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

ACC AC395/T.U.4 10000/148/2499 (1 OF 2) PROGRESS
MAY - SEPT: 19

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

10000/148/2497 (1 OF 2) PROGRESS REPORTS TO (BRITISH)
MAY - SEPT. 1945

S E C R E T.

Subject: Progress Report - Italy.

Transportation (BR) Main,
C.M.F.
Tel: Firebox - 49
Outside line 843332.
TN.A.1/43.

13 August 1945.

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

Herewith my Progress Report No 22 for the month of June 1945.

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

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D.D.Tn., B.A.S., Washington.	1
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D.D.Tn.(Docks)	2
D.D.Tn.(Railways)	1
M.R.S., Bologna.	1
H.Q. Movements, Central Italy.	1
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H.Q. Movements, North East Italy.	1
Transportation Sub Commission, A.C.	1
1 Port Operating Group, R.E.	1
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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, S.A.E.C.	1

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1212 Railway Construction & Maintenance Group, R.E.	1
Railway Construction Group, S.A.E.C.	1
4 Indian Railway Construction & Maintenance 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
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TRANSPORTATION (BR) MAIN
C.M.F.
PROGRESS REPORT Nº 22

SECRET.

COPY Nº 3

JUNE 1945.

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Transportation (Br) Main.

C.M.F.

Progress Report N° 22.

June 1945.

Italy.

1. GENERAL.

Docks units have been fully employed during the month and there is little sign so far of tonnages being reduced.

The total tonnage handled in British controlled ports during June was practically the same as in the previous month. 30% of the total tonnage was handled at BARI where 5383 tons was the daily average. The daily figure for ANCONA however, fell from 4666 to 3697 tons entirely due to a reduction of imports.

A satisfactory tonnage was handled at VENICE but the port of MARGHERA has not yet been opened as the sweeping of the channel is not yet completed.

TRIESTE was not worked to capacity which is considerable as there are 12 liberty berths and 13 coaster berths available.

GENOA is still restricted and so far only coasters are permitted to enter and berth alongside. The first coaster arrived on the 14th.

The Port Construction and Repair Section of this report covers the months of May and June. Units were fully extended in the opening of VENICE, TRIESTE and GENOA, but by the end of June, the pressure was considerably eased.

It is interesting to note the effect of mines exploding in basins and the extent of the damage caused. They appear to have greater effect than similar charges placed behind quays.

Towards the end of the month the last section of line 86 was handed over to the I.S.R. U.S. Operating units were also withdrawn from lines in the FLORENCE and BOLOGNA Compartimenti so that now the operation of the whole of the Railways has been handed back to the Italians. Military supervision is now exercised by liaison HQ and Compartimento level. D.D.Tn. Railways closed his HQ at ANCONA wef 1201 hrs., 17 June, the responsibility for the area South of BOLOGNA being assumed by the 192 Railway Operating Company working directly under this HQ.

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Railway Electrification is proceeding satisfactorily though slowly in Central and Northern Italy. Work is now so extensive that Military supervision has necessarily become "thin on the ground" and it is difficult to arrange for the supplies of materials at the rate required.

Preparation of rolling stock for Medloc leave trains which began in June has proceeded satisfactorily and the necessary trains will be ready in time for the opening of the scheme.

The scheme for conversion of the East Coast line for oil burning is well in hand.

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The work of Tn. Stores Depots has continued at high pressure. In addition to the normal business there has been a considerable transfer traffic designed to reduce holdings and so prepare for the closing of certain depots at an early date.

Stocks of coal and P.O.L. are satisfactory.

Reopening of the tunnel at OSIMO (just South of ANCONA) on 30 June completed the main East Coast railway (Line 86) which is now open throughout its length from BRINDISI to BOLOGNA.

The main line north from BOLOGNA up the Brenner Pass to INNSBRUCK (line 69) was opened in successive stages during the month. At the end of the month the sole remaining break in the line was at the bridge over the River Po at OSTIGLIA, where a road link was in operation. The Po Bridge was opened for traffic on 8 July.

TURIN and MILAN were connected to the Brenner route at VERONA on 10 June. This is at present the only route in operation between the South of the country and the industrial North West.

East from VERONA a rail link was completed to VENICE on 15 June. This connects with lines previously opened from VENICE to the railhead at GEMONA. On the 25th June this network was further extended to the Port of TRIESTE by the completion of a diversion across the Isonzo River.

Railway Construction units have required the services of a very considerable amount of M.T. in addition to their own. At the end of the month the total road lift provided by RASC transport was 1300 tons of which 800 tons was in 3 ton vehicles and the remainder in 10 tonners and Light Tank Tptrs. On the average each Railway Construction Group had 2 pl of 30 x 3 tonners and one pl of 12 Light Tank Tptrs. Included in the above total is a lift of 150 tons for works under A.C. supervision. It is anticipated that the requirement will be reduced by approx. 200 tons in July or say 1 pl of 3 tonners and 12 Light Tank Tptrs.

2. PORT OPERATING.

(A) GENERAL.

(1) Employment of Port Operating Groups.

The responsibilities of the three Port Operating Groups in Italy remained unchanged and the end of June found the Operating Companies employed as shown in the following table:

Group.	Port.	Operating Units as at 30 June.				Remarks.
		Brit.	South African.	Maur-itian.	Italian.	
No.1 Port	VENICE.	2 plus Det	-	-	-	

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		Brit.	South African.	Mauritian.	Italian.	
No.1 Port Op. Gp.	VENICE.	2 plus Det.	-	-	-	
	TRIESTE.	1 less Det.	-	-	-	
No.5 Port Op. Gp.	TARANTO.	1 (a) plus Det.	-	-	2	
	GALLIPOLI.	-	-	-	-	Civilians onl
	BRINDISI.	1 less Det.	Det.	-	2	
	MONOPOLI.	Det.	-	-	-	
	BARI.	5 less Det.	1 less Det.	1	1	
No.7 Port Op. Gp.	ANCONA.	4	-	-	1	
	GENOA.	1	1	-	-	

(a) Type 'A' Company

/3.....

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Tn.(Docks) Units employed at other locations were :

992 Port Op. Coy., R.E. — GREECE.
Det. 1030 Port Op. Coy., R.E. — ZARA (JUGO SLAVIA) } Left
" 993 " " " " — VIS. " " } ANCONA
" 1007 " " " " — 27 Jun 45
1222/3) Syrian & Lebanese — DURAZZO (ALBANIA).
1224/5) Shipworking Sections. — BARI. Not available for Docks work. (See my May Report).

(2) General Remarks.

The combined effects of the Release scheme and of Python are now making themselves felt noticeably. Losses during the past month include three of the Port Operating Group Commanders and although, generally speaking, suitable personnel for promotion are available, there is bound to be an appreciable loss in efficiency if port operating commitments are not progressively reduced.

Consequent upon the cessation of hostilities, there has been a large increase in the tonnages handled at British controlled ports owing to the opening of GENOA, VENICE and TRIESTE. As far as Tn.(Docks) is concerned early settlement is urgently required on the most important question of the handing over to the Italian authorities of the responsibility for port operation, particularly in those ports where Allied military cargoes constitute only a small proportion of the tonnage handled.

Weather conditions throughout the month have been good, except on the West coast where at GENOA heavy swell and rough seas hold up beach work on a number of days.

Average daily tonnages for the month were :

	Daily Averages. Export. M.T. No.	Tons.	Stores.	Import. M.T. No.	Tons.	Stores.	Total. M.T. No.	Tons.	Stores.
TARANTO.	24	51	228	7	47	816	31	98	1044
			129			111			240
GALLIPOLI.									
BRINDISI.	3	6	1296	5	12	1180	8	18	2476
			7						7
MONOPOLI.	7	18	1638	1	6	3745	8	24	5383
BARI.						259			259
BARLETTA.	19	155	1681	3	36	2016	22	191	3697
ANCONA.			39	1	4	3001	1	4	3040
VENICE.			14			1215			1229
TRIESTE.			3			751			754
GENOA.						241			241
DURAZZO.									
TOTALS.	53	230	5035	17	105	13335	70	335	18370

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(3) Operations.

The small detachment of 1007 Port Operating Company continues to supervise the discharging of UNRRA supplies at DURAZZO. During the month it was decided to send parties to ZARA and VIS to load some 2500 tons of W.D. Stores from each place for return to the Italian Mainland.

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Dets of 1030 Port Operating Company and 993 Port Operating Company left ANCONA towards the end of the month for ZARA and VIS respectively. It is anticipated that the stores from ZARA will take about 14 days and those from VIS about 30 days to load.

Instructions have been received for No. 975 Port Repair Ship "Progress" R.E., to return to U.K. and it is expected that she will sail early in July.

(4) Shore Labour.

The quay labour position in the Heel Ports continues to be satisfactory.

The number of civilians employed at ANCONA continues to increase and it is hoped that the availability of civilians will be still further increased when line 86 from the South opens on 1 July.

The situation at VENICE, TRIESTE and GENOA continues to be very satisfactory the labour being plentiful and of good quality. A contract has been signed and is in operation at VENICE, and negotiations for contracts for TRIESTE and GENOA are being discussed. It is intended to meet shore labour requirements, as far as possible, through the various port authorities.

(B) EAST ITALIAN PORT WORKING.

TARANTO.

Although the daily average figure of 1142 was approximately 23% less than in May, the available resources continued to be strained to the utmost, and the Docks Superintendent has still to rely in the main on Italian labour both inboard and outboard.

A considerable number of personnel ships were loaded during the month and experience has shown that the amount of baggage to be loaded is invariably greater than anticipated.

Present indications are that the volume of traffic to be handled at TARANTO during the next few months will be much the same as during June.

BRINDISI.

BRINDISI had its busiest month since September 1944 and it was found necessary to increase the number of gangs by transferring the main part of 921 Italian Docks Operating Company from BARLETTA when that port closed.

A little more than half of the total daily tonnage of 2490 tons was accounted for by exports, mainly POL for VENICE and TRIESTE. This commitment is likely to continue until the local stocks have been

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A little more than half of the total daily tonnage of 249[illegible] tons was accounted for by exports, mainly POL for VENICE and TRIESTE. This commitment is likely to continue until the local stocks have been moved.

It is anticipated that the pressure of work at BRINDISI will diminish during the coming months.

BARI.

The daily average figure of 5407 tons showed an increase of 630 tons over the May figure and indications are that further increases in tonnages must be expected.

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The programme of loading U.S. bombs continues to be slow and tedious and the difficulties have been accentuated by various changes in programme as to the type of bombs to be loaded. The factor governing the rate of loading is the speed at which the carpentry work involved in ship preparation and bomb stowage can be performed. In an endeavour to help in this direction an Indian Field Company has been on loan to supplement the local supply of Italian carpenters. The continued heavy work at this port resulted in 994 Port Operating Company being moved from VENICE to BARI.

The loading programme which averaged 1638 tons daily has frequently been subject to delay due to difficulties in delivering cargo for shipment as required.

One of the results of the explosion is that the Port has to rely more on lighterage for dealing with imports. During the month the record figure of 50,918 tons was dealt with by lighter. In order to cope with this increase an extra allocation of Tugs and Lighters was made. Berth 13 was completely repaired by 14 June since when it has been used for Liberty ships. The two Marion Portal Cranes are now functioning.

BARLETTA.

As expected and indicated in my reports for May this port was closed for Military traffic on 9 June, all Port Operating and Port Maintenance personnel and plant subsequently being withdrawn. During the nine days 2332 tons were discharged.

GALLIPOLI.

The work at this port was again spasmodic, the figure of 240 tons per day showing a small increase over last month.

MONOPOLI.

Cargo dealt with during June was negligible. The withdrawal of the small Docks detachment is being investigated.

ANCONA.

ANCONA started the month very busily, an average of 5000 T/day being maintained until the 12th. From that date the pressure of work fell off and the daily average tonnage handled at the end of the month was 3888 tons.

Six Liberties were loaded with L.V.S.T's for the Middle East. Apart from initial troubles, due largely to the unusual nature of these vehicles and the extremely careful handling required, the loading proceeded smoothly. An Officer from No. 7 Port Operating Group flew to M.E. at the request of G.H.Q., M.E.F. to supervise the off loading there.

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The percentage of total tonnage handled by I.W.T. dropped from 60% in May to 40% in June. With a decrease in the number of Landing Craft loading at the Lighter Berths, Lighter clearance was the main good, shortages of craft being experienced only on one or two occasions early in the month.

DURRAZZO.

The small detachment of 1007 Port Operating Company conti to supervise the discharge of U.N.R.R.A. supplies and stores from schooners.

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VENICE.

VENICE had a successful month, averaging a little over 3000 tons per day, the vast majority of the tonnage being imports.

Mine-sweeping continued throughout the month both at VENICE and PORTO MARGHERA as did P.C. & R. work. Appendix 4 shows the available berths at VENICE at the end of the month. Sweeping is not yet completed at PORTO MARGHERA though it is anticipated that the port will be in use towards the end of July.

Adequate civilian stevedore personnel are available and it was therefore possible to move 994 Port Operating Company to BARI and also to increase the detachment of 1015 Port Operating Company at TRIESTE.

The future employment of VENICE for Military stores is likely to be very limited. When this proves to be the case, it is hoped to hand over the complete port working to the local port authority, a Port Operating detachment being maintained to supervise the handling of W.D. tonnages.

TRIESTE.

The uneasy political situation which prevailed at the beginning of June came to an end with the withdrawal of all Jugo Slav forces and with the Port coming under British control conditions became normal.

An average daily tonnage of 1137 tons resulted but this figure will be considerably higher during the coming months as a result of a decision to use the port in preference to VENICE for Military Maintenance. Adequate labour, both inboard and outboard is available and is of a most satisfactory standard.

A one day strike on the 25th June caused a stoppage in the port but this was of little consequence as only two ships were in port.

Steady but unspectacular progress has been made in the rehabilitation of the port. Details of berths in the Duca d'Aosta Port are given in Appendix 4. The maximum draft in the Vittoria Emmanuale Port is only 17' and, consequently, it is not intended to use it except for lighterage.

(C) WEST ITALIAN PORT WORKING.

GENOA.

Ship working within the harbour continues to be greatly restricted owing to difficulties of mine clearance but coasters and coastal colliers have discharged alongside Ponte Eritrea, Ponte Ethopia and Santa Giorgio. Tonnages for the month were 19539 tons stores and 2977 tons coal showing a considerable increase over previou

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and also to increase the detachment of R.E. Port Operating Company at TRIESTE.

The future employment of VENICE for Military stores is likely to be very limited. When this proves to be the case, it is hoped to hand over the complete port working to the local port authority, a Port Operating detachment being maintained to supervise the handling of W.D. tonnages.

TRIESTE.

The uneasy political situation which prevailed at the beginning of June came to an end with the withdrawal of all Jugo Slav forces and with the Port coming under British control conditions became normal.

An average daily tonnage of 1137 tons resulted but this figure will be considerably higher during the coming months as a result of a decision to use the port in preference to VENICE for Military Maintenance. Adequate labour, both inboard and outboard is available and is of a most satisfactory standard.

A one day strike on the 25th June caused a stoppage in the port but this was of little consequence as only two ships were in port.

Steady but unspectacular progress has been made in the rehabilitation of the port. Details of berths in the Duca d'Aosta Port are given in Appendix 4. The maximum draft in the Vittoria Emmanuale Port is only 17' and, consequently, it is not intended to use it except for lighterage.

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A considerable amount of work has been done in the clearance and resurfacing of quays resulting in improved conditions for road transport clearance. Work continues on the installation of lighting and water facilities on the Military operated berths.

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Although block ships have now been moved from the S.E. harbour entrance to give an entrance width of 250' with 30' depth of water, N.C.I.C. is still unable to authorise liberty type ships to enter the harbour for discharge owing to mine difficulties. Meanwhile Liberties are being discharged overside to 'Z' craft, these craft being discharged at two berths in the harbour (Porto Abruzzi) and also over the beaches.

Coal is being discharged very satisfactorily by shore gantry grabs alongside Ponte San Giorgio at the rate of 18.6 tons per hatch hour.

The local Port Authority can supply sufficient ship and shore labour to cover present and future needs and Local Port Operating Company are employed on supervision and documentation only.

(D) PORT MAINTENANCE.

T.R.N.T.O.

Erection of the Brownhoist Crane is nearly completed. The E.T.C. depends upon the delivery of certain parts being manufactured in the Dockyard and is given as the end of July.

BRINDISI.

The original Port Maintenance workshops and gear store, situated in the Montecatani works have had to be given up as the firm is to restart its phosphates production. Alternative accommodation has been found and machine tools are being supplied to equip it.

BARI.

The two 3 ton Marion Diesel Portal cranes which were damaged in the explosion have been completely overhauled and repaired and are now back in service. Another crane of identical type is being issued from 325 T.S.D. and will be erected on Berth 13.

Repairs to the pontoon of the 16 ton derrick, also damaged in the explosion, are complete. Erection of this derrick is not being proceeded with pending a decision upon its future location and use.

Carpenters and all available mechanical saws have been heavily engaged in cutting timber for American bomb ships loading.

ANCONA.

The turbo-alternator installed in the shipyard is now working and the docks electric supply is accordingly independant of the town supply.

Two flood-lights have been erected on Berth 20 and two more

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Two flood-lights have been erected on Berth 20 and two more are being put up on the mole bounded by Berths 2,3 and 4.

The 75 ton crane has been launched and is now complete except for the hoist rope. The hoist rope which arrived with the crane proved to be too short and appeared to have been cut in transit.

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VENICE AND TRIESTE.

Nothing of special interest to report. Normal maintenance work is proceeding.

GENOA.

Normal maintenance work has proceeded. Work beyond the powers of the Port Maintenance Coy Detachment is undertaken by the Consorzio who are found to be very helpful.

Docks Workshop Section.

The workshops have been as busy as ever during the month and jobs completed have included the complete overhaul of two Mobile Cranes, 5 Marine engines and 12 engines of other types.

(E) BARGE CONSTRUCTION.

Construction of the remaining eight Minca K.D. Barges was commenced at BARI early this month of which four have already been completed and taken into use at the port.

The storage and construction position as at 30 Jun 45 is as follows :

TARANTO.	3	Minca Barges (Complete).
BRINDISI.	1	" " "
BARI.	8	" " (1 incomplete).
		(All under construction).

(F) WATER TRANSPORT.

'Z' Craft.

As a result of a query from the War Office all 'B' Type 'Z' Craft allocated for use in Italy were offered to India for future operations. No decision has yet been reached as to whether this offer will be accepted.

VENICE.

The movement of craft from the concentration area at RAVENNA to VENICE commenced on 28 May and was completed on 10 June during which period nine 'Z' Craft, 12 Tugs, 40 R.C.L. and 54 Minca Barges were moved. The only craft casualty was the loss of the Tanac 55 by mining on June 3. Three members of the Italian crew survived. The expeditious manner in which this operation was carried out resulted in favourable comment from Naval authorities.

Very little lighterage work has been done at VENICE as practically the whole of the imports have been discharged to quay.

The main commitments of I.W.T. in this port are the movement of personnel which have amounted to some 4000 persons per day

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The main commitments of I.W.T. in this port are the movement of personnel which have amounted to some 4000 persons per day and great assistance has been given to the Local Area H.Q. in this respect. Mainly R.C.L's and 'Z' Craft were used for this work.

Negotiations are meanwhile in progress to put I.W.T. work in the port on a civilian basis.

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GENOA.

I.W.T. activities within the port have only been on a small scale mainly consisting of 'Z' Craft loaded at ships in the bay and discharged in the port or at the beach.

Present indications are that large numbers of tugs, barges and other small craft will become available as soon as the port opens and there should be no difficulty in putting it on a civilian basis. Civilian crews are already being trained to operate the 'Z' Craft now in the port.

ANCONA and Heel Ports continue to be satisfactorily worked by civilian employees under the supervision of small detachments of British I.W.T. personnel.

Locations of I.W.T. units as at 30 June '45 were as follows :

(a) Under technical control of HQ No. 5 Port Operating Group.

Dets 947 IWT (Port) Op Coy RE.	BRINDISI, TARANTO.
" 945 " " " " "	BARI.
No.1 (Italian) IWT Company.	BARI (less Detachment).

(b) Under technical control of HQ No. 6 I.W.T. Group.

945 I.W.T. (Port) Op Coy R.E.	VENICE.
947 " " " " "	GENOA, Detachments at ANCONA and LEGHORN.
1065 " (Workshop) Coy R.E.	VENICE. Detachment at ANCONA.
No.2 (Italian) I.W.T. Coy.	VENICE.
No.3 " " "	GENOA.
Det. No.1 " " "	VENICE.
1206 'Z' Craft Op Coy R.E.	VENICE (less Detachments in Greece).
208 Indian 'Z' Craft Coy R.E.	GENOA. Detachments at LEGHORN and BARI.

Overside cargo handled by I.W.T. during the month was as follows :

TARANTO.	4381 tons.
BRINDISI.	11317 "
BARI.	50918 "
ANCONA.	45891 "
GENOA.	13852 "
VENICE.	865 "
Total.	127224 tons.

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

The spring steel required for the cushion drives of TUGS. Tugs Nos. 208 and 210 has arrived. The reduction gears for these two tugs are still awaited.

Although the M.C.W.T. store at NAPLES is understood to be open, great difficulty is being experienced in obtaining any spares for tug engines.

A certain quantity of Z craft spares has been received from S.P.D.C. MALTA, but the supply is still very much short of the demand. In particular, parts peculiar to 4 cylinder engines are non-existent. This is serious when it is realised that we may be left with [illegible] 'Z' type craft in this theatre.

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The large number of R.C.L's and launches required for ferrying personnel at VENICE is likely to put a severe strain upon the repair facilities of the I.W.T. Workshop Company.

(H) ORGANISATION.

During the month a representative from G.H.Q., M.E.F., visited this H.Q. to examine the possibility of obtaining from this theatre a certain number of replacements for Warrant Officers and W.C.O's of whom Middle East are losing a large number under Python. Although Port Operating Groups in this theatre are finding their own losses of such personnel extremely difficult to replace, it is realised that the position in Middle East is considerably worse and all efforts are being made to help them. The return to Middle East of the British Cadres of the Shipworking Sections and the 1041 (Mauritian) Port Operating Coy will be of some assistance and steps are being taken to provide further personnel. The proposed distribution by trades for W.E. VI/786/1 for 1206 'Z' Craft Operating Company has now been agreed and has been submitted to A.F.H.Q. for approval.

3. PORT CONSTRUCTION AND REPAIR.

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

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

Under Technical Direction only :-

41 Harbour Construction Company, SAEC.

(B) GENERAL.

During May a complete new set up had to be adopted for 3 P.C. & R. Group, R.E. 932 P.C. & R. Company, R.E., came under the Operational Command of C.E., 2 District working directly under the local C.R.E. in the Port of GENOA. 41 Harbour Construction Company, S.A.E.C. came under the Operational Command of C.E., Eighth Army working directly under the local Cs.R.E. at TRIESTE and VENICE. H.Q., 3 P.C. & R. Group, R.E. came under command 15 Army Group and was responsible for the technical direction of the work in all ports. This arrangement whilst being far from ideal appears to be the only one possible when working under operational conditions with a 2 day journey between ports which are under the control of different C.E's. Fortunately practically no demolitions had been carried out in any of the ports, all the damage being caused by bombing. This has meant that the work has been very uninteresting being confined to clearing the Quays of the large accummulation of steelwork and machinery which was a feature of all the ports, and resurfacing and filling in between rail tracks to give access to M.T. Repairs to quay faces were practically nil and no stores were required. The readiness with which the local port authorities assisted in all work was most notice-

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On 14th May an Officer and N.C.O. were dispatched to the Transportation Facilities Sub Commission in Greece as Port Construction Representatives.

Apart from a Recce of the Port of POLA, the work of the Group during June has been most uninteresting consisting of the construction of some hardstandings and routine maintenance work in the Ports of GENOA, VENICE and TRIESTE, together with some very minor work at SANTA MARGHERITA.

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Owing to the Release Scheme 41 Harbour Construction Company, S.E.C. are rapidly becoming soluble and are unable to accept any further commitments but as the little work which they have in hand is of almost entirely non-technical nature it is not considered that this will affect port working.

During the month notification was given that 975 P.R.S. Progress would not be required for further P.C. & R. work in this theatre.

(C) GENOA.

The Recce Party entered the town on 27th April. Trams were running, water was on, and life appeared normal apart from the numerous roving bands of well-armed partisans and sporadic outbursts of Tommy-gun fire. 932 P.C. & R. Company, R.E. arrived in the early hours of 30th April.

The port was extremely well prepared for demolition but, apart from a few experimental lengths of quay, no charges had been fired. A warehouse and some cranes on Ponte Eritrea had been demolished the previous day by the last remaining Germans and Fascists in the area. The general indication of the presence of demolition charges was a 1½" diameter w. iron pipe projecting about 12" above the surface of the quay and usually surrounded with concrete. It was obvious that the charges had been in position for a considerable time and that the intention was to lower a primer and detonator down the tube when it was desired to fire them. In no case was a primer found in position but on the outer mole firing cables had been laid and 60 wired up detonators had to be removed. The preparation had proceeded so far on this particular length of the mole that two men could easily have completed the demolition in one hour. As a first aid measure to prevent sabotage the tubes were filled up with sand, after which the removal of the charges began. This was the priority job for the first fortnight by which time all the main quays had been cleared. (For details of the demolition charges see Appendix 5).

At the beginning of May road access was good and very little bulldozing was required. The East and West entrances to the port were effectively blocked by sunken craft, and mines were known to have been laid both outside and inside the harbour area. These circumstances rendered the port unusable and it was estimated that some weeks would elapse before the port could be open to shipping. A start was therefore made in preparing a landing beach just East of the Main Entrance, where stores could be unloaded from lighters in calm weather.

Inside the harbour it was decided to prepare for use such quays as had not been seriously damaged, the following priorities being agreed: PONTE ERITREA, PONTE ETIOPIA, PONTE SAN GIORGIO, CALATA CANBIO MOLO VECCHIO and quays in the old port. No work was contemplated West of PONTE ERITREA, and the quays, dry docks and basin to the East of the MOLO VECCHIO were earmarked for R.N. use only.

Some of the Quays including ERITREA and ETIOPIA were stacked high with scrap iron, shell cases and machinery. This was cleared using tracked cranes with those dockside cranes which were workable. After the power was restored little remained to be done except general

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Some of the Quays including ERITREA and ETIOPIA were stacked high with scrap iron, shell cases and machinery. This was cleared using tracked cranes with those dockside cranes which were workable. After the scrap was removed little remained to be done except general tidying up and the levelling off of a few bomb craters. A programme of quay lighting is well in hand.

In addition to R.E. personnel about 80 Pioneers and 60 Civilians were employed throughout the month.

On 24th May a mine was detonated in the near vicinity of the South end of PONTE SAN GIORGIO causing the wall to "draw" about 2 feet over a length of about 150 feet. The filling behind subsided about 2 feet but this has now been replaced and the quay is considered safe.

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The removal of "C" Mines by divers from the basin between PONTE ERITREA and PONTE ETIOPIA together with quay clearance, surfacing and general tidying up have constituted the work in this port during the month of June.

The first coaster entered and berthed on CALATA CANZIO on 14 June followed by two other on the 15th.

R.N. Salvage have now cleared a passage 250 feet x 30 feet through the Eastern Harbour entrance and on 22 June a Liberty Ship entered the port. Mines, however, are still being detonated and on the 15th a small Italian tug was lost and on the 25th a minesweeper as a result of which the Port has again been closed to shipping.

(D) VENICE.

No interest was displayed in the Port of VENICE until 6th May 1945 when an official recce was carried out. On 15th May, in view of a decision to use the Port a further recce was carried out by D.D.Tn., Port Commandant and C.R.E., P.C. & R.

Apart from an extensive crater on the West side of the Western Quay which was caused by the explosion of an ammunition ship and an unstable 700 feet of Quay Wall on the East side of the Western Quay which had been caused by the same explosion, the quays were everywhere intact. No demolition charges were discovered in the SEZIONE MARITTIMA but at No. 1 Basin PORTO MARGHERA contact mines were burried behind the Quay Wall at about 10M. centres throughout the entire length. One or two of the quayside cranes were in working order but nearly all required minor attention and most of them major repairs. A considerable amount of steelwork and junk was stacked on some of the quays, notably SAN BASILIO and PIAZZO.

On 16th May a detachment of 41 Harbour Construction Coy., S.A.E.C. commenced work in the SEZIONE MARITTIMA clearing the quays and filling in between the rail tracks to give access to M.T. The Local Port Authorities were approached and readily commenced work on the repair to the cranes.

On 26th May work commenced on hardstanding behind the quay at No. 1 basin, PORTO MARGHERA, all demolition charges having by this time been removed. The work merely consisted of excavating about 4,000 cu. yds. of sand from between the rail tracks and replacing with 8,000 tons of hardcore.

On 27th May the R.N. mine clearing party using a portable Pulser exploded a mine off Testite Levante demolishing about 150 feet of Quay and destroying one quayside crane.

On 28th May another mine was exploded on the East side of the Bacino completely destroying 100 feet of quay, one crane and half a warehouse and on 31 May about 400 feet of lightened Liberty berth on the South-East side of Western Quay was very seriously displaced and rendered unusable, the resulting subsidence behind the quay wall being down to water level. The foundations of an adjacent quayside shed were also damaged.

On 29th May L.C.Ts and Coasters entered the Port and commenced discharging on the SAN BASILIO Quays using 14 of the 16 quayside cranes. The filling between the tracks and the clearing

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By the end of June the hardstanding at No. 1 Basin, PORTO MARGHERA was 60% completed. The hardstandings in the remainder of the port being completed. Dredging to 28 feet at low water commenced on berths 5 and 6 on 23rd June and is proceeding well. A DUKW ramp has been constructed at the North end of the Lighter Quay.

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Mine sweeping is still in progress in No. 1 Basin, PORTO MARGHERA, but the remainder of the quays and channels have all been cleared, 2 more lengths of quay in SEZIONE MARITTIMA being destroyed in the process bringing the total length of quays seriously damaged by sweeping operations to about 900 Lin. Feet.

(E) TRIESTE.

Recce Party.

Soon after the Allied occupation of TRIESTE on the 4th May 1945 the recce party of the 41st Harbour Construction Company arrived in TRIESTE. At that time the political situation was tense as our Allies the Yugoslavs did not see eye to eye with us and this tended to create difficulties.

On the 5th May it was arranged that the Yugoslav Harbour master - Capt. Kalcic - should conduct the recce party around the docks. The party consisted in the main of the usual members of the Port Control Committee.

For the purpose of the recce the Port was divided into three (i) Porto Vittorio Emanuele III, (ii) Porto Duca D'Aosta, (iii) All piers and quays between these two ports which were reserved for the Royal Navy and will not be considered here.

(i) Porto Vittorio Emanuele III.

This port was alive with Yugoslav soldiers, men and women, who were using the warehouses as barracks. There were large quantities of enemy equipment lying about on the quays and inside many of the warehouses. Also in a number of the warehouses, in railway trucks and on the quays there were enormous stocks of enemy sea-mines, said to be the largest quantity to fall into the Royal Navy's hands.

Every quay was prepared for complete demolition, German "G" mines being buried approximately every 7 or 8 metres along the length of the quays. No demolitions however had been fired and the only damage here and there was caused by bombing, one warehouse and a short length of quay being destroyed. There were a few wrecked ships but it was thought there was sufficient berthing for 2 liberty ships and 15 coasters.

This part of the Port however is very old fashioned, having hydraulic cranes, it depends entirely on turntables for rail access to quays and road access is poor.

(ii) Porto Duca D'Aosta.

In this section of the port there was rather more bomb damage. The warehouses, cranes and quay on Riva No. 6 were damaged, one warehouse being a complete wreck. On Riva No. 7 the quay, cranes, and warehouses were damaged beyond repair.

Other parts of the port had suffered only comparatively light damage from bombs. Notably, the Silo had been put out of action by bomb damage to vital machinery on the top floors. All quays were prepared for demolition.

Approximately 2,500 tons of steelwork, ore (bauxite)

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(ii) Porto Duca [illegible]

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Other parts of the port had suffered only comparatively light damage from bombs. Notably, the Silo had been put out of action by bomb damage to vital machinery on the top floors. All quays were prepared for demolition.

Approximately 2,500 tons of steelwork, ore (bauxite) and other miscellaneous material completely covered all the quay space on Mole VI.

The design and layout of Porto Duca D'Aosta is excellent, being very up-to-date, well served both by road and rail, equipped with modern electric cranes and the most spacious double storied warehouses. Without any hesitation it was decided that this part of the port would be eminently suitable for the Army's requirements and that with comparatively little work provision could be made to accommodate 11 Liberty ships and two coasters.

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Work completed for the month of May.

Quays.

The work was confined almost entirely to Mole VI and Riva VI. The steelwork, ore and other materials were moved from the quays using the floating cranes at first and later when the mechanical equipment arrived 19 RB cranes were put onto this task.

Bomb craters and roads were straightened out with bulldozers and road repairs were commenced.

Hundreds of demolition charges were moved and dumped at sea.

A bomb crater in the quay wall at Berth 45 was repaired.

Cranes.

Repairs to cables and cranes were completed giving a total of 23 electric cranes available for work.

Lighting.

Repairs to lighting on all berths on Mole VI was completed.

Railways.

Repairs completed to give ample line access to Mole VI and to link Mole VI by rail with Porto Emanuele III where it was intended the depots should be.

L.S.T. Berths.

Four L.S.T. Berths with hardstandings were provided at Mole Fratelli Bandiera.

Work done during June.

The work done during June has consisted of routine maintenance and minor repairs to cranes, lighting, water supply, railway track, roads and quay surfaces.

At Appendix 6 is a statement of the Quays and Warehouses in the Port Area.

(F) POLs.

A Recce was carried out on 16 June. Generaly speaking the Porto Mercantile was practically undamaged but the Porto Militare had been completely destroyed by very heavy and accurate bombing. Details of the Recce are given in Appendix 7 attached.

4. RAILWAY CONSTRUCTION.

(A) GENERAL.

(1) The following report covers the period 4th June to

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Cranes.

Repairs to cables and cranes were completed giving a total of 23 electric cranes available for work.

Lighting.

Repairs to lighting on all berths on Molo VI was completed.

Railways.

Repairs completed to give ample line access to Molo VI and to link Molo VI by rail with Porto Emanuele III where it was intended the depots should be.

L.S.T. Berths.

Four L.S.T. Berths with hardstandings were provided at Molo Fratelli Bandiera.

Work done during June.

The work done during June has consisted of routine maintenance and minor repairs to cranes, lighting, water supply, railway track, roads and quay surfaces.

At Appendix 6 is a statement of the Quays and Warehouses in the Port Area.

(F) PCLA.

A Recce was carried out on 16 June. Generaly speaking the Porto Mercantile was practically undamaged but the Porto Militare had been completely destroyed by very heavy and accurate bombing. Details of the Recce are given in Appendix 7 attached.

4. RAILWAY CONSTRUCTION.

(A) GENERAL.

(1) The following report covers the period 4th June to 17th July, 1945.

(2) Work has proceeded steadily on the lines detailed in my last report.

Lines were opened during the period as follows :-

Line 86.	CHIUSA to ANCONA.	30 June.
Line 53.	MILAN to VERONA.	10 June.
	VERONA to VICENZA.	15 June.

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Line 176/174.	PADUA - CASTELFRANCO - MESTRE.	15 June.
Line 69.	BOLOGNA - POGGIO RUSCO.	15 June.
	OSTIGLIA - VERONA.	15 June.
	VERONA - BRENNER - INNSBRUCK.	20 June.
	FORTEZZA - VILLACH.	
	POGGIO RUSCO - OSTIGLIA.	8 July.
Line 84/188.	TRIESTE - CERVIGNANO - UDINE. (on diversion over R. Isonzo)	25 June.
Line 65.	BOLOGNA - MODENA.	7 July.

(3) The whole of the works ordered by A.F.H.Q. in the priority list given in para. 3 (a) c of my May report are thus completed with the exception of closing the gap between CREMONA and PONTEBBA on Line 71 and between MODENA and PIACENZA on Line 65.

There remains however a considerable amount of work to be done to all lines in Northern Italy before they can be considered satisfactory for the forthcoming Winter, and such works are now in hand both by M.R.S. Units, by I.S.R. Contractors and, between VERONA and BRENNER, by German Railway Troops under M.R.S. Control.

Medloc schemes have increased the importance of opening the two routes to France, via the Mont Cenis Tunnel to MODANE, and via VENTIMIGLIA to MENTON and Tn. Units are engaged on repairs to both lines. Repairs to the Po Bridge at PIACENZA are also in hand, by I.S.R. contractors. When complete this will re-open the direct BOLOGNA - MILAN main line, and relieve the BOLOGNA - VERONA bottleneck.

Consideration is being given to the use of German Rly. Construction Troops under British control, on repairs to Line 85, BOLOGNA - FERRARA to PADUA.

This will involve the use of a piled deviation to the demolished bridge over the Po at PONTELAGOSCURO.

The main works in hand by M.R.S. with the responsible authority and estimated date of completion are as under. Details of the works are given in para. 8.

Line.	Section.	Agency.	E.D.C.
71	CREMONA - PONTEBBA.	R.C.E.1.	31 July.
84	TRIESTE - SAVIGNANO. (permanent bridges)	R.C.E.1.	31 July.
71	TREVISO - UDINE. (permanent bridges)	R.C.E.(S.A.E.C.)	31 July.
53	PADUA - MESTRE.	R.C.E.(S.A.E.C.)	31 July.
65	MODENA - PIACENZA.	R.C.E.1212.	31 July.
	PIACENZA - MILAN.	A.C./I.S.R.	1st Sept.
59	PIACENZA - ALESSANDRIA.	R.C.E.1212.	31 July.
61	IMPERIO - MENTON.	R.C.E.1212.	Uncertain due tunnel demolition at Latte.
50	BUSSOLENO - MODANE.	R.C.E.1212. and C.M.T.(S.A.E.C.)	Uncertain due Mont Cenis Tunnel

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(3) The whole of the works ordered by A.F.H.Q. in the priority list given in para. 3 (a) 8 of my May report are thus completed with the exception of closing the gap between GEMONA and PONTEBBA on Line 71 and between MODENA and PIACENZA on Line 65.

There remains however a considerable amount of work to be done to all lines in Northern Italy before they can be considered satisfactory for the forthcoming winter, and such works are now in hand both by M.R.S. Units, by I.S.R. Contractors and, between VERONA and BRENNER, by German Railway Troops under M.R.S. Control.

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This will involve the use of a piled deviation to the demolished bridge over the Po at PONTELAGOSCURE.

The main works in hand by M.R.S. with the responsible authority and estimated date of completion are as under. Details of the works are given in para. B.

Line.	Section.	Agency.	E.D.C.
71	GEMONA - PONTEBBA.	R.C.E.I.	31 July.
84	TRIESTE - SAVIGNANO. (permanent bridges)	R.C.E.I.	31 July.
71	TREVISO - UDINE. (permanent bridges)	R.C.E.(S.A.E.C.)	31 July.
53	PADUA - MESTRE.	R.C.E.(S.A.E.C.)	31 July.
65	MODENA - PIACENZA.	R.C.E.1212.	31 July.
	PIACENZA - MILAN.	A.C./I.S.R.	15 Sept.
59	PIACENZA - ALESSANDRIA.	R.C.E.1212.	31 July.
61	IMPERIO - MENTON.	R.C.E.1212.	Uncertain due tunnel demolition at Latte.
50	BUSSOLENO - MODANE.	R.C.E.1212. and R.C.E.(S.A.E.C.)	Uncertain due Mont Cenis Tunnel
69	VERONA - BRENNER. (Strengthening of bridges for Winter weather).	M.R.S.(U.S.) (Supervising German Troops)	15 Sept.

Many other works are going on throughout the country by I.S.R. under A.C. auspices.

In general, progress is severely hampered by lack of transport and materials, and where no military assistance is forthcoming, results are inevitably extremely slow.

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(4) Redeployment of Units.

(a) 'A' Coys of 715 and 719 Rly. Operating Battalions have been withdrawn from all works preparatory to leaving the theatre. There are now no American units engaged in railway construction.

(b) H.Q., R.C.E. (S.A.E.C.) and all South African units are being reduced by redeployment rapidly and with the exception of the 61 Tunnelling Company now at work at the Mont Cenis Tunnel, will be considered as ineffective after completion of present commitments on Line 71.

(c) No. 4 (Indian) Railway Construction and Maintenance Group and all Indian Units are offered for release to India as from 1 Sept. 1945.

(d) As yet, British Units have not been seriously affected by release and Python schemes, and on present planning the first Railway Construction Company to be disbanded will be 159 Coy. in November, followed by 160 Company in December.

From present information it is anticipated that construction strength will shrink due to redeployment, release and Python at a rate proportional to the progressive reduction in military construction commitments.

(B) LINE RECONSTRUCTION.

There has been little movement of units during the month. The activities of 1212 Group have spread to include the routes into France, and 160 Coy have moved from the GENOA area to the VENTIMIGLIA - LENTON section of Line 61. 150 Coy. are now moving from the MODENA-PIACENZA section of Line 65 to the TURIN - MODANE line, as sections of the Company become available from the former work.

61 Tunnelling Coy (S.A.E.C.) also moved to the Mont Cenis Tunnel from the VENICE area.

Brief notes of the situation on each line follow :-

1. N.W. Italy.

(a) Line 65 BOLOGNA to MILAN;
Line 59 PIACENZA to ALESSANDRIA.

MODENA was opened to traffic on 7th July.

Work by 159 Rly. Constr. Coy. is proceeding to schedule, to open the line through PIACENZA to ALESSANDRIA by 31 July.

The Po Bridge on the PIACENZA - MILAN section is being repaired entirely by I.S.R. contractors, but military stores and equipment are being supplied as and when necessary to expedite the work, and progress is being carefully watched.

The bridge consisted of eleven double spans, seven

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Brief notes of the situation on each line follow :-

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The bridge consisted of eleven double spans, seven of which are 240 ft. long and four, 200 ft. long. Four long spans were damaged by Allied bombing and seven were unharmed, except for some minor damages from bomb splinters. Two of the four spans were completely destroyed. One is being replaced by a Roth Wagner Bridge, using existing piers. The other, over a dry gap on an island in the river, is being bridged by R.S.Js on piled trestles.

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The other two spans were damaged by a direct hit on the pier between them, which cut the pier, and dropped each span at one end, demolishing the end bays of both. The spans are to be lifted and supported on piled trestles, with a temporary short span bridging the demolished bays and pier pending permanent repairs. It is hoped to pass traffic on 15 September.

(b) Line 61, GENOA - VENTIMIGLIA to MENTON and NICE.

The line is now open from GENOA to IMPERIO. Between IMPERIO and VENTIMIGLIA, repairs are in hand by I.S.R. and consist of clearance of one tunnel and other subsidiary works.

From VENTIMIGLIA to the 1939 French border, 160 Rly. Constr. Coy. have taken over repairs, after A.F.H.Q. had obtained agreement from the French authorities. In this section, three bridges and three tunnels are demolished. Work is straightforward on all but one tunnel. The tunnel, located at Latte, is demolished at both portals and the debris and approaches are heavily mined. Clearance by German PCW is proceeding, and no work can start until clearance is completed. The tunnel is the key to the opening of the whole line and until the full extent and nature of the demolition has been determined, no estimate of completion of the line can be given.

(c) Line 50, TURIN - MODANE.

Work is now proceeding on the six demolished bridges between BUSSOLENO and BARDONECCHIA, and on clearance of the eastern portal of the Mt. Cenis tunnel.

The bridgework is in the hands of 1212 Group. Maximum use is being made of I.S.R. contractors, whilst 159 Company is supervising the work and carrying out steel erection and other jobs where the contractors would have been unduly slow.

It is expected that the line will be opened to BARDONECCHIA about the end of September.

The Mont Cenis tunnel however is the key to the opening of the whole line. The demolition at the Eastern end is located 1 kilometre inside the tunnel. About 120 feet of the roof has been blown down, but as there is rock above, the vault is standing and it will be possible to clear the debris and rebuild the tunnel ring without recourse to tunnelling methods. The debris was heavily mined and booby trapped, and clearance by German PCW is proceeding. Beyond the debris the tunnel is flooded to a depth of 10 feet and further reconnaissance awaits drainage of the flood. At the Western portal, demolitions are more severe, and the tunnel mouth is obliterated by a landslide from the steep hill above it. The S.N.C.F. have let a contract for repair but work is delayed pending mine clearance now in hand by the French Army. A meeting is to be held in PARIS on 27th July with S.N.C.F. and C.A.L.A., B.A.S., PARIS, at which it is to be discussed the possibility of A.F.H.Q., assistance to the S.N.C.F. in carrying out repairs to the tunnel and also to the bridge between MODANE and ST. MICHEL. D.D.Tn.(Constr) assistance by A.F.H.Q. is likely to be limited to the

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The bridgework is in the hands of 1212 Group. Maximum use is being made of L.S.R. contractors, whilst 159 Company is supervising the work and carrying out steel erection and other jobs where the contractors would have been unduly slow.

It is expected that the line will be opened to BARDONECCHIA about the end of September.

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2. North Central Italy.

(a) Line 60. BOLOGNA - VERONA - BRENNER.

With the completion of the Po Bridge at OSTIGLIA on 8th July, a through line was available from BOLOGNA to INNSBRUCK, and the isolated railway systems of Northern and Southern Italy were united for the first time.

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The German troops are being retained on the VERONA - BRENNER section, strengthening the bridges they have repaired to consolidate them for the winter. They are using no W.D. material, all stores being found locally from captured dumps. On completion of this work, due for 15th September, the Germans will be removed from the line and the I.S.R. normal maintenance arrangements will be put in force.

(b) Line 53. MILAN - VERONA - VICENZA - VENICE.

On 15 June, the complete link between MILAN and VENICE was established, using the temporary route between PADUA and MESTRE via CASTELFRANCO. The normal through route will be opened on 31 July when the Brenta bridge at PADUA will be completed.

3. North East Italy.

(a) Line 71. VENICE - UDINE - VILLACH.

Permanent repairs on the bridges between TREVISO and UDINE have proceeded less rapidly than anticipated due to the accelerated withdrawal of South African troops on redeployment. This has had no effect on military traffic as the capacity of the line via the deviations is adequate to cover present requirements. Work will all be completed by 31 July.

(b) Line 71. GEMONA to PONTEBBA. and DOGNA

Work on the bridges at RESIUTTA is proceeding satisfactorily, though difficulties found in assembly of Roth Wagner bridging at the former caused considerable delay at first, and the date of opening had to be set back to 31 July.

At RESIUTTA, German railway construction troops have been employed. By working these men independantly on one shift, the speed of the work was substantially increased. The viaduct has been built out from one end on the cantilever principal, and at the time of writing, there is less than 100 feet to go.

At the Dogna bridge, the pier is completed and both U.C.R.B. spans have been hoisted up into position one girder at a time after fabrication at ground level, and the bridge will be completed within a few days.

(c) TRIESTE to UDINE.

(i) Line 84/188. TRIESTE - CERVIGNANO - UDINE.

The line was opened via CERVIGNANO on 25 June, using a German made deviation over the Isonzo river. Repairs to the permanent Isonzo bridge are well advanced.

The permanent repair scheme was amended to include the use of an undamaged span from the adjacent up line bridge in place of the original scheme of using U.C.R.B. on intermediate [illegible] of both demolished spans. The span, a lattice girder [illegible] a distance of 80

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end MESTRE via CASTELFRANCO. The normal through route will be opened on 31 July when the Brenta bridge at PADUA will be completed.

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(a) Line 71. VENICE - UDINE - VILLACH.

Permanent repairs on the bridges between TREVISO and UDINE have proceeded less rapidly than anticipated due to the accelerated withdrawal of South African troops on redeployment. This has had no effect on military traffic as the capacity of the line via the deviations is adequate to cover present requirements. Work will all be completed by 31 July.

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Work on the bridges at RESIUTTA and DOGNA is proceeding satisfactorily, though difficulties found in assembly of Roth Wagner bridging at the former caused considerable delay at first, and the date of opening had to be set back to 31 July.

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(i) Line 84/188. TRIESTE - CERVIGNANO - UDINE.

The line was opened via CERVIGNANO on 25 June, using a German made deviation over the Isonzo river. Repairs to the permanent Isonzo bridge are well advanced.

The permanent repair scheme was amended to include the use of an undamaged span from the adjacent up line bridge. in place of the original scheme of using U.C.R.B. on intermediate founds in place of both demolished spans. The span, a lattice girder 170 ft. long, has been traversed complete sideways a distance of 80 feet, and forwards in the line of the bridge, throughout it's own length. Ordinary bridge erection trolleys were used, cribbed with L.S.U.T. and running on track specially prepared in the River bed. It is now in position on the original piers which it fits exactly, and the U.C.R.B. is being erected in the other gap.

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(ii) Line 72, TRIESTE - GORIZIA - UDINE.

The I.S.R. have let contracts for repairs to the bridges over the Natisone and Isonzo Rivers on the old electrified main line. The estimated completion time for the latter is much later than the former.

It has therefore been agreed that R.C.E.1 will carry out temporary repairs to the four demolished arches using U.C.R.B., whilst the contractor turns arches underneath, to enable the line to be opened throughout on completion of the Natisone Viaduct.

(C) At Appendix 8 are summaries of works completed during June and works in hand on 1 July.

5. ELECTRIFICATION.

(a) General.

The increased territory and the diminishing military personnel available for investigation and supervisory work result in the work of this Section being confined principally to

(1) initiating work
(2) arranging major items of supply
(3) urging the I.S.R. to arrange contracts etc for new works and to take over their own responsibilities, and
(4) guide the I.S.R. in a direction whereby military and civil interests do not conflict.

Southern Italy.

Reconstruction of the electrification system from ROME to NAPLES has been slow owing to the time required for completing contracts for high tension and contact line repairs. Work meanwhile has been carried on by railway personnel which is both insufficient and lacks the necessary organisation for executing the work. Construction firms from N. Italy have now commenced work and better results are expected.

Central Italy.

The final section of the ORTE - FALCONARA line was brought into service on 6th June 1945 completing the 202 Km. reconstruction. The ROME - ORTE section will be completed as soon as new copper is available and mobile substations from N. Italy have been repaired.

Northern Italy.

The reconstruction of electrification of the line from ORTE to BOLOGNA and BOLOGNA to TRENTO has commenced and much [illegible] moved to the sites. For this

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(4) guide the I.S.R. in a direction whereby military and civil interests do not conflict.

Southern Italy.

Reconstruction of the electrification system from ROME to NAPLES has been slow owing to the time required for completing contracts for high tension and contact line repairs. Work meanwhile has been carried on by railway personnel which is both insufficient and lacks the necessary organisation for executing the work. Construction firms from N. Italy have now commenced work and better results are expected.

Central Italy.

The final section of the ORTE - FALCONARA line was brought into service on 6th June 1945 completing the 202 Km. reconstruction. The ROME - ORTE section will be completed as soon as new copper is available and mobile substations from N. Italy have been repaired.

Northern Italy.

The reconstruction of electrification of the line from GRIZZANA to BOLOGNA and BOLOGNA to TRENTO has commenced and much material from the MILAN area has been moved to the sites. For this work military transport has been used in addition to private transport to move essential material and workmen. Supervision is being undertaken by the 2611 Electric Power Transmission Co. (U.S.) of M.R.S., Italy.

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(B) Electric Operation.

The following is a summary of electric operating statistics for the period 3rd June to 30th June for the section ORTE - FALCONARA.

