CIVIL.
(c) POL split in ratio of 50% MIL, 50% CIVIL.

## SUMMARY OF CRANES (GREECE)

28 Feb 45

| PORT | MOBILE DIESEL GERMAN CRAWLER | ELECTRIC PORTAL | FLOATING | RAIL STEAM |
|---|---|---|---|---|
| PIRAEUS | 4-3½T | 1-3T | 1-100T | |
| | | 1-5T | 1-25T | |
| | | | 1-20T | |
| | | | 1-15T | |
| SALONIKA | 1-4T | 1-5T | 1-30T | 1-3T |
| | | | 1-30T | |
| IRAKLION | | 1-6T | 1-65T | 1-3T |
| | | | Converted LCT | |
| PATRAS | 1-5T | | | |
| VOLOS | | NIL | | |

## POSITION OF HARBOUR CRAFT (GREECE)

28 Feb 45

| PORT | MILITARY 'Z' CRAFT | MILITARY RCLs | M.W.T. TUGS | M.W.T. LIGHTERS | M.W.T. LAUNCHES | LOCAL TUGS | LOCAL LIGHTERS | LOCAL LAUNCHES |
|---|---|---|---|---|---|---|---|---|
| PIRAEUS | 4 | 19 | 5 | 75 | 1 | 1 | 17 | 4 |
| SALONIKA | 5 | - | 2 | 55 | - | 2 | 0 | 2 |
| PATRAS | - | 2 | 1 | - | - | - | - | - |
| VOLOS | 1 (German) | - | - | 6 | - | - | - | - |
| | | | 1 | 18 | - | - | 1 | - |

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| VOLOS | Jan | 691 | 1,669 | 2,916 | 50 | - | 50 | 2,966 |
| | Feb | 3,423 | 2,881 | 6,304 | - | 41 | 41 | 6,345 |
| IRAKLION | Jan | 2,256 | 1,490 | 3,726 | 183 | 11 | 194 | 3,920 |
| | Feb | 2,585 | 839 | 3,424 | 124 | - | 124 | 3,548 |
| CORFU | Feb | 1,485 | 1,091 | 2,576 | - | 85 | 85 | 2,661 |

Notes:- (a.) MIL Stores discharged includes vehicles estimated at 4 tons per vehicle less those discharged from/loaded to LSTs.
(b) Coal split in ratio of 5% MIL, 95% CIVIL.
(c) FOL split in ratio of 50% MIL, 50% CIVIL.

SUMMARY OF CRANES (GREECE)

26 Feb 45

| PORT | WD | GERMAN GANTRY | ELECTRIC PORTAL | FLOATING | RAIL STEAM |
|---|---|---|---|---|---|
| PIRAEUS | 4-3½T | 1-6T | 1-3T | 1-100T | |
| | | | 1-5T | 1-25T | |
| | | | | 1-20T | |
| | | | | 1-15T | |
| SALONIKA | | 1-4T | 1-5T | 1-80T | 1-3T |
| | | | | 1-30T | |
| IRAKLION | | | 1-6T | 1-65T | 1-3T |
| | | | | Converted LCT | |
| PATRAS | 1-5T | | | | |
| VOLOS | | N I L | | | |

POSITION OF HARBOUR CRAFT (GREECE)

28 Feb 45

| PORT | MILITARY | | H.M.T. | | | LOCAL | | |
|---|---|---|---|---|---|---|---|---|
| | 'Z' CRAFT | RCLs | TUGS | LIGHTERS | LAUNCHES | TUGS | LIGHTERS | LAUNCHES |
| PIRAEUS | 4 | 19 | 5 | 75 | 1 | 1 | 17 | 4 |
| SALONIKA | 5 | - | 2 | 35 | - | 2 | 3 | 2 |
| PATRAS | - | 2 | 1 | - | - | - | - | - |
| VOLOS | 1 (German) | - | - | 6 | - | - | - | - |
| SYROS | - | - | 1 | 12 | - | - | 1 | - |
| IRAKLION | - | - | - | 4 | - | 2 | - | 2 |
| TOTALS | 10 | 21 | 9 | 132 | 1 | 5 | 26 | 8 |



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APPENDIX 4.

ROLLING STOCK POSITION S.E.R.

| | | | |
|---|---|---|---|
| LOCOMOTIVES | In Traffic | Main Line | 3. |
| | | Shunting | 3 (plus 1 Diesel) |
| | Under Repair | Main Line | 13 |
| | | Shunting | 2 |
| PASSENGER COACHES. | In Traffic | 5. | |
| | Under Repair | 1. | |
| WAGONS | In Traffic | 35 Box (10 at Disposal of Eng Dept.) | |
| | | 16 O.H.S. | |
| | | 6 O.L.S. | |
| | | 5 Flats. | |
| | | 4 Bolsters. | |
| | Total | 68 | |
| | Under repair | 13 Box | |
| | | 4 O.H.S. | |
| | | 1 Flat. | |
| | Total | 18 | |

ROLLING STOCK POSITION S.R.A.A.

| | | | |
|---|---|---|---|
| LOCOMOTIVES. | In Traffic | Main Line | 2. |
| | | Shunting | 3. |
| | Under repair | Main Line | 2. |
| | | Shunting | 4. |

| DIESEL RAIL CARS. | In Traffic. | Under Repair. |
|---|---|---|
| Double | 3 | 4 |
| Single | 2 | 2 |
| Trailers | 2 | 1 |

| | | |
|---|---|---|
| PASSENGER COACHES. | In Traffic | 12. |
| | Under repair | 6. |
| WAGONS. | In Traffic | 103. |
| | Under repair | 76. |

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APPENDIX 5.

RAILWAY OPERATING STATISTICS.

FEBRUARY 1945.

S.E.K.

| Section of Line. | No. of Trains Run. | No. of Passrs: | Tonnage. | Remarks. |
|---|---|---|---|---|
| Piraeus-Athens-Piraeus | 174 | - | - | S.E.K. Workmens trains. |
| " " " | 7 | - | 438 | H.L. Traffic. |
| Dock clearance Piraeus | - | - | 5,247 | |
| Totals | 181 | | 5,685 | |

S.P...E.

| | | | | |
|---|---|---|---|---|
| Piraeus-Megara-Piraeus | 50 | 3,660 | 272 | |
| Piraeus-Lavrion-Piraeus | 46 | 2,234 | 84 | |
| Piraeus-Chalandri-Piraeus | 24 | 1,320 | - | |
| Piraeus-Athens-Piraeus | 78 | - | - | S.P...E. Workmens trains. |
| Totals | 198 | 7,214 | 356 | |

H.E.R.

| | | |
|---|---|---|
| Piraeus-Athens-Piraeus | 3 min service from 0.700 hrs to 19.00 hrs. | 1,726,582 |

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Dock clearance Piraeus

| | | | | |
|---|---|---|---|---|
| Totals | 131 | | 5,685 | |

S.P...P.

| | | | | |
|---|---|---|---|---|
| Piraeus-Hydra-Piraeus | 50 | 3,660 | 272 | |
| Piraeus-Lavrion-Piraeus | 46 | 2,234 | 34 | |
| Piraeus-Chalandri-Piraeus | 24 | 1,320 | - | |
| Piraeus-Athens-Piraeus | 76 | - | - | S.P...P. Workmens trains. |
| Totals | 196 | 7,214 | 356 | |

H.D.E.

| | | | |
|---|---|---|---|
| Piraeus-Athens-Piraeus | 3 min service from 0.700 hrs to 19.00 hrs. | | 1,726,502 |



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ALLIED FORCE HEADQUARTERS

TRANSPORTATION (BRITISH) SECTION

LONG TERM TONNAGE ALLOCATION - MAY & JUNE 1945

ALL IN DWLT PER 30 DAYS

| Serial | Item | | NAPLES (inc BAGNOLI) | NAPLES Satellites CASTELLAMARE TORRE ANNUNZIATA SALERNO | CIVITA-VECCHIA | PIOMBINO | LEGHORN | GENOA | HEEL Ports incl BARI BRINDISI BARLETTA TARANTO GALLIPOLI | REGGIO | CROTONE | ANC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (a) | (b) | | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (k) | (l) | (m) |
| 1 | Tonnage bid | MAY | 15 | - | - | - | 1775 | 780 | 1880 | - | - | 583 |
| | | JUNE | 2150 | - | - | - | - | 780 | 420 | - | - | |
| 2 | Estimated source of above tonnages. | | | | | | | | | | | |
| | (a) Extra Med | MAY | 15 | - | - | - | 995 | - | 1780 | - | - | 278 |
| | | JUNE | 2150 | - | - | - | - | - | 320 | - | - | |
| | (b) From Ports within Med but outside Italy | MAY | - | - | - | - | - | - | 100 | - | - | 185 |
| | | JUNE | - | - | - | - | - | - | 100 | - | - | |
| | (c) From ports in Italy | MAY | - | - | - | - | 780 | 780 | - | - | - | 120 |
| | | JUNE | - | - | - | - | - | 780 | - | - | - | |

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Appendix 6.

ALLIED FORCE HEADQUARTERS

TRANSPORTATION (BRITISH) SECTION

LONG TERM TONNAGE ALLOCATION - MAY & JUNE 1945

ALL IN DWLT PER 30 DAYS

| NAPLES Satellites CASTELLAMARE TORRE ANNUNZIATA SALERNO (d) | CIVITA-VECCHIA (e) | PIOMBINO (f) | LEGHORN (g) | GENOA (h) | HEEL Ports incl BARI BRINDISI BARLETTA TARANTO CALLIPOLI (i) | REGGIO (k) | CROTONE (l) | ANCONA (m) | TOTAL (n) |
|---|---|---|---|---|---|---|---|---|---|
| - | - | - | 1775 | 780 | 1880 | - | - | 5834 | 10,284 |
| - | - | - | - | 780 | 420 | - | - | 8000 | 11,350 |
| - | - | - | 995 | - | 1780 | - | - | 2784 | 5,574 |
| - | - | - | - | - | 320 | - | - | 3350 | 5,820 |
| - | - | - | - | - | 100 | - | - | 1850 | 1,950 |
| - | - | - | - | - | 100 | - | - | 2500 | 2,600 |
| - | - | - | 780 | 780 | - | - | - | 1200 | 2,760 |
| - | - | - | - | 780 | - | - | - | 2150 | 2,930 |

APPENDIX 7.
Table 'A'

## HARBOUR CRAFT

## OVERALL POSITION AS AT 28TH FEBRUARY 1945

| | Harbour Tugs | Dumb Barges | | | | | 2 Craft | R.C.L's |
|---|---|---|---|---|---|---|---|---|
| | | Minus | Minca | Aire & Calder | Higgins | Others | | |
| *Agreed Theatre Allocation. | 76 | 19 | 394 | 18 | 45 | 152 | 48 | 229 |
| Receipts: | | | | | | | | |
| Sth. France | 5 | - | 14 | - | - | - | 8 | - |
| West Italy. | 16 | 6 | 160 | - | - | - | 13 | 77(a) |
| Sicily. | 1 | - | - | - | - | - | - | - |
| Malta. | 7 | - | - | - | - | - | - | 7 |
| East Italy. | 38 | 9 | 212 | - | - | 14 | 18 | 117(a) |
| Jugoslavia. | 6 | - | 6 | - | - | - | - | - |
| Greece. | 9 | - | - | 18 | 23 | 117 | 9 | 21 |
| Nth. Africa: | | | | | | | | |
| Being retained. | - | 4 | 1 | - | - | - | - | 7 |
| " shipped. | - | - | - | - | - | - | - | - |
| TOTAL | 76 | 19 | 387 | 18 | 23 | 131 | 48 | 229 |
| Available ex U.S.A. | | | | | | | | |
| For West Italy. | - | - | 3 | - | - | - | - | - |
| " East Italy. | - | - | 3 | - | - | - | - | - |
| Ex M.E. Still to be shipped. | - | - | 1 | - | 22 | 21 | - | - |
| TOTAL | - | - | 7 | - | 22 | 21 | - | - |
| GRAND TOTAL | 76 | 19 | 394 | 18 | 45 | 152 | 48 | 229 |

* Theatre Allocation has been reduced where losses have occurred and replacements are not required. See "Losses".

(a) 3 from East & 3 from West Italy allocated to R.N. Malta.

/ 3 Tugs and 55 Lighters are to be earmarked East Italy to Balkans.

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Sth. France | 5 | - | 14 | - | - | - | - | - |
| West Italy. | 16 | 6 | 160 | - | - | - | 13 | 77(a) |
| Sicily. | 1 | - | - | - | - | - | - | - |
| Malta. | 7 | - | - | - | - | - | - | 7 |
| East Italy. | 38 | 9 | 212 | - | - | 14 | 18 | 117(a) |
| Jugoslavia. | 2 | - | 6 | - | - | - | - | - |
| Greece. | 9 | - | - | 18 | 23 | 117 | 9 | 21 |
| Nth. Africa: | | | | | | | | |
| Being retained. | - | 4 | 1 | - | - | - | - | 7 |
| " shipped. | - | - | - | - | - | - | - | - |
| TOTAL | 76 | 19 | 387 | 18 | 23 | 131 | 48 | 229 |
| Available ex U.S.A. | | | | | | | | |
| For West Italy. | - | - | 3 | - | - | - | - | - |
| " East Italy. | - | - | 3 | - | - | - | - | - |
| Ex M.E. | | | | | | | | |
| Still to be shipped. | - | - | 1 | - | 22 | 21 | - | - |
| TOTAL | - | - | 7 | - | 22 | 21 | - | - |
| GRAND TOTAL | 76 | 19 | 394 | 18 | 45 | 152 | 48 | 229 |

≠ Theatre Allocation has been reduced where losses have occurred and replacements are not required. See "Losses".

(a) 3 from East & 3 from West Italy allocated to R.N. Malta.

ϕ 3 Tugs and 35 Lighters are to be earmarked East Italy to Balkans.



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HARBOUR CRAFT — APPENDIX 7 - TABLE

Tn. Craft To be Maintained by users Other than Tn.(Br).

| | Harbour Tugs | | | | Powered Craft | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Coast Tugs | Steam | Motor | R.C.L's | % Craft | Lighters | | A & G | Tugs | U.S. | Lighters | Chevrons |
| Total required | 17 | 11 | 9 | 1 | 106 | - | 10 | 180 | 18 | 45 | 6 | 15 | 55 |
| Received: | | | | | | | | | | | | | |
| Italy, (west) U.S. Army. | 8 | 8(c) | - | - | 70(b) | - | 6 | 150 | - | - | - | - | - |
| Toronto (a) | | | | | | | | | | | | | |
| Royal Navy - Toronto. | - | - | - | - | 2 | - | - | - | - | - | - | - | - |
| Naples. | - | - | - | - | 2 | - | - | - | - | - | - | - | - |
| Sicily. | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Bizerta. | - | - | - | - | 5 | - | - | - | - | - | - | - | - |
| Malta. | 2 | 3 | 2 | - | 7 | - | - | - | - | - | - | - | - |
| Algiers. | - | - | - | - | - | - | 2 | - | - | - | - | - | - |
| Manfredonia. | - | - | - | - | - | - | - | 1 | - | - | - | - | - |
| | - | - | - | - | 12 | - | - | - | - | - | - | - | - |
| L.F.A. | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| A.F.S. Monopoli. | - | - | - | - | 4 | - | - | - | - | - | - | - | - |
| Naples. | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| Algiers. | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| M.E.T. Naples. | - | - | - | - | - | - | 2 | 1 | - | - | - | - | - |
| Bone. | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| Algiers. | - | - | - | - | - | - | - | 14 | - | - | - | - | - |
| Sth. France. | 5 | - | - | - | - | - | - | - | 18 | 23 | 6 | 15 | 54 |
| Greece. | 1 | - | 7 | 1 | - | - | - | - | - | 22 | - | - | 1 |
| Due ex M.E. (for Greece) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| " " " (for W. Italy) | - | - | - | - | - | - | - | 1 | - | - | - | - | - |
| " " U.S.A. | - | - | - | - | - | - | - | 3 | - | - | - | - | - |
| TOTAL | 17 | 11 | 9 | 1 | 106 | - | 10 | 180 | 18 | 45 | 6 | 15 | 55. |

(a) MEDBO reserve under care Tn.(Br)
(b) 3 R.C.L's being issued to R.N. for Malta.
(c) Includes 6 Tugs allocated ex MEDBO reserve for Genoa - meanwhile will be used by U.S. Forces on Italy (West).

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HARBOUR CRAFT — APPENDIX 7. TABLE 'B', Part I.

Tn. Craft - To be Maintained by units Other than Tn.(Br).

| Above Type | Personal Craft | | | | | Boom Barges | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tugs | Launches | Others | Refuelling | Crash Boats | Ambulances | Accommodation | A & G | Lighters | Tankers | Accommodation | Chevertier | Water Boats | | Stone Boats | Cranes |
| 11 | 9 | 1 | 106 | - | 10 | 180 | 18 | 45 | 6 | 15 | 75 | 54 | 2 | 5 | 1 |
| 8(c) | - | - | 70(b) | - | 6 | 120 | - | - | - | - | - | - | - | - | - |
| - | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - |
| 3 | 2 | - | 7 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | 2 | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| - | - | - | 12 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | 4 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | 2 | 1 | - | - | - | - | - | - | - | - | - |
| - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | 14 | - | - | - | - | - | - | - | - | - |
| - | 7 | 1 | - | - | - | - | 18 | 23 | 6 | 15 | 54 | 39 | - | 3 | - |
| - | - | - | - | - | - | - | - | 22 | - | - | 1 | 15 | 2 | 2 | 1 |
| - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - |
| 11 | 9 | 1 | 106 | - | 10 | 180 | 18 | 45 | 6 | 15 | 75. | 54 | 2 | 5 | 1 |

(a) MEDBO reserve under care Tn.(Br)
(b) 3 R.C.L's being issued to R.N. for Malta.
(c) Includes 6 Tugs allocated ex MEDBO reserve for Genoa - meanwhile will be used by U.S. Forces on Italy (West).

1 A 3 2 1

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## HARBOUR CRAFT

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

| | Harbour Tugs | | Powered Craft. | | Minus | Dumb Barges. |
|---|---|---|---|---|---|---|
| | Tenacs | Tugs | R.C.L's | Z Craft. | Minus | Mines |
| Total Required. | 34 | 4 | 123 | 48 | 9 | 214 |
| Receipts: | | | | | | |
| South France. | - | - | - | 8(a) | - | - |
| Italy (West) | - | - | - | 13 | - | - |
| Italy (East) | 34(b) | 4 | 102(d) | 18 | 9 | 211 |
| Jugoslavia. | (c) | - | - | - | - | (c) |
| Greece. | - | - | 21 | 9 | - | - |
| North Africa. | - | - | - | - | - | - |
| Duc ex U.S.A. | - | - | - | - | - | 3 |
| TOTAL | 34 | 4 | 123 | 48 | 9 | 214 |

NOTES:
(a) On loan to U.S. Forces - Spares provided by Tn.(Br)
(b) Includes 2 Tenacs ex MEDME reserve - allotted Greece & awaiting shipment.
(c) 3 Tugs & 35 lighters earmarked Balkans from those shown against East Italy.
(d) 3 R.C.L's being issued to R.N. for Malta.

1831

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

APPENDIX 7.
TABLE 'B' Part II.

HARBOUR CRAFT

931

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

| | Harbour Tugs | | Powered Craft. | | Dumb Barges. | | |
|---|---|---|---|---|---|---|---|
| | Tanacs | Tugs | R.C.L's | Z Craft. | Minus | Mines | M.E. Steel |
| | 34 | 4 | 123 | 48 | 9 | 214 | 14 |
| | - | - | - | 8(a) | - | - | - |
| | - | - | - | 13 | - | - | - |
| | - | - | - | 18 | 9 | 211 | 14 |
| | 34(b) | 4 | 102(d) | - | - | (c) | - |
| | (c) | - | - | 9 | - | - | - |
| | - | - | 21 | - | - | - | - |
| | - | - | - | - | - | 3 | - |
| | - | - | - | - | - | | |
| | 34 | 4 | 123 | 48 | 9 | 214 | 14 |

NOTES:
(a) On loan to U.S. Forces - Spares provided by Tn.(Br)
(b) Includes 2 Tanacs ex MEDEO reserve - allotted Greece & awaiting shipment.
(c) 3 Tugs & 35 lighters earmarked Balkans from those shown against East Italy.
(d) 3 R.C.L's being issued to R.N. for Malta.

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

SECRET

Re-Transfers of Transportation Equipment of U.S. origin. Jan-Feb. 1945.

| Full Description of Equipment. | | W.D. No. | Reference to War Office approval where Re-transfer falls under para. 2 (i) (ii) and (iii) | Descri... From |
|---|---|---|---|---|
| (i) From Military-end use to Civilian end use. To NIL | | | | |
| (ii) ~~xxxxx~~ a Foreign Government. | | | | |
| (a) Locos. NIL | | | | |
| (b) Wagons S.G. 40-ton Open High Sided. | 11 | 3082, 3650, 3603, 3110, 3776, 3762, 3884, 3538, 3021, 3453, 3673. | Part of CCAC allocation under BR/1 of 28/8/44. | D.Tn., G.H.Q. M.E.F. |
| S.G. 40-ton Open Low Sided. | 3 | 9061, 9212, 9295. | | |
| S.G. 40-ton Box. | 11 | 7740, 7747, 6254, 6222, 7133, 6200, 6240, 6162, 6723, 6261, 6213. | | |
| (c) Craft (d) Cranes | NIL | | | |
| (iii) From one theatre to another theatre. | | | | |
| (a) Locos, Steam, S.G. 2-8-2 | 1 | 71148 | | |
| (b) Rolling Stock. (c) Craft. (d) Cranes. | NIL. | 71108 (shewn in previous P.R. as 71139 - please amend.) | | |
| (iv) From one country in a Theatre to another country within the same theatre. NIL. | | | | |
| (v) From British Troops to U.S. Troops. NIL. | | | | |
| (vi) From U.S. Troops to British Troops. NIL. | | | | |

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

SECRET

Command: A.F.H.Q.
Appendix 8
to Progress Report

Transfers of Transportation Equipment of U.S. origin. Jan-Feb. 1945.

| | | W.D. No. | Reference to War Office approval where Re-transfer falls under para. 2 (i) (ii) and (iii) | Description of Re-Transfer. From | Description of Re-Transfer. To |
|---|---|---|---|---|---|
| n and use. | | | | | |
| h Sided. | 11 | 8082, 8650, 8603, 8110, 8776, 8762, 8804, 8583, 8021, 8458, 8673. | Part of CCAC allocation under BR/1 of 28/8/44. | D.Tn., G.H.Q. M.E.F. | M.L. & H.Q. (Greece.) for Civil Railways. |
| Sided. | 3 | 9061, 9212, 9295. | | | |
| | 11 | 7743, 7747, 6254, 6222, 7183, 6230, 6240, 6162, 6723, 6261, 6213. | | | |
| eatre. | | | | | |
| | 1 | 71140 | | | |
| | | 71183 (shewn in previous P.R. as 71109 - please amend.) | | | |
| to e theatre. | | | | | |
| ops. | | | | | |
| ops. | | | | | |

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

1 of 4

TRANSPORTATION (BRITISH) SECTION.

Headquarters, A.A.I. (Adm. Echelon).

SECRET.

Tn.A.1/43.

SUBJECT - Progress Report - Italy.

10.4.44.

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

Herewith my Progress Report No. 7 for the month of March.

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

DISTRIBUTION :-

| | | |
|---|---|---|
| Director of Transportation, The War Office. | | (3) |
| G-4 (Mov & Tn) A.F.H.Q. | (2) | |
| Tn (Br) A.F.H.Q. | (2) | |
| Q (M), Flambo. | (2) | |
| D.D.Tn, B.A.S., Washington. | (1) | |
| D.Tn, G.H.Q., M.E.F. | (1) | |
| D.G., M.R.S. | (1) | |
| Col. S.A. Fitch, attd Mov & Tn A.A.I. (Adm.Ech) | | (1) ✓ |
| G.O.C., 2 District. | (1) | |
| Tn, 2 District. | (1) | |
| O.C. 1 Docks Group. | (1) | |
| O.C. 5 Docks Group. | (1) | |
| O.C. 3 P.C. & R. Group | (1) | |
| O.C. 1 Rly C & M Group. | (1) | |
| O.C. 1212 Rly C & M Group. | (1) | |
| O.C., S.A.E.C. Rly C & M Group. | (1) | |
| O.C. 2 Rly Op Group. | (1) | |
| O.C. 6 Rly Op Group. | (1) | |
| 3 Tn Stores Group. | (1) | |

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

10.4.44.

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The War Office
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Northumberland Avenue,
LONDON. W.C.2.

Herewith my Progress Report No. 7 for the month of March.

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

DISTRIBUTION :-

| | |
|---|---|
| Director of Transportation, The War Office. | (3) |
| G-4 (Mov & Tn) A.F.H.Q. | (2) |
| Tn (Br) A.F.H.Q. | (2) |
| Q (M), Flamoc. | (2) |
| D.D.Tn, B.A.S., Washington. | (1) |
| D.Tn, G.H.Q., M.E.F. | (1) |
| D.G., M.R.S. | (1) |
| Col. S.A. Fitch, attd Mov & Tn A.A.I. (Adm.Ech) | (1) ✓ |
| G.O.C., 2 District. | (1) |
| Tn, 2 District. | (1) |
| O.C. 1 Docks Group. | (1) |
| O.C. 5 Docks Group. | (1) |
| O.C. 3 P.C. & R. Group | (1) |
| O.C. 1 Rly C & M Group. | (1) |
| O.C. 1212 Rly C & M Group. | (1) |
| O.C., S.A.E.C. Rly C & M Group. | (1) |
| O.C. 2 Rly Op Group. | (1) |
| O.C. 6 Rly Op Group. | (1) |
| 3 Tn Stores Group. | (1) |



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

SECRET.

Copy No 13.

TRANSPORTATION (BRITISH) SECTION.

ITALY.

PROGRESS REPORT - No. 7.

March 1944.

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2. Administration.
3. Additions to Port Facilities.
4. Docks Working - East Italy.
5. Barge Erection Position.
6. Port Improvement Works.
7. Railway Construction Works Completed and in hand.
8. Location and Employment of Italian Railway Const Coys.
9. Labour employed on Railway Construction.
10. Daily average Train Operation.
11. Locomotive Situation - East Italy.
12. Industrial Gasses required by Tn.
13. Railway PAssenger and Freight Statistics.
14. Tonnages discharged by Ports.
15. Tonnages loaded by Ports.
16. Summary of Discharge and LOading.
17. Tonnages cleared from Eastern Ports.


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

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GENERAL REPORT.


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

TRANSPORTATION (BRITISH) SECTION. SECRET.

ITALY.

PROGRESS REPORT NO. 7.

MARCH 1944.

1. GENERAL.

(a) All Tn Units have been fully employed during the month and all departments have been reinforced by the arrival of fresh Units or detachments.

(b) The increased tonnage handled on the East Italian Ports during the month is chiefly on account of loading out. Discharge figures show a small increase of 1760 tons whereas tonnage loaded has arisen from 6455 tons in February to 20,440 tons in March.

(c) Craft Construction continues satisfactorily in spite of difficulties in connection with the delivery of parts to the erection sites.

At the end of the month the Director of Harbour Craft arrived in Italy on tour. A meeting was held to discuss the question of craft generally and it is hoped that before the Director returns to North Africa a firm allocation of craft will have been laid down.

(d) Progress on Port Improvement schemes is generally satisfactory. Railway Construction is well advanced but quay work has been held up by bad weather. The present position is shown at Appendix 6.

(e) The Centre of Gravity of Railway Construction has moved from the East Coast to the West consequent on the decision to reconstruct the Coast Line from Naples to the North.

Base doubling on to the Heel is practically complete.

Railheads on the East Coast and on the Rome line have not been advanced during the month.

(f) The Control of the Operation of the Calabrian Division has been taken over by U.S. Operating Units thus permitting the concentration of British Units in the Bari and Foggia Divisions and consequently a better grouping of loco personnel for running repairs.

As a result of Brig Bell's recommendations, proposals for an Operating Divisional Increment have been put forward to the War Establishments Committee. It is hoped that the greater part of the personnel will be available from M.E.

(g) The shortage of Stores personnel is still felt, but the proposed formation of Tn Stores Port Sections from personnel of 156 Tn Stores Coy should provide a better distribution of effort.

Tn Stores Depots on the East Coast are now practically completed and are adequate. On the West however existing storage space is filling up rapidly and steps are being taken to find an area for expansion.

2. DOCKS (a) Employment of Docks Groups.

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(g) The shortage of Stores personnel is still felt, but the proposed formation of Tn Stores Port Sections from personnel of 196 Tn Stores Coy should provide a better distribution of effort.

Tn Stores Depots on the East Coast are now practically completed and are adequate. On the West however existing storage space is filling up rapidly and steps are being taken to find an area for expansion.

2. DOCKS WORKING. (a) Employment of Docks Groups.

Nos 1 and 5 Docks Groups continued to be responsible for ports as in February as under :-

No 1 Group.
Taranto.
Brindisi.
Gallipoli.

No 5 Group.
Bari.
Barletta.
Monopoli.

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(b) Operating.

General. East Italian Ports handled slightly increased tonnages during the month. Heavy rain and gales slowed down ships discharge on a number of days, and tonnages were adversely affected. Early in the month a strong detachment of 1014 Docks Operating Coy reinforced detachment of 997 Coy at Anzio. The supply of ships was on occasion short of the number required to keep ports fully occupied, particularly at Barletta.

The lack of adequate personnel for shore supervision is still apparent. Steps are being taken to ensure that the available personnel are being used to best advantage.

TARANTO. Tonnages handled at Taranto during March were greatly increased over the preceding month. M.T. continued to be discharged on a large scale. Overside discharge to lighter was only carried out to a moderate extent, 5838 tons being so handled.

GALLIPOLI. Provision of two colliers at this port in succession showed its potential capabilities; 10,852 tons of coal were discharged despite the fact that shortage of rail wagons on several days severely restricted work.

BRINDISI. This port worked under the disadvantage of shortage of wagons in the early part of the month, and long hauls by M.T. in the latter part. But showed an average daily discharge of 2,964 tons. Overside tonnage handled during the month rose to 14,944 tons.

MONOPOLI. The bulk oil installation was used less during the month. Stores loaded from the port rose to 2,974 tons whilst the discharge facilities met the demands of 266 Force (renamed from 133 Special Force). A slight increase in Tn personnel was allotted to th. port from No 5 Docks Group as part of a scheme to place the shipment of stores from this port in line with normal procedure. As a result it is expected that stores will be shipped more efficiently and in accordance with the requirements of destination.

BARI. This port continued to handle satisfactory tonnages, although gales delayed berthing and movement of ships on several days.

Rail and harbour constructional new works proceeded well.

Plant for discharge of bulk grain at berth 15 is expected to be completed before the end of April.

The pontoons acting as catamarans to provide ships with deeper water at berths 8 - 10 have proved successful although in rough weather their use is limited and craft are liable to damage.

BARLETTA. Discharge at this port showed a considerable drop from th.t during February. This was due to non-availability of suitable ships which can be dealt with at this port. Efforts are being made to

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

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BARLETTA. Discharge at this port showed a considerable drop from th during February. This was due to non-availability of suitable ships which can be dealt with at this port. Efforts are being made to institute a dredging programme to enable ships of greater draft than th present 19 feet to be accepted. Loadings at Barletta increased to 2,1 4 tons.

The port is now being operated by 1064 (Mauritian) Docks Operating Coy and civilian labour.

(a) Port Maintenance Coys.



Personnel of these Coys coped with the manufacture of cargo handling gear and maintenance and repair of mechanical plant as usual.

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Barge construction at BARI and BRINDISI was also carried out.
The erection of a second Marian Portal crane was completed by 1019 Port Maint Coy at berth 13 at BARI.

(d) Water Transport.

The "Z" craft position at East Coast ports has remained unchanged since last month.

I.W.T. (Port) Operating Coys continued to control all lighterage work, and tonnages were handled as follows :-

| | |
|---|---|
| Taranto. | 5,838 tons. |
| Brindisi. | 14,944 " . |
| Bari. | 21,177 " . |

G.T. Tugs.

Two more tugs arrived during the month and remain at Taranto awaiting allocation.

The overside discharge of cargo as anticipated, continued to be substantial. It is expected that with the completion of lighter quays at Bari and Brindisi in April still further use will be made of this means of speeding ship turn round.

The engagement of civilian lightermen is being pressed ahead.

(e) Craft Construction.

All construction yards originally earmarked for barge erection were operating in March. During the month 23 Mince and 27 R.C.Ls were launched. It has become apparent that one of the main problems to be overcome is the transfer of craft sections from ship to construction yards. In this connection negotiations are in hand for the allocation of a suitable ship for a period to move craft sections coastwise, mainly from Brindisi to Bari and Molfetta. Some delay was occasioned owing to launchings being postponed through bad weather.

Civilian labour was very satisfactory at all yards except Brindisi where the civilian labour was not of such a high grade.

(f) Organisation.

Italian Units. Training of one Italian Dock Operating Coy is proceeding at Brindisi and one at Taranto. The training of a second company at Taranto is expected to start soon.

Arrangements are in hand for a fourth company to move from Brindisi to Bari as soon as additional civilian labour is made available

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| | | |
|---|---|---|
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| Bari. | 21,177 | " . |

C.T. T[illegible].

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Italian Units. Training of one Italian Dock Operating Coy is proceeding at Brindisi and one at Taranto. The training of a second company at Taranto is expected to start soon.

Arrangements are in hand for a fourth company to move from Brindisi to Bari as soon as additional civilian labour is made available as replacement, for training.

One Italian I.W.T. Coy is likely to be handed over by the Italian Navy shortly, which it is proposed to train at Bari.

British Units. 1065 I.W.T.W/Shp Coy. This company is now employed on construction of K.D. craft and is preparing to take over the maintenance of small craft. A scale of 1092 has been sanctioned by A.F.H.Q. and provision action is being taken.



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PORT CONSTRUCTION AND REPAIR.

(a) Composition of 3 P.C. & R. Group RE.

H.Q. 3 P.C. & R Group, R.E.
932 P.C. & R. Coy, R.E.
975 Port Repair Ship, R.E.

Under Command for Works only :-

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

(b) General.

The work on the Tickell schemes for port improvements, East Italy, has proceeded fairly well but has suffered considerably from bad weather. P.R.S. "Progress" proceeded to Otranto to attempt the salvage of S.S. Miriam which was ashore on a very exposed and rocky coast. This attempt was abandoned owing to bad weather and the dangerous situation of the wreck, and P.R.S. "Progress" moved to Brindisi where she is assisting the Port Maint Company with the maintenance of R.C.Ls and with the workshop.

(c) BARI.

(i) Outer Breakwater. No additional work has been carried out to the breach at Berth 19 as owing to rough seas it has only been possible to put down a diver on one occasion. The work carried out to date has withstood several fairly severe storms and no enlargement of the breach has occured so far. The damage to mole at Berth 19 has extended slightly but has been kept in check by temporary repairs with concrete in sandbags and torpedo netting. Generally speaking the whole mole has suffered from the storms this month.

(ii) "V" Trestling in small Craft pool. Erection of "V" Trestling is progressing slowly, a length of 200 ft having been erected to date. There are two reasons for the slowness of this work (a) the very short length of trestles called for which prevents the use of sliding bracing, and (b) the very steep slope of the rock faced bank which makes it difficult to get satisfactory footings without a lot of diver's work.
Estimated date of completion - 25th April.

(iii) Lighter Wharf in Sicam's Yard. This job is complete except for final dressing and rolling of the working area. It is hoped to have this quay in operation by 5th April.
The completion of this job will give the port an additional 500 ft of Lighter Berths.

(iv) Extension of "E" Berth Northwards. This job is now going much faster and should be completed by 12th April.

(v) Erection of Bulk Grain Handling plant. This job consists of the re-erection of a portion of the bulk grain handling plant from Torre Annunziata alongside an existing warehouse which is being converted into a bulk grain store. In order to instal the plant a very considerable amount of local structural work has had to be put in hand.

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The work of erecting the actual plant is being carried out by 541 E. & M. Coy, R.E. and the strengthening of the warehouse by 932 P.C. & R. Coy R.E. Adequate supervision of this work has proved very difficult as no Officer on this H.Q. has sufficient electrical and mechanical knowledge.

(vi) Much maintenance work has been carried out including the re-facing of lengths of quay wall, replacing fenders, repairing of roads, maintenance of electrical installations, etc.

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(vii) Filling Behind Berth 16.

The rate of progress of this job has depended entirely on the number of tipping lorries available. Up to date 200 ft of bank has been tipped at the north end of the lagoon, and 350 ft at the south end; a total of 30,500 cu yds of which 9,000 cu yds were tipped during last month.

(viii) Construction of Bofors Towers.

Two Towers for Bofors guns are being constructed under contract by a civilian contractor. One of these has been built up to roof level. The foundations of the second have been prepared.

(d) BRINDISI.

Work during last month consisted of levelling and surfacing with hardcore lighter Berth B and berth 4. The work involved replacing existing weak concrete covers of the oil pipe line by more substantial ones and laying a strip of concrete between the pipe duct and the quay face as a crane track.

Total amount of hardcore placed during month - 1,500 cu yds.

(e) TARANTO.

(i) Coal Berth Extension. The raising of the wall has been completed and about 75% of the filling placed behind.

A neighbouring quay of similar construction has started to slide and therefore in order to try and avoid a repetition, the filling of soft material behind new wall has been suspended and extra stone filling is being placed; in addition arrangements are in hand to drill vertical holes in the quay wall. Rails will be inserted into these holes and grouted in.

Up to date the quantities of fill behind the quay wall are 16,000 cu yds of soft and 3,500 cu yds of stone; to complete requires a further 3,600 cu yds of soft and 2,700 cu yds of stone.

(ii) Genio Marina Quay.

The clearing of old plant etc has been completed and the area surfaced with hardcore. It is now ready to take traffic.

4. RAILWAY CONSTRUCTION.

(a) General.

During the month, construction has increased in intensity on the West Coast and decreased on the East. Forward railhead remained at San Vito on the East Coast and at Mignano on the Rome line.

It was decided early in March to reconstruct the Coast Line (Line 89) to Rome via Aversa, Villa Literno to the North. Later it was further decided to reconstruct the Pozzuoli - Villa Literno section, providing direct access to the Coast Main line from Naples.

[illegible] and 160 Railway Construction Companies have been

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contract by a civilian contractor. One of these has been built up to roof level. The foundations of the second have been prepared.

(d) BRINDISI.

Work during last month consisted of levelling and surfacing with hardcore lighter Berth 3 and berth 4. The work involved replacing existing weak concrete covers of the oil pipe line by more substantial ones and laying a strip of concrete between the pipe duct and the quay face as a crane track.

Total amount of hardcore placed during month - 1,500 cu yds.

(e) TARANTO.

(i) Coal Berth Extension. The raising of the wall has been completed and about 75% of the filling placed behind.

A neighbouring quay of similar construction has started to slide and therefore in order to try and avoid a repetition, the filling of soft material behind new wall has been suspended and extra stone filling is being placed; in addition arrangements are in hand to drill vertical holes in the quay wall. Rails will be inserted into these holes and grouted in.

Up to date the quantities of fill behind the quay wall are 16,000 cu yds of soft and 3,500 cu yds of stone; to complete requires a further 3,600 cu yds of soft and 2,700 cu yds of stone.

(ii) Genio Marina Quay.

The clearing of old plant etc has been completed and the area surfaced with hardcore. It is now ready to take traffic.

4. RAILWAY CONSTRUCTION. (a) General.

During the month, construction has increased in intensity on the West Coast and decreased on the East. Forward railhead remained at San Vito on the East Coast and at Mignano on the Rome line.

It was decided early in March to reconstruct the Coast line (Line 89) to Rome via Aversa, Villa Literno to the North. Later it was further decided to reconstruct the Pozzuoli - Villa Literno section, providing direct access to the Coast Main line from Naples.

159 and 160 Railway Construction Companies have been transferred from 1212 and the South African Groups to 1 Group to carry out this work.

American units are reconstructing the branch line from Sparanise towards Minturno, and will form a new junction with line 89 north of Sessa Aurunca station, to avoid two crossings of the Carigliano river.

Due to the tactical situation, it is not yet possible to work on the Carigliano river bridge, as it is covered by enemy artillery fire.

Present planning provides that the American units will continue with the reconstruction of line 89 from the new junction at Sessa Aurunca to Minturno and the North, whilst British units after opening up the line to the junction, will be transferred to the Inland Rome line (Line 90) and continue reconstruction from Mignano to Cassino and forward. This conforms with the operational plan whereby line 90 will become principally a British, and line 89 an American line of

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communication.

Meanwhile, Base development in the Heel area is virtually completed and the consolidation of the East Coast line to Ortona is well advanced.

(b) Line reconstruction.

(i) Line 89. AVERSA, VILLA LITERNO, SESSA AURUNCA.

150 Railway Const Coy started work on this section on 15th March, and were joined by 160 Railway Const Coy on 26th March.

Bridge demolition is heavy, there being 1,330 ft demolished between Aversa and Sessa Aurunca station, a distance of 40 kilometres. Track demolition increases in thoroughness towards the north, from 50% rails cut in the Aversa - Villa Literno stretch, to complete demolition by the rooter, from the North of the Monte Massico tunnel, as far as reconnaissance has been possible.

All stations on the route are littered with destroyed locomotives and rolling stock, particularly at Villa Literno, Cancello Arnone and Falciano, where almost every siding is completely covered with wreckage. The most important individual works involved in the stretch of line under repair are the reconstruction of the Volturno bridge, and the clearance and repairs to the Monte Massico tunnel.

The Volturno bridge consisted of three steel spans of 124 ft. All spans were completely demolished and the river piers were blown down to normal water level.

Reconstruction will consist of rebuilding the piers in masonry and concrete and crossing with three W.D. Lattice Girder spans.

The Massico tunnel, 5,400 metres long, contains 17 breaks of varying size, most concentrated and severe at the North end. At the South end, extensive preparations were made for demolition, and for a distance of 300 yards, charges consisting of 800 lbs of explosives were placed at 150 ft intervals on both sides of the tunnel but were not detonated.

At the northern entrance the roof has collapsed for a distance of 200 ft. Fortunately the overburden at this point is comparatively shallow, and the tunnel can be opened by draglining from the top. At all other breaks, repairs can be affected from the inside. In severe cases a box shield made up of L.S.U.T. frame, with reinforced concrete slab roof is being constructed to take traffic, and the repairs to the tunnel proper will be carried out after the shield is completed, and when traffic is running, by I.S.R. Contractors. It is anticipated that the line will be opened to Cancello Arnone by 26th April and to the junction at Sessa Aurunca early in June.

(ii) Line 287. POZZUOLI to VILLA LITERNO.

The line from Naples Central to Pozzuoli was opened several months ago by American units and I.S.R. gangs. In the 20 Kms between Pozzuoli and Villa Literno, track demolitions are slight, and a total of 150 ft of new bridging is required, in spans all less than 30 ft, [illegible] culvert 300 ft long, 80 ft high at the centre.

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between Aversa and Sessa Aurunca Station, [illegible]
Track demolition increases in thoroughness towards the north, from 50% rails cut in the Aversa - Villa Literno stretch, to complete demolition by the rooter, from the North of the Monte Massico tunnel, as far as reconnaissance has been possible.

All stations on the route are littered with destroyed locomotives and rolling stock, particularly at Villa Literno, Cancello Arnone and Falciano, where almost every siding is completely covered with wreckage. The most important individual works involved in the stretch of line under repair are the reconstruction of the Volturno bridge, and the clearance and repairs to the Monte Massico tunnel.

The Volturno bridge consisted of three steel spans of 120 ft. All spans were completely demolished and the river piers were blown down to normal water level.

Reconstruction will consist of rebuilding the piers in masonry and concrete and crossing with three W.D. Lattice Girder spans.

The Massico tunnel, 5,400 metres long, contains 17 breaks of varying size, most concentrated and severe at the North end. At the South end, extensive preparations were made for demolition, and for a distance of 300 yards, charges consisting of 800 lbs of explosives were placed at 150 ft intervals on both sides of the tunnel, but were not detonated.

At the northern entrance the roof has collapsed for a distance of 200 ft. Fortunately the overburden at this point is comparatively shallow, and the tunnel can be opened by draglines from the top. At all other breaks, repairs can be affected from the inside. In severe cases a box shield made up of L.S.U.T. frame, with reinforced concrete slab roof is being constructed to take traffic, and the repairs to the tunnel proper will be carried out after the shield is completed, and when traffic is running, by I.S.R. Contractors. It is anticipated that the line will be opened to Cancello Arnone by 26th April and to the junction at Sessa Aurunca early in June.

(ii) Line 287. POZZUOLI to VILLA LITERNO.

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159 Railway Const Coy started on repair work on April 2nd.



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(iii) Line 86. TERMOLI to ORTONA.

Traffic will pass into Ortona Station on 10th April. Clearance of the tunnel south of the station, which has delayed the opening of the line so long, is now almost completed.

From 10th April until the end of the month, clearances in the tunnel will be restricted by temporary works, and operation will be exclusively by Diesel locomotives during this period.

Traffic is not anticipated to reach anything but small proportions, as the station is still under shellfire.

Work proceeds on the deviations and clearance of three further demolished tunnels North of Ortona.

(iv) Line 285. GIOIA DEL COLLE to SPINAZZOLA.

Repairs to the viaduct at Gravina were completed and the line was opened on 24th March.

(v) Line 283. CANCELLO to CODOLA.

161 Railway Const Coy completed repairs to the Palma - Codola section of this line and the line was opened to traffic on 10th March.

(vi) Line 291. CANCELLO to TORRE ANNUNZIATA.

161 Railway Const Coy completed repairs from Cancello to Marigliano on 21st March, and Marigliano Station is now in use as a B.A.D. railhead.

(C) Line Improvement and Permanent Repairs.

Steady progress is being made on the lines indicated in the February report.

When the present works at Bridges 14 and 18 on the Naples - Foggia lines are completed by No 2 Railway Bridging Section, it is intended to hand over supervision of all further permanent repair work and maintenance on this line to the American Section of the Military Railway Service.

(D) Base Development.

(i) On the 31st March, the mileage of new track construction involved was as follows:-

NEW TRACK MILEAGE.

| | Depots | Ports | Yards | Total. |
|---|---|---|---|---|
| Completed. | 28 | 5 | - | 33 |
| | 2 | 1½ | 2 | 5½ |

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(iv) Line 285. GIOIA DEL COLLE to SPINAZZOLA.

Repairs to the viaduct at Cravina were completed and the line was opened on 24th March.

(v) Line 283. CANCELLO to CODOLA.

161 Railway Const Coy completed repairs to the Palma - Codola section of this line and the line was opened to traffic on 10th March.

(vi) Line 291. CANCELLO to TORRE ANNUNZIATA.

161 Railway Const Coy completed repairs from Cancello to Marigliano on 21st March, and Marigliano Station is now in use as a D.A.D. railhead.

(C) Line Improvement and Permanent Repairs.

Steady progress is being made on the lines indicated in the February report.

When the present works at Bridges 14 and 18 on the Naples - Foggia lines are completed by No 2 Railway Bridging Section, it is intended to hand over supervision of all further permanent repair work and maintenance on this line to the American Section of the Military Railway Service.

(D) Base Development.

(i) On the 31st March, the mileage of new track construction involved was as follows:-

NEW TRACK MILEAGE.

| | Depots | Ports | Yards | Total |
|---|---|---|---|---|
| Completed. | 28 | 5 | - | 33 |
| In hand. | 2 | 1½ | 2 | 5½ |
| Authorised but not yet commenced | - | 1 | - | 1 |
| Total | 30 | 7½ | 2 | 39½ |

The above figures do not include repairs to existing sidings or work carried out by U.S. troops.



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(ii) Depot Construction.

Very little work remains to complete all present depot projects. In the heel area, depot work is complete. Further schemes are under consideration for a new Tn.S.D. in the Naples area, and for small siding facilities to a Base Salvage Depot and to a R.E.M.E. workshop also in the Naples Area.

(iii) Port facilities.

Improvements to rail facilities at Brindisi Docks have been completed, and similar work at Bari docks is due to be complete in mid-April.

Schemes for improvements at Taranto have not yet been finally approved, but will be put in hand when the work at Bari Docks is completed. See Appendix 6.

(E) A list of all works completed during March and in hand on March 31st is given at Appendix 7.

(F) Employment of Units.

(i) The main changes in unit locations during the month are given below :-

| | |
|---|---|
| 159 Railway Const Coy. | Brindisi to Naples. |
| 160 Railway Const Coy. | San Vito to Falciano. |

Arrangements are in hand for the move of H.Q., 187 M.E. (Tn) Coy R.E. from Trani to Naples as soon as suitable accommodation can be found.

(ii) Nos. 61 and 62 Tunnelling Coys (S.A.E.C.) arrived in Italy on 27th March and will proceed as soon as possible to Ortona to continue with the premanent reconstruction of the tunnels north and south of Ortona station.

(iii) Present constitution of Groups and main tasks is now as under :- (ancilliary Companies not listed).

No 1 Rly C & M Grp.

| | |
|---|---|
| 150 Rly Const Coy.<br>160 " " " | Reconstruction of line 89, AVERSA to SESSA AURUNCA. |
| 159 Rly Const Coy. | Reconstruction of line 287, Pozzuoli to Villa Literno. |
| 161 Rly Const Coy. | Depot development in Naples area. |

South African Rly Const Group.

| | |
|---|---|
| 38 Rly Const Coy (S.A.E.C.)<br>39 " " " "<br>40 " " " " | Permanent reconstruction Line 86. |

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(i) The main changes in unit locations during the month are given below :-

| | |
|---|---|
| 159 Railway Const Coy. | Brindisi to Naples. |
| 160 Railway Const Coy. | San Vito to Falciano. |

Arrangements are in hand for the move of H.Q., 167 M.E. (Tn) Coy R.E. from Trani to Naples as soon as suitable accommodation can be found.