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Route Kilometres in Service		202 Km.
Number of Substations in operation		3
Average number of electric locos in service		29.5
Total electric loco kilometrage		148,099 Km.
Average Km. per day per loco		179 Km.
Total Gross Ton - Km hauled.	Freight	44,512,295 T.Km.
" " " " "	Passenger	11,990,000 T.Km.
" " " " "	F + P	56,502,295 T.Km.
Gross Ton-Km per loco per day		68,508 T.Km.
Average Gross Ton per loco		384
Total Energy Consumption		2,173,488 K.W.H.
Average Power		3,234 K.W.
Energy consumption per 100 Ton-Km		3.85 K.W.H.

(C) Labour.

No labour troubles have occurred to affect works in hand.

(D) Erection of 3,000 V D.C. Overhead Contact Line.

	During June.	Total to Date.
Catenary wire erected	3 tons	107 tons
Contact wire erected	5 tons	175 tons
Track kilometres renewed	3 Km.	127 Kms.

Wire erected during the month was all on VERNIO - GRIZZANA section.

(E) Reconstruction of 120 K.V. Transmission Line.

Work is proceeding satisfactorily on all high tension line repairs.

New work undertaken is the repair of LARDERELLO-CASCINA line in the LEGHORN area and the repairs to the lines for the ROME - NAPLES electrification.

(F) Substations.

Guincana. N° 2 Conversion group 98% complete and ready for test.

Foligno. Fixed substation 100% complete and in service on 30th June.

Genga. N° 1 Conversion group main transformer developed fault 30th June and mobile Substation moved to site from FOLIGNO on 2nd July.
N° 2 Conversion group 75% complete.

(G) Electric Locomotives.

28 In service CPTE - FALCONARA.

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No labour troubles have occurred to affect works in hand.

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Nº 2 Conversion group 75% complete.

(G) Electric Locomotives.

29 In service ORTE - FALCONARA.
16 Ready for service.
4 In workshops.

One electric locomotive was burnt out 18th June due to fault in 3,000 Volt main cable from pantograph to controls.

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(H) Power Supply.

One 30,000 K.V.A. regulating transformer at ORTE substation was brought into service 3rd June and is now feeding FLORENCE and the ORTE - FALCONARA H.T. system at 120 K.V.

(I) PRATO - BOLOGNA (Line 65).

VERNIO - GRIZZANA section completed 20th June. Work continues on section GRIZZANA - BOLOGNA.

(J) ROME - NAPLES (Line 89).

Progress slow on contact line repairs. Copper manufacture has been delayed owing to difficulty of transport of raw materials and scrap copper to factory.
Contracts let for high tension line repairs.

(K) BOLOGNA - TRENTO.

Materials and personnel moved to sites, and supervision by 2611 Electric Power Transmission Co.(U.S.) of M.R.S. arranged.

6. RAILWAY OPERATING.

(A) Railway Operating - Central Italy.

GENERAL. (a) Relations with I.S.R.

Whilst in general relations have remained good, due to the shortage of suitable living accommodation in ANCONA, a situation which has been aggravated with the posting in of additional personnel consequent upon the I.S.R. taking over full operating responsibility, the workers gave an ultimatum on June 17th that if an improvement in conditions was not achieved by the month end strike action would be resorted to.
The question of obtaining release of certain I.S.R. owned premises from military occupation had been in hand without result for some time previous, in view of the serious situation which threatened. However, a further meeting of all interested parties was held at H.Q. 61 Area at which it was agreed that the military would release certain premises for occupation immediately which provided some relief and satisfied at least temporarily the demands of the workers.

(b) Line 86 Central.

The tunnel at VARANO was completed and handed to traffic at 2000 30 June, the first train passing through at 0730 hrs on 1 July. Traffic over this section continued to be light consisting principally of Refugee Trains from LORETO to the South and A.C. traffic. On 26 June and the following days several troop trains in connection with redeplo- [illegible] were operated from LORETO to the South.

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(c) Line 86 North.

Traffic over this line has shown little change in volume but the flows have tended to approximately reverse, the heavier now being North to South.
Traffic conveyed over the newly opened BOLOGNA - FAENZA section has been light but will undoubtedly increase in the near future.
With effect from 1201 hrs, 10 June the I.S.R. assumed operating responsibility for the RIMINI - FAENZA Section, and on 18th June took over MONDOLFO B.M.Y., thus all operation in East Italy is now in Italian hands.

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(d) Line 87.

The electrification of the final section of Line 87 FABRIANO to FALCONARA was completed on June 3rd.

Due to difficulties in transfer of personnel however it was not until 12 June that a full service electrically hauled was in operation.

Train working over this line has been satisfactory in spite periodic setbacks due to temporary failures of electric supply which has at times necessitated high priority trains being steam operated.

On 20th June an accident resulting in the blockage of Line 65 between ROME and ORTE caused a number of trains to be stabled at various stations on Line 87, this back log was cleared however within 48 hours of traffic flow recommencing.

(e) Ancona Docks.

Ancona Docks are gradually changing their role from Import to Export. The clearance figure was 23,208 tons for the month, whilst 17,175 tons were loaded into the Docks by rail for shipment.

(f) Civilian Passenger and Military Leave Trains.

With effect from 4th June 45 a thrice-weekly civilian passenger service was introduced between ROME and ANCONA and return, leaving ROME on Tuesdays, Thursdays and Saturdays and ANCONA on Wednesdays, Fridays and Sundays. The operation of these trains has been very satisfactory.

Leave Train 5101 ex FORLI on 25th and 29th were cancelled, in order to provide the necessary coaching stock for the new Leave Train workings which were to become operative with effect from 1 July 45.

(B) Railway Operating - East Italy.

Except for an increase in personnel movements i.e. troops, P.O.W. and refugees there has been little change in the volume of traffic moving in this area.

Stores in Depots and Dumps in the ANCONA - FAENZA - FORLI areas are in the main now being returned to base depots in the Southern port areas; and it is anticipated that during July the Southbound movement of loaded cars will be considerably greater than the Northbound over the section FOGGIA - BARI especially as the final section of Line 86 Central (LORETO - ANCONA) was opend . on 30 June.

During June traffic was moved currently and the supply of cars in the BARI Compartimento has been adequate.

Operating Statistics.

The Daily Average Train Operation statistics for Central and East Italy are given in Appendices 9 and 10. Rail mileage is shown in Appendix 11.

(C) Railway Operating - North West Italy.

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(C) Railway Operating - North West Italy.

(1) General.

As reconstruction proceeds throughout the Compartimenti of TURIN, MILAN and GENOA the number of trains steadily increases. Passenger traffic increased by 15% and Civilian Goods traffic by 100% during the second half of the month.

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There is still a large number of wagons under load with Enemy material and general traffic. Arrangements are being made for the disposal of traffic by returning it to the owners when they can be traced and for enemy material to be off loaded and stored in selected dumps.

Reconstruction is hampered to some degree by the difficulty of getting materials to the site of work but the situation has recently been improved by the provision of a large number of lorries by Allied Commission.

(2) Locomotive Loads.

Modification of the instrument panel at the CHIAPELLA (GENOA) Power Station was carried out during the month. This has made it possible to increase the gross loads for electrically hauled trains to 900 tons over the entire Genoa Compartimento.

(3) The Power Station at BORGO DALLAZZO referred to in my report for the month of May as being in French hands, is now providing current to the railway.

(4) Coal supplies at the end of the month were as follows :

Genoa Compartimento		598 tons.
Turin	"	1424 tons.
Milan	"	746 tons.
		2768 tons.

The position is easier now and arrangements have been made with A.M.G. for coal to be supplied by the Cogne Company, AOSTA, for the operation of the section AOSTA - IVREA until the bridge at IVREA is repaired.

(5) Locomotive Position.

The position with regard to locomotives under and awaiting repairs and released from shops during the month is as follows:

Compartimento.	Under & awaiting Repairs. Electric.	Steam.	Released from Shops during the week ending 30 June. Electric.	Steam.
GENOA	130	21	4	1
TURIN	87	81	2	2
MILAN	55	92	6	18
TOTAL	272	194	12	21

(6) Rolling Stock Position.

Rolling stock under repairs at the end of the month and released from shops during the month are as follows :

Type.	Under Repairs.	Released From Shops during the week ending 30 June.

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(6) Rolling Stock Position.

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Type.	Under Repairs.	Released from Shops during the week ending 30 June.
Cistern	177	72
Refrigerators	21	5
Tank Flats	21	8
High Side	392	373
Open	135	82
Box	270	144
Pass Coaches	361	91
Vans	123	25
Postal Vans	3	1

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(7) Medloc Leave Trains.

The concentration of passenger stock at MILAN is proceeding satisfactorily. The number of coaches now available is over 130.

(8) Communications.

(a) Two circuits have now been rebuilt, VICENZA - VERONA - BRESCIA, and are working satisfactorily between those points.

(b) The two circuits BRESCIA - TREVIGLIO have been completed and full telephone service is now available from BRESCIA to MILAN.

(c) Arrangements have been made with the I.S.R. for Italian specialists to install the Control and Station to Station Block telephones on the above line. The work should be completed early in July.

7. MECHANICAL ENGINEERING. (including information up to 15 July 1945).

A. Location of Units and Personnel.

Nº 2 Mobile Workshop was moved to BARI.
The American 753 Rly. Shop Bn was redeployed from NAPLES.

The Mechanical Section of R & H Comp Rly Op Coy, SACC is being withdrawn from FLORENCE to Northern Italy to assist in administrative duties.

B. Locomotive Repairs (Steam).

Locomotives have now been returned to service ex General Repairs in Southern Italy during the month, as follows :-

TARANTO	2	
FOGGIA	10	
Pietrarsa (NAPLES)	9	
753 Shops (NAPLES)	5	+ 5 casuals and 56 new locos.
FOLIGNO	8	
FLORENCE	7	
	41	+ 61 others.

In addition, heavy repairs were also given to 13 other locos in sheds and subsidiary shops. 753rd Shop Bn. were engaged almost entirely on the assembly of the final batch of new locomotives ex U.S.A. during the month of June. Although now redeployed, their shop machinery has been left 'in situ' and efforts are being made by the I.S.R. to accumulate sufficient new labour to carry on. This, however, will take some time and production will drop heavily in the next few months.

During the month a directive was issued by [illegible]

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During the month a directive was issued making the ISR responsible for repairs and shopping for all ISR locomotives, except in North East Italy.

C. Locomotive Recovery.

One or two further engines have been recovered in the RIMINI Area, and these are being sent to FLORENCE for repairs. All repairable engines except one at PESCARA have now been put into traffic and repairs on this last one are in hand.

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One more engine has been put into service at BOLOGNA. Locomotive recovery also continues in Northern Italy especially in the VERONA area.

D. Locomotive Repairs (Diesel).

Heavy repairs to 29 Whitcomb diesels were carried out by 760th Diesel Shop Bn during the month at ROME (Littorio) and 2 others had heavy repairs at FLORENCE.

The three prototype heads have at last arrived and will be put on test immediately.

Only a few diesels are still in service as they are scheduled for possible redeployment. Only 22 are now under or waiting repairs.

E. Locomotive Repairs (Electric).

Five electric heavy locos received heavy repairs at FOLIGNO and one at FOGGIA, this last being the first heavy electric locomotive repair carried out at FOGGIA since its liberation.

As mentioned in my last report, six engines have been sent from FOLIGNO to NAPLES for service, replacing six others due for heavy repair, which are being sent to FOLIGNO.

There are now 16 locomotives in store at FOLIGNO, of which six are being sent for service on the Appennine Section of Line 65 upon completion of the electrification.

Twenty-nine 3000 Volt D.C. locomotives were found at ROVIGO on Line 85. None of them were heavily damaged and fortunately the lines connecting ROVIGO with the BOLOGNA - VERONA line were sufficiently undamaged to permit of the recovery of these locomotives. They are all being sent to MILAN for repairs.

Further repairable D.C. locomotives are being sent from North East Italy to MILAN for repairs. In addition, steps are under way for the return to Italy of some 96 3000 Volt D.C. locomotives and 15 3-phase A.C. locomotives, removed by the Germans and now reported to be at MUNICH. Similarly, all repairable 3-phase locos found in Northern Italy are being despatched to shops for repairs.

In general, it may be said that ample electric locomotives are, or will be, available for all lines which are already electrified and due to be completed in the near future.

F. Power Position.

All the new U.S.A. locomotives are now ready for service. In all, there are 243 2-8-0s of which all except 8 are oilburners. These 8 were among the last batch received and they are being kept as coalburners for the time being so that they may be used between ROME and NAPLES on Line 89; U.S.A. steam locomotives have previously not been used on this line due to the absence of oilburning facilities.

There are now 27 Mikados in this country, all now on oilburning.

[illegible] taken in all Compartimenti of North-

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There are now 27 Mikados in this country, all now on oilburning.

A power census was taken in all Compartimenti of Northern Italy on 15 June, details being rendered for individual loco classes. This information has been summarised for the usual Power Position Appendix 12.

G. Oilburning.

In view of the likelihood of an extreme shortage of coal for the next two or three years and the probability that oil fuel, although also likely to be scarce for a few months, will, eventually be easier to come by, it has been decided that the whole of

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the East Coast line from BOLOGNA to TARANTO shall be put on to oil-burning on a permanent basis. This will entail the provision of fuelling facilities at ANCONA, PESCARA, FOGGIA, BARI & TARANTO. By the time this work is complete there will be sufficient spare U.S.A. 2-8-0's to cover the whole of this working, together with the MIKADOS and Staniers already working on the ANCONA - BOLOGNA section.

The coal situation has been pointed out to the ISR and they are very favourably inclined towards this policy.

An installation has also been put up at VERONA and one at MILAN will be ready by 31 July 1945. Oilburning power can thereby be used if required by 701 Grand Division between VERONA and MILAN on Line 53 whilst Line 69 from VERONA to BOLOGNA will be on oil until electrified.

When this work is complete the following lines will be on oilburning on a permanent basis :-

Line 90.	ROME - NAPLES.	
Line 50.	ROME - LEGHORN.	(It is highly improbable that the ISR will give any priority to re-electrify this route as it is a flat coastal line suitable for steam).
Line 219.	PISA - FLORENCE.	
Line 218.	PISA - PISTOIA - FLORENCE.	
Line 86.	BOLOGNA - ANCONA - PESCARA - FOGGIA - BARI - TARANTO.	
Line 65.	ROME - AREZZO.	
Line 53.	VERONA - MILAN.	

When all the above work is completed, there will be 1941 routeskilometres on oilburning.

Construction of the new storage facilities is being undertaken by Nos 2 and 13 Rly Mobile Wksps on the East Coast augmented by the loan of some bricklayers from Rly Constr Coys., whilst a small detachment of 163 Rly Wksp Coy is in charge of that at MILAN.

Since it may become necessary to carry out some oil conversions in Austria on German 52-Class austerity locos, it has been decided to bring one from Northern Italy to FOLIGNO where 163 Rly Wksp Coy will make a prototype conversion.

No further Italian locomotives are being converted due to the unsatisfactory nature of their fireboxes and the fact that 753 Shop Bn who were doing the conversions have now been redeployed.

H. Carriage & Wagon Repairs.

No further ambulance trains are yet being reconverted to normal passenger stock in Central and Southern Italy. There are, however, large numbers of ex-enemy ambulance coaches at MILAN, VICENZA, PADOVA and the VENICE Area waiting for conversion.

Repairs continued at the normal level in Central and Southern Italy. In Northern Italy however, great difficulty with timber was encountered due to 5 and 8 armies freezing and requisit-

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Line 86.	BOLOGNA - ANCONA - PESCARA - FOGGIA - BARI - TARANTO.
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Upwards of 130 coaches have been prepared for MEDLOC service at MILAN, all are being inscribed "MEDLOC MILAN". Also 15 boggie baggage vans are being transformed into buffet cars for the tea and bun service en route. They are being painted aluminium silver externally and named, whilst suitable decoration is being adopted in the interiors. The Swiss Federal Railways have also agreed to supply some 50 vehicles for this service.

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Eight sleeping cars are also available for this service and more are being worked on.

Coaching stock is being drafted from all points in Northern Italy to MILAN, VICENZA and VOGHERA for repairs.

Some 6000 wagons are awaiting repairs in the VERONA area and 3500 in the VENICE Area : in addition to the repairs carried out in those areas it has been agreed to accept 900 a month at MILAN.

Repair figures for the Southern Compartimenti are as follows:-

	Coaches.			Wagons.		
	Heavy	Medium	Light	Heavy	Medium	Light
BARI	25	5	38	426	282	1425
NAPLES	20	6	16	180	988	1009
ROME	57	46	111	126	54	1175
ANCONA	-	1	10	102	94	358
FLORENCE	10	-	3	335	40	317
BOLOGNA	-	-	-	16	17	-
TOTALS	112	58	181	1185	1475	4284

I. Rolling Stock Recovery.

The work of wagon recovery continues in South and Central Italy. The figures for May show a total of 709 carriages and wagons recovered and put into the service for the month. The June figures are 476 vehicles recovered.

While there are still a fair number of wagons available for recovery, we have in the South practically reached the limit as far as coaches are concerned since the majority of those still remaining cannot in any way be considered an economical repair job.

Large numbers of wagons have been recovered in the North as more lines have been linked up.

J. Rehabilitation of Shops and Sheds.

ANCONA. Progress continues and further machines are under repair. The compressed air line and L.P. acetylene line round the shops are now in use.

PESCARA. Permanent machinery now in full operation. The drop-pit should be finished during next month.

BOLOGNA. The oil fuelling and diesel fuelling plants are now in full operation and being worked by the ISa. Further machinery from MILAN is being installed in the Machine Shop. The turntable is now in use, although only hand-operated at present; the air-operation should be working very shortly. The traverser is still under repair but should be working by next month.

FLORENCE. Further machinery has been put into operation including the wheel lathe.

VERONA. Rehabilitation proceeding well at Loco Shops, Shed and Wagon Shop.

K. Private Firms.

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BARI	25	5	38	426	282	1425
NAPLES	20	6	19	180	988	1009
ROME	57	46	111	126	54	1175
ANCONA	-	1	10	102	94	359
FLORENCE	10	-	3	355	40	317
BOLOGNA	-	-	-	16	17	-
TOTALS	112	58	181	1185	1475	4284

I. Rolling Stock Recovery.

The work of wagon recovery continues in South and Central Italy. The figures for May show a total of 709 carriages and wagons recovered and put into the service for the month. The June figures are 476 vehicles recovered.

While there are still a fair number of wagons available for recovery, we have in the South practically reached the limit as far as coaches are concerned since the majority of those still remaining cannot in any way be considered an economical repair job.

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FLORENCE. Further machinery has been put into operation including the wheel lathe.

VERONA. Rehabilitation proceeding well at Loco Shops, Shed and Wagon Shop.

K. Private Firms.

At TERNI one boiler is almost ready and several more will be completed very shortly. TERNI are now also turning out about one all steel reconditioned wagon a day and making a very good job of them.

PISTOIA San Giorgio Shops are turning out no less than 170 reconditioned all-steel wagons a month.

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COLLEFERRO, CIVITANOVA MARCHE, AREZZO etc., are all getting on to a firmer basis and doing good and increased work.

Casaralta at BOLOGNA is back in full production. Della Stanga of PADOVA are being helped as regards material, whilst most of the large firms in the North are working to a greater or lesser degree on a normal basis.

Especially in MILAN is good work being performed in C & W repairs.

L. Stores.

Apart from timber in Northern Italy, as mentioned earlier, no particular difficulties have been encountered.

M. Mobile Workshops.

N° 2 Rly Mobile Wksp has moved to BARI for the job of the East Coast oil fuel installations.

N° 13 Mobile Wksp has terminated rehabilitation at ANCONA and is now concentrating on oil installations at ANCONA and PESCARA.

N° 5 Rly Mobile Wksp is engaged on recovery work at FAENZA but can be made available to AUSTRIA if required.

N. Miscellaneous.

During the month the Operating Dept. issued a directive to the ISR making them entirely responsible for the allocation of the ISR power. This, together with the Mechanical directive mentioned above, makes the ISR virtually entirely responsible for all ISR locomotives.

D.D.Tn.(Mech) visited BERNE, Switzerland, in company with other Tn and Movements Officers, at the end of June in order to discuss KEDLOC and other matters with the Swiss Railway Officials.

8. TRANSPORTATION STORES.

A. A.D.Tn.(Stores) visited War Office during period 6 - 18 June 45 to discuss policy on disposal of theatre surpluses.

B. Tn Stores Depots.

Transfer of stock from 326 T.S.D. Naples 329 T.S.D. Rome and 331 T.S.D. Leghorn to T.S.D's at Bologna, Ancona and Bari continued throughout the month. The 59,911 tons of Tn Stores handled in T.S.D's during June reflects, in part, the action taken upon the policy of reducing the number of Tn Stores Depots to a minimum at the earliest possible date, consistent with meeting the heavy demands still being made by units for railway construction materials.

The American M.R.S. Stores holding at 326 T.S.D. for which we accepted responsibility in November 1944 are being concentrated in I.S.R. storehouses at Foggiorsale and an inventory prepared for joint signatures before returning them to American custody. Due to the different methods of provision current in the

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The American M.R.S. Stores holding at 326 T.S.D. for which we accepted responsibility in November 1944 are being concentrated in I.S.R. storehouses at Poggiorsale and an inventory prepared for joint signature before returning them to American custody. Due to the different methods of provision current in the U.S. and Br. Armies it had not proved possible to pool U.S. and BR. Stocks of common user type stores, as we had originally hoped. The difficulties which might have ensued in disintegration have not therefore been experienced. U.S. M.R.S. stores received from U.S. convoys after 30 June '45 will be handled and accounted for by American personnel.

Components of 11 U.C.R.B. 70 feet spans from U.S.A. against demands for the Balkans placed through U.N.N.R.A. channels have been taken into safe custody at 325 T.S.D. Modugno Bari and will be outloaded as UNRRA stores when shipping is available.

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(c) Shipment of Tn Stores

Convoys arriving at Italian ports during the month contained 5780 tons of Tn Stores. Details appear at Appendix 17.

Coastwise shipments to ports in Northern Italy were as follows :-

Bari to Venice	1490
Ancona to Venice	1100
Naples to Genoa	394

It is not intended to continue coastwise shipments to T.S.D's in North Italy once rail communication is established. This decision will avoid the need to set up shipping programmes for materials which may arrive too late to be of use, due to the 35 day gap between bidding for shipment and arrival at destination port, and also the seemingly inevitable losses sustained in movement by sea.

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

Accepted bids for movement averaged the following in tons per day :-

Tn Stores Rear Depots to 330 TSD Ancona	197
" " " 331 TSD Leghorn	157
330 TSD to Bologna	250
331 TSD to Prato and forward	220
Fuel Oil Naples to Rome	203
Rome forward	30
Ancona "	110

With railway construction work still proceeding on military and essential civil lines of communication rail movement to construction sites and transfers between depots to meet the requirements of units continued at a high level.

The 59,911 tons Tn stores handled at Tn Stores depots during the month shows an increase of 7600 tons over the figure for May and is only 1600 tons lower than the highest figure recorded during the campaign in Italy.

(E) Tn Stores Statistics.

Statistical information upon the following appear at Appendix 18.

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

(F) Railway Bridging.

Issues were again heavy at 3679 feet run, including 3 Nos 20 metre and 15 Nos 25 metre U.S. (Yunnan Burman) Plate Girder Spans for the Mestre (Venice - Udine Line 71. These plate girder bridges were despite their bulk, railed only to 333 TSD Bologna and road hauled from T.S.D. to site. Rail communication was not at that

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(G) Locos and Rolling Stock.

The following were received during the month :-

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		Type	From
4 -	Locos, steam, 2-8-2	U.S.	M.E.
5 -	Box wagons, 20-ton	"	
2 -	" " " " chassis as flat	"	
2 -	Open " " " " " "	"	North
1 -	Brake van 20-ton convt; as flat	"	Africa.
21 -	Box wagons 40-ton chassis as flat	"	

Full details appear at Appendix 19.

American owned Locomotives and Rolling Stock in Italy have been declared to Washington as surplus to military requirements as at 1Sep '45, only if applied to meet A.C. Italy demands for similar equipment for civil purposes and will be available for use to meet military including essential civil requirements in Italy until 1946.

Copies of C-4/signals to AGWAR FX17489 and 17490 5 July '45 are at Appendix 20.

War Department Washington decision not to accept the return to American ownership of the 49 - 650 H.P. Diesel Electric Locomotives, shipped to this theatre via Mid East, has been noted and these will be included by us for consideration with other British owned stock when declaring surpluses.

A.R.S. (U.S.) this theatre have agreed to continue to provide from their stocks supplies of spares, so as these are at present available, for repair of the Br. 650 H.P. Diesel Locomotives, in view of the improbability that we shall be able to obtain supplies before these locomotives become surplus to military requirements and are redeployed or handed over to civil organisations.

(H) Coal and P.O.L.

The overall Coal and P.O.L. position is satisfactory.

Low volatile coal supplies for July which we had requested should be cancelled have been set up and will arrive. We are therefore asking Coal Section AFHQ to cancel the November shipment referred to in our last report and to recommence supply with one Collier shipment in December and each other month afterwards.

Petroleum Section AFHQ have agreed to our handing over to the I.S.R. through C.I.P. (the civil distributing agency) 60 days supply of railway P.O.L. for the Compartimenti of Bari, Naples, Rome, Ancona and Florence/Bologna and to turning over the remaining stocks except those at 325 T.S.D. Modugno Bari to P.O.L. depots. C.I.P. will be responsible for future supplies to these Compartimenti against requirements formulated by the I.S.R. and screened by ourselves.

The Compartimenti at Genoa, Turin and Milan, have been, and will continue to be supplied with P.O.L. from civil sources.

Adequate stocks of Rly P.C.L. are to be maintained at 325 T.S.D. to meet the requirements of Verona, Venice, Trieste and Austria whilst these areas are under military control.

Details of stock position of Coal and P.O.L. appears at

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ments as at 15th Sep '45, only if applied to meet A.C. Italy demands for similar equipment for civil purposes and will be available for use to meet military including essential civil requirements in Italy until 1946. AFHQ

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Adequate stocks of Rly P.O.L. are to be maintained at 325 T.S.D. to meet the requirements of Verona, Venice, Trieste and Austria whilst these areas are under military control.

Details of stock position of Coal and P.O.L. appears at Appendix 21.

(I) Supply of Stores to Civil Railways.

In pursuance of our policy of returning I.S.R. Stores Depots to civil control the Foligno Storehouses were returned to Ist control on 30 June subject to our approval of any proposed transfer of stocks from this area to other Compartimenti.

(J) Statement of Re-transfers of Transportation Equipment of U.S. origin for the month appears at Appendix 22.

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9. FINANCE.

A. FINANCE AND ADMINISTRATION OF NORTHERN SECTION I.S.R.

With the opening of through connection to the North of Italy following the defeat of the German Armies, the Railway administration there was found to be on a working basis, but disposed to deal with financial and administrative matters direct with A.M.G. as a separate entity rather than within the general administrative frame of the ISR at Rome. So as to restore the hegemony of the Rome General Management working under the control of the Military Railway Service, steps were taken to require budget estimates of expenditure to pass the scrutiny of the Director General, ISR, as well as to be seen by MRS for examination of items included for approved projects, before being passed to the Budget Officer, AC. for cash allocations.

B. RAILWAY FINANCE.

(1) Costing of Railway Rehabilitation Works.

No appreciable increase in the flow of Field Completion Reports to this Headquarters was evident during the present month, a total of 40 Reports being received and evaluated, involving imported Allied War Department materials to the F.O.R.(UK) value of 16,956,571 lire and mechanical equipment costs of 1,801,480 lire. The estimated gross cost of rehabilitation now realises a total of 547 million lire, which is inclusive of a charge for military labour employed.

Appearing as Appendix 23 to this report is a detailed summary of values reported to the Financial Adviser during the month, inclusive of materials supplied direct to the Italian Railways, for incorporation in the Allied Commission account.

(2) Claims for Damage to Private Property.

A claim amounting to 3,544,159 lire has been preferred by a Countess Rucellai for damage caused to her property by the necessity for the contruction of a diversion to open up the L of C.

Claims Commission has been presented with the full facts of the case and it is expected that any compensation will eventually be met through Italian Government channels.

(3) Oil Fuelling Installations, Ancona - Taranto.

Following a decision to put the whole East Coast main line from Ancona to Taranto on to oil-burning, a request has been made for schedules of W.D. materials, man-hours and mechanical plant involved in the construction of the oil-burning installations for the purpose of recording the total cost against the Italian Railways.

C. STORES AND LOCAL PURCHASE.

(1) Bills passed for settlement through Italian State Railways.

Another notable increase in the value of bills passed to the ISR for direct settlement is to be recorded, the gross value of [illegible] lire and constituted the pur-

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the scrutiny of the Director General, L&R, [illegible]
MRS for examination of items included for approved projects, before being passed to the Budget Officer, AC, for cash allocations.

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C. STORES AND LOCAL PURCHASE.

(1) Bills passed for settlement through Italian State Railways.

Another notable increase in the value of bills passed to the ISR for direct settlement is to be recorded, the gross value of accounts passed amounting to 20,752,042 lire and constituted the purchase by the MRS of the following principal items :-

Commodity.	Quantity.	Value - Lire.
Bricks	1,972,750	7,825,000
Cement	745 tons.	3,960,000

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Commodity.	Quantity.	Value - Lire.
Sand	2,376 c.metres	230,000
Timber	1,474 c.metres	4,756,000
Girder and Bridging Material		274,000

(2) Irregular Requisitions.

Cases are now being submitted by Claims and Hirings where equipment, machinery etc. have been acquired by Tn Units without apparent formal requisition action having been taken. These matters are now in course of correspondence in an attempt to substantiate the Claimants' statements and trace the present location of the items concerned. When all relevant facts have been established, appropriate action will then be taken to regularise the position.

(D) TRANSPORTATION STORES ISSUED ON REPAYMENT.

As requested in War Office letter, 120/N.Africa/1/Tn.2 (iii)(c) of 11 June 45, the question of the percentage addition to be added to the value of Tn materials issued on repayment in this theatre to cover inland transport expenses incurred between port of discharge and Depot was referred for decision to the Financial Adviser. The Financial Adviser has intimated that as the question of Departmental expenses on RE and Tn Stores has recently been referred to the War Office, departmentally, any further instructions must await the War Office reply, when the question can then be dealt with as a whole.

(E) Recoveries ON TN ACCOUNT.

A commencement has been made during the month in the billing of Port and Rail charges recoverable from EFI retroactive from the inception of the campaign in Italy. Debit Notes have been preferred amounting to 4,793,430 lire covering rail transport charges up to 12 Nov 44 and 3,748,125 lire for port charges on cargoes discharged at Italian Ports up to June 44 inclusive.

The following is the position with regard to cash recoveries from the Italian State Railways, non-Military bodies and Civilian Contractors.

	Billed.	Recovered.	o/s as at 30/6/45
Italian State Rly	[illegible].80	3,833,943,80	471,378.00
E.F.I.	8,541,555.00	-	8,541,555.00
Contractors	352,096.20	291,065.00	61,031.20
	13,198,973.00	4,125,008.80	9,073,964.20

(F) Statistics.

Railway (Passenger & Freight) Statistics for all British

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of the items concerned. When all relevant facts have been established, appropriate action will then be taken to regularise the position.

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E.F.I.	8,541,555.00	-	8,541,555.00
Contractors	352.096.20	291,065.00	61,031.20
	13,198,973.00	4,125,008.80	9,073,964.20

(F) Statistics.

Railway (Passenger & Freight) Statistics for all British Operated Areas in Italy are shown as Appendix 24.

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

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Appendix 1.
Part 1, Sheet 1.

LOCATION STATEMENT.
TN. UNITS. C.M.F.
30 June 1945.

Unit.	Location.	Remarks.
H.Q., No.1 Port Operating Group, R.E.	Venice.	Det. Trieste.
1010 Port Operating Coy. R.E.	Venice.	
1015 Port Operating Coy. R.E.	Venice.	Det. Trieste.
1027 Port Operating Coy. R.E.	Venice.	
1037 Port Maintenance Coy. R.E.	Venice.	Det. Trieste.
H.Q., No.5 Port Operating Group, R.E.	Bari.	Det: Taranto, Brindisi.
991 Port Operating Coy. R.E.	Bari.	
992 Port Operating Coy. R.E.	Greece.	
994 Port Operating Coy. R.E.	Bari.	
997 Port Operating Coy. R.E.	Brindisi.	
1006 Docks Operating Coy. R.E.	Taranto.	
1007 Port Operating Coy. R.E.	Bari.	Det. Monopoli, Durazzo
1014 Port Operating Coy. R.E.	Bari.	
1017 Port Operating Coy. R.E.	Bari.	
1041 Port Operating Coy. R.E.	Bari.	
1019 Port Maintenance Coy. R.E.	Bari.	Det. Brindisi.
4 Docks Workshop Section, R.E.	Taranto.	
1061 (Co-op) Docks Operating Coy.	Bari.	
1062 (Co-op) Port Mtnce Section.	Brindisi.	
1063 (Co-op) Docks Operating Coy.	Brindisi.	
921 (Italian) Docks Operating Coy.	Bari.	
922 (Italian) Docks Operating Coy.	Taranto.	
923 (Italian) Docks Operating Coy.	Bari.	Det. Ancona.
1 (Italian) EWT (Port) Op. Coy.		
Attached No.5 Port Operating Group, R.E.		
1222/3 Ship Working Sections, R.E.	Bari.	
1224/5 Ship Working Sections, R.E.	Bari.	
2 Docks Operating Coy. S.A.E.C.	Bari.	Det. Brindisi.
H.Q., No.7 Port Operating Group, R.E.	Ancona.	Det. Genoa.
990 Port Maintenance Coy. R.E.	Ancona.	Det. Genoa.
993 Port Operating Coy. R.E.	Ancona.	
	Genoa.	

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H.Q., No.1 Port Operating Group, R.E.

1010	Port Operating Coy. R.E.	Venice.	
1015	Port Operating Coy. R.E.	Venice.	Det. Trieste.
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1037	Port Maintenance Coy. R.E.	Venice.	Det. Trieste.

H.Q., No.5 Port Operating Group, R.E. — Bari. Det: Taranto, Brindisi.

991	Port Operating Coy. R.E.	Bari.	
992	Port Operating Coy. R.E.	Greece.	
994	Port Operating Coy. R.E.	Bari.	
997	Port Operating Coy. R.E.	Brindisi.	
1006	Docks Operating Coy. R.E.	Taranto.	
1007	Port Operating Coy. R.E.	Bari.	Det. Monopoli, Durazzo
1014	Port Operating Coy. R.E.	Bari.	
1017	Port Operating Coy. R.E.	Bari.	
1041	Port Operating Coy. R.E.	Bari.	
1019	Port Maintenance Coy. R.E.	Bari.	Det. Brindisi.
4	Docks Workshop Section, R.E.	Taranto.	
1061	(Co-op) Docks Operating Coy.	Bari.	
1062	(Co-op) Port Mtnce Section.	Brindisi.	
1063	(Co-op) Docks Operating Coy.	Brindisi.	
921	(Italian) Docks Operating Coy.	Bari.	
922	(Italian) Docks Operating Coy.	Taranto.	
923	(Italian) Docks Operating Coy.	Bari.	Det. Ancona.
1	(Italian) IWT (Port) Op. Coy.		

Attached No.5 Port Operating Group, R.E.

1222/3	Ship Working Sections, R.E.	Bari.	
1224/5	Ship Working Sections, R.E.	Bari.	
2	Docks Operating Coy. S.A.E.C.	Bari.	Det. Brindisi.

H.Q., No.7 Port Operating Group, R.E. — Ancona. Det. Genoa.

990	Port Maintenance Coy. R.E.	Ancona.	Det. Genoa.
993	Port Operating Coy. R.E.	Genoa.	
1021	Port Operating Coy. R.E.	Ancona.	
1023	Port Operating Coy. R.E.	Ancona.	
1030	Port Operating Coy. R.E.	Ancona.	
1031	Port Operating Coy. R.E.	Genoa.	
3	Docks Operating Coy. S.A.E.C.	Ancona.	
924	(Italian) Docks Operating Coy.	Ancona.	
1060	(Co-op) Port Mtnce Section.	Ancona.	
10	I.W.T. Floating Crane Section, R.E.	Ancona.	

H.Q., No.3 Port Constr. & Rep. Group, RE. — Genoa.

932	Port Constr. & Repair Coy. R.E.	Genoa.	
41	Harbour Construction Coy. SAEC.	Trieste.	Det. Venice.

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Appendix 1.
Part 1, Sheet 2.

LOCATION STATEMENT.
TW. UNITS. C.M.F.
30 June 1945.

Unit.	Location.	Remarks.
H.Q. N°.6 I.W.T. Group, R.E.	Venice.	Det. Genoa.
945 I.W.T.(Port) Operating Coy.RE.	Venice.	Det. Bari.
947 I.W.T.(Port) Operating Coy.RE.	Genoa.	Det. Ancona, Taranto, Brindisi, Leghorn.
1065 I.W.T. Workshop Coy. R.E.	Venice.	Det. Ancona.
975 Port Repair Ship, R.E.	Naples.	
208 'Z' Craft Operating Coy.R.E.	Leghorn.	
1206 'Z' Craft Operating Coy.R.E.	Venice.	Det. Bari, Greece.
2 (Italian) I.W.T. Port Op Coy.	Venice.	Det. Bari.
3 (Italian) I.W.T. Port Op Coy.	Genoa.	
H.Q. N°.1 Railway Constr.& Maint Gp.RE.	Udine.	
10 Railway Construction Coy. R.E.	Paperiano.	
150 Railway Construction Coy. R.E.	Chiusaforte.	
161 Railway Construction Coy. R.E.	Moggio.	
1 Railway Bridging Section, R.E.	Gemona.	
29 Railway Survey Coy.R.E. 2 Sec.	Udine.	
H.Q. 1212 Railway Con.& Maint Gp.R.E.	Parma.	
159 Railway Construction Coy. R.E.	Peschiera.	
160 Railway Construction Coy. R.E.	Piacenza.	Det. Genoa.
2 Railway Bridging Section, R.E.	Fiorenzuola.	
29 Railway Survey Coy, R.E. H.Q.	Parma.	
N°.1 Section.	Bologna.	
N°.3 Section.	Prato.	
H.Q. Railway Construction Engrs.S.A.E.C.	Venice.	Det. Turin, Mestre.
38 Railway Construction Coy.S.A.E.C.	Mervesa.	
39 Railway Construction Coy.S.A.E.C.	Casarsa.	
40 Railway Construction Coy. S.A.E.C.	Padova.	
Dets Railway & Harbour Comp.Op.Coy. S.A.E.C.	Sacile, Casarsa.	
61 Tunnelling Coy. S.A.E.C.	Sacile.	
62 Tunnelling Coy. S.A.E.C.	Casarsa.	

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Unit.	Location.	Remarks.
H.Q. No.6 I.W.T. Group, R.E.	Venice.	Det. Genoa.
945 I.W.T.(Port) Operating Coy.RE.	Venice.	Det. Bari.
947 I.W.T.(Port) Operating Coy.RE.	Genoa.	Det. Ancona, Taranto, Brindisi, Leghorn.
1065 I.W.T. Workshop Coy. R.E.	Venice.	Det. Ancona.
975 Port Repair Ship, R.E.	Naples.	
208 'Z' Craft Operating Coy.I.E.	Leghorn.	
1206 'Z' Craft Operating Coy.R.E.	Venice.	Det. Bari, Greece.
2 (Italian) I.W.T. Port Op Coy.	Venice.	Det. Bari.
3 (Italian) I.W.T. Port Op Coy.	Genoa.	
H.Q. No.1 Railway Constr.& Maint Gp.RE.	Udine.	
10 Railway Construction Coy. R.E.	Papariano.	
150 Railway Construction Coy. R.E.	Chiusaforte.	
161 Railway Construction Coy. R.E.	Moggio.	
1 Railway Bridging Section, R.E.	Gemona.	
29 Railway Survey Coy.R.E. 2 Sec.	Udine.	
H.Q. 1212 Railway Con.& Maint Gp.R.E.	Parma.	
159 Railway Construction Coy. R.E.	Fosohiera.	
160 Railway Construction Coy. R.E.	Piacenza.	Det. Genoa.
2 Railway Bridging Section, R.E.	Fiorenzuola.	
29 Railway Survey Coy, R.E. H.Q.	Parma.	
No.1 Section.	Bologna.	
No.3 Section.	Prato.	
H.Q. Railway Construction Engrs.S.A.EC.	Venice.	Det. Turin, Mestre.
38 Railway Construction Coy.SAEC.	Nervesa.	
39 Railway Construction Coy.SAEC.	Casarsa.	
40 Railway Construction [illegible] SAEC.	Padova.	
Dets Railway & Harbour Comp.Op.Coy. SAEC.	Sacile, Casarsa.	
61 Tunnelling Coy. SAEC.	Sacile.	
62 Tunnelling Coy. SAEC.	Casarsa.	
187 Mechanical Equipment (Tn) Coy.RE.	Bologna.	
45 Mechanical Equipment (Tn) Pln.RE.	Parma.	
46 Mechanical Equipment (Tn) Pln.RE.	Fagagna.	
89 Mechanical Equipment (Tn) Pln.RE.	Bologna.	
HQ. No.4 Indian Railway C& M.Gp.I.E.	Bologna.	
120 Railway Construction Coy. I.E.	Bologna.	
122 Railway Maintenance Coy. I.E.	Ancona.	Det.Falconara, Fano.
136 Railway Maintenance Coy. I.E.	Bologna.	

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Appendix 1.
Part 1, Sheet 3.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
30 June 1945.

Unit.	Location.	Remarks.
40 (R&H) Railway Tele Coy. SACS.	Cedreipo.	Det. Verona.
H.Q., No.2 Railway Telegraph Coy.R.Sig.	Udine.	
102 Construction Section(Rly) R.Sigs.	Fano.	
103 Construction Section(Rly) R.Sigs.	Udine.	Det. Imola, Forli.
72 Railway Tele Operating Sec.R.Sig.	Rimini.	Det. Udine.
H.Q., No.3 Railway Telegraph Coy.R.Sig.	Bologna.	
104 Construction Section(Rly) R.Sigs.	Bologna.	Det. Leghorn.
76 Railway Tele Operating Sec.R.Sig.	Rome.	Det. Ancona, Venice, Bologna.
D.D.Tn (Railways).	Venice.	
H.Q., No.1 Railway Operating Group.RE.	Falconara.	
189 Railway Operating Coy. R.E.	Rimini.	Det. Bologna, Forli.
192 Railway Operating Coy. R.E.	Palombina Nuova.	Det. Senigallia.
5 Railway Mobile Workshop,R.E.	Rimini.	
13 Railway Mobile Workshop,R.E.	Ancona.	
H.Q., No.2 Railway Operating Group.RE.	Venice.	
154 Railway Operating Coy.R.E.	Villach.	Det. Klagenfurt, St. Veit.
190 Railway Operating Coy.R.E.	Udine.	Det. Mestre.
H.Q.(Rly & H)Comp.Operating Coy.SAEC.	Genoa.	Det. Florence, Milan, Turin.
Workshops.		
2 Railway Mobile Workshop, R.E.	Bari.	
163 Railway Workshops Coy. R.E.	Bologna.	Det. Ancona, Foggia, Foligno, Pescara.
H.Q., No. Transportation Stores Gp.RE.	Rome.	
325 Tn.S.D. - 196 Tn.Stores Coy.RE.	Modugno, Nr.Bari.	
326 Tn.S.D. - 922 Tn.Stores Coy.RE.	Naples.	
328 Tn.S.S.D.- 922 Tn.Stores Coy.R.E.	Casalnuovo.	
329 Tn.S.D. - 922 Tn.Stores Coy.RE.	Tiburtina.	
330 Tn.S.D. - 196 Tn.Stores Coy.RE.	Falconara.	

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40 (R&H) Railway Tele Coy. SACS.	Codroipo.	Det.	Verona.
H.Q..No.2 Railway Telegraph Coy.R.Sig.	Udine.		
102 Construction Section(Rly) R.Sigs.	Fano.		
103 Construction Section(Rly) R.Sigs.	Udine.	Det.	Imola, Forli.
72 Railway Tele Operating Sec.R.Sig.	Rimini.	Det.	Udine.
H.Q..No.3 Railway Telegraph Coy.R.Sig.	Bologna.		
104 Construction Section(Rly) R.Sigs.	Bologna.	Det.	Leghorn.
76 Railway Tele Operating Sec.R.Sig.	Rome.	Det.	Ancona, Venice, Bologna.
D.D.Tn (Railways).	Venice.		
H.Q..No.1 Railway Operating Group.RE.	Falconara.		
189 Railway Operating Coy. R.E.	Rimini.	Det.	Bologna, Forli.
192 Railway Operating Coy. R.E.	Colombina Nuovo.	Det.	Senigallia.
5 Railway Mobile Workshop,R.E.	Rimini.		
13 Railway Mobile Workshop,R.E.	Ancona.		
H.Q..No.2 Railway Operating Group.RE.	Venice.		
154 Railway Operating Coy.R.E.	Villach.	Det.	Klagenfurt, St. Veit.
190 Railway Operating Coy.R.E.	Udine.	Det.	Mestre.
H.Q.(Rly & H)Comp.Operating Coy.SAEC.	Genoa.	Det.	Florence, Milan, Turin.
Workshops.			
2 Railway Mobile Workshop, R.E.	Bari.		
163 Railway Workshops Coy. R.E.	Bologna.	Det.	Ancona, Foggia, Foligno, Pescara.
H.Q..No. Transportation Stores Gp.RE.	Rome.		
325 Tn.S.D. - 196 Tn.Stores Coy.RE.	Modugno, Nr.Bari.		
326 Tn.S.D. - 922 Tn.Stores Coy.RE.	Naples.		
328 Tn.S.S.D.- 922 Tn.Stores Coy.R.E.	Casalnuovo.		
329 Tn.S.D. - 922 Tn.Stores Coy.RE.	Tiburtina.		
330 Tn.S.D. - 196 Tn.Stores Coy.RE.	Falconara.		
331 Tn.S.D. - 24 Tn.Stores Coy.RE.	Leghorn.		
332 Tn.S.D. - 1069 Tn.Stores Coy.RE.	Genoa.		
333 Tn.S.D. - 156 Tn.Stores Coy.RE.	Bologna.		
334 Tn.S.D. - 156 Tn.Stores Coy.RE.	Mestre, nr. Venice.		
18 Tn.Stores Port Section, R.E.	Leghorn.	Det.	Naples, Genoa.
19 Tn.Stores Port Section, R.E.	Ancona.	Det.	Bari, Venice.

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APPENDIX 1.
PART 2.

MOVES OF UNITS IN C.M.F.

DURING JUNE 1945.

Unit	Strength	Vehs	From	To	Date
39 Rly Constr Coy, SAEC	158	41	Bologna	Casarsa	1
40 Rly Constr Coy, SAEC	150	40	Vado	Padova	1
61 Tunnelling Coy, SAEC	120	30	Serravalle	Sacile	1
38 Rly Constr Coy, SAEC	150	35	Bologna	Nervesa	2
HQ 2 Ital Rly Engr Group	29	2	Monsummano	Verona	15
9 Ital Rly Engr Coy	196	1	Ostiglia	Verona	15
23 Ital Rly Engr Coy	203	1	Ostiglia	Verona	16
HQ 2 Ital Rly Engr Bn	25	1	Bologna	Verona	20
HQ 3 Ital Rly Engr Bn	26	2	Bologna	Verona	20
6 Ital Rly Engr Coy	240	3	Sala-Bolognese	Verona	22
24 Ital Rly Engr Coy	219	0	Bologna	Verona	23
det 72 Rly Sele Op Sec	17	3	Rimini	Udine	24
904 Port Op Coy	340	6	Venice	Bari	25
2 Rly Mobile Workshop	40	1	Rome	Bari	25
det HQ Rly Constr Engrs, SAEC	33	3	Venice	Turin	25

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ADMINISTRATION.

1. AMENDMENT OF ESTABLISHMENTS : FORMATION & DISBANDMENT OF UNITS.

(a) Amendment of Establishments.

4 Docks Workshop Section, R.E. (WE CH/600/1)

Amendment No 1 dated 7 May 45 implemented. Effect - increase of 1 No Lorry 3 ton 4 x 2 and 1 Driver I.C.

HQ I.W.T. Group (Type 'C') R.E. (WE IV/222/1)

War Office approval received for increase of 1 Car, 5 cwt 4 x 4 and 1 Lorry 3 ton 4 x 2.

I.W.T. (Port) Operating Coy., R.E. (WE IV/22P/1)

War Office approval received for increase of M.T. scale as under :-

1 No. Car 4 x 2 Utility.
1 No. Truck 15 cwt 4 x 4.
2 No. Lorries 3 ton 4 x 2.
1 No. Trailer, water, 180 gals.

Port Repair Ship, R.E. (WE IV/117/2)

War Office approval received for increase of M.T. scale as under :-

1 No. Motorcycle Solo.
1 No. Car 5 cwt 4 x 4.

Proposals to increase the scale of M.T. in the following types of units have not been approved by War Office :-

Railway Construction Coy., R.E.
Railway Survey Coy., R.E.
Railway Workshop Coy., R.E.
Railway Operating Coy., R.E.

(b) Formation of Units.

NIL.

(c) Disbandment of Units.

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and 1 Driver I.C.

HQ I.W.T. Group (Type 'C') R.E. (WE IV/222/1)

War Office approval received for increase of 1 Car, 5 cwt 4 x 4 and 1 Lorry 3 ton 4 x 2.

I.W.T. (Port) Operating Coy., R.E. (WE IV/22P/1)

War Office approval received for increase of M.T. scale as under :-

1 No. Car 4 x 2 Utility.
1 No. Truck 15 cwt 4 x 4.
2 No. Lorries 3 ton 4 x 2.
1 No. Trailer, water, 180 gals.

Port Repair Ship, R.E. (WE IV/117/2)

War Office approval received for increase of M.T. scale as under :-

1 No. Motorcycle Solo.
1 No. Car 5 cwt 4 x 4.

Proposals to increase the scale of M.T. in the following types of Units have not been approved by War Office :-

Railway Construction Coy., R.E.
Railway Survey Coy., R.E.
Railway Workshop Coy., R.E.
Railway Operating Coy., R.E.

(b) Formation of Units.

NIL.

(c) Disbandment of Units.

Nil.

2. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Major G.M.	Wilson	Tn (Br) Sec AFHQ.	SOS on posting to XB(a) List (Release) w.e.f. 13 June 45.
Major A.A.	Heath	Tn (Br) Sec AFHQ.	SOS on posting to Home Establishment (Python) w.e.f. 11 June 45.

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(c) Organisation & Admin. (Cont'd).

Major	M.J.G.	Reynolds	Tn (Br) Sec AFHQ.	SOS on posting to Home Establishment (Python) w.e.f. 4 June 45.
Lt.Col.	H.	Butcher	Tn (Br) Sec AFHQ.	Relinquishes the appointment of ADTn on posting to HQ 5 Port Op Gp w.e.f. 14 June 45.
Major	A.F.	Syer	Tn (Br) Sec AFHQ.	Relinquishes appointment of DADTn, appointed ADTn and granted the Acting Rank of Lt.Col. w.e.f. 14 June 45.
Capt.	G.R.T.	Schultz	Tn (Br) Sec AFHQ.	Relinquishes appointment as S/Capt, appointed DADTn and is granted the Acting Rank of Major w.e.f. 14 June 45.
Capt.	M.	Wright	Tn (Br) Sec AFHQ.	Relinquishes the appointment of S/Capt (Tn), appointed DADTn and is granted the Acting Rank of Major w.e.f. 11 June 45.
Capt.	C.A.E.	Petersen	Tn (Br) Sec AFHQ.	SOS on return to N.Zealand w.e.f. 16 June 45.
Capt.	P.J.	Moran	Tn (Br) Sec AFHQ.	SOS on posting to X8(a) List ('B' Release) w.e.f. 28 June 45.
Capt.	C.R.	Holdom	Tn (Br) Sec AFHQ.	SOS on proceeding to X8(a) List (Release) w.e.f. 29 June 45.
Lieut.	J.T.A.	Wylde	1007 Port Op Coy.	Posted to Tn(Br) Sec AFHQ and is granted the Acting rank of Capt w.e.f. 16 June 45.
Major	P.G.W.	Clarke	HQ 1 Port Op Group.	Posted to Tn(Br)Sec AFHQ and appointed DADTn w.e.f. 4 June 45.

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			Sec AFHQ.	of DADTn, appointed ADTn and granted the Acting Rank of Lt.Col. w.e.f. 14 June 45.
Capt.	G.E.T.	Schultz	Tn (Br) Sec AFHQ.	Relinquishes appointment as S/Capt, appointed DADTn and is granted the Acting Rank of Major w.e.f. 14 June 45.
Capt.	M.	Wright	Tn (Br) Sec AFHQ.	Relinquishes the appointment of S/Capt (Tn), appointed DADTn and is granted the Acting Rank of Major w.e.f. 11 June 45.
Capt.	C.A.E.	Petersen	Tn (Br) Sec AFHQ.	SOS on return to N.Zealand w.e.f. 16 June 45.
Capt.	P.J.	Moren	Tn (Br) Sec AFHQ.	SOS on posting to X8(a) List ('B' Release) w.e.f. 28 June 45.
Capt.	C.R.	Holdom	Tn (Br) Sec AFHQ.	SOS on proceeding to X8(a) List (Release) w.e.f. 29 June 45.
Lieut.	J.T.A.	Wylde	1007 Port Op Coy.	Posted to Tn(Br) Sec AFHQ and is granted the Acting rank of Capt w.e.f. 16 June 45.
Major	F.C.W.	Clarke	HQ 1 Port Op Group.	Posted to Tn(Br)Sec AFHQ and appointed DADTn w.e.f. 4 June 45.
	(b) Railway Operating.			
Lieut.	J.W.	Bunn	192 Rly Op Coy.	SOS on posting to X8(a) List (Release) w.e.f. 25 June 45.
Capt.	F.C.	Temple	154 Rly Op Coy.	SOS on posting to X8(a) List (Release) w.e.f. 20 June 45.
Lieut.	F.C.	Ellicott	189 Rly Op Coy.	Posted to 154 Rly Op Coy & granted the Acting Rank of Capt w.e.f. 20 June 45.

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(b) Railway Operating (Cont'd).

Lieut.	H.	Simons	X(1) List att'd HQ 2 Rly Op Gp.	Posted to 192 Rly Op Coy w.e.f. 25 June 45.
Lieut.	D.M.N.	Stringer	X(1) List att'd 189 Rly Op Coy.	Posted to 189 Rly Op Coy w.e.f. 20 June 45.
Lieut.	D.G.	Muir	X(2) List.	Posted to X(1) List & att'd 189 Rly Op Coy w.e.f. 18 June 45.
Major	A.B.	Hadley	192 Rly Op Coy.	SOS on posting to X3 (a) List (Release) w.e.f. 8 July 45.

(c) Railway Construction.

Major	R.F.J.	Smeardon	10 Rly Const Coy.	SOS on posting to X3 (a) List (Release) w.e.f. 6 May 45.
Lieut.	T.D.	Bishop	X(4) List R.E.T.D.	Posted to 89 IE (Th) Plm w.e.f. 10 June 45.
Capt.	W.P.W.	Davidson	10 Rly Constr Coy.	Granted the Acting Rank of Maj or w.e.f. date of assumption.
Lieut.	S.J.	Brown	159 Rly Constr Coy.	Posted to 122 Ind Rly Maint Coy IE w.e.f. 6 June 45.
Lieut.	H.S.	Biggs	X(4) List T.E.T.T.	Posted to 159 Rly Constr Coy w.e.f. 9 June 45.
Lieut.	W.	Barnes	150 Rly Constr Coy.	Posted to 10 Rly Constr Coy and granted Acting Rank of Capt w.e.f. date of assumption.
Lieut.	R.C.	Dukes	X(4) List att'd HQ 1 R C&M Group	Posted to 150 Rly Constr Coy w.e.f.date of assumption.
Capt.	G.J.	Knotts	29 Rly Svy Coy	Granted Acting rank of Major w.e.f. 16 Jun 45.
Lieut.	J.A.	Worne	29 Rly Svy Coy	Granted Acting rank of

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				w.e.f. 16 June 45.
Major	A.B.	Hadley	192 Rly Op Coy.	SOS on posting to X3 (e) List (Release) w.e.f. 8 July 45.

(c) Railway Construction.

Major	R.F.J.	Smeardon	10 Rly Const Coy.	SOS on posting to X3 (c) List (Release) w.e.f. 6 May 45.
Lieut.	T.D.	Bishop	X(4) List M.E.F.D.	Posted to 89 IT (Tn) Pln w.e.f. 10 June 45.
Capt.	W.P.V.	Davidson	10 Rly Constr Coy.	Granted the Acting Rank of Lt or w.e.f. date of assumption.
Lieut.	S.J.	Brown	159 Rly Constr Coy.	Posted to 122 Ind Rly Maint Coy IE w.e.f. 6 June 45.
Lieut.	H.S.	Biggs	X(4) List M.E.F.D.	Posted to 159 Rly Constr Coy w.e.f. 9 June 45.
Lieut.	W.	Barnes	150 Rly Constr Coy.	Posted to 10 Rly Constr Coy and granted Acting Rank of Capt w.e.f. date of assumption.
Lieut.	R.C.	Pokes	X(4) List att'd HQ 1 R CWM Group	Posted to 150 Rly Constr Coy w.e.f.date of assumption.
Capt.	G.I.	Knotts	29 Rly Svy Coy	Granted Acting rank of Major w.e.f. 16 Jun 45.
Lieut.	J.A.	Worne	29 Rly Svy Coy	Granted Acting rank of Capt w.e.f. 16 June 45.
Lieut.	H.S.	Biggs	159 Rly Constr Coy.	Posted X(4) List att'd HQ 1212 RCWM Gp w.e.f. 18 June 45.
2/Lieut.	J.S.	Robertson	X(4) List att'd HQ 1212 RCWM Gp.	Posted to 159 Rly Const Coy w.e.f. 18 June 45.

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(c) Rly Construction (Cont'd).

Capt.	R.S.	Hotston	120 Ind Rly Maint Coy IE.	Posted to HQ 4 Ind Rly C&M Gp IE and granted acting rank of Major w.e.f. 15 June 45
Major	H.W.	Glendinning	29 Rly Svy Coy.	SOS on posting to X8(a) List (Release) w.e.f. 16 June 45.
Lieut.	E.H.	Cleur	120 Ind Rly Constr Coy IE.	Granted Acting Rank of Capt w.e.f. 15 June 45.

(d) Docks.

Major	G.A.	Richards	1021 Port Op Coy.	SOS on posting to X8(a) List (Release) w.e.f. 28 June 45.
Lieut.	E.G.B.	Webb	IC List T.T.T.D.	Post S to 975 Port Repair Ship w.e.f; date of assumption.
Capt.	T.D.	Roose	1017 Port Op Coy.	Posted to 1007 Port Op Coy and granted Acting Rank of Major w.e.f. 6 June 45.
Lieut.	J.C.	Carr	992 Port Op Coy.	Posted to 1017 Port Op Coy and granted acting rank of Capt w.e.f. 6 June 45.
Major	E.C.	Noxon	1007 Port Op Coy.	SOS on posting to Home Establishment (Python) w.e.f. 6 June 45.
Lieut.	G.	Vickers	1015 Port Op Coy.	Posted to 1010 Port Op Coy w.e.f. 2 June 45.
Lieut.	F.H.	Chapman	1010 Port Op Coy.	Posted to Home Establishment (Python) w.e.f. 2 June 45.
Lieut.	P.N.	Denmers	208 Ind E Craft Op Coy.	SOS on posting to Home Establishment (Compassionate) w.e.f. 27 May.
Lieut.	W.T.	Gibson	1030 Port Op Coy.	Posted to 993 Port Op Coy w.e.f. 13 June 45.
Capt.	T.B.	Minton)	1037 Port Maint Coy.	SOS on posting to X8(a) List (Release) w.e.f.
Capt.	A.S.	Hulme)		

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(d) Docks.

Major	G.A.	Richards	1023 Port Op Coy.	SOS on posting to X8(a) List (Release) w.e.f. 22 June 45.
Lieut.	E.C.B.	Webb	RN List H.M.C.D.	Posted to 975 Port Repair Ship w.e.f; date of assumption.
Capt.	F.D.	Roose	1017 Port Op Coy.	Posted to 1007 Port Op Coy and granted Acting Rank of Major w.e.f. 6 June 45.
Lieut.	J.G.	Carr	992 Port Op Coy.	Posted to 1017 Port Op Coy and granted acting rank of Capt w.e.f. 6 June 45.
Major	E.C.	Moxon	1007 Port Op Coy.	SOS on posting to Home Establishment (Python) w.e.f. 6 June 45.
Lieut.	G.	Vickers	1015 Port Op Coy.	Posted to 1010 Port Op Coy w.e.f. 2 June 45.
Lieut.	P.N.	Chapman	1010 Port Op Coy.	Posted to Home Establishment (Python) w.e.f. 2 June 45.
Lieut.	P.N.	Dammers	208 Ind Z Craft Op Coy.	SOS on posting to Home Establishment (Compassionate) w.e.f. 27 May.
Lieut.	F.T.	Gibson	1030 Port Op Coy.	Posted to 993 Port Op Coy w.e.f. 13 June 45.
Capt.	T.B.	Minton)	1037 Port Maint Coy.	SOS on posting to X3(a) List (Release) w.e.f. 22 June 45.
Capt.	A.S.	Hulme)		
Lieut.	J.F.	Lane	991 Port Op Coy)	SOS on posting to Home Establishment for Civil Affairs Course w.e.f. 29 June 45.
Lieut.	C.A.	Smith	HQ 7 Port Op Group)	

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(d) Docks (Cont'd).

Major	J.K.	Middleton	HQ 3 P.C.&R. Group.	SOS on posting to Home Establishment (Medical) w.e.f. 20 Apr 45.
Lt.Col.	F.C.C.	Stanley	HQ 7 Port Op Group.	SOS on posting to X8(a) List (Release) w.e.f. 29 June 45.
Major	J.F.	O'Dell	HQ 7 Port Op Group.	Granted the acting rank of Lt.Col. w.e.f. 29 June 45.
Major	E.F.J.	Flowden	990 Port Maint Coy.	SOS on posting to Home Establishment w.e.f. 21 June 45.
Major	T.A.	Baynes	HQ 5 Port Op Group.	SOS on posting to X8(a) List (Release) w.e.f. 28 June 45.
Lieut.	C.H.	Blower	1017 Port Op Coy.	SOS on posting to X8(a) List (Release) w.e.f. 27 June 45.
Major	G.H.M.	Savage	1010 Port Op Coy.	Posted to HQ 1 Port Op Gp w.e.f. 28 June 45.
Capt.	A.E.	Chick	1007 Port Op Coy.	Posted to 1010 Port Op Coy & Granted acting rank of Major w.e.f. 28 June 45.
Lieut.	J.M.	Reader	1037 Port Maint Coy.	Granted the acting rank of Capt w.e.f. 22 June.
Lieut.	G.E.	Mavroleon	990 Port Maint Coy.	Posted to 1037 Port Maint Coy & Granted the Acting Rank of Capt w.e.f. 22 June 45.
Major	L.F.E.	James	1021 Port Op Coy.	Posted to HQ 5 Port Op Group w.e.f. 28 June 45.
Major	R.J.	Allen	HQ 1 Port Op Group.	Posted to 1021 Port Op Coy w.e.f. 28 June 45.
Lieut.	R.	Carmichael	1015 Port Op Coy.	Posted to 1007 Port Op Coy & Granted Acting Rank of Capt w.e.f. 28 June 45.

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Major	L.F.J.	Plowden	990 Port Maint Coy.	SOS on posting to Home Establishment w.e.f. 21 June 45.
Major	W.A.	Baynes	HQ 5 Port Op Group.	SOS on posting to X8(a) List (Release) w.e.f. 28 June 45.
Lieut.	C.H.	Blower	1017 Port Op Coy.	SOS on posting to X8(r) List (Release) w.e.f. 27 June 45.
Major	G.H.M.	Savage	1010 Port Op Coy.	Posted to HQ 1 Port Op Gp w.e.f. 28 June 45.
Capt.	A.E.	Chick	1007 Port Op Coy.	Posted to 1010 Port Op Coy & Granted acting rank of Major w.e.f. 28 June 45.
Lieut.	J.H.	Reader	1037 Port Maint Coy.	Granted the acting rank of Capt w.e.f. 22 June.
Lieut.	G.E.	Mavroleon	990 Port Maint Coy.	Posted to 1037 Port Maint Coy & Granted the Acting Rank of Capt w.e.f. 22 June 45.
Major	L.F.V.	James	1021 Port Op Coy.	Posted to HQ 5 Port Op Group w.e.f. 28 June 45.
Major	R.J.	Allan	HQ 1 Port Op Group.	Posted to 1021 Port Op Coy w.e.f. 28 June 45.
Lieut.	R.	Carmichael	1015 Port Op Coy.	Posted to 1007 Port Op Coy & Granted Acting Rank of Capt w.e.f. 28 June 45.
Capt.	L.V.	Cornish	HQ 7 Port Op Group/	Granted acting Rank of Major w.e.f. 29 June 45.
Lieut.	F.G.	Reid	993 Port Op Coy.	Posted to HQ 7 Port Op Group and granted the Acting rank of Capt w.e.f. 29 June 45.
Major	E.T.	Malone	1031 Port Op Coy.	Posted to 1023 Port Op Coy w.e.f. 30 June 45.

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(d) Docks (Cont'd).

Capt.	H.G.	Mason	HQ 1 Port Op Group.	Posted to 1031 Port Op Coy and granted Acting rank of Major w.e.f. 30 June 45.
Lt.Col.	R.B.	Oram	HQ 5 Port Op Group.	SOS on posting to X8(a) List (Release) w.e.f. 14 June 45.

(e) Stores.

Lieut.	A.	Mooney)	X(A) List att'd HQ 3 Tn Stores Gp.	Posted to 156 Tn Stores Coy w.e.f. 1 June 45.
Lieut.	M.E.	Moore)		
Major	L.C.	Bing	922 Tn Stores Coy.	Posted to X8(a) List (Release) w.e.f. 15 June.
Capt.	F.S.	Svinson	922 Tn Stores Coy.	Granted Acting Rank of Major w.e.f. 15 June 45.
Lieut.	C.T.	Cantham	922 Tn Stores Coy.	Granted Acting Rank of Capt w.e.f. 15 June 45.

3. MANPOWER.

Officers:

Arrived in K.M.F. 46	NIL
Arrived in K.M.F. 47	NIL.

Other Ranks:

Arrived in K.M.F. 46.	76.
Arrived in K.M.F. 47	70

4. LEAVE TO U.K.

The following have departed for U.K. during June

4 Officers
106 Other Ranks.

Total since commencement of L.I.A.F. Scheme

12 Officers.
363 Other Ranks.

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EMPLOYMENT OF ITALIAN UNITS.

1. Italian Docks Units.

Locations as at 30 June 45 :-

Unit.	Location.
921 (Italian) Docks Operating Coy.	Brindisi.
922 " " " "	Bari.
923 " " " "	Taranto.
924 " " " "	Ancona.
1061 (Co-operator) Docks Op Coy.	Taranto.
1063 " " " "	Brindisi.
N° 1 (Italian) I.W.T. (Port) Op Coy.	Bari, Det Venice.
N° 2 " " " " "	Venice.
N° 3 " " " " "	Genoa.
1060 (Co-operator) Port Maint Section.	Ancona.
1062 " " " " "	Bari.

2. Italian Docks Operating Companies.

Strengths of units compared with W.E. are :

W.E.	Number of Company.							
	921	922	923	924	1063		1061	
					Brit.	It.	Brit.	It.
Officers	7	7	7	7	3	4	3	4
WO's & Sgts	21	23	23	23	8	15	8	15
Rank & File	403	403	403	403	8	356	8	356
ACTUAL.								
Officers	10	6	9	8	3	7	3	4
WO's & Sgts	23	26	24	20	8	13	9	15
Rank & File	378	373	423	227	8	304	7	342

The month of June saw a further deterioration in the standard of efficiency of the four Italian Docks Operating Companies. Having regard to the very many and varied administrative difficulties with which these units are faced it is unlikely that their technical efficiency will ever appreciably increase. Careful consideration is, therefore, being given to the question of the progressive disbandment of these units.

The two Co-operator Docks Operating Companies which have hitherto given good service are to lose their Co-operator status w.e.f. 1 July 45. After that date they will become ordinary Italian

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922	" " " "	Bari.
923	" " " "	Taranto.
924	" " " "	Ancona.
1061	(Co-operator) Docks Op Coy.	Taranto.
1063	" " " "	Brindisi.
Nº 1	(Italian) I.W.T. (Port) Op Coy.	Bari, Det Venice.
Nº 2	" " " " "	Venice.
Nº 3	" " " " "	Genoa.
1060	(Co-operator) Port Maint Section.	Ancona.
1062	" " " " "	Bari.

2. Italian Docks Operating Companies.

Strengths of units compared with W.E. are :

W.E.	Number of Company.							
					1063		1061	
	921	922	923	924	Brit.	It.	Brit.	It.
Officers	7	7	7	7	3	4	3	4
WO's & Sgts	23	23	23	23	8	15	8	15
Rank & File	403	403	403	403	8	356	8	356
ACTUAL.								
Officers	10	6	9	8	3	7	3	4
WO's & Sgts	23	26	24	20	8	13	9	15
Rank & File	378	373	423	227	8	304	7	342

The month of June saw a further deterioration in the standard of efficiency of the four Italian Docks Operating Companies. Having regard to the very many and varied administrative difficulties with which these units are faced it is unlikely that their technical efficiency will ever appreciably increase. Careful consideration is, therefore, being given to the question of the progressive disbandment of these units.

The two Co-operator Docks Operating Companies which have hitherto given good service are to lose their Co-operator status w.e.f. 1 July 45. After that date they will become ordinary Italian Docks Operating Companies on W.E. XII/269/1. With the change in the status and with the large number of men who will become eligible for demobilisation it is feared that these Companies will lose much of their former efficiency.

Application has been made for the retention on the present W.E. of the British Cadres of the Co-operator Coys. It is anticipated that they will continue to be needed to exercise technical control over the newly formed Docks Operating Companies and it is hoped to extend their supervision to include the other Bri-Iti Companies.

/ to sheet 2.

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3. Italian I.W.T. Companies.

Strengths of Units compared with W.E. are :-

W.E.

	Number of Company.		
	No.1	No.2	No.3
Officers.	4	4	4
WO's & Sgts.	19	19	19
Rank & File.	189	189	189

ACTUAL.

Officers.	3	5	5
WO's & Sgts.	20	25	28
Rank & File.	150	217	178

These Companies have not been used to any great extent during the month and little use is expected to be made of them in the future. Navy Sub Commission A.C. have approved the suggestion that N° 2 Italian I.W.T. Company should be reinforced by the most suitable personnel from N° 1 Italian I.W.T. Company and that on completion of the transfers the latter Company should be disbanded. The selection of personnel from N° 1 Company is now proceeding under the arrangements made by O.C. N° 2 Company.

It is expected that application will shortly be made for a similar procedure to be adopted in the case of N° 3 Company at Genoa.

4. Port Maintenance Sections.

Strength of Sections compared with W.E. are :-

W.E.

	Number of Section.			
	1060		1062	
	Brit.	Italian.	Brit.	Italian.
Officers.	1	-	1	-
W.O's & Sjts.	1	2	1	2
Rank & File.	2	55	2	55
Actual.				
Officers.	1	-	1	-
W.O's & Sjts.	-	2	1	2
Rank & File.	2	51	1	51

These are both Co-operator units and have up to the present been the most satisfactory of all the Italian units. They will lose their Co-operator status w.e.f. 1 Jul 45 and it is

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Officers.	3	5	5
WO's & Sgts.	20	25	28
Rank & File.	150	217	178

These Companies have not been used to any great extent during the month and little use is expected to be made of them in the future. Navy Sub Commission A.C. have approved the suggestion that N° 2 Italian I.T.C. Company should be reinforced by the most suitable personnel from N° 1 Italian I.T.C. Company and that on completion of the transfers the latter Company should be disbanded. The selection of personnel from N° 1 Company is now proceeding under the arrangements made by O.C. N° 2 Company.

It is expected that application will shortly be made for a similar procedure to be adopted in the case of N° 3 Company at Genoa.

4. Port Maintenance Sections.

Strength of Sections compared with W.E. are :-

	Number of Section.			
	1060		1062	
W.E.	Brit.	Italian.	Brit.	Italian.
Officers.	1	-	1	-
W.O's & Sjts.	1	2	1	2
Rank & File.	2	55	2	55
Actual.				
Officers.	1	-	1	-
W.O's & Sjts.	-	2	1	2
Rank & File.	2	51	1	51

These are both Co-operator units and have up to the present been the most satisfactory of all the Italian units. They will lose their Co-operator status w.e.f. 1 Jul 45 and it is proposed that the small British cadre should be absorbed into the British Port Maintenance Companies and that an equivalent number of Italian personnel should be added to the Sections. They will not be administratively independent but will be attached for local administration to a suitable Italian unit. The additional

/number of personnel

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number of personnel they will receive, however, should make up to a certain extent for the loss of the British Cadre and it is hoped that in view of the fact that they are essentially specialist units, the adverse effects of conversion be minimised.

5. Italian Railway Engineer Units.

(a) The locations and strengths of these units are as follows :-

Unit.	Location.	Officers	NCOs.	Troops.
It. Rly Engr Inspectorate	Roma	8	9	38
1st It. Rly Engr Group HQ	Bologna	8	5	15
6th It Rly Engr Bn HQ	Bologna	4	2	17
1st Coy.	Bologna	5	9	170
3rd Coy.	Bologna	6	9	209
19th Coy.	Bologna	6	9	223
13th It Rly Engr Bn HQ	Forli	5	2	11
8th Coy.	Imola	5	9	202
21st Coy.	S.Lazzaro Savono	5	9	199
31st Coy.	Imola	5	9	208
2nd It. Rly Engr Group HQ	S.Giorgio in Salici	7	2	20
1st It Rly Engr Bn HQ	Anzola dell'Emilia	5	2	203 +
2nd Coy.	Borgo Panigale	5	9	145
7th Coy.	Anzola dell'Emilia	5	9	205
20th Coy.	Castelfranco Emilia	6	9	139
2nd It Rly Engr Bn HQ	S.Felice and Panaro	5	4	15
9th Rly Op Sec.	Verona	5	26	177
16th Coy.	Verona	5	9	212
24th Coy.	Verona	5	9	204
3rd It Rly Engr Bn HQ	S.Giovanni Persiceto	5	4	16
6th Coy.	Verona	5	9	211
18th Coy.	Verona	6	9	215
23rd Coy.	Verona	5	9	195
		126	182	3251

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follows :-

Unit.	Location.	Officers	NCOs.	Troops.
It. Rly Engr Inspectorate	Rome	8	9	38
1st It. Rly Engr Group HQ	Bologna	8	5	15
6th It Rly Engr Bn HQ	Bologna	4	2	17
1st Coy.	Bologna	5	9	170
3rd Coy.	Bologna	6	9	209
19th Coy.	Bologna	6	9	223
13th It Rly Engr Bn HQ	Forli	5	2	11
8th Coy.	Imola	5	9	202
21st Coy.	S.Lazzare Savono	5	9	199
31st Coy.	Imola	5	9	208
2nd It. Rly Engr Group HQ	S.Giorgio in Salici	7	2	20
1st It Rly Engr Bn HQ	Anzole dell'Emilia	5	2	203 +
2nd Coy.	Borgo Panigale	5	9	145
7th Coy.	Anzole dell'Emilia	5	9	205
20th Coy.	Castelfranco Emilia	6	9	139
2nd It Rly Engr Bn HQ	S.Felice and Panaro	5	4	15
9th Rly Op Sec.	Verona	5	26	177
16th Coy.	Verona	5	9	212
24th Coy.	Verona	5	9	204
3rd It Rly Engr Bn HQ	S.Giovanni Persiceto	5	4	16
6th Coy.	Verona	5	9	211
18th Coy.	Verona	6	9	215
23rd Coy.	Verona	5	9	195
		126	182	3251

(+)- including 180 reinforcements for Companies.

(b) The strengths of companies have been well maintained. A new source of reinforcements has been the recruiting of partisans from the north into the Italian Army, but the demobilisation of more classes in the near future is likely to cause numerous changes in personnel.

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Appendix 4

SUMMARIES OF PORT FACILITIES

AS AT 30 JUN 45.

TARANTO.

(a) Berths available.

No.	Type.	Draft.	Remarks.
1	MT/Stores	25'6"	
2	MT/Stores	24'0"	
3	MT/Stores	19' = 24'	(Port side to 19' forward 24' aft.)
4	MT.	14' = 23'	(Starboard side to 14' forward 19' aft.)
5	MT	18' = 21' =do=	18' forward 21' aft.)
6	MT/Stores	18' = 22'	(Port side to 18' forward 22' aft.)
6A	MT/Stores	17' = 22'	(Starboard side to 17' forward 22' aft.)
7		Handed over to Royal Navy.	
12	Coal Berth.	14' = 24'	(Starboard side to 14' forward 24' aft.) Also used as lighter berth.
15	MT/Stores.	22'6"	
	Naval Coal Berth.	21'0"	
	Oil Tanker Jetty.	23' = 27'	

(b) Floating equipment.

7 R.C.L.
3 W.D.Tugs.
1 Civilian Tug.
16 Civilian Barges.
2 Launches.

Floating Cranes.

Revolving steam 150 tons max. }
Fixed " 90 tons " } All use is subject to
Revolving electric 40 " " } R.N.requirements.
" steam 20 " " }

(c) Shore Cranes and Equipment.

4 R. & R. 6 tons.
1 R. & R. 8½ "
1 Coles 3 "
1 " (steam) 3 "

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1	MT/Stores	25'6"	
2	MT/Stores	24'0"	
3	MT/Stores	19' = 24'	(Port side to 19' forward 24' aft.)
4	MT.	14' = 23'	(Starboard side to 14' forward 19' aft.)
5	MT	18' = 21'	=do= 18' forward 21' aft.)
6	MT/Stores	18' = 22'	(Port side to 18' forward 22' aft.)
6A	MT/Stores	17' = 22'	(Starboard side to 17' forward 22' aft.)
7		Handed over to Royal Navy.	
12	Coal Berth.	14' = 24'	(Starboard side to 14' forward 24' aft.)
			Also used as lighter berth.
15	MT/Stores.	22'6"	
	Naval Coal Berth.	21'0"	
	Oil Tanker Jetty.	23' = 27'	

(b) Floating equipment.

7 R.C.L.
3 W.D.Tugs.
1 Civilian Tug.
16 Civilian Barges.
2 Launches.

Floating Cranes.

Revolving steam	150 tons max.	All use is subject to R.N.requirements.
Fixed "	90 tons "	
Revolving electric	40 " "	
" steam	20 " "	

(c) Shore Cranes and Equipment.

4	R. & R.	6 tons.
1	R. & R.	8½ "
1	Coles	3 "
1	" (steam)	3 "
3	Hysters	2/3 tons.
1	F.B.40	3 "
3	Clark Fork Trucks.	
12	Lister Trucks.	

(d) Rail facilities.

Number of rail served berths	7.
Number of wagons which can be set up for loading at any one time	104.

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(2)

Summaries of Port Facilities.
as at 30 Jun 45.

BRINDISI.

(a) Berths available.

No.	Type.	Draft.
1	Coaster	21'
2	MT/Stores	23'6"
3	Coaster	23'6"
4	MT/Stores	23'
5	MT/Stores	28'
6	MT/Stores	23'6"
7	MT	23'
8	MT/Stores	21'
9	Coaster	22'
10	Lighter	20'

(b) Floating equipment.

6	R.C.L.
10	Mirca barges.
12	Civilian barges.
3	W.D. Tugs.
2	Civilian Tugs.
2	Launches.

Floating Cranes.

1	Diesel Electric	40 tons.
1	Steam Shearlegs	8 "

(c) Shore Cranes and Equipment.

1	Coles	3 tons.
1	F.B.45	2½ "
3	Jones	2 "
5	Oysters.	2/3 "
2	Morris	5 tons.
1	R. & R.	6 tons.
1	R. & R.	10 "
1	19 R.B.	5 "
1	Wessernutte	7 "
12	Clark Fork Trucks.	
3	Chasseside Tractors.	
2	Lister Trucks.	

(d) Rail facilities.

Number of alongside rail served berths	10
" " quays rail served	2
" " wagons which can be set up for	130

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4	LT/Stores	26'
5	LT/Stores	23'6"
6	LT/Stores	23'
7	LT	23'
8	LT/Stores	21'
9	Coaster	22'
10	Lighter	20'

(b) Floating equipment.

6	R.C.L.
10	Minca barges.
12	Civilian barges.
3	W.D. Tugs.
2	Civilian Tugs.
2	Launches.

Floating Cranes.

1	Diesel Electric	40 tons.
1	Steam Sheerlegs	8 "

(c) Shore Cranes and Equipment.

1	Coles	3 tons.
1	F.B.45	2½ "
3	Jones	2 "
5	Hysters.	2/3 "
2	Morris	5 tons.
1	R. & R.	5 tons.
1	R. & R.	10 "
1	19 R.B.	5 "
1	Wesserhutte	7
12	Clark Fork Trucks.	
3	Chasoside Tractors.	
2	Lister Trucks.	

(d) Rail facilities.

Number of alongside rail served berths	10
" " quays rail served	2
" " wagons which can be set up for loading at any one time	130

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Summaries of Port Facilities.
as at 30 June 45.

BARI.

(a) Berths available.

No.	Type.	Draft.	Remarks.
1/4	Lighters	=	
Upper	Lighters	=	
5	Naval	16'	
6	Coaster	18½'	
7	Coaster	18½'	
8	Schooner	15'	
9	Coaster	20'	
10	Schooner	16'	
11B	Tanker Holding.	30'	
12	Collier	30'	
13	MT/Stores	30'	In action as an alongside berth 14 Jun 45.
15	Liberty	30'	
16	MT/Stores	30'	
17	Liberty	32'	
18	Liberty	33'	
21	Overside discharge	30'	
23	" "	30'	

(b) Floating equipment.

3	'Z' Craft.
16	R.C.L.
60	W.D.Barges.
3	Civilian Barges.
8	W.D.Tugs.
2	Civilian Tugs.
2	Launches.

Italian Floating Crane = S.936. 10 tons.

(c) Shore Cranes and Equipment.

1	Tracked Fiat	12 tons.	1	Koehring Cruiser	12 tons
1	Steam Lloyd	=	14	Clark Fork Trucks.	
11	R. & R.	6 "	2	Towmotors.	
6	R. & R.	3½/5 "	7	Chaseside Tractors.	
2	R. & R.	10 "	1	Fordson Tractor.	
1	R. & R.	8½ "	14	Lister Trucks.	
1	Coles (wheeled)	2/3 "			
2	"	3 "			
4	Hysters	2 "			
2	Marion Portals	3 "			
1	44 R.F.	20 "			

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6	Coaster	18½'	
7	Coaster	18½'	
8	Schooner	15'	
9	Coaster	20'	
10	Schooner	16'	
11B	Tanker holding.	30'	
12	Collier	30'	
13	MT/Stores	30'	In action as an alongside berth 14 Jun 45.
15	Liberty	30'	
16	MT/Stores	30'	
17	Liberty	32'	
18	Liberty	33'	
21	Overside discharge	30'	
23	" "	30'	

(b) Floating equipment.

3	'Z' Craft.
16	R.C.L.
60	W.D.Barges.
3	Civilian Barges.
9	W.D.Tugs.
2	Civilian Tugs.
2	Launches.

Italian Floating Crane = S.936. 10 tons.

(c) Shore Cranes and Equipment.

1	Tracked Fiat	12 tons.	1	Koehring Cruiser	12 tons
1	Steam Lloyd	=	14	Clark Fork Trucks.	
11	R. & R.	6 "	2	Townotors.	
6	R. & R.	3½/5 "	7	Chaseside Tractors.	
2	R. & R.	10 "	1	Fordson Tractor.	
1	R. & R.	8½ "	14	Lister Trucks.	
1	Coles (wheeled)	2/3 "			
2	"	3 "			
4	Hysters	2 "			
2	Marion Portals	3 "			
1	44 B.E.	20 "			
3	P. & H.(Type 655A).				

(d) Rail Facilities.

Number of rail served berths	6.
" " wagons which can be set up for loading at one time	125.

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Summaries of Port Facilities.
As at 30 Jun 45.

ANCONA.

(a) Berths available.

No.	Type.	Draft.	Remarks.
=	Tanker	30'	
1	(stern on) Liberty	24'	Temporarily not available. JUGOSLAV Depot Ship.
3	Lighters	8'	
4	Liberty	21'	
6	(Stern on) Liberty	24'	Also used for discharge of lighters.
7	" " "	24'	
12	" " "	24'	
13	Coaster	19'6"	Also used for Personnel and Hospital Ships.
14	"	20'	
15) 16) 17)	Lighters	4'6"/12'	3 Hards on Berth 17.
18	Lighters & Schooners	12'/17'	1 Hard.
19) 20) 21)	3 or 4 Coasters	16'/20'	(Berth 19 temporarily allotted to R.N. (Berth 21 also used as anchorage for Liberty Ship (stern on).
22	Liberty (lightened)	21'	
23	(stern on) Liberty	24'	

(b) Floating equipment.

6 'Z' Craft.
20 R.C.L.
7 W.D. Tugs.
61 W.D. Barges.
3 Launches.

(c) Shore Cranes and equipment.

2	P. & H.	7 tons.	1 Coles Lorry Lounted 2/3 tons
2	19 R.B.	3½ "	5 Hysters 2/3 tons.
1	10 R.B.	2 "	1 Scotch Derrick.
1	37 R.B.	15 "	2 Portabelt Conveyors.
1	Koehring	20 "	3 Chaseside Tractors.
1	Bunger	10 "	12 Towmotors.
11	R. & R.	3½/5 "	9 Lister Tractors.
2	Coles	5 "	

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No.	Type.	Draft.	Remarks.
=	Tanker	30'	
1	(stern on) Liberty	24'	Temporarily not available. JUGOSLAV Depot Ship.
3	Lighters	8'	
4	Liberty	21'	
6	(Stern on) Liberty	24'	Also used for discharge of lighters.
7	" " "	24'	
12	" " "	24'	
13	Coaster	19'6"	Also used for Personnel and Hospital Ships.
14	"	20'	
15) 16) 17)	Lighters	4'6"/12'	3 Hards on Berth 17.
18	Lighters & Schooners	12'/17'	1 Hard.
19) 20) 21)	3 or 4 Coasters	16'/20'	(Berth 19 temporarily allotted to R.N. (Berth 21 also used as anchorage for Liberty Ship (stern on).
22	Liberty (lightened)	21'	
23	(stern on) Liberty	24'	

(b) Floating equipment.

6 'Z' Craft.
20 R.C.L.
7 W.D. Tugs.
61 W.D. Barges.
3 Launches.

(c) Shore Cranes and equipment.

2 P. & H.	7 tons.	1 Coles Lorry Mounted	2/3 tons
2 19 R.B.	3½ "	5 Hysters	2/3 tons.
1 10 R.B.	2 "	1 Scotch Derrick.	
1 37 R.B.	15 "	2 Portabelt Conveyors.	
1 Koehring	20 "	3 Chasesides Tractors.	
1 Bunger	10 "	12 Townotors.	
11 R. & R.	3½/5 "	9 Lister Tractors.	
2 Coles	5 "		

(d) Rail facilities.

Berth.	No. of loading sidings.	Wagon capacity.
4	2	16
6	1	8
7	1	12
14	1	12
15	1	18
16	1	8
17	1	12
20	1	14
21	1	14
22	2	16

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Summaries of Port Facilities.
as at 30 Jun 45.

Appendix 4
Sheet 5.

VENICE.

(a) Berths available.

No.	Type.	Draft.	Remarks.
3	Coaster	18'	
4	"	19'	
5	"	20'	To be dredged to 28'
6	"	20'	
7	"	19'	
8	"	22'	
21 & 22	Tanker.	17'	
24	Coaster	17'	
25	"	18'	
26	"	19'	
27	"	18'	
28	"	20'	
29	"	15'/19'	
30	"	19'	
31	"	21'	

1 ward for 2 L.C.T. or 1 L.S.T.
4 Anchorage Berths = 28'
Lighterage Berth 1200'.

(b) Floating equipment.

3 'Z' Craft.
50 R.C.L.
54 W.D.Barges.
9 Civilian Barges.
11 W.D. Tugs.
2 Civilian Tugs.
40 Launches.

(c) Shore Cranes and equipment.

20 1½ /3 tons Single Portal. (Electric. Fixed Jib, slewing travelling).
2 1½ " " " " " " " "
1 3½ " " " (Electric. Luffing, slewing and travelling.
1 10/20 " Crane. (Electric. Slewing. Fixed).
3 Single Portals adapted for use with Grain suction Plant (Electric, Fixed Jib. Slewing and travelling).

2 R. & R.	6 tons.	3 10 R.B.	2 tons.
2 R. & R.	3½ /5 "	1 19 R.B.	3½ "
2 Morris.	5 "	2 P. & H.	20 "
3 Coles.	5 "	1 Koehring	20 "
4 Hyster	2/3 "	9 Lister Tractors.	
2 Coles Lorry mounted	3/7 "	6 Shed fork Trucks.	

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7	"	19'
8	"	22'
21 & 22	Tanker.	17'
24	Coaster	17'
25	"	16'
26	"	19'
27	"	18'
28	"	20'
29	"	16'/19'
30	"	19'
31	"	21'

1 Hard for 2 L.C.T. or 1 L.S.T.
4 Anchorage Berths = 26'
Lighterage Berth 1200'.

(b) Floating equipment.

3 'Z' Craft.
50 R.C.L.
54 W.D.Barges.
9 Civilian Barges.
11 W.D. Tugs.
2 Civilian Tugs.
48 Launches.

(c) Shore Cranes and equipment.

20 1½ /3 tons Single Portal. (Electric. Fixed Jib, slewing travelling).
2 1½ " " " " " " " "
1 3½ " " " (Electric. Luffing, slewing and travelling.
1 10/20 " Crane. (Electric. Slewing. Fixed).
3 Single Portals adapted for use with Grain suction Plant (Electric, Fixed Jib. Slewing and travelling).

2 R. & R.	6 tons.	3 10 R.B.	2 tons.
2 R. & R.	3½ /5 "	1 19 R.B.	3½ "
2 Morris.	5 "	2 P. & H.	20 "
3 Coles.	5 "	1 Koehring	20 "
4 Hyster	2/3 "	9 Lister Tractors.	
1 Coles Lorry mounted	2/3 T.	6 Chasesida Tractors.	
3 P.& H. "	" 5/7 T.	4 Townotors.	

(d) Rail facilities.

Number of rail served berths	8
" " wagons which can be set up for loading at one time	140

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TRIESTE.

(a) Berths available.

No.	Type.	Draft.	Remarks.
Porto Ducu d'Aosta.			
31	Coaster	16'	
33	Liberty	26'	Coal berth.
34	Liberty	25'	
35	Liberty	26'	
36	Liberty	26'	
38	Liberty	26'	
39	Liberty	26'	
40	Liberty	29'	
41	Liberty	27'	
43	Coaster	28'	
44	Liberty	26'	
45	Liberty	26'	

(b) Floating equipment.

No I.W.T. Organisation exists in the port but the following are available for use, if required:

11 Civilian Tugs.
5 " Lighters.

Floating Cranes.

Ursus	150 tons.	(Diesel Electric. Luffing, and slewing. Self propelled).
No.1301	40 "	" " " "
No. 2	25 "	(Diesel electric).
No. 1	40 "	(Steam Sheer Legs. Self propelled).

(c) Shore Cranes and Equipment.

Portal Cranes.	4	1½ tons electric.
	10	2½ " "
	1	3 " "
	7	5 " "

(d) Rail facilities.

Number of rail served berths

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31	Coaster	16'	
33	Liberty	26'	Coal berth.
34	Liberty	25'	
35	Liberty	26'	
36	Liberty	26'	
38	Liberty	26'	
39	Liberty	26'	
40	Liberty	29'	
41	Liberty	27'	
43	Coaster	28'	
44	Liberty	26'	
45	Liberty	26'	

(b) Floating equipment.

No I.W.T. Organisation exists in the port but the following are available for use, if required:

11 Civilian Tugs.
5 " Lighters.

Floating Cranes.

Ursus	150 tons.	(Diesel Electric. Luffing, and slewing. Self propelled).
No.1301	40 "	" " " "
No. 2	25 "	(Diesel electric).
No. 1	40 "	(Steam Sheer Legs. Self propelled).

(c) Shore Cranes and Equipment.

Portal Cranes.	4	1½ tons electric.
	10	2½ " "
	1	3 " "
	7	5 " "

(d) Rail facilities.

Number of rail served berths 9

Number of wagons which can be set up for loading at any one time 200

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as at 30 Jun 45.

GENOA.

(a) Berths available.

No.	Type.	Draft.	Remarks.
1	MT/Stores.	29'	
2	MT/Stores.	30'	
3	MT/Stores.	29'	
4	MT/Stores.	29'	
5	MT/Stores.	30'	
8	MT/Stores.	29'	
9	Holding berth.	30'	
10	MT/Stores.	26'	
11	Coal.	27'	
14	Coal & Stores.	26'	

(b) Floating equipment.

Tugs Civilian	3	Further civilian Tugs and Barges will become available as harbour is cleared of mines.
Barges "	23	
'2' Craft	9	
Launches, Civilian	1	

(c) Shore Cranes and equipment.

17	1½ tons Electric shore cranes.
6	3 " " " "
6	4 " " " "
7	5 " Grab rigged electric shore cranes for coal discharge.
1	R.R. 3½/5 tons Mobile Crane.
5	R.R. 5 tons Mobile Crane.
1	13 R.B. 3½ tons " " (tracked).
2	16 R.B. 5 tons " " (tracked).
2	F. & S. Lorry mounted Cranes.
1	Coles 3 tons Mobile Crane.
8	Forklift Trucks.

(d) Rail facilities.

Full details not yet available but following quays are rail served :

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(a) Berths Available.

No.	Type.	Draft.	Remarks.
1	MT/Stores.	29'	
2	MT/Stores.	30'	
3	MT/Stores.	29'	
4	MT/Stores.	29'	
5	MT/Stores.	30'	
6	MT/Stores.	29'	
9	Holding berth.	30'	
10	MT/Stores.	26'	
11	Coal.	27'	
14	Coal & Stores.	26'	

(b) Floating equipment.

Tugs Civilian	3	Further civilian Tugs and Barges will become available as harbour is cleared of Mines.
Barges "	23	
'L' Craft	9	
Launches, Civilian	1	

(c) Shore Cranes and equipment.

17	1½ tons Electric shore cranes.	
8	3 " " " "	
6	4 " " " "	
7	5 " Grab rigged electric shore cranes for coal discharge.	
1	R.R. 3½/5 tons Mobile Crane.	
3	R.R. 5 tons Mobile Crane.	
1	19 R.B. 3½ tons " " (tracked).	
2	16 R.B. 3 tons " " (tracked).	
2	P. & H. Lorry mounted Cranes.	
1	Coles 3 tons Mobile Crane.	
8	Forklift Trucks.	

(d) Rail facilities.

Full details not yet available but following quays are rail served :

Ponte Britrse.

Ponte Santa Giorgio.

Calata Cauzio.

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APPENDIX No.5

REPORT ON THE GERMAN SCHEME FOR THE DEMOLITION OF THE PORT OF GENOA.

FOREWORD.

The Port of Genoa was more completely prepared for demolition than any other Italian Port, and it is the more interesting because during the period immediately prior to the arrival of the Allies no serious demolitions were carried out. In other places, notably Ancona and Civitavecchia, the damage had been done by the enemy before retreating and little information concerning the method of placing and wiring the charges was available.

PREPARATIONS FOR DEMOLITION.

In November 1943 the Germans drew up a plan for the complete destruction of the Port of GENOA, and set about the placing of charges throughout the area with their customary thoroughness. Over 1,300 mines and charges were laid, on a quay length of nearly 60,000 feet. In the majority of cases, the charges were placed at 40ft to 50ft centres about 5 feet back from the quay face, and, where a pipe duct formed part of the wall, this was used for containing the explosives. It appears that the Germans expected the port to fall in 1944, for their preparations were completed in the summer of that year. In June 1944, Ponte Somalia and Ponte Libia were destroyed, and demonstrated the effectiveness of the scheme. However, though these charges destroyed the surface and part of the quay face, they did not do permanent harm to the foundations of the quay walls. In this respect the design for the destruction of the port was only partially sound. (It has been observed in VENICE that the most effective method of destroying berthing facilities is by exploding heavy charges under water close to the face of the quay). In July 1944 an experiment was made by blowing a breach of approximately 250 feet in the main breakwater opposite the seaplane base. This was found to be so successful that it rendered berthing on Ponte Rubattino, San Giorgio and Etiopia unsafe, and it had to be blocked with a 5,000 ton ship. The Ponte Caraccioli was blown in the same manner as Ponte Somalia and Ponte Libia. The charges in the other quays remained ready for priming throughout the winter 1944/45, during which period the morale of the German garrison was greatly lowered by Allied successes in other theatres and by the growing strength of the partisan Movement within their territory. In the short time between the advance of the Fifth Army from around PISA and the date of entry into GENOA the Germans abandoned their scheme to destroy the quays and concentrated on the destruction of the main break=water, and blocking the East entrance and the gap between the Avamporto and the Bacino Vittoria Emanuele. The first of these projects had advanced to the stage of wiring up the charges laid on the Molo Duca di Galliera and the eastern part of the Molo Principe Umberto. Had these demolitions been carried out the port would have been rendered useless for a period of years. However, although preparations on this Molo had reached the stage that the job could have been completed by two men in an hour, the structure remains almost intact.

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charges was available.

PREPARATIONS FOR DEMOLITION.

In November 1943 the Germans drew up a plan for the complete destruction of the Port of GENOA, and set about the placing of charges throughout the area with their customary thoroughness. Over 1,300 mines and charges were laid, on a quay length of nearly 60,000 feet. In the majority of cases, the charges were placed at 40ft to 50ft centres about 5 feet back from the quay face, and, where a pipe duct formed part of the wall, this was used for containing the explosives. It appears that the Germans expected the port to fall in 1944, for their preparations were completed in the summer of that year. In June 1944, Ponte Somalia and Ponte Libia were destroyed, and demonstrated the effectiveness of the scheme. However, though these charges destroyed the surface and part of the quay face, they did not do permanent harm to the foundations of the quay walls. In this respect the design for the destruction of the port was only partially sound. (It has been observed in VENICE that the most effective method of destroying berthing facilities is by exploding heavy charges under water close to the face of the quay). In July 1944 an experiment was made by blowing a breach of approximately 250 feet in the main breakwater opposite the seaplane base. This was found to be so successful that it rendered berthing on Ponte Rubattino, San Giorgio and Etiopia unsafe, and it had to be blocked with a 5,000 ton ship. The Ponte Caraccioli was blown in the same manner as Ponte Somalia and Ponte Libia. The charges in the other quays remained ready for priming throughout the winter 1944/45, during which period the morale of the German garrison was greatly lowered by Allied successes in other theatres and by the growing strength of the partisan movement within their territory. In the short time between the advance of the Fifth Army from around PISA and the date of entry into GENOA the Germans abandoned their scheme to destroy the quays and concentrated on the destruction of the main break-water, and blocking the East entrance and the gap between the Avamporto and the Bacino Vittorio Emanuele. The first of these projects had advanced to the stage of wiring up the charges laid on the Molo Duca di Galliera and the eastern part of the Molo Principe Umberto. Had these demolitions been carried out the port would have been rendered useless for a period of years. However, although preparations on this Molo had reached the stage that the job could have been completed by two men in an hour, the structure remains almost intact. The second project was more effectively carried out, seven ships in all were sunk across the entrance, making it impassable even to Minesweepers. In the case of the entrance to the Bacino Vittorio Emanuele, the aircraft carrier 'Augustus' was saved by partisans and has been towed away from this gap without sustaining major damage.

Details of Demolition Charges.

Depth Charges and G Mines were used in the majority of cases, while about 120 made up charges were placed in some of the piers in the new port. The weight of explosive per hole was normally between 400 and 600 lbs.

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90% of the Depth Charges were the German type which consists of a metal container 3/16" thick 17 3/4" diameter and 22 1/4" high containing 265 lbs explosive. These were laid mainly in pairs and sometimes in nests of 5, one being fitted with a 1 1/2" diameter tube which protruded 1ft to 2ft above the ground. The method of detonation was presumed to be by screwing Gluzunder electric detonator into 100Gm German Bohrpatrone charge which could be lowered into the tube. Large numbers of these detonators and charges were found inthe Dock area, and only a few detonators for use with safety fuse were discovered. The use of Italian charges or equipment was very limited.

'G' Mines. These consist of 1,600 lbs Hexanite contained in a bomb shaped metal container about 1/4" thick. These were also fitted with tubing for detonating in a similar manner to the depth charges. In addition to being laid along quays and in breakwater these were placed at vulnerable points in the dock area including the elevated roadways and near important cable and water system junctions.

Donarit in 25Kg Boxes. Charges of up to 1,600 lbs were made up by packing together 25Kg Boxes of Donarit. These were placed in the main outfall sewer which runs in the Molo Umberto Cagni. Smaller charges were made up in the same way and used at some quay faces.

Miscellaneous charges. Metal containers (10" by 16" by 36") containing 120 lbs of Tritola, flake T.N.T., cordite or Donarit were placed in some of the quays of the new port. These were sometimes enlarged by the addition of 25Kg boxes of Donarit.

G.P.Mines. One charge of four G.P. Mines each containing 600 lbs Hexanite was found on Ponte Asserto.

PREPARATIONS FOR FIRING CHARGES.

As has been stated none of the mines or prepared charges were found ready primed, and, with the exception of those on the Molo Duca di Galliera and Molo Principe Umberto no sections had been wired. Here, however, four core cables had been laid with two leads attached to the detonating tube on each mine, together with plug and detonator and length of wire for inserting the initiating charge. No primers were found, but on the eastern section of the Molo Principe Umberto all that remained to be done was to provide these, secure detonator to them, place in position and fire.

DISPOSAL OF EXPLOSIVES.

During the preliminary recce the detonators were removed from the plugs on the main breakwater charges, and instructions were given that all detonating tubes should immediately be filled with sand to prevent possible sabotage. The work of excavating for and removing the charges commenced on the following day and engaged about 120 Engineer and Pioneer personnel until May 14th. The total weight of explosives to be removed was about 450 tons. Such charges as required to be removed by

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'G' Mines. These consist of 1,600 lbs Hexanite contained in a bomb shaped metal container about ¼" thick. These were also fitted with tubing for detonating in a similar manner to the depth charges. In addition to being laid along quays and in breakwater these were placed at vulnerable points in the dock area including the elevated roadways and near important cable and water system junctions.