(ii) Nos. 61 and 62 Tunnelling Coys (S.A.E.C.) arrived in Italy on 27th March and will proceed as soon as possible to Ortona to continue with the premanent reconstruction of the tunnels north and south of Ortona station.

(iii) Present constitution of Groups and main tasks is now as under :- (ancilliary Companies not listed).

No 1 Rly C & M Grp.

| | |
|---|---|
| 150 Rly Const Coy.<br>160 " " " | Reconstruction of line 89, AVERSA to SESSA AURUNCA. |
| 159 Rly Const Coy. | Reconstruction of line 287, Pozzuoli to Villa Literno. |
| 161 Rly Const Coy. | Depot development in Naples area. |

South African Rly Const Group.

| | |
|---|---|
| 38 Rly Const Coy (S.A.E.C.)<br>39 " " " "<br>40 " " " " | Permanent reconstruction Line 86. |
| 61 Tunnelling Coy "<br>62 Tunnelling Coy " | Termoli to Ortona. |

1212 Rly C & M Group.

10 Rly Const Coy. Base development, Bari, Brindisi and Taranto.

(iv) Details of Location and employment of Italian Railway Construction Companies is given at Appendix 8.

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(v) Details of labour employed is given at Appendix 9.

Dilution of labour overall is 200%.

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5. RAILWAY OPERATING & WORKSHOPS.

(A). Organisation.

(i) A gradual concentration of British Operating Units has occured during the month. The REGGIO CALABRIA Division of the Italian State Railways was transferred from the British to the American sector with effect from 1 March which enabled various detachments of 192 Rly Operating Coy R.E. to be concentrated at Taranto, 14th and 30th March. 5 Railway Mobile Workshops R.E. moved to Bari 30 March from Catanzaro. 154 Railway Op Coy RE arrived from North Africa 6 March and moved to Termoli, 13th March and is working Termoli to railhead. 2 Rly Mobile Workshop RE also moved from North Africa to Termoli arriving at its new location 14 March. Finally, the small detachment of 163 Railway Workshop Coy RE at Bari was closed 11th March.

(ii) Brigadier J.A. BELL, C.B.E., D.Tn, M.E.F. completed his investigations and returned to CAIRO 6th March. His recommendations include the addition of some 12 Officers and 25 O.Rs and the setting up of a C.M.E's section in this Directorate. These proposals are now being considered by the War Establishments Committee, and it is hoped to obtain the greater number of the extra personnel from Mid.East, including Lt.Col. W.L. TOPHAM, RE as the new A.D.Tn (C.M.E.)

(iii) As a result of discussions held here recently, it has been agreed that w.e.f. 1st April the I.S.R. will have direct charge of the operating in the Bari Division. It is hoped by this means to improve the working and increase the number of trains run in Eastern Italy.

(iv) Changes in Officer personnel that have occured during the month are shown in Appendix 2.

(B). Operating.

British Operating personnel continued to work all traffic from Termoli to railhead which was not extended during March. San Vito Di Lanciana, which was first used on 10th February, still remained the most advanced railhead.

There was a further reduction in flow of traffic to railheads in East Italy throughout the month, but a proportionate increase was shewn in cross country traffic. To meet the more intensified dock clearance from East side ports during the month the booked daily freight train service from Bari to Foggia was increased from 12 trains to 14 trains on 20th March, to 16 trains on 27th March, and it is anticipated that this figure will be increased to 19 trains in the early part of April.

Due to the severe fall of ash and cinder following the eruption of VESUVIUS 19th to 21st March the section of line in the American sphere of influence, between Naples and Salerno was closed to traffic for twenty four hours 22/23 March which resulted in all cross country traffic via Potenza being diverted through Foggia. The affected portion of the line, which in some places was covered with ash to a depth of 4" to 6" over rail level, was cleared by "bulldozer" and P.W. gangs.

The opening of the American Naples - Benevento - Foggia line

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The opening of the American Naples - Benevento - Foggia line to electric traction between Montecalvo and Cervaro on the 16th March resulted in an increased average gross load per freight train from 410 to 505 gross tons. The reduction of traffic to railhead, the eruption of Vesuvius, the increase in number of trains and the increase in maximum load of electric trains resulted in the lowest and highest daily figures yet recorded at Foggia on the 21st and 25th March when total wagons hauled were 412 and 935 respectively.



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The average daily wagons through Foggia for railheads and West-side are as under :-

| Week-ending. | MARCH 4 March. | 11th March. | 18 March | 25 Mar. |
|---|---|---|---|---|
| Foggia to Railheads. | 761 | 756 | 578 | 618 |
| Foggia to Westcoast. | 105 | 136 | 109 | 140 |
| Total - | 866 | 892 | 687 | 758 |

On the 22nd March all electric traction ceased and a daily steam service was put into operation on the privatelyowned San Severo Peschici electric railway. The steam operation of this line was subject to frequent interruptions caused by derailments in section due to the light section rail and decayed state of sleepers: so far there have been 8 such accidents.

Double line working was introduced on the 1st March between Foggia - Cervaro and Foggia avoiding line, Bivio Cervaro - Bivio Incoronata.

The hydraulic signalling system at Rignano, referred to in Progress Report No 6 was repaired and brought into operation on the 9th March which has resulted in considerable benefit to traffic working generally.

A three weekly civilian train service commenced operating on the Gioia Del Colle - Spinazzola line on the 23rd March when the Gravina bridge was opened to traffic.

On the 3rd March near Balvano on the section of line between Battipaglia and Potenza, which is under American supervision, a double headed freight train of eight loads, three brakevans, and thirty four empties came to a stand due to slipping in No 20 tunnel, resulting in the death by carbon monoxide asphyxiation of two drivers, one fireman, two train guards,and 419 civilians who were illicitly travelling on this train. All casualties were Italians. On the 6th March in the British Area, on the continuation of the line from Potenza to East Coast, a fireman of a freight train died by carbon monoxide asphyxiation in the Corva Carbotta tunnel near Campomaggiore. As a result of these accidents, diesel and oil burning locomotives were put into service on the more severe section of the line which is under American supervision and the maximum freight train loads was reduced 25% on the British Section.

Main line running times showed an improvement during the month. These figures together with statistics indicating the amount of traffic flowing, the number of trains of various types run over different sections by the month's average day are given at Appendix 10.

(c) Locomotives.

The availability of locomotives improved somewhat during

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On the 22nd March all electric traction ceased and a daily steam service was put into operation on the privately owned San Severo Peschici electric railway. The steam operation of this line was subject to frequent interruptions caused by derailments in section due to the light section rail and decayed state of sleepers: so far there have been 8 such accidents.

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(c) Locomotives.

The availability of locomotives improved somewhat during the month on the East side. This condition was assisted by the allocation of the output of Naples Shops for February and March which consisted of 13 main line and 3 shunting engines, also 7 main line engines were returned from loan on the West side. Foggia shops continued a good output of 10 service repair engines which materially assisted.

As a result of the policy of giving up the supervision of the Calabrian Division the stock of locomotives in which we are interested was considerably reduced. Appendix 11 gives the new position at the close of the month excluding the Sud Est Railway which have a further 75 engines of all types.



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From Appendix 11 it will be seen that 209 engines are available for service which cover a regular booked requirement of approximately 180 engines exclusive of late running. It should also be appreciated that the 625 class engines although classified as main line engines have a very restricted use in this capacity.

It will be seen that the number of engines under running repair at 102 is high, which is due to the rundown conditions of the engines. This should improve steadily now that Foggia shops are turning out classified service repairs on a regular basis. Further, it has been decided to lay aside 30 engines in addition to those already laid aside or waiting Main Workshops, to enable improved running repairs to be carried out on those remaining available.

Further the maintenance personnel of 192 Railway Op Coy and Nos 2 and 5 Mobile Workshops are being concentrated on running repair in preference to heavy repairs; the latter will be concentrated on Foggia. Night shifts are also being started at sheds again with the object of cutting down the high running repair figure and the number of engines required to cover the service.

Three shunting engines were transferred from Sicily during the month these being in addition to the 50 engines already transferred.

(D) Carriages & Wagons.

The repair of wagons by 163 Railway Workshop Coy at the small wagon shop at Foggia continues to be satisfactory, 400 wagons being turned out during the month. A further 480 wagons were repaired at the various wagon shops on the East side.

Recovery of wagons from damaged sidings resulted in release of a further 80 serviceable wagons leaving about 140 yet to be released.

Wagons continued to arrive ex Sicily, 157 arriving during the month.

6. TN STORES.

(A) Application has been made to A.F.H.Q. for the conversion of 196 Tn Stores Coy to a Transportation Stores Coy R.E. (North Africa) on W.E. X11/207/1 (NA/129/1) and with the personnel so released to form 2 Tn Stores Port Sections on a new W.E. This change would bring 196 Coy on to the same W.E. as 156 Coy and although the formation of the Port Sections would not increase O.R. personnel, it would produce vacancies for 2 Officers fully employed on port duties and additional M.T. and place Tn on an equal footing with other services which possess proper port sections or detachments.

(B) 1 Officer and 43 O.Rs of the 156 Coy (including 1 Fire-Fighting Section) arrived at Naples from North Africa on 14th March.

(C) All tracks in 5 T.S.D. Modugno (Bari) have been completed sufficiently for use and work is proceeding on the construction of sheds and roadways. Two new sidings have been laid at 4 T.S.S.D. Tuturano and minor alterations carried out at 3 T.S.D., S.Pietro Vernotico (Brindisi), but no further expansion is intended at these two depots.

(D) In West Italy the depots at Poggioreale and Nocera are rapidly filling and as only small areas are available for further expansion, it has become necessary to plan the establishment of a

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(C) All tracks in 5 T.S.D. Modugno (Bari) have been completed sufficiently for use and work is proceeding on the construction of sheds and roadways. Two new sidings have been laid at 4 T.S.S.D. Tuturano and minor alterations carried out at 3 T.S.D., S.Pietro Vernotico (Brindisi), but no further expansion is intended at these two depots.

(D) In West Italy the depots at Poggioreale and Nocera are rapidly filling and as only small areas are available for further expansion, it has become necessary to plan the establishment of a further depot. A suitable site has been found at Casalnuovo, approx 5½ km from the depot at Poggioreale on the line towards Cancello and this is now being surveyed.

(E) During the week following the eruption of Vesuvius on 18th March there was a heavy fall of volcanic ash over a large area and this was particularly heavy in the vicinity of Nocera Inferiore where 7 T.S.S.D. is situated. The depth of the ash was about 6 inches, increasing to several feet in the drifts. Rail movement and wagon clearance were interrupted and there was a large drop in the Italian civil labour employed in the depot due to the fact that the local

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inhabitants were busily engaged in clearing the ash from roads and the roofs of their houses, a number of which collapsed and caused fatal casualties.

(F) The first of 5 ships containing Yunnan - Burma bridging commenced to discharge at Naples on 25th March. The first ship contained approximately 2,000 tons of the total of 3,200 tons expected and the whole of this was dispatched to 6 T.S.D., Poggioreale by road, the maximum number of transporter loads received in one day being 93.

(G) The stock check of all standard bridging has been completed and the position in feet run is as follows :-

| | | |
|---|---|---|
| (i) | Complete spans. | 4752 ft. run. |
| (ii) | Spans which can be completed by transfers or fabrication if materials are found in Italy. | 2575 " " |
| (iii) | Spans deficient of components which cannot be fabricated in Italy. | 877 " " |
| | | 8204 " " |

It will thus be seen that there are approximately 2 months' supply of standard bridging immediately available for construction at the estimated maximum rate of consumption and assuming that requirements by types correspond to the proportions held in stock. This stresses the importance of the resumption of deliveries of standard bridging in May, on which there has been a recent exchange of signals. The manufacture of missing components to complete the bridges in (ii) is being investigated and requirements to complete the bridges in (iii) will be communicated to you separately.

(H) Competition for all materials of local production in Italy is intensive and considerable difficulty has been experienced in obtaining supplies of three of the most important items, viz, cement, timber and industrial gasses.

(J) Estimated and actual requirements of cement during March totalled 1,750 tons, but production, under the control of WORKS, only permitted an allocation of 1,150 tons to Tn, and this has led to the deferment of certain permanent bridge repairs which were to be carried out by the I.S.R. in the rear areas. Estimated requirements for the month of April are heavier - 450 tons in West Italy and 1,500 tons in East Italy. Actual requirements may prove to be higher and difficulty is anticipated in obtaining release of the full quantities, particularly in West Italy.

(K) The construction of concrete piers and abutments in West Italy has been on a scale not previously experienced in North Africa and demands for shuttering, combined with heavy demands for timber for conversion of barges to pontoons and by the I.S.R. and Workshop Coys for wagon repairs, have far exceeded Tn [illegible] for timber placed in North Africa were

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| | | |
|---|---|---|
| (i) | Complete spans. | 4752 ft. run. |
| (ii) | Spans which can be completed by transfers or fabrication if materials are found in Italy. | 2575 " " |
| (iii) | Spans deficient of components which cannot be fabricated in Italy. | 877 " " |
| | | 8204 " " |

It will thus be seen that there are approximately 2 months supply of standard bridging immediately available for construction at the estimated maximum rate of consumption and assuming that requirements by types correspond to the proportions held in stock. This stresses the importance of the resumption of deliveries of standard bridging in May, on which there has been a recent exchange of signals. The manufacture of missing components to complete the bridges in (ii) is being investigated and requirements to complete the bridges in (iii) will be communicated to you separately.

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(L) In the case of industrial gasses requirements during March proved to be heavily in excess of our estimate of 250 bottles of oxygen and 100 bottles of acetylene. Civil railway requirements in East Italy alone amounted to 360 bottles of oxygen, carbide being supplied for the manufacture of acetylene in the low pressure

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generators used by I.S.R. Requirements in April are expected to be much heavier and an allocation of 1,710 bottles of oxygen and 680 bottles of acetylene has been made by ORD against Tn estimate. A comprehensive estimate of industrial gases required by Tn, M.R.S. and civil railways is given in Appendix 12.

(M) Quarterly demands for 660 items totalling 1,800 tons of ORD and R.E. stores for delivery during the period July - September 1944 have been submitted to A.D.O.S., P., C.M.F. and D.W., A.F.H.Q. respectively. Similar demands for Tn and R.A.S.C. stores are in preparation. Copies of all bulk demands are now being sent to you as normal procedure.

(N) In accordance with a provision directive for C.M.F. maintenance (February 1944) issued by D.D.O.S., P., Mediterranean, the Tn demand for ORD stores is submitted in 3 parts, viz :-

Part 1 - Western Group Supply.

Part 11 - Eastern Group Supply.

Part 111 - Controlled Stores.

(O) With regard to R.A.S.C. stores, we received some time ago, an index of the Vocabulary of R.A.S.C. Marine Stores with a request to place Tn demands for such stores upon S. & T. With the exception of a few items which are clearly of R.A.S.C. supply and present no difficulty, we have been unable to order upon the information contained in the index. The descriptions are far too vague and abbreviated for ordering purposes; many of the items are of a common user character and are at present provided by ORD, and with the exception of anti-fouling and anti-corrosive paints and compounds, the responsibility for the provision of many stores of a general character assumed by S. & T. in the index does not agree with War Office Letter 3/Gen/604 (A.R.4) of 17 Nov 1943 upon Services' responsibility for provision of stores. We have taken up this matter through Tn (Br) A.F.H.Q. and as a result signal ST/885/T, March 22 was sent to TROOPERS for STI stating that as no copies of the Marines Stores Vocab. were available for Tn., Tn. had been instructed to demand on War Office direct and decision for responsibility for provision action would then be decided at War Office.

(P) Heavy demands for stores continue to be received from the Italian State Railways in East Italy. The question of the general procedure to be adopted in handling such demands was first raised with the Military Railway Service last December. It has since been ruled that the supply of stores to the I.S.R. in West Italy is a function of the 703rd Rly. Grand Division (U.S.) and in East Italy of Tn.(Br.) and the overall a function of the H.Q. M.R.S. So far as the long term aspect is concerned, D.G.M.R. has taken the matter up with the Internal Transportation Sub-Commission of the Allied Control Commission and they have accepted responsibility for supplying the civil railways with

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as normal procedure.

(N) In accordance with a provision directive for C.M.F. maintenance (February 1944) issued by D.D.O.S., P., Mediterranean, the Tn demand for ORD stores is submitted in 3 parts, viz :-

Part 1 - Western Group Supply.

Part 11 - Eastern Group Supply.

Part 111 - Controlled Stores.

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(Q) The lists received from the I.S.R. have been a hindrance rather than a help in arriving at essential requirements. Apart from the difficulty of translation, many of the descriptions are inadequate, dimensions are missing, duplications are frequent, items of a luxury character are included and the lists appear to be designed for stocking up Italian depots instead of for specific purposes. Instead of attempting to screen these demands it was therefore decided to send a workshops officer and a stores officer to survey actual requirements and stocks in the British zone of operations in East Italy. In view of the shortage of workshops and stores officers, D.Tn. G.H.Q. M.E.F. offered during his visit to loan officers for this purpose and 2 officers, Capt. A.G. Argyle and Lt. J.C. Britton, arrived in Italy on March 17 and are now undertaking this mission. In the meantime, supplies of certain essential stores such as whitemetal, carbide, industrial gases, sulphuric acid, sal - ammoniac, copper rod, boiler tubes and miscellaneous stores from the I.S.R. depot at Poggioreale are being arranged within the limits of availability.

(R) Local purchases during the month have been practically nil. Use has been made of the Local Resources Section to obtain allocations of caustic soda, sulphuric acid, cordage, steel sections and various other stores. Arrangements are also in hand to obtain firebricks and fireclay from Sardinia.

(S) Delivery of locally produced sleepers from Calabria has been relatively satisfactory, though somewhat retarded in the early part of the month due to heavy snowfalls in the mountains. 10,200 were despatched in the period. An arrangement has been made with D.D.W. whereby his N.Z. Forestry unit working in Calabria co-ordinates sleeper production, with the assistance of Tn. N.C.O.s to supervise loading, checking and despatch. Sleepers additional to balanced track requirements are being shipped from M.E. in part as flatting in M.T./Stores ships. Lack of adequate advices has caused some difficulty and it is as yet too early to offer constructive comments. Imports of sleepers over and above those required with complete track will be stopped after April, but local production, and particularly movement, have not yet reached a stage when it is possible to exclude sleepers from imports of track.

(T) The track position at the middle of March was as follows :-

| | Received | Issued | Stock |
|---|---|---|---|
| Plain line, complete (miles. | 69½ | 41 | 28½ |
| Additional sleepers (each) | 71,940 | 25,934 | 46,006 |
| Turnouts complete (each) | 465 | 271 | 194 |

7. FINANCE. (A) Railways.

The present system of separate warranting by the British and American Forces has been the subject of consideration by

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arrived in Italy on March 17 and are now undertaking this mission. In the meantime, supplies of certain essential stores such as whitemetal, carbide, industrial gases, sulphuric acid, sal - ammoniac, copper rod, boiler tubes and miscellaneous stores from the I.S.R. depot at Poggioreale are being arranged within the limits of availability.

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| Turnouts complete (each) | 465 | 271 | 194 |

7. FINANCE. (A) Railways.

The present system of separate warranting by the British and American Forces has been the subject of consideration by the Chief of Transportation (U.S.) A.A.I. (Admin Ech.) This consideration was with a view to obtaining standardisation of the two systems so that the total value of Allied Military personnel and freight conveyed, could be readily assessed in connection with any future financial adjustment by the Allied Control Commission.

The Internal Transportation Sub-Commisssion (A.C.C.) have stated that they are not responsible for :-

(i) Standardisation of procedure adopted for billing and recording British or U.S. Military traffic in Italy.

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(ii) Assessment of transportation services performed.

(iii) Any future financial adjustment in respect of (i)

Therefore, the Chief of Transportation (U.S.) has expressed the view, that, having regard to the fact that both British and American records of personnel and freight conveyed are available, no standardisation of procedure is considered necessary. It has also been stated that in the event of details of tonnages conveyed being required, these will be available, independently, at the British and American Headquarters.

It is to be noted that non-military rail traffic (e.g. A.M.G., A.C.C.,) is warranted under the British system and that tonnage records are duly maintained by this Branch.

(B) Docks.

A number of contractors bills have been passed for the purchase of stores in connection with the erection of barges, construction of slipways and maintenance of "Z" Craft.

(C) Stores.

It has now been agreed by A.D.Tn. (F) and the Assistant Financial Adviser, A.A.I. (Admin Sch.) that the schedules forwarded to the latter of stores issued to Italian co-operators be discontinued.

Notwithstanding this arrangement, this Branch will continue to maintain records of stores issued, and services rendered, to Italian co-operators, or for incorporation in Italian works. In this manner all relevant information will be readily available when it is required for any eventual financial adjustment.

Financial arrangements have been concluded in respect of supplies from Italian contractors of the following:-

(i) Railway Sleepers.

(ii) Ballast for Railway Construction Works.
(Supplied from East side sources)

(D) Construction.

Considerable quantities of ballast continue to be used from existing sources on the West side for which payment is being made.

Completion reports continue to be received in respect of completed railway works and the costing of these is in full progress.

(F) Statistics.

Railway (Passenger and Freight) and Port Working Statistics for the whole of Italy are shewn in Appendices 13 to 17.

(G) General.

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Completion reports continue to be received in respect of completed railway works and the costing of these is in full progress.

(F) Statistics.

Railway (Passenger and Freight) and Port Working Statistics for the whole of Italy are shewn in Appendices 13 to 17.

(G) General.

The Finance Section at No 2 District ceased to exist as from 29 February 44, as a result of which, all transportation financial matters for the whole of Italy are now being handled by the Finance Branch at this H.Q.

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

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APPENDIX 1.

Sheet 1.

## LOCATION STATEMENT.

TN. UNITS. C.M.F.

31 MARCH 1944.

| UNIT | LOCATION | REMARKS |
|---|---|---|
| H.Q. No.1 Docks Group,R.E. | Brindisi. | Dets, Taranto. Gallipoli. |
| 990 Port Maintenance Coy.R.E. | Brindisi | Det, Taranto. |
| 992 Docks Operating Coy.R.E. | Brindisi | |
| 993 Docks Operating Coy.R.E. | Brindisi | Det, Syracuse. |
| 1010 Docks Operating Coy.R.E. | Taranto | |
| 1015 Docks Operating Coy.R.E. | Taranto | |
| 1023 Docks Operating Coy.R.E. | Brindisi | Det, Otranto. |
| 1027 Docks Operating Coy.R.E. | Brindisi | |
| 947 I.W.T.(Port) Operating Coy.RE. | Brindisi | Det, Taranto. |
| H.Q. No.5 Docks Group,R.E. | Bari | Det, Barletta. |
| 991 Docks Operating Coy.R.E. | Bari | |
| 994 Docks Operating Coy.R.E. | Bari | |
| 997 Docks Operating Coy.R.E. | Bari | Det, attached 5 Army. |
| 1007 Docks Operating Coy.R.E. | Bari | Det, Monopoli. |
| 1014 Docks Operating Coy.R.E. | Bari | Det, attached 5 Army. |
| 1017 Docks Operating Coy.R.E. | Bari | Dets, Mola di Bari Molfetta. |
| 1021 Docks Operating Coy.R.E. | Bari | |
| 1064 Docks Operating Coy.R.E. | Barletta | |
| 1041 Port Operating Coy.R.E. | Bari | |
| 945 I.W.T.(Port) Operating Coy.RE. | Bari | Det, En route to Bari |
| 1019 Port Maintenance Coy.R.E. | Bari | Det, Barletta. |
| 1065 I.W.T.Workshop Coy.R.E. | Molfetta | Dets, Mola di Bari Brindisi |
| 208 ) 209 ) Indian "Z" Craft Op.Coy,I.E. | Bari | Det, Naples. |
| ATTACHED. | | |
| 1222/3 Shipworking Sections,R.E. | Bari | |
| 1224/5 Shipworking Sections,R.E. | Bari | |

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| UNIT | LOCATION | REMARKS |
|---|---|---|
| H.Q. No.1 Docks Group,R.E. | Brindisi. | Dets, Taranto. Gallipoli. |
| 990 Port Maintenance Coy.R.E. | Brindisi | Det, Taranto. |
| 992 Docks Operating Coy.R.E. | Brindisi | |
| 993 Docks Operating Coy.R.E. | Brindisi | Det, Syracuse. |
| 1010 Docks Operating Coy.R.E. | Taranto | |
| 1015 Docks Operating Coy.R.E. | Taranto | |
| 1023 Docks Operating Coy.R.E. | Brindisi | Det, Otranto. |
| 1027 Docks Operating Coy.R.E. | Brindisi | |
| 947 I.W.T.(Port) Operating Coy.RE. | Brindisi | Det, Taranto. |
| H.Q. No.5 Docks Group,R.E. | Bari | Det, Barletta. |
| 991 Docks Operating Coy.R.E. | Bari | |
| 994 Docks Operating Coy.R.E. | Bari | |
| 997 Docks Operating Coy.R.E. | Bari | Det, attached 5 Army. |
| 1007 Docks Operating Coy.R.E. | Bari | Det, Monopoli. |
| 1014 Docks Operating Coy.R.E. | Bari | Det, attached 5 Army. |
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| 1021 Docks Operating Coy.R.E. | Bari | |
| 1064 Docks Operating Coy.R.E. | Barletta | |
| 1041 Port Operating Coy.R.E. | Bari | |
| 945 I.W.T.(Port) Operating Coy.RE. | Bari | Det, En route to Bari |
| 1019 Port Maintenance Coy.R.E. | Bari | Det, Barletta. |
| 1065 I.W.T.Workshop Coy.R.E. | Molfetta | Dets, Mola di Bari Brindisi |
| 208 ) 209 ) Indian "Z" Craft Op.Coy,I.E. | Bari | Det, Naples. |
| ATTACHED. | | |
| 1222/3 Shipworking Sections,R.E. | Bari | |
| 1224/5 Shipworking Sections,R.E. | Bari | |
| H.Q.No.3 Port Const & Repair Gp.R.E. | Bari | |
| 932 Port Const & Repair Coy.R.E. | Bari | Det, Taranto |
| 975 Port Repair Ship,R.E. | Brindisi | |
| 41 Harbour Const Coy,S.A.E.C. | Bari | Det, Brindisi |



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APPENDIX 1.
Sheet 2.

LOCATION STATEMENT.

TN. UNITS. C.M.F.

31 MARCH, 1944.

| Unit. | Location. | Remarks. |
|---|---|---|
| HQ No.1 Railway Constn & Mtnce Gp RE. | Naples. | |
| 150 Railway Construction Coy. R.E. | Naples. | Det. Villa Literno. |
| 159 Railway Construction Coy. R.E. | Moving to Giugliano. | |
| 160 Railway Construction Coy. R.E. | Falciano. | Det. Piedimonte. |
| 161 Railway Construction Coy. R.E. | Casalnuovo. | Dets. Pontecagnano, Vedesca, Marigliano, Casoria. |
| 167 Railway Brdg Coy. R.E. 1 Section. | Naples. | Det. Apice. |
| 29 Railway Survey Coy.RE. 2 Section. | Naples. | |
| 46 M.E. (Tn) Section, R.E. | Naples. | |
| HQ No.3 Railway Tele. Coy. R. Sigs. | Naples. | |
| 42 Railway Line Mtnce Sect. R.Sigs. | Villa Literno. | |
| 76 Railway Tele. Optg.Sect.R.Sigs. | Naples. | Dets. Bari, Foggia. |
| HQ 1212 Railway Constn & Mtnce Gp RE. | Torre Pelazze. | |
| 10 Railway Construction Coy. R.E. | Torre Peloza. | Dets. Brindisi, Taranto. |
| 29 Railway Survey Coy. R.E. | Torre A Mare. | |
| No. 1 Section. | Mesagne. | Near Brindisi. |
| No. 2 Section. | Cozza. | Near Bari. |
| 167 Railway Brdg Coy.RE. 2 Section. | Ripalta. | |
| 45 M.E. (Tn) Section. M.E. | Bari. | |
| 187 M.E. (Tn) Coy. R.E. | Trani. | |
| HQ. No.2 Railway Tele. Coy. R.Sigs. | Vasto. | |
| 21 Railway Line Mtnce Sec. R.Sigs. | San Severo. | Dets. Bari, Barletta, Foggia, Ripalta, Termoli. |
| 22 Railway Line Mtnce Sec. R.Sigs. | Vasto. | Dets. Lebba, Fossacesia, Torino di Sangro. |
| 72 Railway Tele. Optg. Sec. R.Sigs. | Foggia. | Dets. Taranto, Fossacesia, Brindisi, Bari, Vasto, Termoli. |
| HQ. Railway Construction Engineer(SAEC) | Fossacesia. | |
| 38 Railway Construction Coy. SAEC. | Ortona. | |
| 39 Railway Construction Coy. SAEC. | Fossacesia. | |
| 40 Railway Construction Coy. SAEC. | Torino di Sangro. | |
| HQ Tw Railway Group. SAEC. | Fossacesia. | |

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| | | | |
|---|---|---|---|
| 150 Railway Construction Coy. R.E. | Naples. | Det. | Villa Literno. |
| 159 Railway Construction Coy. R.E. | Moving to Giugliano. | | |
| 160 Railway Construction Coy. R.E. | Falciano. | Det. | Piedimonte. |
| 161 Railway Construction Coy. R.E. | Casalnuovo. | Dets. | Pontecagnano, Vadosca, Marigliano, Casoria. |
| 167 Railway Brdg Coy. R.E. 1 Section. | Naples. | Det. | Apice. |
| 29 Railway Survey Coy.RE. 2 Section. | Naples. | | |
| 46 M.E. (Tn) Section, R.E. | Naples. | | |
| HQ No.3 Railway Tele. Coy. R. Sigs. | Naples. | | |
| 42 Railway Line Mtnce Sect. R.Sigs. | Villa Literno. | | |
| 76 Railway Tele. Optg.Sect.R.Sigs. | Naples. | Dets. | Bari, Foggia. |
| HQ 1212 Railway Constn & Mtnce Co RE. | Torre Pelaza. | | |
| 10 Railway Construction Coy. R.E. | Torre Peloza. | Dets. | Brindisi, Taranto. |
| 29 Railway Survey Coy. R.E. | Torre A.Mare. | | |
| No. 1 Section. | Mesagne. | Near | Brindisi. |
| No. 2 Section. | Cozze. | Near | Bari. |
| 167 Railway Brdg Coy.RE. 2 Section. | Ripalta. | | |
| 45 M.E. (Tn) Section. R.E. | Bari. | | |
| 187 M.E. (Tn) Coy. R.E. | Trani. | | |
| HQ. No.2 Railway Tele. Coy. R.Sigs. | Vasto. | | |
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| 72 Railway Tele. Optg. Sec. R.Sigs. | Foggia. | Dets. | Taranto, Fossacesia, Brindisi, Bari, Vasto, Termoli. |
| HQ. Railway Construction Engineer(SAEC) | Fossacesia. | | |
| 38 Railway Construction Coy. SAEC. | Ortona. | | |
| 39 Railway Construction Coy. SAEC. | Fossacesia. | | |
| 40 Railway Construction Coy. SAEC. | Torino di Sangro. | | |
| HQ Tunnelling Group. SAEC. | Fossacesia. | | |
| 61 Tunnelling Coy. SAEC. | Ortona. | | |
| 62 Tunnelling Coy. SAEC. | Ortona. | | |
| HQ No. 2 Railway Operating Group.R.E. | Foggia. | | |
| 154 Railway Operating Coy. R.E. | Termoli. | Dets. | Istonia, Fossacesia. |
| 190 Railway Operating Coy. R.E. | Foggia. | Det. | Barletta. |
| 2 Railway Mobile Workshop, R.E. | Termoli. | | |



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APPENDIX 1.
Sheet 3.

LOCATION STATEMENT.

TN. UNITS. C.M.F.

31 MARCH 1944.

| Unit. | Location. | Remarks. |
|---|---|---|
| HQ No. 6 Railway Operating Group. RE. | Bari. | |
| 153 Railway Operating Coy. R.E. | Bari. | Det. Brindisi. |
| 192 Railway Operating Coy. R.E. | Taranto. | Det. Potenza. |
| 5 Railway Mobile Workshops, R.E. | Bari. | |
| Workshops. | | |
| 163 Railway Workshops Coy. R.E. | Foggia. | |
| HQ No. 3 Transportation Stores Co. R.E. | Naples. | |
| 3 Tn. S.D. - 196 Tn. Stores Coy. R.E. Detachment. | San Pietro Vernotico. Tuturano. | Nr. Brindisi. |
| 5 Tn. S.D. - 196 Tn. Stores Coy. R.E. | Modugno. | Near Bari. |
| 6 Tn. S.D. - 156 Tn. Stores Coy. R.E. | Naples. | |
| 24 Tn. Stores Sec. R.E. | | |

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| | | | |
|---|---|---|---|
| HQ No. 6 Railway Operating Group, RE. | Bari. | | |
| 153 Railway Operating Coy. R.E. | Bari. | Det. | Brindisi. |
| 192 Railway Operating Coy. R.E. | Taranto. | Det. | Potenza. |
| 5 Railway Mobile Workshops, R.E. | Bari. | | |
| **Workshops.** | | | |
| 163 Railway Workshops Coy. R.E. | Foggia. | | |
| HQ No.3 Transportation Stores Gp.R.E. | Naples. | | |
| 3 Tn.S.D. - 196 Tn. Stores Coy. R.E. Detachment. | San Pietro Vernotico. Nr. Brindisi. Tuturano. | | |
| 5 Tn.S.D. - 196 Tn. Stores Coy. R.E. | Modugno. | Near Bari. | |
| 6 Tn.S.D. - 156 Tn. Stores Coy. R.E. } 24 Tn. Stores Sec. R.E. } | Naples. | | |



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APPENDIX 2.
Sheet 1.

ADMINISTRATION.

1. RE-ORGANISATION OF TN. DETACHMENTS.

(a) The formation of 1065 I.W.T. Workshop Coy. R.E. by the fusion of the detachments of 1000 and 1005 Docks Maintenance Coys. is completed.

(b) "A" Docks Operating Company formed from 1055 Stevadore Bn. has been allotted the title 1055 Docks Operating Coy.

(c) "B" Docks Operating Coy. formed from 2031 Mauritian Pioneer Coy. has been allotted the title 1064 Docks Operating Coy.

2. REVISION OF ESTABLISHMENTS.

(a) "Z" Craft Operating Coys. Cross postings between 208 "Z" Craft Operating Coy. Middle East, and 209 "Z" Craft Operating Coy. C.M.F. have been completed with the final result that there is a detachment of 208 Coy. and the whole of 209 Coy. in C.M.F.

A new W.E. amalgamating this detachment and Coy. is being prepared for submission to the War Establishments Committee. This will enable Mideast to strike "Det 208 Coy. in C.M.F." off their books and allow them to make up 208 Coy. to strength in Mideast. This plan has been agreed to by Mideast.

(b) Increment to Railway Operating Groups R.E. (Italy).

The existing system of control of operation of the Italian State Railways in Eastern Italy by British personnel under two H.Q. Railway Operating Groups R.E. is considered by D.G.M.R.S. to give insufficient control.

The need for the establishment of the Divisional system has been approved in principle by C.A.O.,H.Q., A.A.I.

The W.E. for a Railway Operating Group H.Q. is inadequate for it to function on the Divisional system in a Supervisory capacity over a railway area three or four times larger than that for which it is constituted, and in order to implement this system it is proposed to form a pool of qualified personnel which will supplement the existing Railway Operating Groups in Italy and so enable two Divisional Areas to be formed.

This pool will be known as an "Increment to Railway Operating Groups R.E. (Italy)", and will be used by attaching personnel from it to the various Railway Operating Groups as needs dictate.

A copy of the report by Brigadier J.A. Bell, D.Tn., G.H.Q. Middle East, " Requirements of Transportation Officers and Other Ranks in C.M.F." dated 3.3.44 has been sent separately to the War Office.

(c) Amendment to W.E. IV/19/2 dated 26 Jan 43 - H.Q. - Transportation Stores Group R.E.

When the Establishment of a Tn. Stores Group was originally drawn up, there was very little data available concerning the duties of a Group In the Field.

It is clear from experience in this theatre, that the Group Commander in the performance of his duties must spend a large proportion of his time

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(a) "Z" Craft Operating Coys. Cross postings between 208 "Z" Craft Operating Coy. Middle East, and 209 "Z" Craft Operating Coy. C.M.F. have been completed with the final result that there is a detachment of 208 Coy. and the whole of 209 Coy. in C.M.F.

A new W.E. amalgamating this detachment and Coy. is being prepared for submission to the War Establishments Committee. This will enable Mideast to strike "Det 208 Coy. in C.M.F." off their books and allow them to make up 208 Coy. to strength in Mideast. This plan has been agreed to by Mideast.

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This pool will be known as an "Increment to Railway Operating Groups R.E. (Italy)", and will be used by attaching personnel from it to the various Railway Operating Groups as needs dictate.

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(c) Amendment to W.E. IV/19/2 dated 26 Jan 43 - H.Q. - Transportation Stores Group R.E.

When the Establishment of a Tn. Stores Group was originally drawn up, there was very little data available concerning the duties of a Group In the Field.

It is clear from experience in this theatre, that the Group Commander in the performance of his duties must spend a large proportion of his time visiting Depots and Companies.

During the absence of the C.O. the work at Group H.Q. requires the continuous attention of an Officer experienced in Depot working, and is of the order of work performed in a H.Q. by a Staff Captain.

As this Officer is the only other in the H.Q. Group, he has to act on his own initiative, issuing instructions to Depots.

He should for this reason carry rank at least equal to that of a 2 i/c Stores Depot, who is a Captain.

It is therefore considered that the rank of the Junior Officer in the H.Q. Group should be upgraded from Subaltern to Captain.

.....115 Formation of Italian Units.

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3. PROGRESS OF ITALIAN UNITS.

(a) Railway Construction Coys.

The total strength of the 2nd Italian Railway Engineering Group including the Headquarters is now :-

70 Officers and 1636 Other Ranks.

This shews a slight increase in strength during the month ( 1 Officer and 160 O.R.s ). A certain amount of weeding out of the less fit and older men has been done. This should result in a better ratio of working numbers to total strength. Working parties average 51% of the unit strength.

The increase of 750 men mentioned in the February Report has not taken place as D.G.M.R.'s policy is to accept only men with some construction experience. These are not in the Army but can be found from civilian sources if uniform and equipment can be provided. M.M.I.A. have been asked to provide these.

7 out of the 9 existing companies have been employed by Tn. (British), one Bn. on the East Coast and one Bn. plus one Coy. on the West.

(b) Docks Operating Coys.

Four Docks Operating Coys have been formed and training has begun. The personnel are being found from units which have for some time been employed on port clearance. Two Companies have now been handed over completely to Tn., but Labour is holding the other two pending their replacement by Naval personnel. In the meantime, by arrangement with the Pioneer Group Commander, training of certain selected personnel has begun.

The Companies have been given numbers as follows :-

921 Reparto Portuale - Located at Brindisi.
922 " " " " "
923 " " " " Taranto.
924 " " " " "

Each Reparto is organised as a two Company Bn. as this suits the Italian organisation. The strength of each Reparto is 8 Officers and 386 O.R.s

At Taranto a damaged ship has been placed at our disposal and is most useful for training winchmen.

When all four units have been placed at Tn. disposal, it is intended to send one from Brindisi to Bari.

(c) I.W.T. Port Operating Coys.

Orders have been issued for the formation of two I.W.T. Companies and the formation of the first of these is expected early in April.

It has been decided not to press for the formation of Port Maintenance Coys or P.O.W. R. Coys, but to engage as many civil tradesmen as possible to work under the supervision of British Units.

4. BUILD UP OF UNITS.

The following units are expected in Italy :-

| Unit. | Strength. | Present Location. | Destination. | Remarks. |
|---|---|---|---|---|

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been asked to provide these.

7 out of the 9 existing companies have been employed by Tn. (British), one Bn. on the East Coast and one Bn. plus one Coy. on the West.

(b) Docks Operating Coys.

Four Docks Operating Coys have been formed and training has begun. The personnel are being found from units which have for some time been employed on port clearance. Two Companies have now been handed over completely to Tn., but Labour is holding the other two pending their replacement by Naval personnel. In the meantime, by arrangement with the Pioneer Group Commander, training of certain selected personnel has begun.

The Companies have been given numbers as follows :-

921 Reparto Portuale - Located at Brindisi.
922 " " " " "
923 " " " " Taranto.
924 " " " " "

Each Reparto is organised as a two Company Bn. as this suits the Italian organisation. The strength of each Reparto is 8 Officers and 386 O.R.s

At Taranto a damaged ship has been placed at our disposal and is most useful for training winchmen.

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Orders have been issued for the formation of two I.W.T. Companies and the formation of the first of these is expected early in April.

It has been decided not to press for the formation of Port Maintenance Coys or P.C. R. Coys, but to engage as many civil tradesmen as possible to work under the supervision of British Units.

4. BUILD UP OF UNITS.

The following units are expected in Italy :-

| Unit. | Strength. | Present Location. | Destination. | Remarks. |
|---|---|---|---|---|
| One Section | | | | |
| 945 I.W.T. Port Op Coy | 70 | N.A. | BARI | Sailing 28 Mar |
| 156 Tn Stores Coy. Bal. | 71 | N.A. | NAPLES | To move when 2 TSD closes. |
| 1 Rly. Op. Group. | 27 | N.A. | HEEL | |
| 2 Secs 189 Rly Op Coy. | 100 | N.A. | HEEL | Bal. available end April. |
| Bal 189 Rly Op Coy. | 254 | N.A. | HEEL | ETA May. |
| 9276 FF Sec. | 7 | N.A. | BARLETTA | For 1064 D.O. Coy. |

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5. CHANGES IN OFFICER PERSONNEL.

A. Tn. Organisation & Administration.

| | | | | |
|---|---|---|---|---|
| Brig. | R.D. | Waghorn. | D.Tn. | Arrived ex U.K. 24.3.44. |

B. Railway Operating.

| | | | | |
|---|---|---|---|---|
| Capt. | R.G. | Wilson. | Adjt. No.2 Rly Optg Gp. | S/Capt.(Tn) w.e.f. 20.3.44. |
| Capt. | I.M. | Loder. | 153 Rly Op Coy. | Adjt.No.2 Rly Optg Gp.RE w.e.f. 20.3.44. |
| Lieut. | J.H.F. | Mance. | ex Middle East. | Capt. 153 Rly Optg.Coy. w.e.f. 20.3.44. |
| Capt. | W.J.H. | Stanier. | 192 Rly Op Coy. | 154 Rly Op Coy w.e.f. 26.3.44. |
| Capt. | J.W. | Cooper. | 154 Rly Op Coy. | 192 Rly Op Coy w.e.f. 26.3.44. |
| Lieut. | F.G. | Carter. | Supernumary. | 190 Rly Op Coy w.e.f. 22.3.44. |
| Lieut. | R.G. | Smith. | Supernumary. | 153 Rly Op Coy w.e.f. 22.3.44. |
| Lieut. | T.L.J. | Tritton. | Supernumary. | 192 Rly Op Coy. w.e.f. 22.3.44. |

C. Railway Construction.

| | | | | |
|---|---|---|---|---|
| Capt. | C. | Williams. | S/Capt.(Tn). | DAD.Tn.(Rly Constn) with Acting Rank of Major vice Maj. A.W.McMurdo w.e.f. 3.2.44. |
| Major. | A.E. | McMurdo. | DAD.Tn(Rly Constn.) | 2 i/c No.1 Rly C & M Group, w.e.f. 3.2.44. |
| Capt. | D. | Grewar. | O.C.,M.E. Rly Brdg School. | O.C.,No.2 Section, 167 Rly Brdg Coy vice Capt. J.C. Moncrieff w.e.f. 30.3.44. |
| Lieut. | C.S. | Riffen. | 187 M.E.(Tn) Coy.R.E. | 2 i/c 187 M.E.(Tn) Coy R.E. with Acting Rank of Captain w.e.f. 3.3.44 vice Capt. C.E. Fortescue. |
| Lieut. | J.A.F. | Moore. | No.1 Rly C.& M.Group,R.E. | 161 Railway Con Coy vice Lieut. K.J.Pitkin w.e.f. 27.3.44. |
| Lieut. | A.D. | Littleboy. | No.1212 Rly C. & M.Group,R.E. | 187 M.E.(Tn) Coy.R.E. filling vacancy for a Subaltern. |
| Capt. | C.E. | Fortescue. | 2 i/c 187 M.E. (Tn) Coy.R.E. | Evacuated from Theatre subsequent to hospital admission. |
| Capt. | J.C. | Moncrieff. | O.C.,No.2 Sect. 167 Rly Brdg Coy. | Departed for U.K. 30.3.44. |
| Lieut. | K.J. | Pitkin. | 161 Rly Con Coy. | Departed for U.K. 27.3.44. |

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| | | | | | |
|---|---|---|---|---|---|
| | | | | Rly Optg Gp. | |
| Capt. | L.M. | Loder. | | 153 Rly Op Coy. | Adjt. No. 2 Rly Optg Gp. RE w.e.f. 20.3.44. |
| Lieut. | J.H.F. | Menco | | ex Middle East. | Capt. 153 Rly Optg. Coy. w.e.f. 20.3.44. |
| Capt. | W.J.H. | Stanier. | | 192 Rly Op Coy. | 154 Rly Op Coy wef 26.3.44. |
| Capt. | J.W. | Cooper. | | 154 Rly Op Coy. | 192 Rly Op Coy w.e.f. 26.3.44. |
| Lieut. | F.G. | Carter. | | Supernumary. | 190 Rly Op Coy w.e.f. 22.3.44. |
| Lieut. | R.G. | Smith. | | Supernumary. | 153 Rly Op Coy w.e.f. 22.3.44. |
| Lieut. | T.L.J. | Tritton. | | Supernumary. | 192 Rly Op Coy. w.e.f. 22.3.44. |

C. Railway Construction.

| | | | | |
|---|---|---|---|---|
| Capt. | C. | Williams. | S/Capt.(Tn). | DAD.Tn.(Rly Constn) with Acting Rank of Major vice Maj. A.W.McMurdo w.e.f. 3.2.44. |
| Major. | A.E. | McMurdo. | DAD.Tn(Rly Constn.) | 2 i/c No. 1 Rly C & M Group, w.e.f. 3.2.44. |
| Capt. | D. | Grewar. | O.C., M.E. Rly Brdg School. | O.C., No. 2 Section, 167 Rly Brdg Coy vice Capt. J.C. Moncrieff w.e.f. 30.3.44. |
| Lieut. | C.S. | Wiffen. | 187 M.E.(Tn) Coy. R.E. | 2 i/c 187 M.E.(Tn) Coy R.E. with Acting Rank of Captain w.e.f. 3.3.44 vice Capt. C.E. Fortescue. |
| Lieut. | J.A.F. | Moore. | No. 1 Rly C.& M.Group, R.E. | 161 Railway Con Coy vice Lieut. K.J.Pitkin w.e.f. 27.3.44. |
| Lieut. | A.D. | Littleboy. | No. 1212 Rly C. & M.Group, R.E. | 187 M.E.(Tn) Coy. R.E. filling vacancy for a Subaltern. |
| Capt. | C.E. | Fortescue. | 2 i/c 187 M.E. (Tn) Coy. R.E. | Evacuated from Theatre subsequent to hospital admission. |
| Capt. | J.C. | Moncrieff. | C.C., No. 2 Sect. 167 Rly Brdg Coy. | Departed for U.K. 30.3.44. |
| Lieut. | K.J. | Pitkin. | 161 Rly Con Coy. | Departed for U.K. 27.3.44. |

/D. Docks.



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D. Docks.