Donarit in 25Kg Boxes. Charges of up to 1,600 lbs were made up by packing together 25kg Boxes of Donarit. These were placed in the main outfall sewer which runs in the Molo Umberto Cagni. Smaller charges were made up in the same way and used at some quay faces.

Miscellaneous charges. Metal containers (10" by 16" by 36") containing 120 lbs of Tritola, flake T.N.T., cordite or Donarit were placed in some of the quays of the new port. These were sometimes enlarged by the addition of 25Kg boxes of Donarit.

G.P.Mines. One charge of four G.P. mines each containing 600 lbs Hexanite was found on Ponte Asserto.

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APPENDIX No.6

QUAY AND WAREHOUSE STATE, TRIESTE.

Berthing.

No.of Berth.	Length.	Draft.	Suitable for.	Remarks.
31	700 ft	18 ft	Coaster	
32	600	=	Nil	Completely obstructed by a wrecked warship.
33	600	27ft	Liberty	Partially obstructed by the wreck at Berth 32 but about 300 ft is available as berthage.
34	460	27ft	Liberty	90ft of the 550ft quay wall unsound having been damaged by controlled mine. The quay will have to be cleared of gun emplacements, some of which are concrete. The berth is rail served.
35	435	27ft	Coaster.	155 ft of the 590ft quay wall is unsound having been damaged by a mine. The quay needs a small amount of clearing and 20 to 30 concrete blocks of about 5tons will have to be moved. The berth is rail served.
36	590	27ft	Liberty	This quay has a slight bulge in it, but otherwise intact. A bomb has done some damage to the surface and railway will need repairing.
37	590	27ft	Liberty ? Coaster.	A 20ft bomb crater in the quay wall requires repairing. A great deal of debris and wrecked crane will need removing. The berth is rail served.
38	590	27ft	Liberty	190 ft of this berth is fouled by obstructions; 45ft, however, is clear. A 30 ft bomb crater requires repairing in the quay wall, but this only affects one end of the berth; 500 ft is at present sound and being used by L.C.T's. The berth is rail served.
39	592	27 ft	Liberty.	
40	592	27ft	Liberty.	
41	554	27ft	Liberty.	
42	522	6 ft	Coaster	The greater part of this berth

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34	460	27ft	Liberty	90ft of the 550ft quay wall unsound having been damaged by controlled Mine. The quay will have to be cleared of gun emplacements, some of which are concrete. The berth is rail served.
35	435	27ft	Coaster.	155 ft of the 590ft quay wall is unsound having been damaged by a Mine. The quay needs a small amount of clearing and 20 to 30 concrete blocks of about 5tons will have to be moved. The berth is rail served.
36	590	27ft	Liberty	This quay has a slight bulge in it, but otherwise intact. A bomb has done some damage to the surface and railway will need repairing.
37	590	27ft	Liberty ? Coaster.	A 20ft bomb crater in the quay wall requires repairing. A great deal of debris and wrecked crane will need removing. The berth is rail served. 190 ft of this berth is fouled by obstructions; 45ft, however, is clear.
38	590	27ft	Liberty	A 30 ft bomb crater requires repairing in the quay wall, but this only affects one end of the berth; 500 ft is at present sound and being used by L.C.T's. The berth is rail served.
39	592	27 ft	Liberty.	
40	592	27ft	Liberty.	
41	554	27ft	Liberty.	
42	522	6 ft	Coaster	The greater part of this berth is fouled by wrecks which would take a considerable time to move. A coaster 300 ft long could possibly be berthed at the East or Landward end by nosing in between the wreck and the shore.
43	522	27ft	Liberty.	
44	522	27ft	Liberty	
45	522	27ft	Liberty	

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Warehouses.

No.of Shed.	Berth No.	Floor space.	Remarks.
61 Ground Floor	42	70,820 sq.ft.	Undamaged, though doors are nearly all badly crippled by blast.
61 Top floor.	42	39,100	The remainder of this shed is damaged.
62 Ground Floor.	40	70,820	Undamaged. 80% of floor space occupied by captured Engineer stores. Door undamaged.
62 Top floor.	40	51,640	Undamaged. 40% of floor space occupied by cement.
No number. Top floor	41	58,880	Undamaged. 10% of floor space occupied by cement.
63 Ground Floor	43	58,610	Undamaged. 15% of floor space occupied by mixed cargo of German Amn and miscellaneous items.
63 Top Floor.	43	58,610	Undamaged, except a few doors suffered from effects of blast. 10% of floor space occupied by wheat.
64 Ground floor,	39	58,610	Doors damaged by blast otherwise intact.
64 Top Floor.	39	57,500	Remainder of roof damaged by bombs. 5% of floor space occupied by cement.
65 Ground Floor.	44	58,880	Undamaged. Some doors replaced by boards. 20% of floor space occupied by captured material, flour, amn., pipes, etc.
65 Top Floor.	44	58,880	Undamaged.
Grain Silo.	45		Unsuitable for general cargo.
53	36	60,000	One end of shed damaged. Roof needs repairs, being of timber.
55	37	12,000	All but four bays demolished by bombing. No doors.

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62 Top floor.	40	51,640	Undamaged. 40% of floor space occupied by cement.
No number. Top floor	41	58,880	Undamaged. 10% of floor space occupied by cement.
63 Ground Floor	43	58,610	Undamaged. 15% of floor space occupied by mixed cargo of German ammn and miscellaneous items.
63 Top Floor.	43	58,610	Undamaged, except a few doors suffered from effects of blast. 10% of floor space occupied by wheat.
64 Ground floor,	39	58,610	Doors damaged by blast otherwise intact.
64 Top Floor.	39	57,500	Remainder of roof damaged by bombs. 5% of floor space occupied by cement.
65 Ground Floor.	44	56,000	Undamaged. Some doors replaced by boards. 20% of floor space occupied by captured material, flour, ammn., pipes, etc.
65 Top Floor.	44	56,880	Undamaged.
Grain Silo.	45		Unsuitable for general cargo.
53	36	60,000	One end of shed damaged. Roof needs repairs, being of timber.
55	37	12,000	All but four bays demolished by bombing. No doors.
58	38	80,000	Except for one corner and all doors, this shed is undamaged.

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PRELIMINARY RECCE REPORT ON POLA HARBOUR.

BERTHING.

DETAILS OF QUAYS.

Depths alongside should be taken with reserve as they were only spot soundings and are quoted pending the completion of detailed soundings by the Royal Navy.

Name of Quay.	Length.	Depth.	Suitable for	Remarks.
PORTO MERCANTILE.				
Molo Fiume				
=do= North side	350	18	Coaster	Quay surface stone
=do= South side	(200	18	Coaster	setts, easily repaired.
	(350	16	Schooners	Bomb crater at end of quay. Mole 90ft wide.
Riva Arena	570	9	Small craft	Good stone sett surface. 200ft wide.
Riva Vittoria	540)	10	L.C.T's	100 ft bomb crater
	1200)	18 to 12	2 Coasters or Schooners.	next to Molo S. Tomaso. Depths here to be taken with reserve until Navy Soundings complete. Good stone sett surface 50 ft wide.
Molo S.Tomaso	250	15		Badly damaged by bombing and of no value.
PORTO MILITARE.				
Coal Quay	470	18	Coaster	Depth to be taken with reserve until Navy Soundings complete.
Coal Mole	=	=	=	Damaged by bombing and useless.
Submarine berth quay	=	=	=	=do= =do=
Middle Quay.	=	=	=	=do= =do=
Molo Mirabello	300	20		End and approach damaged. Of no value for handling cargo.
Boat Harbour.		10		For small craft only. Quays damaged.
Banchia Re d'Italie		10		For small craft only.
Scoglio Olivi	450	20	Coaster	Holding berth only. No access.

Summary of berthing.

The only quays worth considering for working cargo are :
(1) Molo Fiume (2) Riva Vittoria Emanuele III (3) Coal Quay.

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=do= North side	350	16	Coaster)	Quay surface stone
=do= South side	(200	16	Coaster)	setts, easily repaired.
	(350	16	Schooners)	Bomb crater at end of quay. Mole 90ft wide.
Riva Arena	570	9	Small craft)	Good stone sett surface. 200ft wide.
Riva Vittoria	540)	10	L.C.T's	100 ft bomb crater
	1200)	18 to 12	2 Coasters or Schooners.	next to Molo S. Tomaso. Depths here to be taken with reserve until Navy Soundings complete.
Molo S.Tomaso	250	15		Good stone sett surface 50 ft wide. Badly damaged by bombing and of no value.
PORTO MILITARE.				
Coal Quay	470	18	Coaster	Depth to be taken with reserve until Navy Soundings complete.
Coal Mole	=	=	=	Damaged by bombing and useless.
Submarine berth quay	=	=	=	=do= =do=
Middle Quay.	=	=	=	=do= =do=
Molo Mirabello	300	20		End and approach damaged. Of no value for handling cargo.
Boat Harbour.		10		For small craft only. Quays damaged.
Banchia Re d'Italia		10		For small craft only.
Scaglio Olivi	450	20	Coaster	Holding berth only. No access.

Summary of berthing.

The only quays worth considering for working cargo are :
(1) Molo Fiume (2) Riva Vittoria Emanuele III (3) Coal Quay.
All are about 3ft 9ins above water level.

(1) Molo Fiume if used to any extent will require repairing on the North West corner where there has been slight damage. There is no lighting on this quay.
(2) Riva Vittoria Emanuele III is in good order except for two bomb craters which would not affect working of the quay. There are electric light poles but cables and fittings require repairing.
(3) Coal mole is in good condition and there is any amount of stacking space, access to the berth requires a certain amount of bulldozer work. The berth would be improved by the removal of a wrecked yacht on the West corner. The surface of the quay is of earth and is fair.

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Water Supply.

The water supply to Molo Fiume and Riva Vittorio Emanuele III was in the process of being repaired by the Italians or Jugoslevs.

SCOGLIO OLIVI

Bridge.

The short swing span of the bridge to the island has apparently not been operated for many years. One span of the through steel bridge has been severely damaged, repairs have been carried out by the Italians in timber to take light traffic only with very limited width and headroom. It would not take three ten trucks in its present condition.

Drydocks.

Of the drydocks on the Island two have been damaged. The third which is said to take 6,000 ton ships is intact. The pumping gear is also in good working order and at the time of the recce there was a small ship in the dry dock undergoing repairs.

Workshops.

Great damage has been done to most of the workshops but in the hurried survey it was seen that one machine shop was in moderately good condition and many machine tools in working order.

Electric power.

Electric power is available on the Island and at the time of the recce was in fairly extensive use for welding, etc.

Cranes.

Three steam track cranes of about 3 ton capacity were seen to be in good order and in use.

Demolition charges.

Evidence of excavations for demolition charges were apparent, the charges themselves had either never been put in or they had been removed by the Juge Slavs.

Mines.

There were various reports from the locals about the number of mins placed in the harbour by the enemy. Some give a figure of 150, others say there were more. The Harbour Master however, assured that there were large numbers and that one of their small motor boats was blown up at approximately rap ref 872876. This report is probably correct because it corroborates a previous report received in Trieste some weeks ago of a JugoSlav motorboat that was blown up in the Pola Harbour.

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Breakwater.

The main Breakwater between Capo Campare and Punte Criste has been damaged in four places. It was thought this damage was done by storms some time ago rather than by bombs.

It is not considered that these gaps will materially affect the use of the port.

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Conclusion.

Plan No.3PC/POL/1 accompanies this report showing bomb damage and the position of some of the wrecks noticed during the recce.

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WORKS COMPLETED DURING JUNE 1945.

Job No.	Agencies	Location.	Description.	Size.	Date of Completion.
Line 53.	BRENNER - VERONA - VENICE.				
53/1	159 Rly. Constr.Coy.	Sanbonifaccio	Repairs to Bridge at Km. 27.90 (R. Chiese)	2/64' and 1/40' German Todt Spans	9.6.45.
53/2	159 Rly.Constr. Coy.	Sanbonifaccio	Repairs to Bridge at Km. 93.17	1/52' 6" and 2/30' German Todt spans.	3.6.45.
53/4	159 Rly.Constr. Coy.	Peschiera	Repairs to Bridge at Km. 122.93 (R. Mincio)	1/64' & 1/52' 6" German Todt spans & 2/52' 6", 1/48' and 3/38' German R.S.J. spans.	8.6.45.
53/5	159 Rly.Constr.Coy.	Verona	Repairs to Bridge at Km. 147.38 (R. Adige)	3/52' 6" and 1/40' German Todt spans.	20.6.45
53/6	159 Rly.Constr.Coy.	Sanbonnifaccio	Repairs to Bridge at Km. 170.30 (R. alpone)	Repairs to 3 R.S.J. Spans on site.	20.6.45
53/7	159 Rly.Constr.Coy.	Montebello	Repairs to Bridge at Km. 192.40 (R. Guc)	Repairs to 5 R.S.J. spans on site.	20.6.45
53/11	40 Rly.Constr.Coy. (S.A.E.G)	Venice	Vicenza (excl) to Venice (incl)	General track repairs.	23.6.45
Line 65.	ROME - ORTE - ANCONA.				
65/120	I.S.R.	Castiglione Fiorentino	Additional repairs to Br. 45 at Km. 211.6	Permanent repairs in concrete.	2.6.45.

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WORKS CARRIED OUT IN JULY 1945.

Location.	Description.	Size.	Date of Comp'tn.	Remarks.
Sa. Bonifaccio	Repairs to Bridge at Km. 97.90 (R. Chiese)	2/64' and 1/40' German Todt Spans	9.6.45.	
Sanbonifaccio	Repairs to Bridge at Km. 98.17	1/52' 6" and 2/30' German Todt spans.	7.6.45.	
Peschiera	Repairs to Bridge at Km. 122.93 (R. Mincio)	1/64' & 1/52' 6" German Todt spans & 2/52' 6", 1/48' and 3/38' German R.S.J. spans.	8.6.45.	
Verona	Repairs to Bridge at Km. 147.38 (R. Adige)	3/52' 6" and 1/40' German Todt spans.	20.6.45.	
Sanbonifaccio	Repairs to Bridge at Km. 170.30 (R. Alpone)	Repairs to 3 R.S.J. Spans on site.	20.6.45.	
Montebello	Repairs to Bridge at Km. 192.40 (R. Guo)	Repairs to 5 R.S.J. spans on site.	29.6.45.	
Venice	Vicenza (excl) to Venice (incl)	General track repairs.	23.6.45.	
Castiglione Fiorentino	Additional repairs to Br. 45 at Km. 211.6	Permanent repairs in concrete.	2.6.45.	

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WORKS COMPLETED DURING JUNE, 1945. (Contd)

Appx
Part

Job No.	Agency.	Location.	Description.	Size.	Date of Completion.
Line Gp. PRATO - BOLOGNA.					
65/504	40 Rly.Constr.Coy. (S...E.C)	Monzuno	Km. 61 to Km. 72	11 Kms track repairs.	3.6.45.
65/505	701 A.W. Coy.	Pianora	Km. 72 to Km. 80	8 Kms. track repairs.	3.6.45.
65/506	36 Rly.Constr.Coy. (S...E.C)	S. Ruffilo	Km. 80 to Km. 96	16 Kms track repairs.	3.6.45.
65/512	40 Rly.Constr.Coy. (S...E.C)	Monzuno	Station Yard.	General track repairs.	9.6.45.
65/513	38 Rly.Constr.Coy. (S...E.C)	Pianura	Station Yard.	General track repairs.	3.6.45.
65/530	62 Tunnelling Coy. (S...E.C)	Precedenza	Repairs to Tunnel 15 Km. 57.2 to Km. 55.7 (Apennine Tunnel)	Clearance of debris and rebuild lining.	23.6.45.
65/538	40 Rly.Constr.Coy. (S...E.C)	Monzuno	Repairs to Tunnel 23 at Km. 70.7	Clearance of debris and rebuild lining.	16.6.45.
65/539	40 Rly.Constr.Coy. (S...E.C)	Monzuno	Repairs to Tunnel 24 at Km. 70.9	Clearance of debris and rebuild lining.	9.6.45.
65/541	61 Tunnelling Coy. 701 A.W. Coy.	Pianora	Repairs to Tunnel 25 at Km. 72.6 to Km. 72.8	Clearance of debris and rebuild lining.	16.6.45.
65/544	62 Tunnelling Coy. (S...E.C)	Pianora	Repairs to Tunnel 29 at Km. 82.7	Clearance of debris and rebuild lining.	16.6.45.
65/545	62 Tunnelling Coy. (S...E.C)	S. Ruffilo	Repairs to Tunnel 30.	Clearance of debris and rebuild lining.	23.6.45.

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WORKS UNDERTAKEN DURING JUNE, 1945. (Contd)

Section.	Description.	Size.	Date of Completion.	Remarks.
Ponente	Km. 61 to Km. 72	11 Kms track repairs.	3.6.45.	
Lamora	Km. 72 to Km. 80	8 Kms. track repairs.	3.6.45.	
. Ruffilo	Km. 80 to Km. 96	16 Kms track repairs.	3.6.45.	
Ponente	Station Yard.	General track repairs.	9.6.45.	
Lamora	Station Yard.	General track repairs.	3.6.45.	
Precedence	Repairs to Tunnel 15 Km. 37.2 to Km. 55.7 (Apennine Tunnel)	Clearance of debris and rebuild lining.	23.6.45.	
Monzuno	Repairs to Tunnel 23 at Km. 70.3	Clearance of debris and rebuild lining.	16.6.45.	
Monzuno	Repairs to Tunnel 24 at Km. 70.9	Clearance of debris and rebuild lining.	9.6.45.	
Lamora	Repairs to Tunnel 26 at Km. 72.6 to Km. 79.8	Clearance of debris and rebuild lining.	16.6.45.	
Lamora	Repairs to Tunnel 29 at Km. 82.7	Clearance of debris and rebuild lining.	16.6.45.	
. Ruffilo	Repairs to Tunnel 30.	Clearance of debris and rebuild lining.	23.6.45.	

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WORKS COMPLETED DURING JUNE, 1945 (Contd).

Job No.	Agency	Location	Description	Size
65/583	40 Rly Const. Coy. S.A.E.C.	Monzuno	Repairs to bridge 32 at Km.70.6.	1 No. 90 ft and 2 No. 75 ft. U.C.R.B spans.
65/584	40 Rly Const. Coy. S.A.E.C.	Monzuno	Repairs to bridge 33 at Km.71.2	2 No. 40 ft. Sectional spans
65/585	40 Rly Const. Coy. S.A.E.C.	Monzuno	Repairs to bridge 34 at Km.72.3	Repairs to arches in concrete
65/586	701 Artisan Wks. Coy.	Monzuno	Repairs to bridge 35 at Km.72.6	1 No. 75 ft. and 1 No. 70 ft. U.C.R.B spans.
65/587	39 Rly Const. Coy. S.A.E.C.	Pianoro	Repairs to bridge 36 at Km.80.0	3 No. 65 ft. U.C.R.B and 2 No. 35 ft. R.S.J spans.
65/588	38 Rly Const. Coy. S.A.E.C.	S. Ruffillo	Repairs to bridge 37 at Km.89.3	1 No. 112 ft. - 9 inch truss, 1 No. 60 ft and 5 No. 55 ft U.C.R.B spans
65/589	39 Rly Const. Coy. S.A.E.C.	S. Ruffillo	Repairs to bridge 38 at Km.92.8	2 No. 40 ft. Sectional, 1 No. 49 ft. Yunnan Burma and 2 No. 20 ft. R.S.J spans
LINE 65 - BOLOGNA AREA.				
65/600	136 Ind. Rly Maint Coy.	Bologna	Km.94 to Km.3.7 on Line 65 and Km.2.9 to Km.3.7 on Line 86	13.2 Km. track reconstruction
65/602	120 Ind. Rly Const. Coy.	Bologna	Reconstruction Lenoiamento Marshalling yard.	6 loops each 1500 ft. long
65/603	120 Ind. Rly Const. Coy.	Bologna	Construction of railhead	4,300 yards track

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WORKS COMPLETED DURING JUNE, 1945 (cont'd).

Job No.	Agency	Location	Description	Size
65/583	40 Rly Const. Coy. S.A.E.C.	Monzuno	Repairs to bridge 32 at Km.70.6.	1 No. 90 ft and 2 No. 75 ft. U.C.R.B spans.
65/584	40 Rly Const. Coy. S.A.E.C.	Monzuno	Repairs to bridge 33 at Km.71.2	2 No. 40 ft. Sectional spans
65/585	40 Rly Const. Coy. S.A.E.C.	Monzuno	Repairs to bridge 34 at Km.72.3	Repairs to arches in concrete
65/586	701 Artisan Wks. Coy.	Monzuno	Repairs to bridge 35 at Km.72.6	1 No. 75 ft. and 1 No. 70 ft. U.C.R.B spans.
65/587	39 Rly Const. Coy. S.A.E.C.	Pianoro	Repairs to bridge 36 at Km.80.0	3 No. 6 ft. U.C.R.B and 2 No. 35 ft. R.S.J spans.
65/588	38 Rly Const. Coy. S.A.E.C.	S. Ruffilo	Repairs to bridge 37 at Km.89.3	1 No. 112 ft. - 9 inch truss, 1 No. 60 ft and 5 No. 55 ft U.C.R.B spans
65/589	39 Rly Const. Coy. S.A.E.C.	S. Ruffilo	Repairs to bridge 38 at Km.92.8	2 No. 40 ft. Sectional, 1 No. 49 ft. Yunnan Burma and 2 No. 20 ft. R.S.J spans
LINE 65 - BOLOGNA AREA.				
65/600	136 Ind. Rly Maint Coy.	Bologna	Km.94 to Km.3.7 on Line 65 and Km.2.9 to Km.3.7 on Line 86	13.2 Km. track reconstruction
65/602	120 Ind. Rly Const. Coy.	Bologna	Reconstruction Lanciamento Marshalling yard.	6 loops each 1500 ft. long
65/603	120 Ind. Rly Const. Coy.	Bologna	Construction of railhead	4,300 yards track

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WORKS COMPLETED DURING JUNE, 1945 (contd).

ocation	Description	Size	Date of Completion	Remarks.
una	Repairs to bridge 32 at Km.70.6.	1 No. 90 ft and 2 No. 75 ft. U.C.R.B spans.	9.6.45.	
una	Repairs to bridge 33 at Km.71.2	2 No. 40 ft. Sectional spans	9.6.45.	
una	Repairs to bridge 34 at Km.72.3	Repairs to arches in concrete	9.6.45.	
una	Repairs to bridge 35 at Km.72.6	1 No. 75 ft. and 1 No. 70 ft. U.C.R.B spans.	9.6.45.	
ero	Repairs to bridge 36 at Km.80.9	3 No. 65 ft. U.C.R.B and 2 No. 35 ft. R.S.J spans.	9.6.45.	
uffilo	Repairs to bridge 37 at Km.89.3	1 No. 112 ft. - 9 inch truss, 1 No. 60 ft and 5 No. 55 ft U.C.R.B spans	9.6.45	
uffilo	Repairs to bridge 38 at Km.92.8	2 No. 40 ft. Sectional, 1 No. 49 ft. Yunnan Burma and 2 No. 20 ft. R.S.J spans	9.6.45.	
ggna	Km.94 to Km.3.7 on Line 65 and Km.2.9 to Km.3.7 on Line 86	13.2 Km. track reconstruction	21.6.45.	
ogna	Reconstruction Lanciamento Marshalling yard.	6 loops each 1500 Ft. long	20.6.45	
ogna	Construction of railhead	4,300 yards track	9.6.45.	

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Job No.	Agency	Location	Description	Size
65/604	136 Ind. Rly Maint Coy	Bologna	Wagon repair sidings	Reconstruction of original facilities
65/605	136 Ind. Rly Maint Coy	Bologna	Track at Loco shed	Reconstruction of original facilities
65/608	120 Ind. Rly Const Coy	Bologna	Repairs to fly-over bridge over line 85	Repairs to abutments with L.S.T piers
65/609	136 Ind. Rly Maint Coy	Bologna	Additional facilities	Repairs to triangle at Central Stn.
65/610	120 Ind. Rly Const Coy	Bologna	Cavo Reno Quarry sidings	Repairs to existing facilities
LINE 65 - BOLOGNA - MODENA - PIACENZA.				
65/700	159 Rly Const. Coy.	Lavino	Repairs to bridge at Km.9.412 (R. Lavino)	Repairs to existing 3-6m steel spa
65/701	Italian State Rlys	Lavino	Bologna (exclusive) to Lavino (inclusive)	9.5 Km. track repairs
65/702	159 Rly Const. Coy.	Samoggia	Repairs to bridge at Km.1/.018 (R. Samoggia)	5 No. 32 ft. German R.S.J spans
65/704	Italian State Rlys.	Samoggia	Lavino (exclusive) to Samoggia (inclusive)	7.5 Km. track repairs
65/705	Italian State Rlys.	Castelfranco	Samoggia (exclusive) to Castelfranco (inclusive)	7.8 Km. track repairs
65/707	Italian State Rlys.) 159 Rly Const. Coy.)	Modena	Castelfranco (exclusive) to Modena (inclusive)	12 Km. track repairs

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WORKS COMPLETED DURING JUNE, 1945 (contd).

...on	Description	Size	Date of Completion	Remarks
...na	Wagon repair sidings	Reconstruction of original facilities	16.6.45	
...na	Track at Loco shed	Reconstruction of original facilities	21.6.45.	
...na	Repairs to fly-over bridge over line 85	Repairs to abutments with L.S.T piers	7.6.45	
...na	Additional facilities	Repairs to triangle at Central Stn.	16.6.45	
...na	Cava Rena Quarry sidings	Repairs to existing facilities	14.6.45	
...o	Repairs to bridge at Km.9.412 (R. Lavino)	Repairs to existing 31'-6" steel span	27.6.45	
...no	Bologna (exclusive) to Lavino (inclusive)	9.5 Km. track repairs	27.6.45.	
...gia	Repairs to bridge at Km.14.013 (R. Samoggia)	5 No. 32 ft. German R.S.J spans	27.6.45.	
...gia	Lavino (exclusive) to Samoggia (inclusive)	7.5 Km. track repairs	27.6.45.	
...lfranco	Samoggia (exclusive) to Castelfranco (inclusive)	7.8 Km. track repairs	27.6.45.	
...a	Castelfranco (exclusive) to Modena (inclusive)	12 Km. track repairs	27.6.45	

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WORKS COMPLETED DURING JUNE, 1945.

Job No.	Agency	Location	Description	Size
LINE 84. TRIESTE - CERVIGNANO.				
84/1	8 Army Field Coy.	Monfalcone	Repairs to bridge at Km.120.6 from Mestre.	2 No. 52 ft, 2 No. 35 ft, and 2 No. 26 ft German R.S.J. spans.
LINE 85. BOLOGNA - S. PIETRO.				
85/1	39 Rly Const. Coy. S.A.E.C.	Castelmaggiore	Bologna (exclusive) to Castelmaggiore (inclusive)	9.6 Km. track repairs
85/2	136 Ind. Rly. Maint Coy.	Castelmaggiore	Construction of Tn.S.D. Stage I.	6,600 yards track repairs
85/3	136 Ind. Rly. Maint Coy.	Castelmaggiore	Construction of Tn.S.D. Stage II.	1,200 yards track repairs
85/4	39 Rly Const. Coy. S.A.E.C.	S. Pietro	Castelmaggiore (exclusive) to S. Pietro (inclusive)	4 Km. track repairs
LINE 86. LECCE - BRINDISI - BARI - FOGGIA - ANCONA.				
86/175	I.S.R. contractor and 45 M.E.(Tn) Platoon	Ancona	Repairs to tunnel at Km.207.60	Clearance of debris and rebuild lining
LINE 86, ANCONA - RIMINI - FAENZA - BOLOGNA.				
86/209	122 Ind. Rly Maint. Coy.	Falconara	Avoiding line between Lines 86 and 87	4 turnouts and 1 mile track
86/226	Italian State Rlys.	Rimini	Additional Loco' facilities.	Construction of Loco' shed.
86/227	Italian State Rlys.	Falconara	Additional Loco' facilities	Repairs to existing sidings and pits at Loco shed.

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WORKS COMPLETED DURING JUNE, 1945.

ion	Description	Size	Date of Completion	Remarks.
Icone	Repairs to bridge at Km.120.6 from Mestre.	2 No. 52 ft, 2 No. 35 ft, and 2 No. 26 ft German R.S.J. spans.	18.6.45.	
lmaggiore	Bologna (exclusive) to Castelmaggiore (inclusive)	9.8 Km. track repairs	16.6.45	
lmaggiore	Construction of Tn.S.D. Stage I.	6,800 yards track repairs	3.6.45.	
lmaggiore	Construction of Tn.S.D. Stage II.	1,200 yards track repairs	16.6.45	
etro	Castelmaggiore (exclusive) to S. Pietro (inclusive)	14 Km. track repairs	16.6.45	
OGGIA - ANCONA				
a	Repairs to tunnel at Km.207.60	Clearance of debris and rebuild lining	30.6.45	
BOLOGNA.				
nara	Avoiding line between Lines 86 and 87	4 turnouts and 1 mile track	2.6.45	
i	Additional Loco facilities.	Construction of loco shed.	30.6.45	
nara	Additional Loco facilities	Repairs to existing sidings and pits at loco shed.	23.6.45	

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0133

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WORKS COMPLETED DURING JUNE, 1945 (Contd).

Job No.	Agency	Location	Description	Size
86/228	Italian State Rlys.	Rimini	Additional loco facilities	Underground fuel oil reservoir
86/236	122 Ind. Rly Maint. Coy.	Ancona	Additional facilities	2 additional loops at platforms 1 and 2
LINE 87. ORTE - FOLIGNO - FABRIANO - FALCONARA.				
87/93	Italian State Rlys.	Spoleto	Permanent repairs to bridge at Km.143.363	Permanent repairs in brickwork
87/103	122 Ind. Rly Maint. Coy.	Falconara	Additional facilities at F.M.S.D.	2 turnouts and 515 yards track

0134

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

WORKS COMPLETED DURING JUNE, 1945 (contd).

tion	Description	Size	Date of Completion	Remarks.
ti	Additional loco facilities	Underground fuel oil reservoir	2.6.45	
na	Additional facilities	2 additional loops at platforms 1 and 2	27.6.45	
= E.LODN.RA.				
eto	Permanent repairs to bridge at Km.143.363	permanent repairs in brickwork	28.6.45	
nam	Additional facilities at Th.S.D.	2 turnouts and 515 yards track	25.6.45.	

0135

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WORKS IN PROGRESS AS AT 30 JUNE, 1945.

Job No.	Agency	Location	Description	Size	Progress.
LINE 53, MILAN - VERONA - VENICE.					
53/8	159 Rly Const. Coy.	Vicenza	Milan (inclusive) to Vicenza (inclusive)	General track repairs	80%
53/9	40 Rly Const. Coy. S.A.E.C.	Lerino	Repairs to bridge at Km.205.5 (Tesina Canal)	Repairs to certain R.S.J span	80%
53/10	40 Rly Const. Coy. S.A.E.C.	Ponte di Brenta	Repairs to bridge at Km. 256.05 (R. Brenta)	1 No. 164 ft. Truss and 2 No. 90 ft U.C.R.B. spans	55%
LINE 65, ROME - ORTE - AREZZO.					
65/104	122 Ind. Rly Maint. Coy.	Arezzo	Rome (exclusive) to Arezzo (inclusive)	Maintenance	-
65/109	Italian State Rlys.	Allerona	Additional repairs to tunnel at Km.139.1	Additional clearance and permanent repairs	98%
65/111	Italian State Rlys.	Fiaulle	Additional repairs to tunnel at Km. 144.	Additional clearance and permanent repairs	98%
65/121	Italian State Rlys.	Castiglion Fiorentino	Additional repairs to bridge 46 at Km.212.1	permanent repairs in concrete	48%
65/124	1 Rly Brdg Section	Civita Castellana	Additional repairs to bridge 3 at Km.63.6 (R.Tuelle)	1 No. 153 ft. lattice girder span	2%
LINE 65, BOLOGNA AREA.					
65/607	156 Ind. Rly Maint. Coy.	Bologna	Water, fuel oil and Deisel supply	Erection of tanks and fittings	96%

0136

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WORKS IN PROGRESS as at 30 JUNE, 1945.

on	Description	Size	Progress	Est. date of completion.	Remarks.
	Milan (inclusive) to Vicenza (inclusive)	General track repairs	80%		
	Repairs to bridge at Km.205.5 (Tondina Canal)	Repairs to German P.S.J Span	80%		
i	Repairs to bridge at Km. 236.65 (R. Brenta)	1 No. 164 ft. Truss and 2 No. 90 ft U.C.R.B. Spans	55%		
	Rome (exclusive) to Arezzo (inclusive)	Maintenance	-	-	
a	Additional repairs to tunnel at Km.139.1	Additional clearance and permanent repairs	98%		
	Additional repairs to tunnel at Km. 144.	Additional clearance and permanent repairs	98%		
ion ins	Additional repairs to bridge 46 at Km.212.1	permanent repairs in concrete	48%	-	
ana	Additional repairs to bridge 3 at Km.63.6 (R.Tuelle)	1 No. 153 ft. Lattice girder span	2%		
	Water, Fuel oil and Diesel supply	Erection of tanks and fittings	96%	-	

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0137

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Job No.	Agency	Location	Description	Size
LINE 65, BOLOGNA - MODENA - PIACENZA.				
65/703	159 Rly Const. Coy.	Samoggia	Repairs to bridge at Km.17.003 (R. Samoggia)	5 No. 32 ft German R.S.J spans
65/706	159 Rly Const. Coy.	Modena	Repairs to bridge at Km.32.009 (R. Panaro)	2 No. 85 ft. U.C.R.B spans
65/708	159 Rly Const. Coy.	Rubiera	Repairs to bridge at Km.46.2 (R. Secchia)	Repairs to German R.S.J spans
65/709	159 Rly Const. Coy.	Reggio Emilia	Repairs to bridge at Km.63.85 (R. Crostolo)	Repairs to 5 R.S.J spans on site
65/710	159 Rly Const. Coy.	S. Ilario	Repairs to bridge at Km.80.69 (R. Enza)	2 No. 65 ft. U.C.R.B and 2 No. 4 ft. German Todt spans
65/711	159 Rly Const. Coy.	Ponte Taro	Repairs to bridge at Km.90.09 (R.Taro)	Repairs to 2 R.S.J spans on site
65/712	2 Rly Brdg. Section	Fidenza	Repairs to Bridge at Km.112.8 (R.Stirone)	5 No. 51'-3" I.S.R plate girder spans
65/713	160 Rly Const. Coy.) 2 Rly Brdg Section)	Fiorenzuola	Repairs to bridge at Km.126.0 (R.Arda)	3 No. 45'-9" I.S.R. steel spans on site
65/715	2 Rly Brdg. Section	Pontenure	Repairs to bridge at Km.139.618 (R. Nure)	4 No. 46 ft. I.S.R. plate girder spans
LINE 71, MESTRE - UDINE - PONTEBBA				
71/1.	30 Rly Const. Coy.	Lancenigo	Repairs to bridge at Km.39.29 (R. Piave)	14 No. 75 ft. U.C.R.B, 3 No. 20 metre and 3 No. 25 metre Yunnan Burma spans.

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WORKS IN PROGRESS AT 30 JUNE, 1945 (contd).

...on	Description	Size	Progress	Estd date of completion	Remarks.
...a	Repairs to bridge at Km.17.003 (R. Semoggia)	5 No. 32 ft German R.S.J spans	85%		
	Repairs to bridge at Km.32.009 (R. Panaro)	2 No. 65 ft. U.C.R.B spans	30%	-	
...a	Repairs to bridge at Km.40.2 (R. Secchia)	Repairs to German R.S.J spans	50%		
...Emilia	Repairs to bridge at Km.63.85 (R. Crostolo)	Repairs to 5 R.S.J spans on site	65%		
...ia	Repairs to bridge at Km.80.89 (R. Enza)	2 No. 65 ft. U.C.R.B and 2 No. 64 ft. German Todt spans	40%		
...aro	Repairs to bridge at Km.98.09 (R.Taro)	Repairs to 2 R.S.J spans on site	5%		
...a	Repairs to Bridge at Km.112.8 (R.Stirone)	5 No. 51'-3" I.S.R plate girder spans	20%		
...ola	Repairs to bridge at Km.126.0 (R.Arda)	3 No. 46'-9" I.S.R. steel spans on site	90%		
...re	Repairs to bridge at Km.139.818 (R. Nure)	4 No. 46 ft. I.S.R. plate girder spans	14%		
...go	Repairs to bridge at Km.39.29 (R. Piave)	14 No. 75 ft. U.C.R.B, 3 No. 20 metre and 3 No. 25 metre Yunnan Burma spans.	25%		

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WORKS IN PROGRESS AS AT 30 JUNE, 1945 (contd).

Job No.	Agency	Location	Description	Size
71/2	61 Tunnelling Coy. S.A.E.C.	Pisenzano	Repairs to bridge at Km.65.26 (R. Livenza)	1 No. 85 ft. U.C.R.B span
71/4	62 Tunnelling Coy. S.A.E.C.	Cusano	Repairs to bridge at Km.97.95 (R. Tagliamento)	12 No. 25 metre Yunnan Burma spans
71/5	38 Rly Const. Coy. S.A.E.C.	Udine	Mestre (exclusive) to Udine (inclusive)	General track repairs
71/6	150 Rly Const. Coy.	Genona	Repairs to bridge at Km.26.3	1 No. 36 ft. German R.S.J span
71/7	161 Rly Const. Coy.	Resiutta	Repairs to bridge at Km.52.3 (Peraria Bridge)	5 No. 115 ft. Roth Wagner spans
71/8	150 Rly Const. Coy.	Dogna	Repairs to bridge at Km.60.9 (Dogna Bridge)	2 No. 75 ft. U.C.R.B spans
71/9	150 Rly Const. Coy. 1 Rly Brdg Section.	Pontebba	Udine (exclusive) to Pontebba (inclusive)	General track repairs
71/10	38 Rly Const. Coy. S.A.E.C.	Mestre	Construction of Th.S.D	Repairs to existing facilities
71/12	38 Rly Const. Coy. S.A.E.C.	Porto Marghera	Taglinbue Oil Depot	Repairs to existing facilities
71/15	38 Rly Const. Coy. S.A.E.C.	Porto Marghera	6 B.S.D.	Lengthening of existing spur

0140

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WORKS IN PROGRESS AS AT 30 JUNE, 1945 (contd).

n	Description	Size	Progress	Est'd date of Completion	Remarks
p	Repairs to bridge at Km.65.26 (R. Livenza)	1 No. 85 ft. U.C.R.B span	20%		
	Repairs to bridge at Km.97.95 (R. Tagliamento)	12 No. 25 metre Yunnan Burma spans	25%	31.7.45	
	Mestre (exclusive) to Udine (inclusive)	General track repairs	90%		
	Repairs to bridge at Km.26.3	1 No. 56 ft. German R.S.J span	20%		
n	Repairs to bridge at Km.52.3 (Peraria Bridge)	3 No. 115 ft. Roth Wagner spans	50%		
	Repairs to bridge at Km.60.9 (Dogna Bridge)	2 No. 75 ft. U.C.R.B spans	30%		
e	Udine (exclusive) to Pontebba (inclusive)	General track repairs	15%		
	Construction of Tn.S.D	Repairs to existing facilities	40%	13.7.45	
arghera	Tagliabue Oil Depot	Repairs to existing facilities	50%	6.7.45	
arghera	6 B.S.D.	Lengthening of existing spur	30%	9.7.45	

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WORKS IN PROGRESS AS AT 30 JUNE, 1945 (contd).

Job No.	Agency	Location	Description	Size
LINE 84, TRIESTE - CERVIGNANO				
84/2	10 Rly Const. Coy.	Cervignano	Repairs to bridge at Km.48.93 (R. Isonzo)	3 No. 55 ft, and 1 No. 70 ft U.C.B. 2 No. 40 ft Sectionals extended to 45 ft.
LINE 86, LECCE - BRINDISI - BARI - FOGGIA - ANCONA				
86/1[illegible]	Italian State Rlys	Foggia	Reconstruction of subway at station	1 No. 8 metre concrete arch
86/128	Italian State Rlys.	Foggia	Additional facilities	Repairs to Spring shop and Smithy
86/---	Italian State Rlys.	Ortona	Water supply	Repairs to existing facilities
LINE 86, ANCONA - RIMINI - FAENZA - BOLOGNA				
86/210	122 Ind Rly Maint Coy.	Rimini	Ancona to Rimini	Maintenance
86/217	Italian State Rlys.	Montemarciano	Reconstruction Bridge 1 at Km.192.885 (R. Esino)	Permanent repairs in concrete
86/2[illegible]	Italian State Rlys.	Fano	Reconstruction Bridge 44 at Km.159.801 (R. Metauro)	Permanent repairs in concrete
86/229	Italian State Rlys.	Ancona	Additional local facilities	Repairs to existing sidings at Loco' shed.
86/257	I.S.R Contractor	Imola	Permanent reconstruction bridge 120 at Km.35.763 (R. Santerno)	Permanent repairs in concrete

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WORKS IN PROGRESS AS AT 30 JUNE, 1945 (contd).

on	Description	Size	Progress	Estd date of Completion	Remarks
ano	Repairs to bridge at Km.48.93 (R. Isonzo)	3 No. 55 ft, and 1 No. 70 ft U.C.R.B 2 No. 40 ft Sectionals extended to 45 ft.	30%		
SOLA - ANCONA					
	Reconstruction of subway at station	1 No. 8 metre concrete arch	90%		
	Additional facilities	Repairs to Spring shop and Lathy	86%		
	Water supply	Repairs to existing facilities	75%		
OGNA					
	Ancona to Rimini	Maintenance	-	-	
aroiano	Reconstruction bridge 1 at Km.192.385 (R. Esino)	Permanent repairs in concrete	80%	31.7.45	
	Reconstruction bridge 44 at Km.159.001 (R. Metauro)	Permanent repairs in concrete	90%	-	
	Additional loco facilities	Repairs to existing sidings at loco shed.	89%	25.7.45	
	Permanent reconstruction bridge 120 at Km.35.763 (R. Santerno)	Permanent repairs in concrete	10%	30.9.45	

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9143

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WORKS IN PROGRESS AS AT 30 JUNE, 1945. (Contd)

Job No.	Agency	Location	Description	Size
86/238	I.S.R. Contractor	Castel San Pietro	Permanent reconstruction Bridge 129 at Km.23.752 (R. Sillaro)	Permanent repairs in concrete
86/239	I.S.R Contractor	Mirandola	Permanent reconstruction Bridge 135 at Km.9.167 (R. Idice)	Permanent repairs in concrete
86/240	I.S.R. Contractor	S. Lazzaro	Permanent reconstruction Bridge 157 at Km.6.156. (R. Savena)	3 No. 12 metre concrete arches
86/241	I.S.R. Contractor	Castel Bolognese	Permanent reconstruction Bridge 113 at Km.44.034 (R. Senio)	3 No. 15 metre concrete arches
86/242	I.S.R. Contractor	S. Lazzaro	Permanent reconstruction Bridge 136 at Km.6.442 (Russo Canal)	1 No. 5 metre concrete arch
LINE 87, ORTE - FOLIGNO - FABRIANO - FALCONARA				
87/85	122 Ind Rly Maint Coy.	Falconara	Orte to Falconara	Maintenance
87/94	Italian State Rlys	Fabriano	Permanent repairs to Bridge 23 at Km.225	Rebuild arches in masonry
87/100	Italian State Rlys.	Giuncano	Repairs to tunnel at Km.128 (Balduini tunnel)	Permanent repairs in brickwork
LINE 244, FOLIGNO - BASTIA				
244/11	122 Ind Rly Maint Coy.	Bastia	Foligno to Bastia	Maintenance

0144

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WORKS IN PROGRESS AS AT 30 JUNE, 1945. (contd)

	Description	Size	Progress	Estd date of Completion	Remarks.
n Pietro	Permanent reconstruction Bridge 129 at Km.23.752 (R. Gillaro)	Permanent repairs in concrete	10%	15.10.45	
	Permanent reconstruction Bridge 135 at Km.9.167 (R. Idice)	Permanent repairs in concrete	10%	10.9.45	
o	Permanent reconstruction Bridge 137 at Km.6.156. (R. Savena)	3 No. 12 metre concrete arches	10%	10.9.45	
Bolognese	Permanent reconstruction Bridge 113 at Km.44.034 (R. Senio)	3 No. 15 metre concrete arches	10%	-	
o	Permanent reconstruction Bridge 136 at Km.6.442 (Russo Canal)	1 No. 5 metre concrete arch	10%	-	
ALCONARA	Orte to Falconara	Maintenance	-	-	
	Permanent repairs to Bridge 23 at Km.225	Rebuild arches in masonry	90%	4.7.45	
	Repairs to tunnel at Km.128 (Baldwini tunnel)	Permanent repairs in brickwork	10%	-	
	Foligno to Bastia	Maintenance	-	-	

Appendix. 3.

Daily Average Train Operation June '45.
Central Italy.

	Military Freight. Wagons. Trains	Wagons. Tns.	Wagons. Axles.	Wagons. Total	Troop and POW Trains	Troop and POW Wgns.	Amb. Tns.	Civil Passr.
BOLOGNA - FAENZA	1.5	16	14	30	.6	16	-	-
FAENZA - BOLOGNA	2.6	88	13	96	.2	4	-	-
FAENZA - RIMINI	4.4	116	29	145	2.6	59	-	-
RIMINI - FAENZA	6.0	174	27	201	1.7	34	-	-
RIMINI - MONDOLFO	5.5	110	38	148	3.2	68	-	.8
MONDOLFO - RIMINI	7.6	240	19	267	1.5	34	-	.8
ANCONA AREA	48.8	1126	235	1361	10.5	255	-	8.4
JESI - FABRIANO	7.5	181	34	215	2.3	56	-	1.1
FABRIANO - JESI	8.4	188	99	223	1.6	30	-	1.1
FABRIANO - FOLIGNO	7.1	154	31	185	2.0	46	-	.3
FOLIGNO - FABRIANO	9.5	195	38	233	1.3	20	-	.3
FOLIGNO - ASSISI	.8	8	9	12	-	-	-	1.2
ASSISI - FOLIGNO	.9	9	3	12	-	-	-	1.2
TERNI - FOLIGNO	8.3	204	43	247	1.2	16	-	.3
FOLIGNO - TERNI	7.0	174	24	198	2.3	52	-	.4
ORTE - TERNI	7.2	218	33	251	1.2	22	-	1.7
TERNI - ORTE	7.3	197	21	218	1.9	47	-	2.2
ORTE - AREZZO	3.3	24	54	78	.1	4	-	.5
AREZZO - ORTE	2.7	89	4	93	.1	6	-	.5
ROME - ORTE	7.8	235	68	303	1.1	21	.1	.3
ORTE - ROME	7.5	256	11	267	1.7	44	.1	.3
TOTALS.	161.2	3992	791	4783	37.2	853	.2	21.4

Total trains all classes run 220.0
Average train miles per day 6024

MILITARY FREIGHT.

Average No. loaded wagons per train 24
Average No. empty wagons per train 5
Average No. (Total)wagons per train 29

Average net tons per train 371.4
Average gross tons per train 507.5

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FORLI - BOLOGNA	2.9	88	13	96	.2	4	-	-
FORLI - RIMINI	4.4	113	32	145	2.6	59	-	-
RIMINI - FORLI	6.0	174	27	201	1.7	34	-	-
RIMINI - MONDOLFO	3.6	110	38	148	3.2	88	-	.8
MONDOLFO - RIMINI	7.5	240	19	259	1.5	34	-	.8
ANCONA ARIA	48.8	1128	235	1363	10.5	255	-	8.4
JESI - FABRIANO	7.5	181	34	215	2.3	55	-	1.1
FABRIANO - JESI	8.4	183	39	222	1.8	30	-	1.1
FABRIANO - FOLIGNO	7.1	154	31	185	2.0	46	-	.3
FOLIGNO - FABRIANO	9.5	195	38	233	1.3	20	-	.3
FOLIGNO - ASSISI	.6	6	9	12	-	-	-	1.2
ASSISI - FOLIGNO	.3	9	3	12	-	-	-	1.2
TERNI - FOLIGNO	8.3	204	43	247	1.3	16	-	.3
FOLIGNO - TERNI	7.6	174	24	198	2.2	52	-	.4
ORTE - TERNI	7.2	216	35	251	1.2	22	-	1.7
TERNI - ORTE	7.3	197	21	218	1.9	47	-	2.2
ORTE - AREZZO	2.3	24	54	78	.1	4	-	.5
AREZZO - ORTE	2.7	89	4	93	.1	6	-	.5
ROME - ORTE	7.8	235	68	303	1.1	21	.1	.3
ORTE - ROME	7.3	256	11	267	1.7	44	.1	.3
TOTALS.	161.2	3992	791	4783	37.2	853	.2	21.4

Total trains all classes run 220.0
Average train miles per day 6024

MILITARY FREIGHT.

Average No. loaded wagons per train 24
Average No. empty wagons per train 5
Average No. (Total)wagons per train 29

Average net tons per train 371.4
Average gross tons per train 727.5

Amendment to Appendix 11. Part 2 month of May 1945.

Section ORTE - TERNI Military Freight should 331
be 279 loads 13 empties, totals will therefore
be 3787 loads 1149 empties.

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Appendix. 10.

Daily Average Train Operation June'45
East Italy.