HQ 5 Docks Group.R.E.

| | | | | |
|---|---|---|---|---|
| Capt. | | Tyuclove. | 1017 Dock Op Coy. | Struck off strength of units w.e.f. 4 Mar 44 on departure for U.K. |
| Lieut. | M. | Taylor. | 1021 Dock Op Coy. | |
| Lieut. | C.F. | Wright. | 1000 Dock Mtnce Coy. | |
| Capt. | G.A. | Scott. | 1007 Dock Op Coy. | Promoted Major w.e.f. 9.2.44. |
| Lieut. | A.G. | Ley. | 1007 Dock Op Coy. | Promoted Captain w.e.f. 9.2.44. |
| Capt. | G.S. | Barnes. | S/Capt.(Tn). | 1065 IWT Workshop Coy and promoted Major w.e.f. 20.1.44. |
| Lieut. | C.G. | Lane. | 1014 Dock Op Coy. | 1030 Dock Op Coy and promoted Captain w.e.f. 11.3.44. |
| Lieut. | F.D. | Roose. | 1017 Dock Op Coy. | Regranted Temp Rank of Capt. w.e.f. 17.3.44. |
| Lieut. | T.L. | Crosland. | 7 Docks Gp. | Posted to 5 Docks Group w.e.f. 2.3.44 and thence to 1021 Dock Optg Coy w.e.f. 7.3.44. |
| Lieut. | H.S. | Williams. | 7 Docks Grp. | Posted to 5 Docks Group w.e.f. 2.3.44 and thence to 1017 Dock Optg Coy w.e.f. 17.3.44. |
| Lieut. | P. | Foster. | 945 IWT(Port) Optg Coy. | Rejoined Unit from North Africa. |
| Lieut. | F.D. | Roose. | 7 Docks Gp. | Posted to 5 Docks Group w.e.f. 2.3.44 and thence to 1017 Dock Optg Coy w.e.f. 17.3.44. |
| 2/Lieut. | V.E. | Shaw. | Reinforcement Officers. | 1021 Dock Op Coy w.e.f. 21.3.44 |
| 2/Lieut. | S.L. | Gadge. | | 1017 Dock Op Coy w.e.f. 21.3.44 |
| 2/Lieut. | R.E. | Green. | | 994 Dock Op Coy w.e.f. 21.3.44 |
| Lieut. | A.E. | Lodge. | | 1007 Dock Op Coy w.e.f. 21.3.44 |
| Lieut. | R.W. | Smith. | | 1041 Port Op Coy w.e.f. 21.3.44 |
| Lieut. | H. | Hardy. | | 1065 IWT Workshop Coy w.e.f. 21.3.44. |
| Lieut. | E. | Hunkin. | 1007 Dock Op Coy. | Posted to 5 Dock Group w.e.f. 24.3.44. |
| 2/Lieut. | G.W. | Gee. | Reinforcement Officer. | Posted to 997 Dock Op Coy w.e.f. 18.3.44. |

HQ 1 Docks Group.R.E.

| | | | | |
|---|---|---|---|---|
| Lieut. | S.D. | Concha. | | Reposted to 990 Port Mtnce Coy ex hospital and regranted temp Rank of Captain w.e.f. 18.3.44 |
| Capt. | R.C. | Pakes. | 990 Port Mtnce Coy. | Reverts to W.S. Rank of Lieut w.e.f. 18.3.44. |
| Lieut. | E.W. | Tonge. | 1027 Dock Op Coy. | 1061 Italian PCW Coy w.e.f. 22.3.44. |
| [illegible] | | [illegible] | 990 Port Mtnce | Posted to 1 Docks Group w.e.f. |

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| | | | | |
|---|---|---|---|---|
| | | | Mtnce Coy. | |
| Capt. | G.A. | Scott. | 1007 Dock Op Coy. | Promoted Major w.e.f. 9.2.44. |
| Lieut. | A.G. | Ley. | 1007 Dock Op Coy. | Promoted Captain w.e.f. 9.2.44. |
| Capt. | G.S. | Barnes. | S/Capt.(Tn). | 1065 IWT Workshop Coy and promoted Major w.e.f. 20.1.44. |
| Lieut. | C.G. | Lane. | 1014 Dock Op Coy. | 1030 Dock Op Coy and promoted Captain w.e.f. 11.3.44. |
| Lieut. | F.D. | Roose. | 1017 Dock Op Coy. | Regranted Temp Rank of Capt. w.e.f. 17.3.44. |
| Lieut. | T.L. | Crosland. | 7 Docks Gp. | Posted to 5 Docks Group w.e.f. 2.3.44 and thence to 1021 Dock Optg Coy w.e.f. 7.3.44. |
| Lieut, | H.S. | Williams. | 7 Docks Grp. | Posted to 5 Docks Group w.e.f. 2.3.44 and thence to 1017 Dock Optg Coy w.e.f. 14.3.44. |
| Lieut. | P. | Foster. | 945 IWT(Port) Optg Coy. | Rejoined Unit from North Africa. |
| Lieut. | F.D. | Roose. | 7 Docks Gp. | Posted to 5 Docks Group w.e.f. 2.3.44 and thence to 1017 Dock Optg Coy w.e.f. 17.3.44. |
| 2/Lieut. | V.E. | Shaw. | Reinforcement Officers. | 1021 Dock Op Coy w.e.f. 21.3.44 |
| 2/Lieut. | S.L. | Gedge. | | 1017 Dock Op Coy w.e.f. 21.3.44 |
| 2/Lieut. | R.F. | Green. | | 994 Dock Op Coy w.e.f. 21.3.44 |
| Lieut. | A.E. | Lodge. | | 1007 Dock Op Coy w.e.f. 21.3.44 |
| Lieut. | R.W. | Smith. | | 1041 Port Op Coy w.e.f. 21.3.44 |
| Lieut. | H. | Hardy. | | 1065 IWT Workshop Coy w.e.f. 21.3.44. |
| Lieut. | E. | Hunkin. | 1007 Dock Op Coy. | Posted to 5 Dock Group w.e.f. 24.3.44. |
| 2/Lieut. | G.W. | Gee. | Reinforcement Officer. | Posted to 997 Dock Op Coy w.e.f. 18.3.44. |

HQ 1 Docks Group.R.E.

| | | | | |
|---|---|---|---|---|
| Lieut. | S.D. | Concha. | | Reposted to 990 Port Mtnce Coy ex hospital and regranted temp Rank of Captain w.e.f. 18.3.44 |
| Capt. | R.C. | Pakes. | 990 Port Mtnce Coy. | Reverts to W.S. Rank of Lieut w.e.f. 18.3.44. |
| Lieut. | E.W. | Tonge. | 1027 Dock Op Coy. | 1061 Italian PCW Coy w.e.f. 22.3.44. |
| Lieut. | R. | Carmichael. | 990 Port Mtnce Coy. | Posted to 1 Docks Group w.e.f. 17.3.44 |
| 2/Lieut. | S.D.J. | Thacker. | Reinforcement Officer. | Posted to 1 Docks Group and attached 1023 Docks Op Coy w.e.f. 17.3.44 |
| Capt. | J.A. | Dugan. | Att.990 Port Mtnce Coy. | C.T.D. attached 1010 Docks Op Coy w.e.f. 15.3.44 |



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D. Docks (Continued).

HQ No.3 Port Construction and Repair Group, R.E.

| | | | | |
|---|---|---|---|---|
| Major | J.K. | Middleton. | 932 Port Con & Rep Coy. | Posted to 3 Port Con & Repair Gp w.e.f. 14.10.43 retaining temp. rank of Major. |
| Major | A. | Sewell. | 3 Port Con & Repair Gp. | Posted to 932 Port Con & Repair Coy w.e.f. 14.10.43 retaining temp. rank pf Major. |
| Lieut. | C.W. | Pike. | Reinforcement Officer. | Attached 3 Port Con & Repair Gp w.e.f. 25.3.44. |

E. Stores.

No Change.

F. Finance.

| | | | | |
|---|---|---|---|---|
| Major | E.R. | Gooding. | D.A.D.Tn. | Departed for U.K. 30.3.44. |

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| | | | | |
|---|---|---|---|---|
| | Major. | | | |
| Lieut. | C.W. | Pike. | Reinforcement Officer. | Attached 3 Port Con & Repair Gp w.e.f. 25.3.44. |

E. Stores.

No Change.

F. Finance.

| | | | | |
|---|---|---|---|---|
| Major | E.R. | Gooding. | D.D.Tn. | Departed for U.K. 30.3.44. |



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APPENDIX 3.

ADDITIONS TO PORT FACILITIES.

Taranto

1.(b) Floating Equipment

Craft

1 "Z" Craft

1.(c) Cranes

1 x 6½ tons R & R. (CHC 99)

Brindisi

2.(b) Floating Equipment

2 C.T. Pkts and 4 Minor Barges
2 R.C.L. in use

2.(c) Cranes

| | | |
|---|---|---|
| 1 x 10 tons R & R. | | |
| 1 Jones | (now 3 on hand) | |
| 1 Hyster wheeled | " 6 " | " |
| 3 Clark Car Loaders | " 6 " | " |

Bari

3.(b) Floating Equipment

Now 19 Minor in use
2 R.C.L. in use

3.(c) Shore Cranes

1 x 3 tons Morton Portal
3 x 1 ton Stanhay
3 Clark Car Loaders (now 10 on hand)

Barletta

3 Clark Car Loaders allocated and en route.

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1 x 6½ tons R & R. (CMO 99)

Brindisi

2.(b) Floating Equipment

2 C.T. Tugs and 4 Mince Barges
2 R.C.L. in use

2.(c) Cranes

| | | | | |
|---|---|---|---|---|
| 1 x 10 tons R & R. | | | | |
| 1 Jones | (now | 3 | on hand) | |
| 1 Hyster wheeled | " | 6 | " | " |
| 3 Clark Car Loaders | " | 6 | " | " |

Bari

3.(b) Floating Equipment

Now 19 Mince in use
2 R.C.L. in use

3.(c) Shore Cranes

1 x 3 tons Marion Portal
3 x 1 ton Stanley
3 Clark Car Loaders (now 10 on hand)

Barletta

3 Clark Car Loaders allocated and en route.



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APPENDIX 4.

DOCKS WORKING - EAST ITALY

1. AVERAGE TONNAGE HANDLED PER SHIP PER DAY - MARCH 1944.

| Port | No. of Ships | Total Tonnage Handled | Averages Tonnage per Ship |
|---|---|---|---|
| Taranto | 235 | 87187 | 371. |
| Brindisi | 202 | 93053 | 460.7 |
| Bari | 311 | 153922 | 494.9 |
| Barletta | 65 | 21779 | 335.1 |
| Total | 813 | 355941 | 437.8 |

N.B. Five hold ships discharging less than 100 tons in 24 hrs. are ignored.
Four hold ships discharging less than 75 tons in 24 hrs. are ignored.

2. AVERAGE DAILY TONNAGE DISCHARGED - MARCH 1944.

| Port | M.T. | Coal | Stores (less wt. of Stores plus of MT and Coal) | Total weight MT and Coal |
|---|---|---|---|---|
| Taranto | 195 = 612 | 502 | 1454 | 2768 |
| Gallipoli | Nil | 350 | Nil | 350 |
| Brindisi | 30 = 148 | 125 | 2819 | 3092 |
| Monopoli | Nil | Nil | 72 | 72 |
| Bari | 30 = 111<br>50 animals | 616 | 4034 | 4791 |
| Barletta | Nil | Nil | 643 | 643 |
| Total | 255 = 1100<br>50 animals | 1593 | 9021 | 11714 |

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| | | | |
|---|---|---|---|
| Taranto | 235 | 87157 | 371. |
| Brindisi | 202 | 93053 | 460.7 |
| Bari | 311 | 153922 | 494.9 |
| Barletta | 65 | 21779 | 335.1 |
| Total | 813 | 355941 | 437.8 |

N.B. Five hold ships discharging less than 100 tons in 24 hrs. are ignored.
Four hold ships discharging less than 75 tons in 24 hrs. are ignored.

2. AVERAGE DAILY TONNAGE DISCHARGED - MARCH 1944.

| Port | M.T. | Coal | Stores (less wt. of Stores plus of MT and Coal) | Total weight MT and Coal |
|---|---|---|---|---|
| Taranto | 195 = 612 | 302 | 1454 | 2768 |
| Gallipoli | Nil | 350 | Nil | 350 |
| Brindisi | 30 = 148 | 125 | 2819 | 3092 |
| Monopoli | Nil | Nil | 72 | 72 |
| Bari | 30 = 141<br>50 animals | 616 | 4034 | 4791 |
| Barletta | Nil | Nil | 643 | 643 |
| Total | 255 = 1100<br>50 animals | 1593 | 9021 | 11714 |



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APPEI

BARGE ERECTION POSITION AT END OF MARCH 1944.

| Port | Craft | Total Completed prior to 1st. March | Total Completed during March | Under Constructio | iting Constructi |
|---|---|---|---|---|---|
| BARI | Minus Barges | 9 | 1 | – | – |
| | Minca Barges | 5 | 14 | 2 | 3 |
| | R.C.Ls. | – | 2 | 5 | – |
| BRINDISI | Minca Barges | – | 6 | 3 | 4 |
| | R.C.Ls. | – | 10 | 3 | 6 |
| MOLFETTA | Minca Barges | – | 13 | 1 | – |
| | R.C.Ls. | – | 9 | 4 | – |
| MOLA DI BARI | Minca Barges | – | – | – | – |
| | R.C.Ls. | – | 6 | 8 | – |
| | T O T A L | 14 | 60 | 26 | 13 |

1892

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APPENDIX 5.

BARGE ERECTION POSITION AT END OF MARCH 1944.

| Craft | Total Completed prior to 1st. March | Total Completed during March | Under Construction | Awaiting Construction | Total Received |
|---|---|---|---|---|---|
| ...ms Barges | 9 | 1 | – | – | 10 |
| ...nce Barges | 5 | 14 | 2 | 3 | 24 |
| ...Es. | – | 2 | 5 | – | 7 |
| ...ce Barges | – | 6 | 3 | 4 | 13 |
| ...Es. | – | 10 | 3 | 6 | 19 |
| ...ce Barges | – | 12 | 1 | – | 13 |
| ...Es. | – | 9 | 4 | – | 13 |
| ...ce Barges | – | – | – | – | – |
| ...Es. | – | 6 | 8 | – | 14 |
| TOTAL | 14 | 60 | 26 | 13 | 113 |

APPENDIX 6.

PORT IMPROVEMENTS - Summary of Progress.

See General Report Secn. 3, C.D. & E (P.C.& R) and 4.D(3)(Rly Const'.

1. Railway Development.

(a) Zaui.

New sidings along Berths 11 & 12(Coal Quay) completed (Feb).

New sidings for new Lighter Quay Small Boat Pool waiting completion of quay.

Rearrangement of sidings on MOLO PORANEO completed (Mar.).

Doubling of track from MARITIMA Yard to MOLO PORANEO completed (Mar.).

New Yard at Castle Sidings (North side 4 sidings completed (Mar).
(South side 2 sidings not yet begun.

(b) Brindisi.

New sidings at No.1 Berth completed (Feb).

New sidings at No.4 Berth completed (Mar).

Additional loops on '.' Lighter Berth completed (Mar).

(c) Taranto.

Repairs to track and additional sidings for Lighter Quay at GRAND HARBOR (Plan revised and work ordered).

New siding at Berth 3 completed (Mar).

New sidings at Coal Berth. Held up pending completion of quay wall.

2. Quay Construction.

(a) Bari.

Lighter Quay in SICAM block Yard completed (Mar).

V Breasting Quay at Small Boat Pool. 200 ft. completed.

Extension to "E" Coal Berth in hand.

Filling of Lagoon behind 16 & 17 Berths. Length of 550Ft. (40Ft. wide) has been complete to date.

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Rearrangement of sidings on MOLO MORANDO completed (Mar.).

Doubling of track from MANIFATTA Yard to MOLO NO. NEO completed (Mar.).

New Yard at Castle Sidings (North side 4 sidings completed (Mar).
(South side 2 sidings not yet begun.

(b) Brindisi.

New sidings at No.1 Berth completed (Feb).

New sidings at No.4 Berth completed (Mar).

Additional loops on 'A' Lighter Berth completed (Mar).

(c) Taranto.

Repairs to track and additional sidings for Lighter Quay at GENIO MARINA (Plan revised and work ordered).

New siding at Berth 3 completed (Mar).

New sidings at Coal Berth. Held up pending completion of quay wall.

2. Quay Construction.

(a) Bari.

Lighter Quay in GENIO Block Yard completed (Mar).

V Breasting Quay at Small Boat Pool. 200 ft. completed.

Extension to "C" Craft Berth in hand.

Filling of Lagoon behind 16 & 17 Berths. Length of 550ft. (40ft. wide) has been complete to date.

(b) Brindisi.

Levelling and surfacing Lighter Berths A & B completed (Mar).

(c) Taranto.

Deep Water Berth (Coal Wharf Extension) quay wall completed and filling in hand.

Clearing of GENIO MARINA lighter quay completed (Mar).

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1895

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WORKS IN PROGRESS AT 31ST MARCH, 1944.

| Job No. | Agency | Location | Description | Size | Progress % Complete |
|---|---|---|---|---|---|
| Line 86, BRINDISI - FOGGIA - TERMOLI and NORTH. | | | | | |
| (a) Line Repairs. | | | | | |
| 86/11 | 167 Rly Bdg. Coy. No.2 Section | Ripalta | Repairs to Bridge 4. River Fortore. | Single span of 196 ft. Sheet piling around temporary foundations. Preparing girder for splicing on new sections. | - |
| 86/17 | 56 Rly Const.Coy. (S.A.E.C.) | San Salvo | Repairs to Bridge 8. River Trigno. | Flood protection of existing works and construction of 5 additional 40 ft. spans in tipped bank for flood relief. | - |
| 86/18 | 40 Rly Const. Coy. (S.A.E.C.) | Termoli | Repairs to Bridge 6. River Sinarca | Existing temporary repaired bridge to be demolished and replaced by 2 x 47 ft and 2 x 40 ft. girder spans on concrete abutment and piers. | - |
| 86/21 | 40 Rly Const. Coy. (S.A.E.C.) | Istonia | Tunnel at Km.412 | Deviation around damaged tunnel and permanent repairs to tunnel. | - |
| 86/?? | 40 Rly Const. Coy. (S.A.E.C) | Istonia | Tunnel at Km.411 | Permanent repairs to tunnel | 40% |

T 8961

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WORKS IN PROGRESS AT 31ST MARCH, 1944.

| cation | Description | Size | Progress % Complete | Est. date of Completion | Remarks. |
|---|---|---|---|---|---|
| H and NORTH. | | | | | |
| alta | Repairs to Bridge 4. River Fortore. | Single span of 196 ft. Sheet piling around temporary foundations. Preparing girder for splicing on new sections. | - | - | Piling 90%. All drawings for new steel work completed and fabrication due to start shortly. |
| Salvo | Repairs to Bridge 8. River Trigno. | Flood protection of existing works and construction of 5 additional 40 ft. spans in tipped bank for flood relief. | - | - | Additional spans completed. Work proceeding on abutment wing walls and gabion protection. |
| molli | Repairs to Bridge 6. River Sinarca | Existing temporary repaired bridge to be demolished and replaced by 2 x 47 ft and 2 x 40 ft. girder spans on concrete abutmen and piers. | - | 30.4.44 | Demolition of old structure complete. Substructure of new bridge 80% completed. |
| onia | Tunnel at Km.412 | Deviation around damaged tunnel and permanent repairs to tunnel. | - | - | Deviation opened for traffic 9.1.44 and completed 16.1.44. Work on permanent repair 55% complete. |
| onia | Tunnel at Km.411 | Permanent repairs to tunnel | 40% | - | Tunnel was temporarily repaired and traffic passed 9.1.44 |

/to sheet 2..

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WKS IN PROGRESS AT 31ST MARCH, 1944 (Contd).

| Job No. | Agency | Location | Description | Size | Progress % Complete | Est. dat of Complet |
|---|---|---|---|---|---|---|
| 86/23 | 40 Rly Const. Coy. (S.A.E.C.) | Istonia | Tunnel at Km. 410 | Permanent repairs to tunnel | 90% | |
| 86/26 | 38 Rly Const. Coy. (S.A.E.C.) | Casalbordino | Repairs to Bridge 11 River Osento. | Additional repairs to wing walls and flood protection. | 20% | - |
| 86/33 | 38 Rly Const. Coy. (S.A.E.C.) | Ortona | Track repairs San Vito (exclusive) to Ortona (inclusive) | 7 Km. of 95% rail demolition | - | - |
| 86/34 | 40 Rly Const. Coy. (S.A.E.C.) | Torino di Sangro. | Reconstruction Bridge 12. River Sangro. | Flood protection works. 15 x 10 ft rail cluster spans to be inserted in new bank under traffic for flood relief. | - | - |
| 86/44 | 39 Rly Const. Coy. (S.A.E.C.) | S. Vito | Tunnel at Km.380.8 | Deviation around damaged tunnel and permanent repairs to tunnel | 50% | 30.4. |
| 86/45 | 39 Rly Const. Coy. (S.A.E.C.) | S. Vito | Tunnel at Km.380.2 | Deviation around damaged tunnel and permanent repairs to tunnel. | 50% | 30.4. |

1892

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WORKS IN PROGRESS AT 31ST MARCH, 1944 (Contd).

| | Description | Size | Progress % Complete | Est. date of Completion | Remarks. |
|---|---|---|---|---|---|
| | Tunnel at Km. 410 | Permanent repairs to tunnel | 90% | | Tunnel was temporarily repaired and traffic passed 9.1.44. |
| o | Repairs to Bridge 11 River Osento. | Additional repairs to wing walls and flood protection. | 20% | - | This bridge reported complete and opened for traffic on 22.1.44, suffered damage to abutment wing walls by a flood on 11.3.44. Line was closed for traffic for 16 hours. |
| | Track repairs San Vito (exclusive) to Ortona (inclusive) | 7 Km. of 95% rail demolition | - | - | All essential work complete. |
| | Reconstruction Bridge 12. River Sangro. | Flood protection works. 15 x 10 ft rail cluster spans to be inserted in new bank under traffic for flood relief. | - | - | Rail cluster spans complete. Work continues on construction of retaining walls and bank pi... |
| | Tunnel at Km.380.8 | Deviation around damaged tunnel and permanent repairs to tunnel | 50% | 30.4.44 | Deviation opened to traffic 8.2.44. Permanent repairs delayed by landslides. |
| | Tunnel at Km.380.2 | Deviation around damaged tunnel and permanent repairs to tunnel. | 50% | 30.4.44 | Deviation opened to traffic 8.2.44. Permanent repairs delayed by landslides. |

/to sheet 3....

1899

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WORKS IN PROGRESS AT 31ST MARCH, 1944 (Contd).

| Job No. | Agency | Location | Description | Size | Progress % Complete | Est. date of Completion | |
|---|---|---|---|---|---|---|---|
| 86/46 | 39 Rly Const. Coy. (S.A.E.C.) | S. Vito | Tunnel at Km.379.6 | Deviation around damaged tunnel and permanent repairs to tunnel. | 75% | 15.4.44 | Devia 8.2.4 delay |
| 86/47 | 38 Rly Const. Coy. (S.A.E.C) | Ortona | Tunnel at Km.374.5 | Permanent repair to demolished tunnel 480 metres long. | 50% | 30.4.44 | Expe traf as i |
| 86/48 | 38 Rly Const. Coy. (S.A.E.C.) | Ortona | Tunnel at Km.371.3 | Deviation around, and permanent repairs to tunnel 234 metres long. | 90% | 8.4.44 | Devi Perm |
| 86/49 | 39 Rly Const. Coy. (S.A.E.C.) | Ortona | Tunnel at Km.369.6 | Permanent repairs to tunnel 307 metres long. | 50% | 15.4.44 | |
| 86/50 | 39 Rly Const. Coy. (S.A.E.C.) | Ortona | Tunnel at Km.369.2 | Permanent repairs to tunnel 381 metres long. | 33% | 30.4.44 | |
| 86/54 | 39 Rly Const. Coy. (S.A.E.C.) | Ortona | Repairs to bridge at Km.370.6 | 2 x 21 ft. R.S.J spans | 10% | 15.4.44 | Wor |
| 86/ | 39 Rly Const. Coy. (S.A.E.C.) | Tollo | Track repairs Ort (exclusive) to Tollo (inclusive). | 7 Km. of track repairs. | 10% | - | Con ret |
| (b) | Bari Development. | | | | - | - | Wh 5. of |
| 86/9 | 10 Rly Const. Coy. | Bari | R.E. Stores Depot. | 3¼ miles track and 13 turnouts. | | | |
| 86/10 | 10 Rly Const. Coy. | Bari | Docks improvement scheme | 5 miles track and 34 turnouts. | 70% | 15.4.44 | |

19011

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WORKS IN PROGRESS AT 31ST MARCH, 1944 (contd).

| Description | Size | Progress % Complete | Est. date of Completion | Remarks. |
|---|---|---|---|---|
| Tunnel at Km.379.6 | Deviation around damaged tunnel and permanent repairs to tunnel. | 75% | 15.4.44 | Deviation opened to traffic 8.2.44. Permanent repairs delayed by landslides. |
| Tunnel at Km.374.5 | Permanent repair to demolished tunnel 480 metres long. | 50% | 30.4.44 | Expect to be able to pass traffic with reduced clearance as from 10.4.44. |
| Tunnel at Km.371.3 | Deviation around, and permanent repairs to tunnel 234 metres long. | 90% | 8.4.44 | Deviation.<br>Permanent repair not started. |
| Tunnel at Km.369.6 | Permanent repairs to tunnel 307 metres long. | 50% | 15.4.44 | |
| Tunnel at Km.369.2 | Permanent repairs to tunnel 381 metres long. | 33% | 30.4.44 | |
| Repairs to bridge at Km.370.6 | 2 x 21 ft. R.S.J spans | 10% | 15.4.44 | Work just started. |
| Track repairs Ort. (exclusive) to Tollo (inclusive). | Km. of track repairs. | 10% | - | Completion depends on enemy retreat. |
| E.E. Stores Depot. | 3¼ miles track and 13 turnouts. | - | - | Whole depot opened for traffic 5.2.44. Work of finishing off and maintenance continues. |
| Docks improvement scheme | 5 miles track and 34 turnouts. | 70% | 15.4.44 | |

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19021

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1903

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| Job No. | Agency | Location | Description | Size | Progress % Complete | Est. of Comple |
|---|---|---|---|---|---|---|
| 86/106 | 10 Rly Const. Coy. | Bari | Additional sidings Parc Nord. | ¼ mile track and 3 turnouts. | 75% | 7.4. |
| 86/108 | 10 Rly Const. Coy. | Bari | Additional sidings St. Georges Yard | ½ mile track and 4 turnouts. | 90% | 3.4. |
| 86/109 | 10 Rly Const. Coy. | Bari | Independant Connection to E.S.B.D. | 200 yards track and 6 x 20 ft. R.S.J. spans | 40% | 22.4. |
| 86/110 | 10 Rly Const. Coy. | Tuturano | Tn. Stores Depot | ½ mile track and 2 turnouts. | 65% | 15.4. |
| 86/113 | 10 Rly Const. Coy. | Bari | Doubling Maritime Line | 220 yards track and 3 turnouts. | 80% | 7.4. |
| **Line 89, NAPLES - AVERSA - FORMIA - ROME.** | | | | | | |
| 89/2 | 150 Rly Const.Coy. | Albanova | Track repairs Frignano (exclusive) to Albanova (inclusive) | 3 Km. of track repairs | 80% | |
| 89/3 | 150 Rly Const.Coy. | Villa Literno | Track repairs Albanova (exclusive) to Villa Literno (inclusive) | 6 Km. of track repairs | 70% | |
| 89/4 | 150 Rly Const.Coy. | Cancello Arnone | Track repairs Villa Literno (exclusive) to Cancello Arnone (inclusive) | 7 Km. of track repairs | 4% | 26.4. |
| 89/5 | 150 Rly Const.Coy. | Aversa | Repairs to Bridge 1 over main road | 1 x 75 ft.U.C.R.B Through Skew span. | 95% | 1.4. |

1904

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WORKS IN PROGRESS AT 31ST MARCH, 1944 (Contd).

| cation | Description | Size | Progress % Complete | Est. date of Completion | Remarks. |
|---|---|---|---|---|---|
| ri | Additional sidings Parc Nord. | ¼ mile track and 3 turnouts. | 75% | 7.4.44 | |
| ri | Additional sidings St. Georges Yard | ½ mile track and 4 turnouts. | 90% | 3.4.44 | |
| ri | Independant Connection to E.S.B.D. | 200 yards track and 6 x 20 ft. R.S.J. spans | 40% | 22.4.44 | |
| turano | Tn. Stores Depot | ½ mile track and 2 turnouts. | 65% | 15.4.44 | |
| ri | Doubling Marittima Line | 220 yards track and 3 turnouts. | 80% | 7.4.44. | |
| TA - ROME. | | | | | |
| anova | Track repairs Frignano (exclusive) to Albanova (inclusive) | 3 Km. of track repairs | 80% | | Runnable throughout. |
| lla Literno | Track repairs Albanova (exclusive) to Villa Literno (inclusive) | 6 Km. of track repairs | 70% | | Runnable 5/6 of length. |
| cello rnone | Track repairs Villa Literno (exclusive) to Cancello Arnone (inclusive) | 7 Km. of track repairs | 4% | 26.4.44 | |
| rsa | Repairs to Bridge 1 over main road | 1 x 75 ft.U.C.B.B Through Skew span. | 95% | 1.4.44 | |

/to sheet 5...

1951

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1906

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| Job No. | Agency | Location | Description | Size | Progress % Complete | Est. Comp |
|---|---|---|---|---|---|---|
| 89/6 | 150 Rly Const. Coy. | Frignano | Repairs to Bridge 2 over main road (Km.190.0) | 1 x 50 ft. P.G. local span | 90% | 5. |
| 89/7 | 150 Rly Const. Coy. | Villa Literno | Repairs to Bridge 5 (Km.178.4) | 2 x 20 ft. R.S.J. spans | 90% | 5. |
| 89/8 | 150 Rly Const..Coy. | Villa Literno | Repairs to Bridge 6 (Km.177.6) | 226 ft. dry gap | 20% | |
| 89/9 | 150 Rly Const. Coy. | Frignano | Track repairs Aversa (inclusive) to Frignano (inclusive) | 5 Km. of track repairs | 80% | |
| 89/11 | 160 Rly Const. Coy. | Sessa Arunca | Track repairs Falciano (exclusive) to Sessa Arunca (inclusive) | 11 Km. of track repairs | 40% | |
| 89/12 | 150 Rly Const. Coy. | Cancello Arnone | Repairs to Bridge 7 River Volturno. | 3 x 123 ft. Lattice girder spans. | 3% | |
| 89/13 | 160 Rly Const. Coy. 46 M.E.(Tn) Section | Sessa Arunca | Clearance of, and repairs to Massico tunnel. | 1/ demolitions in tunnel 5,380 metres long. | 5% | |
| 89/14 | 160 Rly Const. Coy. | Cancello Arnone | Repairs to Bridge 8 (Km.169.7) | 30 ft. wet gap over canal | 5% | |
| 89/15 | 160 Rly Const. Coy. | Cancello Arnone | Repairs to Bridge 9 (Km.169.6) | 17 ft. dry gap. | 5% | |
| 89/17 | 160.Rly Const. Coy. | Falciano | Repairs to Bridge 11 (Km.168.9) | 260 ft. gap over 3 irrigation ditches and road | 10% | |

1907

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WORKS IN PROGRESS AT 31ST MARCH, 1944 (Contd).

| Location | Description | Size | Progress % Complete | Est. date of Completion | Remarks. |
|---|---|---|---|---|---|
| Frignano | Repairs to Bridge 2 over main road (Km.190.0) | 1 x 50 ft. P.G. local span | 90% | 5.4.44 | |
| Villa Literno | Repairs to Bridge 5 (Km.178.4) | 2 x 20 ft. R.S.J. spans | 90% | 5.4.44 | |
| Villa Literno | Repairs to Bridge 6 (Km.177.6) | 226 ft. dry gap | 20% | | |
| Frignano | Track repairs Aversa (inclusive) to Frignano (inclusive) | 5 Km. of track repairs | 80% | | Runnable throughout. |
| Sessa Arunca | Track repairs Falciano (exclusive) to Sessa Arunca (inclusive) | 11 Km. of track repairs | 40% | | Runnable for half length. |
| Cancello Arnone | Repairs to Bridge 7 River Volturno. | 3 x 123 ft. Lattice girder spans. | 3% | - | Just started. |
| Sessa Arunca | Clearance of, and repairs to Massico tunnel. | 1/ demolitions in tunnel 5,380 metres long. | 5% | - | 5,000 cubic yards of earth moved to date. |
| Cancello Arnone | Repairs to Bridge 8 (Km.169.7) | 30 ft. wet gap over canal | 5% | - | Preliminary work just started. |
| Cancello Arnone | Repairs to Bridge 9 (Km.169.6) | 17 ft. dry gap. | 5% | - | Preliminary work just started. |
| Falciano | Repairs to Bridge 11 (Km.168.9) | 260 ft. gap over 3 irrigation ditches and road | 10% | - | Preliminary work just started. |

/to sheet 6.

/To sheet 7...

1908

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| Job No. | Agency | Location | Description | Since | Progress % Complete | Est. date of Completion |
|---|---|---|---|---|---|---|
| Line 91, NAPLES - CASERTA - BENEVENTO - FOGGIA. | | | | | | |
| 91/27 | 150 Rly Const. Coy. | Caserta - Montecalvo | Extraordinary maintenance. | Covers maintenance and inspection of all re-constructed bridges between Caserta and Montecalvo. | - | 15.4.44 |
| 91/28 | 161 Rly Const. Coy. | Caserta | B.S.D. | 1st Stage - 1¾ miles and 11 turnouts.<br>2nd Stage - ½ mile and 2 turnouts. | 100%<br>68% | -<br>5.4.44 |
| 91/30 | 167 Rly Bdg. Coy. No.1 Section | Apice | Permanent repair Bridge 18. | Refrabication of 30 ft each of two main girders and floor system. | - | 12.4.44 |
| 91/32 | 167 Rly Bdg. Coy. No.1 Section | Ponte | Permanent repairs Bridge 14. | Re-casting arches and salvaging 3 x 40 ft. sectional spans. | 80% | 13.4.44 |
| Line 94, NAPLES - BATTIPAGLIA - METAPONTO - TARANTO - BRINDISI. | | | | | | |
| 94/18 | 161 Rly Const. Coy. 46 M.E.(Tn) Section | Montecorvino | Ordnance Depot | 3½ miles track and 5 turnouts. 41,000 cu.yds earthwork. | 80% | 6.4.44 |
| Line 291, CANCELLO - TORRE ANNUNZIATA. | | | | | | |
| 291/1 | 161 Rly Const. Coy. | Cancello | R.E. Stores Depot | Stages 1-3 - 4¼ miles and 10 turnouts.<br>Stage 4 - 1 mile and 3 turnouts. | 100%<br>50% | -<br>8.4.44 |

1909

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



WORKS IN PROGRESS AT 31ST MARCH, 1944 (contd).

| Location | Description | Size | Progress % Complete | Est. date of Completion | Remarks. |
|---|---|---|---|---|---|
| BENEVENTO - FOGGIA. | | | | | |
| Caserta - Montecalvo | Extraordinary maintenance. | Covers maintenance and inspection of all reconstructed bridges between Caserta and Montecalvo. | - | 15.4.44 | Will be handed over to U.S. Forces on 15 April. |
| Casoria | R.S.D. | 1st Stage - 1¾ miles and 11 turnouts.<br>2nd Stage - ½ mile and 2 turnouts. | 100%<br>68% | -<br>5.4.44 | Completed 12.3.44. |
| Ponte | Permanent repair Bridge 18. | Refrabication of 30 ft each of two main girders and floor system. | - | 12.4.44 | Steelwork now in process of erection. |
| Ponte | Permanent repairs Bridge 14. | Re-casting arches and salvaging 3 x 40 ft. sectional spans. | 80% | 13.4.44 | Awaiting line possession. |
| METAPONTO - TARANTO - BRINDISI. | | | | | |
| Montecorvino | Ordnance Depot | 3¼ miles track and 5 turnouts.<br>41,000 cu.yds earthwork. | 80% | 6.4.44 | Work delayed by continuous bad weather. |
| ANNUNZIATA. | | | | | |
| Cancello | R.E. Stores Depot | Stages 1-3 - 4¼ miles and 10 turnouts.<br>Stage 4 - 1 mile and 3 turnouts. | 100%<br>60% | -<br>8.4.44. | Completed 18.3.44 |

/To sheet 7..

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

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



| Job No. | Agency | Location | Description | Size | Progress % Complete | Est. date of Completion |
|---|---|---|---|---|---|---|
| Line 303, TARANTO - GIOIA DEL COLLE - BARI. | | | | | | |
| 303/3 | 10 Rly Const. Coy. | Modugno | No.5 Tn.Stores Depot. | 3 miles of track, 25 turnouts, Romney huts and roads to scale. | - | - |

WORKS COMPLETED DURING MARCH, 1944.

| Job No. | Agency | Location | Description | Size | D... C... |
|---|---|---|---|---|---|
| Line 66, BRINDISI - FOGGIA - TERMOLI - and NORTH. | | | | | |
| (a) Line Repairs. | | | | | |
| 86/43 | 38 Rly Const. Coy. (S.A.E.C.) | Ortona | Repairs Bridge 21 | 1 x 35 ft. R.S.J. span | |
| 86/52 | 39 Rly Const. Coy. (S.A.E.C.) | Fossacesia | Siding serving ammunition dump and Group materials dump | 1¼ miles track and 3 turnouts. | |
| 86/53 | 38 Rly Const. Coy. (S.A.E.C.) | Ortona | Repairs to Bridge Km.371.2 | 1 x 10 ft. span. Repaired with concrete reinforced with rails. | |
| (b) Base development. | | | | | |
| 86/8 | 159 Rly Const. Coy. | S. Vito (Brindisi) | R.E. Stores Depot. | 4¼ miles track and 15 turnouts. | |
| 86/102 | 159 Rly Const. Coy. 45 M.E.(Tn) Section | Restinca (Brindisi) | B.S.D. | 1½ miles track and 9 turnouts. | |

1912

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



WORKS IN PROGRESS AT 31ST MARCH, 1944 (Contd).

| n | Description | Size | Progress % Complete | Est. Date of Completion | Remarks. |
|---|---|---|---|---|---|
| - BARI. | | | | | |
| | No.5 Tn.Stores Depot. | 3 miles of track, 25 turnouts, Romney huts and roads to scale. | " | - | All track completed and opened to traffic 25.3.44. Work continues on hutting and roads. |

WORKS COMPLETED DURING MARCH, 1944. Part II.

| ion | Description | Size | Date of Completion | Remarks. |
|---|---|---|---|---|
| - and NORTH. | | | | |
| | Repairs Bridge 21 | 1 x 35 ft. R.S.J. span | 18.3.44. | " |
| esia | Siding serving ammunition dump and Group materials dump | 1¼ miles track and 3 turnouts. | 25.3.44. | " |
| | Repairs to Bridge Km.371.2 | 1 x 10 ft. span. Repaired with concrete reinforced with rails. | 31.3.44. | - |
| o disi) | R.E. Stores Depot. | 4¼ miles track and 15 turnouts. | 18.3.44. | - |
| ca disi) | B.S.D. | 1½ miles track and 9 turnouts. | 31.3.44. | - |

/to sheet 8..

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

1914

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



| Job No. | Agency | Location | Description | Size |
|---|---|---|---|---|
| 86/104 | 159 Rly Const. Coy. | Brindisi | Docks improvement scheme | 1½ miles track and 8 turnouts. |
| 86/107 | I.S.R. | Bari | Campo Italiano Yard connections | 1 slip and 2 turnouts |
| 86/111 | 150 Rly Const. Coy. | Foggia | Siding for U.S.(QM) Depot | ¼ mile track and 1 turnout |
| 86/112 | 159 Rly Const. Coy. | S.Pietro Vernotico | Alterations to permanent way layout for Tn.S.D. | Remove ¼ mile track |
| Line 91, NAPLES - CASERTA - BENEVENTO - FOGGIA. | | | | |
| 91/26 | 150 Rly Const. Coy. | Benevento | Station repairs. | Repair of bombed tracks, clearance of wreckage, re-railing of rolling stock, water supply. |
| Line 283, BENEVENTO - AVELLINO - CANCELLO - NAPLES. | | | | |
| 283/3 | 161 Rly Const. Coy. | Palma to Codola | Repairs to running line | Repairs to 10 miles of track and 3 bridges. |
| Line 291, CANCELLO - TORRE ANNUNZIATA. | | | | |
| 291/2 | 150 Rly Const. Coy. | Cancello | Marigliano railhead | Repairs to 4 miles 30% demolished track and 3 small bridges. |

1945

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



WORKS COMPLETED DURING MARCH, 1944 (Contd).

| n | Description | Size | Date of Completion | Remarks. |
|---|---|---|---|---|
| si | Docks improvement scheme | 1½ miles track and 8 turnouts. | 30.3.44. | |
| | Campo Italiano Yard connections | 1 slip and 2 turnouts | 18.3.44. | |
| | Siding for U.S.(QM) Depot | ¼ mile track and 1 turnout | 1.3.44. | |
| o Vernotico | Alterations to permanent way layout for Tn.S.D. | Remove ¼ mile track | 31.3.44. | |
| TO - FOGGIA. | | | | |
| nto | Station repairs. | Repair of boabed tracks, clearance of wreckage, re-railing of rolling stock, water supply. | 13.3.44. | |
| ELLO - NAPLES. | | | | |
| o Codola | Repairs to running line | Repairs to 10 miles of track and 3 bridges. | 10.3.44. | |
| | | | | |
| o | Marigliano railhead | Repairs to 4 miles 30% demolished track and 3 small bridges. | 24.3.44 | First train passed 21.3.44. |

/to sheet 9...

1941

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

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

WORK AUTHORIZED BUT NOT YET STARTED.

| Job No. | Location | Description | Size |
|---|---|---|---|
| 86/51 | Ortona | Tunnel at Km.368.0 | Tunnel 637 metres long. |
| 86/114 | Bari | Watering facilities - Parc Sud | 2 Sectional tanks, each 4,800 gals. |
| 86/115 | Foggia | Ambulance Train siding at Workshops. | Repair of 70 yards plain line. |
| 86/116 | Bari | Improvements to layout at Loco Sheds. | - |
| 86/117 | Bari | Watering facilities - St. Georges Yard. | Two water columns to be tapped into existing main |
| 86/118 | Bari | Siding to coal storage stacks | |
| 89/10 | Falciano | Track repairs Cancello Arnone (exclusive) to Falciano (inclusive) | 9 Km. of track repairs. |
| 89/16 | Cancello Arnone | Repairs to Bridge 10 (Km.169.5) | 50 ft. dry gap |
| 89/18 | Falciano | Repairs to Bridge 12 (Km.168.5) | 40 ft. dry gap |
| 89/19 | Falciano | Repairs to Bridge 14 (Km.166.8) | 2 x 30 ft. gaps. one wet, one dry. |

1918

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



WORK AUTHORIZED BUT NOT YET STARTED.

| | Description | Size | Remarks. |
|---|---|---|---|
| | Tunnel at Km.368.0 | Tunnel 637 metres long. | Not possible to start work due to mouth of tunnel being under enemy S.A. fire |
| | Watering facilities - Parc Sud | 2 Sectional tanks, each 4,800 gals. | |
| | Ambulance Train siding at Workshops. | Repair of 70 yards plain line. | to be done by I.S.R. |
| | Improvements to layout at Loco Sheds. | - | |
| | Watering facilities - St. Georges Yard. | Two water columns to be tapped into existing main | |
| | Siding to coal storage stacks | | |
| | Track repairs Cancello Arnone (exclusive) to Falciano (inclusive) | 9 Km. of track repairs. | |
| | Repairs to Bridge 10 (Km.169.5) | 50 ft. dry gap | |
| | Repairs to Bridge 12 (Km.168.5) | 40 ft. dry gap | |
| | Repairs to Bridge 14 (Km.166.8) | 2 x 30 ft. gaps. one wet, one dry. | |

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1920

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

WORKS AUTHORIZED BUT NOT COMMENCED (Contd).

| Job No. | Location | Description | Size | |
|---|---|---|---|---|
| 89/20 | Faloiano | Repairs to Bridge 16 (Km.165.7) | 1 x 30 ft, 1 x 8 ft. wet gaps. | |
| 89/21 | Falcieno | Repairs to Bridge 18 (Km.164.5) | 1 x 15 ft. Dry gap. | |
| 94/19 | Taranto | Docks improvement scheme | - | |
| 94/24 | Pontecagnano | Siding improvements at 557 a.O.D. | | Railway construc not yet |
| 287/- | Pozzuoli | Rehabilitation of line Pozzuoli - Villa Literno. | 21 Kms of line repairs and bridges. | |

1921

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



WORKS AUTHORIZED BUT NOT COMMENCED (Contd).

| Description | Size | Remarks. |
|---|---|---|
| Repairs to Bridge 16 (Km.165.7) | 1 x 30 ft, 1 x 8 ft. wet gaps. | |
| Repairs to Bridge 18 (Km.164.5) | 1 x 15 ft. Dry gap. | |
| Docks improvement scheme | - | Railway work awaiting quay construction. Details of work not yet agreed. |
| Siding improvements at 557 m.O.D. | | |
| Rehabilitation of line Pozzuoli - Villa Literno. | 21 Kms of line repairs and bridges. | |

1922

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

Appendix 8
Sheet 1.

## LOCATION AND EMPLOYMENT OF ITALIAN RAILWAY CONSTRUCTION COMPANIES.

| Unit | Location | Employment. |
|---|---|---|
| 1st Bn. | | |
| 2nd Company | Bari | Bari Base development. |
| 7th Company | Brindisi | Brindisi Base maintenance. |
| 20th Company | Taranto | Taranto Base maintenance. |
| 3rd Bn. | | |
| 6th Company | Montecorvino | Job 94/18 Montecorvino Ordnance Depot. |
| 13th Bn. | | |
| 8th Company | Apice<br>Villa Literno | Job 91/30 Repairs to Bridge 18.<br>Rehabilitation of line 89 Naples - Rome. |
| 21st Company | Villa Literno | Rehabilitation of line 89 Naples - Rome. |

Remaining two companies of 3rd Bn. are at present employed with U.S. Forces.

Remaining Company (31st) of 13th Bn. now concentrating preparatory to moving to line 89.

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| Unit | Location | Employment. |
|---|---|---|
| 1st Bn. | | |
| 2nd Company | Bari | Bari Base development. |
| 7th Company | Brindisi | Brindisi Base maintenance. |
| 20th Company | Taranto | Taranto Base maintenance. |
| 3rd Bn. | | |
| 6th Company | Montecorvino | Job 94/18 Montecorvino Ordnance Depot. |
| 13th Bn. | | |
| 8th Company | Apice | Job 91/30 Repairs to Bridge 18. |
| | Villa Literno | Rehabilitation of line 89 Naples - Rome. |
| 21st Company | Villa Literno | Rehabilitation of line 89 Naples - Rome. |

Remaining two companies of 3rd Bn. are at present employed with U.S. Forces.

Remaining Company (31st) of 13th Bn. now concentrating preparatory to moving to line 89.



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Appendix 89
Sheet 1.

ADDITIONAL LABOUR EMPLOYED WITH RAILWAY CONSTRUCTION UNITS AT 31ST MARCH, 1944.

| Unit | Location | Type and Number | | Total |
|---|---|---|---|---|
| 10 Rly Const. Coy. | Bari Area | British Pioneers | 60 | |
| | | Indian Pioneers | 195 | |
| | | It. Rly. Const. Coy. | 37 | |
| | | Italian Military | 92 | |
| | | Civilian | 754 | |
| | Brindisi Area | It. Rly. Const. Coy. | 170 | |
| | | Civilian | 30 | 1,338 |
| 150 Rly Const. Coy. | Line 89 (Naples - Rome) | It. Rly. Const. Coys | 126 | |
| | | Civilian | 193 | |
| | Foggia | Civilian | 24 | 343 |
| 160 Rly Const. Coy. | Line 89 (Naples - Rome) | Civilian | 477 | 477 |
| 161 Rly Const. Coy. | Base development Naples Area. | Indian Pioneers | 146 | |
| | | It. Rly. Const. Coy. | 83 | |
| | | Civilian | 77 | 306 |
| 167 Rly Bdg. Coy. | | | | |
| No.1 Section | Apice | It. Rly. Const. Coy. | 50 | |
| No.2 Section | Ripalta | Civilian | 90 | 140 |
| 46 M.E.(Tn) Section | Bagnoli Ballast pit. | Contractor | 109 | |
| | Montecorvino | Civilian | 39 | 148 |
| R.C.E.(S.A.E.C.) HQ | Fossacesia | Italian Military | 114 | |
| | | Civilian | 58 | 172 |
| 38 Rly Const. Coy. | Ortona | Indian Pioneers | 170 | |
| | | Italian Military | 70 | |
| | | Civilian | 300 | 540 |
| 39 Rly Const. Coy. | Fossacesia | Indian Pioneers | 70 | |
| | | Italian Military | 255 | |
| | | Civilian | 180 | 505 |
| | | Italian Military | 100 | |

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| | | | | | |
|---|---|---|---|---|---|
| 10 Rly Const. Coy. | Bari Area | British Pioneers | 60 | | |
| | | Indian Pioneers | 195 | | |
| | | It. Rly. Const. Coy. | 37 | | |
| | | Italian Military | 92 | | |
| | | Civilian | 754 | | |
| | Brindisi Area | It. Rly. Const. Coy. | 170 | | |
| | | Civilian | 30 | | |
| | | | | | 1,338 |
| 150 Rly Const. Coy. | Line 89 (Naples - Rome) | It. Rly. Const. Coys | 126 | | |
| | | Civilian | 193 | | |
| | Foggia | Civilian | 24 | | |
| | | | | | 343 |
| 160 Rly Const. Coy. | Line 89 (Naples - Rome) | Civilian | 477 | | |
| | | | | | 477 |
| 161 Rly Const. Coy. | Base development Naples Area. | Indian Pioneers | 146 | | |
| | | It. Rly. Const. Coy. | 83 | | |
| | | Civilian | 77 | | |
| | | | | | 306 |
| 167 Rly Bdg. Coy. | | | | | |
| No.1 Section | Apice | It. Rly. Const. Coy. | 50 | | |
| No.2 Section | Ripalta | Civilian | 90 | | |
| | | | | | 140 |
| 46 M.E.(Tn) Section | Bagnoli Ballast pit. | Contractor | 109 | | |
| | Montecorvino | Civilian | 39 | | |
| | | | | | 148 |
| R.C.E.(S.A.E.C.) HQ | Fossacesia | Italian Military | 114 | | |
| | | Civilian | 58 | | |
| | | | | | 172 |
| 38 Rly Const. Coy. | Ortona | Indian Pioneers | 170 | | |
| | | Italian Military | 70 | | |
| | | Civilian | 300 | | |
| | | | | | 540 |
| 39 Rly Const. Coy. | Fossacesia | Indian Pioneers | 70 | | |
| | | Italian Military | 255 | | |
| | | Civilian | 180 | | |
| | | | | | 505 |
| 40 Rly Const. Coy. | Torino di Sangro | Italian Military | 100 | | |
| | | Civilian | 470 | | |
| | | | | | 570 |
| | | | | 93 TOTAL | 4,539 |

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Appendix 10.