	Military							
	Freight				Troop & P.O.		Anoul-ance	Civil Pass.
	Trains	Wagons						
		Ldes.	Mties.	Otel	Trains	Wagons	Trains	
LORETO - PESCARA	2.0	37	14	51	1.0	39	-	-
PESCARA - LORETO	2.6	43	32	75	.3	13	-	-
PESCARA - TERMOLI	1.8	41	9	50	1.1	42	-	.5
TERMOLI - PESCARA	3.6	41	37	78	.2	10	-	.5
TERMOLI - FOGGIA	2.4	42	16	58	1.3	43	-	.5
FOGGIA - TERMOLI	8.5	60	45	105	.6	20	-	.4
FOGGIA BRANCHES	11.6	45	17	62	.1	7	.1	.2
FOGGIA - CERIGNOLA	7.6	175	20	195	.2	7	.1	.2
FOGGIA - BARI	6.8	206	39	245	3.2	83	.2	2.5
BARI - FOGGIA	7.6	204	81	285	2.1	46	.2	3.3
BARI - BRINDISI	4.4	88	29	117	1.4	13	-	3.4
BRINDISI - BARI	4.7	93	22	115	1.3	11	-	2.4
BARI - TARANTO	4.2	49	24	73	1.8	36	-	3.0
TARANTO - BARI	3.8	49	40	89	.8	15	-	2.9
BRINDISI - TARANTO	2.1	34	13	47	.3	12	-	1.8
TARANTO - BRINDISI	2.4	17	16	33	.2	2	-	1.6
TARANTO - METAPONTO	3.4	40	49	89	.3	3	-	1.4
METAPONTO - TARANTO	3.1	63	9	72	1.0	22	-	1.4
METAPONTO - POTENZA	3.2	41	29	70	.4	6	-	.5
POTENZA - METAPONTO	3.2	35	3	39	.6	20	-	.4
METAPONTO - SIBARI	2.2	18	23	41	-	1	-	1.0
POTENZA - FOGGIA	.5	3	3	6	.4	1	-	-
FOGGIA - POTENZA	.5	1	1	2	.1	1	-	-
TOTALS	86.2	1428	571	1999	18.5	447	.5	25.6

Total trains all classes run	130.8
Average train miles per day	7455
MILITARY FREIGHT.	
Average No. loaded wagons per train	16.6
Average No. empty wagons per train	6.6
Average No.(Total) wagons per train	23.2
Average net tons per train	249.0
Average gross tons per train	527.4

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PESCARA - LORETO	2.6	45	33	78	1.3	33	-	-	-
PESCARA - TERMOLI	1.9	41	9	50	1.1	13	-	-	-
TERMOLI - PESCARA	3.3	41	37	78	.2	42	-	-	.5
TERMOLI - FOGGIA	2.4	42	16	58	1.6	10	-	-	.5
FOGGIA - TERMOLI	3.5	60	45	105	.8	43	-	-	.5
FOGGIA BRANCHES	11.3	45	17	62	-	20	-	-	.4
FOGGIA - CERV.RO	7.3	175	20	195	.2	7	.1	-	-
FOGGIA - BARI	6.8	206	39	245	3.2	33	.3	.2	2.5
BARI - FOGGIA	7.6	204	81	285	2.1	43	.2	.2	2.3
BARI - BRINDISI	4.4	88	29	117	1.4	13	-	-	2.4
BRINDISI - BARI	4.7	93	22	115	1.3	11	-	-	2.4
BARI - TARANTO	4.2	49	24	73	1.3	35	-	-	3.0
TARANTO - BARI	3.5	56	40	96	.8	15	-	-	2.6
BRINDISI - TARANTO	2.1	34	13	47	.3	12	-	-	1.8
TARANTO - BRINDISI	2.4	17	15	32	.2	2	-	-	1.5
TARANTO - METAPONTO	5.4	40	49	89	.8	3	-	-	1.4
METAPONTO - TARANTO	5.1	63	9	72	1.0	22	-	-	1.4
METAPONTO - POTENZA	3.2	41	29	70	.4	5	-	-	.5
POTENZA - METAPONTO	2.2	35	3	39	.8	20	-	-	.4
METAPONTO - SIBARI	2.2	19	22	41	-	1	-	-	1.0
POTENZA - FOGGIA	.6	3	3	6	.4	1	-	-	-
FOGGIA - POTENZA	.2	1	1	2	.1	1	-	-	-
TOTALS	85.2	1428	571	1999	18.5	447	.5	25.6	

Total trains all classes run 130.9
Average train miles per day 7455

MILITARY FREIGHT.

Average No. loaded wagons per train 16.6
Average No. empty wagons per train 6.6
Average No.(Total) wagons per train 23.2

Average net tons per train 249.0
Average gross tons per train 527.4

The through connection between ANCONA and the section LORETO - TERMOLI was not operative until 1 July. LORETO - TERMOLI has therefore been included with East Italy for the month of June. Thereafter it will be included under Central Italy.

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Appendix 11.

RAIL MILEAGE IN OPERATION
ITALY (exclusive Northern Compartimenti) SICILY, and SARDINIA
AS OF 30 JUNE 1945.

I.S.R. COMPARTI MENTO.	OPERATING PERSONNEL.	KILOMETERS UNDER DIRECTION USA.	BR.	AC.	TOTAL.
BOLOGNA	ISR	175	112		287
ANCONA	ISR		553	40	593
FLORENCE	ISR	406	33	34	503
ROME	ISR	510	165	323	998
NAPLES	ISR	791	88		879
REGGIO	ISR			980	980
BARI	ISR	----	1111	----	1111
TOTAL KILOMETERS MAINLAND		1882	2092	1377	5351
SICILY	ISR			1837	1837
SARDINIA	ISR	----	----	410	410
GRAND TOTAL IN KILOMETERS		1882	2092	3624	7598
GRAND TOTAL IN MILES		1175	1299	2251	4726

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I.S.R. COMPANY HQTO.	OPERATING PERSONNEL.	KILOMETERS UNDER DIRECTION USA.	BR.	AC.	TOTAL.
BOLOGNA	ISR	175	112		287
ANCONA	ISR		558	40	598
FLORENCE	ISR	496	68	34	598
ROME	ISR	510	165	323	998
NAPLES	ISR	791	88		879
REGGIO	ISR			980	980
BARI	ISR	____	1111	____	1111
TOTAL KILOMETERS MAINLAND		1082	2092	1377	5351
SICILY	ISR			1837	1837
SARDINIA	ISR	____	____	410	410
GRAND TOTAL IN KILOMETERS		1082	2092	3624	7598
		====	====	====	====
GRAND TOTAL IN MILES		1175	1299	2251	4725
		====	====	====	====

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Appendix 12

LOCOMOTIVE POSITION THROUGHOUT ITALY

30 JUNE 1945

Type				Available	Waiting Shops	In Shops	Laid Aside U/S	Laid Aside Serviceable
SICILY								
Steam Main Line	ISR	Coalburning		147	72	39	12	–
" Switch	"	"	"	39	19	3	–	–
				186	91	42	12	–
SOUTHERN ITALY								
Steam Main Line	ISR	Coalburning		551	176	60	158	6
" " "	WD	"	"	2	–	–	–	–
" " "	USA	"	"	6	–	–	–	–
" " "	USA	Oil	"	212	2	9	–	61
" " "	WD	"	"	30	2	8	–	–
" " "	ISR	"	"	23	6	2	–	–
" Switch	WD	Coal	"	4	–	2	–	–
" "	USA	"	"	5	–	–	–	–
" "	ISR	"	"	216	88	17	64	–
Diesel 650 H.P.	USA			82	13	21	–	32
" 350 H.P.	WD			3	–	2	–	–
Electric	ISR			136	54	9	94	16
				1272	341	130	316	115
NORTH-WEST ITALY								
Steam Main Line	ISR	Coalburning		441	94	39	13	–
" Switch	ISR	"	"	294	41	14	9	–
Electric	ISR			407	71	62	31	–
				1142	206	115	53	–
NORTH-EAST ITALY								
Steam Main Line	ISR	Coalburning		273	251	25	83	–
" " "	German	"	"(Series 52)	27	15	–	–	–
" " "	USA	Oil	"	11	–	1	–	–
" Switch	ISR			145	54	11	19	–
Electric	ISR			159	215	–	39	–
				615	535	37	141	–
TOTAL ALL TYPES				3215	1173	324	522	115
GRAND TOTAL ALL TYPES					5234			

NOTES : (a) Locomotives shown in the "stored serviceable" column are included in the "available" column.

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SOUTHERN ITALY							
Steam Main Line	ISR	Coalburning	551	176	60	158	6
" " "	WD	" "	2	-	-	-	-
" " "	USA	" "	8	-	-	-	-
" " "	USA	Oil "	212	2	9	-	61
" " "	WD	" "	30	2	8	-	-
" " "	ISR	" "	23	6	2	-	-
" Switch	WD	Coal "	4	-	2	-	-
" "	USA	" "	5	-	-	-	-
" "	ISR	" "	216	88	17	64	-
Diesel 650 H.P.	USA		82	13	21	-	32
" 350 H.P.	WD		3	-	2	-	-
Electric	ISR		136	54	9	94	16
			1272	341	130	316	115
NORTH-WEST ITALY							
Steam Main line	ISR	Coalburning	441	94	39	13	-
" Switch	ISR	" "	294	41	14	9	-
Electric	ISR		407	71	52	31	-
			1142	206	115	53	-
NORTH-EAST ITALY							
Steam Main Line	ISR	Coalburning	273	251	25	63	-
" " "	German	"(Series 52)	27	15	-	-	-
" " "	USA	Oil "	11	-	1	-	-
" Switch	ISR		145	54	11	19	-
Electric	ISR		159	215	-	39	-
			615	535	37	141	-
TOTAL ALL TYPES			3215	1173	324	522	115
GRAND TOTAL ALL TYPES			5234				

NOTES : (a) Locomotives shown in the "stored serviceable" column are included in the "available" column.

(b) Southern Italy includes all the mainland compartimenti up to, and including, FLORENCE and ANCONA.

(c) North-West Italy comprises the compartimenti of GENOA, MILAN and TURIN.

(d) North-East Italy comprises the compartimenti of BOLOGNA, VERONA, VENICE and part of TRIESTE.

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PORT WORKING STATISTICS - ITALY.

SUMMARY FOR PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 30 JUNE 45.

Port	No. of Ships	No of days Discharging	Cargo	No. of M.T. & Tons Discharged. QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Tonnage Discharg
TARANTO	44	108	M.T. Stores Coal	204	1419 11282 13206	4381		25907	7 =
BRINDISI	24	118	M.T. Stores	141	371 35409	11317		35780	5 =
BARI	30	161	M.T. Stores Coal	27	192 91793 20568	50918		112553	1 =
BARLETTA	1	9	Stores		2332	-		2332	
GALLIPOLI			Stores Coal		748 2570	-		3318	
ANCONA	101 (54)	256	M.T. Stores Coal	82	1076 52044 8421	45891		61541	3 =
VENICE	126 (73)	248	M.T. Stores Coal	36	124 77559 12469	865		90152	1 =

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Appendix No; 13
Sheet No. 1.

PORT WORKING STATISTICS - ITALY.

ORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 30 JUNE 45.

s ng	Cargo	No. of M.T. & Tons Discharged. M.T. QUAY	Tons QUAY	M.T. LIGHTER	Tons LIGHTER	Total Tonnage	Average Daily Tonnage Discharged	Ship Tons per Ship Day
	M.T.	204	1419				7 = 47	
	Stores		11282	4381		25907	376	240
	Coal		13206				440	
	M.T.	141	371				5 = 12	
	Stores		35409	11317		35780	1180	303
	M.T.	27	192				1 = 6	
	Stores		91793	50918		112553	3060	699
	Coal		20568				685	
	Stores		2332	-		2332	259	259
	Stores		748				25	
	Coal		2570	-		3318	86	
	M.T.	82	1076				3 = 36	
	Stores		52044	45891		61541	1735	240
	Coal		8421				281	
	M.T.	36	124				1 = 4	
	Stores		77559	865		90152	2585	364
	Coal		12469				416	

...../Contd.

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Port	No. of Ships	No. of days Discharging.	Cargo	No. of M.T. & Tons Discharged. M.T. Tons QUAY	M.T. Tons LIGHTER	Total Tonnage	Average Tonnage Discharged
TRIESTE	85 (70)	121	Stores Coal	34568 1884	-	36452	
GENOA	25 (11)	74	Stores Coal	19539 2977	13852	22516	
DURAZZO			Stores	7223	-	7223	

Total Tonnage Discharged

Notes:- Figures in brackets denote L.C.Ts discharged, and are included in first figure.

The Stores figure does not include P.O.L. discharged by Pipe Line.

Lighter tonnage is also included in Quay commodity tonnage.

Barletta closed 9th June 45.

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Appendix No. 13.
Sheet No. 2.

ye ng.	Cargo	No. of M.T. & Tons Discharged. M.T. Tons QUAY	M.T. Tons LIGHTER	Total Tonnage	Average Daily Tonnage Discharged	Ship Tons per Ship Day
	Stores	34568			1152	
	Coal	1884	-	36452	63	301
	Stores	19539			651	
	Coal	2977	13852	22516	99	304
	Stores	7223	-	7223	241	

Total Tonnage Discharged 397,774 Tons.

ets denote L.C.Ts discharged, and are included in first figure.

e does not include P.O.L. discharged by Pipe Line.

is also included in Quay commodity tonnage.

9th June 45.

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PORT WORKING STATISTICS - ITALY

SUMMARY FOR PORTS OF TONNAGES LOADED DURING MONTH ENDING 30 JUNE 45.

Port	No. of Ships	No. of days Loading	Cargo	No. of M.T. & Tons Loaded. QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Aver Tonn Load
TARANTO	36	78	M.T.	715	1519				24
			Stores		6832	-		8351	
BRINDISI	71 (8)	232	M.T.	94	168				3
			Stores		38867	-		39035	
BARI	63 (1)	232	M.T.	218	547				7
			Stores		49144	-		49691	
MONOPOLI	2	3	Stores		198	-		198	
GALLIPOLI			Stores		3875	-		3875	
ANCONA	153 (122)	343	M.T.	556	4653				19
			Stores		50440	-		55093	
VENICE	30 (29)	31	Stores		1203	-		1203	
TRIESTE	18 (18)	20	Stores		426	-		426	
GENOA	1 (1)	1	Coal		100	-		100	
DURAZZO			Stores		11	-		11	

Total Tonnage Loaded 157,98

Notes:- Figures in brackets denote L.C.Ts loaded. The Stores figure does not include and are included in first figure.

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Appendix No.14

PORT WORKING STATISTICS - ITALY

Y FOR PORTS OF TONNAGES LOADED DURING MONTH ENDING 30 JUNE 45.

days	Cargo	No. of M.T. & Tons Loaded. M.T.	Tons QUAY	M.T.	Tons LIGHTER	Total Tonnage	Average Daily Tonnage Loaded	Ship Days per Ship Day.
	M.T.	715	1519				24 = 51	
	Stores		6832		-	8351	228	106
	M.T.	94	168				3 = 6	
	Stores		38867		-	39035	1296	167
	M.T.	218	547				7 = 18	
	Stores		49144		-	49691	1638	214
	Stores		198		-	198	7	66
	Stores		3875		-	3875	129	
	M.T.	556	4953				19 = 155	
	Stores		50440		-	55093	1681	161
	Stores		1203		-	1203	40	39
	Stores		426		-	426	14	21
	Coal		100		-	100	3	100
	Stores		11		-	11	-	-

Total Tonnage Loaded 157,983 Tons.

kets denote L.C.Ts loaded. The Stores figure does not include P.O.L. loaded by Pipe line.
d in first figure.

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PORT WORKING STATISTICS - ITALY.

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

		M.T. (No.)	COAL TONNAGE	OTHER TONNAGE	TOTA
DISCHARGED					
	Accumulative Total Brought Forward.	111,733	639,588	5,539,193	6,
	June 45.	490	62,095	335,679	
	Totals to Date	112,223	701,683	5,874,872	6,
LOADED					
	Accumulative Total Brought Forward	21,894	10,694	1,155,089	1,
	June 45.	1,583	100	157,883	
	Totals to Date	23,477	10,794	1,312,972	1,
	Totals DISCHARGED & LOADED to Date.	135,700	712,477	7,187,844	7,

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PORT WORKING STATISTICS - ITALY.

Appendix No. 15.

MULATIVE TOTALS - DISCHARGED AND LOADED (From 1 December 1943).

	M.T. (No.)	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
tal	111,733	639,583	5,539,193	6,178,781
	490	62,095	335,679	397,774
	112,223	701,683	5,874,872	6,576,555
tal	21,894	10,694	1,155,089	1,165,783
	1,583	100	157,883	157,983
	23,477	10,794	1,312,972	1,323,766
ED &	135,700	712,477	7,187,844	7,900,321

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Append

PORT WORKING STATISTICS - ITALY.

TONNAGES CLEARED FROM ITALIAN PORTS DURING MONTH ENDING 30 JUNE 45.

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	ANCONA	VENICE	TRIESTE	G
Road	4072	9287	69012	2332	748	37418	54180	32105	1
Rail	19014	22170	39153	-	2570	23208	35294	1884	
I.W.T.	1516	5806	2920			1096	1037		
	24602	37263	111085	2332	3318	61722	90511	33989	2

	TARANTO	BRINDISI	BARI	ANCONA	VENICE	GENOA	TOTAL
Discharged to Lighter	4381	11317	50918	45891	865	13852	126359 (e V
No. of Lighters in use per port.	29	30	80	86	50	29	254
Average tons per Lighter.	151	377	636	534	+	477	497

+ = Lighters at Venice mainly used for ferrying and transport purposes.

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Appendix No. 16.

PORT WORKING STATISTICS - ITALY.

TONNAGES CLEARED FROM ITALIAN PORTS DURING MONTH ENDING 30 JUNE 45.

TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	ANCONA	VENICE	TRIESTE	GENOA	TOTAL
4072	9287	69012	2332	748	37418	54180	32105	16571	225725
9014	22170	39153	-	2570	23208	35294	1884	5904	149197
1516	5806	2920			1096	1037		133	12505
14602	37263	111085	2332	3318	61722	90511	33989	22605	387427

TARANTO	BRINDISI	BARI	ANCONA	VENICE	GENOA	TOTAL	
4381	11317	50918	45891	865	13852	126359	(excluding Venice)
29	30	80	86	50	29	254	
151	377	636	534	+	477	497	

+ mainly used for ferrying and transport purposes.

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DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A

From	Port	No. of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores.	Principal Items
U.K.	NAPLES BRINDISI BARI ANCONA	11	1374	13 - 40' Sectional Welded Bridges 9 - 39' R.S.J. Span Bridges 12 - 36' " " " 9 - 35' " " " 5 - 31' " " " 187 - tons Light Steel Trestling 1 - U.C.R.B. Launching Nose 49 - tons Steel Piling 34 - Utility Tanks for Locos 1 - 1-ton Jones Crane No. 20701 4 - 2-ton " " Nos. 40293, 40294, 40313, 4029 3 - 5-ton Coles Cranes Nos. 4709, 4710, 4715 8 - 5-ton Morris " Nos. 29576, 29577, 29578, 295 29580, 29581, 29582, 295 3 - 3½/5 ton R. & R. Cranes Nos. 1965, 1966, 1967 5 - 6-ton R. & R. Cranes Nos. 3538, 3539, 3540, 354 1 - 8½-ton R. & R. Crane No. 2160 5 - Compressors
U.S.A.	NAPLES BARI ANCONA	6	2076	20 - 70' Deck U.C.R.Bs. 20 - 70' Through " 220 - tons Light Steel Trestling 274 - " Heavy " "
				17 - tons R.C.L. Base Engine Spares
N.A.	NAPLES	L.S.Ts.	541	170 - tons U.C.R. Bridging (shipped from U.S.A. during 5 - U.S. 20 ton Box Wagons 2 - " " " " " Chassis as flats 2 - " " " Open " " " " 1 - " " " Caboose converted as flat 21 - " 40 ton Box Wagons
M.E.	TARANTO ANCONA VENICE	4	1769	4 - U.S. 2-8-2 Locos 7½ - miles track 45 - sets Crossing Timbers 1 - "Buckeye" Crawler Crane

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APPENDIX NO. 17.

ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A. AND M.E. - JUNE 1945.

No. of Ships carrying Stores	Approx. Total Tonnage Tn. Stores.	Principal Items	Demand No.
11	1374	13 - 40' Sectional Welded Bridges 9 - 39' R.S.J. Span Bridges 12 - 36' " " " 9 - 35' " " " 5 - 31' " " " 187 - tons Light Steel Trestling	MED/TN2/UK. 147
		1 - U.C.R.B. Launching Nose	MED/TN2/UK. 163
		49 - tons Steel Piling	MED/TN2/UK. 214
		34 - Utility Tanks for Locos	MED/TN2/UK. 151
		1 - 1-ton Jones Crane No. 20701 4 - 2-ton " " Nos. 40293, 40294, 40313, 40295 3 - 5-ton Coles Cranes Nos. 4709, 4710, 4715 8 - 5-ton Morris " Nos. 29576, 29577, 29578, 29579, 29580, 29581, 29582, 29571. 3 - 3½/5-ton R. & R. Cranes Nos. 1965, 1966, 1967 5 - 6-ton R. & R. Cranes Nos. 3538, 3539, 3540, 3541, 3542 1 - 8½-ton R. & R. Crane No. 2160 5 - Compressors	MED/TN2/UK. 109 UK. 196 & UK. 212
6	2076	20 - 70' Deck U.C.R.Bs. 20 - 70' Through " 220 - tons Light Steel Trestling 274 - " Heavy " "	MED/TN2/UK. 163 MED/TN2/UK. 147
Ts.	541	17 - tons R.C.L. Base Engine Spares 170 - tons U.C.R. Bridging (shipped from U.S.A. during March) 5 - U.S. 20 ton Box Wagons 2 - " " " " " Chassis as flats 2 - " " " Open " " " " 1 - " " " Caboose converted as flat 21 - " 40 ton Box Wagons	MED/TN2/UK. 147 - - - - -
	1789	4 - U.S. 2-8-2 Locos 7½ - miles track 45 - sets Crossing Timbers 1 - "Buckeye" Crawler Crane	MED/TN2/ME. 94 MED/TN2/ME. 107

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APPENDIX NO. 18.

TN. STORES STATISTICS.

Tonnages of Tn. Stores - Handled in Depots.

	May	June	Increase + Decrease - over May 45.
Unloaded	19229	27902	+ 8673
Reconsigned	7281	8119	+ 838
Loaded and Despatched	25773	23890	- 1883
	52,283	59,911	+ 7628

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

	May	June	Total to 30 June 45.
Received in Italy	25512	19755	269,963
Issued (a) Italy	26378	18120	225,013
(b) S. France	4	..	2,311
Closing Stock	69935	73824	-

Indents and Transfer Vouchers.

	May	June
Indents - number	2221	1732
- items	7339	6265
Transfer Vouchers - number	521	471
- items	2262	4026

Railway Bridging.

		RECEIVED		ISSUED		Returned from units	Stock at end of June
		June	Total to end June	June	Total to end June		
Type of Bridging.							
R.S.J. Spans	ft.run	257	15,327	-	9,054	560	4,833
Sectional 40'	"	760	9,640	80	7,560	480	2,560
U.S.R.E.	"	1070	17,020	2090	16,981	1261	1,300
Lattice Girder	"	-	3,444	528	1,543	-	2,101
Plate Girder (Obs.)	"	..	210	-	180	-	30
Yunnan Burma	"	-	7,255	1181	7,762	804	297
Fabricated RSJ Spans	"	-	2,095	-	2,130	210	175
	Total ft.run	2067	52,991	3679	45,010	3,315	11,296
Trestling.							
Light	Tons	2	13,485	986	9,149	1399	5,735
Heavy	"	80	1,861	-	1,128	124	857

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

	May	June	Total to 30 June 45.
Received in Italy	25512	19755	269,963
Issued (a) Italy	26378	18120	225,013
(b) S. France	4	"	2,311
Closing Stock	69955	77324	-

Indents and Transfer Vouchers.

	May	June
Indents - number	2221	1732
- items	7339	6265
Transfer Vouchers - number	521	471
- items	2262	4026

Railway Bridging.

Type of Bridging.		RECEIVED June	RECEIVED Total to end June	ISSUED June	ISSUED Total to end June	Returned from units	Stock at end of June
R.S.J. Spans	ft.run	237	13,327	-	9,054	560	4,833
Sectional 40'	"	760	9,640	80	7,560	480	2,560
U.S.B.E.	"	1070	17,020	2090	16,981	1261	1,300
Lattice Girder	"	-	3,444	328	1,343	-	2,101
Plate Girder (Obs.)	"	"	210	-	180	-	30
Yunnan Burma	"	-	7,255	1181	7,762	804	297
Fabricated RSJ Spans	"	-	2,095	-	2,130	210	175
	Total ft.run	2067	52,991	3679	45,010	3,315	11,296
Trestling.							
Light	Tons	2	13,485	986	9,149	1399	5,735
Heavy	"	60	1,361	-	1,128	124	857

Track.

		RECEIPTS June	RECEIPTS Total to date	RETURNS FROM UNITS June	RETURNS FROM UNITS Total to date	ISSUES June	ISSUES Total to date	Stock
Plain Line (excl. Sleepers)	Miles	6	302	-	-	6	217	85
Sleepers	"	2	336	3	13	6	348	31
Turnouts (excl. Timbers)	*Each	-	1,08	2	16	22	900	554
Cribbing Timbers	Sets	"	1425	10	26	11	784	667

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SUMMARY OF U.S. AND BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 30

DESCRIPTION	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY WHEN OUTSTANDINGS MET	
	NORTH AFRICA	ITALY	AGAINST DEMANDS	AGAINST TRANSFERS		
LOCOS						
MAIN LINE - Steam US 2-8-2	-	27	12 (a)	-	39	(a)
US 2-8-0	-	243	-	-	243	
LMS 2-8-0	-	15	-	-	15	
SHUNTING - Steam US 0-6-0	-	5	-	-	5	
GW 0-6-0	-	6	-	-	6	
MAIN LINE - Diesel-Electric US 0-4-4-0 650 HP	-	116	-	-	116	
SHUNTING - Diesel-Electric LMS 0-6-0 350 HP	-	4	-	-	4	
Diesel - German 0-4-0 250 HP	-	1	-	-	1	
WAGONS						
U.S. Box - 20 ton	2 (b)	543	-	2	545	(b)
Converted to Mail Van	-	12	-	-	12	
Chassis used as Flat	1 (b)	13	-	1	14	
U.S. Box - 40 ton Chassis used as Flat	-	58	-	-	58	
U.S. Brake Van 20 ton converted as Flat	-	1	-	-	1	
Br. Flat for A.F.Vs. - 40/50 ton	-	50	-	-	50	
U.S. " " " - 50/56 ton	-	78	-	-	78	
Br. Open H.S. - 13 ton	-	99	-	-	99	
U.S. Well - 50 ton	-	3	-	-	3	

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APPENDIX 19.

ED BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 30 JUNE 45.

TION	HELD IN NORTH AFRICA	HELD IN ITALY	OUTSTANDING FOR ITALY AGAINST DEMANDS	OUTSTANDING FOR ITALY AGAINST TRANSFERS	TOTAL IN ITALY WHEN OUTSTANDINGS MET	REMARKS
	-	27	12 (a)	-	39	(a) Ex M.E.
	-	243	-	-	243	
	-	15	-	-	15	
	-	5	-	-	5	
	-	6	-	-	6	
JS 0-4-4-0 650 HP	-	116	-	-	116	
MS 0-6-0 350 HP	-	4	-	-	4	
0-4-0 250 HP	-	1	-	-	1	
	2 (b)	543	-	2	545	(b) To be transferred to Italy.
o Mail Van	-	12	-	-	12	
n as Flat	1 (b)	13	-	1	14	
d as Flat	-	58	-	-	58	
ed as Flat	-	1	-	-	1	
ton	-	50	-	-	50	This summary does not take into account wagons which are being shipped from North Africa to South France.
ton	-	78	-	-	78	
ton	-	99	-	-	99	
ton	-	3	-	-	3	

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APPENDIX NO. 20.

FROM:- G-4 TO:- AGWAR info EMBS(I).

REF:- FX-17490 DATE:- 5 July 45.

Railway operations in connection with redeployment and the necessary civil traffic so as to prevent disease and unrest require the continued use in ITALY of the US standard gauge steam locomotives and rolling stock. Urad W-17316. The following items can be declared excess to theatre needs on 1st September only if they are to be applied against AC requisition for Italian railroad requirements:

245	USA 2-8-0 Steam locomotives.
5	USA 0-6-0 Steam switch locomotives.
556	Box cars 4 wheel 20 tons.
5	Box cars 8 wheel 40 tons.
5	Well cars 50-ton.
33	Flat cars 8 wheel 40 ton.
29	Flat cars 8 wheel 50 ton.
14	Flat cars 4 wheel 20 ton.
4	Cranes locomotive self propelled 75 ton.
2	Auto railers EVANS E15.

The last two items are not part of AC requirements but if declared surplus will determine the possible disposal to Italian Government.

Also in excess to theatre needs on 1st September 67 Diesel Locomotives 65-ton standard gauge which it is understood will be transferred from the theatre.

However, if these are not operationally required in other theatres, it is recommended that they should be applied against AC requirements on the basis of 1 diesel for 1 steam locomotive. All these transfers should include 6 months spares.

Authority for the disposal of all of the above equipment is desired earliest so that all preliminary work in connection with the transfer and shipment may be accomplished prior to redeployment of US personnel.

- -

FROM:- G-4. TO:- AGWAR info EMBS(I).

REF:- FX-17489. DATE:- 5 July 45.

Spares requirements URAD-SL-45002 for planning purposes contemplate Diesel Locomotives of known U.S. ownership in excess Theatre needs as at 1st September 1945.

Steam locomotives and cars will only be declared excess as at 1st [illegible] the understanding that they will be applied against A.C.

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556 Box cars 4 wheel 20 tons.
5 Box cars 8 wheel 40 tons.
3 Well cars 50-ton.
53 Flat cars 8 wheel 40 ton.
29 Flat cars 8 wheel 30 ton.
14 Flat cars 4 wheel 20 ton.
4 Cranes locomotive self propelled 75 ton.
2 Auto railers EVANS E15.

The last two items are not part of AC requirements but if declared surplus will determine the possible disposal to Italian Government.

Also in excess to theatre needs on 1st September 67 Diesel Locomotives 65-ton standard gauge which it is understood will be transferred from the theatre.

However, if these are not operationally required in other theatres, it is recommended that they should be applied against AC requirements on the basis of 1 diesel for 1 steam locomotive. All these transfers should include 6 months spares.

Authority for the disposal of all of the above equipment is desired earliest so that all preliminary work in connection with the transfer and shipment may be accomplished prior to redeployment of US personnel.

- -

FROM:- C-4. TO:- AGWAR info DMRS(I).

REF:- FX-17489. DATE:- 5 July 45.

Spares requirements URAD-E-15802 for planning purposes contemplate Diesel Locomotives of known U.S. ownership in excess Theatre needs as at 1st September 1945.

Steam locomotives and cars will only be declared excess as at 1st September with the understanding that they will be applied against A.C. requirements for Italy and will be used to meet military requirements first which will last until 1946. Transfer of these locomotives will be recommended with 6 months spares.

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APPENDIX NO. 21.

COAL - JUNE 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	16,627	45,193	61,820
RECEIPTS	35,127	44,018	79,145
ISSUES	29,753	20,374	50,107
TRANSFERS	NIL	7,986	7,986
CLOSING STOCK	+ 22,021	+ 60,851	82,372
STOCK IN DAYS RECKONING BASED ON MONTH'S ISSUES	25	104	57
AVERAGE WEEKLY RECEIPTS	7,025	6,804	15,829
AVERAGE WEEKLY ISSUES	5,945	4,075	10,021

+ Closing stock includes Grade A Coal (American Low Volatile):-
EAST ITALY - 3,320 tons.
WEST ITALY - 17,292 tons.

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF JUNE 1945.

In barrels (35 Imp. Galls. or 42 U.S. Galls.).

	OIL. SAT. STEAM	OIL. SUP. STEAM	LUB. ENGINE
OPENING STOCK	910	2804	1894
		2148	5801

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RECEIPTS	22,127	44,[illegible]	[illegible]
ISSUES	29,733	20,574	50,107
TRANSFERS	NIL	7,986	7,986
CLOSING STOCK	+ 22,021	+ 60,651	82,872
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	25	104	57
AVERAGE WEEKLY RECEIPTS	7,025	8,304	15,329
AVERAGE WEEKLY ISSUES	5,945	4,075	10,021

\+ Closing stock includes Grade A Coal (American Low Volatile):-
EAST ITALY - 3,320 tons.
WEST ITALY - 17,292 tons.

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF JUNE 1945.

In barrels (35 Imp. Galls. or 42 U.S. Galls.).

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE
OPENING STOCK	910	2804	1894
RECEIPTS DURING MONTH	3114	2118	5801
ISSUES DURING MONTH	64	234	682
CLOSING STOCK	3960	4688	7013

NOTE:- Wagon Axle Oil is now included with Lub. Engine Oil.

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RE-TRANSFERS OF TRANSPORTATION EQUIPMENT OF U.S. ORIGIN - JUNE 1945.

Full Description of Equipment			W.D. No.	Reference to War Office approval where Re-Transfer falls under para. 2(i), (ii) and (iii).
(i) From Military-end use to Civilian-end use				
NIL				
(ii) From or to a Foreign Government				
NIL				
(iii) From one Theatre to another Theatre				
(a) Locos, Steam Std. Gauge 2-6-2	each	2	71016, 71146.	War Office letter TM/TN1/ME 12 14 Feb. 45 and Mideast cable TN2/02746 - 8 Apr. 45.
" " " " " "		2	71040, 71191.	Troopers cable 56900 TN 1/2 - 4 Jan. 45.
(b) Rolling Stock (c) Craft (d) Cranes		NIL		
(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				

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APPENDIX NO. 22.

RE-TRANSFERS OF TRANSPORTATION EQUIPMENT OF U.S. ORIGIN - JUNE 1945.

Equipment		W.D. No.	Reference to War Office approval where Re-Transfer falls under para. 2(i), (ii) and (iii).	Description of re-transfer. FROM	TO
Civilian-end use					
ermanent					
her Theatre					
auge 2-6-2 each	2	71016, 71146.	War Office letter 13i/TN1/ME 12 14 Feb. 45 and Mideast cable TN2/02746 - 8 Apr. 45.	L.Tn., M.E.F.	B.Tn., Italy.
" "	2	71040, 71191.	Troopers cable 56900 TN 1/2 - 4 Jan. 45.	P.Tn., P.L.I.C. via M.E.	D.Tn., Italy.
NIL					
eatre to another Theatre					
.S. Troops					
ish Troops					

Appendix No. 23.

VALUATION OF ASSISTANCE RENDERED BY
MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS. JUNE 45.

A. REHABILITATION OF ITALIAN STATE RAILWAYS.

LINE REHABILITATED.	F.O.R.(UK) VALUE OF ALLIED N.D. MATERIAL INCORPORATED.	HIRE CHARGES FOR USE OF MECHANICAL EQUIPMENT.		MILITARY MANHOURS.	
		BRITISH	AMERICAN	BRITISH	AMERICAN
ITALY.	Lire.	Lire.	Lire.	Manhours	Manhours
Line 50. Rome-Civitavecchia-Le Sorn-Pisa.	2,[illegible],028		100,000		30,229
Line 5. Rome-Orte-Chiusi-Florence.	383,921	1,000	260,120	15,451	16,425
Line 86. Brindisi-Bari-Foggia-Ancona.	2,124,000			4,287	
Line 87. Orte-Terni-Foligno-Ancona.	6,975,129	23,800		80,391	
Line 90. Naples-Rome via Inland Route.	3,246,703		1,059,400		38,288
Line 42. Leghorn-Marina di Pisa.	1,391,700		357,100		240
Total for June 45.	16,[illegible],571	24,800	1,776,660	100,129	91,182.

B. L.D. Materials supplied to I.S.R. and other Railway Undertakings for Domestic Use.

SUPPLIES.	I.S.R. Lire	SUD ESP. Lire.	FERROVIE ESER+ CIRCUM PEROTEA. Lire.
Italy.			
Mn. Materials ex U.S.Ds.	1,502,425	48,490	4,800
U.K. Food Rations.	1,323,667	-	-
Total for June 45.	2,826,092	48,490	4,800

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ITALY.	Lire.	Lire.	Lire.	Manhours	Manhours
Line 50.					
Rome-Civitavecchia-Leghorn-Pisa.	2,[illegible],028		100,000		30,229
Line 9.					
Rome-Orte-Chiusi-Florence.	383,921	1,000	260,120	15,451	16,425
Line 84.					
Brindisi-Bari-Foggia-Ancona.	2,124,000			4,287	
Line 87.					
Orte-Terni-Foligno-Ancona.	6,975,129	23,800		80,391	
Line 90.					
Naples-Rome via Inland Route.	3,245,793		1,059,400		38,238
Line 42.					
Leghorn-Marina di Pisa.	1,391,700		357,109		240
Total for June 45.	16,951,571	24,800	1,778,680	100,129	91,182.

D. U.D. Materials supplied to I.S.R. and other Railway Undertakings for Domestic Use.

SUPPLIES.	I.S.R. Lire	SUD EST. Lire.	FERROVIE ESERCITATE PERROTTA. Lire.
Italy.			
Tn. Materials ex U.S.Ds.	1,302,425	48,490	4,600
U.D. Food Rations.	1,523,667	-	-
Total for June 45.	2,826,092	48,490	4,600

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RAILWAY PERSONNEL & FREIGHT STATISTICS - IRAN

CARRIED BY BRITISH R.T.O's MAY 13th to JUNE 12th 1942

Passenger

Traffic	Total Warrants	Personnel Entrained	Pass Kiloms	Baggage, Stores, Guns etc. Tons	Tons	Tn Kms
British		224,964	50,819,733	377	3,692	99,693
U.S.A.		3,791	674,836	11	89	4,375
A.M.G/A.C.C.		50,468	17,647,855	9	29	1,357
E.F.I.		11	4,403			
Brazilian Military		2	306			
French "		1,100	276,196			
Italian "		7,045	2,300,395	4	34	829
+ " Civilian		1	250			
U.N.R.R.A.		320	130,353			
Y.M.C.A.		1	496			
Y.W.C.A.		1	268			
British Red Cross		1	115			
Total	5,537	287,315	73,650,424	401	3,844	99,415

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Tn Kilms	Ton Kilms
British		39,434	473,664	9,060,383	100,727,099
U.S.A.		5,549	64,698	1,107,443	11,749,159
A.M.G/A.C.C.		2,682	41,343	347,781	5,484,671
E.P.I.		836	10,457	184,769	2,262,380
French Military		1	8	214	1,712
Italian "		648	3,595	281,920	1,215,438
Coal etc., to I.S.R. Sud Est.		1,237	21,253	128,849	2,148,979
U.D.E.I.		8	104	4,964	52,832
British Red Cross		10	112	776	9,076
U.N.R.R.A.		1	5	393	1,965
Total	11,641	50,366	615,099	11,116,592	123,653,352

Note:- + I.S.R. Personnel.

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RAILWAY RESERVE: FREIGHT STATISTICS - ITALY

Appendix No. 24.

HANDLED BY BRITISH R.T.O's

MAY 13th to JUNE 12th 1945

Personnel Entrained	Pass Kilcms	Dangage, Stores, Guns etc. Tons	Tgn Kms	Ton Kms	Average Length of Journey (Kilcms)
224,064	50,619,733	377	3,692	93,698	851,461
3,701	674,836	11	89	4,079	32,930
50,466	17,647,855	9	29	1,057	3,524
11	4,403				
2	306				
1,109	276,196				
7,645	2,309,395	4	34	820	5,270
1	268				
329	130,553				
1	496				
1	260				
1	145				
287,315	73,653,424	401	3,844	99,415	933,185	277

Total Wagons	Total Tons	Tgn Kilcms	Ton Kilcms	Average Wagon Load (Tons)	Average Wagon Haul (Kilcms)
39,454	473,664	9,560,383	100,727,099		
5,549	64,698	1,137,443	11,789,139		
2,622	41,343	347,781	5,184,671		
836	10,157	184,769	2,262,460		
1	8	214	1,712		
848	3,535	281,920	1,215,408		
1,237	21,203	128,849	2,118,979		
6	104	4,004	52,832		
10	112	776	9,976		
1	5	393	1,969		
50,366	615,099	11,116,592	123,653,352	11.1	221

Note:- + I.S.R. Personnel.

SECRET.

ALLIED FORCE HEADQUARTERS

TRANSPORTATION (BRITISH) SECTION

G.H.Q.

PROGRESS REPORT.

NORTH AFRICA AND THE BALKANS.

MARCH - APRIL 1945.

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General Report.

Appendix 1. Port Working North Africa - Comparative statistics.
2. Transportation Increment (Balkans) War Establishment.
3. " " " Allocation between Greece and Jugoslavia.
4. Transportation Increment (Balkans) -Personnel and transport position.
5. Summary of Tn.Increment (Balkans) HQ., L.F. (G) personnel as at 30 April 1945.
6. Location Statement - Tn.Units Greece.
7. Port Working Statistics - Greece.
8. Rolling Stock Position S.E.R. and S.P.A.P.
9. Railway Operating Statistics - Greece.
10. Comparison of Shipment of Tn.Stores (Railway Bridging) against Milstaf accepted availabilities.
11. Harbour Craft Position.
12. Re-transfers of Tn Equipment of U.S.origin.
13. Materials in Redundant Sidings to be lifted by the North African Railways.
14. Materials in situ in the permanent track North African Railways.

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NORTH AFRICA AND THE BALKANS.

MARCH - APRIL 1945.

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14. Materials in situ in the permanent track North African Railways.

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SECRET.

Subject:- Transportation (British) A.F.H.Q., C.M.F.
Progress Report for Period March - April '45.
North Africa and the Balkans.

1. GENERAL.

The withdrawal of all Tn personnel from operational duties in North Africa was completed w.e.f. 23.59 hrs. 7th May, with the exception of 2 O.Rs. who are remaining temporarily in Algiers to effect liaison with M.A.A.F. (Rear) Mov. on Tn. Finance matters. The balance of Tn. units are now waiting in North Africa for movement to Italy to join their parent units. The handing over of redundant railway material in sidings no longer required by the Allied Forces has been completed, with the general acceptance of prices by the C.F.A.

Local adjustment of these terms are now in the hands of Claims and Hirings.

UNRRA have now taken over responsibility for future supply to Greece and Jugoslavia as from 1st and 15th April respectively. As however, the supplies of Technical stores and equipment through the June maintenance period will still be a military responsibility, Tn. technical advisers will be retained to assist UNRRA and Local authorities.

In Greece the lack of a firm policy by the Government, particularly in fixing of prices and wages, has caused considerable disquietude and uncertainty amongst the civilian labour. Negotiations for tonnage rate discharge prices for military cargoes are mostly settled now but agreement has still to be reached at Salonika. Work on railway reconstruction is going ahead well and new local services are being put into operation as track repairs are effected.

In Jugoslavia, further reconnaissance reports are being received as territory is liberated. These are in the main encouraging, and the local authorities are going ahead fast with repairs the best way they can from local materials. Several structures, however, require military equipment and demands have been placed. Relief tonnages are being sent in large quantities to Split and Dubrovnik, but port clearance is still difficult. UNRRA are insistent that the maximum use must be made of rail facilities and are pressing strongly for the quick release of all materials required.

NORTH AFRICA.

2. PORTS.

(a) ALGIERS.

1. The Det. of 1031 Port Op. Coy. was kept exceedingly busy throughout March but traffic through the port decreased considerably during April and the military

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Italy to join their parent units. The handing over of redundant railway material in sidings no longer required by the Allied Forces has been completed, with the general acceptance of prices by the C.F.A.

Local adjustment of these terms are now in the hands of Claims and Hirings.

UNRRA have now taken over responsibility for future supply to Greece and Jugoslavia as from 1st and 15th April respectively. As however, the supplies of Technical stores and equipment through the June maintenance period will still be a military responsibility, Tn. technical advisers will be retained to assist UNRRA and Local authorities.

In Greece the lack of a firm policy by the Government, particularly in fixing of prices and wages, has caused considerable disquietude and uncertainty amongst the civilian labour. Negotiations for tonnage rate discharge prices for military cargoes are mostly settled now but agreement has still to be reached at Salonika. Work on railway reconstruction is going ahead well and new local services are being put into operation as truck repairs are effected.

In Jugoslavia, further reconnaissance reports are being received as territory is liberated. These are in the main encouraging, and the local authorities are going ahead fast with repairs the best way they can from local materials. Several structures, however, require military equipment and demands have been placed. Relief tonnages are being sent in large quantities to Split and Dubrovnik, but port clearance is still difficult. UNRRA are insistent that the maximum use must be made of rail facilities and are pressing strongly for the quick release of all materials required.

NORTH AFRICA.

2. PORTS.

(a) ALGIERS.

1. The Det. of 1051 Port Op. Coy. was kept exceedingly busy throughout March but traffic through the port decreased considerably during April and the military export programme has been almost completed. W.e.f. 1st May 45, M.A.A.F. (Rear) Mov. took over all Tn. interests in the port, and on 7 May, all Tn. units were withdrawn from active operations in the port and are awaiting embarkation to Italy. Personnel of 60 Embarkation Unit R.A.F. who had been understudying Tn. Personnel, took over from this time.

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2. A Sgt. and one O.R. of Tn (Finance) Section will remain in Algiers for the time being to liaise with M.A.A.F. (Rear) Mov. on Tn. Finance matters.
3. 60 E.U., R.A.F. on the withdrawal of 1037 Port Maint Coy. R.E. took over M. Seither and his civilian port maintenance organisation which will continue port maintenance work.
4. All Transportation tools; plant, stores, cargo handling gear and mobile cranes in the port on 7 May were handed over to O.C. 60 E.U. on signature. The three undermentioned mobile cranes vouchered to 60 E.U. are the same three for which authority is awaited from the War Office to issue to the French at Algiers on re-payment:-

R.R. 6 Ton.	5120
R.R. 3½/5 Ton.	5400
R.R. 3½/5 Ton.	5410

Cargo handling gear to the extent of 80% of an 8-ship port set has been handed over to the French authorities on repayment.

(b) BONE.

A few ships were loaded at this port during the early part of March, which completed the shipment of all W.D. stores, and all that remains is a large quantity of salvage which is being shipped under M.W.T. supervision.

The port closed on 19 March and all Tn. personnel were withdrawn to Algiers.

With the withdrawal of Tn. personnel from BONE, it was necessary to make some arrangements for the disposal of the cargo handling gear and two mobile cranes, pending receipt of authority for complete handover to the French. In the circumstances the material was handed over to Ponts et Chaussees "on loan", Ponts et Chaussees agreeing to maintain the gear in the same condition as handed over.

Authority has since been received for the issue of the cargo handling gear to the French but final authority from War Office in respect of the two mobile cranes is still awaited.

(c) ORAN.

The S.S. "Thomas Bulfinch" scheduled for Ancona arrived at Oran in a badly damaged condition, having been in collision. A party of Tn. personnel consisting of 1 Officer and 10 O.Rs. was sent by air to Oran on 24 March to supervise the transhipment of the vessel's cargo into the S.S. "Glen Curtiss".

Port Working statistics are shown at Appendix 1.

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three undermentioned mobile cranes vouchered to 60 F.U. are the same three for which authority is awaited from the War Office to issue to the French at Algiers on re-payment:-

R.R. 6 Ton.	3120
R.R. 3½/5 Ton.	3400
R.R. 3½/5 Ton.	5410

Cargo handling gear to the extent of 80% of an 8-ship port set has been handed over to the French authorities on repayment.

(b) BONE.

A few ships were loaded at this port during the early part of March, which completed the shipment of all W.D. stores, and all that remains is a large quantity of salvage which is being shipped under M.W.T. supervision.

The port closed on 19 March and all Tn. personnel were withdrawn to Algiers.

With the withdrawal of Tn. personnel from BONE, it was necessary to make some arrangements for the disposal of the cargo handling gear and two mobile cranes, pending receipt of authority for complete handover to the French. In the circumstances the material was handed over to Ponts et Chaussees "on loan", Ponts et Chaussees agreeing to maintain the gear in the same condition as handed over.

Authority has since been received for the issue of the cargo handling gear to the French but final authority from War Office in respect of the two mobile cranes is still awaited.

(c) ORAN.

The S.S. "Thomas Bullfinch" scheduled for Ancona arrived at Oran in a badly damaged condition, having been in collision. A party of Tn. personnel consisting of 1 Officer and 10 O.Rs. was sent by air to Oran on 24 March to supervise the transhipment of the vessel's cargo into the S.S. "Glen Curtiss".

Port Working statistics are shown at Appendix 1.

3. TN. FINANCE.

(a) Disposal of Track in North Africa.

A.D.Tn (F) visited North Africa in March 1945 to arrange disposal to the North African Railways of railway fixtures installed by the War Department, both on requisitioned land and those left in situ in the running track of the railways.

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Before leaving Italy it had been agreed with Brigadier Cawdron, Director of Claims & Hirings, AFHQ, that disposal would follow on the lines of the policy agreed upon by him and General Coles, and as defined by the War Office, for the release of surplus fixed assets in North Africa. The Economic Mission, North Africa had pressed for an early release, in view of the urgent need of track required for the widening of the Oued Keberit line to deal with heavy phosphate traffic, a number one priority for food production.

At a meeting held in Algiers on March 12th 1945, attended by the Deputy Director of Claims & Hirings, by representatives of the Railways and of the North African Economic Mission, the railways accepted prices based on full C.I.F. values for materials from redundant sidings, to include the whole installations, i.e. rails, fittings, and sleepers per metre run, less an agreed allowance for the cost of lifting. They also accepted the schedule figures regarding the length of track, subject to any grave discrepancies coming to light, in which case the railways would reserve the right to lodge a claim.

In the cases of materials left in situ in the permanent track, the railway representatives accepted the C.I.F. prices as shown in the schedules, but asked for reconsideration as to mechanical equipment and labour costs, on the grounds that the standard weight of rail in their installations is 100 lbs, whilst that supplied is 75 lbs. track, and will in time have to be replaced by heavier track to meet requirements of heavy locomotive running. They further stated that when these installations were made they were given to understand that no charge would be made for labour costs, as the immediate purpose was for urgent military needs. In these circumstances the railways were invited to present their counter proposals in respect of these costs.

All the W.D. materials referred to above have now been disposed of to the French North African Railways under the terms agreed.

In the case of materials left in situ in the permanent track, an agreement has been come to between Claims & Hirings and the Railways which provides for a payment of 25% of the estimated charge for the hire of mechanical equipment, and 25% of the cost of man-hours for native labour only.

This arrangement is considered reasonable as it would appear that a sufficient free-hand is allowed to Claims & Hirings in the general directive issued by Q(Maint) AFHQ, outlining the policy, to enable them to reduce, or even waive the labour and mechanical equipment costs.

Para. 15 of this directive reads as under:-

"RESERVE PRICE.

Should an offer obtained either from the French

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Economic Mission, the railways accepted prices based on full C.I.F. values for materials from redundant sidings, to include the whole installations, i.e. rails, fittings, and sleepers per metre run, less an agreed allowance for the cost of lifting. They also accepted the schedule figures regarding the length of track, subject to any grave discrepancies coming to light, in which case the railways would reserve the right to lodge a claim.

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All the W.D. materials referred to above have now been disposed of to the French North African Railways under the terms agreed.

In the case of materials left in situ in the permanent track, an agreement has been come to between Claims & Hirings and the Railways which provides for a payment of 25% of the estimated charge for the hire of mechanical equipment, and 25% of the cost of man-hours for native labour only.

This arrangement is considered reasonable as it would appear that a sufficient free-hand is allowed to Claims & Hirings in the general directive issued by G(Maint) AFHQ, outlining the policy, to enable them to reduce, or even waive the labour and mechanical equipment costs.

Para. 16 of this directive reads as under:-

"RESERVE PRICE.

Should an offer obtained either from the French Civilian (Government) authorities or the land owner or a third party for any asset, the price for the basis of negotiation of which is over One Thousand Pounds (£1,000) Sterling, be less that one-third of this price or otherwise be considered as unreasonable by the Directorate of Hirings or the Financial Adviser, you will report the fact to AFHQ for further directions. In the meantime no negotiations will be completed."

At Appendices 13 and 14 are details of [illegible] sidings and permanent installations concerned. These dispose of all available materials of the jobs listed in my "Notes of Financial and Statistical Interest in North Africa" sent under

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Reference Tn.T/19/37 of 19th January 1944, except material already lifted and returned to Stores or where the railways own material was utilised, and in the cases of Job Nos. 2, 11 and 63 handed over to the French Military Authorities and Job No. 91 under negotiation with the Port Authorities at Bone.

(b) Railway Finance.

(1) Checking of Railway Warrants Algeria and Tunisia. During the months of March and April 3942 warrants were examined, verified and separated between British and American traffic in the proportion of 1839 and 1452 respectively, while 201 were rejected.

Included in the above total are a great many old warrants dating back to 1943 which were submitted by the C.F.A. for expiry. Many of these were duplications which accounts for the large number of rejects.

(2) Increase in Rates on C.F.A.

With effect from 15th March 1945 an increase of 15% in the rates for military freight came into operation. We are only affected in so far as ensuring that the extra charges involved are recovered from S.F.I. and other non-military bodies.

(3) Checking of Railway Warrants, Morocco.