Daily Average Train Operation
Month March 1944.

| SECTION<br>Bari Div. | MILITARY Freight Trains | Wagons Ldd. | Wagons Mt. | Wagons Total | Troop & P.O.W. Trains | Troop & P.O.W. Wagons | Ambul. Trains | CIVIL Trains Pass. | CIVIL Trains Freight |
|---|---|---|---|---|---|---|---|---|---|
| NORTH OF [illegible] | 6.3 | 132 | 30 | 162 | .1 | 6 | | | |
| [illegible] | 5.5 | 56 | 92 | 148 | 1.8 | 17 | .4 | - | - |
| [illegible] | 6.1 | 149 | 5 | 154 | 2.5 | 20 | .5 | - | - |
| [illegible] | [illegible] | 57 | 1 | 58 | .1 | 3 | .5 | - | - |
| [illegible] | 7.3 | 45 | 1 | 46 | .3 | 5 | - | - | - |
| [illegible] | 9.1 | 95 | 242 | 337 | 2.7 | 34 | .4 | - | - |
| [illegible] | 10.8 | 351 | 4 | 355 | 2.9 | 39 | 1.9 | .3 | - |
| [illegible] | 3. | 39 | 114 | 129 | - | 2 | .7 | .9 | - |
| [illegible] | 4.8 | 153 | - | 153 | - | 1 | 1 | 1.2 | - |
| [illegible] | 5.3 | 26 | 58 | 84 | 1.1 | 15 | .3 | .3 | .1 |
| [illegible] | 4.5 | 105 | 1 | 106 | 1.3 | 16 | .2 | .3 | .1 |
| [illegible] | 1.5 | 41 | - | 41 | .1 | 4 | .2 | .2 | .1 |
| [illegible] | 1.6 | 20 | 6 | 26 | - | - | - | .2 | - |
| [illegible] | 3.5 | 35 | 2 | 37 | .5 | 6 | - | .2 | - |
| [illegible] | 2.4 | 37 | 23 | 60 | .2 | 11 | - | .3 | .1 |
| [illegible] | 2.9 | 52 | 1 | 53 | .4 | 7 | - | .5 | - |
| [illegible] | 2.0 | 23 | 34 | 57 | .6 | 10 | - | .3 | - |
| [illegible] | 2.8 | 22 | 17 | 39 | - | - | - | .2 | - |
| Total Trains Run | 79.3 | - | - | - | 14.8 | = | 4.1 | 7.1 | .5 |

Total trains all classes run. 106.6

Average Train Miles per Day. BARI DIVISION 6683

Military Freight.

Average No. loaded wagons per train 18.5
" " empties " " " 8.0
Average total No. wagons per train 26.5

Average net tons per train 273
Average gross tons per train 594
Average speed per train 7.6 m.p.h.

Troop, P.O.W. and Ambulance.
Average speed per train 15.5 m.p.h.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| NORTH OF [illegible] | 6.9 | 132 | 36 | 168 | .1 | 6 | | .4 | - | |
| [illegible]-HOUSE | 5.2 | 36 | 92 | 128 | 1.2 | 17 | | .5 | - | - |
| [illegible]-BRIDGE | 6.4 | 141 | 6 | 147 | 2.7 | 29 | | .4 | - | - |
| [illegible] | 6.3 | 57 | 1 | 58 | .1 | 3 | | - | - | - |
| [illegible] | 2.3 | 45 | 1 | 46 | .3 | 5 | | .4 | - | - |
| [illegible] | 2.1 | 95 | 242 | 337 | 2.7 | 31 | | 1.2 | .8 | - |
| [illegible] | 10.5 | 321 | 4 | 325 | 2.3 | 33 | | .7 | .9 | - |
| [illegible] | 3. | 32 | 114 | 146 | - | 2 | | 1 | 1.3 | - |
| [illegible] | 4.0 | 153 | - | 153 | - | 1 | | .1 | 2.1 | .1 |
| [illegible] | 3.3 | 20 | 58 | 81 | 1.1 | 15 | | .2 | .2 | .1 |
| [illegible] | 4.5 | 103 | 1 | 106 | 1.3 | 16 | | .4 | .9 | .1 |
| [illegible] | 1.5 | 11 | - | 11 | .1 | 4 | | - | .2 | - |
| [illegible] | 1.0 | 20 | - | 20 | - | - | | - | .2 | .2 |
| [illegible] | 3.2 | 55 | 2 | 57 | .3 | 6 | | - | .6 | .1 |
| [illegible] | 3.1 | 37 | 23 | 60 | .1 | 11 | | - | .1 | .1 |
| [illegible] | 2.9 | 52 | 1 | 53 | .4 | 7 | | - | .3 | - |
| [illegible] | 4.9 | 43 | 34 | 77 | .6 | 10 | | - | .2 | - |
| [illegible] | 2.9 | 32 | 17 | 49 | - | - | | - | .3 | .1 |
| Total Training Area | 79.3 | - | - | - | 14.8 | = | | 1.4 | 1.8 | .6 |

Total training allowance run.106.6

Average training run. BASE DIVISION Gen3

Weighted average.

Average No. Loaded Airborne per train 18.6
" " Captive " " " 2.0
Average total No. Airborne per train 20.6

Average net tons per train 273
Average gross tons per train 591
Average speed per train 7.6 m.p.h.

Troops, B.A.O., and Vehicles.
Average speed per train 15.3 m.p.h.



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Appendix 11.

## East side Engine Situation
## Includes Foggia, excludes Sud Est Sqy 31 Mar.'44

AIR LINE ENGINES.

| Sqn. | Base | Depot. | Unserviceable: Total Held Stock | Held Unfit | Waiting Heavy Repairs | Service Repairs at Shops or Heavy running Shld Be. | Serviceable. Available. | Serviceable. Daily Average under Going Repairs | Serviceable. Available for Traffic. |
|---|---|---|---|---|---|---|---|---|---|
| 71 | Taranto | | 3 | - | - | - | 5 | 2 | 1 |
| | Foggia | | 2 | - | 2 | - | - | - | - |
| | Total | | 5 | - | 2 | - | 5 | 2 | 1 |
| 15 | Taranto | | 1 | - | - | - | 1 | - | 1 |
| | Foggia | | 5 | 1 | 1 | - | 3 | 1 | 2 |
| | Bari | | 1 | - | 1 | - | - | - | - |
| | Total | | 7 | 1 | 2 | - | 4 | 1 | 3 |
| 176 | Taranto | | 1 | 1 | - | - | - | - | - |
| | Foggia | | 5 | 1 | - | 1 | 3 | - | 3 |
| | Bari | | 2 | - | - | - | 2 | 1 | 1 |
| | Total | | 8 | 2 | - | 1 | 5 | 1 | 4 |
| 30 | Taranto | | 7 | - | - | - | 7 | 2 | 5 |
| 25 | Taranto | | 28 | 2 | 2 | 2 | 22 | 9 | 13 |
| | Bari | | 12 | - | 1 | - | 11 | 4 | 7 |
| | Foggia | | 8 | 4 | - | 1 | 3 | 1 | 2 |
| | Termoli | | 3 | - | - | - | 3 | 1 | 2 |
| | Total | | 51 | 6 | 3 | 3 | 39 | 15 | 24 |
| 45 | Bari | | 3 | - | - | - | 3 | 2 | 1 |
| 205 | Bari | | 47 | - | 4 | 6 | 37 | 11 | 26 |
| | Foggia | | 6 | 1 | - | - | 5 | 1 | 4 |
| | Total | | 53 | 1 | 4 | 6 | 42 | 12 | 30 |
| 5 | Taranto | | 1 | 1 | - | - | - | - | - |
| | Foggia | | 47 | 2 | 2 | 7 | 36 | 15 | 21 |
| | Bari | | 51 | 1 | 5 | 8 | 36 | 12 | 24 |
| | Termoli | | 11 | - | - | - | 11 | 4 | 7 |
| Not | [illegible] | | 7 | - | - | 7 | - | - | - |
| | Total | | 117 | 4 | 8 | 22 | 83 | 31 | 52 |
| 240 | Taranto | | 15 | - | - | - | 15 | 3 | 12 |
| | Bari | | 8 | - | - | 3 | 5 | - | 5 |
| | Foggia | | 5 | - | - | 1 | 4 | 1 | 3 |
| | Termoli | | 2 | - | - | - | 2 | 1 | 1 |
| | Total | | 30 | - | - | 4 | 26 | 5 | 21 |
| 7.. | Taranto | | 3 | - | - | 1 | 2 | 1 | 1 |
| 145 | Taranto | | 8 | - | - | - | 8 | 2 | 6 |

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Total | 5 | - | 2 | - | 3 | 2 | 1 |
| 735 | Taranto | 1 | - | - | - | 1 | - | 1 |
| | Foggia | 5 | 1 | 1 | - | 3 | 1 | 2 |
| | Bari | 1 | - | 1 | - | - | - | - |
| | Total | 7 | 1 | 2 | - | 4 | 1 | 3 |
| 736 | Taranto | 1 | 1 | - | - | - | - | - |
| | Foggia | 5 | 1 | - | 1 | 3 | - | 3 |
| | Bari | 2 | - | - | - | 2 | 1 | 1 |
| | Total | 8 | 2 | - | 1 | 5 | 1 | 4 |
| 730 | Taranto | 7 | - | - | - | 7 | 2 | 5 |
| 725 | Taranto | 28 | 2 | 2 | 2 | 22 | 9 | 13 |
| | Bari | 12 | - | 1 | - | 11 | 4 | 7 |
| | Foggia | 8 | 4 | - | 1 | 3 | 1 | 2 |
| | Tarnoli | 3 | - | - | - | 3 | 1 | 2 |
| | Total | 51 | 6 | 3 | 3 | 39 | 15 | 24 |
| 745 | Bari | 3 | - | - | - | 3 | 2 | 1 |
| 785 | Bari | 47 | - | 4 | 6 | 37 | 11 | 26 |
| | Foggia | 6 | 1 | - | - | 5 | 1 | 4 |
| | Total | 56 | 1 | 4 | 6 | 42 | 13 | 29 |
| 5 | Taranto | 1 | 1 | - | - | - | - | - |
| | Foggia | 47 | 2 | 2 | 7 | 36 | 15 | 21 |
| | Bari | 52 | 1 | 5 | 8 | 36 | 12 | 24 |
| | Tarnoli | 11 | - | - | - | 11 | 4 | 7 |
| Not | Allocated | 7 | - | - | 7 | - | - | - |
| | Total | 117 | 4 | 8 | 22 | 83 | 31 | 52 |
| 740 | Taranto | 15 | - | - | - | 15 | 3 | 12 |
| | Bari | 9 | - | - | 3 | 6 | - | 6 |
| | Foggia | 5 | - | - | 1 | 4 | 1 | 3 |
| | Tarnoli | 6 | - | - | - | 2 | 1 | 1 |
| | Total | 30 | - | - | 4 | 26 | 5 | 21 |
| 7.4 | Taranto | 3 | - | - | 1 | 2 | 1 | 1 |
| 7.5 | Taranto | 8 | - | - | - | 8 | 2 | 6 |
| | Foggia | 1 | - | 1 | - | - | - | - |
| | Total | 9 | - | 1 | - | 8 | 2 | 6 |
| 7.6 | Bari | 5 | - | - | - | 3 | 2 | 3 |

Grand Total

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Taranto | 67 | 4 | 2 | 3 | 58 | 19 | 39 |
| Foggia | 74 | 9 | 6 | 10 | 51 | 20 | 31 |
| Bari | 129 | 1 | 10 | 17 | 99 | 32 | 67 |
| Tarnoli | 16 | - | - | - | 16 | 6 | 10 |
| Not Allocated | 7 | - | - | 7 | - | - | - |
| Grand Total Main Line. | 293 | 14 | 20 | 37 | 224 | 77 | 147 |

91

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Appendix 11.
Sheet 2.

SHUNTING ENGINES.

| Eng. Class | Depots. | Total Stock | Laid Aside | Waiting Heavy Repairs | Service Repairs at Shops or Heavy running Shed Rp. | Ave ilabl . | - Daily Average under running repairs. | Available for Traffic. |
|---|---|---|---|---|---|---|---|---|
| 290 | Taranto | 3 | - | 1 | - | 2 | 1 | 1 |
| | Foggia | 2 | - | 1 | - | 1 | - | 1 |
| | Total | 5 | - | 2 | - | 3 | 1 | 2 |
| 420 | Taranto | 7 | 1 | - | - | 6 | 1 | 5 |
| 555 | Taranto | 25 | 1 | 1 | 1 | 22 | 6 | 16 |
| 351 | Taranto | 1 | - | - | - | 1 | 1 | - |
| | Bari | 29 | - | - | 3 | 26 | 10 | 16 |
| | Foggia | 14 | 2 | - | - | 12 | 3 | 9 |
| | Termoli | 1 | - | - | - | 1 | - | 1 |
| | Total | 45 | 2 | - | 3 | 40 | 14 | 26 |
| 195 | Bari | 2 | - | - | - | 2 | 1 | 1 |
| 196 | Bari | 3 | - | - | - | 3 | 1 | 2 |
| | Taranto | 6 | - | - | 1 | 5 | 1 | 4 |
| | Total | 9 | - | - | 1 | 8 | 2 | 6 |
| 149 | Termoli | 1 | - | - | - | 1 | - | 1 |
| 53 | | | | | | | | |
| Diesel | Bari | 2 | - | - | - | 2 | - | 2 |
| Grand Total Shunting. | | | | | | | | |
| | Taranto | 42 | 2 | 2 | 2 | 34 | 10 | 24 |
| | Bari | 36 | - | - | 3 | 33 | 12 | 21 |
| | Foggia | 16 | 2 | 1 | - | 13 | 3 | 10 |
| | Termoli | 2 | - | - | - | 2 | - | 2 |
| | Total | 96 | 4 | 3 | 5 | 84 | 25 | 59 |

| Grand Total Main Line & Shunting. | | | | | | | |
|---|---|---|---|---|---|---|---|
| Taranto | 109 | 6 | 4 | 5 | 94 | 29 | 65 |
| Foggia | 115 | 11 | 7 | 10 | 87 | 23 | 47 |
| Bari | 165 | 1 | 12 | 20 | 132 | 44 | 88 |
| Termoli | 18 | - | - | - | 18 | 6 | 12 |
| Not Allocated | 7 | - | - | 7 | - | - | - |
| Total | 394 | 18 | 23 | 42 | 311 | 102 | 209 |

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| [illegible] | Taranto | 25 | 1 | 1 | 1 | 27 | 6 | 16 |
| 351 | Taranto | 1 | - | - | - | 1 | 1 | - |
| | Bari | 29 | - | - | 3 | 26 | 10 | 16 |
| | Foggia | 14 | 2 | - | - | 12 | 3 | 9 |
| | Termoli | 1 | - | - | - | 1 | - | 1 |
| | Total | 45 | 2 | - | 3 | 40 | 14 | 26 |
| 395 | Bari | 2 | - | - | - | 2 | 1 | 1 |
| 396 | Bari | 3 | - | - | - | 3 | 1 | 2 |
| | Taranto | 6 | - | - | 1 | 5 | 1 | 4 |
| | Total | 9 | - | - | 1 | 8 | 2 | 6 |
| 940 | Termoli | 1 | - | - | - | 1 | - | 1 |
| 45 | | | | | | | | |
| Diesel | Bari | 2 | - | - | - | 2 | - | 2 |

Grand Total
Shunting.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Taranto | 42 | 2 | 2 | 2 | 37 | 10 | 26 |
| Bari | 36 | - | - | 3 | 33 | 12 | 21 |
| Foggia | 16 | 2 | 1 | - | 13 | 3 | 10 |
| Termoli | 2 | - | - | - | 2 | - | 2 |
| Total | 96 | 4 | 3 | 5 | 84 | 25 | 59 |

Grand Total Main Line & Shunting.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Taranto | 109 | 6 | 4 | 5 | 94 | 29 | 65 |
| Foggia | 115 | 11 | 7 | 10 | 87 | 23 | 64 |
| Bari | 165 | 1 | 12 | 20 | 132 | 44 | 88 |
| Termoli | 18 | - | - | - | 18 | 6 | 12 |
| Not Allocated | 7 | - | - | 7 | - | - | - |
| Total | 394 | 18 | 23 | 42 | 311 | 102 | 229 |



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1934

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

MONTHLY INDUSTRIAL GAS REQUIREMENTS - ITALY.

IN 100 CUB. FT. CYLINDERS.

| | WEST | | | EAST | | |
|---|---|---|---|---|---|---|
| | American Sources | | British Sources | British Sources | | |
| | M.R.S. Units | I.S.R. Works | Rly Constr. Units | Tn. Rly. Constr. & Wkshps. incl. I.S.R. | Tn. Docks | M.R.S. Units |
| | (1) | (2) | (3) | (4) | (5) | (6) |
| OXYGEN | 1,500 | 1,050 | 810 | 680 | 220 | NIL |
| ACETYLENE | 850 | 600 | 300 | ∅ 200 | 100 | NIL |

∅ Does not include supplies for I.S.R. where Low Pressure Generators maintained by supply 7 tons Calcium Carb

+ Not allocated to Tn. and not included in figures shown in para. (1), Tn. Stores Progress Report. Counts as

1934

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

MONTHLY INDUSTRIAL GAS REQUIREMENTS - ITALY.

IN 100 CUB. FT. CYLINDERS.

APPENDIX 12.

| WEST | | | EAST | | | | |
|---|---|---|---|---|---|---|---|
| American Sources | | British Sources | British Sources | | | | TOTAL |
| M.R.S. Units | I.S.R. Works | Rly Constr. Units | Th. Rly. Constr. & Wshps. incl. I.S.R. | Th. Docks | M.R.S. Units | Rly Constr Army Area | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) |
| 1,500 | 1,050 | 810 | 680 | 220 | NIL | + 300 | 4,560 |
| 850 | 660 | 320 | # 200 | 100 | NIL | + 150 | 2,340 |

s for I.S.R. where Low Pressure Generators maintained by supply 7 tons Calcium Carbide monthly.

not included in figures shown in para. (1), Th. Stores Progress Report. Counts as portion of Army Supplies.

1951

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

RAILWAY [illegible] - [illegible]

[illegible] P.O'a. PERIOD FEB. 12th. - MAR. 11th.

PASSENGER

| Traffic | No. of Warrants | Personnel Entrained | Passenger Kilometres | Baggage, Stores, Guns, etc. Pcs. | Tons | Pm. Kilms | Tons |
|---|---|---|---|---|---|---|---|
| British | | 34,136 | 8,004,151 | 221 | 3,571 | 36,496 | 347 |
| U.S... | | 3,519 | 561,063 | 1 | 5 | 115 | |
| ...C. | | 2,312 | [illegible] | | | | |
| N. Z. | | 5 | 250 | | | | |
| ...C... | | 1,298 | 445,038 | | | | |
| Indian Military | | 899 | 154,975 | 5 | 64 | 774 | 10 |
| Total | 1,345 | 41,969 | 9,171,732 | 227 | 3,640 | 39,385 | 550 |

FREIGHT

| Traffic | No. of Warrants | Wagons | Tons | Wagon Kilms | Ton Kilms | Average Wagon |
|---|---|---|---|---|---|---|
| British | | 22,997 | 281,354 | 2,830,993 | 34,061,933 | |
| U.S... | | 3,708 | 52,524 | 494,455 | 6,182,419 | |
| ...C. | | 590 ✓ | 8,536 | 89,550 | 1,362,645 | |
| N. Z. | | 172 | 2,062 | 32,209 | 521,577 | |
| ...C... | | 319 | 5,096 | 72,230 | 1,139,967 | |
| Indian Military | | 62 | 714 | 12,400 | 129,217 | |
| " Civilian | | 364 | 7,383 | 76,196 | 1,542,589 | |
| Red Cross | | 4 | 66 | 1,284 | 5,136 | |
| Canadian P. ...C... | | 2 | 20 | 672 | 6,720 | |
| TOTAL | 5,165 | 28,216 | 356,855 | 3,669,677 | 45,364,203 | 12 |

Note:- All traffic forwarded by U. ... Army is warranted by U.S. M.F.O's.

1936

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

RAILWAY PASSENGER AND FREIGHT STATISTICS - LT. X. Schedule No. 13

Abstract of Traffic for U.S.A. PERIOD FEB. 12th. - MAR. 11th. 1944

| Personnel Entrained | Passenger Kilometres | Baggage, Stores, Guns, etc. Guns | Tons | Ton Kilos | Ton Kilos | Average length of Journey |
|---|---|---|---|---|---|---|
| 34,136 | 8,004,154 | 221 | 3,577 | 36,496 | 547,495 | |
| 3,319 | 361,963 | 1 | 5 | 115 | 575 | |
| 2,312 | [illegible] | | | | | |
| 5 | 350 | | | | | |
| 1,298 | 445,938 | | | | | |
| 899 | 154,075 | 5 | 64 | 774 | 10,432 | |
| 41,969 | 9,721,732 | 227 | 3,640 | 39,385 | 558,502 | 232 |

| Persons | Tons | Wagon Kilos | Ton Kilos | Average Wagon Load | Average Haul |
|---|---|---|---|---|---|
| 22,997 | 261,354 | 2,830,903 | 34,004,933 | | |
| 3,708 | 52,524 | 484,433 | 6,282,419 | | |
| 590 ✓ | 8,936 | 89,550 | 1,362,645 | | |
| 172 | 2,682 | 32,209 | 521,577 | | |
| 319 | 5,096 | 72,230 | 1,135,967 | | |
| 62 | 714 | 12,400 | 120,217 | | |
| 304 | 7,313 | 76,196 | 1,342,559 | | |
| 4 | 86 | 1,214 | 5,136 | | |
| 2 | 20 | 642 | 6,720 | | |
| 28,218 | 358,855 | 3,609,377 | 45,554,203 | 12.6 | 120 |

Note:- All traffic forwarded by U.S. [illegible] is warranted by U.S. R.T.O's.

1937

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

PORT [illegible] STATISTICS - [illegible]

STATISTICAL SUMMARY FOR ALL EASTERN PORTS OF [illegible] DISCHARGE DURING MONTH - [illegible]

| Port | No. of Ships | No. of days Discharging | Cargo | No. of L.T. and Tons Discharged | | | | Total Tons |
|---|---|---|---|---|---|---|---|---|
| | | | | Quay | | Lighter | | |
| | | | | L.T. | Tons | L.T. | Tons | |
| PORT | 64 | 358 | L.T.<br>Tanks<br>F.O.L.<br>Stores<br>Coal and Minerals | 937 | 4,357<br>17,427<br>-<br>107,635<br>19,090 | | 21,177 0 | 14[illegible] |
| BARRY | 15 | 60 | L.T.<br>Tanks<br>P.C.L.<br>Stores<br>Coal and Minerals | - | -<br>5,350<br>802<br>43,728<br>- | | Nil. | 19[illegible] |
| BRISTOL | 40 | 225 | L.T.<br>Tanks<br>P.C.L.<br>Stores<br>Coal and Minerals | 534 | 4,845 /<br>11,492<br>-<br>6,277<br>3,234 | | 14,944 0 | 50[illegible] |

1938

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

PORT [illegible] ING STATISTICS - M.A.T.

sheet 1.

SUMMARY FOR [illegible] EASTERN PORTS OF SCALE DISCHARGE DURING MONTH - MONTH ENDING 31st March, 1938.

| No. of days occupying | Cargo | No. of M.T. and Tons Discharged Quay M.T. | Quay Tons | Lighter M.T. | Lighter Tons | Total Tonnage | Ship Tons per Ship Day |
|---|---|---|---|---|---|---|---|
| 358 | M.T.<br>Timber<br>P.O.L.<br>Stores<br>Coal and Minerals | 927 | 4,357<br>17,427<br>-<br>107,535<br>19,090 | | 21,177 8 | 148,509 | 415 |
| 66 | M.T.<br>Timber<br>P.O.L.<br>Stores<br>Coal and Minerals | - | -<br>5,330<br>882<br>13,728<br>- | | Nil | 19,940 | 293 |
| 225 | M.T.<br>Timber<br>P.O.L.<br>Stores<br>Coal and Minerals | 954 | 4,545 6<br>16,452<br>-<br>6,977<br>3,344 | | 14,944 62 | 32,358 | 436 |

continued on sheet 2...

1939

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

1940

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

PORT OUTPUT STATISTICS - MILLY

STATISTICAL SUMMARY FOR THE SEVERAL PORTS OF ACTUAL DISCHARGES DURING MONTH - MONTH END

| Port. | No. of Ships | No. of Days Discharging | Cargo | No. of T. tonnage discharged | | | |
|---|---|---|---|---|---|---|---|
| | | | | Navy | | Army | |
| | | | | T. | Tons | T. | Tons |
| CARDIFF | 2 | 2[illegible] | A.T.<br>Asso<br>P.O.L.<br>Steam Coal<br>Minerals | - | -<br>-<br>-<br>-<br>10,252 | | Nil |
| PENARTH | 10 | 25 | A.T.<br>Asso<br>P.O.L.<br>Steam Coal<br>Minerals | - | -<br>-<br>-<br>-<br>2,257<br>- | | Nil |
| BARRY | 24 | 205 | A.T.<br>Asso<br>P.O.L.<br>Steam Coal<br>Minerals | 6,0[illegible] | 25,351 /<br>15,234<br>7<br>28,934<br>15,570 | | 5,85[illegible] @ |

Notes:- The figures for P.O.L. are of barrels of oil discharged by Pipe Line [illegible] 2,084 while discharged at Barry during month.

/ Includes [illegible]
* All ships work[illegible] respective [illegible]
@ This tonnage [illegible] any commodity

A.T. (Ex).
A.T. (Ammunition).
M.T.

1941

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



TOW CONTEST TESTING - ITALY

Sheet 2.

COAL DISCHARGED FOR ALL ITALIAN PORTS OF ATTACHED DISCHARGES DURING MONTH - MONTH ENDING 31st March 1944.

| No. of Days discharging | Cargo | No. of L.T. and Tons Discharged | | | | Total Tonnage | Ship Tons per Ship Day * |
|---|---|---|---|---|---|---|---|
| | | Navy | | Lighter | | | |
| | | L.T. | Tons | L.T. | Tons | | |
| 24 | L.T.<br>Navy<br>P.O.L.<br>Stores<br>Coal &<br>Minerals | - | -<br>-<br>-<br>-<br>10,352 | | Nil | 10,352 | 352 |
| 25 | L.T.<br>Navy<br>P.O.L.<br>Stores<br>Coal &<br>Minerals | - | -<br>-<br>-<br>2,227<br>- | | Nil | 2,227 | 89 |
| 20 | L.T.<br>Navy<br>P.O.L.<br>Stores<br>Coal &<br>Minerals | 6,0 | 25,351 /<br>15,134<br>7<br>28,991<br>15,270 | | 5,832 @ | 85,733 | 324 |

For P.O.L. as L.T. 1000 gallons discharged by Tanker
to discharged at Bari during month.

/ Includes accumulative to date.
* All ships working days included irrespective of tonnage discharged.
@ This tonnage is also included in any commodity tonnage.

1942

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

1943

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



STATISTICAL SUMMARY FOR ALL EASTERN PORTS OF ACTUAL LOADING DURING POWER - MONTH ENDING 31

| Port | No. of Ships | No. of Days Loading | Cargo | No. of L.T. and Tons loaded | | | |
|---|---|---|---|---|---|---|---|
| | | | | Navy | | Liners | |
| | | | | L.T. | Tons | L.T. | Tons |
| NAPLES | 20 | 46 | M.T.<br>Ammo<br>P.O.L.<br>Stores<br>Coal and Minerals | 6 | 24<br>4,430<br>-<br>3,480<br>- | | |
| PALERMO | 7 | 15 | M.T.<br>Ammo<br>P.O.L.<br>Stores<br>Coal and Minerals | 1 | 1<br>-<br>-<br>2,150<br>- | | |
| MIDDLE | 26 | 57 | M.T.<br>Ammo<br>P.O.L.<br>Stores<br>Coal and Minerals | - | -<br>1,428<br>-<br>1,946<br>- | | |

cont

1944

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

Section No. 15.

Sheet No. 1.

PORT OF EMBARKATION - TAKORADI

SUMMARY FOR ALL EASTERN PORTS OF ACTUAL LOADING DURING MONTH -- MONTH ENDING 31st March, 1944.

| No. of Days Loading | Cargo | No. of L.T. and Tons Loaded Direct: Ocean Going H.T. | Ocean Going Tons | Lighter H.T. | Lighter Tons | Total Tonnage | Ship Hours per Ship Day |
|---|---|---|---|---|---|---|---|
| 46 | M.T. Ammo P.O.L. Stores Coal and Mineals | 6 | 24 4,430 - 3,100 - | | | 7,554 | 156 |
| 15 | M.T. Ammo P.O.L. Stores Coal and Mineals | 1 | 1 - - 2,191 - | | | 2,193 | 144 |
| 57 | M.T. Ammo P.O.L. Stores Coal and Mineals | - | - 1,428 - 1,966 - | | | 3,394 | 59 |

Continued on Sheet 2....

1945

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

1946

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



STATISTICAL SUMMARY FOR ALL ITALIAN PORTS OF DISCHARGE WEEK ENDING - MONTH ENDING

| Port | No. of Ships | No. of Days Loading | Cargo | No. of M.T. and Tons Loaded Daily M.T. | Tons | Nightly M.T. | Tons |
|---|---|---|---|---|---|---|---|
| GAETA | - | - | M.T. Ammo P.O.L. Stores Coal and Minerals | - | - | - | - |
| NAPOLI | 35 | 52 | M.T. Ammo P.O.L. Stores Coal and Minerals | 6 | 1,042 1,042 - | | |
| LEGHORN | 19 | 36 | M.T. Ammo P.O.L. Stores Coal and Minerals | 243 | 1,592 400 - 2,313 - | | |

Note:- The figures for P.O.L. are exclusive of Bulk Loading by Pipe Line.

D.D.S. (Ex),
D.D.S. (Adm Ech),
C.O.S.

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



LOADING STATISTICS - U.K.

SUMMARY FOR U.K. TYNE PORTS OF METAL LOADING PERIOD 26TH - MONTH ENDING 31st March, 1944.

| No. of Days Loading | Cargo | No. of M.T. and Tons Loaded | | | | Total Tonnage | Ship Turn-round Days |
|---|---|---|---|---|---|---|---|
| | | Grain M.T. | Grain Tons | Limbux M.T. | Limbux Tons | | |
| - | M.T. Ammo F.O.L. Stores Coal and Minerals | - | - | - | - | - | - |
| 52 | M.T. Ammo F.O.L. Stores Coal and Minerals | 6 | 16<br>-<br>1,042<br>1,302<br>- | | | 2,362 | 57 |
| 34 | M.T. Ammo F.O.L. Stores Coal and Minerals | 323 | 1,352<br>990<br>-<br>2,313<br>- | | | 4,305 | 113 |

Note:- The figures for F.O.L. are exclusive of bulk loading by Pipe Line.

1948

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

1949

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

## PORT QUEEN STATISTICS - ITALY

### DISCHARGED AND LOADED SHIPPING - MEDITERRANEAN 31st March, 1944.

| | BARI | BARLETTA | BRINDISI | CASTELLAMMARE | MONOPOLI | TARANTO |
|---|---|---|---|---|---|---|
| Total Tonnage Discharged | 148,509 | 19,940 | 95,658 | 10,852 | 2,237 | 55,[illegible] |
| Total Tonnage Loaded | 7,634 | 2,195 | 3,574 | - | 2,962 | [illegible] |
| Total Port Working | 156,143 | 22,135 | 99,232 | 10,852 | 5,199 | [illegible] |
| Discharged to Lighter | 21,177 | - | 41,[illegible]45 | - | - | |
| No. of Lighters in use per Port | 23 | - | 50 | - | - | |
| Average T-ns per Lighter | 921 | - | 2,[illegible] | - | - | |

1950

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

Appendix No. 16.

Sheet 1.

PORT ORIGIN STATISTICS - ITALY

DISCHARGED INTO LOADED SHIPS - MONTH ending 31st March, 1944.

| BARI | BISCEGLIA | BRINDISI | GALLIPOLI | MONOPOLI | TARANTO | TOTAL |
|---|---|---|---|---|---|---|
| 148,509 | 19,940 | 95,859 | 10,152 | 2,237 | 85,753 | 363,149 |
| 7,634 | 2,195 | 3,374 | - | 2,962 | 4,305 | 20,470 |
| 156,143 | 22,135 | 99,232 | 10,152 | 5,199 | 90,058 | 383,619 |
| 21,117 | - | 44,746 | - | - | 5,858 | |
| 23 | - | 50 | - | - | 49 | |
| 529 | - | 2,5 | - | - | 119 | |

continued on Sheet 2...

1951

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

CRT JOINT STATISTICS - FLY

ACCUMULATIVE TOTALS - DISCHARGED AND LOADED (From December 1st, 1943).

| | M.T. (Bbl) + | Coal Tonnage | Other Tonnage | Total To |
|---|---|---|---|---|
| DISCHARGED | | | | |
| Accumulative Total (From 1/12/43) | 34,274 | 93,563 | 1,006,617 | 1,100,1 |
| March 1944. | 7,916 | 49,396 | 313,793 | 363,1 |
| Totals to Date | 42,190 | 142,959 | 1,320,410 | 1,463,3 |
| LOADED | | | | |
| Accumulative Total (From 1/12/43) | 211 | - | 30,490 | 30,7 |
| March 19 | 336 | - | 20,470 | 20,8 |
| Totals to Date | 547 | - | 50,960 | 50,9 |
| Total DISCHARGED and LOADED to Date | 42,737 | 142,959 | 1,371,370 | 1,514, |

+ Includes Documentation [illegible].

D.M. (Bbl).
[illegible] E. (Long Ton).
[illegible].

1952

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

Appendix No. 16.

PORT OF LONDON STATISTICS - 1944.

Sheet 2.

CUMULATIVE TOTALS - DISCHARGED AND LOADED (From December 1st, 1943).

| | N.T. (Nos) + | Coal Tonnage | Other Tonnage | Total Tonnage |
|---|---|---|---|---|
| Total (1942/43) | 34,274<br>7,916 | 93,563<br>49,396 | 1,006,617<br>313,793 | 1,100,180<br>363,189 |
| Date to Date | 42,190 | 142,959 | 1,320,410 | 1,463,369 |
| Total (1942/43) | 211<br>336 | - | 30,490<br>20,470 | 30,490<br>20,470 |
| Date to Date | 547 | - | 50,968 | 50,968 |
| Grand Total | 42,737 | 142,959 | 1,371,378 | 1,514,337 |

+ Includes Requisitioned N.F.T.'s.

1953

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

ACC AC 395/TN 4 /0000/148/2496 (2

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

4 10000/148/2496 (2 of 2)

PROGRESS REPORTS TN
JAN. 1944 - MAR 1945 (BRITISH)

1956

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ET WORKING STATISTICS - ITALY

TONNAGE CLEARED FROM ALL EASTERN PORTS DURING MONTH - HOUR ENDING 31st March,

| | BARI | BARLETTA | BRINDISI | CALDAFOLI | MONOPOLI | TAR |
|---|---|---|---|---|---|---|
| Road | 96,907 | 3,230 | 43,016 | - | 2,158 | 9 |
| Rail | 49,895 | 14,229 | 36,924 | 10,652 | - | 47 |
| I.W.T. | - | - | 2,170 | - | - | |
| Totals | 146,802 | 17,459 | 82,112 | 10,652 | 2,158 | 57 |

D.Tn. (Ex).
...I. (Adm Ech).
C.M.F.

1957

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ST WORKING STATISTICS - ITALY

TONNAGE CLEARED FROM ALL EASTERN PORTS DURING MONTH - MONTH ENDING 31st March, 1944.

| BARI | BISCEGLIE | BRINDISI | CALLIPOLI | MONOPOLI | TARANTO | TOTAL |
|---|---|---|---|---|---|---|
| 96,907 | 3,230 | 43,018 | - | 2,158 | 9,934 | 155,247 |
| 49,095 | 14,229 | 36,924 | 10,852 | - | 47,409 | 159,309 |
| - | - | 2,170 | - | - | 261 | 2,431 |
| 146,002 | 17,459 | 82,112 | 10,852 | 2,158 | 57,604 | 316,987 |

1958

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1959

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1760

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1961

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1962

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1963

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(f) [illegible]

(g) [illegible]

(h) [illegible]

(j) [illegible]

LOOKS MORE LIKE. (k) Equipment of the Army.

[illegible] responsible for [illegible]

Naples.

Trieste.
Valona.
Brindisi.

Leghorn.
Rome.
Civitavecchia.

(l) Marseilles.

General.

[illegible]

1963

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BEST COPY POSSIBLE

1967

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1968

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A number of Clark car loaders were put into use in Docks and have proved of great value. Drivers were carefully trained before the loaders were put into use.

(D) Water Transport.

Water transport was performed by 209 "Z" Craft Coy and D.t a 209 "B" Craft Coy, twelve "Z" craft operating at Naval ports. Ten craft from these companies are still at Naples.

I.W.T. (Port) Operating Coys supervise and control all inter-port work and preliminary investigations have been made for the future running of the extra craft which will be available in the future, in conjunction with Labour.

O.T. Tugs.

Thirteen O.T. Tugs are now in Naval ports being located as under :-

| | |
|---|---|
| Bari | 5 |
| Brindisi | 2 |
| Taranto | 6 (4 Maltese, 2 Italian). |

Lighters.

Tonnages handled by vessels discharging during February were :-

| | |
|---|---|
| Taranto | 8910 tons. |
| Brindisi | 11086 tons. |
| Bari | 13701 tons. |

A number of harbour craft were damaged, particularly at Bari, during gales. The question of the safety of craft in bad weather is being investigated with Group Commanders.

(E) Craft Construction.

Arrivals of L.B. craft in February were much better than in January and by the close of the period under this report all sites had craft available for construction.

The Bari and Molfetta yards functioned well, but Brindisi yard has suffered from the site becoming boggy on several occasions and also the relatively ineffective civilian labour at that location. Italian and

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craft which will be available in the future, in conjunction with Labour.

S.T. Tugs.

Thirteen S.T. Tugs are now in Naval ports being located as under :-

| | |
|---|---|
| Bari | 5 |
| Brindisi | 2 |
| Taranto | 6 (4 waiting Allocation). |

Lighters.

Tonnages handled by various Fischer's during February were :-

| | |
|---|---|
| Taranto | 3910 tons. |
| Brindisi | 11083 tons. |
| Bari | 16701 tons. |

A number of harbour craft were damaged, particularly at Bari, during Jan. The question of the safety of craft in bad weather is being investigated with Group Commanders.

(D) Craft Construction.

Arrivals of R.E. craft in February were much better than in January etc. by the close of the period of this Report all sites had craft available for construction.

The Bari and Molfetta yards functioning well, but Brindisi yard has suffered from the site becoming so soft several occasions that heavy rain has made the relatively ineffective civilian labour at that location. Naval and military had to be sent to assist from Taranto and Molfetta. Naval Bari yard is only equipped to receive large parts of 28 Pcs.

Fourteen Dual Purpose have been launched, all at Bari. 9 of these were also completed in January. The present position is shewn at Appendix 6.

L.C.S. "Empress" was launched from Bari on 21st January but was diverted to Salerno for fitting out. It is expected "Empress" will shortly be available to carry out the ferry function.

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1972

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1973

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Other works completed included re-surfacing of the "E" Craft berth, erection of Ramey huts and the replacement of broken balconds.

The erection of prefabricated plant has begun.

(ii) BRINDISI.

Detachment of 41 Fortress Construction Coy have completed the work of raising the level of the Lighter berth "A" and surfacing the quay with concrete.

The construction of a tank landing craft has been completed and the levelling and surfacing of lighter berth "E" is in hand.

(iii) M.A.AFTO.

A detachment of 382 P.O. & R. Coy are employed on the construction of a new lighter berth of which the quay wall was already partially built. This detachment are also clearing scrub and the plant from the existing lighter berth.

. RAILWAY CONSTRUCTION.

(.) Line Reconstruction.

(i) All work required to open the line to ORTONA is completed, except for the clearance of a tunnel immediately south of the station which has proved to be a most difficult job, and has been much delayed by weather.

It should be possible to complete tunnel clearance and open out ORTONA by the middle of March. In the meantime, as the station is still under occasional shell fire, the delay has not been serious in effect. North of ORTONA, work is proceeding on deviations and clearance at three further demolished tunnels.

(ii) The S.MENTA - SFINALZOLA line was opened on 15th February, when repairs to a viaduct at MANFREDINO were completed.

(iii) Work is proceeding on repairing a viaduct at GIOIA, which will open out the line GIOIA DEL COLLE to SFINALZOLA during March. Work is being carried out by E.S.E. Contractors.

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The construction of a new landing stage has been completed and the levelling and surfacing of lighter berth "D" is in hand.

(iii) TARANTO.

A detachment of 953 P.C. & E. Coy are employed on the construction of a new deep-water berth of which the quay wall was already partially built. This detachment are also clearing scrap and salvage from the existing lighter berth.

## RAILWAY CONSTRUCTION.

(a) Line Reconstruction.

(i) All work required to open the line to ORTONA is completed, except for the clearance of a tunnel immediately south of the station which has proved to be a most difficult job, and has been much delayed by weather.

It should be possible to complete tunnel clearance and open out ORTONA by the middle of March. In the meantime, as the station is still under occasional shell fire, the delay has not been serious in effect. North of ORTONA, work is proceeding on deviations and clearance at three further demolished tunnels.

(ii) The BARLETTA - SERRACAPRIOLA line was opened on 15th February, when repairs to a viaduct at MARGHERITA were completed.

(iii) Work is proceeding on repairing a viaduct at GRAVINA, which will open out the line GIOIA DEL COLLE to SERRACAPRIOLA during March. Work is being carried out by I.C.E. Contractors.

(iv) Repairs are almost complete on the FOGGIA - CODOLA section of the CANCELLO - SALERNO line. When this line is completed it will serve as a by-pass enabling traffic to pass from SALERNO to points in the CANCELLO area, and to the East and North direct, without passing through NAPLES.

(v) Repairs are in hand on the CANCELLO - AVERSA section of the CANCELLO - TORRE ANNUNZIATA line with the object of opening out a new L.N.E. railhead at AVERSA Station.





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(D) Line Improvements and Improvements to Bridges.

(i) Due to the outbreak of the campaign, some main power is being withdrawn from the forward area to carry out improvement and permanent way work to several of the worst bridges mentioned.

(ii) On the East coast line, a new bridge is being built over the Sangro River, additional spans being constructed in the approach viaducts at each end. Heavy protection works are in hand at the S.M.O. Viaduct, and Tunnel restrictions subject to change from action.

Reconstruction of tunnels, to eliminate deviations, is also proceeding. The Fortore bridge is to be repaired by adding a new steel bay to carry the bridge on the original abutment and the present temporary trestles on the river bed/to be removed. Steel for this work is being fabricated.

Schemes are in preparation for the permanent repair of five bridges on the East coast line spanned by Bailey girders. It is, however, unlikely that these can be put into effect before June, and then it will probably be necessary that the work will be carried out by the I.S.R. under military supervision.

(iii) On the Naples - Foggia line, permanent repairs are now almost complete, by I.S.R. contractor, to bridge No.14 at Ponte. The completion will release three 40 ft sectional bridges.

Work is in hand on final repairs to Bridge 18 at Apice, where the damaged steel span is being extended in new steel to its original length. When completed, the span will rest on its original abutments, and the temporary trestle in the river bed will be removed.

Schemes are in preparation for permanent repairs to remaining bridges on the line to release U.S. bridging material. It is intended that the repairs will be carried out by I.S.R. Contractors.

At the present time, the heavy traffic on the line precludes long possessions for engineering works, and the conveyance of the large quantities of materials

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[illegible] protection works [illegible] and 4 tunnel deviations subject to change from location.

Reconstruction of tunnels, to eliminate deviations, is also proceeding. The Fortore bridge is to be repaired by adding a new steel bay to carry the bridge on the original abutment and the present temporary trestles on the river bed/to be removed. Steel for this work is being fabricated.

Schemes are in preparation for the permanent repair of five bridges on the East coast line spanned by Bailey girders. It is, however, unlikely that these can be put into effect before June, and then it will probably be necessary that the work will be carried out by the I.S.R. under military supervision.

(iii) On the Naples - Foggia line, permanent repairs are now almost completed, by I.S.R. contractor, to bridge No.14 at Ponte. The completion will release three 40 ft sectional bridges.

Work is in hand on final repairs to Bridge 13 at Apice, where the damaged steel span is being extended in new steel to its original length. When completed, the span will rest on its original abutments, and the temporary trestle in the river bed will be removed

Schemes are in preparation for permanent repairs to remaining bridges on the line to release A.B. bridging material. It is intended that the repairs will be carried out by I.S.R. Contractors.

At the present time, the heavy traffic on the line precludes long possessions for engineering works, and the conveyance of the large quantities of materials required for the works. It is therefore not intended to put in hand large scale reconstruction works until traffic conditions are more favourable.

(C) Base Development.

(i) Volume of Work.

On 23th February, the [illegible] construction involved was as follows:- 71

To Sheet 9.

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SHEET 3.

New Track Mileage.

| | Depots | Ports | Yards | Total |
|---|---|---|---|---|
| Completed | 11 | 2 | - | 16 |
| In hand | 11 | 4½ | 1½ | 20 |
| Authorized but not yet commenced. | 1 | 1 | - | 2 |
| Total | 23 | 7½ | 1½ | 38 |

The above figures do not include repairs to existing sidings, or work carried out by U.S. troops.

(ii) Depot Construction.

During the month, progress on depot construction has been retarded as no new projects for additional projects have been forthcoming. It is anticipated that all depot construction work in hand will be completed within a month, except for the final ballasting under traffic, of certain of the larger depots.

(iii) Port facilities.

Work is in hand on the provision of increased rail service to quays, and additional sidings, reconstruction at BARI and BRINDISI Docks. Similar work is projected for TARANTO Docks. The total mileage of track involved is 7½ miles, of which approximately 2 have been laid. Progress is of necessity slow, as rail formation has to be prepared beneath existing hard standings and work has to proceed with the minimum disturbance to rail and road traffic.

(iv) Yards and Terminal Facilities.

The provision of additional sidings and connections in BARI Yards has just been ordered.

Repairs to the sidings and yards at FOGGIA to give a daily turnover of 2,000 wagons has just been completed.

(D) A list of all works completed during February and in hand on 29 February is given at Appendix 3.

(E) Employment of Units.

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The total mileage of track involved is 7½ miles, of which approximately 2 have been laid. Progress is of necessity slow, as relaying has to be proceeded with beneath existing overhead wiring and work has to proceed with the minimum disturbance to rail and road traffic.

(iv) Yards and Terminal Facilities.

The provision of additional sidings and connections in BARI Yards has just been ordered.

Relaying to the sidings and yards at FOGGIA to give a daily turnover of 2,000 wagons has just been completed.

(D) A list of all works completed during February and in hand on 28 February is given at Appendix 8.

(E) Deployment of Units.

(i) No changes in the disposition of units have been made during the month.

(ii) The R.E.M.F. Ry Bridging Detachment, consisting of one officer and 8 O.R.s arrived during the month.

The unit has been attached to 16th Group and will be employed in bridge inspection, and on works with No 2 Ry Bridging Section.

(iii) Details of location and employment of Italian Ry Construction Companies is given at Appendix 9.

To Sheet 10.....



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(F) Labour.

Details of labour employed are given at Appendix 10. Dilution of labour overall is 20%.

(G) Diagrams of Depot Layouts.

Diagrams are attached at Appendix 11, showing layout at

Th.S.D. MODUGNO.
B.S.D. BARTINCO.

RAILWAY
R.TRANS. (a) Organisation.

The joint Tn Divisional office and movement traffic office referred to in Previous Report No. 5 for January, para 4 (a) was opened 3 Feb and started to make itself felt forthwith.

151 Railway Operating Coy R.E. and 2 Railway Mobile Workshops R.E. are about to leave U.K. for ITALY.

Railway Operating Coys and Railway Mobile Workshops are in the process of changing to the new War Establishments recently authorised.

Changes in Officer personnel that have occurred during the month are shown at Appendix 2.

(b) Operating.

British Operating personnel continued to work all traffic from Termoli to railhead which was extended from FOSSACESIA to SAN VITO LUCANIA on the 10th Feb.

The flow of traffic for Eastside railheads increased in volume in the early part of February, but a change in the administrative situation later resulted in a sharp decline and a proportional increase in the flow from East to West through Foggia.

The average daily wagons through Foggia for railheads and Westside areas as under :-

| | February. | | | | |
|---|---|---|---|---|---|
| Week ending | 29 Jan. | 5th | 12th | 19th | 26th |
| Foggia to Railheads. | 783 | 773 | 695 | 630 | 615 |
| Foggia to Westcoast. | 84 | 64 | 72 | 120 | 128 |
| TOTAL | 867 | 837 | 767 | 750 | 743 |

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(a) Organisation.

The joint Tn Divisional office and movement traffic office referred to in Fr. rose Report No. 5 for January, para 4 (a) was opened 3 Feb and started to make itself felt forthwith.

Railway Operating Coys. No 2 Railway Mobile Workshops Coy. RE ordered to leave U.K. for ITALY.

Railway Coys. The Coys now Railway Mobile Workshops are in the process of changing to the new war Establishments recently authorised.

Changes in Officer personnel that have occurred during the month are shown at Appendix 2.

(b) Operating.

British Operating personnel continued to work all traffic from Tornoli to railhead which was extended from FOSSACESIA to SAN VITO CHIETINO on the 10th Feb.

The flow of traffic for Westside railheads increased in volume in the early part of February, but a change in the administrative situation later resulted in a sharp decline and a proportional increase in the flow from East to West through Foggia.

The average daily wagons through Foggia for railheads and Westside areas as under :-

| | February. | | | | |
|---|---|---|---|---|---|
| Week ending | 29 Jan. | 5th | 12th | 19th | 26th |
| Foggia to Railheads. | 783 | 773 | 695 | 630 | 615 |
| Foggia to Westcoast. | 84 | 64 | 72 | 120 | 128 |
| TOTAL | 867 | 837 | 767 | 750 | 743 |

All semaphore signalling from Foggia to Tornoli has now been repaired and at some stations illuminated at night which has shown a slight improvement in train operation during the hours of darkness: lack of wicks has prevented lighting at all stations. Repair work is also in hand on the hydraulic signalling system at MIGLIO which it is anticipated will commence operating in the early days of March.