Current warrants to a number of 170 were received from the C.F.M. and all have been disposed of without financial check.

(4) Losses and Damage to Goods in Transit by Rail.

The remainder of the claims against the railways were disposed of during the month to the French Provisional Government. These are now on a very much reduced scale.

(c) Recoveries on Tn. Account.

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

	Billed Francs.	Recovered Francs.	Balance o/s as at 30th April.
S.F.I.	17,000,340.00	16,282,867.00	717,473.00
Other Phil. Societies.	177,254.00	177,254.00	NIL.
Civilian incl. N.A.A.F.	426,105.00	354,323.00	71,782.00
	17,603,699.00	16,814,444.00	789,255.00

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American traffic in the proportion of 1089 and 1452 respectively, while 291 were rejected.

Included in the above total are a great many old warrants dating back to 1943 which were submitted by the O.F.A. for enquiry. Many of these were duplications which accounts for the large number of rejects.

(2) Increase in Rates on C.F.A.

With effect from 15th March 1945 an increase of 15% in the rates for military freight came into operation. We are only affected in so far as ensuring that the extra charges involved are recovered from E.F.I. and other non-military bodies.

(3) Checking of Railway Warrants, Morocco.

Current warrants to a number of 170 were received from the C.F.I. and all have been disposed of without financial check.

(4) Losses and Damage to Goods in Transit by Rail.

The remainder of the claims against the railways were disposed of during the month to the French Provisional Government. These are now on a very much reduced scale.

(c) Recoveries on Tn. Account.

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

	Billed Francs.	Received Francs.	Balance o/s as at 30th April.
E.F.I.	17,000,340.00	16,282,867.00	717,473.00
Other Phil. Societies.	177,294.00	177,294.00	NIL.
Civilian Incl. N.A.F.I.	426,105.00	354,323.00	71,782.00
	17,603,699.00	16,814,444.00	789,255.00

4. ADMINISTRATION

BALKANS. In order to conform to the AFHQ policy of a separate Movements Staff and Transportation Service, a new W.E. was proposed and designated Transportation Increment (Balkans). This new W.E. incorporates all the Tn. Staff previously held on ML HQ Greece and ML HQ Jugoslavia W.Es.

During the month authority was received to implement

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a nominal roll of personnel in each Province to be [illegible]. It is not at present intended to post any additional personnel to the C.F.

5. GENERAL. General. On 1st April, UNRRA officially assumed the ML. commitments and during the month of April, the actual handover is gradually taking place, so that very shortly with the exception of Tn. military liabilities, our commitments will cease. The Greeks are now making considerably greater efforts on their own behalf and are tackling the work more energetically, which incidentally reflects a much needed increase in confidence in the Government.

Labour troubles were experienced in Piraeus, believed to be political, which resulted in a 'Go Slow' attitude. However, firm action was taken and normal working was resumed when they were advised that Military personnel would take over.

At the end of April it was possible to release 1006 Docks Op. Coy and 1010 Port Op. Coy. and both these Companies are now in Italy.

The position of the Tn. Staff in Greece is as shown in Appendices 5 and 6, and attention is drawn to the Staff, marked with an asterisk which is considered to be the minimum required to cover military commitments.

For the time being it is proposed to pay off the bulk of the civilian staff (65 in No.) and retain only the 1012 Port Maintenance Coy. detachment and the 97th I.W.T. Workshop Coy. As soon as possible these detachments will be reduced and returned to their parent Company.

Rumour has it that the Bulgarians are ripping up the track between the frontier and Kulo to isolate the rolling stock. This information has been passed to POLAD.

6. GREECE. Port Operating and Mechanical. On 15th March responsibility for handling all civil relief cargoes was transferred to the Greek Government. For this purpose the Government appointed as their agents the Bank of Agriculture for all cargo except coal and P.O.L. For coal, the Coal Importers Union was appointed, and for P.O.L. the Petroleum Pool. These agents will handle military cargo also at tonnage rates, the fixing of which at the various ports has been the subject of much negotiations (see under Tn. Finance).

992 Port Operating Coy. continued to supervise the handling of military cargo at Piraeus, Patras, Salonika and Volos, and will remain as an insurance at these Ports as long as the British garrison troops have to rely on their maintenance through them.

Cargo handling gear has now been handed over to Greek Government representatives at all Greek ports except for a small quantity necessary to handle military cargoes in the event of any disturbance or strikes.

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Eighteen of the twenty one R.C.Ls. have been vouchered back to M.E.F. representative in Greece and will be leased under M.E.F. arrangements to the Greek Government for use as they consider necessary for the time being. The remaining three R.C.Ls. are being retained under military control for the operation of a ferry between PATRAS and KRIONERI for the maintenance of the British troops in the ATHENS Area.

Four 'Z' Craft returned to C.M.F. during the month Nos. 56, 59, 72 and 88.

Essential repairs to 2 craft at Salonika caused delay in sailing. Three craft at Piraeus are required for transport of railway rolling stock. It is anticipated that this work will be completed parallel with slipping and overhaul of craft from Salonika, and the five craft will then sail together to C.M.F.

'Z'54 is in process of being scraped and painted at Perama. The usual repairs to hull and superstructure are in hand, but with the limited facilities available, work progresses slowly.

Two Tugs have arrived from C.M.F. These have been manned by Greek crews, and prepared for sailing to Salonika.

Arrangements were put in hand for moving the following rolling stock from Piraeus to ports shown:

KALAMATA (SEK - 4'8½" gauge)	2 locomotives. 1 tender. 3 passenger coaches. 30 goods wagons.
NAUPLION (OSE - metre gauge)	2 locomotives. 1 Rail car. 30 wagons.
PATRAS (OSE - metre gauge)	1 locomotive. 1 Rail car. 10 wagons.

However, owing to the delay in the arrival of the S.S."Iceland", arrangements are in hand to ferry two diesel railcars by 'Z' craft to Nauplion. On account of their size and lightness of construction shipping by the ocean ship would be difficult.

The crews (Z.54, 81 and 84) will proceed to Bari with their respective craft when this transference of rolling stock from Piraeus has been completed.

7. GREECE.

Railway Operating and Mechanical.

Greek State Railways (SEK).

(a) General. Lists of materials required by the SEK for operation and maintenance of the PIRAEUS - THESSALIA and SALONIKA - KHODOPODIS - ALEXANDROUPOLIS schemes were received early in March. It was immediately apparent that these lists had been compiled without any thought as to work

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Nos. 56, 59, 72 and 88.

Essential repairs to 2 craft at Salonika caused delay in sailing. Three craft at Piraeus are required for transport of railway rolling stock. It is anticipated that this work will be completed parallel with slipping and overhaul of craft from Salonika, and the five craft will then sail together to C.M.E.

'S'54 is in process of being scraped and painted at Perama. The usual repairs to hull and superstructure are in hand, but with the limited facilities available, work progresses slowly.

Two Tenac tugs arrived from C.M.E. These have been manned by Greek crews, and prepared for sailing to Salonika.

Arrangements were put in hand for moving the following rolling stock from Piraeus to ports shown:

KALHIS (SEK - 4'8½" gauge)	2 locomotives. 1 tender. 3 passenger coaches. 30 goods wagons.
NAVPLION (SPAP - metre gauge)	2 locomotives. 1 Rail car. 30 wagons.
PATRAS (SPAP - metre gauge)	1 locomotive. 1 Rail car. 15 wagons.

However, owing to the delay in the arrival of the S.S."Iceland", arrangements are in hand to ferry two diesel railcars by 'Z' craft to Navplion. On account of their size and lightness of construction shipping by the crane ship would be difficult.

The crews (Z.54, 81 and 84) will proceed to Bari with their respective craft when this transference of rolling stock from Piraeus has been completed.

7. GREECE. Railway Operating and Mechanical.
Greek State Railways (SEK).

(a) General. Lists of materials required by the SEK for operation and maintenance of the PIRAEUS - THESSALY and SALONIKA - KRESDOPOLIS - ALEXANDROUPOLIS schemes were received early in March. It was immediately apparent that these lists had been compiled without any thought as to work involved; quantities were excessive and no breakdown of requirements between Piraeus and Salonika given. These lists were returned, and SEK asked to resubmit, giving allocations for Piraeus and Salonika. At the same time the Ministry of Transport were asked to screen these demands and to indicate that they were a firm order from the Greek Government, before screening by these Headquarters.

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The second presentation was even less encouraging than the first. Although, on their own estimates and orders, SEK will have more than twice as many locomotives and rolling stock to maintain in Salonika as in Piraeus, stores were split with the larger proportion at Piraeus.

(b) SEK (Mechanical). A paper was then prepared setting out a suggested operating and maintenance scheme for these two sections, based on an estimated daily tonnage of 1,000 tons in each direction. This was presented to the Ministry of Transport.

As responsibility for the Greek Railways was taken over by UNRRA on April 1st, this Branch has been mainly occupied during the month in assisting and advising UNRRA. A meeting was held on the 24th, by the Deputy Chief of Mission UNRRA with the Ministry of Transport representatives at which D.A.D.Tn (Tn.3) gave particulars of lines now open to traffic and locomotives and rolling stock available on these lines. He pointed out that while a considerable mileage of track had been repaired, traffic was extremely limited by shortages of locomotives and rolling stock. It was therefore suggested that the provision of these should be given priority so that routes now open could be exploited to the full. This would greatly improve the transport situation in the country, and also bring in revenue to assist in further rebuilding.

(c) SEK (Operating). In March there was a falling off in the tonnage carried by rail due to little traffic being offered for rail clearance from Dock to Depot at Piraeus.

On 3rd March, a troop movement of 900 O.R., was made from ROUF to PIRAEUS Docks, for which [illegible] were used. Since that date further moves were made between these points.

The 25 Nos. 40 ton wagons from Middle East arrived during the month, some of which have already been in traffic. The 14 wagons which SEK had on loan from the Hellenic Electric Railways are now to be handed back.

Preliminary arrangements have been made to ship 2 locos, 3 passenger carriages and 26 wagons to Kalkis for the operation of the section Kalkis - Oinoi.

At Salonika, Dock clearance by rail commenced on 6th March.

D.A.D.Tn. returned from an inspection of the Rhodopolis - Alexandroupolis line on April 4th, on which a full report has been submitted separately.

The main line was opened up as far as Mile 25 from Piraeus during April, and on the 25th, a passenger

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out a suggested operating and maintenance scheme for these two sections, based on an estimated daily tonnage of 1,000 tons in each direction. This was presented to the Ministry of Transport.

As responsibility for the Greek Railways was taken over by UNRRA on April 1st, this Branch has been mainly occupied during the month in assisting and advising UNRRA. A meeting was held on the 24th, by the Deputy Chief of Mission UNRRA with the Ministry of Transport representatives at which D.A.D.Tn (Tn.3) gave particulars of lines now open to traffic and locomotives and rolling stock available on these lines. He pointed out that while a considerable mileage of track had been repaired, traffic was extremely limited by shortages of locomotives and rolling stock. It was therefore suggested that the provision of these should be given priority so that routes now open could be exploited to the full. This would greatly improve the transport situation in the country, and also bring in revenue to assist in further rebuilding.

(c) SEK (Operating). In March there was a falling off in the tonnage carried by rail due to little traffic being offered for rail clearance from Dock to Depot at Piraeus.

On 3rd March, a troop movement of [illegible] was made from ROUF to PIRAEUS Docks, for which [illegible] were used. Since that date further moves [illegible] between these points.

The 25 Nos. 40 ton wagons from Middle East arrived during the month, some of which have already been in traffic. The 14 wagons which SEK had on loan from the Hellenic Electric Railways are now to be loaded back.

Preliminary arrangements have been made to ship 2 locos, 3 passenger carriages and 26 wagons to Kalkis for the operation of the section Kalkis - Oinoi.

At Salonika, Dock clearance by rail commenced on 6th March.

D.A.D.Tn. returned from an inspection of the Rhodopolis - Alexandroupolis line on April 4th, on which a full report has been submitted seperately.

The main line was opened up as far as Kilo 25 from Piraeus during April, and on the 25th, a passenger service of two trains per day was started between Piraeus and Dekelia.

No progress appears to have been made regarding the Kula Rolling Stock. Various reports have been received regarding the dismantling and removing of wagons and these are being investigated.

Statement of Locomotives and Rolling Stock position is at Appendix 8.

Operating Statistics are at Appendix 9.

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and Patras - Pyrgos sections was carried out during the month.

(2) Operating. Daily services continue to operate on the Piraeus - Megara and Piraeus - Lavrion sections and steady increase of passengers carried was maintained. The transport of relief supplies on these sections suffered due to hand-over of ML to the Greek Government on the 15th March, the latter not issuing any rail programme. ML issued a further programme and this traffic recommenced on the 26th.

Rail services were commenced on the 25th March on the Pyrgos - Achaia section, and a through service Pyrgos - Patras commenced in early April. It has been decided to implement the present inadequate stock on this section by sending 1 loco, 1 rail car and 15 goods wagons from Piraeus. It has also been decided to send 2 locos, 1 rail car and 30 goods wagons from Piraeus to Nauplion for the operation of the section Corinth - Nauplion, which is undamaged. Preliminary arrangements have been made to ship this stock.

Locomotive and Rolling Stock Position is at Appendix 8.

Operating Statistics are at Appendix 9.

(c) Thessalian Railways.

(1) Mechanical. Stores requirements were also presented by this Company during the month of March, and, as with the PSAE, items were extremely vague. One classic example being "Tools for Factory Workers 1 ton". Two meetings were held with the General Manager at which urgent requirements were agreed. These have been forwarded to FN 2 for provisioning action. As this is a Priv to Company financial agreement will have to be reached between them and the Greek Government with regard to payment for these stores.

(2) Operating. A mixed train is being run daily on the Volos - Larissa section and three trains per week on the Volos - Kalambaka section (transhipment at K.64). Use is being made of these services for transport of Military stores, amounting to approximately 300 tons weekly. From the 17th of March, the services were also utilised for the transport of Civil Relief Supplies, and are handling about 1,000 tons weekly.

It is anticipated that the bridge at K.64 will be repaired by the end of April, when a daily service will be operated on each branch, giving a transportation capacity of 550 tons and 400 passengers per day.

The 60 c.m. gauge line Volos - Milais has increased its service to two trains daily. The repairs to the bridge at K.3 have been completed and a through service Volos - Milais is being operated.

Statement of Locomotive and Rolling Stock Position is at Appendix 8.

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(f) Hellenic Electric Railways. The daily service between Piraeus and Athens was maintained from 0605 hrs. to 2200 hrs.

No. of passengers carried during the month of March was 2,508,154.

The Piraeus-Perama Tramway commenced operating on the 14th April for the first time since the revolution.

(g) North-Western Railway. A reconnaissance of this line was carried out during March. A daily service is being maintained between Mesolongion and Agrinion.

Statement of Locomotive and Rolling Stock position is at Appendix 8.

8. GREECE.

Railway Construction.

1. S.E.K. Approved Reconstruction Scheme.

(a) ATHENS - TITHORIA (Km. 166).

The 82 ft. span Through truss girder at Km. 32.8 North of Athens was completed and opened to traffic on 16th April. The railway is now in good order up to Km.20.2 where a demolished viaduct which consisted of two 90 ft. steel spans and 4 approach arches is to be replaced by a concrete culvert and embankment. Work is in hand on dismantling and removing the damaged steelwork and a contract has been let for the construction of the culvert and embankment. This work is now commencing and is expected to be completed by 31st August. The next demolished bridge is at Km.36.4, four spans of 70 ft. max. height over valley 60 ft. These steel deck plate girder spans were supported on steel trestles, which were blown by the enemy, causing the girders to collapse on the ground, except in the case of one trestle 40 ft. of which remains nearly upright and supporting the ends of two spans. Arrangements are being made to blow the legs of this trestle to facilitate dismantling of the steelwork. It will be possible to fabricate these spans from the existing girder work, and additional plates and angles have been brought from M.E. and a new assembled span of the same type is available at Km.60. The scheme is to erect the girder work in position on top of towers composed of Light Standard Trestling from C.M.F. These towers will also be used as scaffolding for building the three concrete piers, so that all the work can proceed concurrently. This work should be finished by September.

Between Km.36.4 and Km.140.5 (just south of Lamdhia), there is only one demolished bridge at Km.97.0 (near Thebes), 3 spans of 15 ft. and 2 of 16 ft. 2.5 Tons. Wrought Iron M.E. are now being fabricated in Athens Bridge Workshops and will be taken to the site by road. With this bridge complete the line from Km.36.4 to Km.140.5 (including the Khalkis Branch, which is undamaged) will be available for traffic.

(Km. 36) plate girders

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being maintained between Kranidion and Agrinion.

Statement of Locomotive and Rolling Stock position is at Appendix 8.

B. GREECE.

Railway Construction.

1. S.E.K. Approved Reconstruction Scheme.

(a) ATHENS - TITHOREA (Km. 166).

The 82 ft. span Through truss bridge at Km. 12.8 North of Athens was completed and opened for traffic on 16th April. The railway is now in good order up to Km.20.2 where a demolished viaduct which consisted of two 90 ft. steel span and 4 approach arches is to be replaced by a concrete culvert and embankment. Work is in hand on dismantling and removing the damaged steelwork and a contract has been let for the construction of the culvert and embankment. This work is now commencing and is expected to be completed by 31st August. The next demolished bridge is at Km.36.4, four spans of 70 ft. max. height over valley 60 ft. These steel deck plate girder spans were supported on steel trestles, which were blown by the enemy, causing the girders to collapse on the ground, except in the case of one trestle 40 ft. of which remains nearly upright and supporting the ends of two spans. Arrangements are being made to blow the legs of this trestle to facilitate dismantling of the steelwork. It will be possible to fabricate three spans from the existing girder work, and additional plates and angles have been brought from M.E. and a new unassembled span of the same type is available at Km.63. The scheme is to erect the girder work in position on top of towers composed of Light Standard Trestling from O.M.F. These towers will also be used as scaffolding for building the three concrete piers, so that all the work can proceed concurrently. This work should be finished by September.

Between Km.36.4 and Km.140.5 (just south of Levadhia), there is only one demolished bridge at Km.57.0 (near Thebes), 3 spans of 13 ft. and 2 of 16 ft. R.S.J.s. brought from M.E. are now being fabricated in Athens Bridge Workshops and will be taken to the site by road. With this bridge complete the line from Km.36.4 to Km.140.5 (including the Khalkis Branch, which is undamaged) will be available for traffic.

From Km.140.5 to Tithorea (Km.166), four bridges require rebuilding, totalling 8 spans (7 of these are just south of Levadhia). U.C.R.B. ordered from U.S.A. will be used for these bridges and it is hoped the steel work will arrive in time to complete these bridges by September.

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(b) Salonika - Rhodopolis.

This line is now in order as far as Km.15.7 from Salonika. This has involved rebuilding 18 bridges and culverts. Work will soon be complete on five culverts between Km.13.7 and Km.18.95, where work on R.Gallikos Bridge (400 ft. long) is proceeding steadily. The two pile drivers received from M.E. will shortly commence work on driving the piles for the 5 piers (20 piles to each pier). The temporary bridge is at 45 degrees skew angle, and will consist of six 70 ft. U.C.R.E. Deck Spans.

Reconstruction gangs are also working between Kollindrin and Rhodopolis, and on this length three bridges have been completed (Km.57.82 - 20 ft. span, Km.58.23 - 20 ft. span, and Km.61.20 - 50 ft. span).

On this line and in the Salonika area large numbers of rails were blown in the centre. Considerable progress has been made in repairing this damage, by cutting jagged ends of rails square, drilling and fishing up. So far a total of 17.30 Km. of track has been repaired in this way.

65 damaged Turnouts have also been repaired.

(c) S.E.K. Labour.

The Minister of Transport has ordered the dismissal of all temporary staff taken on since April 1941. These represent over 50 per cent of the total staff (10,000 out of 19,000). This action is certainly justified, but it has had the effect of reducing the gangs of bridge erectors, riggers, blacksmiths, carpenters, etc. to less than half, thus considerably slowing up the work. It has been pointed out to the Ministry that if they wish any real progress on reconstruction to be made, these skilled men will have to be re-instated.

2. SPAR.

(a) Patras to Pyrgos.

The strengthening of the 82 ft. span Bailey bridge at Achaia opened this line to traffic on 4th April. The first train to run into Patras was greeted with great enthusiasm by the population and the engine (and drivers) were blessed by the Bishop. Completion of 4 small bridges (each 2 m.span) East of Patras enables the train to run a further 13 km. to Psathopyrgos. Progress further east towards Corinth will be much slower as many large bridges have been blown.

(b) Corinth - Argos - Navplion - Akhladokambos.

The only demolished bridge on this section (14m.span at Km.7.2) is being replaced with serviceable girders from Corinth, and will be completed very shortly.

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Reconstruction gangs are also working between Kalliandria and Rhodopolis, and on this length three bridges have been completed (Km.57.82 - 20 ft. span, Km.58.25 - 20 ft. span, and Km.61.20 - 50 ft. span).

On this line and in the Salonika area large numbers of rails were blown in the centre. Considerable progress has been made in repairing this damage, by cutting jagged ends of rails square, drilling and fishing up. So far a total of 17.50 Km. of track has been repaired in this way.

65 damaged Turnouts have also been repaired.

(c) S.I.K. Labour.

The Minister of Transport has ordered the dismissal of all temporary staff taken on since April 1941. These represent over 50 per cent of the total staff (10,000 out of 19,000). This action is certainly justified, but it has had the effect of reducing the gangs of bridge erectors, riggers, blacksmiths, carpenters, etc. to less than half, thus considerably slowing up the work. It has been pointed out to the Ministry that if they wish any real progress on reconstruction to be made, these skilled men will have to be re-instated.

2. SPAP.

(a) Patras to Pyrgos.

The strengthening of the 82 ft. span Bailey bridge at Achaia opened this line to traffic on 4th April. The first train to run into Patras was greeted with great enthusiasm by the population and the engine (and drivers) were blessed by the Bishop. Completion of 4 small bridges (each 2 m. span) East of Patras enables the train to run a further 12 km. to Psathopyrgos. Progress further east towards Corinth will be much slower as many large bridges have been blown.

(b) Corinth - Argos - Nauplion - Akhladokambos.

The only demolished bridge on this section (14m. span at Km.7.2) is being replaced with serviceable girders from Corinth, and will be completed very shortly.

(c) Megara - Corinth.

SPAP, which is a private Company, have been granted credits by Minister of Transport and are commencing work on the three demolished bridges East of Corinth Canal. Bridge at Km.45.3 will be by-passed by diversions on an embankment, and bridges at Km.63.9 and Km.74 will be rebuilt with smaller spans to suit girder work available. No material from M.E. Stockpile is being supplied for these works.

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3. Thessalian Railways.

The only remaining break in the line (30m. gap at Km.24 near Stevros) has been bridged with a temporary structure. Steelwork from M.E. to replace the three temporary bridges (2 of 30m. span, and 1 of 20m. span) has arrived and is being assembled ready for erection.

The only demolished bridge on the Volos - Milesi 60 cm. gauge railway was at Km.5 from Volos. The bridge is 20m. long and has been rebuilt with short spans and R.S.Js.

9. GREECE.

Tn. Ports.

i (a) Tonnage Rates for Quay Handling. With effect from 15 March, 1945, the Greek Government assumed the responsibility of handling Civil Relief Cargo at ports and appointed as its agents the Bank of Agriculture.

It was considered desirable, therefore, for similar arrangements to be made with the Bank of Agriculture for it to assume financial responsibility for handling of Service Cargo (including ENI and similar organisations), in so far as Mov & Tn were concerned in receiving such cargo from "under tackle" to final loading to vehicle on delivery. It has been agreed with the Bank that they will pay currently such labour as is required, and will subsequently, at the completion of each ship, submit to Tn (P) an Invoice supported by a Tonnage Certificate issued by the Port Commandant; this invoice will be certified and passed to the Command Paymaster who will re-imburse the Bank at their Head Office in Athens.

Meetings were held at the Bank of Greece, under the Chairmanship of the Governor, attended by representatives of the Greek Ministries concerned, by D.C.P.A. and by D.A.D.Tn (P) and D.A.D.Tn (Tn.5) representing Mov & Tn, to discuss Tonnage Rates for the handling of both Relief and Service Cargo. Rates were submitted, but owing to there being no previous information, and also disagreement between the Director General of Labour and the Unions as to the actual operations covered by the suggested rates, the meeting was adjourned. In principle it was agreed that rates would be based on not exceeding 3 times the pre-war rate for similar services, but D.A.D.Tn(P) asked for it to be recorded that the British Military Authorities reserved the right to negotiate separate rates for Service Cargo if the rates agreed by the Greek Government for handling Civil Relief Cargo were considered to be excessive.

Accordingly signals were despatched to all Ports by the Ministry of Labour and D.C.P.A. in regard to Relief Cargo and by Mov & Tn, in regard to Service Cargo, the last asking for rates to be quoted for specific operations.

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is 20k. long and has been rebuilt with short spans and R.S.Js.

9. GREECE. Th. Piraeus.

1 (a) Tonnage Rates for Quay Handling. With effect from 1st March, 1945, the Greek Government assumed the responsibility of handling Civil Relief Cargo at ports and appointed as its agents the Bank of Agriculture.

It was considered desirable, therefore, for similar arrangements to be made with the Bank of Agriculture for it to assume financial responsibility for handling of Service Cargo (including EFI and similar organisations), in so far as Mov & Tn were concerned in receiving such cargo from "under tackle" to final loading to vehicle on delivery. It has been agreed with the Bank that they will pay currently such labour as is required, and will subsequently, at the completion of each ship, submit to Tn (F) an Invoice supported by a Tonnage Certificate issued by the Port Commandant; this invoice will be certified and passed to the Command Paymaster who will re-imburse the Bank at their Head Office in Athens.

Meetings were held at the Bank of Greece, under the Chairmanship of the Governor, attended by representatives of the Greek Ministries concerned, by D.C.F.A. and by D.A.D.Tn (F) and D.A.D.Tn (Th.5) representing Mov & Tn, to discuss Tonnage Rates for the handling of both Relief and Service Cargo. Rates were submitted, but owing to there being no special information, and also disagreement between the Director General of Labour and the Unions as to the actual operations covered by the suggested rates, the meeting was adjourned. In principle it was agreed that rates would be based on not exceeding 3 times the pre-war rate for similar carriage, but D.A.D.Tn(F) asked for it to be recorded that the British Military Authorities reserved the right to negotiate separate rates for Service Cargo if the rates agreed by the Greek Government for handling Civil Relief Cargo were considered to be excessive.

Accordingly signals were despatched to all Ports by the Ministry of Labour and D.C.F.A. in regard to Relief Cargo and by Mov & Tn, in regard to Service Cargo, the last asking for rates to be quoted for specific operations.

Replies received tended to show that the local Port Committees were very hazy as to what was required, and in consequence D.A.D.Tn (F) visited Volos (16 to 19 Mar) and Patras (21 to 23 Mar.).

At Volos two meetings were held, attended by representatives of the Bank of Agriculture, Ministry of Labour, Harbour Master, Customs and Labour Unions, under the chairmanship of the D.A.D.Tn (F) with the Port Commandant. The rates tabled were discussed, and were objected to by the Chairman as being excessive, apparently based on 5 to 6 times pre-war rates. After considerable discussion, agreed rates were fixed, showing an appreciable reduction over those previously suggested.

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At Patras a meeting was held under the Chairmanship of D.A.D.Tn (F) with Port Commandant and representatives of the Shipping Agents, Bank of Agriculture, and Unions concerned. Rates at Patras are higher than at other Greek Ports, mainly due to the fact that the Agricultural Bank for some time has been augmenting the P & L daily rates by unauthorised payments up to, it is understood, 500 Drachmae per ton. Rates are now agreed.

(b) Salonika. D.A.D.Tn (F) attended conferences at Salonika on the 7th and 8th April, at which were present, representatives of the Free Zone Commission (who undertake Quay Labour) and of the Bank of Agriculture.

After considerable discussion, the rates as at 1 Jan. 1940 were established to the satisfaction of the conference. The Free Zone however, demanded general rates at approximately 10 times those of pre-war (less 25% for Service Cargo) but D.A.D.Tn(F) stated he was not prepared to accept a rate at more than 3 times the pre-war rate, in accordance with the official decree of the Greek Government, No. 3290 dated 23 March 1945. This was not acceptable to the Free Zone, and accordingly an interview was obtained with the Governor General of Macedonia, who stated that he could not vary the Ministerial decree, but advised the Free Zone to interview the Minister of Labour. On the 13th April, 1945, a conference was held at the Ministry of Labour at which a letter was produced, signed by the Under Secretary for Finance, stating that he considered the claim of the Free Zone to 10 times the pre-war to be a reasonable one. After consultation with FOLAD, British Treasury Representative and D.C.F.A., the Free Zone were informed, with copies to the Minister of Labour and the Minister of Finance as under:-

> "This is to confirm the decision communicated to your representative by Lt. Col. Tait Smith, and Major W. E. Dodwell, that in view of the Official Decree published in the Government Gazette No. 39, dated 23rd March, 1945, Decree No. 3290, the British Military Authorities are unable to accept the tariff proposed by the Free Zone for the handling of British Service Cargo at Salonika, but will agree to a tariff based on 3 times the rates for equivalent services as at 1 January, 1940, as ordered by the Royal Hellenic Government in the above mentioned Decree, and detailed in the Schedule attached hereto.
> In view, however, of the correspondence which has been addressed by the Minister of Finance to the Minister of Labour, dated 12th April 1945, suggesting

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(b) Salonika. D.A.D.Tn (F) attended conferences at Salonika on the 7th and 8th April, at which were present, representatives of the Free Zone Commission (who undertake Quay Labour) and of the Bank of Agriculture.

After considerable discussion, the rates as at 1 Jan. 1940 were established to the satisfaction of the conference. The Free Zone however, demanded general rates at approximately 10 times those of pre-war (less 25% for Service Cargo) but D.A.D.Tn(F) stated he was not prepared to accept a rate at more than 3 times the pre-war rate, in accordance with the official decree of the Greek Government, No. 3290 dated 23 March 1945. This was not acceptable to the Free Zone, and accordingly an interview was obtained with the Governor General of Macedonia, who stated that he could not vary the Ministerial decree, but advised the Free Zone to interview the Minister of Labour. On the 13th April, 1945, a conference was held at the Ministry of Labour at which a letter was produced, signed by the Under Secretary for Finance, stating that he considered the claim of the Free Zone to 10 times the pre-war to be a reasonable one. After consultation with POLAD, British Treasury Representative and D.A.D.Tn., the Free Zone were informed, with copies to the Minister of Labour and the Minister of Finance as under:-

> "This is to confirm the decision communicated to your representative by Lt. Col. Tait Smith, and Major W. K. Dodwell, that in view of the Official Decree published in the Government Gazette No. 39, dated 23rd March, 1945, Decree No. 3290, the British Military Authorities are unable to accept the tariff proposed by the Free Zone for the handling of British Service Cargo at Salonika, but will agree to a tariff based on 3 times the rates for equivalent services as at 1 January, 1940, as ordered by the Royal Hellenic Government in the above mentioned Decree, and detailed in the Schedule attached hereto.
> In view, however, of the correspondence which has been addressed by the Minister of Finance to the Minister of Labour, dated 12th April 1945, suggesting a variation to this Decree, the opinions of the British Military Authorities will be communicated to the Ministries at an early date."

A schedule of Rates at 3 times the pre-war tariff, on which payment is now being made, is the basis of this agreement. Meanwhile a paper has been prepared for POLAD and the British Treasury.

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(b) Iraklion. Rates have now been agreed. Chiefly owing to non-payment by the Agricultural Bank of outstanding amounts due under this Schedule from 16th Feb 45 to 15th Mar 45, a strike was declared on the 28th April. D.A.P.Tn (E) visited Iraklion by air on that day, the financial questions were satisfactorily settled and labour returned to work on 29th.

3. Visit of F.A. A.F.H.Q.
The F.A. A.F.H.Q. visited this H.Q. from 13 - 16 March, and the following matters were discussed:-

(a) Payment for Handling British Service Cargo.
(b) Contract for Slipping and Repair of 'Z' Craft.
(c) Payment of freight charges on Service Cargo carried on certain privately owned Greek Rlys.
(d) Responsibility for collecting charges from non-entitled passengers carried by RAF machines.

In regard to (a) F.A. first stated as his opinion that in view of the fact that financial arrangements had been made with the Agricultural Bank for handling Service Cargo (sub para 1), and as the Bank was the appointed Agent for the Greek Government for handling Relief Cargo, then the provisions of the Anglo Greek Mutual Aid Agreement appeared to preclude re-imbursement from British Funds for the labour employed handling Service Cargo. A further meeting was called by Col. "G", Mov & Tn, at which were also present POL D, D.G.F.A. and Command Paymaster. The contention of Mov & Tn, that the Agricultural Bank had been approached in this matter as a convenient agency to act on behalf of the British Military Authorities, and NOT in their capacity as Agents for the Greek Government, was supported by POL D, DGFA and Command Paymaster, and after discussion, accepted by the F.A.

In consequence payment for handling of Service Cargo on behalf of Mov & Tn. will be paid from British Funds.

In regard to (b) the F.A. was satisfied on certain points raised by him in connection with the proposed contract with the Vassiliadis Engineering & Shipbuilding Co. for Slipping and Repair of 'Z' Craft, and agreed to the contract being placed.

In regard to (c) the question of payment for transport of Service Personnel and Stores on the Thessalian Rly. (privately owned) was discussed. It was decided that particularly as the railway is being used as a matter of convenience and not of necessity, the payment of fare and freight charges should be resisted and in any case should be limited to those that would be payable for Greek Military traffic.

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In regard to (d); F.A. confirmed that it was the responsibility of Air H.Q. to raise charges for Air Passages granted to proposed NON-ENTITLED personnel, (UNRRA, Greek civilians etc.) Accountant Officer, Air H.Q. (Greece) was so informed, and advised that Air Movement Orders were available in Mov. 3 (Air) for his action at any time. This question had already been referred to Air H.Q. on two previous occasions; no action has been taken by them to date, and it is suggested that the matter be referred to Air H.Q. A.F.H.Q. in order to safeguard public funds.

4. Payment of Bills.

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

Paid.	NATURE OF SERVICE.	AMOUNT.	LIABILITY.
Vassiliadis Engineering & Shipbuilding Co.	Stores for Z Craft	19.10.0	W.D.
" " "	" " " "	16. 2.0	W.D.
John G.Vardomeiotis.	Spares for Z Craft & rewinding generators	20.13.4	W.D.
Christos Chatzopoulos.	Ball bearing races.	24. 0.0	W.D.
Vassiliadis Engineering & Shipbuilding Co.	Slipping etc 'Z'56	348.4.4	W.D.
" " "	Slipping etc 'Z'31	511. 0.8	W.D.
Zahos Sinodinos, Piraeus.)	Elec.bulbs for 'Z' Craft.)	3. 4.0	W.D.
Elini Cekovouli W/shop.) Piraeus)	Carriage of safe, & repair of lock etc	10,200	W.D.
Vassiliadis Engineering & Shipbuilding Co.Ltd.	Slipping of 'Z'Craft No. 50	275,780	W.D.
" " "	Fitting of Rly.track on Craft 'Z'81.	20,763	W.D.
" " "	Anti-corrosive paint	16,200	W.D.
" " "	Sundry repairs to Crafts 'Z'81 & 'Z'59	13,942	W.D.
" " "	Anti-corrosive paint	40,500	W.D.
" " "	Repairs to propellors of Craft	40,053	W.D.
" " "	Anti-corrosive paint	23,400	W.D.
Ionnis Sioras, Provaze.	Hire of Horses & Carts	3,000	W.D.
Vital M.Cougno, Athens	Developing & printing of official films.	18,060	W.D.

10. JUGOSLAVIA. General.

The period of Military responsibility for the importation of relief supplies into Jugoslavia came to an end at the

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4. Payment of Bills.

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

PTRL.	NATURE OF SERVICE.	AMOUNT.	LIABILITY.
Vassiliadis Engineering & Shipbuilding Co.	Stores for Z Craft	19.10.0	W.D.
" " "	" " " "	15. 2.0	W.D.
John G.Vardouniotis.	Spares for Z Craft & rewinding generators	20. 3.4	W.D.
Christos Chotzapoulos.	Ball bearing races.	24. 0.0	W.D.
Vassiliadis Engineering & Shipbuilding Co.	Slipping etc. 'Z'56	348.4.4	W.D.
" " "	Slipping etc 'Z'81	311. 0.8	W.D.
Zahos Sinodinos, Piraeus.	Elec.bulbs for 'Z' Craft.	3. 4.0	W.D.
Elini Cokovouli W/shop. Piraeus	Carriage of safe, & repair of lock etc	10,200	W.D.
Vassiliadis Engineering & Shipbuilding Co.Ltd.	Slipping of 'Z'Craft No. 59	275,780	W.D.
" " "	Fitting of Rly.track on Craft 'Z'81.	20,783	W.D.
" " "	Anti-corrosive paint	16,200	W.D.
" " "	Sundry repairs to Crafts 'Z'81 & 'Z'59	13,942	W.D.
" " "	Anti-corrosive paint	40,500	W.D.
" " "	Repairs to propellors of Craft	40,053	W.D.
" " "	Anti-corrosive paint	23,400	W.D.
Ionnis Siscas, Prevesa.	Hire of Horses & Carts	3,000	W.D.
Vital M.Congno, Athens	Developing & printing of official films.	18,060	W.D.

10. JUGOSLAVIA. General.

The period of Military responsibility for the importation of relief supplies into Jugoslavia came to an end at the 15th April, UNRRA assuming responsibility as from that date. No change was effected to Tn. Staff as it was agreed that they should continue their functions as there were no equivalent technical officers within the UNRRA organisation. In addition supplies of technical stores and equipment would be procured through Military channels up to and including the June maintenance period. Tn. staff have therefore continued to remain in Jugoslavia with Adv. HQ. in Split and with the ML. detachment at Dubrovnik.

At the beginning of April a small Army and R.A.F.Force was maintained through Zara and a det. of a Port Op. Coy. was landed there to effect clearances from Coasters and L.S.T.

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11. JUGOSLAVIA. Ports.

Tonnages of Relief supplies continued through Split and Dubrovnik, and April's figures show a marked increase to those for March. Rail clearance from the Docks has been introduced at both ports.

Comparative figures are:-

	March	April.	Increase.
Split.	6,800	22,000	15,200 tons.
Dubrovnik.	15,720	17,000	3,280 tons.
	22,520	39,000	16,480

Disposal of the April tonnages was as follows:

	Road	Rail	Coastal Vessel.	Warehoused	Total.
Split.	5,000	4,000	5,500.	7,500	22,000
Dubrovnik.	10,000	3,000	2,000	2,000	17,000
	15,000	7,000	7,500	9,500	39,000

Tonnages through the port of Zara are for military maintenance only.

Reconnaissance reports have been received for the ports of Pisun, which is much damaged, and for Bakar. Bakar, whilst small is undamaged with reasonable port facilities and rail connection intact to Fuzine. The Jugoslav authorities are anxious to get this port opened for the acceptance of relief supplies but to date there have been no further developments.

Of the 3 Tuse tugs and 20 Mince Barges that it was agreed would be loaned to the Jugoslav Govt. for use in their ports, 3 tugs and 11 Barges have been delivered and handing over certificates obtained.

12. JUGOSLAVIA. Railways.

As more of the country becomes liberated, information concerning railway facilities became more complete and accurate.

It is welcome to see that the Jugoslavs are really going ahead off their own bat in getting the Railways open, making every possible use of local resources and labour. One cannot ignore the fact however, that their attitude to ML. representatives makes liaison and assistance difficult.

The following developments have occurred on the [illegible] lines reported:-

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Dubrovnik.	19,720	17,000	3,280	
	22,520	39,000	16,480	

Disposal of the April tonnages was as follows:

	Road	Rail	Coastal Vessel.	Warehoused	Total.
Split.	5,000	4,000	8,500.	7,500	22,000
Dubrovnik.	10,000	3,000	2,000	2,000	17,000
	15,000	7,000	7,500	9,500	39,000

Tonnages through the port of Zara are for military maintenance only.

Reconnaissance reports have been received for the ports of Fiume, which is much damaged, and for Baker, Sebenico, whilst small is undamaged with reasonable port facilities and rail connection intact to Fuzine. The Jugoslav authorities are anxious to get this port opened for the acceptance of relief supplies but to date there have been no further developments.

Of the 3 Tuna tugs and 20 Minse Barges that it was agreed would be loaned to the Jugoslav Govt. for use in their ports, 3 tugs and 11 Barges have been delivered and handing over certificates obtained.

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It is welcome to see that the Jugoslavs are really going ahead off their own bat in getting the Railways open, making every possible use of local resources and labour. One cannot ignore the fact however, that their attitude to M.L. representatives makes liaison and assistance difficult.

The following developments have occurred on the railways since our previous report:-

(1) Construction.

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

The line is open to Knin, but beyond there to Gracac very heavy demolitions have taken place and no concerted effort is being made to open this section.

(b) Split - Sujj. 76 c.m. Gauge.

In working order.

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(c) Sarajevo - Visegrad - Belgrade. 76 c.m. gauge.

Heavy demolitions have occurred but preliminary survey and clearance has been made. Two bridges of each about 30 metre spans will be required from M.L. sources. No completion date has been quoted.

(f) Dubrovnik (a) Zelenika. 76 c.m.gauge.
(b) Mostar - Sarajevo 76 " "
(c) Lostva. 76 c.m.gauge.

The Ingot bridge was opened to traffic on the 10th March, and this permitted through rail connections to all routes from Dubrovnik port.

(i) With the repair of the Ploonic bridge, through rail connections exist to Zelenicka.

(ii) The breaks at Tjekose and Gabella still exist. At Tjekose, work is going ahead in filling the gap, about 250 workers being employed daily. At the present rate traffic should be able to pass in mid-May.

At Gabella, the Neretva river has fallen 1½ metres and this fall will continue. No work is in progress owing to the non-arrival of the piling gear.

From here the line is open to Metkovic and to Ingenico, north of Mostar, work is in hand completing repairs as far as Alozin Han and these should be completed by the beginning of May. It is proposed to build a railhead at this station and tranship to road for conveyance to Jablanica. A rail service already exists between Konjic and Konjica. It is hoped to have this line open to Sarajevo by the beginning of June. The only M.L. assistance for this line being a 42 metre span over the R.Doljanck.

(iii) The line is now open and operating between Dubrovnik and Lostva.

(2) Operating.

It is becoming more apparent that, even when lines are opened to traffic, the limiting factor will eventually be the loco and rolling stock availability.

At the moment, no locomotives or wagons have been imported, nor are there the facilities to do so at the moment.

Additional to the last report, a visit was paid to the Sarajevo Workshops. Here, for the first time, a reasonable quantity of rolling stock and locomotives was found, together with up-to-date Loco and C and W repair shops.

There are about 25 engines in working order, and 150 awaiting repairs. In addition, 8 rock engines are in working order, and a further 4 requiring light and 14 heavy repairs.

These engines are required between Konjic and Ivadine on the Mostar lines.

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The railway workshop although slightly damaged is employing 70% of its peace time staff. The Loco Erecting and Repair Shops are worst damaged, but the locos inside only slightly and the cranes are intact. The Iron and Brass Foundries are working, as are the Machine Shops which have modern machines and tools.

About 2,000 wagons in various stages of repair are in the area. The modern C and W shop is in working order and is capable of taking 100 wagons at a time.

Several coaches and baggage vans are also available.

Visits were also made to the Loco Depots at Zalonika and Dubrovnik where a sixth main line engine has now been put into service, leaving one only under repair.

Coal overall is in very short supply, but stocks of lubricating oils have been received from relief stocks.

The following line capacities have been quoted by the Jugoslav authorities and are considered optimistic by the local Tn. staff.

Drvar - Sarajevo. 500 net t.p.d. each way.
Gabella - Mostar. 500 net t.p.d. each way.
Dubrovnik - Gabella. 250 net t.p.d. each way.

The main line from Belgrade to Sofia is now opened and the connecting lines from Nis to Pistevac. The line is then cut, but opens again from Kumanovo to Skoplje. The line from here is under repair as far as Volos. From Volos the line is open to the Greek frontier where a large bridge is down just south of Krusenica.

13. ALBANIA. Agreement has now been reached with the Albanian Government for the acceptance of relief supplies to that country.

Agreement was made for 130 officers, O.Rs. and UNRRA officials to cover this operation. The Tn. party consists of 1 officer and 8 O.Rs. It is anticipated that UNRRA will take over after 2 months.

The first shipment of relief cargoes arrived on 30th April at Durazzo, where a target of 6,000 tons per month has been set. At the moment, Durazzo is the only port which can be used but it is probable that Valona will be opened later for direct receipt of relief cargoes.

14. TN. STORES. (a) Balkans. UNRRA assumed responsibility for civil relief operations:-

Greece - as from 1 April.
Jugoslavia - as from 15 April.
Albania - date to be determined.

Every possible assistance will be rendered to UNRRA

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Vlone were flown into the Base Depots of Corfu and Dubrovnik where a sixth main line engine has now been put into service, leaving one only under repair.

Coal overall is in very short supply, but stocks of lubricating oils have been received from relief stocks.

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4J. ALBANIA. Agreement has now been reached with the Albanian Government for the acceptance of relief supplies to that country.

Agreement was made for 130 Officers, O.Rs. and UNRRA officials to cover this operation. The Tn. party consists of 1 officer and 8 O.Rs. It is anticipated that UNRRA will take over after 2 months.

The first shipment of relief cargoes arrived on 30th April at Durazzo, where a target of 6,000 tons per month has been set. At the moment, Durazzo is the only port which can be used but it is probable that Valona will be opened later for direct receipt of relief cargoes.

4K. TN. STORES. (a) Balkans. UNRRA assumed responsibility for civil relief operations:-

Greece - as from 1 April.
Jugoslavia - as from 15 April.
Albania - date to be determined.

Every possible assistance will be rendered to UNRRA to enable them to carry out their functions. MLHQ's in the countries concerned ceased to be responsible for any civil relief from the dates indicated. They will, however, remain in being for such further period as may be necessary to complete the detailed arrangements of the hand-over.

The provision and shipping of civil relief supplies to Greece and Jugoslavia will remain a military responsibility for the period April to June. UNRRA will assume responsibility for the provision and shipping of supplies for delivery July 1 onwards.

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that any demands for Chemical stores received from the various Balkan Governments which cannot be delivered before July 1 will be referred through UNRRA channels to UNRRA Washington and London. This means that the Greek demands for Locomotives and Rolling Stock, Railway Reconstruction Plant and Equipment, Tyres and Volute Springs, etc. mentioned in my last report will now be dealt with by UNRRA.

(i) Greece - The 5 x 100 ton Parcels of Light Steel Trestling, plus certain additional 'D' items, which are being loaned to Greece to assist in their railway reconstruction projects have now been shipped. The loan has been increased from the original figure of 400 tons. This is because it is considered desirable that jobs in the Athens and Salonika areas proceed concurrently.

The stores have been called forward from the M.E. stockpile for May and June maintenance.

(ii) Albania - Organised civil relief has commenced, and sufficient cargo handling gear to work the ports concerned has been shipped from the M.E. Stockpile.

(iii) Jugoslavia - Quantities of railway bridging, permanent way materials, etc. have been called forward from stockpile for May and June maintenance.

(j) North Africa. No Tn. Stores were received in North Africa during March, and the 322 T.S.D. closed down for issues and receipt of stores on the 15th April. All remaining stocks were packed for shipment to 525 T.S.D. Bocklo, and shipment of the final items was completed by 7th May. Personnel of Det. 156 Tn. Stores Coy - 4 O.Rs. and 4 Italians will embark for Italy with the remainder of Tn. personnel.

A representative from 322 T.S.D. went to Oran to supervise the re-shipment of Railway Bridging carried in the S.S."Gulfinch". All cargo in Holds 1, 2, 3 and 5 was completely undamaged, and only that in No. 4 hold in any way affected.

The Tn. Bridging was stowed as follows:

No. 2 Lower Hold.	255½ tons.
No. 4 Lower Hold.	163 tons.

All cargo in the undamaged holds has been transhipped, but the 163 tons from No. 4 Lower Hold still remains to be shipped to Italy.

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(i) Tonnages and Receipts. Issue and stock of Tn. Stores in North Africa during March and April are summarised as follows:-

Tn Stores	February	March	April	Total to April.
Received North Africa *	82	57	-	54,843
Issued - North Africa	2	30	20	31,213
Issued to Italy	103	217	433	25,885
Issued to Malta	-	-	-	242
Stock at 322 ESD	697	507	118 ∕	-

* Includes Tn. Stores returned by Units.

∕ Represents Craft not possible to ship to Italy - Clearance from D.O.W.C. awaited.

(ii) No Tn. Stores were received in North Africa from U.K.S. or U.S.S. convoys during March and April 1945.
(iii) 3 tons of Loco Plates were received in K.M.S.94/92 and issued to the C.F.A. The total issues to date to the C.F.A. are 1,901 tons.

(c) Co-ordinated Theatre Requirements.
(i) Railway Bridging. Application was made to D.C.M.S.(A) during the month for the shipment of Railway Bridging and Trestling ex U.S.A. to be placed on priority as accepted availabilities were not arriving in the months specified. Cable FX-50401 dated 25 March 1945 was despatched to Tronpors and Allstaf stressing the necessity for our requirements to arrive in early convoys each month. A comparison of shipments against accepted availabilities is shown at Appendix 10.
(ii) 75-ton S.G. Wrecking Cranes. Two Wrecking cranes were shipped in U.S.S.83.
The balance of 2 cranes has not yet been allocated.
(iii) Permanent Way. The transfer from M.E. surplus military stocks to Italian Stockpile of 21 miles of 75 lbs. U.S.A. track, 5 miles of 57 lbs. Krupps track and 162 Misc. Turnouts for Italian Relief and the transfer of 30 miles of the standard 75 lbs. (U.S.) track and turnout materials to M.E. military stocks for military use in Italy has now been agreed. Quantities of 75 lbs. U.S.A. type track and 3 turnouts have already been called forward to Greece and Jugoslavia.

(d) Convoy Maintenance Procedure.
Convoy availabilities for Italy for the month of

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Issued to Italy	103	217	433	25,085
Issued to Malta	-	-	-	242
Stock at 322 ISD	697	507	118 /	-

* Includes Tn. Stores returned by Units.

/ Represents Craft not possible to ship to Italy - Clearance from D.O.H.C. awaited.

(ii) No Tn. Stores were received in North Africa from U.K.C. or U.S.C. convoys during March and April 1945.
(iii) 3 tons of Loco Plates were received in K.M.S.91/92 and issued to the C.M.E. The total issues to date to the C.M.E. are 1,901 tons.

(c) Co-ordinated Theatre Requirements.
(i) Railway Bridging. Application was made to D.D.M.C.(S) during the month for the shipment of Railway Bridging and Trestling ex U.S.A. to be placed on priority as accepted availabilities were not arriving in the months specified. Cable FX-50401 dated 26 March 1945 was despatched to Troopers and Milstat stressing the necessity for our requirements to arrive in early convoys each month. A comparison of shipments against accepted availabilities is shown at Appendix 10.
(ii) 75-ton S.G. Wrecking Cranes. Two Wrecking cranes were shipped in U.S.S.89.
The balance of 2 cranes has not yet been allocated.
(iii) Permanent Way. The transfer from M.E. surplus military stocks to Balkan Stockpile of 21 miles of 75 lbs. I.S.R. track, 5 miles of 87 lbs. Krupps track and 162 Misc. Turnouts for Balkan Relief and the transfer of 30 miles of the above 75 lbs. (U.S.) track and turnout materials to M.E. military stocks for military use in Italy has now been agreed. Quantities of 75 lbs. I.S.R. type track and turnouts have already been called forward to Greece and Jugoslavia.