Exceptional wet weather experienced during the week 5th - 12th Feb caused the various rivers to rise sharply, particularly the Fortore river which rose sufficiently on the

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1983

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[illegible] Line to the Central at [illegible] was completed and opened to traffic on 10th Feb.

A new daily [illegible] service between Termoli and Santa Spirito commenced to operate on 1st Feb with wagon stock and with carriage stock on 7th Feb.

The Bari - Naples Military Passenger Service was begun on the 6th Feb.

The daily military passenger service between Foggia and Termoli was extended to Pescara on the 15th Feb.

The shunt engines at Termoli and Pescara were taken over by the British Operating personnel 5th Feb thereby releasing I.S.R. engine drivers and firemen for main line work.

Grinding [illegible] continued during the latter part of the month. This was largely due to power being transferred to Bari and Foggia having to the North currently the [illegible] all clearance from the Eastern ports.

The Foggia - Spinazzola line was opened to traffic on the 20th Feb. It had been anticipated operating this line with Diesel but this was not possible due to the bad weather which delayed the setting up account in the repair of bridges on the line. Owing to the stiff gradients the capacity of this line is small and difficulty has been experienced in moving the traffic.

As an indication of the amount of traffic flowing, the number of trains of various types run over different sections by the Depot's service may have been taken and is shown hereunder:-

The basic schedules of Civilian requirements were put into operation on the 4th Feb and the Bari Compartimento time table referred to in Report No. 8 was put into force on 7th Feb.

(C) Locomotives.

The locomotive position on the Centralia is still difficult in spite of the receipt of the balance of the 50 engines from Sicily. The condition of the latter have been such that they have only just been able to offset the deterioration condition of the Italian engines. At the close of the month 271 engines of all classes were available for service and 282 were under or awaiting repairs of all types, including nearly 100 for tank or boiler repairs. At the present there is a total ruined requirement for approximately 340 engines.

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Foggia workshops has concentrated on heavy service repairs to engines of the most useful type and turned out repairs to engines of the most useful type and turned out 9 engines during the month. This output being the same as the previous month, the former figure of 13 being an error.

British Diesel electric shunting locomotives Nos. 55 and 58 were unloaded at Brindisi on 25th Feb and are being put into service at Barletta.

(E) CARRIAGES & WAGONS.

The smaller of the two wagon shops at Foggia was rehabilitated and opened for production on 12th Feb and since that date has repaired 100 wagons of various types on account of damage. Normal repairs to wagons continue at Bari and at Lucca shops on the Sub-Apt railway.

Recovery of wagons from damaged sidings resulted in release of a further 53 serviceable wagons, while from Sicily, 310 wagons of various types were delivered by ferry.

(F) TH STORES.

(A) HQ No 3 Th Stores Group arrived at Naples on 22nd Feb. The principal duties of the Group Commander have been laid down briefly in a Technical Instruction No 12, dealing with Th Stores, Units and Depots in Italy. A copy of this Technical Instruction is at Appendix 16.

(B) The arrival of 112 O.Rs reinforcements for the 196 Th Stores Coy last month has not relieved the shortage of Stores personnel as much as had been hoped. They are of Stores personnel as much as had been hoped. They have had little or no experience in Th Stores, and few can be relied upon to check or identify stores. Some of the Drivers M.T. are quite inexperienced.

(C) Since the completion in January of additional sidings at 6 Th.S.D. Foggia, the principal feature in connection with the development of this Depot has been the clearance of a large quantity of scrap metal from stacking areas. 29 wagons containing approximately 400 tons have been sent to the Salvage Depot.

(D) No 7 Th.Stores Sub-Depot, Lucca, was opened on 10th Feb for reception of American and British track material.

(E) Good progress has been made in the construction of 5 Th.S.D., Bitonto, where all tracks have been laid and a number bellasted. Three heavy huts have been

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since that date has repaired 100 wagons of various types and dismissed of wagons. Naval repairs to wagons continued at Bari and at local shops on the Sicilian railway.

Recovery of wagons from damaged sidings resulted in release of a further 53 serviceable wagons, while from Sicily, 310 wagons of various types were delivered by ferry.

## 11. STORES.

(A) H.Q. No 3 Tn Stores Group arrived at Naples on 22nd Feb. The principal duties of the Group Commander have been laid down briefly in A.F.H.Q. Technical Instruction No 12, dealing with Tn Stores, Units and Depots in Italy. A copy of this Technical Instruction is at Appendix 13.

(B) The arrival of 112 O.Rs reinforcements for the 106 Tn Stores Coy last month has not relieved the shortage of Stores personnel as much as had been hoped. They have had little or no experience in Tn Stores, and few can be relied upon to check or identify stores. Some of the Drivers M.T. are quite inexperienced.

(C) Since the completion in January of additional sidings at 3 Tn.S.D. Foggia the principal feature in connection with the development of this Depot has been the clearance of a large quantity of scrap metal from stacking areas. 70 wagons containing approximately 600 tons have been sent to the Salvage Depot.

(D) No 7 Tn.Stores Sub-Depot, Rocca, was opened on 10th Feb for reception of American and British track material.

(E) Good progress has been made in the construction of 5 Tn.S.D., Andria, where all tracks have been laid and a number built etc. Three storey huts have been obtained and a plan showing the layout of the sheds and roadways is included in Appendix 11.

(F) A full review has been made of deficiencies in consignments of stores shipped to A.F.H.Q. and subsidiary ports in the first three months of the Campaign. Losses of small stores and bridging parts proved to have been fairly heavy, and this despite the fact that after bitter experience in North Africa the utmost care was given to packing and marking. It is a moot point whether such losses must be accepted as an inevitable feature of the



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early stages of construction or whether it would be practicable to reduce them by giving the same stress to the importance of delivering stores to the correct destinations as is given to Port clearance.

(G) In view of the pending lull in the shipment of standard bridging, before deliveries are resumed in May, the search of other services depots for missing parts is being intensified and assistance is being rendered by Railway Construction Officers and R.E.Os. At the middle of March all deficiencies will be summarised and an endeavour made to fabricate the maximum number of the smaller parts locally.

(H) Although the majority of losses occur in small parts such as cover plates, angles etc, main members also go astray. We have only just run to earth at an R...S.C. dump at Cape... 12 - 50ft boom members of the 120 ft lattice girder bridge shipped in KMS 28.

(J) During this period on account of certain losses and damage to shipping, 190 tons of R.E. stores including one 70ft through U.C. Railway Bridge and 139 tons of trestling have been lost. It is not yet known what stores will be recovered from the damaged ships now discharging. There are 1002 tons in these including 2 R.E.Os, diving gear, 22 turnouts and 1000 rails. The two latter items are not likely to have suffered.

(K) So far no difficulties have been encountered in obtaining all rail movements of stores required over lines controlled by A.C.H.Q. (Main Echelon).

(L) Interruption to the craft erection programme and difficulty in onward shipment has been caused by the diversion of the Sunbeam, Sankenna and Ben Miller to North Africa for discharge. A total of 20 R.C.Ls and 10 Mines barges is involved. Arrangements are in hand for these craft and 5 locos to be shipped to West Italy in ocean ships.

(M) Regular supplies of hemp rope and hemp are being received from local production. A certain amount of steel sections and some structural steelwork has also been obtained, likewise various small items for repairs to craft.

(N) Arrangements were made for the supply of 50,000 steel... from Algeria and deliveries

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(H) Although the majority of losses occur in small parts such as cover plates, angles etc. grim numbers also do astry. We have only just run to earth at an R...S.C. Camp at Capua 13 - 80ft Beam members of the 120 ft lattice girder bridge shipped in ENC 28.

(J) During this period on account of certain losses and damage to shipping, 450 tons of T stores including one 70ft through U.C.Railway Bridge and 159 tons of trestling have been lost. It is not yet known what stores will be recovered from the damaged ships now discharging. There are 1002 tons in these including 2 R.C.Ls, driving gear, 22 turnouts and 1600 rails. The two latter items are not likely to have suffered.

(K) So far no difficulties have been encountered in obtaining all rail movements of stores required over lines controlled by N.C.M.F. (Main Echelon).

(L) Interruption to the craft erection programme and difficulty in onward shipment has been caused by the diversion of the Sambarb, Simmons and Sam Miller to North Africa for discharge. A total of 20 R.C.Ls and 10 Mines barges is involved. Arrangements are in hand for these craft and 5 Locos to be shipped to East Italy in crane ships.

(M) Regular supplies of hemp rope and hemp are being received from local production. A certain amount of steel sections and some structural steelwork has also been obtained, likewise various small items for repairs to craft.

(N) Arrangements were made for the supply of 60,000 standard gauge sleepers from Calabria and deliveries amount to about 2500 per week at present. Supply of up to a further 100,000 is being arranged from the same area.

(O) Requirements of ballast in the Naples area have increased. Production from the slag heap at Bagnoli has been stepped up and the second quarry brought into operation. Labour difficulties have been experienced and have affected output from the latter quarry. These are now overcome and it is hoped to reach full output very shortly.

Arrangements have just been completed to take the



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APPENDIX 1

LOCATION STATEMENT.

IN UNITS, C.M.F.

29 DEC 1944.

| UNIT. | LOCATION. | REMARKS. |
|---|---|---|
| HQ. No.1. Docks Group R.E. | Brindisi. | Dets, Taranto. Gallipoli. |
| 990 Port Maintenance Coy, R.E. | Brindisi. | Dets, Taranto, Syracuse. |
| 992 Docks Operating Coy, R.E. | Brindisi. | |
| 993 Docks Operating Coy, R.E. | Brindisi. | Det, Syracuse. |
| 1010 Docks Operating Coy, R.E. | Taranto. | |
| 1015 Docks Operating Coy, R.E. | Taranto. | |
| 1025 Docks Operating Coy, R.E. | Brindisi. | Det, Otranto. |
| 1027 Docks Operating Coy, R.E. | Brindisi. | |
| 947 I.W.T. (Port) Operating Coy RE. | Brindisi. | Det, Taranto. |
| HQ No 5 Docks Group R.E. | Bari. | Det, Barletta. |
| 991 Docks Operating Coy R.E. | Bari. | |
| 994 Docks Operating Coy, R.E. | Bari. | |
| 997 Docks Operating Coy, R.E. | Bari. | Det, attached 5 Army. |
| 1007 Docks Operating Coy RE. | Bari. | Det, Monopoli. |
| 1014 Docks Operating Coy, R.E. | Bari. | |
| 1017 Docks Operating Coy, R.E. | Barletta. | Det, Bari. |
| 1021 Docks Operating Coy, RE. | Bari. | |
| "A" Docks Operating Coy, R.E. | Bari. | |
| "B" Docks Operating Coy, R.E. | Barletta. | |
| 1041 Port Operating Coy, R.E. | Bari. | Det, Algiers. |
| 1000 Docks Maintenance Coy R.E. | Naples. | Dets, Molfetta, Brindisi, Molfetta, Bari. |
| 1005 Docks Maintenance Coy, R.E. | Barletta. | Det. |
| 1019 Port Maintenance Coy R.E. | Bari. | |
| 945 I.W.T. (Port) Operating Coy RE. | Bari. | Det Algiers. |
| 1211 Stevedore Bn. (Lebanese). | Taranto. | Arrived ex U.K. 24 Feb. due for Bari. |
| 206 ) Indian "Z" Craft Op Coy. I.E. 209 ) | Bari. | Det, Naples. |
| HQ No 1 Port Const & Repair Gp R.E. | Naples. | Leaving for UK 1st week in March. |
| 930 P.C. & R. Coy, R.E. | Molfetta. | Leaving for UK 1st week in March. |
| HQ No 3 Port Const & Repair Gp R.E. | Bari. | |

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| UNIT. | LOCATION. | REMARKS. |
|---|---|---|
| HQ. No.1. Docks Group R.E. | Brindisi. | Dets, Taranto. Gallipoli. |
| 990 Port Maintenance Coy, R.E. | Brindisi. | Dets, Taranto, Syracuse. |
| 992 Docks Operating Coy, R.E. | Brindisi. | |
| 993 Docks Operating Coy, R.E. | Brindisi. | Det, Syracuse. |
| 1010 Docks Operating Coy, R.E. | Taranto. | |
| 1015 Docks Operating Coy, R.E. | Taranto. | |
| 1025 Docks Operating Coy, R.E. | Brindisi. | Det, Otranto. |
| 1027 Docks Operating Coy, R.E. | Brindisi. | |
| 947 I.W.T. (Port) Operating Coy RE. | Brindisi. | Det, Taranto. |
| HQ No 5 Docks Group R.E. | Bari. | Det, Barletta. |
| 991 Docks Operating Coy R.E. | Bari. | |
| 994 Docks Operating Coy, R.E. | Bari. | |
| 997 Docks Operating Coy, R.E. | Bari. | Det, attached 5 Army. |
| 1007 Docks Operating Coy RE. | Bari. | Det, Monopoli. |
| 1014 Docks Operating Coy, R.E. | Bari. | |
| 1017 Docks Operating Coy, R.E. | Barletta. | Det, Bari. |
| 1021 Docks Operating Coy, RE. | Bari. | |
| "A" Docks Operating Coy, R.E. | Bari. | |
| "B" Docks Operating Coy, R.E. | Barletta. | |
| 1041 Port Operating Coy, R.E. | Bari. | Det, Algiers. |
| 1000 Docks Maintenance Coy R.E. | Naples. | Dets, Molfetta, Brindisi, Mole di Bari. |
| 1005 Docks Maintenance Coy, R.E. | Barletta. | Det. |
| 1019 Port Maintenance Coy R.E. | Bari. | |
| 945 I.W.T. (Port) Operating Coy RE. | Bari. | Det Algiers. |
| 1211 Stevedore Bn.(Lebanese). | Taranto. | Arrived at N.E. 24 Feb. due for Bari. |
| 208 } Indian "2" Grft Op Coy. I.E. 209 } | Bari. | Det, Naples. |
| HQ No 1 Port Const & Repair Gp RE. | Naples. | Leaving for UK 1st week in March. |
| 950 P.C. & R. Coy, R.E. | Molfetta. | Leaving for UK 1st week in March. |
| HQ No 3 Port Const & Repair Gp RE. | Bari. | |
| 952 Port Const & Repair Gp, RE. | Bari. | Det, Taranto. |
| 975 Port Repair Ship, RE. | Otranto. | |
| 41 Harbour Const Coy, S.A.E.C. | Bari. | Dets, Brindisi, Ortona. |

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| Unit. | Location. | Remarks. |
|---|---|---|
| HQ No 1 Railway Const & Maint Gp R.E. | Naples. | |
| 190 Railway Const Coy R.E. | Naples. | Bova, Amantea, Fondi, Benevento, Cancello. |
| 460 Railway Const Coy. R.E. | Bon Vito. Lamezia. | Stn Gen R.C.E., R.A.E.C. for Work. |
| 161 Railway Const Co. R.E. | S.S.Eufemia. | Bova, Sorno, Catania, Taranto, Brindisi. |
| 167 Rly Bridge Coy. RE, 1 Sect. | Avella. | Bot, Cedola. |
| 29 Railway Survey Coy RE. 2 Sect. | Nola. | Bot, Barrignolo. |
| 44 R.E. (Tn) Section R.E. | Naples. | |
| HQ No 2 Railway Telegraph Coy R.E. | Naples. | |
| 42 Rly Line Maint Sect R.E. | Avellino. | Bova, Benevento, Taloso, Fresso Duverno. |
| 76 Rly Tele Co Sect. R.Sigs. | Naples. | Bova, Bari, Fogvia |
| HQ 242 Rly Constn & Maint Gp. R.E. | Monte Poleso. | |
| 10 Rly Constn Coy R.E. | Monte Poleso. | |
| 159 Rly Constn Coy R.E. | San Vito | Near Lanciano. |
| 2) Rly Survey Coy R.E. | Monte Poleso. | |
| No. 1 Section | Lamezia | Near Catanzaro. |
| No. 2 Section | Gioia | Near Bari. |
| 167 Rly Bridging Coy R.E., 2 Section | Bari. | |
| 47 R.E. (Tn) Section R.E. | Bari. | |
| 187 R.E. (Tn) Coy R.E. | Trani. | |
| H.Q. 2 Railway Telegraph Coy. R.Sigs. | Taranto. | |
| 21 Rly Line Maint Section. R.Sigs. | Foggia | Bova, Bari, Barletta, Andretta, Taranto, Bari Caveru. |
| 42 Rly Line Maint Section. R.Sigs. | Vasto. | Bova, Fossa Sabbi, Lucera. |
| 72 Rly Tele Co. Section. R.Sigs. | Pescara | Bova, Taranto, Taranto, Bari, Andria, Foggia Cerignola. |
| HQ Railway Constn. & Maint. Gp RE. | Formicola. | |
| 38 Rly Constn Coy RE. | Caiazzo. | |
| 39 Rly Constn Coy RE. | Formicola. | |
| 40 Rly Constn Coy RE. | Piedimonte di Sangro. | |
| HQ No.2 Railway Operating Group R.E. | Foggia. | |
| 190 Rly & Operating Coy R.E. | Foggia. | Bova, Taranto. |

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| | | |
|---|---|---|
| 167 Rly Const Coy. RE. 1 Sect. | Naples, | Bat, Sorella. |
| 29 Railway Survey Coy RE, 2 Sect. | Bolo. | Det, Petrignanin. |
| 46 M.E. (Tn) Section R.E. | Naples. | |
| HQ. No 3 Railway Telegraph Const. Sigs. | Naples. | |
| 42 Rly Line Maint Sect R.Sigs. | Maddaloni. | Dets, Benevento, Telese, Fresno Dworsk. |
| 79 Rly Pole Gp Sect, R.Sigs. | Naples. | Dets, Ponti, Formia |
| HQ 1262 Rly Construction Gp. R.E. | Torre Palaza. | |
| 10 Rly Constn Coy R.E. | Torre Palaza. | |
| 159 Rly Constn Coy R.E. | San Vito | Det Brindisi. |
| 29 Rly Survey Coy R.E. | Torre Palaza. | |
| No. 1 Section | Foggia | Det Barletta. |
| No. 2 Section | Bovino | Det Lucera. |
| 167 Rly Maintenance Coy R.E. 2 Section | Naples | |
| 47 M.E. (Tn) Section R.E. | Naples | |
| 157 M.E. (Tn) Coy R.E. | Napoli. | |
| H.Q. 2 Railway Telegraph Coy. R.Sigs. | Bernalli. | |
| 21 Rly Line Maint Section. R.Sigs. | Naples | Dets, Sessa, Mondragone, Capua, Teano, Caserta, Maddaloni. |
| 32 Rly Line Maint Section. R.Sigs. | Vesta. | Dets, Foggia, Lucera. |
| 72 Rly Pole Gp Section R.Sigs. | Foggia | Dets, Termoli, Lucera, Vasto, Pescara. |
| No 2 Railway Constn. Co Troops. SAAC. | Torre Annunziata. | |
| 38 Rly Constn Coy R.E. | Citrona. | |
| 39 Rly Constn Coy R.E. | Pontecorvo. | |
| 40 Rly Constn Coy R.E. | Piedimonte San Germano. | |
| HQ No.2 Railway Operating Group R.E. | Foggia. | |
| 190 Railway Operating Coy R.E. | Foggia. | Dets. Termoli. |
| HQ No.6 Railway Operating Group R.E. | Rome. | |
| 153 Railway Operating Coy R.E. | Rome. | Dets. Barletta, Gallipoli. |
| 192 Railway Operating Coy R.E. | Taranto | Dets. Bari, Foggia, Castellaneta. |
| 5 Railway Mobile Workshops R.E. Workshops. | Ghezzano. | |
| 763 Railway Workshops Coy R.E. | Naples. | Det. Bari. |
| HQ 3 Transportation Stores Gp R.E. | Naples. | |
| 3 Tn.S.D. - 195 Tn Stores Coy RE. | San Pietro. | |
| | Termoli. | Det Brindisi. Det Taranto. |
| 3 Tn.S.D. - 196 Tn Stores Coy RE. | Monopoli. | Det Bari. |
| 6 Tn.S.D. - 156 Tn Stores Coy R.E. 24 Tn Stores Coy, RE. | Naples. | |

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APPENDIX 2

## Re-Organisation.

1. RE-ORGANISATION OF INLAND WATERWAYS.

(a) The conversion of 1055 Stevedore Co to "L" Docks Operating Coy, the end of 2051 Mauritian Pioneer Coy to 100- Dock Operating Coy is complete.

(b) The completion of the formation of 1017 Docks Operating Coy and the fusion of the detachments of 1000 and 1005 Docks Maintenance Coy to form "G" I.W.T. Workshops Coy is proceeding.

2. REVISION OF ESTABLISHMENTS.

(a) Approval has been given to implement the following War Establishments as agreed by the Committee of Standardisation of War Establishments :-

| | | |
|---|---|---|
| (i) | 10 Railway Construction Coy R.E. )<br>150 " " " " )<br>159 " " " " )<br>160 " " " " )<br>161 " " " " ) | IV/16/4 |
| (ii) | H.Q. 5 Railway Operating Group R.E. )<br>H.Q. 6 " " " " ) | IV/17/3 |
| (iii) | 196 Pn Stores Coy, R.E. | IV/20/3 |
| (iv) | 29 Railway Survey Coy, R.E. | IV/13/3 |
| (v) | 143 Railway Workshop Coy, R.E. | IV/21/5 |
| (vi) | 133 Railway Operating Coy, R.E. )<br>190 " " " " )<br>192 " " " " ) | IV/18/4 |
| (vii) | 5 Railway Mobile Workshops. | IV/18A/3 |
| (viii) | "C" I.W.T. Workshop Coy RE (T.A.) | WA/283/1 |

(b) Fire Fighting Sections.

Fire Fighting Sections are in the process of re-organisation as follows :-

(i) Existing F.F. Sections and Sub Sections are being re-organised on a Territorial basis into Companies. These consist of H.Q. and four 1st Class Brigades.

One Captain and one Subaltern to each Coy and W.O.1 1/c each Brigade (strength 39).

Companies will be self administered and come under command of local Sub-Area.

(ii) Special equipment will be taken from Docks Operating Coys etc and handed over to the Brigades. Unit G.1098 such as extinguishers will remain with existing units, but hoses etc will be

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(a) Approval has been given to implement the following War Establishments as agreed by the Committee of Standardisation of War Establishments :-

| | | |
|---|---|---|
| (i) | 10 Railway Construction Coy R.E.<br>150 " " " "<br>159 " " " "<br>160 " " " "<br>161 " " " " | IV/16/4 |
| (ii) | H.Q. 2 Railway Operating Group R.E.<br>H.Q. 6 " " " " | IV/17/2 |
| (iii) | 196 Tn Stores Coy, R.E. | IV/20/3 |
| (iv) | 29 Railway Survey Coy, R.E. | IV/13/3 |
| (v) | 163 Railway Workshop Coy, R.E. | IV/21/5 |
| (vi) | 153 Railway Operating Coy, R.E.<br>190 " " " "<br>192 " " " " | IV/18/4 |
| (vii) | 5 Railway Mobile Workshops. | IV/184/3 |
| (viii) | "C" T.A.T. Workshop Coy RE (M.A.) | M.A./283/4 |

(b) Fire Fighting Sections.

Fire Fighting Sections are in the process of re-organisation as follows :-

(i) Existing F.F. Sections and Sub Sections are being re-organised on a Territorial basis into Companies. These consist of H.Q. and four 1st Class Brigades.

One Captain and one Subaltern to each Coy and W.O.1 i/c each Brigade (strength 39).

Companies will be self administered and some under command of local Sub-Area.

(ii) Special equipment will be taken from Docks Operating Coys etc and handed over to the Brigades. Unit C.1098 such as extinguishers will remain with existing units, but pumps etc will go.

It is also proposed to relieve Tn Stores of holdings of Fire Fighting equipment, other than refills etc.

(iii) New formations now proposed are only the beginning of a comprehensive scheme, and all Fire fighting personnel will eventually be absorbed into the new organisation.

At the present time the organisation of a H.Q. and 4 First Class Fire Brigades leave a number of F.F. Sections and Sub-Sections (trained) to Companies on the old footing.

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3. RAF W. ING OF ITALIAN UNITS.

Railway Construction Units.

There has been no increase in the overall strength of the three Battalions during the month. Although all three Companies of the 3rd Battalion have been formed, but there should be an increase of approximately 750 men during March. There has been some redistribution of strengths of Companies and the five which are employed under control of R.C.E. have a total strength of 850 men. Working parties now average 80% of the unit strength.

Docks Units.

Four Docks Operating Coys were due to form this month. However their priority has been revised and they will not be available until March, 2 Coys by 15th March, 2 Coys by 31st.

No practical progress has been made in the formation of the I.R.T. (Port) Op Coys, Port Maint Coys or I.W. & S. Coys. The Italian Navy have been instructed to provide personnel for these but appear to have difficulty in finding suitable personnel. The matter is being closely followed by D.C. No 1 Docks Group in liaison with A.M.I.A..

4. DISPOSITION OF UNITS.

The following Units are expected in Italy:-

| Unit. | Strength. | Present Location. | Destination. | Remarks. |
|---|---|---|---|---|
| One S.C. | | | | ETA Personnel |
| 935 INT Port Op Coy. | 78 | M. | NAPLES | 1 Mar. |
| 154 Ry Optg Coy. | 378 | M. | NAPLES. | ETA 9 Mar. |
| 2 Rly Mob Wksh.s. | 89 | M. | HULL | |
| 156 Tn Stores Coy & 9105 FF Sec. | 180 | M. | NAPLES | |
| 1 Rly Optg Group. | 27 | M. | HULL | |
| 109 Rly Optg Coy. | 372 | M. | HULL | |
| 9150 FF Sec. | 7 | P'VILLE | BARLETTA. | |
| 9276 FF Sec. | 7 | LOUIS | BARLETTA. | |

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control of F.A.Cs have total strength of 850 men. Working parties now average 60% of the unit strength.

Docks Units.

Four Docks Operating Coys were due to form this month. However their priority has been revised and they will not be available until March, 2 Coys by 15th and 2 Coys by 31st.

No appreciable progress has been made in the formation of the I.S.T. (Port) Op Coys, Port Maint Coys or P.O. & T. Coys. The Italian Navy have been instructed to provide personnel for these but appear to have difficulty in finding suitable personnel. The matter is being closely followed by D.C. No 1 Docks Group in liaison with [illegible].

4. BUILDING OF UNITS.

The following Units are expected in Italy:-

| Unit. | Strength. | Present Location. | Destination. | Remarks. |
|---|---|---|---|---|
| One S.C. 935 INT Port Op Coy. | 70 | [illegible] | NAPLES | ETA Personnel 1 Mar. |
| 15[illegible] Opte Coy. | 378 | [illegible] | NAPLES. | ETA 9 Mar. |
| 2 Mly Mob Wkshps. | 89 | [illegible] | NAPLES | |
| 156 Tn Stores Coy & 9103 FP Sec. | 120 | [illegible] | NAPLES | |
| 1 Mly Opte Group. | 27 | [illegible] | NAPLES | |
| 139 Mly Opte Coy. | 372 | [illegible] | NAPLES | |
| 9150 FP Sec. | 7 | P'VILLE | BARLETTA. | |
| 9276 FP Sec. | 7 | ALGIERS | BARLETTA. | |
| 61 Tunnelling Coy SMEC | | [illegible] | NAPLES | ETA 27 Mar. |
| 62 Tunnelling Coy SMEC | | [illegible] | NAPLES | ETA 27 Mar. |
| East African Docks Op Coy. | | [illegible] | | |

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/5. CHANGES IN OFFICERS.

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2000

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C. Railway Construction.

| | | |
|---|---|---|
| Major E.L. Pusey. | D.D.Tn. | D.D.Tn, Rly Constn. |
| | M.E.F. | Tn(Lr) w.e.f. [illegible] |
| Lt.Col. W.J. Mainwaring. | MEN 1 | Deceased [illegible] |
| Major F.H. Bramwell. | C.O. 150 Rly Con Coy. | C.O. 1 Rly C.& M. Gp. w.e.f. [illegible] |
| Capt. F.E. Clutch. | 2 i/c 159 Rly Con Coy. | C.O. 150 Rly Con Coy w.e.f. 1.1.44. |
| Lieut.W.F. Coates. | 159 Rly Con Coy. | T.Cdr. Capt. 159 Rly Con Coy. w.e.f. 1.1.44. |
| Lieut.C.F. Turner. | Reinforcement Officer. | Submit rn, 159 Rly Con Coy w.e.f. 9.1.44. |
| Lieut. E. Sanderson.) Lieut. J.A.Moore. ) Lieut. S.J.Brown. ) | Reinforcement Officers | Attchd No.1 Rly Constn.& Mtnce Gp. w.e.f. 9.1.44. |
| Lieut. H.N. Carter. ) 2/Lieut. A.D. Littleboy ) | Reinforcement Officers. | Attchd No.1212 Rly Constn. & Mtnce Gp. w.e.f. 9.1.44. |

/D. Docks.

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| | | |
|---|---|---|
| | Con Coy. | w.e.f 1.1.44. |
| Lieut.W.I. Coutts. | 159 Fly Con Coy. | Tech. Capt. 159 Fly Con Coy. w.e.f 1.1.44. |
| Lieut.G.F. Turner. | Reinforcement Officer. | Substn, 159 Fly Con Coy w.e.f 9.1.44. |

Lieut. E. Sanderson.)
Lieut. J...Moore. ) Reinforcement Officers
Lieut. S.J.Brown. ) Officers

Attached No.1 Fly Constn.& Mtnce. Gp. w.e.f 9.1.44.

Lieut. H.N. Carter. ) Reinforcement
2/Lieut. A.D. Littlejoy ) Officers.

Attached No.1212 Fly Contn. & Mtnce. Gp. w.e.f 9.1.44.

/D. Dechn.



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D. Docks.

| | | | |
|---|---|---|---|
| Major F.C.H. Clark. | | 993 Docks Op Coy. | Posted to 1 Docks Gp, w.e.f 1.5.44. Assumed command 1 Docks Gp w.e.f 21.6.44 on evacuation of Lt.Col. Griffit to Hospital. |
| Capt. O.H. | Gibson. | 1056 Docks Maint Pn. | Posted to 1027 Dock Op Coy w.e.f 5.3.44. Ceased to be attd. and to Group HQ 1 Docks Gp. Being permanently posted to HPO(R.IC) w.e.f 2.2.44. |
| Capt. A. Lieut. F.J. Lieut. L. | Edwards) Innes ) Freeland) | D...S.O. | |
| Capt. F.C. | Douglas. | 991 Dock Op Coy. | Posted to 993 Dock Op Coy and promoted Major w.e.f 5.5.44. |
| Lt.Col. J.L. | Griffit. | O.C. No.1 Docks Gp. | Admitted to General Hospital 22.2.44. |
| Lieut. A.S. | Cattell. | 1015 Dock Op Coy. | Posted to 1028 Dock Op Coy and promoted Capt w.e.f 3.5.44. |
| Capt. H. | Burton. | H.Q. 1 Docks Gp. | Promoted Major (Dock Supt) w.e.f 17.10.43. |
| Lieut. W.H. | Duff. | 1015 Dock Op Coy. | Promoted Capt.(Asst. Dock Supt) w.e.f 5.1.44. To 1 Docks Gp w.e.f 7.2.44. |
| Lieut. C.H. | Whittle. | 1015 Dock Op Coy. | |
| Lieut. J.A. | Dugan. | Pnf.1056 Stevedore Bn. | Posted to 1010 Dock Op Coy. on promotion Capt. w.e.f 5.5.44. |
| Lieut. D.J. | Matthews. | 992 Dock Op Coy. | Posted to 1015 Dock Op Coy and promoted Capt. w.e.f 5.5.44. |
| Capt. C.M.M. | Sawyer. | Tn.Inc.,U.A. | Posted to 1010 Dock Op Coy and promoted Major w.e.f 27.1.44. Ceased command 18.2.44. |
| Major J.L. | Middleton. | 983 D.C.& R. Coy. | Posted to 1 i/c 5 Port Con. & Repair Gp. |
| Capt. F.K. | Blackwood. | 5 P.C. & R. Group. | Posted to 995 Port Maint Coy w.e.f 2.2.44. |
| Capt. C.H. | Scott. | 975 Port Maint. Ship. | Posted to "Y" List for transfer to UK w.e.f 12.2.44. |
| Lieut. J.E. | Tyler. | 980 P.C.& R. Coy. | Posted to 983 Port Con & Repair Coy w.e.f 29.2.44. |

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| | | | |
|---|---|---|---|
| Lt. Col. R. | Mc Leod) | | as DTO(ESC) wef 4.5.44. |
| Capt. F.F. | Douglas. | 951 Dock Op Coy. | Posted to 920 Dock Op Coy and promoted Maj wef 5.5.44. |
| Lt.Col. D.E. | Triffit. | D.C. No.1 Docks Gp. | Admitted to General Hospital 21.2.44. |
| Lieut. A.C. | Cottrell. | 1015 Dock Op Coy. | Posted to 1033 Dock Op Coy and promoted Capt. wef 3.5.44. |
| Capt. H. | Burton. | D.C. 1 Docks Gp. | Promoted Major (Dock Supt) wef 17.10.44. |
| Lieut. W.H. | Bull. | 1015 Dock Op Coy. | Promoted Capt.(Asst. Dock Supt) wef 5.1.44. |
| Lieut. C.H. | Wells. | 1018 Dock Op Coy. | To 2 Docks Gp wef 8.2.44. |
| Lieut. J.L. | Dunn. | 16C,1056 St.Nazaire Sm. | Posted to 1019 Dock Op Coy. and promoted Capt. wef 3.2.44. |
| Lieut. D.J. | Matthews. | 992 Dock Op Coy. | Posted to 1015 Dock Op Coy and promoted Capt. wef 5.[illegible].44. |
| Capt. C.H.M. | Savage. | Tn.Inc.,N.A. | Posted to 1010 Dock Op Coy and promoted Maj wef 27.1.44. Struck off strength wef 10.2.44. |
| Major J.N. | Middleton. | 332 P.C.& R. Coy. | To HQ 2 i/c 3 Port Con. & Repair Gp. |
| Capt. F.L. | Blackwell. | 3 P.C. & R. Group. | Posted to 995 Port Maint Coy wef 2.2.44. |
| Capt. G.H. | Scott. | 975 Port Maint. Ship. | Posted to "X" List for transfer to UK wef 12.2.44. |
| Lieut. J.L. | Tyler. | 330 P.C.& R. Coy. | Posted to 332 Port Con & Repair Coy wef 29.2.44. |

E. Stores.

No change.

F. Finance.

No change.



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APPENDIX 3.

## DOCKS WORKING - EAST ITALY

1. ACTUAL TONNAGES DISCHARGED (INCLUDING M.T.) - FEBRUARY 1944.

| Taranto | Gallipoli | Brindisi | Monopoli | Bari | Barletta | Boral |
|---|---|---|---|---|---|---|
| 34350 | 4915 | 75877 | 1806 | 168326+ | 31052 | 261428 |

+ Also 632 animals.

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2. TONNAGES DISCHARGED BY LIGHTER & NUMBER IN USE PER PORT. FEBRUARY 1944.

| | Taranto | Brindisi | Bari |
|---|---|---|---|
| Tons Discharged | 3.910 | 11,055 | 18.701 |
| No. of Lighters | 23 | 37 | 32 |

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3. ACTUAL TONNAGES LOADED (INCLUDING M.T.) - FEBRUARY 1944.

| Taranto | Gallipoli | Brindisi | Monopoli | Bari | Barletta | Total |
|---|---|---|---|---|---|---|
| 1555 | Nil. | 475 | 1303 | 3014 | 508 | 6455 |

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4. AVERAGE DAILY TONNAGES DISCHARGED - FEBRUARY 1944.

| Port | M.T. | Coal | Stores(less wt. of MT | Coal) | Total Weight of Stores + MT and Coal |
|---|---|---|---|---|---|
| TARANTO | 208 = 258 | 319 | 1365 | | 2571 |
| GALLIPOLI | Nil. | 169 | Nil. | | 169 |
| BRINDISI | 14 = 200 | 286 | 2230 | | 2725 |
| MONOPOLI | Nil. | Nil. | 62 | | 62 |
| BARI | 69 = 330<br>20 animals | 536 | 5003 | | 5839 |
| BARLETTA | Nil. | Nil. | 1101 | | 1102 |

2. TONNAGES DISCHARGED BY LIGHTER & NUMBER IN USE PER PORT, FEBRUARY 1944.

| | Taranto | Brindisi | Bari |
|---|---|---|---|
| Tons Discharged | 3,910 | 11,055 | 18,701 |
| No. of Lighters | 23 | 37 | 32 |

3. ACTUAL TONNAGES BOARDED (INCLUDING N.T.) - FEBRUARY 1944.

| Taranto | Gallipoli | Brindisi | Monopoli | Bari | Barletta | Total |
|---|---|---|---|---|---|---|
| 1555 | Nil. | 475 | 1903 | 2014 | 508 | 6455 |

4. AVERAGE DAILY TONNAGES DISCHARGED - FEBRUARY 1944.

| Port | N.T. | Coal | Stores(less wt. of MT Coal) | Total Weight of Stores + MT and Coal |
|---|---|---|---|---|
| TARANTO | 208 = 88 | 319 | 1365 | 2571 |
| GALLIPOLI | Nil. | 169 | Nil. | 169 |
| BRINDISI | 14 = 209 | 286 | 2230 | 2725 |
| MONOPOLI | Nil. | Nil. | 62 | 62 |
| BARI | 69 = 310<br>20 animals | 526 | 5003 | 5839 |
| BARLETTA | Nil. | Nil. | 1101 | 1102 |
| Total | 320 = 1408<br>29 animals | 1298 | 9761 | 12468 |

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5. ACCUMULATIVE TOTAL OF DISCHARGE - 1944.

| | M.T. No. Tons. | Other Commodities Tonnage |
|---|---|---|
| Discharged prior to 1st. February 1944. | 11711 = 53248 1213 Animals | 348172 |
| Discharged during February | 8194 = 39350 20 Animals | 323078 |
| Total | 19905 = 92598 1243 Animals | 671250 |

6. ACCUMULATIVE TOTAL OF LOADING - 1944.

| | M.T. No. Tons. | Other Commodities Tonnage |
|---|---|---|
| Loaded prior to 1st. February 1944. | 112 = 475 | 7930 |
| Loaded during February | 18 = 103 | 6352 |
| Total | 130 = 576 | 14282 |

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5. ACCUMULATIVE TOTAL OF DISCHARGE - 1944.

| | M.T. No. Tons. | Other Commodities Tonnage |
|---|---|---|
| Discharged prior to 1st. February 1944. | 11711 = 53248 1213 Animals | 348172 |
| Discharged during February | 6194 = 32830 29 Animals | 323078 |
| Total | 18905 = 86078 1242 Animals | 671250 |

6. ACCUMULATIVE TOTAL OF LOADING - 1944.

| | M.T. No. Tons. | Other Commodities Tonnage |
|---|---|---|
| Loaded prior to 1st. February 1944. | 113 = 475 | 7030 |
| Loaded during February | 18 = 103 | 6352 |
| Total | 130 = 578 | 14382 |



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APPENDIX A.

ADDITIONS OR AMENDMENTS TO PORT EQUIPMENT.

Taranto

1.(c) Floating Equipment

add 6 C.P. Tugs (4 awaiting allocation)

1.(c) Cranes

add 1 Ransome Rapier 3 1/2 to 5 tons.
1 R.B.19.
1 R.B.10.

Brindisi

2.(c) Tugs

add 1 C.P. Tug making 2 on hand.

Lighters and Barges

add 13 x 60 ton barges (ex Belhaven)

2.(c) Shore Cranes

add 1 Hyster
1 Jones
1 R.B.10.

Bari

3.(b) Floating Equipment

add 2 C.P.Tugs (now 5 in all)
add 5 Miscl. barges

3.(c) Shore Cranes

add 1 Morton 3 ton Portal Crane
Ransome Rapiers held are now 2 x 6 ton
and 6 x 3 " (2 minus jibs)

Delete 1 x 19 R.B. (now 2 on hand)
Add 2 Hyster and 1 Coles
Add 7 Clark Car loaders

Taranto

1.(c) Floating Equipment

add 6 C.T. Tugs (& awaiting allocation)

1.(c) Cranes

add 1 Ransome Rapier 3 1/2 to 5 tons.
1 R.B.Ig.
1 R.B.10.

Brindisi

2.(b) Tugs

add 1 C.T. Tug making 2 on hand.

Lighters and Barges

add 13 x 60 ton barges (ex Belvarcil)

2.(c) Shore Cranes

add 1 Hyster
1 Jones
1 R.B.10.

Bari

3.(b) Floating Equipment

add 2 C.T.Tugs (now 5 in all)
add 5 Lihon barges

3.(c) Shore Cranes

add 1 Merlos 3 ton Portal Crane
Ransome Rapiers hold are now 2 x 6 ton
and 2 x 3 " (2 minus jibs)

Delete 1 x 1g R.B. (now 2 on hand)
Add 2 Hyster and 1 Coles
Add 7 Clark C&F loaders

Barletta

4.(a) 11 and 12 berths now available - all salt cleared.



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APPENDIX 5.

## BARGE ERECTION POSITION AT END OF FEBRUARY 1944.

| Port | | Completed during Month. | Under Construction. | Awaiting Construction. | Total Received |
|---|---|---|---|---|---|
| Bari | Minch | 5 | 2 | 3 | 10 |
| | R.C.L. | – | – | – | – |
| Brindisi | Minch | – | 3 | 8 | 11 |
| | R.C.L. | – | 4 | 8 | 12 |
| Molfetta | Minch | – | 6 | – | 6 |
| | R.C.L. | – | – | 5 | 5 |
| Molfetta di Bari | Minch | – | – | – | – |
| | R.C.L. | – | – | 7 | 7 |
| | Total | 5 | 15 | 31 | 51 |

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| Port | | Completed during Month. | Under Construction. | Awaiting Construction. | Total Received |
|---|---|---|---|---|---|
| Bari | Mines | 5 | 2 | 3 | 10 |
| | R.C.L. | – | – | – | – |
| Brindisi | Mines | – | 3 | 8 | 11 |
| | R.C.L. | – | 4 | 8 | 12 |
| Molfetta | Mines | – | 6 | – | 6 |
| | R.C.L. | – | – | 5 | 5 |
| Mole di Bari | Mines | – | – | – | – |
| | R.C.L. | – | – | 7 | 7 |
| | Total | 5 | 15 | 31 | 51 |



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APPENDIX 6.

WORK OF THE DET. 930 P.C.& R. CCY.R.E. AT ANZIO.

(i) GENERAL.

The main body of the detachment ( 2 Officers and 57 O.Rs) landed on the afternoon of the 23rd.Jan over a beach which was afterwards abandoned as unsuitable. The vehicles were discharged into between 3ft. and 4ft. of water and as a result 2 tipping lorries were put out of action through their dynamos becoming wet and one lorry broke a half-shaft. The latter was however able to work with light loads, driving on front wheels only. Unfortunately, the tipping lorries could not be repaired by the local R.E.M.E.

(ii) ENEMY DEMOLITIONS.

In general, the enemy had set out to neutralize the Port by blowing quay walls and demolishing all quay-side buildings in such a manner as to obstruct the quays. For this purpose charges had been placed at about 5 yards from the quay face at approximately 5 yards intervals, both on the West quay and along the mole. Every building on the quay and the mole had heavy charges cemented into the face. These were wired for electric detonation. Only a few of these demolitions had been carried out but one was particularly effective and made a complete cut through the main mole from the beach to the harbour. 2 other holes were made in the quay-wall at the root of the larger branch of the mole.

It would appear that the enemy had little time to carry out his demolitions and blew only those charges which would cause the greatest inconvenience.

It was found that the whole of the ward standing arse of the mole was full of charges, particularly in inspection chambers, craters or other holes. These charges varied considerably but consisted to a large extent of Teller mines. They were not trapped and could be safely lifted. Very few anti-Personnel mines were found. No mines were found in the harbour.

(iii) SUNKEN SHIPS.

In addition to the above demolitions one tug, 2 large fishing boats, a dredger, a floating crane, a steel barge and numerous small fishing craft had been sunk in the port.

(iv) WORK UNDERTAKEN.

Work in the Port was under the direction of O.C. 36th. Regt. of Engineers U.S.A. who assigned one of his 3 battalions to port clearance. A detachment from this Battalion arrived with the Assault and immediately undertook mine clearance.

The work in general consisted of removing demolition charges, constructing berths for L.S.Ts, fixing and repairing bollards

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In general, the enemy had set out to neutralize the Port by blowing quay walls and demolishing all quay-side buildings in such a manner as to obstruct the quays. For this purpose charges had been placed at about 6 yards from the quay face at approximately 5 yards intervals, both on the West quay and along the mole. Every building on the quay and the mole had heavy charges cemented into the face. These were wired for electric detonation. Only a few of these demolitions had been carried out but one was particularly effective that made a complete cut through the main mole from the beach to the harbour. 2 other holes were made in the quay-wall at the root of the larger branch of the mole.

It would appear that the enemy had little time to carry out his demolitions and blew only those charges which would cause the greatest inconvenience.

It was found that the whole of the hard standing area of the mole was full of charges, particularly in inspection chambers, craters or other holes. These charges varied considerably but consisted to a large extent of Teller mines. They were not trapped and could be safely lifted. Very few Anti-Personnel mines were found. No mines were found in the harbour.

(iii) SUNKEN SHIPS.

In addition to the above demolitions one tug, 2 large fishing boats, a dredger, a floating crane, a steel barge and numerous small fishing craft had been sunk in the port.

(iv) WORK UNDERTAKEN.

Work in the Port was under the direction of O.C. 36th. Regt. of Engineers U.S.A. who assigned one of his 3 battalions to port clearance. A detachment from this Battalion arrived with the Assault and immediately undertook mine clearance.

The work in general consisted of removing demolition charges, constructing hards for L.S.Ts, fixing and repairing bollards and clearing of cables which had fouled the propellers of L.C.T. and other Assault craft. 7 L.S.T. hards were in operation by the 28th.

A D.U.K.W. was obtained and fitted out as a mobile Diving unit. This proved most useful as a considerable amount of diving was undertaken at different points, clearing fouled propellers of craft, examining sunken ships, searching for obstructions in the vicinity of the L.C.T. hards and examining quay approaches for delay action mines.

to sheet 2/ A 19 RB..

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A 19 R.B. which was included in the plant taken by the Detachment was not used by them but was employed continuously in discharging craft to quay.

There was considerable air activity and some shelling throughout the period the Detachment were at ANZIO and although there were no casualties, a certain amount of damage was caused to plant including the 19 R.B. and the diving gear, 2 of the 4 diving dresses being destroyed. These were replaced from NAPLES within 4 days.

A failure of the pressure regulating valve in the under-water equipment occured. A replacement was sent for and until this had arrived a normal oxy-acetylene cutting torch was adapted for work under water.

The detachment was withdrawn on 3.2.44. after they had completed all the work which was required of them.

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There was considerable air activity and some shelling throughout the period the Detachment were at ANZIO and although there were no casualties, a certain amount of damage was caused to plant including the 19 R.B. and the diving gear, 2 of the 4 diving dresses being destroyed. These were replaced from NAPLES within 4 days.

A failure of the pressure regulating valve in the under-water equipment occured. A replacement was sent for and until this had arrived a normal oxy-acetylene cutting torch was adopted for work under water.

The detachment was withdrawn on 9.2.44. after they had completed all the work which was required of them.



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APPENDIX 7.

## PORT IMPROVEMENTS

With the object of increasing the capacity of the East Coast Ports to a total of 15,000 tons a day, the following works have been authorised.

1. Railway Development.

(a) Bari.

New siding along berths 11 and 12 (Coal quay) (Completed).

New sidings for new lighter quay at Small Boat Pool (in hand).

Re-arrangement of sidings on MOLO FORANEO (in hand).

Doubling of track from Maritime Yard to the MOLO FORANEO.

New yard at Castl. Sidings (in hand).

(b) Brindisi.

New siding at No.1 Berth (completed).

New siding at No.4 Berth.

Re-arrangement of sidings and additional loops on 'B' lighter berth.

(c) Taranto.

Repairs to existing track and new sidings to serve the quays at the Genio Marina.

New siding at Berth 3.

New sidings on Coal Berth at East end of Dockyard.

2. Quay Construction.

(a) Bari.

Clearing Concrete Block Yard and lowering quay level to join lighter berth (in hand).

Construction of lighter quay at Small Boat Pool using 'Y' treading (in hand).

Extension of "Z" Draft berth.

Filling of lagoon behind 16 and 17 berths to give a 60ft. width of quay (in hand).

(b) Brindisi.

Rebuilding and re-surfacing lighter berth A(in hand).

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(c) Bari.

New siding along berths 11 and 12 (Coal quay) (Completed).

New sidings for new Lighter quay at Small Boat Pool (in hand).

Re-arrangement of sidings on MOLO FORANEO (in hand).

Doubling of track from Maritime Yard to the MOLO FORANEO.

New yard at Danilo Sidings (in hand).

(b) Brindisi.

New siding at No.1 Berth (completed).

New siding at No.4 Berth.

Re-arrangement of sidings and additional locos on 'A' lighter berth.

(c) Taranto.

Repairs to existing track and new sidings to serve the quays at the Genio Marina.

New siding at Berth 3.

New sidings on Coal Berth at East end of Dockyard.

2. Quay Construction.

(a) Bari.

Clearing Concrete Block Yard and lowering quay level to join lighter berth (in hand).

Construction of lighter quay at Small Boat Pool using 'Y' trestling (in hand).

Extension of "Z" (rail) berth.

Filling of lagoon behind 16 and 17 berths to give a 60ft. width of quay (in hand).