(d) Convoy Maintenance Procedure.
Comparison statistics for Italy for the months of February and March 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. (inc. Local purchase)	Issued from Depots. T.P.D.
February	599	203	154	351	837
March	202	202	150	059	030

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The large daily tonnage of materials being handled by Depots from sources other than imports by sea will be noted.

(c) Rail Maintenance Procedure.

Little difficulty has been experienced in movement of Tn. Stores by rail during the period except for a short period during March when large operational moves were proceeding. It is still essential, however, that only priority items are submitted for movement as bidding between the Services continues keen, and full capacities of lines are utilised.

(f) Engineer Supply Arrangements.

(i) 70-ton Fixed Jib Derrick on R.L.Pontoon.

This crane is now being erected at Ancona.

(ii) Timber.

A total of 200 tons Sawn Timber and 900 tons of Boarding, Scantlings, etc. was allocated for May against our bid for 1210 tons, and 800 tons Boarding and Scantlings plus 90 P.S. of Plywood for June against our bid for 800 and 10,000 tons respectively.

(iii) Pile Driving Equipment.

Due to the anticipated shortage of pile driving equipment for Tn./AGS and possibly Works requirements in North Italy, the Americans were approached to ascertain their holdings. They have reported that the majority of this equipment was despatched to South France with the Dragoon Forces and only one complete set is available with U.S. Forces in Italy. This set is held by 5th Army and it is expected that it will be required for their use.

(iv) T.P.D.C. Malta.

Although C-in-C MED has received no authority from the Admiralty for the T.P.D.C. Malta to issue stores for any use other than R.N. he agreed that 2 Tn. Officers could visit the T.P.D.C. for exploratory purposes only. Details of this visit will be included in the next report from D.Tn. Tn (British) Main, C.M.F.

(g) Transfer of Locos and Rolling Stock.

(i) Ex Midwest. The 20 x 2-10-0 Locos and 206 wagons are being retained in U.K. pending final decision as to allocation between Italy and the Balkans.

(h) Shipment of Stores.

The following Tn. Stores have been phased for shipment to Italy during April and May:-

Period	WEST COAST ex N.A.	WEST COAST ex U.K.	WEST COAST ex M.E.	WEST COAST ex U.S.A.	EAST COAST ex U.S.A.	EAST COAST ex U.K.	EAST COAST ex M.E.	EAST COAST ex USA	TOTAL

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work proceeding. It is still essential, however, that only priority items are submitted for movement as bidding between the Services continues keen, and full capacities of lines are utilised.

(g) Inter-Theatre Supply Arrangements.

(i) 75-ton Fixed Jib Derrick on M.L. Pontoon.
This plant is now being erected at Anzoms.

(ii) Timber.
A total of 200 tons Bulk Timber and 900 tons of Boarding, Scantlings, etc. was allocated for May against our bid for 1200 tons, and 300 tons Boarding and Scantlings plus 500 ' F.S. of Plywood for June against our bid for 800 and 10,000 tons respectively.

(iii) Pile Driving Equipment.
Due to the anticipated shortage of pile driving equipment for Tn./ARS and possibly Works requirements in North Italy, the Americans were approached to ascertain their holdings. They have reported that the majority of this equipment was despatched to South France with the Dragoon forces and only one complete set is available with U.S. Forces in Italy. This set is held by 5th Army and it is expected that it will be required for their use.

(iv) T.P.D.C. Malta.
Although G-in-C MED has received no authority from the Army for the T.P.D.C. Malta to issue spares for stores other than R.N. he agreed that 2 Tn. Officers could visit the T.P.D.C. for exploratory purposes only. Details of the visit will be included in the next report from D.Tn. Tn (British) Rein, C.M.F.

(g) Transfer of Locos and Rolling Stock.

(i) Ex Midgat. The 20 x 2-10-0 Locos and 206 wagons are being retained in M.E. pending final decision as to allocation between Italy and the Balkans.

(h) Shipment of Stores.
The following Tn. Stores have been phased for shipment to Italy during April and May:-

Period	WEST COAST ex				EAST COAST ex				
	N.A.	U.K.	M.E.	U.S.A.	N.A.	U.K.	M.E.	USA.	TOTAL
27 Mar - 5 Apr.	-	20	-	17	71	166	880	4	1158
6 Apr - 15 Apr	-	450	-	-	67	810	-	-	1337
16 Apr - 25 Apr	-	-	-	-	412	93	154	-	659
26 Apr - 5 May	-	13	100	398	445	2	840	788	2586
6 May - 15 May	-	250	-	531	-	80	528	993	2382
16 May - 25 May	-	157	-	38	775	-	529	-	1509
	-	910	100	984	1770	1151	2931	1785	9631

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(j) Mobile Road Cranes.

Up to and including K.M.S.94 a total of 362 Mobile Road Cranes has been received against the original reserve and MED/TN.2/UK series.

Cranes now outstanding are as follows:

MED/Tn.2/UK.189	1	Balance of all Services Requirements 1 Oct. - 31 Dec. 44.
		1 Crane assigned, convoy not yet advised.
MED/Tn.2/UK.196	32	Balance of all Services Requirements 1 Jan - 31 March 45.
		4 Cranes expected K.M.S.101/102.
		25 Cranes allocated from production. Convoys not yet advised.
		3 8½-ton Cranes not yet assigned.
MED/Tn.2/UK.212	38	Balance of all Services Requirements 1 Apr. - 30 June 45.
		8 5-ton Morris) Allocated from
		8 6-ton R.A.R.) production. Convoys
		2 3½/5-ton R.A.R.) not yet advised.
		20 Not yet assigned.

(k) Harbour Craft.

The Harbour Craft position is shown at Appendix 11.

2 further tugs (one Tenac and one Tusa) and 20 lighters (Mincon & M.E. Steel) are being loaned to Jugoslavia pending receipt of firm requirements for the ports of Split and Dubrovnik. Detailed demands will be submitted to you in accordance with the procedure notified in your 01467 Tn.1/2 dated 1 April 1945.

(l) Permanent Re-Transfers.

Details of permanent re-transfers of specified equipment of U.S. origin during March/April are shown at Appendix 12.

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1 Crane assigned, convoy not yet advised.

MED/Tn.2/UK.196 32 Balance of all Services Requirements 1 Jan - 31 March 45.

4 Cranes expected F.M.S.101/102.
25 Cranes allocated from production. Convoys not yet advised.
5 8½-ton Cranes not yet assigned.

MED/Tn.2/UK.212 38 Balance of all Services Requirements 1 Apr. - 30 June 45.

8 5-ton Morris } Allocated from
8 6-ton D & R. } production. Convoys
2 5½/5-ton R & R } not yet advised.
20 Not yet assigned.

(k) Harbour Craft.

The Harbour Craft position is shown at Appendix 11.

2 further tugs (one Tenac and one Tuse) and 20 lighters (Mincos & M.S. Steel) are being loaned to Jugoslavia pending receipt of firm requirements for the ports of Split and Dubrovnik. Detailed demands will be submitted to you in accordance with the procedure notified in your 81467 Tn.1/2 dated 1 April 1945.

(l) Permanent Re-Transfers.

Details of permanent re-transfers of specified equipment of U.S. origin during March/April are shown at Appendix 12.

West
Colonel.
D.D.Tn.
for Brig.
Director of Transportation (Tr).

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PORT WORKING NORTH AFRICA. - COMPARATIVE STATISTICS.

AVERAGE DAILY TONNAGES HANDLED.

PORT		Number of MT.		Tons of Stores. +		Tons of Mails.	Coal	Total Tonn (excluding of M.
		Loading.	Discharging.	Loading.	Discharging.	Loading.	Discharging.	
ALGIERS	Feb.	27	2	696	195	-	692	158
	Mch.	27	1	502	622	142	1104	237
	Apl.	33	-	448	68	123	814	145
BONE	Feb.	0½	-	113	3	-	207	32
	Mch.	Only worked 15 days and closed March 19.						
	Apl.	Closed.						
TOTALS N.A.	Feb.	27½	2	809	198	-	899	190
	Mch.	27	1	502	622	142	1104	237
	Apl.	33	-	448	68	123	814	145

TOTALS HANDLED.	Feb.	29½	1007	899
	Mch.	28	1124	1246
	Apl.	33	516	937

+ Includes timed P.O.L. and Ammunition.
⊖ Loaded by Grab.

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PORT WORKING NORTH AFRICA - COMPARATIVE STATISTICS.

APPENDIX 1.

AVERAGE DAILY TONNAGES HANDLED.

Number of MT.		Tons of Stores. +		Tons of Mails.	Coal	Total Tonnage (excluding weight of M.T.)
Loading.	Discharging.	Loading.	Discharging.	Loading.	Discharging.	
27	2	696	195	-	692	1583
27	1	502	622	142	1104	2370
33	-	448	68	123	814	1453
0½	-	113	3	-	207	323
		Only worked 15 days and closed March 19. Closed.				
27½	2	809	198	-	899	1906
27	1	502	622	142	1104	2370
33	-	448	68	123	814	1453
29½		1007		899		
28		1124		1246		
33		516		937		

+ Includes tinned P.O.L. and Ammunition.
@ Loaded by Grab.

Appendix 2.

Effective date 27 December 44 CM/644/1

RESTRICTED

Amdt No.	-
Date	27 Dec 44
Officers	19
O.Rs.	67
Total	86
M.Cs.	3
Vehicles	8
Trailers	-

TRANSPORTATION INCREMENT (BALKANS)

WAR ESTABLISHMENT

(i) Personnel

Detail	Officers	Warrant officers class I	Warrant officers class II	Staff-sergeants	Sergeants	Corporals	Lance-corporals	Privates	Civilians	Total
STAFF										
Assistant directors of transportation	2									2
Deputy assistant directors of transportation	10									10
Staff captains (transportation)	7									7
Clerks, general duties R.E.			1		6	4	3	11		25
Draughtsmen, mechanical, R.E.						3	1			4
Draughtsmen, railway construction, R.E.						2	2			4
Fitters, locomotive, R.E. (for locomotive inspectors)			5							5
Platelayers, R.E. (for permanent way inspector)			1							1
Traffic Operators, R.E.			2			2				4
ADMINISTRATIVE										
Drivers, I.C.							2	2		4
Driver mechanics								2		2
Motor cyclists								2		2
Batmen								6		6
Batmen-drivers								2		2
Mess orderlies for -										
Officers' mess								2		2
Other ranks mess									2	2
Total, all ranks	19		9		6	11	8	27	2	82
Attached										
A.C.C. - Cooks for -										
Officers' mess								2		2
Other ranks mess								4		4
Total, transportation increment (Balkans)	19		9		6	11	8	33	2	88

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	Officers	Warrant officers class I	Warrant officers class II	Staff-sergeants	Sergeants	Corporals	Lance-corporals	Privates	Civilians	Total
STAFF										
Assistant directors of transportation	2									2
Deputy assistant directors of transportation	10									10
Staff captains (transportation)	7									7
Clerks, general duties R.E.			1		6	4	3	11		25
Draughtsmen, mechanical, R.E.						3	1			4
Draughtsmen, railway construction, R.E.						2	2			4
Fitters, locomotive, R.E. (for locomotive inspectors)			5							5
Platelayers, R.E. (for permanent way inspector)			1							1
Traffic Operators, R.E.			2			2				4
ADMINISTRATIVE										
Drivers, T.C.							2	2		4
Driver mechanics								2		2
Motor cyclists								2		2
Batmen								6		6
Batmen-drivers								2		2
Mess orderlies for - Officers' mess								2		2
Other ranks mess									2	2
Total, all ranks	19		9		6	11	8	27	2	82
Attached										
A.C.C. - Cooks for - Officers' mess								2		2
Other ranks mess								4		4
Total, transportation increment (Balkans)	19		9		6	11	8	33	2	86

(ii) Transport

Bicycles	4	
Motor-cycles, solo	3	
Cars, 2-seater, 4 x 2	2	308
Cars, 4-seater, 4 x 2	2	
Cars, 5-cwt, 4 x 4	2	
Trucks, 15-cwt, 4 x 2, G.S.	2	
Total, vehicles	6	

This establishment will NOT be implemented without A.F.H.Q. authority.
(171/1864/(B))
(File 759/Org-2)

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APPENDIX 3.

TRANSPORTATION INCREMENT (BALKANS)

ALLOCATION BETWEEN

GREECE AND JUGOSLAVIA

Detail	Greece	Jugoslavia	Total WE	
STAFF				
Officers				
ADs Tn	1	1	2	
DADs Tn	6	4	10	
Staff Capts (Tn)	3	4	7	
Total Officers	10	9	19	
Clerks				
WO II	1	-	1	
Sjts	2	4	6	
Cpls	2	2	4	
L/Cpls	1	2	3	
Sprs	7	4	11	
Draughtsmen Mech				
Cpls	1	2	3	
L/Cpls	1	-	1	
Draughtsmen Rly Con				
Cpls	-	2	2	
L/Cpls	2	-	2	
Fitters Loco				
WO II	2	3	5	For Loco Inspectors
Platelayers				
WO II	-	1	1	For per way Inspector
Traffic Ops				
WO II	2	-	2	For Traffic
Cpls	2	-	2	Inspectors
ADMINISTRATIVE				
Drivers i/c L/Cpls	1	1	2	
Drivers i/c	1	1	2	
Driver Mech	1	1	2	
Motor Cyclists	1	1	2	
Batmen	3	3	6	
Batmen - drivers	1	1	2	
Mess orderlies for				
Officers Mess	1	1	2	
Other Ranks Mess	1	1	2	Civilians

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DADs Tn	6	4	10	
Staff Capts (Tn)	3	4	7	
Total Officers	10	9	19	
Clerks				
WO II	1	-	1	
Sjts	2	4	6	
Cpls	2	2	4	
L/Cpls	1	2	3	
Sprs	7	4	11	
Draughtsmen Mech				
Cpls	1	2	3	
L/Cpls	1	-	1	
Draughtsmen Rly Con				
Cpls	-	2	2	
L/Cpls	2	-	2	
Fitters Loco				
WO II	2	3	5	For Loco Inspectors
Platelayers				
WO II	-	1	1	For per way Inspector
Traffic Ops				
WO II	2	-	2	For Traffic
Cpls	2	-	2	Inspectors
ADMINISTRATIVE				
Drivers i/c L/Cpls	1	1	2	
Drivers i/c	1	1	2	
Driver Mech	1	1	2	
Motor Cyclists	1	1	2	
Batmen	3	3	6	
Batmen - Drivers	1	1	2	
Mess orderlies for				
Officers Mess	1	1	2	
Other Ranks Mess	1	1	2	Civilians
Total Other Ranks	33	30	63	
Total All Ranks	43	39	82	
Attached				
ACC - Cooks for				
Officers Mess	1	1	2	
Other Ranks Mess	2	2	4	
Total All Ranks incl attached	46	42	88	308

Transport/...

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TRANSPORT

Detail	Greece	Jugoslavia	Total WE
Bicycles	2	2	4
Motor cycles solo	1	2	3
Cars, 2 str 4 x 2	1	1	2
Cars, 4 str 4 x 2	1	1	2
Cars, 5 cwt 4 x 4	1	1	2
Trucks 15 cwt 4 x 2 GS	1	1	2

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Cars, 4 str 4 x 2
Cars, 5 cwt 4 x 4
Trucks 15 cwt 4 x 2 GS

APPENDIX...4.....

TE INCREMENT (BALKANS)

PERSONNEL & TRANSPORT POSITION.

	GREECE	JUGOSLAVIA
A.De.Tn	Lt. Col. T.D. Burdis R.E.	Lt. Col. R. Miller R.E.
D.A.De.Tn.	Major. W.K. Dodwell R.E. Major. R.M. Robbins R.E. Major. P.J. Martin R.E. Major S.C. Oldfield R.E. Major. G.A. Road R.E.	Major M.A. Lockhart D.L.I.
S/Capts.	Capt. C.J. Kellor U.D.F. Capt. P.J. Moran R.E.(attd Tn AFHQ)	Capt. N.G. Ferris U.D.F. Capt.E.R.A. Allman R.E. Capt.G.G.R. Carey R.E.
Clerks G.D.	9	8
D'men Mech	1	-
" Rly Const.	1	1
Fitters Loco	2	2
Platelayers	-	1
Traffic Ops	4	-
Dvrs IC	2	-
" Mech	-	-
M/Cyclists	-	-
Batmen	3	-
Batmen/Drivers	-	4
Orderlies	-	2
Cooks	2	1

MALTA

GREECE JUGOSLAVIA

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D.A.Dn.Tn.	Major.	W.M. Dodwell R.E.	Major M.A. Lockhart D.L.I.
	Major.	R.M. Robbins R.E.	
	Major.	P.F. Martin R.E.	
	Major	S.G. Oldfield R.E.	
	Major.	G.A. Read R.E.	
S/Capts.	Capt.	C.J. Kollier U.D.F.	Capt. N.S. Norris U.D.F.
	Capt.	P.J. Horan R.E.(attd Tn ARTY)	Capt.E.R.A. Allman R.E.
			Capt.G.C.R. Carey R.E.

Clerks G.D.	9	8
D'men Mech	1	-
" Rly Const.	1	1
Fitters Loco	2	2
Platelayers	-	1
Traffic Ops	4	-
Dvrs IC	2	-
" Mech	-	-
M/Cyclists	-	-
Batmen	5	-
Batmen/Drivers	-	4
Orderlies	-	2
Cooks	2	1

TRANSPORT

	GREECE	JUGOSLAVIA
Cars 5-cwt 4 x 4	2	1
Cars 2-cwt 4 x 2	-	1
Trucks 15 cwt 4 x 2	1	2
M/Cs Solo	1	2

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APPENDIX 5

SUMMARY OF TA. INCREMENT (BALKANS)
HQ. LE(C). PERSONNEL AS AT 30 APRIL 1945.

RANK	NAME		SECTION POSTED TO	DATE ETD. UK	REMARKS.
Lt. Col.	T.D. Burdin		ADTn.	5 Jan 41	Called forward for Python 21
Major	S.C. Oldfield	x	Tn 4	29 Aug 41	
Major	W.H. Dodwell	x	Tn(F)	14 Mar 41	
Major	R.M. Robbins		Tn 2	30 Sep 41	Possible transfer to Embassy staff.
Major	P.J. Martin		Tn 3	30 Sep 41	Available for posting other end May.
Capt.	C.J. Keller		Tn 3	(UDF)	Available for posting 15/5/45.
Capt.	E.R.A. Allman	x	Tn(F)		Temporarily att. ex ... Inc (F).

NUMBER	RANK & NAME		UNITS		
2018014	WO.II. Webb, A.J.		C.C.	6 Jan 41	
10600329	Sgt. Hughes, T.	x	Tn(F)	21 Dec 42	
1476266	Cpl. Range, T.M.		Tn 2	6 Jan 41	
2128921	" Eldridge, F.E.	x	Tn 2	11 Feb 42	
1949548	L/Cpl. Dodge W.H.	x	Tn 2	4 Dec 41	
137505	Spr. Woodhouse E.	x	Tn(F)	15 Apr 45	
7398292	" Dudley C.K.		Tn 3	15 Feb 42	Depn. LT.P 30/4/45
2011754	" Eaton H.	x	Tn 3	28 Oct 42	
2142511	" Easton, F.		Tn 3	22 May 42	Reporting to ADTn Tn1/21/15 of 25 Apr 45 refers.
	DRAUGHTSMEN				
2110224	Cpl. Newman, E.H.		Tn 4	1 Jan 41	
1606002	" Went, A.	x	Tn 4	17 Mar 41	
10538185	Spr. Gibbons, G.	x	Tn 4	1 Aug 41	
	LOCO INSPECTORS				
1870696	WOII Bellis, E.		Tn 3	6 Jan 41	
1896744	" Reeves, E.L.		Tn 3	11 Feb 42	Being made for disposal of M.T.
	TRAFFIC INSPECTORS				
1984409	WOII Stacey, I.L.		Tn 3	6 Jan 41	
2134344	" Frost, W.V.		Tn 3	11 Feb 42	Being transferred to ... Tn. 7/5/45.
6147954	Cpl. Jennings, J.G.		Tn.3.	15 Jan 44	W.I to be released to D... ADTn end of May.

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Major	S.C. Oldfield	x	In 4	28 Aug 41	
Major	W.A. Dodwell	x	In(P)	12 Mar 41	
Major	R.M. Hopkins		In 2	30 Sep 41	Possible transfer to Embassy staff.
Major	P.J. Martin		In 3	30 Sep 41	Available for posting after end May.
Capt.	C.J. Keller		In 5	(IDM)	Available for posting 14/5/43.
Capt.	E.R.A. Allman	x	In(P)		Temporarily att. ex - I.e (J).

NUMBER	RANK & NAME		CLERKS		
2018014	WO.II. Webb, A.J.		C.O.	6 Jan 41	
10600329	Sgt. Hughes, T.	x	In(P)	21 Dec 42	
1476266	Cpl. Ramsa, F.H.		In 2	6 Jan 41	
2128921	" Eldridge, F.D.	x	In 2	11 Feb 42	
1949548	L/Cpl. Dodge W.J.	x	In 6	4 Dec 41	
137505	Spr. Woodhouse F.	x	In(P)	13 Apr 43	
7398292	" Dunkley C.R.		In 3	15 Feb 42	Dept. IIIP 30/4/43
2011754	" Eaton H.	x	In 3	30 Oct 42	
2142511	" Easton, P.		In 3	22 May 42	Reporting to AFHQ In1/21/17 of 25 Apr 43 refers.

DRAUGHTSMEN

2110224	Cpl. Newman, H.L.		In 4	1 Jan 41	
1606002	" Went, A.	x	In 4	17 Mar 41	
10538187	Spr. Gibbons, G.	x	In 4	1 Aug 41	

LORRY DRIVERS

1870696	WOII Baillie, R.		In 4	6 Jan 41	
1098744	" Reeves, E.L.		In 3	11 Feb 42	Being held for disposal of M.T.

CLERICAL INSTRUCTORS

1984400	WOII Stacey, E.L.		In 3	6 Jan 41	
2134344	" Frost, W.V.		In 3	11 Feb 42	Being detached to D.D.R. 7/5/43.
6147954	Cpl. Jennings, J.G.		In.3.	15 Jan 41	Will be released to D. , AFHQ at end of May.
1898472	Cpl. Evans, D.J.		In 3	16 Feb 42	Rec'd at DEAD.

ADMINISTRATIVE

T/194356	Spr. Salt, T.	x	Dvr i/c	11 Nov 41	Att. on MMU Pty pending posting
3660817	Pte. Young, H.	x	Batman	17 Jul 42	" "

NOTE :- Absolute minimum staff marked x

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APPENDIX ...6...

TRANSPORTATION UNITS - GREECE

LOCATION STATEMENT

30 APRIL 1945

UNIT	STRENGTH OFFRS.	ORs	LOCATION
HQ Transportation	7	19	ATHENS
		1	VOLOS
	7	20	
1006 Port Operating Co. R.E.	1	17	SYROS & CHIOS
			MIDEAST
992 Port Operating Co. R.E.	4	215	PIRAEUS
	2	93	SALONIKA
	1	34	PATRAS
	1	35	VOLOS
	8	377	
1206 "Z" Craft Optg. Co. R.E.	2	56	PIRAEUS
974 I.W.T. Workshop Co. R.E.		8	PIRAEUS
1012 Port Maintenance Co. R.E.	1	9	PIRAEUS
No.1 R.C.L. Optg. Co. R.E.	1	9	PIRAEUS
		10	PATRAS
	1	19	
922 Tn. Stores Co. R.E.		6	PIRAEUS
		4	SALONIKA
		10	
TOTAL	20	516	

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UNIT	STRENGTH OFFRS.	STRENGTH ORs	LOCATION
HQ Transportation	7	19	ATHENS
		1	VOLOS
	7	20	
1006 Port Operating Co. R.E.	1	17	SYROS & KHIOS
			MIDEAST
992 Port Operating Co. R.E.	4	215	PIRAEUS
	2	93	SALONIKA
	1	34	PATRAS
	1	35	VOLOS
	8	377	
1206 "Z" Craft Optg. Co. R.E.	2	56	PIRAEUS
974 I.W.T. Workshop Co. R.E.		8	PIRAEUS
1012 Port Maintenance Co. R.E.	1	9	PIRAEUS
No.1 R.C.L. Optg. Co. R.E.	1	9	PIRAEUS
		10	PATRAS
	1	19	
922 Tn. Stores Co. R.E.		6	PIRAEUS
		4	SALONIKA
		10	
TOTAL	20	516	

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APPENDIX.....7

PORT WORKING STATISTICS - GREECE

Period March - April 1945

PORT		DISCHARGED			LOADED			TOTAL THROUGH PORT
		CIVIL RELIEF	MIL STORES	TOTAL DISCH	CIVIL RELIEF	MIL STORES	TOTAL LOADED	
PIRAEUS	Mar	45,339	25,398	70,737	12,345	4,057	16,402	87,139
	Apr	60,981	22,591	83,572	9,774	9,180	18,954	102,526
PATRAS	Mar	11,919	4,956	16,875	4,064	657	4,721	21,596
	Apr	12,148	2,819	14,967	6,485	3,074	9,559	24,526
SALONIKA	Mar	9,750	11,242	20,992	770	629	1,399	22,391
	Apr	12,754	4,806	17,560	2,738	309	3,047	20,607
VOLOS	Mar	4,774	4,137	8,911	-	557	557	9,468
	Apr	8,533	8,096	16,629	-	255	255	16,884
IRAKLION	Mar	4,592	2,603	7,195	-	-	-	7,195
	Apr	5,093	252	5,345	-	40	40	5,385
CORFU	Mar	1,788	862	2,650	-	476	476	3,126
	Apr	1,413	-	1,413	-	-	-	1,413
K.VALLA	Mar	4,042	3,240	7,282	-	-	-	7,282
	Apr	1,409	39	1,448	415	-	445	1,893
KALAMAI	Mar	1,784	2,650	4,434	-	-	-	4,434
	Apr	-	-	-	-	-	-	-
PREVEZA	Mar	1,306	1,914	3,220	-	-	-	3,220
	Apr	-	-	-	-	-	-	-
KHIOS	Mar	-	-	-	-	-	-	-
	Apr	575	160	735	-	37	37	772

Notes:- (a) Mil Stores discharged and loaded includes vehicles estimated at 4 tons per vehicle.
(b) Coal split in ratio of 5% MIL, 95% CIVIL.
(c) Packed POL all included in MIL figures.
(d) Bulk POL split in ratio of 50% MIL, 50% CIVIL.

SUMMARY OF CRANES - GREECE

30 APRIL 1945

PORT	WD MOBILE	GERMAN CRAWLER	PORTAL	FLOATING	RAIL STEAM
PIRAEUS	4 - 3½T	1 - 8T	1 - 3T 1 - 5T	1 - 100T 1 - 25T 1 - 20T 1 - 15T	
SALONIKA	2-Osgood	2 - 4T	1 - 15T	1 - 90T 1 - 60T 1 - 15T	1 - 5T 1 - 3T
IRAKLION			1 - 7T	1 - 65T (Converted LCT)	1 - 5T
PATRAS	1 - 5T				
VOLOS	1 - 5T (Requisitioned by Greek Govt.)				

POSITION OF HARBOUR CRAFT - GREECE

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VOLOS	Apr	8,533	8,096	16,629	-	255	255	16,884
IRAKLION	Mar	4,592	2,603	7,195	-	-	-	7,195
	Apr	5,093	252	5,345	-	40	40	5,385
CORFU	Mar	1,788	862	2,650	-	476	476	3,126
	Apr	1,413	-	1,413	-	-	-	1,413
KAVALLA	Mar	4,042	3,240	7,282	-	-	-	7,282
	Apr	1,409	+39	1,448	415	-	415	1,863
KALAMAI	Mar	1,784	2,650	4,434	-	-	-	4,434
	Apr	-	-	-	-	-	-	-
PREVEZA	Mar	1,306	1,914	3,220	-	-	-	3,220
	Apr	-	-	-	-	-	-	-
KHIOS	Mar	-	-	-	-	-	-	-
	Apr	575	160	735	-	37	37	772

Notes:- (a) Mil Stores discharged and loaded includes vehicles estimated at 4 tons per vehicle.
(b) Coal split in ratio of 5% MIL, 95% CIVIL.
(c) Packed POL all included in MIL figures.
(d) Bulk POL split in ratio of 50% MIL, 50% CIVIL.

SUMMARY OF CRANES - GREECE

30 APRIL 1945

PORT	WD MOBILE	GERMAN CRAWLER	PORTAL	FLOATING	RAIL STEAM
PIRAEUS	4 - 3½T	1 - 8T	1 - 3T 1 - 5T	1 - 100T 1 - 25T 1 - 20T 1 - 15T	
SALONIKA	2-Osgood	2 - 4T	1 - 15T	1 - 90T 1 - 60T 1 - 15T	1 - 5T 1 - 3T
IRAKLION			1 - 7T	1 - 65T (Converted LCT)	1 - 5T
PATRAS	1 - 5T				
VOLOS	1 - 5T (Requisitioned by Greek Govt.)				

POSITION OF HARBOUR CRAFT - GREECE

30 APRIL 1945

PORT	MILITARY		MVT				LOCAL		
	"Z"Craft	RCLs	Tugs	Lighters	Pontoons	Launches	Tugs	Lighters	Launches
PIRAEUS	3	19	5	75	-	1	1	17	4
SALONIKA	2	-	4	35	-	-	2	8	2
PATRAS	-	2	1	3	-	-	-	-	-
VOLOS	1 (German)	-	-	-	12	-	-	-	-
SYROS	-	-	1	12	-	-	-	1	-
IRAKLION	-	-	-	4	-	-	2	-	2

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APPENDIX 8.

LOCOMOTIVE AND ROLLING STOCK POSITION.

1. S.E.K.

LOCOS	In Traffic	Athens Area	Salonika Area	Alexandroupolis Area
	Main Line	5	2	6
	Shunting	3	2	3
	Rail Car	-	-	2
	Diesel shunting	1	-	-
		9	4	11
	Under Repair			
	Main Line	6	15	6
	Shunting	4	-	2
		10	15	8
PASSENGER COACHES				
	In Traffic	4	ø	ø
	Under repair	1	ø	ø
WAGONS				
	In Traffic			
	Box	45	16	190
	O.H.S.	26	30	130
	O.L.S.	13	10	70
	Flats	11	10	15
	Various	4	10	10
		99	76	415
	Under Repair			
	Box	14	60 x	ø
	O.H.S.	7	}	ø
	O.L.S.	-	} 94 x	ø
	Flats	4	7 x	ø
	Various	2	53 x	ø
		27	214	

ø not available
x awaiting repair

2. S.P.A.P.

LOCOS		Athens Area	Pyrgos Area	Diakofto - Kalavrita
	In Traffic	3	2	2
	Shunting	4	-	-
		7	2	2
	Under Repair			
	Main Line	3	2	2
	Shunting	2	-	-
		5	2	2

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Under Repair			
Main Line	6	15	6
Shunting	4	-	2
	10	15	8
PASSENGER COACHES			
In Traffic	4	ø	ø
Under repair	1	ø	ø
WAGONS			
In Traffic			
Box	45	16	190
O.H.S.	26	30	130
O.L.S.	13	10	70
Flats	11	10	15
Various	4	10	10
	99	76	415
Under Repair			
Box	14	60 x	ø
O.H.S.	7	} 94 x	ø
O.L.S.	-		ø
Flats	4	7 x	ø
Various	2	53 x	ø
	27	214	

ø not available
x awaiting repair

2. S.P.A.P.

	Athens Area	Pyrgos Area	Dikofto - Kalavrita
LOCOS			
In Traffic	3	2	2
Shunting	4	-	-
	7	2	2
Under Repair			
Main Line	3	2	2
Shunting	2	-	-
	5	2	2
DIESEL RAIL CARS			
In Traffic			
Double	4	-	-
Single	4	-	-
Trailer	3	-	-
	11	-	-
Under Repair			
Double	4	-	-
Single	-	-	-
Trailer	-	-	-
	4	-	-

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S.P.A.P (cont'd)

	Athens Area	Pyrgos area	Diakofto - Kalavrita
PASSENGER COACHES			
In Traffic	16	7	2
Under repair	19	3	-
	35	10	2
WAGONS			
In Traffic	121	33	4
Under repair	89	17	-
	210	50	4

3. THESSALIAN RAILWAYS

	In Traffic	Under Repair
(a) Metre Gauge		
LOCOS	5	3
PASSENGER COACHES	26	-
WAGONS	152	26
(b) 60 cm Gauge		
LOCOS	2	1
PASSENGER COACHES	6	-
WAGONS	4	-

4. NORTH WESTERN RAILWAY

	In Traffic	Under Repair
LOCOS	2 (2 on loan from S.P.A.P.)	3
PASSENGER COACHES	8	1
WAGONS	58	34

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APPENDIX 9.

RAILWAY OPERATING STATISTICS.

APRIL 1945.

S.E.K.

Section of Line	No. of Passrs.	Tonnage.
Piraeus - Athens - Piraeus	3 trains each way per day SEK Workmen	
Piraeus - K.28. - Piraeus	2 " " " " " as from 25 Apr	
Piraeus - Rouf - Piraeus	Troop moves. 9,965	
Dock Clearance - Piraeus		4,640
" " - Salonika		2,591

S.P.A.P.

Piraeus-Megara-Piraeus.	Daily service each way -average of 125 passrs. & 50 tons per train.
Piraeus-Lavrion-Piraeus	Daily service each way -average of 120 passrs. & 20 tons per train.
Piraeus-Chalandri-Piraeus	Daily service each way -average of 150 passrs. per train.
Piraeus - Athens - Piraeus	2 trains each way per day - SPAP Workmen.

Hellenic Electric Railway.

Piraeus - Athens - Piraeus	8 min. service. Daily average of	81,000 passrs.
Piraeus - Perama - Piraeus.	15 min. service as from 11 April. " " "	10,000 passrs.

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Piraeus - Athens - Piraeus	3 trains each way per day SEK Workmen
Piraeus - K.28. - Piraeus	2 " " " " " as from 25 Apr
Piraeus - Rouf - Piraeus	Troop moves. 9,965
Dock Clearance - Piraeus	4,640
" " - Salonika	2,591

S.P.A.P.

Piraeus-Megara-Piraeus.	Daily service each way -average of 125 passrs. & 50 tons per train.
Piraeus-Lavrion-Piraeus	Daily service each way -average of 120 passrs. & 20 tons per train.
Piraeus-Chaidari-Piraeus	Daily service each way -average of 150 passrs. per train.
Piraeus - Athens - Piraeus	2 trains each way per day - SPAP Workmen.

Hellenic Electric Railway.

Piraeus - Athens - Piraeus	8 min. service. Daily average of 81,000 passrs.
Piraeus - Perama - Piraeus.	15 min.service as from 11 April. " " " 10,000 passrs.

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COMPARISON OF SHIPMENT OF TN. STORES (RLY. BRIDGING)
AGAINST MILSTAF ACCEPTED AVAILABILITIES

Description of Tn. Stores.	FEBRUARY				MARCH				APRIL			
	Availability		Shipment		Availability		Shipment		Availability		Shipment	
	Spans	Tons.	Spans	Tons	Spans	Tons.	Spans	Tons	Spans	Tons.	Spans	Tons
U.C.R.B. 70 ft. Deck spans.	8	266	11	407	8	265	-	-	15	480	8	265
U.C.R.B. 70 ft. Thro spans.	7	308	10	403	7	308	-	-	15	660	7	308
U.C.R.B. Sets E.	4	8	14	28	4	8	-	-	8	16	4	8
U.C.R.B. Sets F.	-	-	-	-	-	-	-	-	5	25	-	-
Light Steel Trestling.	-	-	-	400	-	-	-	-	-	650	-	-
Heavy Steel Trestling.	-	-	-	-	-	-	-	-	-	550	-	-
Lattice Girder 123 ft.	-	-	-	-	-	-	-	-	2	240	-	-
Lattice Girder Sets K.	-	-	-	-	-	-	-	-	2	60	-	-
7			Includes backlog from Jan. All arrived in LAST PERIOD in February				Nil arrivals				March backlog only. Should arrive in FIRST PERIOD April but included 418 tons on "THOMAS BULFINCH	

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COMPARISON OF SHIPMENT OF TN. STORES (RLY. BRIDGING)
AGAINST MILSTAF ACCEPTED AVAILABILITIES

APPENDIX No. 10

FEBRUARY				MARCH				APRIL				MAY			
Availability		Shipment		Availability		Shipment		Availability		Shipment		Availability		Shipment	
Spans	Tons.	Spans	Tons	Spans	Tons.	Spans	Tons	Spans	Tons.	Spans	Tons	Spans	Tons	Spans	Tons
8	266	11	407	8	265	-	-	15	480	8	265	15	480	15	480
7	308	10	403	7	308	-	-	15	660	7	308	15	660	15	660
4	8	14	28	4	8	-	-	8	16	4	8	8	16	8	16
-	-	-	-	-	-	-	-	5	25	-	-	5	25	5	25
-	-	-	400	-	-	-	-	-	650	-	-	-	20	-	650
-	-	-	-	-	-	-	-	-	550	-	-	-	150	-	550
-	-	-	-	-	-	-	-	2	240	-	-	-	-	2	240
-	-	-	-	-	-	-	-	2	60	-	-	-	-	2	60
		Includes backlog from Jan. All arrived in LAST PERIOD in February				Nil arrivals				March back-log only. Should arrive in FIRST PERIOD April but includes 418 tons on "THOMAS BULFINCH"				All above is April backlog and scheduled for arrival 1st and 2nd periods May. No details as yet of May availabilities.	

Appendix 11

HARBOUR CRAFT. Table A.

Overall Position as at 30th April 1945.

	Harbour Tugs.	Minus	Dumb Barges. Mines	Aire & Calder	Higgins	Others	Z Craft	R.C.L's.
* Agreed Theatre Allocation.	76	16	392	18	42	148	48	229
Receipts:								
Sth. France.	5	-	14	-	-	-	8	-
Italy (West Coast)	15(a)	6	161	-	-	-	19	74
Sicily.	1	-	-	-	-	-	-	-
Malta.	7	-	-	-	-	-	-	13
Italy (East Coast)	33(b)	6	197	-	-	10	16	114
Jugoslavia	3	-	13(c)	-	-	-	-	-
Greece.	11	-	-	16	12	117	5	21
North Africa:-	-	4	-	-	-	-	-	-
Being Retained.	-	-	1	-	-	-	-	7
Total	76	16	386	16	12	127	48	229
Available								
Ex U.S.A. Loadings:-								
For Italy (West Coast)	-	-	3(d)	-	-	-	-	-
" " (East Coast)	-	-	3(d)	-	-	-	-	-
Ex M.E. - For Greece.	-	-	-	-	30	21	-	-
Total	-	-	6	-	30	21	-	-
GRAND TOTAL	76	16	392	18	42	148	48	229

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

(a) Includes 6 Tugs reserved for Genoa - 4 at present at Leghorn 2 being transferred to Leghorn from Civitavecchia.
(b) Includes 2 Tanacs on loan to R.N. - subject to withdrawal when required by Tn.(Br)
(c) Part of 20 Barges being transferred to M.W.T. for Jugoslavia.
(d) R.A.S. informed these craft not now required. Confirmation of cancellation awaited.

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Receipts:								
Sth. France.	5	-	14	-	-	-	8	-
Italy (West Coast)	16(a)	6	151	-	-	-	19	74
Sicily.	1	-	-	-	-	-	-	-
Malta.	7	-	-	-	-	-	-	13
Italy (East Coast)	33(a)	6	197	-	-	10	16	114
Jugoslavia	3	-	13(c)	-	-	-	-	-
Greece.	11	-	-	18	12	117	5	21
North Africa:-	-	4	-	-	-	-	-	-
Being Retained.	-	-	1	-	-	-	-	7
Total	76	16	386	18	12	127	48	229
Available								
Ex U.S.A. Loadings:-								
For Italy (West Coast)	-	-	3(d)	-	-	-	-	-
" " (East Coast)	-	-	3(d)	-	-	-	-	-
Ex M.E. - For Greece.	-	-	-	-	30	21	-	-
Total	-	-	6	-	30	21	-	-
GRAND TOTAL	76	16	392	18	42	148	48	229

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

(a) Includes 6 Tugs reserved for Genoa - 4 at present at Leghorn 2 being transferred to Leghorn from Civitavecchia.
(b) Includes 2 Tenacs on loan to R.N. - subject to withdrawal when required by Tn.(Br)
(c) Part of 20 Barges being transferred to M.W.T. for Jugoslavia.
(d) B.A.S. informed those craft not now required. Confirmation of cancellation awaited.

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

HARBOUR CRAFT

Tn. Craft to be Maintained by Users Other than Tn. (Br)

	Harbour Tugs				Powered Lighters							Dumb Ba
	Tarac	Tusa	Sturdy	Others	R.C.L's	Z Craft	Minus	Minca A & C	Higgins	L.E.	Indian	
TOTAL REQUIRED	20	13	9	1	130	-	10	193	18	42	9	10
Deciple:												
Italy (West) U.S. Army	8	8(a)	-	-	67(c)	-	6	161	-	-	-	-
Royal Navy: Taranto.	-	-	-	-	2	-	-	-	-	-	-	-
Naples.	-	-	-	-	2	-	-	-	-	-	-	-
Sicily.	1	-	-	-	-	-	-	-	-	-	-	-
Bizerta.	4	-	-	-	5	-	-	-	-	-	-	-
Malta.	6	3	2	-	13	-	2	-	-	-	-	-
Manfredonia.	1	-	-	-	-	-	-	1	-	-	-	-
Army Fire Service:												
Monopoli.	-	-	-	-	1	-	-	-	-	-	-	-
Naples.	-	-	-	-	4	-	-	-	-	-	-	-
Algiers.	-	-	-	-	1	-	-	-	-	-	-	-
Min. War Transport:												
Naples.	-	-	-	-	1	-	-	-	-	-	-	-
Bone.	-	-	-	-	-	-	2	1	-	-	-	-
Algiers.	-	-	-	-	1	-	-	-	-	-	-	-
Sth. France.	5	-	-	-	-	-	-	14	-	-	-	-
Greece.	3	-	7	1	21	-	-	-	18	12	9	10
Argentavia.	1	2	-	-	-	-	-	13(b)	-	-	-	-
Land Forces Adriatic.	-	-	-	-	12	-	-	-	-	-	-	-
Due ex R.L. (For Greece)	-	-	-	-	-	-	-	-	-	30	-	-
Due ex U.S.A.	-	-	-	-	-	-	-	3	-	4	-	-
TOTAL	20	13	9	1	130	-	10	193	18	42	9	10

(a) Includes 6 Tugs reserved for Genoa - 4 at present at Leghorn being transferred to Leghorn from Civitavecchia for Genoa.
(b) Part of 20 being transferred to M.W.T. from Italy East.
(c) Includes 20 reserved for Genoa.

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HARBOUR CRAFT

TABLE 'B' Part I.

Tn. Craft to be Maintained by Users Other than Tn. (Sr)

| Harbour Tugs | | | Powered Lighters | | | Dumb Barges | | |

02501

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

HARBOUR CRAFT

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

	Harbour Tugs		Powered Lighters		Dumb Barges	
	Tanncs	Tugs	R.C.Ls.	Z Craft	Mimus	Hinca
Total Required	31	2	99	48	6	199
Receipts :						
South France	-	-	-	8(b)	-	-
Italy (West)	-	-	-	19(f)	-	-
Italy (East)	31(a)	2	99	16	6	196(c)
Jugoslavia	-	-	-	-	-	-
Greece	-	-	-	5(e)	-	-
Due ex U.S.A.	-	-	-	-	-	3
TOTAL	31	2	99	48	6	199

(a) Includes [illegible] on loan to R.N. subject to withdrawal when required by Tn.
(b) On loan to U.S. Forces - Spares provided by Tn.(E).
(c) Includes 9 nominated for transfer to M.W.T. Jugoslavia.
(d) Includes 1 awaiting shipment to Greece.
(e) Being withdrawn for operations in Italy.
(f) Includes 12 reserved for Genoa.

0251

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

HARBOUR CRAFT

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

A.F.B 'B' Part II.

our Tugs	Powered Lighters			Dumb Barges		
Tugs	R.C.Ls.	Z Craft	Mins	Mins	M.E. Steel	
2	99	48	6	199	10	
-	-	8(b)	-	-	-	
-	-	19(f)	-	-	-	
2	99	16	6	196(c)	10(d)	
-	-	-	-	-	-	
-	-	5(e)	-	-	-	
-	-	-	-	3	-	
2	99	48	6	199	10	

[illegible] 5% on loan to R.N. subject to withdrawal when required by Tn.(B).
On loan to U.S. Forces - Spares provided by Tn.(B).
Includes 9 nominated for transfer to M.W.T. Jugoslavia.
Includes 1 awaiting shipment to Greece.
Being withdrawn for operations in Italy.
Includes 12 reserved for Genoa.

0252

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

RE-TRANSFERS OF TN. EQUIPMENT OF U.S. ORIGIN - APRIL 1945.

Full Description of Equipment.	Qty.	W.D. No.	Reference to War Office approval where Re-transfer falls under para. 2 (i), (ii) and (iii)
(i) From Military-end use to Civilian-end use. NIL			
(ii) From or To a Foreign Government. NIL			
(iii) From one theatre to another theatre.			
(a) Locos, Steam, S.G., U.S., 2-8-2	2	71095, 71106.	M.E. Tn.2/02746 of 8.4.45.
(b) Warflats, S.G., U.S., 50-ton.		840, 812, 823, 835, 882, 806, 847, 844, 1053, 855, 354193, 354188, 851, 829, 830, 810, 354150, 1032, 996, 832, 803, 1058, 801, 818, 1051, 1054, 353744, 834,	TROOPERS signal 70770 Tn.1/2 dated 22 Feb. 45.
(c) Craft. NIL.			
(d) Steam, Loco Crane, "Orton" 10-ton	2	42956, 42965.	Tn.Inc. signal 955 Tn.2 17/2/45 to M.E. information TROOPERS and W.O. P.R. No.33 refers.
(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			

0253

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

Annex A.F.H.Q.

RE-TRANSFERS OF TH. EQUIPMENT OF U.S. ORIGIN - APRIL 1945.

Appendix to Progress Report: 12

	Qty.	W.D. No.	Reference to War Office approval where Re-transfer falls under para. 2 (i), (ii) and (iii)	Description of Re-Transfer. From	To
nd use.					
tre.					
-2	2	71095, 71106.	M.E. Tn.2/02746 of 8.4.45.		
		810, 812, 823, 835, 682, 806, 847, 844, 1053, 855, 354193, 354188, 851, 829, 690, 810, 354190, 1032, 996, 832, 803, 1058, 801, 813, 1051, 1052, 353734, 834,	TROOPERS signal 70770 Tn.1/2 dated 22 Feb. 45.	D.Tn. G.H.Q. M.E.F.	D. Tn. Italy.
-ton	2	42956, 42965.	Tn.Inc. signal 955 Tn.2 17/2/45 to M.E. information TROOPERS and W.O. P.R. No.33 refers.		
ontre.					

APPENDIX..13

MATERIALS IN REDUNDANT SIDINGS TO BE LIFTED BY THE NORTH AFRICAN RAILWAYS.

Job No.	Location.	Quantity of trackage incorporated in works.		Net values accepted by French.	
		Track.	Turnouts.	Track.	Turnouts @
		metres.	No.	Francs.	Francs.
1/13/15	Oued Smar (C.F.A.)	601.980	13	306,744.93	558,541.75
4	Birtouta - Cheblli (C.F.A.)	-	1	-	42,964.75
5	Oued Smar B.S.D. No.30 (C.F.A.)	246.278	1	125,499.42	42,964.75
12	Rouiba B.C.D.(C.F.A.)	657.150	3	334,858.65	128,894.25
14	Reghaia (C.F.A.)	190.500	2	97,071.10	85,929.50
56	St. Paul - Dorousse B.A.D. (C.F.A.)	2,729.430	3	1,390,853.83	128,894.25
58	St. Paul B.S.D.D. (C.F.A.)	6,521.501	10	3,323,096.05	429,647.50
60/85	St. Charles (C.F.A.)	2,345.607	7	1,194,268.38	300,753.25
63/64	Oulad Rhemoun Transhipment Facilities and B.A.D. (C.F.A.)	707.136	3	360,328.22	128,894.25
74	Quatre Chemins P.O.L. Depot (C.F.A.)	1,212.494	3	617,838.44	128,894.25
75	Monville B.S.D. (C.F.A.)	730.501	3	372,132.18	128,894.25
76	Kroubs (C.F.A.)	-	1	-	42,964.75
79	Philippeville Ateliers (C.F.A.)	52.750	2	26,869.10	85,929.50

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5	Oued Smar B.S.D. No.30 (C.F.A.)	246.278	1	125,495.42	42,964.75
12	Rouiba B.C.D. (C.F.A.)	657.150	3	334,858.05	128,894.25
14	Reghaia (C.F.A.)	190.500	2	97,071.18	85,929.50
55	St. Paul - Darguina B.A.D. (C.F.A.)	2,729.420	3	1,390,833.63	128,894.25
58	St. Paul E.S.B.D. (C.F.A.)	6,521.501	10	3,323,096.05	429,647.50
60/68	St. Charles (C.F.A.)	2,343.607	7	1,194,208.58	300,753.25
63/64	Ouled Rhamoun Transhipment Facilities and B.A.D. (C.F.A.)	707.156	3	360,328.22	128,894.25
74	Quatre Chemins P.O.L. Depot (C.F.A.)	1,212.494	3	617,858.44	128,894.25
75	Monville B.S.D. (C.F.A.)	730.501	3	372,152.13	128,894.25
76	Kroubs (C.F.A.)	-	1	-	42,964.75
79	Philippeville Ateliers (C.F.A.)	52.730	2	26,869.10	85,929.50
80	Kroubs S.S.D. (C.F.A.)	304.800	2	155,313.89	85,929.50
90	Telergma (C.F.A.)	320.954	4	163,545.32	171,859.00
92	Guelma (C.F.A.)	106.680	1	54,359.86	42,964.75
93	Mechta-Chateaudun (C.F.A.)	98.146	1	50,011.20	42,964.75
	Total: c/fwd.	16,823.737	60	8,572,794.13	2,577,885.00

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Appendix 15 (Contd)

Sheet 2.