(b) Brindisi.

Levelling and re-surfacing lighter berth A(in hand).

Levelling and surfacing lighter berth B (in hand).

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(c) Taranto.

Construction of deep water berth at East end of Dockyard (extension of Coal Berth) by completion of partly built quay wall (in hand).

Clearing Genio Marina Quay (in hand).

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2019

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| Job No. | Agency | Location | Description | Size | % Complete | Est. date of completion | |
|---|---|---|---|---|---|---|---|
| Line 86, BRENNER - ROMA - TARGET and RETE. | | | | | | | |
| (a) Line Repairs. | | | | | | | |
| 86/11 | 107 Fly Bdg. Coy. No. 2 Section. | Ripetta | Repairs to bridge 4 river Portore | single span of 196 ft. Sheet piling around temporary foundations. Preparing girder for splicing on new sections. | - | - | Piling sectio |
| 86/17 | 38 Fly Const. Coy. | San Salvo | Repairs to bridge 8 River Trigno | Flood protection of existing works and construction of 3 additional 40 ft. spans in tipped bank for flood relief. | 30% | 31.3.44 | New s bridg |
| 86/18 | 40 Fly Const. Coy. | Termoli | Repairs to Bridge 6 River Biferno | Existing bridge to be demolished and replaced by 2 x 47 ft 6 in. 2 x 40 ft girder spans on concrete abutments and piers. | 5% | 31.3.44 | Joist of 1 |
| 86/21 | 40 Fly Const. Coy. | Istonia | Tunnel at Km.412 | Deviation around emergent tunnel and repairs to tunnel. | - | - | Deviat Km co run pa |
| 86/23 | 40 Fly Const. Coy. | Istonia | Repairs to tunnel Km.410 | - | - | - | Temporar traffic const |
| 86/33 | (100 Fly Const. Coy. ( 38 Fly Const. Coy. | Ortona | Track repairs San Vito (exclusive)-Ortona (inclusive) | 7 Km. of 95% will demolition. | 90% | 10.3.44 | |

2020

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WORKS IN HAND AS AT 29TH FEBRUARY, 1944.

| Description | Size | % Complete | Est. date of completion | Remarks. |
|---|---|---|---|---|
| d ROAD. | | | | |
| Repairs to bridge 4 River Sorbo | Single span of 196 ft. Sheet piling around temporary foundations. Preparing girder for splicing on new sections. | - | - | piling only 50%. Steel for new sections not yet fabricated. |
| Repairs to Bridge 6 River Trigno | Flood protection of existing works and construction of 5 additional 40 ft. spans in tipped bank for flood relief. | 30% | 31.3.44 | New spans being inserted under traffic. |
| Repairs to bridge 6 River Sinarca | Existing bridge to be demolished and replaced by 2 x 47 ft & 2 x 40 ft girder spans on concrete abutments and piers. | 5% | 31.3.44 | Just started. Deviation to consist of S.O.S.P.on trestle piers. |
| Tunnel at km.412 | Deviation around damaged tunnel and repairs to tunnel. | - | - | Deviation opened for traffic 9.1.44 and completed 16.1.44. Work proceeds on permanent repair to tunnel. |
| Repairs to tunnel km.410 | - | - | - | Temporary repair was effected and traffic passed 7.1.44. Present work consists of permanent repair. |
| Track repairs San Vito (exclusive) - Orton (inclusive) | 7 kms. of 95 R rail duplication. | 90% | 30.3.44 | |

/to sheet 2..

2021

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Works Programme as at 30th June, 1944 (Contd).

| Job No. | Agency | Location | Description | Size | % Complete | Est. date of completion | |
|---|---|---|---|---|---|---|---|
| 86/34 | 4C Rly Const. Coy. | Torino di Sangro | Reconstruction bridge 12. River Sangro. | Flood protection works. 15 x 10 ft. mild steel girders to be encased in new bank under traffic for flood relief. | 40% | 31.3.44 | |
| 86/43 | 38 Rly Const. Coy. | Ortona | Repairs Bridge 21. | 1 x 35 ft. R.S.J. span | 80% | 10.3.44 | |
| 86/44 | 39 Rly Const. Coy. | S. Vito | Tunnel at Km.380.8 | Deviation round damaged tunnel and permanent repairs to tunnel. | 35% | 31.3.44 | Deviation 8.2.44 Tunnel |
| 86/45 | 39 Rly Const. Coy. | S. Vito | Repairs to tunnel at Km.380.2 | Temporary deviation around damaged tunnel and permanent repairs to tunnel. | 25% | 31.3.44 | Deviation 8.2.44 Permanent |
| 86/46 | 100 Rly Const. Coy. | S. Vito | Tunnel at Km.379.6 | Deviation round damaged tunnel and permanent repairs to tunnel | - | - | Deviation 8.2.44 Permanent |
| 86/47 | 38 Rly Const. Coy. | Ortona | Tunnel at Km.374.5 | Permanent repair to demolished tunnel 480 metres long. | - | - | Opening but per also |
| 86/48 | 38 Rly Const. Coy. | Ortona | Tunnel at Km.371.3 | Deviation around, and permanent repairs to tunnel 234 metres long | - | - | Deviation Permanent |
| 86/49 | 39 Rly Const. Coy. | Ortona | Tunnel at Km.369.6 | Permanent repair to tunnel 367 metres long | - | - | Just c |
| 86/50 | 39 Rly Const.Coy. | Ortona | Tunnel at Km.369.2 | Permanent repair to tunnel 303 metres long | - | - | Just c |

2021

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Note 2 (continued) to Appendix X. 25th (contd).

| Description | Size | % complete | Est. date of completion | Remarks. |
|---|---|---|---|---|
| Reconstruction bridge 12. River Sangro. | Flood protection works. 35 x 10 ft. steel cluster spans to be inserted in new bank under bridge for flood relief. | 40% | 31.3.44 | |
| Repairs Bridge 23. | 1 x 55 ft. R.S.J. span | 80% | 10.3.44 | |
| Tunnel at Km.380.6 | Deviation around damaged tunnel and permanent repairs to tunnel. | 35% | 31.3.44 | Deviation opened to traffic 6.2.44. Work proceeding on permanent repairs to tunnel. |
| Repairs to tunnel at Km.380.2 | Temporary deviation around damaged tunnel and permanent repairs to tunnel. | 25% | 31.3.44 | Deviation opened for traffic 6.2.44. Work continues on permanent repairs. |
| Tunnel at Km.379.6 | Deviation around damaged tunnel and permanent repairs to tunnel | - | - | Deviation opened to traffic 6.2.44. Work proceeds on permanent repair. |
| Tunnel at Km.374.5 | Permanent repair to demolished tunnel 180 metres long. | - | - | Owing to engineering difficulties not yet possible to give a date for completion. |
| Tunnel at Km.371.3 | Deviation around, and permanent repairs to tunnel 254 metres long | - | - | Work on deviation just started. |
| Tunnel at Km.369.6 | Permanent repair to tunnel 307 metres long | - | - | Just started. |
| Tunnel at Km.369.2 | Permanent repair to tunnel 361 metres long | - | - | Just started. |

/to be cont...

2023

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(Sheet 11 continued on next page)

| Job No. | Agency | Location | Description | Size | % Complete | Est. date of Completion |
|---|---|---|---|---|---|---|
| (b) Base Development. | | | | | | |
| 86/8 | 159 Rly Const. Coy | S.Vito (Brindisi) | R.E. Stores Depot. | 4½ miles track & 15 turnouts | 95% | 15.3.44. |
| 86/9 | 10 Rly Const. Coy. | Bari | R.E. Stores Depot | 3½ miles track & 13 turnouts | 95% | 15.3.44. |
| 86/102 | (159 Rly Const. Coy (45 M.E.(Tn) Sect. | Mestino (Brindisi) | E.S.B.D. | 1½ miles track & 9 turnouts | 95% | - |
| 86/103 | 10 Rly Const. Coy. | Bari | Docks Improvement | 5 miles track & ¾ turnouts | - | - |
| 86/104 | 159 Rly Const. Coy. | Brindisi | Docks Improvement | 1½ miles track & 6 turnouts | - | - |
| 86/107 | U.S.A. | Bari | Improvements to Marshalling Yards | One crossover and one double slip to be inserted in existing running lines. | - | - |
| 86/109 | (10 Rly Const. Coy. (45 M.E.(Tn) Sect. | Bari | Independent connection between Parco Sud Yard and E.S.B.D. | 200 yards track | - | - |
| 86/111 | 150 Rly Const. Coy. | Foggia | Siding for U.S.A. Depot. | ¼ mile track & 1 turnout | 98% | 4.3.44 |

2024

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WORKS IN HOMES AT 2nd JANUARY, 1944.

| Description | Size. | % Complete | Est. date of Completion | Remarks. |
|---|---|---|---|---|
| R.E. Stores Depot. | 4½ miles track & 15 turnouts | 95% | 15.3.44. | Depot in use. Delay in work due to inadequate ballast supplies. |
| R.E. Stores Depot | 5½ miles track & 15 turnouts | 95% | 15.3.44. | Whole depot opened for traffic 5.2.44. Work of finishing off and maintenance continues. |
| B.3.D. | 1½ miles track & 9 turnouts | 65% | – | Work has been delayed by bad weather and shortage of ballast. |
| Locks improvement | 5 miles track & 3½ turnouts | – | – | Scheme agreed and work in hand |
| Locks improvement | 1½ miles track & 6 turnouts | – | – | Scheme agreed and work in hand |
| Improvements to marshalling yards | One crossover and one double slip to be inserted in existing running lines. | – | – | Just started. |
| Independent connection between Brandon Road Yard and M.S.&L.R. | 200 yards track | – | – | Work just started. |
| Siding for U.S.A. depot. | ½ mile track & 1 turnout | 98% | 4.3.44. | |

/to sheet 4....

2025

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| Job No. | Agency. | Location. | Description | Size. | % Complete | Anticipated Date of Completion. |
|---|---|---|---|---|---|---|
| Line 91. NAPLES - CASERTA - BENEVENTO - FOGGIA. | | | | | | |
| 91/26 | 150 Rly. Const. Coy. | Benevento | Station repairs. | Repair of bombed tracks. Clearance of wreckage, handling of rolling stock and water supply. | - | - |
| 91/27 | 150 Rly. Const.Coy. | Casarta - Montecalvo | Extraordinary maintenance. | Covers maintenance and inspection of all reconstructed bridges between Caserta & Benevento. | - | - |
| 91/28 | (151 Rly.Const.Coy. (46 I.E.(Tn.) Sect. | Caserta | E.S.D. | 1 [illegible] track & 11 turnouts | 70% | 5.3.44. |
| 91/30 | 167 Stevedore Coy. (No. 1 Section. (Contractor. | Aglon | Permanent repairs Bridge 16. | Refabrication of 30 ft. span of two main girders and floor system. | - | - |
| Line 94. CAPUA - MONTECALVO - TELESE - BENEVENTO | | | | | | |
| 94/12 | (151 Rly.Const.Coy. (46 I.E. (Tn.)Sect. | Montecorvino | Ordnance Depot. | 3¾ miles track & 5 turnouts. 11,000 cu. yards earthwork. | 30% | 20.3.44. |
| Line 283. BENEVENTO - AVELLINO - CANCELLO - NAPLES. | | | | | | |
| 283/3 | 164 Rly. Const.Coy. | Palma to Codola | Repairs to running line. | Repairs to 10 miles of track and 3 bridges. | 80% | 10.3.44. |
| Line 291. CANCELLO - TORRE ANNUNZIATA | | | | | | |
| 291/1 | 161 Rly. Const.Coy. | Cancello | R.E. Stores Depot. | 1½ miles track & 10 turnouts. | 95% | 5.3.44. |

2026

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| ion. | Description | Site. | % Complete | Estimate of Completion. | Remarks. |
|---|---|---|---|---|---|
| O - NAPLES. | | | | | |
| anto | Station repairs. | Repair of broad tracks. Clearance of wreckage, re-railing of rolling stock and water supply. | - | - | Minimum operating requirements for this stage completed. Work in stock employment for section at strategic location. |
| te - colvo | Extraordinary maintenance. | Severe maintenance and inspection of all reconstructed bridges, viaducts & tunnels. | - | - | Continuous. |
| le | L.S.D. | 1½ miles track & 17 turnouts | 70% | 5.3.44. | |
| | Permanent repairs bridges &c. | Refabrication of 30 ft. each of two main girders etc. Floor system. | - | - | Shopwork still in progress. |
| PONTE - TARANTO - BRINDISI | | | | | |
| ervino | Ordnance Depot. | 3½ miles track & 5 turnouts. 11,000 cu. yards earthwork. | 30% | 20.3.44. | |
| NAPLES - NAPLES. | | | | | |
| to a | Repairs to running line. | Repairs to 10 miles of track and 3 bridges. | 80% | 10.3.44. | |
| a | | | | | |
| lio | R.E. Stores Depot. | 1½ miles track & 10 turnouts. | 93% | 5.3.44. | Two additional sidings ordered. |

/on sheet 5.....

2027

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



| Job No. | Agency | Location | Description | Size | % Complete | Est. date of completion |
|---|---|---|---|---|---|---|
| 291/2 | 150 Rly Const. Coy | Cancello | Marigliano railhead | Expansion to 4 miles of 30/- double shelf track and 3 small bridges. | - | - |
| Line 303. PALMIRO - GIOIA DEL COLLE - BARI. | | | | | | |
| 303/3 | (10 Rly Const. Coy (43 L. of C. (Sp) Sect. | Modugno | Extensions to Tr.S.D. | 3 miles track & 25 turnouts | 70% | 15.3. |



| Job No. | Agency | Location | Description | Size | Date of completion |
|---|---|---|---|---|---|
| Line 86. BRINDISI - FOGGIA - TERMOLI AND NORTH. | | | | | |
| (a) Line Rendina. | | | | | |
| 86/24 | 36 Rly Const. Coy | Lebba | Repairs to Bridge 3. River Lebba | 35 Ft. masonry arch culvert repaired with concrete. | 6.2.44 |
| 86/32 | (39 Rly Const. Coy (160 Rly Const. Coy | San Vito | Track repairs. Fossacesia (exclusive) - San Vito (inclusive) | 8 Kms. of 95% rail renewal | 19.2.44 |
| 86/36 | 39 Rly Const. C-y. | Fossacesia | Repairs to Bridge 14 Vale Grande | 2 x 40 Ft. Sectional concrete substructure. | 8.2.44. |
| 86/37 | 39 Rly Const. Coy | San Vito | Repairs to Bridge 15 Grotte. | 1 x 39 Ft. R.S.J. span | 8.2.44. |
| 86/38 | 39 Rly Const. Coy | S. Vito | Repairs Bridge 16 Vale Grande | 1 x 31 Ft. R.S.J. span | 8.2.44. |

2028

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



WORKS IN PROGRESS AT 29TH FEBRUARY, 1944 (Contd).

| ion | Description | Size | % Complete | Est. date of Completion | Remarks. |
|---|---|---|---|---|---|
| llo | Marigliano railhead | Repairs to 4 miles of 30/- doublished track and 5 small bridges. | - | " | Work just started. |
| Ltd - hard. | | | | | |
| ro | extensions to Tn.S.D. | 3 miles track & 25 turnouts | 70% | 15.3.44. | All track laid. |

WORKS COMPLETED DURING FEBRUARY, 1944. Part II.

| ion | Description | Size | Date of Completion | Remarks |
|---|---|---|---|---|
| OAD AND RAIL. | | | | |
| | Repairs to Bridge ). River Lebba. | 33 ft. masonry arch culvert reinforced with concrete. | 6.2.44 | |
| itto | Track repairs. Fossacesia (exclusive) - San Vito (inclusive) | 8 Km. of 95/- rail doublition | 19.2.44 | Opened for traffic 10.2.44. Maintenance continues. |
| cesia | Repairs to Bridge 14 Vale Grande | 2 x 40 ft. sectional concrete substructure. | 8.2.44. | |
| Vito | Repairs to Bridge 15 Grotte. | 1 x 35 ft. R.C.D. span | 8.2.44. | |
| to | Repairs Bridge 16 Vale Davole | 1 x 31 ft. R.C.D. span | 8.2.44. | |

/to sheet 6...

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



| Job No. | Agency. | Location. | Description. | Size. | Date of Completion. |
|---|---|---|---|---|---|
| 86/39 | 39 Fly. Const. Coy. | S. Vito | Repairs to Bridge 17. Acque Viva | 1 x 31 ft. R.S.J. span. | 6.2.44 |
| 86/40 | 160 Fly.Const. Coy. | S. Vito | Repairs to Bridge 18 R. Feltrino | 1 x 35 ft; 2 x 40 ft. R.S.J. spans. Concrete substructure | 12.2.44 |
| 86/41 | 160 Fly.Const. Coy. | S. Vito | Repairs to Bridge 19 (Fucitello) | 1 x 20 ft. R.S.J. span. | 8.2.44 |
| 86/42 | 160 Fly.Const. Coy. | Cotoma | Repairs to Bridge 20 River Foro | 2 x 70 ft. U.C.I.B. Deck span. Filled cut concrete substructure | 3.2.44 |
| (b) Base Development | | | | | |
| 86/4 | 150 Fly.Const. Coy. | Foggia | Rehabilitation of station and yards. | Extensive bomb and demolition damage. | 19.2.44 |
| 86/15 | (10 Fly. Const. Coy. (45 M.E.(Tn) Sect. | Bari | D.U.D. | 1½ miles track and 4 turnouts | 19.2.44 |
| 86/16 | 10 Fly. Const. Coy. | Bari | C.C.H. Siding. | ½ mile track and 1 turnout | 19.2.44 |
| 86/27 | 10 Fly. Const. Coy. Mid E.A. Fly. Coy. 45 M.E.(Tn) Sect. | Bari | Siding to U.S. Ord.Depot | ½ mile track and 5 turnouts | 19.2.44 |
| 86/105 | 10 Fly. Const. Coy. | Bari | Vehicle Assembly Unit sidings. | ¾ mile track and 6 turnouts. | 29.2.44. |

2030

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



WORKS CARRIED DURING FEBRUARY, 1944.

| tion. | Description. | Size. | Date of Completion. | Remarks. |
|---|---|---|---|---|
| to | Repairs to bridge 17. Acqui Viva | 1 x 34 ft. R.S.J. span. | 8.2.44 | |
| to | Repairs to bridge 18 R. Feltrino | 1 x 35 ft; 2 x 40 ft. R.S.J. spans. Concrete substructure | 12.2.44 | |
| to | Repairs to bridge 19 (Portella) | 1 x 20 ft. R.S.J. span. | 8.2.44 | |
| | Repairs to bridge 25 River Fiore | 2 x 70 ft. U.C.F.F. Deck spans. Piled and concrete substructure | 8.2.44 | |
| | Rehabilitation of station and yards. | Extensive bomb and demolition damage. | 19.2.44 | All work required for the operation of Foggia now complete. Remainder of repair work will be carried out by I.S.R. under our arrangements. |
| | D.S.D. | 1½ miles track and 4 turnouts | 19.2.44 | Whole depot opened to traffic 12.2.44. |
| | C.C.H. Siding. | ½ mile track and 1 turnout | 19.2.44 | Opened to traffic 16.2.44. |
| | Siding to U.S. Q.M. Depot | ½ mile track and 5 turnouts | 19.2.44 | |
| | Vehicle Assembly Unit sidings. | ½ mile track and 6 turnouts. | 29.2.44. | |

Pass sheet 7.

2031

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



| Job No. | Army | Location | Description | Size | Date of Completion |
|---|---|---|---|---|---|
| Line 90 NAPLES - CANCELLO - CASERTA - ROME. | | | | | |
| 90/35 | 161 Fly Const. Coy | Roggiareale | Extensions to Tn.S.B. | Siding on one relaying track. Provide 7 new sidings. | 4.2.44. |
| Line 91 NAPLES - CASERTA - BENEVENTO - FOGGIA. | | | | | |
| 91/25 | 150 Fly Const. Coy | Foggia - Cervaro. | Lifting and relaying main line. | 9 miles track | 29.2.44. |
| Line 94. NAPLES - BATTIPAGLIA - POTENZA - METAPONTO - TARANTO | | | | | |
| 94/20 | Sud Est Fly Coy. | Ermecville | Air Force Bomb Dump | 2 Sdg tracks & 1 turnout | 12.2.44. |
| 94/21 | 46 N.E.S.(Tn) Sect. | Rocca Imperiale | No.7 Tn.S.B. Sub depot. | Workshop shops only | 3.2.44 |
| Line 296. BARLETTA - SPINAZZOLA. | | | | | |
| 296/1 | (930 P.C. & R. Coy (Contractor | Minervino Murge | Repairs to Viaduct | 5 x 40 ft. spans in 7 arch Viaduct being rebuilt. | 15.2.44. |
| Line 718 Bsd - PORTO. FERR. - TARANTO | | | | | |
| 718/1 | Sud Est Fly Coy. | Lungivacca | U.S. Oil Store | ¼ mile track & 1 turnout | 28.2.44. |
| Line 720. BARI - PUTIGNANO | | | | | |
| 720/1 | Sud Est Fly Coy. | Valenzano | U.S. Oil Store | ¼ mile track & 1 turnout | 25.2.44. |

2032

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



WORKS COMPLETED DURING PERIOD, 1944 (contd).

| ion | Description | Size | Date of Completion | Remarks. |
|---|---|---|---|---|
| TA - ROME. | | | | |
| rendo | Extensions to Tn.S.B. | Taking up and relaying track. Provide 7 new sidings. | 4.2.44. | |
| NO - PISA. | | | | |
| - zo. | Lifting and relaying main line. | 5 miles track | 29.2.44. | |
| TAFONTO - TARQUINIO - ORIOLI | | | | |
| ville | Air Force loop line | 2 mile track & 1 turnout | 12.2.44. | First stage only. Second stage not yet required. |
| erion | 29.7 M.S.L. Sub depot. | Partners completed | 3.2.44 | |
| ino Turvo | Repairs to viaduct | 5 x 40 ft. arches in 7 arch viaduct being rebuilt. | 15.2.44. | |
| ACCA | U.S. Qm Store | ½ mile track & 1 turnout | 28.2.44. | |
| ano | U.S. Qm Store | ½ mile track & 1 turnout | 25.2.44. | |

/to sheet 8..

2033

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

WORKS [illegible] HEREUNDER NOT BEEN YET STARTED.

Appendix
Part II

| Job No. | Location | Description. | Size. | Remarks. |
|---|---|---|---|---|
| 86/22 | Licenza | Repairs to tunnel at Km. 44 | | Tunnel was opened t[illegible] Permanent repairs a[illegible] |
| 86/51 | Tolfa | Tunnel at Km. 366 | Repairs to tunnel 657 metres long. | Not yet possible to [illegible] end of tunnel [illegible] |
| 86/106 | Bari | Additional sidings in Prov. Yard [illegible] Yard. | 500 yards track and 3 turnouts. | Approved. Work will [illegible] |
| 86/103 | Bari | Additional sidings - St. Cosmo Lorenzo Ling Yard. | 750 yards track and 4 turnouts | Approved. Work will [illegible] |
| 86/110 | Taranto | Tn. Storm Depot | [illegible] track and 2 turnouts. | Will commence [illegible] |
| 86/112 | S. Pietro Vernotico | Tn.S.D. | Renewal of siding and construction of road. | |
| 86/113 | Bari | Doubling of Maritime independent line. | 220 yards track and 3 turnouts. | Approved. Work will [illegible] |
| 86/12 | Taranto | Docks Improvement scheme. | | Railway work awaiting of scheme not yet [illegible] |

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| ...ation. | ...rks. | Remarks. |
|---|---|---|
| ...to tunnel at Km. 411 | | Tunnel was opened for traffic 9.1.44. Permanent repairs not yet started. |
| ...k at Km. 360 | Require to tunnel 657 metres long. | Not yet possible to start work owing to north end of tunnel being under enemy fire. |
| ...tunnel siding in Pare Marshalling Yard. | 550 yards track and 3 turnouts. | Approved. Work will start shortly. |
| ...tunnel siding - St. ...Marshalling Yard. | 750 yards track and 4 turnouts | Approved. Work will start shortly. |
| ...tunnel Depot | 2 roads track and 2 turnouts. | Will commence as soon as weather permits. |
| ...d. | Removal of siding and re-location of road. | |
| ...ge of Maritime ...ment Line. | 220 yards track and 3 turnouts. | Approved. Work will commence shortly. |
| ...improvement scheme. | | Railway work awaiting quay construction. Details of scheme not yet agreed. |

Appendix 9.

LOCATION AND EMPLOYMENT OF ITALIAN RAILWAY CONSTRUCTION UNITS.

| Unit. | Location. | Employment. |
|---|---|---|
| 1st Bn. H.Q. | Foggia. | |
| 2nd Company | Bari | Road Base Development. |
| 7th Company | Bari | Road Base Development. |
| | Foggia | Rupture to bomb and demolition damage in Foggia Station and yards. |
| 20th Company. | Foggia. | -do- -do- |
| 3rd Bn. H.Q. | Naples. | |
| 6th Company | Montecorvino | Job 24/18 Montecorvino E.O.D. |
| 13th Bn. H.Q. | | |
| 6th Company. | Cepua<br>Cofola. | Job 205/3 Pella - Cerola bridge repairs. |

NOTE. Remaining Companies of 3rd and 13th Battalions employed with American Railway troops.

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Appendix 10.
Sheet 1.

## ADDITIONAL LABOUR PROJECTS CIVIL RAILWAY CONSTRUCTION UNITS as at 21.2.44.

| Assisting | Location | Type | Numbers | |
|---|---|---|---|---|
| 10 Ely. Const.Coy. | 86/105 Bari Docks | Pioneers | 195 | |
| | | Civil | 50 | |
| | 86/9 Bari R.R.S.D. | Civil | 55 | |
| | 305/3 Modugno Tn.S.D. | Civil | 504 | |
| | | It.Rly.Const.Coy. | 79 | |
| | Maintenance Bari Area. | Pioneers | 50 | |
| | | It.Rly.Const.Coy. | 99 | |
| | | Civil | 113 | |
| | | | | 1067 |
| 150 Rly.Const.Coy. | 91/27 Caserta/Foggia | Civil | 146 | |
| | Foggia | Civil | 130 | |
| | | It.Rly.Const.Coy. | 81 | |
| | | | | 357 |
| 156 Rly.Const.Coy. | 86/104 Brindisi Docks. | Civil | 45 | |
| | 86/102 Brindisi R.R.S.D. | Civil | 73 | |
| | 86/8 Brindisi RRSD | Civil | 99 | |
| | | | | 217 |
| 168 Rly.Const.Coy. | S.Vito Lanciano | Military | 94 | |
| | | Civil | 99 | |
| | | | | 193 |
| 181 Rly.Const.Coy. | 285/3 Sorco | Pioneers | 57 | |
| | 91/28 Caserta | Pioneers | 73 | |
| | 94/18 Montecorvino | It.Rly.Const.Coy. | 90 | |
| | | Civil | 46 | |
| | 291/1 Cancello | Pioneers | 46 | |
| | | | | 312 |
| 167 Rly.Eng.Coy. | | | | |
| No. 1 Section. | 285/3 Cotolo | It.Rly.Const.Coy. | 75 | |
| No. 2 Section. | 86/11 Rivalto | Civil | 63 | |
| | | | | 156 |
| 46 F.E.(Tn.) Sect. | 94/15 Montecorvino | Civil | 70 | |
| | Pagnoli - Ballast production. | Contractor | 182 | |
| | | | | 252 |
| R.C.E.(S.A.E.C.)H.Q. | Vasto Area | Civil | 78 | |
| | | Italian Military | 121 | |
| | | | | 199 |
| 30 Rly. Const.Coy. | Ortona Area | Pioneers | 185 | |
| | | Italian Military | 509 | |
| | | Civil | 212 | |
| | | | | 906 |
| 30 Rly.Const. Coy. | Fossacesia Area. | Civil | 199 | |
| | | Italian Military | 278 | |
| | | | | 477 |
| 40 Rly.Const.Coy. | Sangro Area. | Pioneers | 110 | |
| | | Italian Military | 120 | |
| | | Civil | 261 | |
| | | | | 491 |

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| | | | | |
|---|---|---|---|---|
| | | Civil | 145 | |
| 150 Fly.Const.Coy. | 91/27 Caserta/Foggia | Civil | 146 | 1067 |
| | Foggia | Civil | 130 | |
| | | It.Fly.Const.Coy. | 81 | |
| 151 Fly.Const.Coy. | 86/104 Brindisi Docks. | Civil | 45 | 357 |
| | 86/102 Brindisi R.S.E. | Civil | 73 | |
| | 86/4 Brindisi REME | Civil | 99 | |
| 163 Fly.Const.Coy. | S.Vito Lanciano | Military | 94 | 217 |
| | | Civil | 99 | |
| 161 Fly.Const.Coy. | 283/3 Sorno | Pioneers | 57 | 193 |
| | 91/28 Caserta | Pioneers | 73 | |
| | 94/18 Montecorvino | It.Fly.Const.Coy. | 90 | |
| | | Civil | 46 | |
| | 291/1 Cancello | Pioneers | 46 | |
| 167 Fly.Bdg.Coy. | | | | 312 |
| No. 1 Section. | 283/3 Cololo | It.Fly.Const.Coy. | 75 | |
| No. 2 Section. | 86/11 Ripalta | Civil | 83 | |
| 46 T.E.(Tn.) Sect. | 94/18 Montecorvino | Civil | 70 | 158 |
| | Bagnoli - Ballast production. | Contractor | 182 | |
| R.C.E.(S.A.E.C.)H.Q. | Vasto Area | Civil | 78 | 252 |
| | | Italian Military | 121 | |
| 38 Fly. Const.Coy. | Ortona Area | Pioneers | 185 | 199 |
| | | Italian Military | 509 | |
| | | Civil | 212 | |
| 39 Fly.Const. Coy. | Pescacerie Area. | Civil | 109 | 906 |
| | | Italian Military | 278 | |
| 40 Fly.Const.Coy. | S.Angelo Area. | Pioneers | 116 | 477 |
| | | Italian Military | 120 | |
| | | Civil | 261 | |
| | | | | 491 |
| | | Total..... | | 4,629 |



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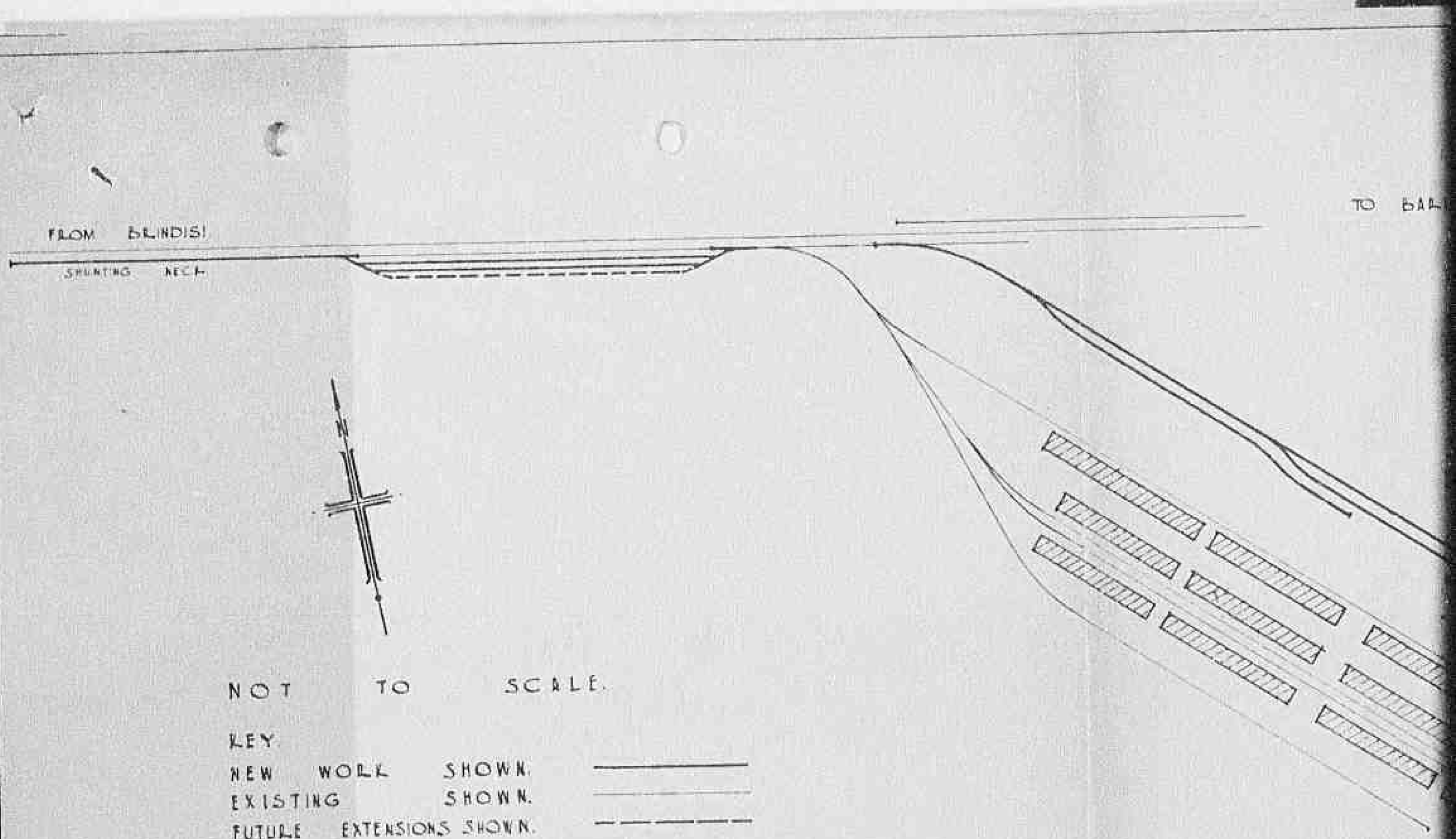
2039

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




NOT TO SCALE.

KEY.

NEW WORK SHOWN. ———————

EXISTING SHOWN. ———————

FUTURE EXTENSIONS SHOWN. — — — — —

JOB NO. 86/102

1½ MILES 9 TURNOUTS.

RESTINCO. B.S.D.

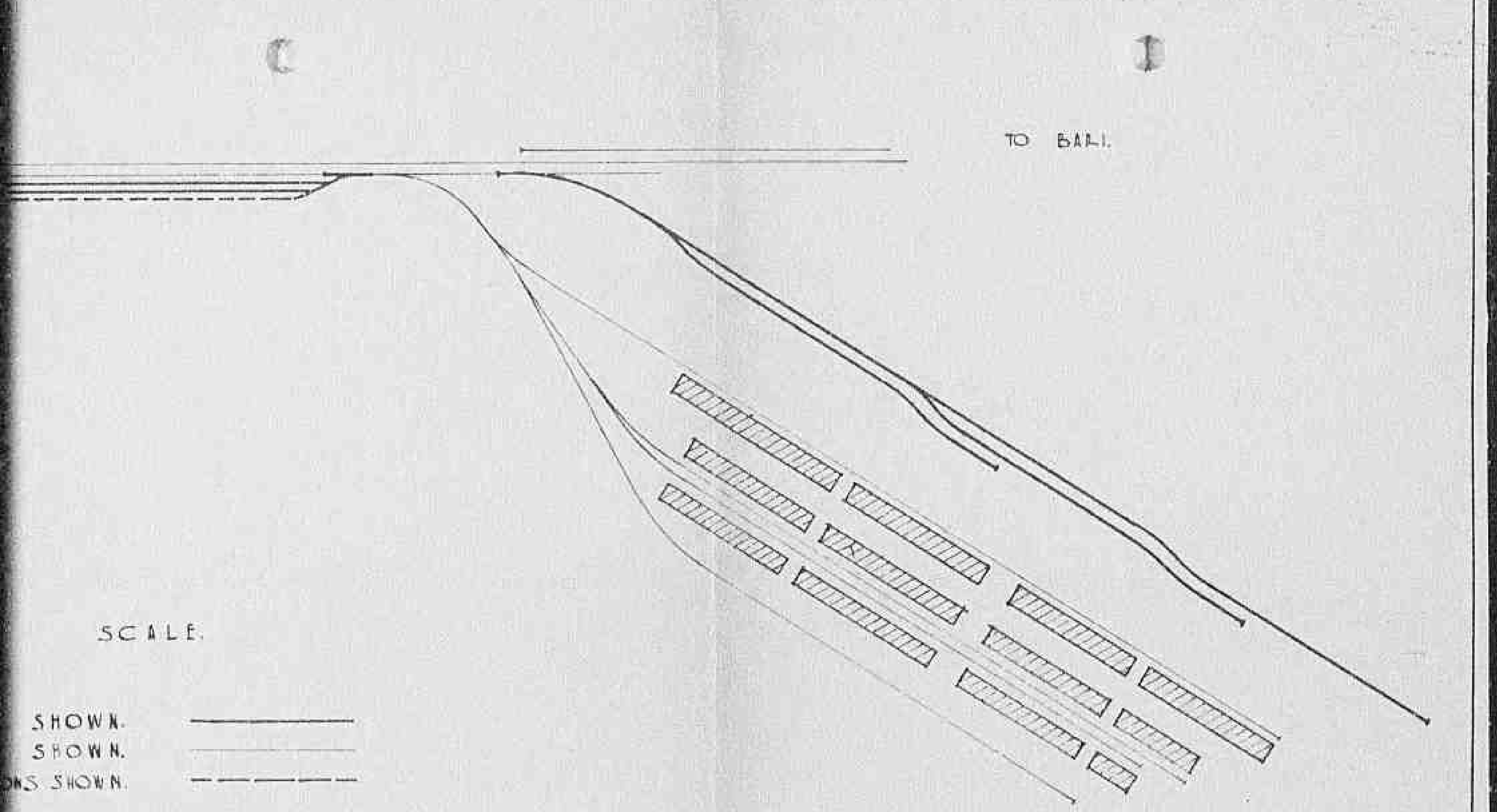
TRANSPORTAT

DRWG. NO

DATE. 3RD

2040

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




SCALE.

SHOWN.
SHOWN.
ONS SHOWN.

8C/102

URNOUTS:

NCO. B.S.D.

TRANSPORTATION (BRITISH) SECTION
DRWG. NO. TN / M / 26
DATE. 3RD MARCH '44 E GOLING S/SGT RE

2041

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# MODUGNO

TN. STORES DEPOT.

NOT TO SCALE.

3 MILES TRACK 25 TURNOUTS.

2043

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

KEY.
NEW WORK SHOWN
EXISTING SHOWN

MAIN ROAD

QUARRY.

CEMENT FACTORY.

JOB Nº 303/1
COMPLETED DEC/43

MODUGNO STATION.

JOB Nº 303/1

JGNO.

ES DEPOT.

SCALE

3 MILES TRACK 25 TURNOUTS

TRANSPORTATION (BRITISH) SECTION
DRWG NO: TN/M/25.
DATE. 3RD MARCH '44 L.GORLING S/SGT RE

Appendix 12

## Daily Average Train Operation
### Month Dec. 1944.

| TRAINS RUN BARI DIV. | Trains | MILITARY | | | | | | CIVIL | |
|---|---|---|---|---|---|---|---|---|---|
| | | Troops | | | Prisoners P.O.W. | | Hosp. Trs. | Trains | |
| | | Leads | Centres | Total | Trains | Wagons | | Pass | Freight |
| NORTH OF TERMOLI | 8 | 141 | 35 | 176 | .2 | 7 | 1 | 0 | 0 |
| TERMOLI-FOGGIA | 6.4 | 62 | 110 | 172 | 2 | 27 | 1 | 0 | 0 |
| FOGGIA-TERMOLI | 7 | 186 | 3 | 189 | 2 | 22 | 1 | 0 | 0 |
| FOGGIA BRANCHES | 3.4 | 49 | 3 | 52 | .2 | 3 | 0 | 0 | 0 |
| FOGGIA-CERIGNOLA | 4 | 62 | 0 | 62 | .4 | 4 | .5 | 0 | 0 |
| FOGGIA-BARI | 9 | 65 | 284 | 349 | 2.5 | 26 | 1 | 1 | 0 |
| BARI-FOGGIA | 10.5 | 354 | 0 | 354 | 2.5 | 27 | 1 | 1 | 0 |
| BARI-BRINDISI | 3.7 | 40 | 112 | 152 | .2 | 3 | 0 | 1.2 | 0 |
| BRINDISI-BARI | 5 | 155 | 0 | 155 | 0 | 1 | 0 | 1.2 | 0 |
| BARI-TARANTO | 2.3 | 28 | 42 | 70 | .5 | 4 | 0 | 0 | 0 |
| TARANTO-BARI | 4.2 | 97 | 1 | 98 | .8 | 10 | 0 | 1 | 0 |
| BRINDISI-TARANTO | 1.5 | 41 | 0 | 41 | 0 | 7 | 0 | 0 | 0 |
| TARANTO-BRINDISI | 2 | 18 | 8 | 26 | 0 | 0 | 0 | .2 | 0 |
| TARANTO-METAPONTO | 4 | 63 | 2 | 65 | .6 | 6 | 0 | .5 | 0 |
| METAPONTO-TARANTO | 2.6 | 51 | 21 | 72 | .3 | 3 | 0 | 0 | 0 |
| METAPONTO-POTENZA | 2.6 | 72 | 0 | 72 | .4 | 7 | 0 | .2 | 0 |
| POTENZA-METAPONTO | 2 | 33 | 51 | 84 | .2 | 4 | 0 | .8 | 0 |
| METAPONTO-SIBARI | 2 | 22 | 41 | 55 | 0 | 5 | 0 | 0 | 0 |
| CALABRIAN DIV. (estimated) | 17 | 148 | 42 | 182 | 0 | 0 | 0 | 7 | 3 |
| SUB-SIC RLY.CO'Y. (estimated) | 4 | 43 | 15 | 58 | 1 | 20 | 0 | 30 | 16 |

Normal Traffic miles per day. BARI DIVISION 6761

CALABRIAN DIVISION
(estimated) 3286 TOTAL 10047

Military Freight. Average No. Loaded wagons per train 20.
" " empty " " " 0.3
Gross total No. wagons run/train 2.3

Average net tons per train ..... 300
Average gross tons per train ..... 599

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| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| BARI-FOGGIA | 1.5 | 354 | 0 | 354 | 2.2 | 27 | I | 1 | 0 |
| BARI-BRINDISI | 3.7 | 40 | 112 | 152 | .2 | 2 | 0 | 1.2 | 0 |
| BRINDISI-LECCE | 5 | 155 | 0 | 155 | 0 | 1 | 0 | 1.2 | 3 |
| BARI-TARANTO | 2.1 | 28 | 42 | 70 | .5 | 4 | 0 | 0 | 0 |
| BARI-BARI | 4.2 | 97 | 1 | 98 | .6 | 10 | 0 | 1 | 0 |
| BRINDISI-TARANTO | 1.3 | 44 | 0 | 44 | 0 | 7 | 0 | 0 | 0 |
| TARANTO-BRINDISI | 2 | 18 | 8 | 26 | 0 | 0 | 0 | .2 | 0 |
| TARANTO-METAPONTO | 1 | 63 | 2 | 65 | .3 | 6 | 0 | .3 | 0 |
| METAPONTO-TARANTO | 2.3 | 31 | 41 | 72 | .3 | 3 | 0 | 0 | 0 |
| TARANTO-POTENZA | 2.8 | 72 | 0 | 72 | .3 | 7 | 0 | .2 | 0 |
| POTENZA-METAPONTO | 2 | 35 | 51 | 84 | .2 | 4 | 0 | .2 | 0 |
| METAPONTO-SIBARI | 2 | 22 | 31 | 53 | 3 | 3 | 0 | 0 | 0 |
| CALABRIAN DIV. (estimated) | 17 | 245 | 41 | 189 | 0 | 0 | 0 | 7 | 3 |
| SUD-EST RLY. COY. (estimated) | 1 | 11 | 15 | 52 | 1 | 20 | 0 | 50 | 16 |

Average Traffic miles per day. BARI DIVISION 6761

CALABRIAN DIVISION
(estimated) 3286 TOTAL 10047

Railway Traffic. Average No. loaded wagons per train 20.
" " " empty " " " 9.3

Average total No. wagons per train 29.3

Average net tons per train ..... 308

Average gross tons per train ..... 540

Note. Calabrian Division and Sud-Est Rly. are not included in statistics, as not sufficient information was available due to poor communications.



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Appendix No.13

Transportation (British)

H.Q., A.C.M.F. (Adm. Ech.)

Tn.A.1/102

2 March 44.

TECHNICAL INSTRUCTION NO. 12

TN. STORES - ITALY.

1. The following instructions in regard to Tn. Stores units and Tn. Stores Depots, Italy, supplement Tn. Instruction No. 1, dated 24 Dec. 43.

2. Technical Instructions.

With effect from 1 March 44 technical instructions on stores matters will be issued direct to 3 Tn. Stores Group and Tn. Stores Depots, by Tn., H.Q., A.C.M.F. (Adm. Ech.) - lately A.F.H.Q., Adv. Adm. Ech.

Instructions issued direct to T.S.Ds. will concern general stores organisation and procedure and routine matters of provision, stocks, and issues. Instructions on unit matters will be issued through the Group Commander.

3. Composition of Group.

H.Q. No.3 Tn. Stores Group R.E.
156 Tn. Stores Company R.E.
24 Tn. Stores Company R.E. (att. 156 Coy.).
196 Tn. Stores Company R.E.

4. Function of Tn. Stores Companies.

Tn. Stores Companies will operate Tn. Stores Depots and Sub-Depots under the supervision of the Group Commander. Officers of the companies will be appointed as Officers in charge of the depots and will be responsible for the reception, custody, accounting and issue of stores.

5. Function of the Group Commander.

The principal duties of the Group Commander will be :-

a. the general administration of Tn. Stores Companies.

b. the technical supervision of Tn. Stores Companies.

c. co-ordinating and rendering provision forecasts of all minor requirements.

d. progressing the receipt of all stores against demands.

e. liaison with other Group Commanders with the object of advising and assisting them on stores matters.

6.

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

With effect from 1 March 44 technical instructions on stores matters will be issued direct to 3 Tn. Stores Group and Tn. Stores Depots, by Tn., H.Q., A.C.M.F. (Adm. Ech.) - lately A.F.H.Q., Adv. Adm. Ech.

Instructions issued direct to T.S.Ds. will concern general stores organisation and procedure and routine matters of provision, stocks, and issues. Instructions on unit matters will be issued through the Group Commander.

4. Composition of Group.

H.Q. No.3 Tn. Stores Group R.E.
156 Tn. Stores Company R.E.
24 Tn. Stores Company R.E. (att. 156 Coy.).
196 Tn. Stores Company R.E.

4. Function of Tn. Stores Companies.

Tn. Stores Companies will operate Tn. Stores Depots and Sub-Depots under the supervision of the Group Commander. Officers of the companies will be appointed as Officers in charge of the depots and will be responsible for the reception, custody, accounting and issue of stores.

5. Function of the Group Commander.

The principal duties of the Group Commander will be :-

a the general administration of Tn. Stores Companies.

b the technical supervision of Tn. Stores Companies.

c co-ordinating and rendering provision forecasts of all minor requirements.

d progressing the receipt of all stores against demands.

e liaison with other Group Commanders with the object of advising and assisting them on stores matters.

6. Tn. Stores Staff Officer, East Italy.

37

A Staff Captain (Stores) is attached to Tn. H.Q. No.2 District. His duties are :-

a liaison between A.D.Tn. (Stores) and No.3 Tn. Stores Group, Tn., H.Q. No.2 District and other services in E. Italy.

b transmission of shipping advices to T.S.Ds. and advices to Movements of the required distribution of railway coal from East coast ports.

c local provision of stores in accordance with instructions issued by A.D.Tn. (Stores).

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7. Tn. Stores Depots.

Tn. Stores Depots and Sub-Depots have been established as follows :-

| Number | Location | Map Ref. Italy 1/250,000. | | |
|---|---|---|---|---|
| 3 T.S.D. | S. Pietro Vernotico (Mr. Brindisi) | L.388170 | Sheet | 44 |
| 4 T.S.S.D. | Tuturano (Mr. Brindisi) | L.367238 | " | 44 |
| 5 T.S.D. | Modugno (Mr. Bari) | P.330775 | " | 38 |
| 6 T.S.D. | Poggioreale (Mr. Naples) | N.266528 | " | 35 |
| 7 T.S.S.D. | Nocera Inferiore (Mr. Naples) | N.535382 | " | 36 |

The following addresses will be used for communications through Signals channels :-

| Teleprints. | Letters. |
|---|---|
| 3 T.S.D., C/o 71 Sub-area. | 3 T.S.D., 71 Sub-area. |
| 5 T.S.D., C/o Tn. DISTWO. | 5 T.S.D., 6 Base Sub-area. |
| 6 T.S.D., C/o Tn. FLAMBO. | 6 T.S.D., 57 Area. |

Indents and correspondence on stores matters will be addressed to Tn., Stores Depots and NOT to the Tn. Stores Companies operating the depots or to Nos. 4 and 7 T.S.S.Ds. which are sub-depots, respectively, of Nos. 3 and 6 T.S.Ds.

8. Areas served by Tn. Stores Depots.

No. 3 T.S.D. Brindisi and the area east of a line drawn from Fasano to Taranto inclusive.

No. 5 T.S.D. Bari and the area from the East coast up to and inclusive of the railway lines, Taranto (exclusive), Metaponto, Potenza, Rocchetta, Foggia, Termoli and Ortona.

No. 6 T.S.D. Naples and the area west and exclusive of the railway lines, Metaponto, Potenza, Rocchetta, Foggia, Termoli and Ortona.

In certain cases issues of stores from the I.S.R. Stores Depot at Poggioreale, Mr. Naples, will be arranged direct to units irrespective of the area in which they are located.

R.E. COWARD, Lt. Col.,
...D.Tn.(Stores),
for Brigadier,
Director of Transportation.

Distribution.

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

channels :-

| Teleprints. | Letters. |
|---|---|
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R.E. Coward Lt Col

R.E. COWARD, Lt. Col.,
A.D.Tn.(Stores),
for Brigadier,
Director of Transportation.

Distribution.

List "X"
Tn.1.
Tn.2.
Tn.3.
Tn.4.
Tn.4(W)
Tn.5.
Tn.(Finance).



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

SECRET.

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. 6 Feb. 44.

Herewith my Progress Report No.5 for the month of January.

Brig.,
Director of Transportation.

Encl.
VM.

Distribution:-

Director of Transportation, The War Office (3)
G-4 (Mov. & TN.), A.F.H.Q. (2)
TN. (Br), A.F.H.Q. (2)
Q(M), FLAMBO (2)
D.D.TN., B.A.S., Washington. (1)
D.TN., G.H.Q., M.E.F. (1)
D.G.M.R. (1)
Col. S.A. Fitch, Attd. 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. Group (1)
O.C., 3 P.C.&.R. Group (1)
O.C., 1 Rly. C. & M. Gp. (1)
O.C., 1212 Rly. C. & M. Gp. (1)
O.C., S.A.F.C. Rly. C. & M. Gp. (1)

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

6 Feb. 44.

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Director of Transportation.

Encl.
VM.

Distribution:-

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|---|---|
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| G-4 (Mov. & TN.), A.F.H.Q. | (2) |
| TN. (Br), A.F.H.Q. | (2) |
| Q(M), FLAMBO | (2) |
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| O.C., 1 Docks Group | (1) |
| O.C., 5 Docks Group | (1) |
| O.C., 1 P.C.&.R. Group | (1) |
| O.C., 3 P.C.&.R. 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) |

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SECRET.

Copy No. 14.

TRANSPORTATION (BRITISH) SECTION.

ITALY.

PROGRESS REPORT NO.5.

JANUARY 1944.

CONTENTS.


GENERAL REPORT.

Appendix 1. Location Statement.
2. Administration.
3. Docks Working - East Italy.
4. Additions or Amendments to Port Facilities.
5. Railway Construction - TN. Technical Instruction No.6.
6. Railway Construction - Works in Hand and Completed.
7. Details of Labour Employed.
8. Details of Location and Employment of Italian Rly. Construction Coys.
9. Train Working, 25/31 Jan.


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

Copy No. 14.....

# TRANSPORTATION (BRITISH) SECTION.

## ITALY.

## PROGRESS REPORT NO.5.

## JANUARY 1944.

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SECRET.

TRANSPORTATION (BRITISH) SECTION.

ITALY.

PROGRESS REPORT NO.5.

JANUARY 1944.

1. GENERAL. (a) TN. personnel were fully employed in all branches of activity throughout the month.

(b) Railway rehabilitation proceeded according to plan, railheads being opened at FOSSACESIA on the East coast - thus completing the Sangro River crossing - on 27 Jan., and at TORA, on the ROME line. The portion of the East coast route now under repair is nearly 100% demolished and four construction companies are fully employed on this one route alone.

The FORTORE bridge, damaged by floods on 1 Jan. was reopened to traffic on 15 Jan. several days ahead of schedule.

Fair progress was made on Base development the programme of construction being carefully phased to ensure adequate facilities for current needs.

(c) Demands for railway traffic on the East side increased and on several occasions dock clearance was short of requirements due to heavy main line and cross country traffic. Steps have been taken to implement agreed time-tables for military trains with the object of ensuring a regular flow, thus preventing temporary overloading with its consequent congestion.

(d) Docks working was generally satisfactory, the average figures for Jan. being considerably in excess of Dec.

Delivery of broken down barges for erection was very unsatisfactory, but the position [illegible] towards the end of the month and this

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Delivery of broken down barges for erection was very unsatisfactory, but the position improved towards the end of the month and this improvement is expected to continue.

(e) Below are some figures for average daily working in Italy over the first three weeks of the month. These are intended to give a general indication of traffic handled; they are not complete statistics, and should be read with discretion:-

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To Sheet 2.....

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Daily Average 1-20 Jan.

| Place. | Tonnage Discharged (ex. bulk) | Vehicles | Rail Clearance ex Docks Tons. | Railhead Deliveries Tons. |
|---|---|---|---|---|
| East side | 11,780 | 410 | 6,170 | 4,850 |
| West side | 11,420 | 310 | 4,690 | 7,820 |
| TOTAL | 23,200 | 720 | 11,870 | 12,670 |

(f) Though not largely concerned with the planning of the Anzio operation TN.(Br) were required to arrange for the discharge to craft of 2 Liberty ships, and to provide P.C.&.R. assistance for the repair of the small port of ANZIO. Present information is that these duties are being performed satisfactorily. Though the port was prepared for complete demolition the majority of the charges on the quays were not fired due to the rapidity and surprise achieved. Latest reports indicate that 12 L.S.Ts. per day have been discharged in the port. P.C.&.R. detachment is engaged in the preparation of hards, provision of bollards, and removal of under-water obstructions.

2. DOCKS WORKING.

(a) Employment of Docks Groups.

(i) No.1 Docks Group operated mainly at TARANTO and BRINDISI, with 993 Docks Op. Coy. (less Det.) located in Sicily under No.1 District. Towards the end of January 993 Docks Op. Coy. H.Q. and additional personnel moved to BRINDISI, leaving only a small Det. in Sicily to supervise local labour. GALLIPOLI worked as a coal port under S.T.O. arrangements and only small demands were made on No.1 Docks Group.

(ii) No.5 Docks Group continued to be responsible for the dock working of BARI and BARLETTA. MONOPOLI is a No.5 Docks Group port but only small demands were made on the Group.

(b) Operating.

General.

An all-round improvement in tonnages handled

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(b) Operating.

General.

An all-round improvement in tonnages handled took place in January mainly owing to more favourable operating conditions E.g. lack of air raids, regular supply of ships, etc. As a result of the extensive air raid damage at BARI on 2 Dec. 43. the R.N. have now ruled that the maximum number of ships that can be in port at one time for discharge and/or loading

To Sheet 3.....

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is 16 at BARI, 20 at BRINDISI and 7 coasters at BARLETTA. Detachment 1007 Docks Op. Coy. left BARI on 19 Jan. for operational work.

TARANTO.

Dock work at TARANTO proceeded satisfactorily. Over 75% of stores clearance was effected by rail.

BRINDISI.

Dock Operating at BRINDISI was very satisfactory for the first part of January. Work was affected in the second part of the month owing to shortage of empty railway wagon supply to the quays. Much quay congestion occurred. The arrival of two Secs. of 993 Docks Op. Coy. from Sicily at the end of December improved the quantity of shore supervision available. Most of the remainder of this Company had arrived BRINDISI by the month-end and should assist still further in this direction. Eight schooners are based on BRINDISI for clearing overside tonnage coastwise, and Mov. have been asked to increase this number. Nearly 40% of stores were cleared by rail.

GALLIPOLI.

This port can work one collier of 22'6" draught. The first collier started discharge 12 Jan. The port has turned out to be a good coal port and has operated up to expectations with civilian labour. Delay occurred on several days owing to lack of rail wagons.

MONOPOLI.

MONOPOLI tonnage increased but even so, only small stores tonnages were handled. The bulk oil installation at the port was utilised occasionally. Only small demands were made on Docks Service personnel.

BARI.

Docks work at BARI proceeded successfully throughout the month except for several occasions when work was interfered with through gales, in one of which the outer breakwater was breached in two places. The necessary remedial action is in hand. Rail transport cleared about 40% of traffic landed.

BARLETTA.

Tonnages and shipping handled at this port were satisfactorily dealt with by the Docks Service. Towards the month end tonnages fell away owing to lack of suitable ships for the port owing to draught and [illegible] limitations. Rail clearance was relied upon

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BARLETTA.

Tonnages and shipping handled at this port were satisfactorily dealt with by the Docks Service. Towards the month end tonnages fell away owing to lack of suitable ships for the port owing to draught and length limitations. Rail clearance was relied upon to a large degree for the removal of stores from the dock area.

(c) Cargo Handling Gear and Port Equipment.

The position in regard to cargo handling gear is as in month of December. 8-ship port sets have been instituted and the disposal of gear is being carried out between ports in accordance therewith as far as possible.

To Sheet 4.....

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(d) Port Maintenance Coys.

The normal employment of the Port and Docks Maintenance Companies continued. Maintenance of mechanical equipment, particularly cranes was a heavy liability, the availability of spares being in short supply and difficult to obtain. Efforts are being made to improve the standard of crane driving and the manufacture of spares is resorted to whenever possible.

(e) Water Transport.

209 'Z' Craft Coy. and Det. of 208 'Z' Craft Coy. continued in operation at the same locations as previously. During the month two 'Z' Craft were transferred from TARANTO to BRINDISI and while attempting to transfer two other 'Z' Craft from TARANTO to BRINDISI Z.44 foundered in heavy weather after experiencing engine trouble. There was no loss of life. The slipping and servicing of 'Z' Craft proceeded at all ports and will soon be completed.

C.T. Tugs.

There are now five C.T. tugs in Heel ports located as under:-

| | |
|---|---|
| TARANTO | C.T.22 (allocated BRINDISI). |
| BRINDISI | C.T.10 |
| BARI | C.T.3, 5 and 6. |

Lighterage.

The tonnages handled by harbour craft increased during January to new high levels. At BARI this was in spite of craft being taken off stores lighterage work, in order to assist in repairs to the outer mole of the harbour.

Tonnages handled by Harbour Craft were:-

| | |
|---|---|
| TARANTO | 4,679 tons. |
| BRINDISI | 12,852 " |
| BARI | 24,348 " |

The problem of manning all the craft which are scheduled for construction is under investigation. Present indications are that TN. resources

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| | |
|---|---|
| TARANTO | 4,679 tons. |
| BRINDISI | 12,852 " |
| BARI | 24,348 " |

The problem of manning all the craft which are scheduled for construction is under investigation. Present indications are that TN. resources supplemented by Italians will be adequate.

Craft Construction.

20

Arrivals of craft for construction were very slow, building facilities being available and waiting craft. The main problem in dealing with the building programme will be the control of arrivals as between BRINDISI and BARI respectively, and in transferring craft parts to MOLA and MOLFETTA thereafter.

To Sheet 5.....

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3. RAILWAY CONSTRUCTION.

(a) General.

(i) The main repair work during the month has taken place on the East coast line. The washed-out bridge over the River Fortore was put back in service on 15 Jan. and by 27 Jan., railhead had reached FOSSACESIA Station, just North of the River Sangro. U.S. troops have now opened the ROME line to TORA. Thus railheads are now within 15 miles of the front on both sides of the country.

(ii) Requirements for base development continue to grow, particularly in the BARI area. At the end of the month, the mileage of track construction involved was as follows:-

(a) in completed Depots 15 miles.
(b) in Depots under construction 15 miles.
(c) in Depots authorised, not yet under construction 7 miles.

The three construction companies available for this work are just sufficient to keep pace, but if the armies advance rapidly, it is probable that troops will have to be withdrawn from Depot construction, which will suffer accordingly. On the other hand if there is no early advance, troops can be brought back from the forward areas to expedite Depot development.

(iii) A copy of Technical Instruction No.6, issued by this H.Q., to outline Railway Construction organization is attached at Appendix 5 .

(b) Employment of Units.

(i) The South African Group with 160 Rly. Const. Coy. attached remains employed on repairs to the East coast railway behind the Eighth Army.

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area of the country.

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(b) Employment of Units.

(i) The South African Group with 160 Rly. Const. Coy. attached remains employed on repairs to the East coast railway behind the Eighth Army.

(ii) No.1 Rly. C. & M. Group have taken over repair works in FOGGIA area to relieve units of 1212 Group, enabling the latter to concentrate entirely on Depot work in BARI and BRINDISI.

The remainder of No.1 Group are engaged on improvement works and permanent repairs on the NAPLES-FOGGIA line and on base development and line repairs in the NAPLES area.



To Sheet 6.....

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(iii) U.S. Units remain employed on repairs and heavy maintenance on the NAPLES-ROME line and in NAPLES.

(c) Progress of Works.

Line reconstruction.

(i) Railheads were opened on the following dates on the East Coast line:-

| | |
|---|---|
| LEBBA | 9 Jan. |
| CASALBORDINO | 23 Jan. |
| TORINO DI SANGRO | 23 Jan. |
| POSSACESIA | 27 Jan. |

Estimated dates for stations beyond are:-

| | |
|---|---|
| SAN VITO | 12 Feb. |
| ORTONA | 15 Feb. |

(ii) Bridge reconstruction in hand at MINERVINO and GRAVINA, by I.S.R. contractors, assisted and controlled as necessary by TN., will open the lines between BARLETTA and SPINAZZOLA, and GIOIA DEL COLLE and SPINAZZOLA towards the end of February.

Work will shortly commence on repairs between PALMA and CODOLA, to open the direct line between SALERNO and CANCELLO. This will be undertaken by No.1 Rly. C. & M. Group and should be completed by 28 Feb. The West coast line is now open from NAPLES to PAOLA, the line having been opened by the completion of repairs to a damaged bridge at SAPRI.

(iii) A list of all works completed during January and in hand on 31 Jan. is given at Appendix 6.

(d) Reconnaissance.

Due to the static nature of the campaign during January, no fresh reconnaissances of damaged railways have been carried out.

(e) Labour.

Details of labour employed are given at Appendix 7.

Details of location and employment of

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CASALBORDINO 23 Jan.
TORINO DI SANGRO 23 Jan.
FOSSACESIA 27 Jan.

Estimated dates for stations beyond area:-

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Due to the static nature of the campaign during January, no fresh reconnaissances of damaged railways have been carried out.

(e) Labour.

Details of labour employed are given at Appendix 7.

Details of location and employment of Italian Railway Construction Companies is given at Appendix 8.

Dilution of labour overall is 155 %.

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4. RAILWAY OPERATING. (a) Organisation.

In accordance with the reorganisation outlined in Progress Report No.3, 2 Rly. Op. Gp. R.E. handed over the major portion of the B.R.I Division to

To Sheet 7.....

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6 Rly. Op. Gp. R.E. and moved to FOGGIA, 6 Jan.

A further reorganisation is in the process of taking place within 6 Rly. Op. Gp. In order to utilise available manpower to the best advantage, it was decided to form two joint TN. and Movement Control and Traffic Offices; one, with personnel of 6 Rly. Op. Gp. (augmented with TN. Staff Officers as previously reported), Movements East Italy, and representatives of the I.S.R. to act as Divisional Office; and a second, manned by 158 Rly. Op. Coy. and Movements staff, BARI Sub-Area, as a district office. The latter office started to function 24 Jan., but lack of suitable accommodation has hindered the formation of the higher control office. It is hoped to overcome this difficulty very shortly.

A number of changes in officer personnel have taken place during the month, and details are given elsewhere.

(b) Operating.

British Operating personnel continued to work all traffic from TERMOLI to railhead which was extended progressively during the month.

The operation of the line SAN SEVERO to TERMOLI was handed over to the I.S.R. on 7 Jan., and I.S.R. telegraph instruments reinstalled. Military personnel were maintained in all stations on this section until the Fortore Bridge was repaired, owing to the number of construction trains being worked to RIPALTA. An Italian sub-control office was established at SAN SEVERO on 16 Jan.

On 2 Jan. the Montefortecre bridge was washed out and made unfit for traffic. To offset this, and keep the railheads supplied, SAN SEVERO was reopened as a railhead, and traffic cleared from there by road either direct to destination or reloaded to rail at TERMOLI for working forward to railheads. All loaded traffic in TERMOLI Yard was worked away to railheads or off-loaded at TERMOLI by midnight 2 Jan., and on 3 Jan. traffic commenced to be loaded here at the rate of 500 tons of amm. per day, and increased to 1,500 tons ammo. and petrol per day. Eight

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BARI Sub-Area, as a district office. The latter office started to function 24 Jan., but lack of suitable accommodation has hindered the formation of the higher control office. It is hoped to overcome this difficulty very shortly.

A number of changes in officer personnel have taken place during the month, and details are given elsewhere.

(b) Operating.

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The line BENEVENTO-FOGGIA was opened for traffic on 5 Jan. and traffic over this line has increased in intensity throughout the month, averaging approximately in the last week of the month 2,000 gross tons daily.

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An ambulance service, over this route, was inaugurated on 16 Jan., leaving BARI and NAPLES on alternate days. A military passenger service three days a week is planned between NAPLES and BARI to commence on 7 Feb. This service will accommodate 100 officers and 150 O.Rs. daily in each direction and when necessary will carry a ward coach.

A heavy A.F.V. movement from VASTO to CASERTA, over this route, was commenced on 16 Jan. at a rate of two trains (each of 10 tanks) per day, and will continue until 3 Feb. All available warflats on East and West sides have been put into this service. Difficulty has been experienced in providing sufficient power for these services.

A more intensive rail clearance from East coast ports coupled with heavy troop moves, and a number of engines out of traffic waiting repairs, has resulted in frequent congestion at BARI and BRINDISI, occasional shortages of empty wagons and the daily cancellation of numbers of civilian trains. However, a scheduled service for Eastern Italy has now been agreed and will be put into force in the near future. This will ensure correctly balanced working and should thereby eliminate to a great degree the causes of congestion.

The line FOGGIA to POTENZA was open to traffic on 5 Jan. Owing to the stiff gradients and limited classes of engines allowed, the capacity of this line is small and it is not likely to be used to any great extent for Military traffic.

In the Calabria Division, the West coast line from BATTAGLIA to SAN EUFEMIA was opened for traffic throughout by the repair of a damaged bridge at SAPRI. Operating difficulties have been encountered during the month in this Division due to poor communications and increased traffic both in military timber and A.C.C. civilian supplies.

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 9 .

(c) Locomotives.

Owing to the large increase in traffic, the [illegible] of adequate engine power has presented a

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continue until 3 Feb. All available warflats on East and West sides have been put into this service. Difficulty has been experienced in providing sufficient power for these services.

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The line FOGGIA to POTENZA was open to traffic on 5 Jan. Owing to the stiff gradients and limited classes of engines allowed, the capacity of this line is small and it is not likely to be used to any great extent for Military traffic.

In the Calabria Division, the West coast line from BATTAGLIA to SAN EUFEMIA was opened for traffic throughout by the repair of a damaged bridge at SAFRI. Operating difficulties have been encountered during the month in this Division due to poor communications and increased traffic both in military timber and A.C.C. civilian supplies.

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 9 .

(c) Locomotives.

Owing to the large increase in traffic, the provision of adequate engine power has presented a serious problem. The lack of maintenance prior to the Allied occupation, has resulted in a large number of locomotives being out of service awaiting repairs, the completion of which is hampered through the shortage of materials. The average position during the month in the areas under British supervision was 160 main line and 70 shunting engines in service whilst there are 86 engines of all classes awaiting repairs.

To Sheet 9.....

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To assist in expediting repairs, it ~~has~~ been necessary to augment the personnel of 190 Rly. Op. Coy., working in the FOGGIA running shed, by fitters, boiler makers, etc. of the 163 Rly. Workshop Coy. This will affect the turnout of heavy repairs from the FOGGIA workshop where difficulties are already experienced through the shortage of civilian labour. 19 locomotives were returned to service from the workshop during January.

All repairs to locomotives in the forward area have to be undertaken at FOGGIA owing to the extensive damage at TERMOLI where the shops and machines are out of use. It is hoped to be able to move 2 Rly. Mobile Workshop from North Africa to TERMOLI during next month and thus ease the pressure of light repairs on FOGGIA.

The flow of engines from Sicily has been somewhat spasmodic owing to minor breakdowns to the ferry and bad weather, but during the month 18 locomotives were delivered to the mainland.

(d) Carrieges and Wagons.

Ambulance train B.6 was completed by the Detachment of 163 Rly. Workshop Coy. at BARI on 16 Jan. and handed over to the Medical Services. The two ward coaches which were under construction for the East to West service were completed 24 Jan. Normal repairs to wagons are continuing at both BARI and FOGGIA as well as the conversion of flat wagons for A.F.Vs.

Recovery of wagons from damaged sidings resulted in 428 additional wagons going into service, while from Sicily 63 wagons of various types were delivered by the ferry.

A census of rolling stock revealed the following cars of all types on hand 15 Dec. 43:-

| | |
|---|---|
| Bari Division | 7602. |
| Calabria Division | 1177. |
| Sud-Est | 1322. |
| | 10101 |

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area have to be undertaken at FOGGIA owing to the extensive damage at TERMOLI where the shops and machines are out of use. It is hoped to be able to move 2 Rly. Mobile Workshop from North Africa to TERMOLI during next month and thus ease the pressure of light repairs on FOGGIA.

The flow of engines from Sicily has been somewhat spasmodic owing to minor breakdowns to the ferry and bad weather, but during the month 18 locomotives were delivered to the mainland.

(d) Carriages and Wagons.

Ambulance train B.6 was completed by the Detachment of 168 Rly. Workshop Coy. at BARI on 16 Jan. and handed over to the Medical Services. The two ward coaches which were under construction for the East to West service were completed 24 Jan. Normal repairs to wagons are continuing at both BARI and FOGGIA as well as the conversion of flat wagons for A.F.Vs.

Recovery of wagons from damaged sidings resulted in 428 additional wagons going into service, while from Sicily 63 wagons of various types were delivered by the ferry.

A census of rolling stock revealed the following cars of all types on hand 15 Dec. 43:-

| | |
|---|---|
| Bari Division | 7602. |
| Calabria Division | 1177. |
| Sud-Est | 1322. |
| | 10101 |

5. TN. STORES.

(a) The arrival during the month of 1 Officer and 112 O.R. reinforcements for 196 TN. Stores Coy. and of the H.Q. and 40 O.Rs. of the 156 TN. Stores Coy. has considerably eased the position regarding stores personnel, although 196 Coy. is still 2 Officers and 56 O.Rs. below War Establishment strength.

(b) Arrangements are being made to call forward further personnel of 156 Coy. from North Africa where the tonnage of stores held at GUELMA has now dropped to 2600.

To Sheet 10.....

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(c) The provision of extra sidings in No.6 T.S.D., POGGIOREALE (NAPLES) has now been completed. A site for a sub-depot for track materials (No.7 T.S.S.D.) has been found at NOCERA INFERIORE, between TORRE ANNUNZIATA and SALERNO, 36 km. from NAPLES.

(d) On the East side the construction of No.5 T.S.D. Modugno (BARI) has been commenced, adjoining the site where a few short sidings were laid as a temporary expedient. Further accommodation has been requisitioned at No.3 T.S.D. S. Pietro Vernotico (BRINDISI) to accommodate small stores pending the construction of sheds at Modugno.

(e) The Depot at Poggioreale has been organised from the commencement on the basis of five sections, in each of which stores of a broadly similar character are stocked under the vocabulary sections or groups of the providing services and not in TN. vocabulary groups. The necessity for physical stocks and stock records to correspond with the vocabulary sections of the providing services (although not necessarily in consecutive order of sections) is exemplified by the numerical preponderance of items ordered from other services as compared with items of Tn. provision. Items on our December quarterly demands are summarised as follows:-

| | | |
|---|---|---|
| TN. | - | 364. |
| ORD. | - | 1273. |
| R.E. | - | 171. |

The new system is working smoothly and is being introduced into Depots on the Eastern side.

(f) The contractor working at Bagnoli has continued to produce ballast to the limit of empty wagon supply. It is expected this source will be required for another 3 or 4 weeks for jobs in this area.

(g) A second source has been found near NAPLES, which is an I.S.R. owned quarry with its own siding, and arrangements are in hand to start work by employing the same contractor. The stone is a volcanic rubble and is readily obtainable from an old tip and should be suitable without further working. It is not possible to start the quarry proper until power and electric motors are available and if the rubble [illegible]

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expedient. Further accommodation has been requisitioned at No.3 T.S.D. S. Pietro Vernotico (BRINDISI) to accommodate small stores pending the construction of sheds at Modugno.

(e) The Depot at Poggioreale has been organised from the commencement on the basis of five sections, in each of which stores of a broadly similar character are stocked under the vocabulary sections or groups of the providing services and not in TN. vocabulary groups. The necessity for physical stocks and stock records to correspond with the vocabulary sections of the providing services (although not necessarily in consecutive order of sections) is exemplified by the numerical preponderance of items ordered from other services as compared with items of Tn. provision. Items on our December quarterly demands are summarised as follows:-

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| ORD. | - | 1273. |
| R.E. | - | 171. |

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(g) A second source has been found near NAPLES, which is an I.S.R. owned quarry with its own siding, and arrangements are in hand to start work by employing the same contractor. The stone is a volcanic rubble and is readily obtainable from an old tip and should be suitable without further working. It is not possible to start the quarry proper until power and electric motors are available and if the rubble supply is satisfactory it should not be necessary to work the quarry.

(h) C.E., 2 District has agreed to supply ballast for p. way work in that area.

(j) Arrangements are being made with D.D.W. to obtain sleepers from the forests behind MANFREDONIA, where the output is hoped to be between 700 and 1000 per week. This is very convenient for the supply to East coast railhead.

To Sheet 11.....

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(k) A reconnaissance is now being carried out by a TN. Stores officer in Calabria where by far the larger proportion of sleepers are prepared. M.R.S. is obtaining supplies from the U.S. controlled forests in the Western area. There are stated to be considerable quantities available, but the great problem is one of movement.

(l) Up to the last week in January rail transport has been effected direct through District Movements and presented no great difficulty. Control of certain main lines is now in the hands of A.F.H.Q. Adv. Adm. Sch. and bids have to be made one week in advance for all movements over them. After the initial stages it is not expected that there will be much difficulty in this procedure. Local movements will still be arranged as before.

6. FINANCE. (a) Railways.

(i) The Legal Division of A.C.C. is of the opinion that no useful purpose would be served, under present conditions, in preferring claims against I.S.R. for loss of or damage to goods in transit.

(ii) In view of the Armistice Terms, the following matters were referred through D.G., M.R.S. to the I.S.R.:-

(i) Cost of fittings etc., supplied by contractors for Commander-in-Chief's train.

(ii) Claim by Bari Division of I.S.R. for payment for use of private sidings by Allied Forces.

(b) Docks.

Nothing to report.

(c) TN. Stores.

D.G., M.R.S. has agreed that D.TN. is not financially responsible for U.S. Military Railway Service stores held in joint M.R.S./TN. Stores Depots under control of TN. Units.

(d) Construction.

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(b) Docks.

Nothing to report.

(c) TN. Stores.

D.G., M.R.S. has agreed that D.TN. is not financially responsible for U.S. Military Railway Service stores held in joint M.R.S./TN. Stores Depots under control of TN. Units.

(d) Construction.

In accordance with A.F.H.Q. instructions a schedule of stores issued and services rendered to Italian Co-operators has been submitted to the A.F.A., FLAMBO, covering the period up to 31 Dec. 43.

Further schedules will be rendered monthly.

Brig.,
Director of Transportation.

RFO'DG/VM.

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APPENDIX 1.

LOCATION STATEMENT.

TN. UNITS. C.M.F.

31 JAN. 44.

| UNIT. | LOCATION. | REMARKS. |
|---|---|---|
| H.Q. 1 Docks Group. R.E. | Brindisi. | Dets. Taranto. |
| 990 Port Maintenance Coy, R.E. | Brindisi. | Dets. Taranto, Syracuse. |
| 992 Docks Operating Coy, R.E. | Brindisi. | |
| 993 Docks Operating Coy, R.E. | Brindisi. | Det. Sicily. |
| 1010 Docks Operating Coy, R.E. | Taranto. | |
| 1015 Docks Operating Coy, R.E. | Taranto. | |
| 1023 Docks Operating Coy, R.E. | Brindisi. | |
| 1027 Docks Operating Coy, R.E. | Brindisi. | |
| 947 EWT (Port) Operating Coy, R.E. | Brindisi. | Det. Taranto. |
| H.Q. 5 Docks Group, R.E. | Bari. | Det. Barletta. |
| 991 Docks Operating Coy, R.E. | Bari. | |
| 994 Docks Operating Coy, R.E. | Bari. | Det. Barletta. |
| 997 Docks Operating Coy, R.E. | Bari. | Det. 5 Army, Operation Monopoli. "Shingle" |
| 1007 Docks Operating Coy, R.E. | Bari. | |
| 1014 Docks Operating Coy, R.E. | Bari. | |
| 1017 Docks Operating Coy, R.E. | Barletta. | |
| 1021 Docks Operating Coy, R.E. | Bari. | |
| "E" Docks Operating Coy, R.E. | Barletta. | |
| 1019 Port Maintenance Coy, R.E. | Bari. | |
| Det. 1000 Docks Maintenance Coy, RE. | Naples. | Det. Molfetta. |
| Det. 1005 Docks Maintenance Coy, R.E. | Barletta. | Det. Algiers. |
| 945 EWT (Port) Operating Coy, R.E. | Bari. | |
| 1055 Stevedore Battalion, R.E. | Bari. | Det. Naples. |
| 208 ) "G" Craft Operating Coy, R.E. | Bari. | |
| 209 ) | | |
| H.Q. 1 Port Constn. & Repair Group. R.E. | Naples. | |
| 930 Port Constn. & Repair Coy, R.E. | Molfetta. | Det. 5 Army, Operation "Shingle" |
| H.Q. 3 Port Constn. & Repair Group, R.E. | Bari. | |
| 932 Port Constn. & Repair Coy, RE. | Bari. | |
| 41 Harbour Construction Coy. SAEC. | Bari. | Det. Brindisi. |
| 975 Port Repair Ship, R.E. | Taranto. | |

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| | | | |
|---|---|---|---|
| H.Q. 1 Docks Group, R.E. | | Brindisi. | Dets. Taranto. |
| 990 | Port Maintenance Coy, R.E. | Brindisi. | Dets. Taranto, Syracuse. |
| 992 | Docks Operating Coy, R.E. | Brindisi. | |
| 993 | Docks Operating Coy, R.E. | Brindisi. | Det. Sicily. |
| 1010 | Docks Operating Coy, R.E. | Taranto. | |
| 1015 | Docks Operating Coy, R.E. | Taranto. | |
| 1023 | Docks Operating Coy, R.E. | Brindisi. | |
| 1027 | Docks Operating Coy, R.E. | Brindisi. | |
| 947 | IWT (Port) Operating Coy, R.E. | Brindisi. | Det. Taranto. |
| H.Q. 5 Docks Group, R.E. | | Bari. | Det. Barletta. |
| 991 | Docks Operating Coy, R.E. | Bari. | |
| 994 | Docks Operating Coy, R.E. | Bari. | |
| 997 | Docks Operating Coy, R.E. | Bari. | Det. Barletta. |
| 1007 | Docks Operating Coy, R.E. | Bari. | Det. 5 Army, Operation Monopoli. "Shingle" |
| 1014 | Docks Operating Coy, R.E. | Bari. | |
| 1017 | Docks Operating Coy, R.E. | Barletta. | |
| 1021 | Docks Operating Coy, R.E. | Bari. | |
| "B" | Docks Operating Coy, R.E. | Barletta. | |
| 1019 | Port Maintenance Coy, R.E. | Bari. | |
| Det. 1000 | Docks Maintenance Coy, RE. | Naples. | Det. Molfetta. |
| Det. 1005 | Docks Maintenance Coy, R.E. | Barletta. | |
| 945 | IWT (Port) Operating Coy, R.E. | Bari. | Det. Algiers. |
| 1055 | Stevedore Battalion, R.E. | Bari. | |
| 208 ) 209 ) | "Z" Craft Operating Coy, R.E. | Bari. | Det. Naples. |
| H.Q. 1 Port Constn. & Repair Group, R.E. | | Naples. | |
| 930 | Port Constn. & Repair Coy, R.E. | Molfette. | Det. 5 Army, Operation "Shingle" |
| H.Q. 3 Port Constn. & Repair Group, R.E. | | Bari. | |
| 932 | Port Constn. & Repair Coy, RE. | Bari. | |
| 41 | Harbour Construction Coy. S.A.E.C. | Bari. | Det. Brindisi. |
| 975 | Port Repair Ship, R.E. | Taranto. | |



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LOCATION STATEMENT

TN UNITS C.M.T.

31 Jan. 44.

| Unit | Location | Remarks. |
|---|---|---|
| H.Q. 1 Railway Constn. & Maint. Group R.E. | Naples. | |
| 150 Railway Constn.Coy.R.E. | Naples. Dets. Amorisi, Benevento, Foggia. | |
| 160 Railway Constn.Coy.R.E. | San Vito. Att'd RCE (S.EC) for work. | |
| 161 Railway Constn.Coy.R.E. | Casalnuovo. Dets. Maddaloni, Cancello, Marigliano. Casoria. | |
| 1 Sec.,167 Railway Bridging Coy.R.E. | Naples. Det. Apice. | |
| 29 Railway Survey Company R.E. 2 Sec. | Nola. | |
| 46 M.E. (Tn) Sec.,R.E. | Naples. | |
| H.Q. 3 Railway Telegraph Coy. R.Sigs. | | |
| 42 Line Maintenance Section R.Sigs. | Maddaloni Inferiore. | |
| 76 Railway Telegraph Op. Sec.R.Sigs. | Naples. Dets.Bari, Foggia. | |
| H.Q. 1212 Railway Constn. & Maint.Group R.E. | Torre Poloza. | |
| 10 Railway Constn.Coy.R.E. | Modugno. Nr. Bari. | |
| 159 Railway Construction Coy.R.E. | San Vito. Nr.Brindisi. | |
| 29 Railway Survey Coy.R.E. H.Q. | Torre Poloza, Nr. Bari. | |
| 1 Section | Mesagno. Nr. Brindisi. | |
| 3 Section | Cozzo. Nr. Bari. | |
| 187 M.E. (Tn) Coy.R.E. | Trani. | |
| 45 M.E. (Tn) Sec.R.E. | Bari. | |
| 2 Sec.,167 Railway Bridging Coy R.E. | Ripalta. | |
| H.Q. 2 Railway Telegraph Coy.R.Sigs. | | |
| 21 Line Maint.Sec.R.Sigs. | Foggia. | |
| 22 Line Maint.Sec.R.Sigs. | Foggia. | |
| 72 Railway Telegraph Op.Sec.R.Sigs. | Bari. Dets Foggia, Taranto, Brindisi, Barletta. | |
| H.Q. Railway Constn. & Maint. | | |

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| | |
|---|---|
| H.Q. 1 Railway Constn. & Maint. Group R.E. | Naples. |
| 150 Railway Constn.Coy.R.E. | Naples. Dets. Amorisi, Benevento, Foggia. |
| 160 Railway Constn.Coy.R.E. | San Vito. Att'd RCE (SAEC) for work. |
| 161 Railway Constn.Coy.R.E. | Casalnuovo. Dets. Maddaloni, Cancello, Marigliano. Caserta. |
| 1 Sec.,167 Railway Bridging Coy.R.E. | Naples. Det. Apice. |
| 29 Railway Survey Company R.E. 2 Sec. | Nola. |
| 46 M.E. (Tn) Sec.,R.E. | Naples. |
| **H.Q. 3 Railway Telegraph Coy. R.Sigs.** | |
| 42 Line Maintenance Section R.Sigs. | Maddaloni Inferiore. |
| 76 Railway Telegraph Op. Sec.R.Sigs. | Naples. Dets. Bari, Foggia. |
| **H.Q. 1212 Railway Constn. & Maint.Group R.E.** | Torre Pelosa. |
| 10 Railway Constn.Coy.R.E. | Modugno. Nr. Bari. |
| 159 Railway Construction Coy.R.E. | San Vito. Nr. Brindisi. |
| 29 Railway Survey Coy.R.E. H.Q. | Torre Pelosa. Nr. Bari. |
| 1 Section | Mesagne. Nr. Brindisi. |
| 3 Section | Cozzo. Nr. Bari. |
| 187 M.E. (Tn) Coy.R.E. | Trani. |
| 45 M.E. (Tn) Sec.R.E. | Bari. |
| 2 Sec.,167 Railway Bridging Coy R.E. | Ripalta. |
| **H.Q. 2 Railway Telegraph Coy.R.Sigs.** | |
| 21 Line Maint.Sec.R.Sigs. | Foggia. |
| 22 Line Maint.Sec.R.Sigs. | Foggia. |
| 72 Railway Telegraph Op.Sec.R.Sigs. | Bari. Dets Foggia, Taranto, Brindisi, Barletta. |
| **H.Q. Railway Constn. & Maint Group SAEC.** | Fossacisia. |
| 38 Railway Construction Coy. SAEC. | Vasto. |
| 39 Railway Construction Coy. SAEC. | Fossacesia. |
| 40 Railway Construction Coy. SAEC. | Torino di Sangro. |
| **H.Q. 2 Railway Operating Group R.E.** | Foggia. |
| 190 Railway Operating Coy.R.E. | Foggia. Det. Termoli. |
| **H.Q. 6 Railway Operating Group R.E.** | Bari. |
| 153 Railway Operating Coy.R.E. | Bari. Dets.Barletta, Brindisi. |
| 192 Railway Operating Coy.R.E. | Taranto. Dets.Reggio, Catanzaro, Potenza. |



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| UNIT | LOCATION | REMARKS. |
|---|---|---|
| 5 Railway Mobile Workshops R.E. | Catanzaro. | |
| Workshops. | | |
| 163 Railway Workshops Coy.R.E. | Foggia. Det. Bari. | |
| 24 Transportation Stores Sec.R.E. | Naples. | |
| 156 Transportation Stores Coy.R.E. | Naples. | |
| 196 Transportation Stores Coy.R.E. | San Pietro Dete. Tuturano, Nr. Mornotico. Brindisi. Nr.Brindisi. Modugno, Nr.Bari. | |

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

CS

Sen. Pastore Exhibit No. 129 - Telephone conversation between Attorney General Robert F. Kennedy and Mr. Hoover, dated 10/31/63, re Martin Luther King, Jr. - 1 page. Transcription as requested, 1961

## ADMINISTRATION.

### 1. RE-ORGANISATION OF TN. DETACHMENTS.

The following is a summary of the steps taken to organise the various detachments and incomplete units in the Order of Battle of this theatre. The main object is to eliminate all detachments and to substitute complete units on authorised war establishments. The previous chaotic situation arising from the presence of detachments (of an unspecified size) whose parent units are in N.E., can no longer be tolerated.

(a) 2051 (formerly 1502) Mauritian Pioneer Coy., converted to "B" Docks Operating Coy. w.e.f. 31 Dec 43.

(b) 1053 Stevadore Bn. All personnel suitable for, and willing to, transfer to N.E. are being transferred and unit is being reformed as "A" Docks Operating Coy. w.e.f. 23 Dec 43.

(c) (Det.) 1017 Docks Operating Coy. Personnel not in this theatre posted to other units in N.E. and detachment being brought up to strength by transfer of surplus personnel ex 1053, to form 1017 Docks Operating Coy. complete.

(d) (Det.) 1000 Docks Maintenance Coy., (det.) 1005 Docks Maint. Coy. and 12 unposted diesel fitters ex N.E. being combined to form new I.W.T. maintenance unit on special establishment.

(e) (Det.) 208 and (Det.) 209 "Z" Craft Coy. Arrangements in hand to have these detachments divorced from N.E. and combined in an establishment on Italy Order of Battle.

(f) (Det.) 945 I.W.T. Coy. Balance of Coy. being transferred from N.A. to Italy.

### 2. REVISION OF ESTABLISHMENTS.

(a) The following Tn. units are not on standard U.K. War Establishments:-

| | | | |
|---|---|---|---|
| 1007 | Docks Operating Coy. R.E. | (Type "D") | W.E. IV/114/1 |
| 1021 | Docks Operating Coy. R.E. | (Type "D") | W.E. IV/114/1 |
| 10 | Railway Constn. Coy. R.E. | | W.E. IV/466/1 |
| 196 | Transportation Stores Coy. R.A.S.C. ( N.... ) | | W.E. N../129/1 |

The first three units are on war establishments which were discussed by the recent War Office Standardisation Conference, and the standard establishment to which the last unit will eventually be converted was also under consideration.

(b) Port Detachments R...C.C. and R...C.C. are being despatched from the Docks Operating Coys and re-organised under their parent Corps on new War Establishments. The ultimate effect on technical working is negligible.

(c) Advance copies of revised War Establishments in respect of the following units, as agreed by the Committee of Standardisation of War Establishments, which sat recently in U.K., have been received as follows:-

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transfer to N.E. are being transferred and unit is being reformed as "A" Docks Operating Coy. w.e.f. 25 Dec 43.

(c) (Det.) 1017 Docks Operating Coy. Personnel not in this theatre posted to other units in M.E. and detachment being brought up to strength by transfer of surplus personnel ex 1055, to form 1017 Docks Operating Coy. complete.

(d) (Det.) 1000 Docks Maintenance Coy., (det.) 1005 Docks Maint. Coy. and 12 unposted Diesel fitters ex M.E. being combined to form new I.W.T. maintenance unit on special establishment.

(e) (Det.) 206 and (Det.) 20) "Z" Craft Coy. Arrangements in hand to have these detachments divorced from M.E. and combined in an establishment on Italy Order of Battle.

(f) (Det.) 945 I.W.T. Coy. Balance of Coy. being transferred from M.E. to Italy.

2. REVISION OF ESTABLISHMENTS.

(a) The following Th. units are not on standard U.K. War Establishments:-

| | | | |
|---|---|---|---|
| 1007 | Docks Operating Coy. R.E. | (Type "B") | W.E. IV/114/1 |
| 1021 | Docks Operating Coy. R.E. | (Type "B") | W.E. IV/114/1 |
| 10 | Railway Constn. Coy. R.E. | | W.E. IV/436/1 |
| 196 | Transportation Stores Coy.R.E.( M... ) | | W.E. M./129/1 |

The first three units are on War Establishments which were discussed by the recent War Office Standardisation Conference, and the Standard establishment to which the last unit will eventually be converted was also under consideration.

(b) Port Detachments R...s.C. and R....O.C. are being despatched from the Docks Operating Coys and re-organised under their parent Corps on new War Establishments. The ultimate effect on technical working is negligible.

(c) Advance copies of revised War Establishments in respect of the following units, as agreed by the Committee of Standardisation of War Establishments, which sat recently in U.K., have been received as follows:-

A Th. Stores Coy. R.E.
H.Q. of a Railway Operating Group R.E.
.. Railway Operating Coy. R.E.
.. Railway Workshop Coy. R.E.
.. Railway Mobile Workshop Coy. R.E.
A Railway Construction Coy. R.E.
A Railway Survey Coy. R.E.

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We have in all cases recommended to A.F.H.Q. that the revised War Establishments should be implemented.

/3. EMPLOYMENT OF ITALIAN UNITS.

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3. EMPLOYMENT OF ITALIAN UNITS.

Railway Constn. Units.

The 2nd Italian Railway Eng. Group, consisting of a Group H.Q. and three Battalions, is being reformed under the control of the D.G.M.R. Its present strength is 72 Officers and 1,267 other ranks.

The Battalions have each a H.Q. and three Coys but the third has so far only formed one weak Coy. It is the intention to bring all nine Companies up to their full establishments of 6 officers and 254 Other Ranks.

Of the existing Coys, four are employed under control of R.C.E. 1 Their total strength including one Bn. H.Q., is 35 Officers and 755 Other Ranks.

Docks Units.

At present there are no Italian Docks Units as such working in the Ports. A number of Italian Military and Naval units are supplying parties for quay work. but these are under Area R.E. control and form part of the labour pool for all services.

Steps are being taken to form the following Italian Units as far as possible on British Establishments :-

| | | | Or. No. |
|---|---|---|---|
| 4 | I.W.T. (Port) Op Coys. | - | IV/22F/1. |
| 2 | Port Maint. Coys. | - | IV/22A/2. |
| 2 | Port Constn. & Repair Coys. | - | IV/21B/2. |
| 8 | Docks Operating Coys. | - | M./207/1. |

Of these, one I.W.T. and four Docks Operating Coys are due to be formed in February, but when, it is not yet possible to form them, remains to be seen.

Reference to M.M.I.A. reveals that the Italian Army are not in a position to supply all the skilled men required. It is therefore proposed that the Docks Operating Coys should be formed from military personnel who would receive training under the British Docks Groups and that the remaining units be found from Naval personnel. It may be necessary to arrange for special enlistment of certain tradesmen.

The responsibility for detailed arrangements and for liaison with the M.M.I.A. and the Italian Naval and Military authorities has been delegated to O.C. No. 1 Docks Group. The units will form at BRINDISI and TARANTO.

4. CASUALTIES.

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Ans so far only formed one Work Coy. It is the intention to bring all nine Companies up to their full establishments of 6 Officers and 254 Other Ranks.

Of the existing Coys, four are employed under control of R.C.E. 1 Their total strength including one Sn. A.Q., is 35 Officers and 753 Other Ranks.

Docks Units.

At present there are no Italian Docks Units as such working in the Ports. A number of Italian Military and Naval units are supplying parties for quay work, but these are under Area H.Q. control and form part of the labour pool for all services.

Steps are being taken to form the following Italian Units as far as possible on British Establishments :-

| | | On W.E. |
|---|---|---|
| 4 | I.L.T. (Port) Op Coys. - | IV/229/1. |
| 2 | Port Maint. Coys. - | IV/229/2. |
| 2 | Port Constn. & Repair Coys. - | IV/213/2. |
| 8 | Docks Operating Coys. - | M./207/1. |

Of these, one I.L.T. and four Docks Operating Coys are due to be formed in February, but when it will be possible to form them, remains to be seen.

Reference to M.M.I., reveals that the Italian Army are not in a position to supply all the skilled men required. It is therefore proposed that the Docks Operating Coys should be formed from Military personnel who would receive training under the British Docks Groups and that the remaining units be found from Naval personnel. It may be necessary to arrange for special enlistment of certain tradesmen.

The responsibility for detailed arrangements and for liason with the M.M.I., and the Italian Naval and Military authorities has been delegated to D.C. No. 1 Docks Group. The units will form at BARLETTA and TARANTO.

4. CASUALTIES.

Battle casualties were very slight, but there is still much sickness. The sudden death on 2 Feb 44 of Lt. Col. V.H. Illingworth, who had, with distinction, commanded and led the Railway Construction Troops from Algiers to Tunis and Salerno to Foggia, is a severe blow to the Sn. Service.

5. HONOURS AND AWARDS.

Notification of the following Awards has been received. Official confirmation is awaited:-

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M.C. - 194922 Lieut. A.J.S. McLaren. 930 P.C. & R. Coy.
O.B.E. - 122921 Major J.A. Balfour. 1055 Stevedore Bn.

/6. CHANGES IN OFFICERS.

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7. CHANGES IN OFFICER PERSONNEL.

The following changes occurred in Officer Personnel:-

A. Tn. Organisation & Administration.

No change.

B. Railway Operating.

| | | | |
|---|---|---|---|
| Major A.E. | Fairhead. | 2i/c 2 Rly. Op. Group. | Promoted to Lt.Col to w.e.f. 1.1.44. Commd 2 Rly Op Gp. |
| Major W.A.G. | Suddaby. | O.C. 192 Rly. Op. Coy. | To 2 i/c 2 Rly Op Gp. w.e.f. 1.1.44. |
| Major G.M. | Wilson. | D.A.D.Tn. | To O.C. 192 Rly Op Coy. w.e.f. 1.1.44. |
| Major A.R. | Adams. | 2 i/c 1 Rly Op Group. | To D.A.D.Tn. w.e.f. 14.1.44. |
| Major D.C.L. | Reynolds. | O.C. 189 Rly. Op. Coy. | To D.A.D.Tn. w.e.f. 25.1.44. |
| Capt. S.P.W. | Corbett. | S/Capt. Tn. | To D.A.D.Tn. w.e.f. 1.1.44. |
| Capt. A.D. | Hadley. | S/Capt. Tn. | To 2 i/c 189 Rly. Op. Coy. w.e.f. 24.1.44. |
| Lieut. G.F. | Miller. | 154 Rly. Op. Coy. | To S/Capt. Tn. w.e.f. 5.1.44. |

C. Railway Construction.

| | | | |
|---|---|---|---|
| Major D.R. | Stonhouse. | D.A.D.Tn. Tn. Inc. (M.A.) | To 2 i/c 1212 Rly. C. & M. Gp. w.e.f.30.12.43. |
| Lieut A.G. | Brooks. | 10 Rly. Const. Coy. | To Technical Captain, 10 Rly. Const. Coy. |
| Lieut J.C.D. | Durrant. | 29 Rly. Survey Coy. | To Capt. 29 Rly.Survey Coy. |
| Lieut J.R. Hammond.<br>2/Lt. G. Wallwork. | | Reinforcement Officers. | To Subalterns, 159 Rly. Const.Coy. |
| Lieut E.W. | Robinson. | Reinforcement Officer. | To Subaltern, 29 Rly. Svy.Coy. |
| Major E.M. | Steel. | 40 Rly. Const. Coy. | Recalled to Civil Duty by S.A. Rlys. |
| Major A.S. | Robinson. | H.Q. Rly. Const. Engineers (V) | D.A.D.C. To Command 40 Rly. Const. Coy. |

D. Docks.

| | | | |
|---|---|---|---|
| Major J.A. | Balfour. | 1053 Stevedore Bn.R.E. | To No. 5 Docks Gp.H.Q. w.e.f. 5.1.44. |
| Major L.P.E. | James. | 5 Docks Group H.Q. | Posted to 1021 D.O.C.& assumes command of that Coy. w.e.f. 10.1.44. |
| Capt. G.W. | Reid. | 5 Docks Group H.Q. | To Docks Supt. Berlette. w.e.f. 31.12.43. Relingu. appt. w.e.f. 10.1.44. |
| Major C. | Grainger. | 1021 Docks Op. Coy. | 5 Group H.Q. and assumes |

| | | | |
|---|---|---|---|
| | | | w.e.f. 14.1.44. |
| Major D.C.I. | Reynolds. | O.C. 189 Rly. Op. Coy. | To D.A.D.Tn. w.e.f. 25.1.44. |
| Capt. S.P.W. | Corbett. | S/Capt. Tn. | To D.A.D.Tn. w.e.f. 1.1.44. |
| Capt. A.B. | Hadley. | S/Capt. Tn. | To 2 i/c 189 Rly. Op. Coy. w.e.f. 24.1.44. |
| Lieut. G.F. | Miller. | 154 Rly. Op. Coy. | To S/Capt. Tn. w.e.f. 3.1.44. |

C. Railway Construction.

| | | | |
|---|---|---|---|
| Major D.R. | Stenhouse. | D.A.D.Tn. Tn. Inc.(N.A.) | To 2 i/c 1212 Rly. C. & M. Gp. w.e.f.30.12.43. |
| Lieut W.G. | Lessos. | 10 Rly. Const. Coy. | To Technical Captain, 10 Rly. Const. Coy. |
| Lieut J.C.H. | Dorment. | 29 Rly. Survey Coy. | To Capt. 29 Rly.Survey Coy. |
| Lieut J.R.<br>2/Lt. G. | Horsnd.<br>Wallwork. | Reinforcement Officers. | To Subalterns, 159 Rly. Const.Coy. |
| Lieut E.W. | Robinson. | Reinforcement Officer. | To Subaltern, 29 Rly. Svy.Coy. |
| Major E.M. | Steel. | 40 Rly. Const. Coy. | Recalled to Civil Duty by S.A. Rlys. |
| Major A.S. | Robinson. | H.Q. Rly. Const. Engineers (V) S.A.E.C. | To Command 40 Rly. Const. Coy. S.A.E. |

D. Docks.

| | | | |
|---|---|---|---|
| Major L.A. | Balfour. | 1039 Stevedore Bn.S.A.E. | To No. 5 Docks Gp.H.Q. w.e.f. 5.1.44. |
| Major L.F.E. | James. | 5 Docks Group H.Q. | Posted to 1021 D.O.C.& assumes command of that Coy. w.e.f. 10.1.44. |
| Capt. G.W. | Reid. | 5 Docks Group H.Q. | To Docks Supt. Barletta. w.e.f. 31.12.43. Relinqd. appt. w.e.f. 10.1.44. |
| Major C. | Grainger. | 1021 Docks Op. Coy. | 5 Group H.Q. and assumes the position of Docks Supt. Barletta w.e.f. 10.1.44. |
| Lieut R.C.L. | Smith. | 994 Docks Op. Coy. | Promoted to A/Capt. to fill vacancy in 994 D.O. Coy. w.e.f. [illegible]1.43. under A.C.I. 1490/41. |
| Capt. S. | Bunker. | 5 Docks Group H.Q. | Relinquishes appt. of Adjt. w.e.f. 26.1.44. |

/Lt. J.C. Horsley.

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| | | | | |
|---|---|---|---|---|
| + Major L.G. | England. | 2-i/c 1 Docks Gp [illegible]. | | Ceased to perform duties of OC Det.& Docks Supt Taranto wef 7.1.44 |
| Lieut J.C. | Horsley. | No. 2 C.R.U. | | Posted to 991 D.O.C. w.e.f. 10.1.44. |
| Lieut M. | Lutter. | 994 Docks Op. Coy. | | To No.2 C.R.U. w.e.f. 21.1.44. |
| Lieut A.J. | Richards. | 5 Docks Group H.Q. | | To En. Increment (Na) n.F.n.g. w.e.f. 1.1.44. to appt. as S/Capt. |
| Lieut H. | Maslen. | 930 P.O. & R. Coy. | | Promoted A/Capt. in "D" D.O.C. w.e.f. 1.1.44. |
| Lieut L.I. | Rocquette. | 1017 Docks Op. Coy. | | Promoted A/Capt. to fill vacancy in 1017 D.O.C. w.e.f. 3.1.44. |
| Major P.W. | Lane. | Docks Supt. Barletta. | | Rejoined 1 Group H.Q. 1.1.44. Apptd. O.C. Det. and Docks Supt. Taranto w.e.f. 7.1.44. |
| + Capt. D.H. | Hollyman. | O.C. R.A.O.C. Det. Attd. 1 Docks Gp.H.Q. | | Rejoined unit ex hosp. 1.1.44. S.O.S. F... strength of unit on appt. as O.C. "D" P.O.D. 19.1.44. |
| Lieut J. | Search. | R.A.O.C. Det Attd. 1 Docks Gp. H.Q. | | S.O.S. F.A. Strength of unit on appt. as O.C. "D" P.A.D. 19.1.44. |
| Lieut H. | Gosby. | R.A.O.C. Det. attd. 1 Docks Group H.Q. | | S.O.S. F... strength of unit on appt. as O.C. "A" P.A.D. 19.1.44. |
| Major O.G. | Hovey. | 1 Docks Group H.Q. | | S.O.S. of unit on evacuation to U.K. w.e.f. 18.1.44. |
| Capt. S. | Bunker. | 1, 2, 5 Docks Gp. R.E. | ) | |
| Major R.W.S. | Harvey. | " " " " " | ) | |
| Capt. R.D. | Watson. | 994 D.O.C. R.E. | ) | |
| Lieut E.F.C. | Gillespie. | 945 I.W.T.Fuel Op.Co. | ) | S.O.S. of |
| Major D. | Gibb. | 1010 D.O.C. R.E. | ) | Companies shewn on |
| Capt. E. | Franklin. | " " " | ) | evacuation to U.K. |
| Capt. W.H. | Lovell. | 1013 D.O.C. R.E. | ) | w.e.f. 26.1.44. |
| Capt. J. | Sloan. | 1027 D.O.C. R.E. | ) | |
| Lieut A.G. | Hunt. | 1025 D.O.C. R.E. | ) | |

E. Stores.

No change.

F. Finance.

No change.

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| | | | |
|---|---|---|---|
| | | | D.O.C. w.e.f. 5.1.44. |
| Major P.W. | Lane. | Locks Supt. Barletta. | Rejoined 1 Group H.Q. 1.1.44. Apptd. C.C. Det. and Locks Supt. Taranto w.e.f. 7.1.44. |
| Capt. D.H. | Hollyman. | C.C. R...C.C. Det. Attd. 1 Locks Gp.H.Q. | Rejoined unit ex hosp. 1.1.44. S.O.S. P... strength of unit on appt. as C.C. "D" P.C.D. 19.1.44. |
| Lieut J. | Search. | R.A.C.C. Det Attd. 1 Locks Gp. H.Q. | S.O.S. P... strength of unit on appt. as C.C. "D" P.A.D. 19.1.44. |
| Lieut R. | Cooper. | R.A.C.C. Det. attd. 1 Locks Group H.Q. | S.O.S. P... strength of unit on appt. as C.C. "D" P.A.D. 19.1.44. |
| Major C.G. | Harvey. | 1 Locks Group H.Q. | S.O.S. of unit on evacuation to U.K. w.e.f. 18.1.44. |
| Capt. S. | Bunker. | H.Q. 2 Locks Gp. R.E. | ) |
| Major H.W.S. | Harvey. | " " " " " | ) |
| Capt. W.D. | Watson. | 994 D.C.C. R.E. | ) |
| Lieut E.P.C. | Gillespie. | 945 I.W.T.Port. Op.Co. | ) S.O.S. of |
| Major D. | Gibb. | 1010 D.C.C. R.E. | ) Companies shown on |
| Capt. F. | Franklin. | " " " " | ) evacuation to U.K. |
| Capt. W.H. | Lovell. | 1015 D.C.C. R.E. | ) w.e.f. 26.1.44. |
| Capt. J. | Sloan. | 1027 D.C.C. R.E. | ) |
| Lieut ...G | Hunt. | 1025 D.C.C. R.E. | ) |

E. Stores.

No change.

F. Finance.

No change.



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APPENDIX 3

DOCKS WORKING - EAST ITALY.

1. ACTUAL TONNAGES DISCHARGED (INCLUDING MT)

JANUARY 1944.

| Taranto | Gallipoli | Brindisi | Monopoli | Bari | Barletta | Total |
|---|---|---|---|---|---|---|
| 87175 | 6322 | 106512 | 915 | 160998 ? | 39476 | 401398 ? |

? also 1213 animals.

---

2. TONNAGES DISCHARGED BY LIGHTER AND NUMBER IN USE PER PORT - JANUARY 1944.

| | Taranto | Brindisi | Bari |
|---|---|---|---|
| Tons discharged | 4679 | 12852 | 24348 |
| No. of Lighters | 31 | 27 | 22 |

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3. ACTUAL TONNAGES LOADED (INCLUDING MT)

JANUARY 1944.

| Taranto | Gallipoli | Brindisi | Monopoli | Bari | Barletta | Total |
|---|---|---|---|---|---|---|
| 2260 | NIL | 596 | 2119 | 568 | 2662 | 8405 |

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4. AVERAGE DAILY TONNAGES DISCHARGED.
(INCLUDING DISCHARGE OF BULK CARGOES IF BY MANUAL LABOUR.

JANUARY 1944.

| Port. | No. of MT. | Coal. | Stores (less weight of MT and Coal. | Total Weight of Stores PLUS MT. and Coal. |
|---|---|---|---|---|
| TARANTO | 244 | 394 | 1347 | 2825 |
| GALLIPOLI | NIL | 204 | NIL | 204 |
| BRINDISI | 39 | 109 | 3162 | 3436 |
| MONOPOLI | NIL | NIL | 30 | 30 |
| BARI | 94 39 animals | 428 | 4284 | 5193 |
| BARLETTA | NIL | 134 | 1139 | 1273 |

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| Taranto | Gallipoli | Brindisi | Monopoli | Bari | Barletta | Total |
|---|---|---|---|---|---|---|
| 87175 | 6322 | 106512 | 915 | 160998 | 39476 | 401398 |

also 1213 animals.

---

2. TONNAGES DISCHARGED BY LIGHTER AND NUMBER IN USE PER PORT – JANUARY 1944.

| | Taranto | Brindisi | Bari |
|---|---|---|---|
| Tons discharged | 4679 | 12852 | 24348 |
| No. of Lighters | 31 | 27 | 22 |

---

3. ACTUAL TONNAGES LOADED (INCLUDING MT) JANUARY 1944.

| Taranto | Gallipoli | Brindisi | Monopoli | Bari | Barletta | Total |
|---|---|---|---|---|---|---|
| 2260 | NIL | 596 | 2119 | 568 | 2862 | 8405 |

---

4. AVERAGE DAILY TONNAGES DISCHARGED. (INCLUDING DISCHARGE OF BULK CARGOES IF BY MANUAL LABOUR. JANUARY 1944.

| Port. | No. of MT. | Coal. | Stores (less weight of MT and Coal. | Total Weight of Stores PLUS MT. and Coal. |
|---|---|---|---|---|
| TARANTO | 244 | 394 | 1347 | 2825 |
| GALLIPOLI | NIL | 204 | NIL | 204 |
| BRINDISI | 39 | 109 | 3162 | 3436 |
| MONOPOLI | NIL | NIL | 30 | 30 |
| BARI | 94 | 428 | 4284 | 5193 |
| | 39 animals | | | |
| BARLETTA | NIL | 134 | 1139 | 1273 |
| | 377 | 1269 | 9962 | 12961 |
| | 39 animals | | | |

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APPENDIX 4

ADDITIONS OR AMENDMENTS TO PORT FACILITIES.

Brindisi

1. Add to 2(b) 1 C.T. Tug No.10
2 "Z" Craft.

C.T.Tug No.22 at Taranto and allocated to Brindisi.

2. Add to para 2(c) 1 Coles Crane
1 Jones Crane
3 Clark Car Loaders

3. No.1 Berth (Coal Berth) now has rail alongside. (New Construction). All berths have now rail facilities. Increase of 10 wagons possible in the number of wagons that can be set up for loading has resulted from rail construction at No.1 Berth.

Bari

1. Tugs — C.T.5 and 6 now at Bari in addition to those shown.

2. "Z" Craft now number 9 at this port. Z 12 having returned from 'operations'.

3. Number of Minus Barges in commission now number 9.

4. No.12 Berth now rail served making 4 berths rail served.

Barletta.

Shore Cranes — Add one 10 R.B. now at this port in addition to one Hyster.

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2. Add to para 2(c) 1 Coles Crane
1 Jones Crane
3 Clark Car Loaders

3. No.1 Berth (Coal Berth) now has rail alongside. (New Construction). All berths have now rail facilities. Increase of 10 wagons possible in the number of wagons that can be set up for loading has resulted from rail construction at No.1 Berth.

Bari

1. Tugs – C.T.5 and 6 now at Bari in addition to those shown.

2. "Z" Craft now number 9 at this port. Z 12 having returned from 'operations'.

3. Number of Minus Barges in commission now number 9.

4. No.12 Berth now rail served making 4 berths rail served.

Barletta.

Shore Cranes – Add one 10 R.B. now at this port in addition to one Hyster.

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Appendix "F"
Sheet 1.

Transportation (British) Tn.A.4/67

Adv.Adm.Sch. Allied Force Headquarters 7th Jan.1944.

TECHNICAL INSTRUCTION NO.6

RAILWAY CONSTRUCTION - ITALY

1. The following instructions for Railway Construction, Italy, supplement Tn. Technical Instruction No.1, dated 24th December, 1943.

2. Technical Direction.

With effect from 1st January, 1944, technical directions on all Railway Construction matters will be issued direct to Group Commanders by D.Tn., Naples.

3. Composition of Groups.

The composition of Groups at the present time is as follows:-

(a) 1 Rly Construction & Maintenance Group.

150 Railway Construction Company, R.E.
161 Railway Construction Company, R.E.
No.1 Railway Bridging Section, R.E.
No.2 Section, 29 Railway Survey Company, R.E.) for technical
No.46 M.E. (Tn) Section, R.E. ) employment.
160 Railway Construction Company, R.E. (for command and administration).

(b) South African Rly Construction & Maintenance Group.

58 Railway Construction Company, (S.A.E.C.)
59 Railway Construction Company, (S.A.E.C.)
40 Railway Construction Company, (S.A.E.C.)
160 Railway Construction Company, R.E. (for technical employment).

(c) 1212 Rly Construction & Maintenance Group.

10 Railway Construction Company, R.E.
159 Railway Construction Company, R.E.
No.2 Railway Bridging Section, R.E.
29 Railway Survey Company, R.E. (less No.2 Section, see above).
No.45 M.E. (Tn) Section, R.E. (for technical employment).

(d) The following units are under direct control of D.Tn.:-

H.Q. 167 M.E. (Tn) Company, R.E. (for all purposes).
2 Railway Telegraph Company, R. Sigs). for technical employment.
3 Railway Telegraph Company, R. Sigs).

4. Construction Areas.

The areas of responsibility of Group Commanders will vary according

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With effect from 1st January, 1944, technical directions on all Railway Construction matters will be issued direct to Group Commanders by D.Tn., Naples.

3. Composition of Groups.

The composition of Groups at the present time is as follows:-

(a) 1 Rly Construction & Maintenance Group.

150 Railway Construction Company, R.E.
161 Railway Construction Company, R.E.
No.1 Railway Bridging Section, R.E.
No.2 Section, 29 Railway Survey Company, R.E.) for technical
No.46 M.E. (Tn) Section, R.E. ) employment.
160 Railway Construction Company, R.E. (for command and administration).

(b) South African Rly Construction & Maintenance Group.

38 Railway Construction Company, (S.A.E.C.)
39 Railway Construction Company, (S.A.E.C.)
40 Railway Construction Company, (S.A.E.C.)
160 Railway Construction Company, R.E. (for technical employment).

(c) 1212 Rly Construction & Maintenance Group.

10 Railway Construction Company, R.E.
159 Railway Construction Company, R.E.
No.2 Railway Bridging Section, R.E.
29 Railway Survey Company, R.E. (less No.2 Section, see above).
No.45 M.E. (Tn) Section, R.E. (for technical employment).

(d) The following units are under direct control of D.Tn.:-

H.Q. 167 M.E. (Tn) Company, R.E. (for all purposes).
2 Railway Telegraph Company, R. Sigs). for technical employment.
3 Railway Telegraph Company, R. Sigs).

4. Construction Areas.

The areas of responsibility of Group Commanders will vary according to the incidence of work, and with the progress of the campaign. Until further notice they will be as follows:-

(a) 1 Railway Construction & Maintenance Group.

Line 91 - Caserta to Cervaro.
Naples Area - individual works as ordered.

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(b).....

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(b) South African Railway Construction & Maintenance Group.

Line 86 - North of Railhead (Vasto).

(c) 1212 Railway Construction & Maintenance Group.

Line 86 - South of Railhead (Vasto).
Line 95 - Brindisi - Taranto - Reggio.
Line 302 - Foggia - Potenza.
Eastern Italy:- Individual works as ordered.

5. Reports and Returns.

R.C.Es. will submit to D.Tn., direct the following :-

Weekly:- Location and works return for all units within his Group.

Daily:- By teleprint or D.R. A situation report stating progress of important works, and other matters of importance requiring action at Tn. H.Q.

R.C.Es. 1212 and South African, will keep D.D.Tn. No.2 District and A.D.Tn. Eighth Army, advised of Construction progress in their areas. This can be done by repetition of daily situation reports to the Staff Officers concerned.

6. Railway Construction Staff.

The following Officers are on the Staff of D.Tn. Their duties are:-

A.D.Tn.4 - All Railway construction matters in Italy.
A.D.Tn.4(West) - (located at Naples) construction matters in Western Italy in the area of No.1 Railway Construction & Maintenance Group.
A.D.Tn.4(East) - (located at Bari) construction matters in Eastern Italy in the area of South African and No.1212 Railway Construction & Maintenance Groups.

A.D.Tn.4 (East) will in addition, advise D.D.Tn., No.2 District on railway construction matters affecting No.2 District.

(Sgd) R.F.O'Gage.
Brig.,
Director of Transportation.

JR/WET

Distribution: D.D.Tn. No.2 District.
A.D.Tn. 8th Army.
R.C.E.1.
R.C.E.1212.
R.C.E.(S.A.E.C.) U.D.F.
150, 160, 161, 38, 39, 40,
D.G.M.R. (for information)
D.Q.M.G.(M) " "

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5. Reports and Returns.

R.C.Es. will submit to D.Tn., direct the following :-

Weekly:- Location and works return for all units within his Group.

Daily:- By teleprint or D.R. A situation report stating progress of important works, and other matters of importance requiring action at Tn. H.Q.

R.C.Es. 1212 and South African, will keep D.D.Tn. No.2 District and A.D.Tn. Eighth Army, advised of Construction Progress in their areas. This can be done by repetition of daily situation reports to the Staff Officers concerned.

6. Railway Construction Staff.

The following Officers are on the Staff of D.Tn. Their duties are:-

A.D.Tn.4 - All Railway Construction matters in Italy.
A.D.Tn.4(West) - (located at Naples) construction matters in Western Italy in the area of No.1 Railway Construction & Maintenance Group.
A.D.Tn.4(East) - (located at Bari) construction matters in Eastern Italy in the area of South African and No.1212 Railway Construction & Maintenance Groups.

A.D.Tn.4 (East) will in addition, advise D.D.Tn., No.2 District on railway construction matters affecting No.2 District.

(Sgd) R.F.O'Gage.
Brig.,
Director of Transportation.

JR/NET

Distribution:
D.D.Tn. No.2 District.
A.D.Tn. 8th Army.
R.C.E.1.
R.C.E.1212.
R.C.E.(S.A.E.C.) U.D.F.
150, 160, 161, 38, 39, 40,
10 & 159 Rly Const. Coys.
29 Rly Survey Coy.
No.1 & No.2 Rly Bridging Sects.
187 M.E.(Tn) Coy.
45 & 46 M.E.(Tn) Sects.
No.2 & No.3 Rly Tele. Coy.
Tn. (Dr) A.F.H.Q.

D.G.T.R. (for information)
D.G.M.G.(R) " "

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WORKS IN PROGRESS AT 31ST JANUARY, 1944.

| Job No. | Agency | Location | Description | Size | Progress | Es cos |
|---|---|---|---|---|---|---|
| Line 86, BRINDISI - FOGGIA - TERMOLI AND NORTH. | | | | | | |
| (a) Line Repairs. | | | | | | |
| 86/11 | 167 Rly Bdg. Coy.<br>2 Section<br>930 P.C. & R. Coy. | Ripalta | Repairs to Bridge 4 (River Fortore) | Single span of 196 ft. Sheet piling around temporary foundations. Preparing girder for splicing on new section. | | |
| 86/17 | 160 Rly Const. Coy.<br>45 M.E.(Tn) Sect. | San Salvo | Repairs to Bridge 8 (River Trigno) | Flood protection of existing works and construction of 5 additional 40' spans in tipped bank for flood relief | | |
| 86/21 | 38 Rly Const. Coy. | Istonia | Tunnel at Km.412 | Deviation around damaged tunnel and repairs to tunnel | | |
| 86/24 | 38 Rly Const. Coy. | Lebba | Repairs to Bridge 9 (River Lebba) | 33 ft. masonry arch culvert repaired with concrete. | 90% | |
| 86/32 | 39 Rly Const. Coy. | San Vito | Track repairs. S.Vito (inclusive) Fossacesia (exclusive) | 8 Km. of 95% rail demolition | 50% | |
| 86/33 | 160 Rly Const. Coy. | Ortona | Track Repairs S.Vito (exclusive) - Ortona (inclusive) | 7 Km. of 95% rail demolition | 5% | |

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WORKS IN PROGRESS AT 31ST JANUARY, 1944.

| | Location | Description | Size | Progress | Est'd date completion | Remarks. |
|---|---|---|---|---|---|---|
| - TERMOLI AND NORTH. | | | | | | |
| | Ripalta | Repairs to Bridge 4 (River Fortore) | Single span of 196 ft. Sheet piling around temporary foundations. Preparing girder for splicing on new section. | | | |
| | San Salvo | Repairs to Bridge 8 (River Trigno) | Flood protection of existing works and construction of 5 additional 40' spans in tipped bank for flood relief | | | |
| | Istonia | Tunnel at Km.412 | Deviation around damaged tunnel and repairs to tunnel | | | Deviation opened for traffic 9.1.44 and completed 16.1.44. Work proceeds on permanent repair to tunnel. |
| | Lebba | Repairs to Bridge 9 (River Lebba) | 33 ft. masonry arch culvert repaired with concrete. | 90% | 15.2.44 | Opened for traffic 9.1.44. Filling of bank proceeds. |
| | San Vito | Track repairs. S.Vito (inclusive) Fossacesia (exclusive) | 8 Km. of 95% rail demolition | 50% | 12.2.44. | |
| | Ortona | Track Repairs S.Vito (exclusive) - Ortona (inclusive) | 7 Km. of 95% rail demolition | 5% | 15.2.44 | |

To sheet 2...

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| Job No. | Agency | Location | Description | Size | Progress | Est' Comp |
|---|---|---|---|---|---|---|
| Line 86, BRINDISI - FOGGIA - TERMOLI AND NORTH. | | | | | | |
| (a) Line repairs (contd). | | | | | | |
| 86/36 | 39 Rly Const. Coy. | Fossacesia | Repairs to Bridge 14 (Vale Grande) | 2 x 40' Sectional spans concrete substructure. | 50% | |
| 86/37 | 39 Rly Const. Coy. | San Vito | Repairs to Bridge 15 Grotte. | 1 x 35' R.S.J. span. | 70% | |
| 86/38 | 39 Rly Const. Coy. | San Vito | Repairs to Bridge 16 Vale Canale | 1 x 31' R.S.J. span | 40% | |
| 86/39 | 39 Rly Const. Coy. | San Vito | Repairs to Bridge 17 Acqua Viva. | 1 x 31' R.S.J. span | 40% | |
| 86/40 | 160 Rly Const. Coy. | San Vito | Repairs to Bridge 18 | 1 x 35 ft; 2 x 40 ft. R.S.J spans. Concrete substructure | 80% | |
| 86/41 | 160 Rly Const. Coy. | San Vito | Repairs to Bridge 19 | 1 x 20' R.S.J. span | 80% | |
| 86/42 | 160 Rly Const. Coy. | Ortona | Repairs to Bridge 20 (River Moro) | 2 x 70' UCRB Deck spans. Piled and concrete substructure | 70% | |
| 86/44 | 39 Rly Const. Coy. | San Vito | Tunnel at Km.380.8 | Deviation around damaged tunnel | 95% | |
| 86/46 | 39 Rly Const. Coy. | San Vito | Tunnel at Km.379.6 | Deviation around damaged tunnel | 90% | |

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WORKS IN PROGRESS AT 31ST JANUARY, 1944 (Contd).

| Location | Description | Size | Progress | Est'd date Completion | Remarks. |
|---|---|---|---|---|---|
| - TERMOLI AND NORTH. | | | | | |
| Fossacesia | Repairs to Bridge 14 (Vale Grande) | 2 x 40' Sectional spans concrete substructure. | 50% | 7.2.44. | |
| San Vito | Repairs to Bridge 15 Grotte. | 1 x 35' R.S.J. span. | 70% | 5.2.44. | |
| San Vito | Repairs to Bridge 16 Vale Canale | 1 x 31' R.S.J. span | 40% | 5.2.44 | |
| San Vito | Repairs to Bridge 17 Acqua Viva. | 1 x 31' R.S.J. span | 40% | 10.2.44 | |
| San Vito | Repairs to Bridge 18 | 1 x 35 ft; 2 x 40 ft. R.S.J spans. Concrete substructure | 80% | 10.2.44 | |
| San Vito | Repairs to Bridge 19 | 1 x 20' R.S.J. span | 80% | 15.2.44. | |
| Ortona | Repairs to Bridge 20 (River Moro) | 2 x 70' UCIRS Deck spans. Piled and concrete substructure | 70% | 15.2.44. | |
| San Vito | Tunnel at Km.360.8 | Deviation around damaged tunnel | 95% | 5.2.44 | |
| San Vito | Tunnel at Km.379.6 | Deviation around damaged tunnel | 90% | 5.2.44 | |

To sheet 3.....

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| Job No. | Agency | Location | Description | Size | Progress | Est'd date of completion |
|---|---|---|---|---|---|---|
| Line 86, BRINDISI - FOGGIA - TERMOLI AND NORTH. | | | | | | |
| (b) Base Development. | | | | | | |
| 86/4 | 150 Rly Const. Coy. | Foggia | Rehabilitation of Station Yards. | Extensive bomb and demolition damage. | | 29.2.44 |
| 86/8 | 159 Rly Const. Coy. | San Vito (Brindisi) | R.E. Stores Depot | 4¼ miles track and 15 turnouts. | 32% | 28.2.44 |
| 86/9 | 10 Rly Const. Coy. | Bari | R.E. Stores Depot | 5¼ miles track and 15 turnouts. | 91% | 20.2.44 |
| 86/15 | 10 Rly Const. Coy. | Bari | D.S.D. | 1¼ miles track and 4 turnouts | 35% | 20.2.44 |
| 86/16 | 10 Rly Const. Coy. | Bari | Siding for hospital train | ½ mile track and 1 turnout. | 45% | 15.2.44 |
| 86/27 | Sud Est Rly Coy. | Bari | U.S. AM Depot | ½ mile track and 3 turnouts. | 33% | 15.2.44 |
| 86/102 | 159 Rly Const. Coy. | Rostinco (Brindisi) | D.S.D. | 1½ miles track and 9 turnouts. | 0% | 28.2.44 |
| 86/103 | 10 Rly Const. Coy. | Bari | Docks improvement | - | - | - |
| 86/104 | 159 Rly Const. Coy. | Brindisi | Docks improvement | - | - | - |

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WORKS IN PROGRESS AT 31ST JANUARY, 1944 (Contd).

| Location | Description | Size | Progress | Est'd date completion | Remarks. |
|---|---|---|---|---|---|
| TERMOLI AND NORTH. | | | | | |
| Foggia | Rehabilitation of Station Yards. | Extensive bomb and demolition damage. | | 29.2.44 | Work liable to variation with expanding use of Foggia. |
| San Vito (Brindisi) | R.E. Stores Depot | 4¼ miles track and 15 turnouts. | 82% | 20.2.44 | Slow progress due to difficulty in obtaining adequate ballast supplies. |
| Bari | R.E. Stores Depot | 3½ miles track and 15 turnouts. | 91% | 20.2.44 | Slow progress due to difficulty in obtaining adequate ballast supplies. |
| Bari | D.S.D. | 1¼ miles track and 4 turnouts | 35% | 20.2.44 | |
| Bari | Siding for hospital train | ½ mile track and 1 turnout. | 45% | 15.2.44. | |
| Bari | U.S. M Depot | ½ mile track and 3 turnouts. | 33% | 15.2.44. | |
| Restinco (Brindisi) | D.S.D. | 1½ miles track and 9 turnouts. | 0% | 26.2.44. | |
| Bari | Docks improvement | - | - | - | Additional sidings on Coal wharf completed. |
| Brindisi | Docks improvement | - | - | - | Additional sidings on Coal wharf completed. |

/to sheet 4.....

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| Job No. | Agency | Location | Description | Size | Progress | Est'd Compl |
|---|---|---|---|---|---|---|
| Line 90, NAPLES - CANCELLO - CASERTA - ROME | | | | | | |
| 90/35 | 161 Rly Const. Coy. | Foggiorcale | Extensions to 6 T.S.D. | Taking up and relaying track. Provide 7 new sidings. | 90% | 2.2 |
| Line 91, NAPLES - CASERTA - BENEVENTO - FOGGIA. | | | | | | |
| 91/23 | 167 Rly Bdg. Coy. 1 Section | Apice | Repairs Bridge 18 | Temporary repair only. Permanent repair now allotted Job No. 91/30. | | |
| 91/25 | 150 Rly Const. Coy. | Foggia - Cerver | Lifting and relaying main line | 3 miles track | 60% | 10.2 |
| 91/26 | 150 Rly Const. Coy. | Benevento | Station repairs. | Repair of bombed tracks, clearance of wreckage, re-railing of rolling stock, and water supply | | |
| 91/27 | 150 Rly Const. Coy. | Caserta/ Montecalvo | Extra ordinary maintenance. | covers maintenance and inspection of all re-constructed bridges between Caserta and Montecalvo. | | |
| 91/28 | 161 Rly Const. Coy. 46 M.E.(Tn) Sect. | Caserta | T.S.D. | 1½ miles track and 11 turnouts. | 5% | 28.2 |
| 91/30 | 167 Rly Bdg. Coy. 1 Section Contractor | Apice | Permanent repairs to Bridge 18 | Refruticication of 30' each of 2 main girders and floor system. | - | - |

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WORKS IN PROGRESS AT 31ST JANUARY, 1944. (Contd)

| Location | Description | Size | Progress | Est'd Date Completion | Remarks. |
|---|---|---|---|---|---|
| CASERTA - ROLE | | | | | |
| Poggioreale | Extensions to 6 T.S.D. | Taking up and relaying track. Provide 7 new sidings. | 90% | 2.2.44. | |
| BENEVENTO - FOGGIA. | | | | | |
| Apice | Repairs Bridge 18 | Temporary repair only. Permanent repair now allotted Job No.91/30. | | | Present work consists of construction of flood protection works. |
| Foggia - Cervaro | Lifting and relaying main line | 3 miles track | 60% | 15.2.44 | |
| Benevento | Station repairs. | Repair of bombed tracks, clearance of wreckage, re-railing of rolling stock, and water supply | | | Minimum operating requirements for this stage completed. Work is stock employment for section at strategic location. |
| Caserta/ Montecalvo | Extra ordinary maintenance. | covers maintenance and inspection of all re-constructed bridges between Caserta and Montecalvo. | | | Continues. |
| Casoria | D.S.D. | 1½ miles track and 11 turnouts. | 5% | 20.2.44 | Just started. |
| Apice | Permanent repairs to Bridge 18 | Refabrication of 30' each of 2 main girders and floor system. | - | - | Steelwork still in shops. |

To sheet 5..

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WORKS IN PROGRESS AT 31ST JANUARY, 1944 (Contd).

| Job No. | Agency | Location | Description | Size | Progress | E C |
|---|---|---|---|---|---|---|
| Line 94, NAPLES - BATTIPAGLIA - METAPONTO - TARANTO - BRINDISI | | | | | | |
| 94/18 | 161 Rly Const. Coy. 46 M.E.(Tn) Sect. | Montecorvino | Ordnance Depot | 3½ miles track & 5 turnouts. 41,000 cu.yds earthwork. | 5% | |
| 94/20 | Sud Est. Rly Coy. | Francavilla | Air Force Bomb Dump | ½ mile track and 1 turnout | 5% | |
| 94/21 | 46 M.E.(Tn) Sect. | Nocera Inferiore | No.7 Tn.S.D.Sub Depot | Earthwork scheme only | | |
| Line 291, CANCELLO - TORRE ANNUNZIATA. | | | | | | |
| 291/1 | 161 Rly Const. Coy. | Cancello | R.E. Stores Depot | 3½ miles track & 6 turnouts | 90% | |
| Line 296, BARDETTA - SPINAZZOLA | | | | | | |
| 296/1 | 950 P.C. & R. Coy. Contractor | Minervino Murge | Repairs to viaduct | 5 x 40' arches in 7 arch viaduct being rebuilt. | 60% | |
| Line 303, BARI - GIOIA DEL COLLE - TARANTO | | | | | | |
| 303/3 | 10 Rly Const. Coy. | Modugno | Extensions to Tn.S.D. | 3 miles track & 25 turnouts | 5% | |
| Line 710, BARI - MARTINA FRANCA - TARANTO | | | | | | |
| 713/1 | Sud Est Rly Coy. | Mungivacca | U.S. QM Stores | ½ mile track & 1 turnout | 5% | |

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WORKS IN PROGRESS AT 31ST JANUARY, 1944 (Contd).

| | Location | Description | Size | Progress | Est'd date completion | Remarks. |
|---|---|---|---|---|---|---|
| AGLIA - TELESPONTO - TARANTO - BRINDISI | | | | | | |
| Coy. et. | Montecorvino | Ordnance Depot | 3½ miles track & 5 turnouts. 41,000 cu.yds earthwork. | 5% | 20.3.44 | Just started. |
| oy. | Francavilla | Air Force Bomb Dump | ½ mile track and 1 turnout | 5% | 15.3.44 | Just started. |
| t. | Nocera Inferiore | No.7 Tn.S.D.Sub Depot | Earthwork scheme only | | 3.2.44. | |
| RE ANNUNZIATA. | | | | | | |
| Coy. | Cancello | R.E. Stores Depot | 3½ miles track & 8 turnouts | 90% | 15.2.44. | |
| INAZZOLA | | | | | | |
| oy. | Minervino Murge | Repairs to viaduct | 3 x 40' arches in 7 arch viaduct being rebuilt. | 60% | 15.2.44. | |
| EL COLLE - TARANTO | | | | | | |
| oy. | Modugno | Extensions to Tn.S.D. | 3 miles track & 25 turnouts | 5% | 15.3.44 | Just started. |
| FRANCA - TARANTO | | | | | | |
| . | Mungivacca | U.S. QM Stores | ½ mile track & 1 turnout | 5% | 28.2.44 | Just started. |

/ to sheet 6.....

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WORKS COMPLETED DURING JANUARY, 1944.

| Job No. | Agency | Location | Description | Size | E |
|---|---|---|---|---|---|
| Line 86, BRINDISI - FOGGIA. - TRIOLI AND NORTH. | | | | | |
| (a) Line repairs. | | | | | |
| 86/22 | 30 Rly Const. Coy. | Istonia | Clearance of Tunnel Km.411 | | |
| 86/23 | 30 Rly Const. Coy. | Istonia | Clearance of Tunnel Km.410 | | |
| 86/25 | 30 Rly Const. Coy. | Casalbordino | Repairs to Bridge 10. River Sinello. | 3 x 65' Deck U.C.R.D. spans Concrete substructure. | |
| 86/26 | 30 Rly Const. Coy. | Casalbordino | Repairs to Bridge 11 River Osento. | 4 x 51' R.S.J. spans. Concrete substructure. | |
| 86/28 | 30 Rly Const. Coy. | Lebba | Track repairs Vasto (exclusive) - Lebba (inclusive) | 8 Kms. of 95% rail demolition | |
| 86/29 | 30 Rly Const. Coy. | Casalbordino | Track repairs Lebba (exclusive) Casalbordino (inclusive) | 7 Kms. of 95% rail demolition | |
| 86/30 | 30 Rly Const. Coy. 40 Rly Const. Coy. | Torino di Sangro | Track repairs Casalbordino (exclusive) - Torino di Sangro (inclusive) | 7 Kms. of track repairs | |
| 86/31 | 40 Rly Const. Coy. | Fossacesia | Track repairs Torino di Sangro (exclusive) - Fossacesia (inclusive) | 5 Kms. of 95% rail demolition | |

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WORKS COMPLETED DURING JANUARY, 1944.

| Location | Description | Size | Date of Completion | Remarks. |
|---|---|---|---|---|
| - TERNOLI AND NORTH. | | | | |
| Istonia | Clearance of Tunnel Km.411 | | 16.1.44. | |
| Istonia | Clearance of Tunnel Km.410 | | 16.1.44. | |
| Casalbordino | Repairs to Bridge 10. River Sinello. | 3 x 65' Deck U.C.R.B. spans Concrete substructure. | 31.1.44. | Opened for traffic 22.1.44. |
| Casalbordino | Repairs to Bridge 11 River Osento. | 4 x 51' R.S.J. spans. Concrete substructure. | 22.1.44. | |
| Lebba | Track repairs Vasto (exclusive) - Lebba (inclusive) | 8 Km. of 95/ rail demolition | 1.1.44 | Opened for traffic 9.1.44. |
| Casalbordino | Track repairs Lebba (exclusive) Casalbordino (inclusive) | 7 Km. of 95/ rail demolition | 22.1.44. | |
| Torino di Sangro | Track repairs Casalbordino (exclusive) - Torino di Sangro (inclusive) | 7 Km. of track repairs | 22.1.44. | |
| Fossacesia | Track repairs Torino di Sangro (exclusive) - Fossacesia (inclusive) | 5 Km. of 95/ rail demolition | 31.1.44 | Opened for traffic 27.1.44. |

To sheet 7..

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WORKS COMPLETED DURING JANUARY, 1944 (contd.)

| Job No. | Agency. | Location. | Description. | Size. | Date of Completion |
|---|---|---|---|---|---|
| Line 85, FRIDISI - FOGGIA - TERMOLI AND NORTH (contd.) | | | | | |
| (a) Line Repairs (contd) | | | | | |
| 86/34 | 40 Rly.Const. Coy. | Torino de Sangro | Repairs to Bridge 12. River Sangro | 4 x 40 ft. Sectional; 3 x 90 ft U.C.R.B. Deck Spans. 10,000 cu. yards earthwork. | |
| 86/35 | 39 Rly.Const.Coy. | Fossacesia | Repairs to Bridge 13. | 1 x 40 ft. Sectional span. | |
| 86/45 | 39 Rly.Const.Coy. | San Vito. | Tunnel at Km. 380.2 | Deviction around damaged tunnel. | 31.1.44 |
| (b) Base Development | | | | | |
| 86/101 | 159 Rly.Const.Coy. | Bari. | Vehicle Assembly Unit Loop | ¼ mile track. | 22.1.44 |
| Line 91, NAPLES, CASERTA - BENEVENTO - FOGGIA | | | | | |
| 91/29 | 161 Rly.Const.Coy. | Maddaloni Sup. | Open quarry sidings for P.B.S. | Repair of P & C and loading sidings. | 30.1.44 |
| 91/31 | 161 Rly.Const.Coy. | Valle di Maddaloni | Open quarry sidings for P.B.S. | Repair of P & C and loading sidings. | 26.1.44 |
| Line 283, BENEVENTO - AVELLINO - CANCELLO | | | | | |
| 283/2 | 161 Rly.Const.Coy. | Palma. | Railhead for L.L.D. | Repair 4 miles 50% demolished single main line. Repair 20ft. span bridge lay one siding 360 yards long. Lift and relay one siding 300 yards long. | 21.1.44 |

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WORKS COMPLETED DURING JANUARY, 1944 (contd.)

| ation. | Description. | Size. | Date of Completion. | Remarks. |
|---|---|---|---|---|
| NOLI AND NORTH (contd.) | | | | |
| rino de Sangro | Repairs to Bridge 12. River Sangro | 4 x 40 ft. Sectional; 3 x 90 ft U.C.R.E. Deck Spans. 10,000 cu. yards earthwork. | | Construction train passed over 27.1.44. |
| ssecosia | Repairs to Bridge 13. | 1 x 40 ft. Sectional span. | | |
| n Vito. | Tunnel at Km. 380.2 | Deviation around damaged tunnel. | 31.1.44 | |
| ri. | Vehicle Assembly Unit Loop | ½ mile track. | 22.1.44 | |
| VENTO - FOGGIA | | | | |
| addoni Sup. | Open quarry sidings for P.B.S. | Repair of P & C and loading sidings. | 30.1.44. | |
| lle di ddaloni | Open quarry sidings for P.B.S. | Repair of P & C and loading sidings. | 26.1.44. | |
| - CANCELLO | | | | |
| Inc. | Railhead for B.A.D. | Repair 4 miles 50% demolished single main line. Repair 20ft. span bridge lay one siding 360 yards long. Lift and relay one siding 300 yards long. | 21.1.44. | |

/To sheet 8 ...

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WORKS COMPLETED DURING JANUARY, 1944 (contd.)

| Job No. | Agency. | Location. | Description. | Size. | Date of Completion. |
|---|---|---|---|---|---|
| Line 302, FOGGIA - ROCHETTA - POTENZA | | | | | |
| 302/5 | 159 Rly.Const.Coy. | Melfi. | Repairs to Bridge 4. | 2 x 40 ft. Sectional. 1 x 40ft. R.S.J. span. 16 tons L.S. trestling. | 4.1.44 |

WORK AUTHORISED BUT NOT YET STARTED

| Job No. | Location. | Description. | Size. | Remarks. |
|---|---|---|---|---|
| 86/13 | Tuturano | 4 Tn. Stores Depot. | ½ mile track and 2 turnouts. | Originally authorised as ... Now reauthorised in a... |
| 86/43 | Ortona | Repairs Bridge 21. | 1 x 35 ft. R.S.J. span. | |
| 86/47 | Ortona | Tunnel at Km. 374.5 | | Will probably be pe... |
| 94/19 | Taranto | Docks Improvement Scheme. | | Due to start shortly |
| 720/1 | Valenzano | Rail service to U.S. Q.M. Store. | | Due to start shortly |

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WORKS COMPLETED DURING JANUARY, 1944 (contd.)

| ...ion. | Description. | Size. | Date of Completion. | Remarks. |
|---|---|---|---|---|
| ...HLE. | | | | |
| ...i. | Repairs to Bridge 4. | 2 x 40 ft. Sectional. 1 x 40ft. R.S.J. span. 16 tons L.S. trestling. | 4.1.44. | |

WORK AUTHORISED BUT NOT YET STARTED

| ...cription. | Size. | Remarks. |
|---|---|---|
| ...n. Stores Depot. | ½ mile ... 2 turnouts. | Originally authorised and later suspended. Now authorised in a modified layout. |
| ...airs Bridge 21. | 1 x 35 ft. R.S.J. span. | |
| ...nel at Km. 374.5 | | Will probably be passed by diversion. |
| ...ks Improvement Scheme. | | Due to start shortly. |
| ...l service to U.S. ... Stores. | | Due to start shortly. |

Appendix 7.
Sheet 1.

## ADDITIONAL LABOUR EMPLOYED WITH TN.4 UNITS AS AT 31.1.44.

| Assisting | Location | Type | Numbers | |
|---|---|---|---|---|
| 10 Rly Const. Coy. | 86/15 Bari | Civil | 60 | |
| | 86/9 Bari | Civil | 30 | |
| | | Italian Military | 90 | |
| | 86/16 Bari | Italian Military | 55 | |
| | 86/103 Bari Locks | Civil | 120 | |
| | | Italian Military | 45 | |
| | 710/1 Mungivacca | Italian Military | 70 | |
| | 303/3 Modugno | Civil | 29 | |
| | | | | 499 |
| 159 Rly Const. Coy. | 86/104 Brindisi | Civil | 20 | |
| | 86/8 Brindisi | Civil | 115 | |
| | 86/102 Brindisi | Civil | 70 | |
| | 94/20 Francavilla | Civil | 13 | |
| | | | | 226 |
| 160 Rly Const. Coy. | S.Vito (Ortona) | Pioneers | 50 | |
| | | Civilian | 87 | |
| | | | | 145 |
| 150 Rly Const. Coy. | 86/4 Foggia | Civilian | 100 | |
| | | Italian Military | 25 | |
| | 91/27 Amorisi | Civilian | 64 | |
| | 91/26 Benevento | Civilian | 140 | |
| | | | | 395 |
| 161 Rly Const. Coy. | 291/1 Cancello | Indian Pioneers | 147 | |
| | | Civilian | 70 | |
| | | | | 217 |
| 167 Rly Dkg. Coy. No.1 Section | 91/30 Apice | Italian Military | 73 | |
| | | Civilian | 79 | |
| | | | | 152 |
| No.2 Section | 86/11 Ripalta | Civilian | 103 | |
| | | | | 103 |
| 46 M.E.(Tn) Sect. | Dagnoli - Ballast Production | Contractor | 204 | 204 |
| R.C.E.(V) S.A.E.C. H.Q. | Vasto Area | Pioneers | 40 | |
| | | Italian Military | 240 | |
| | | Civilian | 69 | |
| | | | | 249 |

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| | | | | | |
|---|---|---|---|---|---|
| | | Italian Military | 45 | | |
| | 710/1 Mungivacca | Italian Military | 70 | | |
| | 303/3 Modugno | Civil | 29 | | |
| | | | | | 499 |
| 159 Rly Const. Coy. | 86/104 Brindisi | Civil | 26 | | |
| | 86/6 Brindisi | Civil | 115 | | |
| | 86/102 Brindisi | Civil | 70 | | |
| | 94/20 Francavilla | Civil | 13 | | |
| | | | | | 226 |
| 160 Rly Const. Coy. | S.Vito (ortona) | Pioneers | 38 | | |
| | | Civilian | 67 | | |
| | | | | | 105 |
| 150 Rly Const. Coy. | 86/4 Foggia | Civilian | 16[illegible] | | |
| | | Italian Military | 2[illegible] | | |
| | 91/27 Morisi | Civilian | 64 | | |
| | 91/26 Benevento | Civilian | 140 | | |
| | | | | | 95 |
| 161 Rly Const. Coy. | 291/1 Cancello | Indian Pioneers | 147 | | |
| | | Civilian | 70 | | |
| | | | | | 217 |
| 167 Rly Bdg. Coy. No.1 Section | 91/30 Apice | Italian Military | 73 | | |
| | | Civilian | 79 | | |
| | | | | | 152 |
| No.2 Section | 86/11 Ripalta | Civilian | 103 | | |
| | | | | | 103 |
| 46 M.E.(Tn) Sect. | Bagnoli - Ballast Production | Contractor | 204 | | 204 |
| R.C.E.(V) S.A.E.C. H.Q. | Vasto Area | Pioneers | 40 | | |
| | | Italian Military | 140 | | |
| | | Civilian | 69 | | |
| | | | | | 249 |
| 36 Rly Const. Coy. | Vasto Area | Civilian | 684 | | 684 |
| 39 Rly Const. Coy. | S. Vito Area | Civilian | 303 | | 303 |
| 40 Rly Const. Coy. | S. Vito Area | Pioneers | 106 | | |
| | | Civilian | 237 | | 343 |
| | | Total | | | 3,560 |

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Appendix 3
Sheet 1.

LOCATION AND EMPLOYMENT OF ITALIAN RAILWAY CONSTRUCTION UNITS.

| Unit. | Location. | Employment. |
|---|---|---|
| 1st. Bn. H.Q. | Foggia. | |
| 2nd. Coy. | Bari. | Bari base development |
| 7th. Coy. | Mungivacca (nr. Bari) | Bari base development. |
| 20th. Coy. | Foggia. | Repairs to bomb and demolition damage in station and yards. |
| 13th Bn. H.Q. | Capua | |
| 8th. Coy. | Apice. | Job No. 91/30. Repairs to Bridge 18. |

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Appendix. 9..

Week 25/31 January 1944.

| Trains Run | TOTAL FREIGHT TRAINS | TOTAL LOADS | TROOP POW TRNS | NO. CARS | HOSP TRNS | CIVILIAN PSGR | CIVILIAN FRT. |
|---|---|---|---|---|---|---|---|
| NORTH OF FOGGIA | 91 | 2051 | 6 | 166 | 9 | - | - |
| FOGGIA - BARI | 62 | 336 | 8 | 77 | 7 | - | - |
| BARI-FOGGIA | 81 | 2761 | 8 | 125 | 7 | 1 | - |
| BARI-BRINDISI | 1 | 18 | 1 | 11 | - | 9 | 15 |
| BRINDISI-BARI | 32 | 954 | 2 | 18 | - | 8 | 2 |
| BARI-TARANTO | - | - | 7 | 78 | - | 7 | 15 |
| TARANTO-BARI | 13 | 291 | 11 | 142 | 2 | 11 | 1 |
| BRINDISI-TARANTO | 17 | 259 | 1 | 8 | .. | 9 | 1 |
| TARANTO-BRINDISI | 15 | 310 | 2 | 26 | - | 10 | 5 |
| TARANTO-POTENZA | 20 | 370 | 3 | 46 | - | 3 | 12 |
| POTENZA-TARANTO | 5 | 52 | 2 | 42 | - | 3 | 13 |
| +CALABRIAN DIV. | 5 | 159 | 1 | 31 | - | 4 | - |
| ≠SUD-EST | 39 | 513 | 3 | 37 | - | 275 | 89 |
| TOTAL | 381 | 8046 | 55 | 807 | 25 | 346 | 154 |

+ Represents 2 Days only = 5 days not available.

≠ " 5 " " = 2 " " " .

1

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