Job No.	Location.	Quantity of Trackage incorporated in works. Track. metres.	Turnouts. No.	Net values accepted by French. Track. Francs.	Turnouts. Francs.
94	Total: b/fwd.	16,823.757	60	8,572,704.13	2,577,885.00
	St. Donats (C.F.A.)	182.860	-	95,198.93	-
96/110/116	Souk - el - Arba (C.F.T.)	216.408	5	110,272.86	214,823.75
99,99A	Ouled Rhamoun (C.F.A.)	215.189	1	109,651.71	42,964.75
101	Fontaine Chaude (C.F.A.)	-	1	-	42,964.75
109	St. Josephe (C.F.A.)	1,029.309	5	524,494.70	214,823.75
112	Mondovi - Guerrig Farm (C.F.A.)	1,061.618	5	540,958.07	214,823.75
125/159	Bone (C.F.A.)	1,000.963	4	510,650.71	171,859.00
125	Mondovi (C.F.A.)	54.864	1	27,950.50	42,964.75
132	Matour E.B.S. Depot (C.F.T.)	52.730	3	26,869.10	128,894.25
135	Djedjelda (C.F.T.)	-	2	-	85,929.50
152	Bizerte (C.F.T.)	164.592	-	83,842.50	-
153	Manouba (C.F.T.)	420.634	-	214,333.17	-
161	Mondovi - Oued Guerig Farm (C.F.A.)	438.918	2	223,632.00	85,929.50

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95/110/116	Souk - el - Arba (C.F.T.)	216.408	5	110,272.86	214,823.75
99,99A	Ouled Rhemoun (C.F.A.)	215.189	1	109,651.71	42,964.75
101	Fontaine Chaude (C.F.A.)	-	1	-	42,964.75
109	St. Joseph (C.F.A.)	1,029.309	5	524,494.70	214,823.75
112	Mondovi - Guerig Farm (C.F.A.)	1,061.618	5	540,958.07	214,823.75
123/159	Bone (C.F.A.)	1,000.963	4	510,050.71	171,659.00
125	Mondovi (C.F.A.)	54.864	1	27,956.50	42,964.75
132	Mateur E.F.S. Depot (C.F.T.)	52.750	3	26,869.10	128,894.25
133	Djedjeida (C.F.T.)	-	2	-	85,929.50
152	Bizerte (C.F.T.)	164.592	-	83,894.50	-
153	Mancuba (C.F.T.)	420.624	-	214,333.17	-
161	Mondovi - Oued Guerig Farm (C.F.A.)	436.912	2	223,652.00	85,929.50
	Totals:	21,661.826	89	11,038,000.78	3,823,862.75

ø An additional allowance of francs 4,800 will be made by Claims & Hiring's where Turnouts in Main Line are removed, and replaced by plain line.

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MATERIALS IN SITU IN THE PERMANENT WAY OF NORTH AFRICAN RAILWAYS.

APPENDIX...14...

Job No.	Location.	Brief description of works carried out.	Gross C.I.F. Value W.D. material. Francs.	Labour charges 15½cs per man-hour Equipment costs. Francs.
3,8 & 9	Hussein Dey (C.F.A.)	Construction of Marshalling Yard and new reception line - Hussein Dey to Maison Carree. 4,023.36 metres & 8 T.Os.	2,499,460.00	Labour: 1,157,175.00 Equipment: 416,750.00
134	Bizerte Marshalling Yard (C.F.T.)	Repairs to track in Bizerte Marshalling Yard. 1,234.44 metres & 6 T.Os.	986,384.00	Labour: 243,690.00
136	Bizerte Docks (C.F.T.)	Construction of Siding to permit coal discharge direct from ship to rail.	219,796.00	Labour: 122,700.00
145	La Pecherie (C.F.T.)	Construction of crossover and one additional siding.	108,025.00	Labour: 47,640.00
151	Nasour Said (C.F.T.)	Construction of crossover road for Ambulance trains.	111,340.00	Labour: 9,600.00
147	Ghardimaou Main Line (C.F.T.)	Relaying Main Line Autumn 1943.	2,984,756.00	Labour: 17,245.00
154	Ghardimaou Station (C.F.T.)	Two spurs built to provide engine cooling facilities and yard alterations to increase station yard capacity.	229,303.00	Labour: 47,085.00
107	Kroubs Station (C.F.A.)	Six loop sidings to Kroubs Station to form a reception yard.	1,316,037.00	Labour: 6,150.00 Equipment: 35,250.00
		Total.	8,455,081.00	Labour: 1,651,285.00 Equipment:

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		4,025.30 metres & 8 T.Os.	2,499,480.00	416,750.00
134	Bizerte Marshalling Yard (C.F.T.)	Repairs to track in Bizerte Marshalling Yard. 1,234.44 metres & 6 T.Os.	986,384.00	Labour: 243,690.00
136	Bizerte Docks (C.F.T.)	Construction of Siding to permit coal discharge direct from ship to rail.	219,796.00	Labour: 122,700.00
143	La Pecherie (C.F.E.)	Construction of crossover and one additional siding.	108,025.00	Labour: 47,640.00
151	Kasser Said (C.F.T.)	Construction of crossover road for Ambulance trains.	111,340.00	Labour: 9,600.00
147	Ghardimaou Main Line (C.F.T.)	Relaying Main Line Autumn 1943.	2,984,736.00	Labour: 17,245.00
154	Ghardimaou Station (C.F.T.)	Two spurs built to provid engine cooling facilities and yard alterations to increase station yard capacity.	228,303.00	Labour: 47,085.00
107	Kroubs Station (C.F.A.)	Six loop sidings to Kroubs Station to form a reception yard.	1,316,037.00	Labour: 6,150.00 Equipment: 38,250.00
		Total.	8,455,081.00	Labour: 1,651,285.00 Equipment: 452,000.00

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S E C R E T.

Subject: Progress Report - Italy.

Transportation (BR) Main,
C.M.F.
Tel: Firebox - 49
Outside line 843332.
TM.A.1/43.

4 June 1945.

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

Herewith my Progress Report No. 20 for the month of April 1945.

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

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

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Herewith my Progress Report No. 20 for the month of April 1945.

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

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

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SECRET.

Copy No 37

TRANSPORTATION (BR) MAIN.
C.M.F.

PROGRESS REPORT No 20.
APRIL 1945.

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3. Railway Electrification.
4. Railway Operating.
5. Mechanical Engineering.
6. Transportation Stores.
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2. Administration.
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Declassified E.O. 12356 Section 3.3/NND No. 785021

1. General.
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TRANSPORTATION (PR) MAIN. S E C R E T.

G. M. F.

PROGRESS REPORT Nº 20.

APRIL 1945.

ITALY.

1. GENERAL.

(a) The rapid advance of the Armies in the latter part of April and the German surrender in Italy on 2 May have produced a situation such that Tn resources are fully stretched and Sections have been engaged on very extensive reconnaissance. As a result this report has been delayed and its contents tend to over-lap into the month of May.

(b) On 24 April a M.R.S. Recce Party proceeded to BOLOGNA and contacted the I.S.R. Officials of the Compartimento. Recce was carried forward to VERONA and the North. Much damage had been done to Yards and Shops in BOLOGNA and both of the bridges over the Reno were found to be destroyed. At VERONA there was also considerable damage. Very few locomotives or Wagons were found in the BOLOGNA area.

(c) Recce parties for GENOA and TRIESTE moved to concentration areas during the last week of April preparatory to proceeding into the ports and those units, which were due to arrive in the early stages, were put on short notice to move.

(d) The port of GENOA was entered on 29 April and was found to be in better condition than had been feared. The port entrances were blocked, but damage by deliberate demolition was small. Although about 500 heavy charges had been placed along the quays, none had been blown. Dry Docks and Ship repair facilities are in good condition. 3 Diesel Tankers of about 9,000 tons were found on the stocks nearing completion.

(e) The port of TRIESTE was entered on 2 May and there also the situation was better than had been expected both as regards the port itself and also the railway, which had not been damaged within the limits of the port and the town. Further reconnaissance throughout N.W. and N.E. Italy produced the following main items of information:-

(i) Deliberate demolition of railways has on the whole been small, though many large bridges have been very thoroughly damaged by our bombing.

(ii) Workshop facilities for railway work are ample for rehabilitation.

(iii). The Rolling Stock situation is much better than was

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and the German surrender in Italy on 2 May have produced a situation such that Tn resources are fully stretched and Sections have been engaged on very extensive reconnaissance. As a result this report has been delayed and its contents tend to over-lap into the month of May.

(b) On 24 April a M.R.S. Recce Party proceeded to BOLOGNA and contacted the I.S.R. Officials of the Compartimento. Recce was carried forward to VERONA and the North. Much damage had been done to Yards and Shops in BOLOGNA and both of the bridges over the Reno were found to be destroyed. At VERONA there was also considerable damage. Very few locomotives or wagons were found in the BOLOGNA area.

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(i) Deliberate demolition of railways has on the whole been small, though many large bridges have been very thoroughly damaged by our bombing.

(ii) Workshop facilities for railway work are ample for rehabilitation.

(iii) The Rolling Stock situation is much better than was expected.

(iv) The Italian State Railway Staff are "on the job" and require no urging to put repairs in hand. This unfortunately does not apply to VENEZIA GIULIA where the political situation prevents the I.S.R. staff from functioning.

(v) The chief and most important need is for coal.

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(f) Tonnages handled at the ports during April have declined partly owing to the decrease in shipping and partly due to the effect of the explosion which occurred at BARI on 9 April, when the s.s. Charles Henderson containing some 2000 tons of bombs blew up. Much damage was caused and there was a considerable loss of life. Berth 14 was completely wrecked and berth 13 badly damaged. The port was closed until the 16th April when it was ready to work to capacity less berths 13 and 14.

(g) Port Construction and Repair work continued throughout the month at ANCONA, PORTO CORSINI and RAVENNA. A total of 7 berths are being prepared at the last named. 932 P.C. & R. Coy. concentrated to LEGHORN at the end of the month preparatory to being called forward to GENOA. Full details of work done will be included in the May Progress Report.

(h) Tn.4 Section has been fully extended on reconnaissance and planning the very comprehensive programme of railway reconstruction now in hand, with the result that it has not been possible to produce the usual section on Railway Construction for this report. Full details covering the period 19 Apr. 31 May will be given in my next Progress Report.

(i) The electrification of Line 87 has made satisfactory progress in spite of an accident which put the mobile sub-station at FOLIGNO out of action for a week, during which period steam traction was substituted on the FOLIGNO - FABRIANO Section. The total gross ton-kilometres hauled by electric locos was slightly greater than last month.

(j) The operation of lines 50, ROME - GROSSETO, and 65, ROME - ORTE - AREZZO, was handed over to the I.S.R. on 15 April, and a joint control board was set up in ROME.

(k) There have been heavy demands for wagons on account of increased loadings and longer turn-round. This caused a temporary shortage in CALABRIA but at the end of the month the situation had improved.

(l) Traffic has been heavy over lines 65, ROME - ORTE, 87 and 86 (north of FALCONARA). The opening of the FALCONARA avoiding line on 7th April has made a considerable improvement in the working of that station. On the same day the Base Marshalling Yard at MONDOLFO was taken into use and as a result it has been possible to revise the working of trains and to effect a marked improvement in operating.

(m) On 29 April Railhead traffic reached a peak of 17 freight trains conveying 9521 nett tons which severely taxed the unloading capacity of the railheads.

(n) The tonnage of stores handled in Depots, although less than the peak figures of March, was higher than all previous months

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(m) On 29 April Railhead traffic reached a peak of 17 freight trains conveying 9521 nett tons which severely taxed the unloading capacity of the railheads.

(n) The tonnage of stores handled in Depots, although less than the peak figure of March, was higher than all previous months. Bridging issues exceeded 3000 ft. run., the largest quantity since Aug. 43, but stock remains only 290 ft. less than at the end of March. Holdings of U.C.R.B. and Lattice girder are 'up' while 40 ft sectional and R.S.J. spans are 'down'.

(o) The provision of spares for craft engines is not yet satisfactory. A visit of representatives of Tn.2 and Tn.5 to Malta has produced a small quantity of useful spares, although the question of responsibility of S.F.D.C., Malta for provision is not yet accepted by the Navy.

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2. PORT OPERATING.

a. GENERAL.

(1) Employment of Port Operating Groups.

The responsibilities of Nos. 1, 5 and 7 Port Operating Groups in Italy were unchanged during April.

Ports operated by the various Groups and the Operating Units employed are tabulated below :

Group.	Ports.	Operating Units as at 30 Apr. 45. Brit.	South African.	Maur.	Italian	Remarks.
No. 1 Port Op. Group.	TARANTO	1	Det.	-	2	
	GALLIPOLI.	-	-	-	-	Civilians only
	BRINDISI.	1	Det.	-	2	
No. 5 Port Op. Group.	MONOPOLI.	Det.	-	-	-	
	BARI.	4	1 less Det.	1	1	Also 4 Ship Working Secs. (Lebanese).
	BARLETTA.	Det.	-	-	1	
No. 7 Port Op. Group.	ANCONA.	4 3/4	-	-	-	

Tn.(Docks) Units employed at other locations were :

1010 Port Operating Coy., R.E.	Greece. Arrived back in the Heel on 25 Apr 45.
1006 Port Operating Coy., R.E.	-do- -do- 26 Apr 45.
992 Port Operating Coy., R.E.	Greece.
1021 Port Operating Coy., R.E.	LEGHORN.
No 3 S.A. Docks Op. Coy.	NAPLES.
Det. 1027 Port Op. Coy., R.E.	CIVITAVECCHIA.
" 990 Port Maint. Coy., R.E.	"
" 1027 Port Op. Coy., R.E.	Jugo Slavia.
" 1037 Port Maint. Coy., R.E.	" "
" 1007 Port Op. Coy., R.E.	Albania.

(2) General Remarks.

Weather conditions have been good but the figures for all Ports show a decrease as compared with last month. So far as [illegible] decrease was due to the effect of the explosion

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Units employed are tabulated below :

Group.	Ports.	Operating Units as at 30 Apr. 45. Brit.	South African.	Maur.	Italian	Remarks.
No. 1 Port Op. Group.	TARANTO	1	Det.	-	2	
	GALLIPOLI.	-	-	-	-	Civilians only
	BRINDISI.	1	Det.	-	2	
No. 5 Port Op. Group.	MONOPOLI.	Det.	-	-	-	
	BARI.	4	1 less Det.	1	1	Also 4 Ship Working Secs. (Lebanese).
	BARLETTA.	Det.	-	-	1	
No. 7 Port Op. Group.	ANCONA.	4¾	-	-	-	

Tn.(Docks) Units employed at other locations were :

1010	Port Operating Coy., R.E.	Greece. Arrived back in the Heel on 25 Apr 45.
1006	Port Operating Coy., R.E.	-do- -do- 26 Apr 45.
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1021	Port Operating Coy., R.E.	LEGHORN.
No 3 S.A.	Docks Op. Coy.	NAPLES.
Det. 1027	Port Op. Coy., R.E.	CIVITAVECCHIA.
" 990	Port Maint. Coy., R.E.	"
" 1027	Port Op. Coy., R.E.	Jugo Slavia.
" 1037	Port Maint. Coy., R.E.	" "
" 1007	Port Op. Coy., R.E.	Albania.

(2) General Remarks.

Weather conditions have been good but the figures for all Ports show a decrease as compared with last month. So far as BARI is concerned this decrease was due to the effect of the explosion on 9 Apr., referred to below, and for other ports, to the lack of shipping.

The average daily tonnages for the month are given below:

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Daily Averages.

Port.	Export. M.T. No.	Tons.	Stores.	Import. M.T. No.	Tons.	Stores.	Total. M.T. No.	Tons.	Stores.
TARANTO.	12	48	115	71	318	503	83	366	618
GALLIPOLI.	-	-	100	-	-	13	-	-	113
BRINDISI.	3	9	903	10	37	1036	13	46	1939
MONOPOLI.	-	-	24	-	-	2	-	-	26
BARI.	2	7	1371	3	12	3379	5	17	4750
BARLETTA.	-	-	347	-	-	36	-	-	383
ANCONA.	-	-	205	6	66	3954	6	66	4159
ZARA.	-	-	15	-	-	230	-	-	245
LEGHORN.	13	52	3	-	-	933	13	52	936
NAPLES.	-	-	53	11	32	469	11	32	502
TOTALS.	30	114	3116	101	465	10555	131	579	13671

(3) Operations.

The Reconnaissance Parties for GENOA and TRIESTE have moved to Concentration Areas and units which will be called forward are in the required state of readiness.

No. 975 Port Repair Ship "Progress", R.E. is due to complete her refit at NAPLES about 20 May 45. No definite information has yet been received concerning her further employment.

It is now unlikely that either RAVENNA or PORTO CORSINI will be used for Military maintenance purposes.

A small detachment of 1007 Port Operating Coy proceeded to BURANO on 29 Apr. 45.

The detachments of 1027 Port Operating Coy and 1037 Port Maintenance Coy at ZARA are being replaced by detachments from 1030 Port Operating Coy and 990 Port Maintenance Coy in the near future in order that the first two units may be up to strength for their move North.

H.Q., No 1 Port Operating Group and the majority of units under its command are expected to move North in the near future, for the opening of TRIESTE, and arrangements have been completed whereby the responsibility for the operation of all Heel Ports will be undertaken by No 5 Port Operating Group with effect from 6 May 45.

(4) Shore Labour.

The position in the Heel Ports remains unaltered, although

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ANCONA.	-	-	24	-	-	2	-	-	26
BARI.	2	7	1371	3	12	3379	5	17	4750
BRINDISI.	-	-	347	-	-	36	-	-	383
ANCONA.	-	-	205	6	66	3954	6	66	4159
ZARA.	-	-	25	-	-	230	-	-	245
LEGHORN.	13	52	3	-	-	933	13	52	936
NAPLES.	-	-	33	11	32	469	11	32	502
TOTALS.	30	114	3116	101	465	10555	131	579	13671

(3) Operations.

The Reconnaissance Parties for GENOA and TRIESTE have moved to Concentration Areas and units which will be called forward are in the required state of readiness.

No. 675 Port Repair Ship "Progress", R.E. is due to complete her refit at NAPLES about 20 May 45. No definite information has yet been received concerning her further employment.

It is now unlikely that either RAVENNA or PORTO CORSINI will be used for Military maintenance purposes.

A small detachment of 1007 Port Operating Coy proceeded to DURAZZO on 29 Apr. 45.

The detachments of 1027 Port Operating Coy and 1037 Port Maintenance Coy at ZARA are being replaced by detachments from 1030 Port Operating Coy and 990 Port Maintenance Coy in the near future in order that the first two units may be up to strength for their move North.

H.Q., No 1 Port Operating Group and the majority of units under its command are expected to move North in the near future, for the opening of TRIESTE, and arrangements have been completed whereby the responsibility for the operation of all Hool Ports will be undertaken by No 5 Port Operating Group with effect from 6 May 45.

(4) Shore Labour.

The position in the Hool Ports remains unaltered, although at BARI the full numbers were slow in returning to work after the explosion. The position is now normal.

Investigations are in progress at ANCONA with a view to employing civilians as quay labour. In this connection preliminary negotiations have been made towards the introduction of a quay labour contract similar to the one at BARI.

/to sheet 5.....

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B. EAST ITALIAN PORT WORKING.

TARANTO.

This port experienced a further reduction in tonnage, the daily average handled being only 984 tons as compared with 1228 tons last month. The lower average is due, to some extent, to the fact that only one collier was discharged.

GALLIPOLI.

Apart from the completion of one collier at the beginning of the month, this port was occupied with the loading of a small amount of ...C. traffic between 6 and 18 Apr.

BRINDISI.

Owing to the continued lack of shipping, the tonnages for April were still low, though a shade higher than for March.

MONOPOLI.

This port handled only one third of last month's tonnage and worked on 9 days only.

BARI.

A serious explosion occurred at BARI the circumstances being as follows :

At noon on 9 Apr. the s.s. "Charles Henderson", which was discharging 500 lb. U.S. bombs at N° 14 Berth, blew up, some 1,000 tons of bombs in the after hatches exploding without warning. Extensive casualties to Military and Civilian personnel and to ships' crews resulted. Much damage was caused to Plant and Dock Buildings. Fires started on s.s. "Charles Henderson", s.s. "Knoll", s.s. "Lucia" and s.s. "Samspeed", and cargo on the Quays was burned.

Immediate and effective control was exercised and within six hours all living casualties had been cleared, s.s. "Lucia" had been towed out of the port and grounded about two miles to the South, and the fires on the other ships were well under control.

A Court of Inquiry presided over by O.C., N° 5 Port Operating Group was convened by 54 Area, to investigate the circumstances under which the explosion took place and to report on the steps taken to minimise the effects. The U.S. Navy was represented on the Court and 18 experts were in attendance during the sitting which lasted from 11 to 16 April. No definite cause for the accident has yet been determined.

The casualties suffered by Tn.(Docks) Units were :

1 Officer and 53 O.R's killed.
11 O.R's missing.

The main items of Tn Plant and Equipment lost or damaged are given below :-

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Apart from the completion of one collier at the beginning of the month, this port was occupied with the loading of a small amount of U.S. traffic between 6 and 18 Apr.

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Owing to the continued lack of shipping, the tonnages for April were still low, though a shade higher than for March.

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Immediate and effective control was exercised and within six hours all living casualties had been cleared, s.s. "Lucia" had been towed out of the port and grounded about two miles to the South, and the fires on the other ships were well under control.

A Court of Inquiry presided over by O.C., N° 5 Port Operating Group was convened by 54 Area, to investigate the circumstances under which the explosion took place and to report on the steps taken to minimise the effects. The U.S. Navy was represented on the Court and 18 experts were in attendance during the sitting which lasted from 11 to 16 April. No definite cause for the accident has yet been determined.

The casualties suffered by Tn.(Docks) Units were :

1 Officer and 53 O.R's killed.
11 O.R's missing.

The main items of Tn Plant and Equipment lost or damaged are given below :-

(a) HARBOUR CRAFT.

(i) Completely destroyed :

Minus Barges	3
Mines Barges	1

(ii) Badly damaged :

Mines Barges	9
M.T. Steel Barges	29

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(b) PLANT.

(i) Completely destroyed :

Morris Mobile crane	1
3 ton Marion Portal cranes	11
Clark Forklift Trucks	3
Chassside Tractors	11
Pontoon Derrick N° 107	1
Lister Trucks	7
Lister Trailers	

(ii) Badly damaged :

3 ton Marion Portal cranes.	9
Clark Forklift Trucks.	3

(c) CARGO HANDLING GEAR.

(i) Destroyed : Approximately 35 tons D.W.

It will not be possible to use Berth 14 until the wreck of "Charles Henderson" is moved and very extensive repairs have been effected. All other berths are working with the exception of N° 13 where repairs are in progress. It is not possible to give an accurate forecast of the date of readiness of this Berth, the repair of which includes the relaying of lines for the Portal Cranes. Rail clearance from the port will be seriously affected since Nos. 13 and 14 Berths were very well equipped for it. Extra lighterage and cranes have been provided.

The concerted effort of all concerned has ensured that the effect of the explosion on the working of the port has been kept to a minimum. Messages have been received from A.F.H.Q. commending very highly the good work done by all.

The average figure of 4767 is almost 2500 tons below last month's figure, this being largely due to the effects of the explosion. 29,689 tons were discharged overside, more than two thirds of this during the last 10 days of the month.

BARLETTA.

As a result of the BARI explosion, extra loading of coasters has been carried out at BARLETTA and the figures show an appreciable improvement on last month. The average daily tonnage loaded during the period 11/29 April was 537 tons.

It is anticipated that this port will close down about the middle of May.

ANCONA.

The average daily tonnage handled was about 650 tons less than during April due partly to the fact that one of the Coaster Berths [illegible] and also that one or

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3 ton Marion Portal cranes. 2
Clark Forklift Trucks. 3

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It is anticipated that this port will close down about the middle of May.

ANCONA.

The average daily tonnage handled was about 650 tons less than during April due partly to the fact that one of the Coaster Berths has been handed over to the R.N. for Minesweepers and also that one or more of the Liberty Anchorages have at times been vacant.

Clearance facilities, except for 3 or 4 days towards the end of the month, have been adequate.

The overside tonnage of 50,401 tons represents 40% of the total cargo discharged as compared with the previous steady average of 50%

LEGHORN.

This port worked steadily, the average tonnage being 245 tons/day.

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C. WEST ITALIAN PORT WORKING.

LEGHORN.

1021 Port Operating Company were employed here doing similar work to that described in previous sports. The M.T. loading programme abated, and the tonnages of Stores loaded and discharged also showed a drop, due to decreased commitments at the port.

The Company ceased operations in the port on 28 April and were sent forward to undertake fresh commitments at GENOA.

The lighterage performed by 208 Indian '2' Craft Operating Company I.E. continued to give satisfaction. A total of 48,000 tons was carried during the month by the thirteen '2' Craft located at LEGHORN. This is a decrease of 2,250 tons on the previous month's figure.

It is anticipated that this Company will cease working in LEGHORN and go forward to commence operations in GENOA.

The Americans with whom these two units have been working at LEGHORN, have sent letters of sincere appreciation to Officers commanding, on the occasion of their leaving the port.

NAPLES.

No 3 Docks Operating Company S.A.E.C., continued to work an area of NAPLES port under the Technical Supervision of the American 8th Port Water Division. The tonnages handled by the Company showed an overall decrease on the previous month due to a reduced commitment.

The Company was withdrawn from NAPLES on 28 April and it is intended to dispatch it to operate in GENOA.

CIVITAVECCHIA.

During the month the detachment of 990 Port Maintenance Coy. rigged 4 RB Cranes with grabs for the discharge of coal and coke direct from Mince barges to rail wagons. By this method a total of 6,173 tons of coal and coke was discharged. In addition various other lifts and duties were performed in the port.

It is anticipated that the detachment will leave the port early next month, taking with them one 19 RB and one 3 ton Coles Crane, and leaving three 10 RBs to be worked by civilians employed by Allied Commission.

D. PORT MAINTENANCE.

ANCONA.

The erection of the 75 ton floating crane by 990 Port Maintenance Coy. is progressing satisfactorily. The overhaul of the machinery is practically finished and the construction of the hull is 60% complete. The E.T.C. for the complete crane has been given as the first week in June but the move of two sections of this Company to GENOA may slow this work up somewhat.

The two 5 ton derricks which are being erected on the Lighter [illegible] the first week in May.

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LEGHORN. This is a decrease of 2,250 tons on the previous month's figure.

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The Company was withdrawn from NAPLES on 28 April and it is intended to despatch it to operate in GENOA.

CIVITAVECCHIA.

During the month the detachment of 990 Port Maintenance Coy. rigged 4 RB Cranes with grabs for the discharge of coal and coke direct from Minca barges to rail wagons. By this method a total of 6,173 tons of coal and coke was discharged. In addition various other lifts and duties were performed in the port.

It is anticipated that the detachment will leave the port early next month, taking with them one 19 RB and one 3 ton Coles Crane, and leaving three 10 RBs to be worked by civilians employed by Allied Commission.

D. PORT MAINTENANCE.

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The erection of the 75 ton floating crane by 990 Port Maintenance Coy. is progressing satisfactorily. The overhaul of the machinery is practically finished and the construction of the hull is 60% complete. The E.T.C. for the complete crane has been given as the first week in June but the move of two sections of this Company to GENOA may slow this work up somewhat.

The two 3 ton derricks which are being erected on the Lighter Quay, should be completed by the first week in May.

All the foundation grillages for the 5 ton overhead crane are in position, four columns have been erected and the first bay girder is almost complete.

The turbo-alternator has been installed in the Shipyard and now awaits a condenser for a steam trial. The whole scheme should be completed by the third week in May.

The 19 R.B. crane mentioned in the last two months' progress reports as having been awaiting a fuel pump since 25 November 44 is still awaiting it.

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BARI.

For the greater part of the month 1Clc Port Maintenance Coy has been involved in the rehabilitation of BARI port rendered necessary by the explosion already referred to. The Company was heavily engaged in the repair and salvage of dock plant, lighting, craft, etc.

A survey has been made of the two remaining 3 ton Marion Portal cranes and of the Pontoon Derrick P.D.107 Damage to the latter is so extensive as to render it beyond local repair.

Overhaul of the Marion Cranes is in hand. They appear to have sustained surprisingly little structural damage but the jibs will have to be removed for repairs.

It is hoped that a useful amount of engine and auxiliary parts will be salvaged from the Marion which collapsed although all the structure is, of course, completely unserviceable.

E. BARGE CONSTRUCTION.

In view of the loss of, and damage to, craft due to the BARI explosion, and the fact that the port is now called upon to deal with more lighterage, it was decided to construct 10 Minca Barges at BARI.

The storage and construction position as at 30 Apr 45 is given below :

TARANTO.	3	Minca Barges.	
BRINDISI.	1	" "	(incomplete, but missing parts being fabricated).
BARI.	20	" "	(including 1 incomplete).
	4	" "	constructed during month.
	6	" "	under construction.

F. WATER TRANSPORT.

(1) Operating.

The good weather throughout the month has greatly facilitated the movement of craft which has been necessary.

The total overside discharge for all ports has decreased but a record figure of 3160 tons was handled at BARI on 22 Apr 45.

Generally speaking the month has seen considerable activity with continuation of training of the three Italian I.W.T. Companies and civilians and with preparations for opening of GENOA and TRIESTE.

BRINDISI and TARANTO are now being worked by civilians under a small detachment of 947 I.W.T.(Port) Operating Company. The process of handing over I.W.T. work in BARI to civilians under the supervision of a small detachment of 945 I.W.T.(Port) Operating Company is likely to be completed within a few days. With effect from 6 May, C.C., N° 5 Port Operating Group assumes responsibility for I.W.T. work in the Heel ports.

The civilians required to work ANCONA have now completed their training but, until they have had more experience, a fairly

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parts will be salvaged from the hulls which cannot be repaired, the structure is, of course, completely unserviceable.

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The civilians required to work ANCONA have now completed their training but, until they have had more experience, a fairly large detachment of 947 Company is needed for supervision.

Locations of I.W.T. Units under the technical control of No 6 I.W.T. Group, R.E. as at 30 Apr. are as follows :

945 I.W.T.(Port) Operating Coy., R.E.	ANCONA.	Dets. PESARO, BARI.
947 " " " "	ANCONA.	" BRINDISI, TARANTO.
1065 I.W.T. Workshop Coy., R.E.	ANCONA.	

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No 1 (Italian) I.W.T. (Port) Op. Coy. BARI.
" 2 " " " " " TARANTO and BRINDISI.
" 3 " " " " " ANCONA.

Cargo handled by I.W.T. at East Italian Ports was :

TARANTO	539	tons.
BRINDISI.	8,278	"
BARI.	29,689	"
ANCONA.	50,401	"
	88,907	"

(2) I.W.T. Maintenance and Repair.

There has been only one more case of failure of a Lister-Blackstone auxiliary engine bottom end bearing. This was a bearing which had not been examined since the precautionary measures mentioned in last month's report had been put into effect.

It is hoped that the instructions concerning the use of the compression change-over valve have had the desired effect and have cured the trouble.

The Genio Marina Slipway at TARANTO has been completed and is now in use.

An isolated case of sea worm infection hasbeen detected at ANCONA in the bottom rubbing strip of a Minca barge. This craft was overdue for slipping and the protective painting had worn away at the place concerned. The worms had not penetrated into the skin of the craft.

Seagull outboard motors have been found unsuitable for harbour work and have been withdrawn. It was found that they were very liable to damage from driftwood and the craft which it was possible to obtain for use with them are not really satisfactory.

One set of reduction gears for TUSA tugs has been received. Two tugs are still laid up awaiting these gears.

The conversion of Z.14 to Sherman tank engines is complete and there are now four 'A' type craft so equipped.

G. ITALIAN UNITS.

Details of these units are given in Appendix 3.

3. RAILWAY ELECTRIFICATION.

A. GENERAL.

Southern Italy.

Electric operation from SALERNO to BATTIPAGLIA began at the end of March. The erection of contact line over this 20 Km. section carried out by I.S.R. personnel. Apart from a 15 Km. gap

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(2) I.W.T. Maintenance and Repair.

There has been only one more case of failure of a Lister-Blackstone auxiliary engine bottom end bearing. This was a bearing which had not been examined since the precautionary measures mentioned in last month's report had been put into effect.

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3. RAILWAY ELECTRIFICATION.

A. GENERAL.

Southern Italy.

Electric operation from SALERNO to BATTIPAGLIA began at the end of March. The erection of contact line over this 20 Km. section has been carried out by I.S.R. personnel. Apart from a 15 Km. gap from S. GIOVANNI to TORRE ANNUNZIATA, on which damaged poles and contact line are at present being renewed, there is now a continuous electric service from FOGGIA to NAPLES and then South to REGGIO. Other small extensions in the NAPLES region will be made as soon as copper wire is available.

The repair of poles on the NAPLES - ROME route has been put in hand.

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Central Italy.

Reconstruction of the overhead contact line on the CRTE - FALCONARA section continued satisfactorily. Erection of fittings in the Dolla Rossa tunnel, East of GENGA station, is causing some difficulty owing to the bad state of the tunnel ceiling. Special structures have to be adopted in certain places to support the contact line and catenary.

An accident at the Mobile substation at FOLIGNO on 18th April caused by a metal door in the substation making contact with a piece of "live" machinery resulting in an internal short circuit and a fire which damaged some cables and a small portion of the apparatus. Fortunately the fire was quickly extinguished and much more serious damage was prevented. The repairs and testing caused this substation to be out of service for seven days. During this period Steam working was brought into use over the section FOLIGNO - FABRIANO.

The Mobile substation at GENGA was tested and a fault was found in the main transformer. The rectifier from this substation was then transferred to the fixed substation, where it is being erected and connected with the main transformer already prepared for use in the fixed substation.

A large amount of time has been lost by working on this mobile substation N° ABB 22 which was apparently in good condition but which has ultimately been shown to have had an obscure intermittent fault in the main transformer. This transformer will be dismantled and inspected later.

The reconstruction of the 30 Km. section CRTE - TERNI has been completed and tested and will be brought into service when GENGA substation is completed, early in May.

B. ELECTRIC OPERATION.

The following is a summary of electric operating statistics for the period 1st to 28th April 1945 for the section TERNI - FABRIANO which is the only electric railway at present operating under direct military supervision.

Route kilometres in service		111.5 Km.
Number of substations in operation		2
Average number of locomotives in service		18.25
Total Electric Loco kilometrage		80,052 Km.
Average Km. per day per loco		157.2 Km.
Total Gross Ton - Km. hauled.	Freight	23,493,400 T. Km.
	Passenger	2,617,800 T. Km.
	F + P	26,111,200 T. Km.
Gross Ton Km. per loco per day		52,019 T. Km.
Average Gross Ton per loco		328 T.
Total Energy Consumption		1,323,130 K.W.H.
Average Power		1;970 K.W.
Energy consumption per 100 Ton-Km.		5.06 K.W.H.

Note:- Steam operation on FOLIGNO to FABRIANO Section from 16.00 hrs., 18th April

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damage was prevented. The repairs and testing caused this sub-station to be out of service for seven days. During this period Steam working was brought into use over the section FOLIGNO - FABRIANO.

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A large amount of time has been lost by working on this mobile substation N° AEB 22 which was apparently in good condition but which has ultimately been shown to have had an obscure intermittent fault in the main transformer. This transformer will be dismantled and inspected later.

The reconstruction of the 30 Km. section ORTE - TERNI has been completed and tested and will be brought into service when GENGA sub-station is completed, early in May.

B. ELECTRIC OPERATION.

The following is a summary of electric operating statistics for the period 1st to 28th April 1945 for the section TERNI - FABRIANO which is the only electric railway at present operating under direct military supervision.

Route kilometres in service		111.5	Km.
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Note:- Steam operation on FOLIGNO to FABRIANO Section
from 16.00 hrs., 18th April
to 16.00 hrs., 25th April.

C. LABOUR.

Work on ORTE - TERNI section was completed 25 April and wiring squads were organised into normal maintenance groups.

Work on FABRIANO - FALCONARA section is progressing satisfactorily. Additional civilian labour was employed by I.S.R. for special drilling work in Della Rossa tunnel.

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Completion of the FABRIANO - FALCONARA section is expected by the end of May.

Employment. FABRIANO - FALCONARA	75	I.S.R.
	25	Non I.S.R.
Total	100	approx.

D. ERECTION OF 3,000 V. D.C. OVERHEAD CONTACT LINE.

	During April	Total to Date
Catenary wire erected	10 tons	92 tons
Contact wire erected	20 "	155 "
Track kilometres renewed	10 Kms	112 Kms

E. RECONSTRUCTION OF 120 K.V. TRANSMISSION LINE.

Work is proceeding satisfactorily on all high tension line repairs which are being carried out by contract for I.S.R. There has been delay to the work on the RIFREDI - BOLOGNA line due to the deliberate demolition of four steel pylons by the Army during the Po offensive in order to remove obstructions from temporary landing grounds in the vicinity of GRIZZANA station.

F. SUBSTATIONS.

Guincana substation

80% complete, awaiting oil treatment plant for main transformer

Foligno substation

Fixed substation 90% complete.
Completion delayed on account of extra work caused by the fire at the Mobile substation. Completion now expected end of May.

Fossato substation.

Work suspended on mobile substation due to fault in main transformer.

Genga substation.

Main transformer tested and ready for service. Work on rectifier delayed owing to specialists engaged on Fossato mobile substation. Genga fixed substation ready for service 2nd May with rectifier removed from mobile substation.

G. ELECTRIC LOCOMOTIVES.

25 In service ORTE - FALCONARA, Line (87)

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D. BRENNER 3,000 V. D.C. OVERHEAD CONTACT LINE.

	During April	Total to Date
Catenary wire erected	10 tons	92 tons
Contact wire erected	20 "	175 "
Track kilometres renewed	10 Kms	112 Kms

E. RECONSTRUCTION OF 120 K.V. TRANSMISSION LINE.

Work is proceeding satisfactorily on all high tension line repairs which are being carried out by contract for I.S.R. There has been delay to the work on the RIFREDI - BOLOGNA line due to the deliberate demolition of four steel pylons by the Army during the Po offensive in order to remove obstructions from temporary landing grounds in the vicinity of GRIZZANA station.

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G. ELECTRIC LOCOMOTIVES.

25 In service CRTZ - F LOCHARA, Line (87)
4 Ready for service VARNIO - GRIZZANA, Line (65)
15 Ready for service - stored.
5 In workshops.

H. POWER SUPPLY.

The power situation has been very satisfactory. The second generating unit at GALIETO was brought into service on 15th April.
Repairs to GAGGIOLO power station are progressing slowly. Difficulties of transport due to lack of tyres are affecting progress.

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I. PRATO - BOLOGNA LINE (65).

Revision of station layouts at VERNIO and GRIZZANA stations has resulted in the removal of many catenary line poles. The replacement of these will delay completion, which is not expected before the end of May 1945.

J. ROME - NAPLES LINE (8c).

Repairs to substations and poles progressing. Arrangements in hand for manufacture of wire by the Societa Metallurgica Italiana.

4. RAILWAY OPERATING.

A. ORGANISATION.

1. Area.

No change took place in the area under control DDTn(Rlys). On 23 April 45 a TN 'recce' party arrived at BOLOGNA. The party included DDTn, ADTn(Mech), ADTn(Operating) and S/Capt(Admin). Contact was made immediately with Capo Compartimento, BOLOGNA, and in conjunction with other Tn services, arrangements made to install representatives forthwith. DDTn(Rlys) is now represented in the ISR HQ Building BOLOGNA by S/Capt (Operating)for liaison duties.

2. H.Q. DDTn(Rlys) Officer Changes.

Capt. J.B.BLAKE, RE reported for duty on 19 Apr 45.
Lt.Col. W.A.G.SUDDABY, RE assumed position of ADTn(Cp).

3. Relations with Italian State Railways.

These have been good, and a considerable improvement in the standard of operation of the ORTE - FOLIGNO Section has been evident, which augers well for the handover of the FOLIGNO - FABRIANO Section wef 1st May and of the FABRIANO - FALCONARA Section shortly after.

At all meetings held in connection with the above, a spirit of enthusiasm and a desire to accept additional responsibility has shewn itself.

There have been no labour troubles during the month, and less complaints of conditions, possibly this latter feature may be partly attributable to the approach of warmer weather.

B. RAILWAY OPERATING CENTRAL ITALY.

1. Openings of New Lines.

Wef 12 Apr, the 1/6 Km Section from ORTE to FABRIANO

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4. RAILWAY OPERATING.

A. ORGANISATION.

1. Area.

No change took place in the area under control DDTn(Rlys).
On 29 April 45 a TN 'recce' party arrived at BOLOGNA. The party included DDTn, ADTn(Mech), ADTn(Operating) and S/Capt(Admin).
Contact was made immediately with Capo Compartimento, BOLOGNA, and in conjunction with other Tn services, arrangements made to install representatives forthwith. DDTn(Rlys) is now represented in the ISR HQ Building BOLOGNA by S/Capt (Operating) for liaison duties.

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At all meetings held in connection with the above, a spirit of enthusiasm and a desire to accept additional responsibility has shewn itself.
There have been no labour troubles during the month, and less complaints of conditions, possibly this latter feature may be partly attributable to the approach of warmer weather.

B. RAILWAY OPERATING CENTRAL ITALY.

1. Opening of New Lines.

Wef 12 Apr., the 16 Km Section from FORLI to FAENZA was brought into traffic.

2. New Operating Facilities on Lines Open to Traffic.

(a) Line 65.

Doubling of Line between ROME and ORTE with exception of 3 Kms South of CIVITA CASTELLANA, completed wef 26 Apr.
Signals also brought into operation at new block post at AMELIA bridge and at all stations except GALESE and STIMIGLIANO.

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CRTE Station.

Clearing up, repacking of track, etc continues. Erection of electric traction wires in the station area continues and should be completed early in May.

Line 87.

Section CRTE - TERNI wired for electric traction and mechanical tests satisfactory.

TERNI. Floodlighting of yard completed 12th Apr. Fitting of point locks East End of yard complete.

ALBACINA. Fourth loop in station re-instated.

TREVI. Main line through station re-instated.

FALCONARA. Avoiding line brought into use 7th Apr.

FABRIANO-IESI. Good progress made on erection of electric catenary.

Line 86.

MONDOLFO. Base Marshalling Yard opened to traffic 7th Apr. Yard lighting brought into use 13 Apr.

CESANO BRIDGE. Track over bridge doubled. Handed to Operating 1800 hrs., 29th Apr.

SCAPEZZANO. Blockpost closed wef 0900 hrs., 30th Apr. and double line working introduced SCAPEZZANO-MONDOLFO.

MISA BRIDGE. Additional span erected and double line working brought into operation 29th Apr.

3. Signalling.

Colour light signalling has been brought into operation as follows :-

NOCERA	-	16th April.
GAIFANA	-	3rd April.
SERRA S.QUIRICO	-	1st April.
IESI	-	3rd April.

Semaphore Signalling

MONDOLFO YARD	-	22nd April.
" BRIDGE	-	23rd April.
PESCARA	-	Awaiting to be brought into use.

In addition point locking allowed for double line working at various stations.

[illegible] Distant moved to Km.

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TERNI. Floodlighting of yard completed 12th Apr. Fitting of point locks East End of yard complete.

ALBANO. Fourth loop in station re-instated.

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IESI	-	3rd April.

Semaphore Signalling

MONDOLFO YARD	-	22nd April.
" BRIDGE	-	23rd April.
PESCARA	-	Awaiting to be brought into use.

In addition point locking allowed for double line working at various stations.
Marzocca points relocked and Up Distant moved to Km. 189.981.

4. Freight Train Working.

(a) Line 65.

Wef 15th Apr this line reverted to ISR operation under control of a joint Railway Board in ROME.
Throughout the month, traffic over the ROME - ORTE Section has been exceptionally heavy principally for line 87, but has been worked without difficulty except for a period soon after the handover to ISR operation when acute shortage of power at ROME caused some congestion at ROME Smistamento and also resulted in trains running off schedule which reacted on the yard working at TERNI.

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This position was later corrected and during the latter part of the month traffic was flowing normally.

The completion of doubling on 26th Apr of the ROME - CRTE Section (with exception of 3 kilometres South of CIVITA CASTELLANA Stn) had an immediate effect on the train working generally, which has in turn benefited the operation of Line 87.

(b) Line 87.

Traffic over this line has been heavy but has been handled without exceptional difficulty both on the ISR operated Section CRTE - FOLIGNO and on the MRS portion.

Unfortunately it was not found possible to obtain 100% electric operation into FABRIANO from FOSSATO owing to further trouble being experienced with a mobile sub-station, and consequently the partial steam operation of this heavily graded section had to continue.

On Apr 18th the substation at FOLIGNO suffered damage from fire, and it was necessary to re-introduce steam working between FOLIGNO and FABRIANO which continued until the evening of the 25th. The arrangements which had been made to cover such an emergency worked smoothly however, and little interruption to traffic occurred.

(c) Line 86.

Tonnage over this route had steadily increased throughout the month, with the exception of w/e 21 Apr. The average daily nett freight tonnage handled North of FALCONARA being as follows :-

	Daily Average Nett Tons.	Highest Single Day.
W/E 7 April.	6713	8116
W/E 14 "	7089	8363
W/E 21 "	6533	8443
W/E 28 "	8277	9104
P/E 30 April.	8277	9521

It is of interest to note that the daily average figure for week ending Mar 10th, that is the period immediately prior to the introduction of double line working etc., was 4106 nett tons compared with which the figure for W/E 28 Apr shews an increase of over 100% on freight tonnage alone, and in addition an Ambulance train is now operating six days weekly in each direction, which did not run during the former period.

In addition to the heavy Northbound lift, there has been a considerable return traffic of POW which has necessitated additional shunting at railheads sorting out suitable box cars.

MONDOLFO BLY was brought into operation wef 7 Apr together with the FALCONARA Avoiding Line.

In order to obtain the maximum advantage of these facilities the working on Lines 65 and 87 was revised to permit the working of

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electric operation into F.BRIANO from FOSSATO owing to further trouble being experienced with a mobile sub-station, and consequently the partial steam operation of this heavily graded section had to continue.

On Apr 18th the substation at FOLIGNO suffered damage from fire, and it was necessary to re-introduce steam working between FOLIGNO and F.BRIANO which continued until the evening of the 25th. The arrangements which had been made to cover such an emergency worked smoothly however, and little interruption to traffic occurred.

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Tonnage over this route had steadily increased throughout the month, with the exception of w/e 21 Apr. The average daily nett freight tonnage handled North of F.LEONARDO being as follows :-

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In addition to the heavy Northbound lift, there has been a considerable return traffic of POW which has necessitated additional shunting at railheads sorting out suitable box cars.

MONDOLFO ELY was brought into operation w/f 7 Apr together with the FALCONARA Avoiding Line.

In order to obtain the maximum advantage of these facilities the working on Lines 65 and 87 was revised to permit the working of through trains from ROME to MONDOLFO conveying traffic for destinations North thereof, and at the same time, the working of RIMINI Down Yard was amended, and as far as possible through train loads are now marshalled there for Line 87, via the Avoiding Line.

The opening of the new yard and ancillary facilities has benefited the working generally in a number of ways, principally :

(1) Immediate relief in FALCONARA Yard, thus accelerating the handling of local depot traffic.

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(2) Reduction of shunting power required there by approx. 24 engine hours daily.

(3) Reduction in train and trip engine hours, particularly at MONTEMARCIANO and MARZOCCA from which points traffic is now worked rough into RMY.

(4) The locating of the offloading sidings for USAAF traffic at the RMY has also resulted in a reduction in trip and shunt engine times since, whereas formerly, this traffic had to be block marshalled at FALCONARA and/or ANCONA for working by trip train to MONDOLFO Station, it is now forwarded rough to MONDOLFO RMY from either the Docks or Westside and there shunted direct to offloading roads.

There have been two bad interruptions to traffic on Line 86during the month, the first, a collision at MARZOCCA in the early morning of 1st Apr as a result of which both main lines were blocked for many hours, and the second on Apr 19th, when as a result of sabotage being carried out, presumably by enemy agents, both Up and Down Main lines were closed to traffic between MARZOCCA and SCAPEZZANO for over eight hours, whilst damage was repaired and UXB's removed.

The first through train of supplies was worked to FAENZA on 15th Apr the traffic quickly increasing to a peak of 284 loads delivery in one 24 hrs period.

(d) ANCONA Docks.

Rail clearance from these Docks has increased to a daily average of approximately 1430 nett tons as against 1300 tons daily during March.

5. Passenger Train Working.

Wef 15 Apr, the Ambulance train service between RICCIONE and ANCONA and the regular Leave and Reinforcement trains were extended to FORLI.

6. RAILWAY OPERATING EAST ITALY.

1. The number of British Operating personnel in the BARI Compartimento was reduced to one officer and six other ranks from one officer and 26 other ranks at the beginning of the month. The personnel remaining at BARI man the Joint Control Office, all returns and statistics being supplied by the ISR. The removal of British supervisory staff from the various stations has not had any apparent detrimental effect upon the general working of the Compartimento.

2. There has been a slight increase in the amount of traffic handled during the month as compared with March. A shortage of [illegible] during the month owing to loadings

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MONOPOLI Station, [illegible] MONOPOLI BAY from either the Docks or Westside and there shunted direct to offloading roads.

There have been two bad interruptions to traffic on Line 86during the month, the first, a collision at MARZOCCA in the early morning of 1st Apr as a result of which both main lines were blocked for many hours, and the second on Apr 19th, when as a result of sabotage being carried out, presumably by enemy agents, both Up and Down Main lines were closed to traffic between MARZOCCA and SCAFEZZANO for over eight hours, whilst damage was repaired and UXB's removed.

The first through train of supplies was worked to FAENZA on 15th Apr the traffic quickly increasing to a peak of 284 loads delivery in one 24 hrs period.

(d) ANCONA Docks.

Rail clearance from these Docks has increased to a daily average of approximately 1430 nett tons as against 1300 tons daily during March.

5. Passenger Train Working.

Wef 15 Apr, the Ambulance train service between RICCIONE and ANCONA and the regular Leave and Reinforcement trains were extended to FORLI.

C. RAILWAY OPERATING EAST ITALY.

1. The number of British Operating personnel in the BARI Compartimento was reduced to one officer and six other ranks from one officer and 26 other ranks at the beginning of the month. The personnel remaining at BARI man the Joint Control Office, all returns and statistics being supplied by the ISR. The removal of British supervisory staff from the various stations has not had any apparent detrimental effect upon the general working of the Compartimento.

2. There has been a slight increase in the amount of traffic handled during the month as compared with March. A shortage of wagons (all main types) occurred during the month owing to loadings into the Compartimento falling off and the extremely heavy loadings in the ANCONA and LEGHORN areas, which prevented the return of empties to the South. East Italy lost 1024 wagons to other Compartimentos during April.

	April.	March.
3. Loaded wagons passed to West via FOGGIA and POTENZ	7198	7818
Wagons loaded out of BARI Docks	2833	4381
Wagons loaded out of TARANTO Docks	736	1489
Wagons loaded out of BRINDISI Docks	1731	1367

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D. OPERATING STATISTICS.

The total mileage of lines in operation in liberated Italy on 30 April is given in Appendix 6.

The daily average Train Operating Statistics for CENTRAL and EAST ITALY are given in Appendix 7.

5. MECHANICAL ENGINEERING.
(This Section includes information up to 15 May).

A. LOCATION OF UNITS AND PERSONNEL.

The major portion of the Detachment of 163 Rly. Wksp. Coy. was withdrawn from FOGGIA to Company H.Q. at FOLIGNO, leaving only an N.C.O. and 6 men at FOGGIA.

A Detachment of 2 Officers and 120 men from 163 Rly. Wksp. Coy. moved forward to BOLOGNA and a further Detachment is held in readiness for North East Italy.

No 2 Mobile Wksp. moved from CHIUSI to ROME where it is in readiness for any move required.

On the American side a Detachment of 753 Rly. Shop Dn. moved from NAPLES to VERONA.

Most unfortunately 3 Sappers from the TARANTO Detachment of 163 Rly. Wksp. Coy. were killed in the BARI explosion on 9 Apr 45.

B. LOCOMOTIVE REPAIRS (STEAM).

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

TARANTO (Tosi & Nuova Italia)	2	
FOGGIA	5	
Pietrarsa (NAPLES)	12	
753 Shop (NAPLES)	17	+ 17 others.
FOLIGNO	11	
FLORENCE (Romito & Porta Prato)	5	
TOTAL	52	+ 17 others.

Heavy service repairs were also given to eight other locomotives in sheds and auxiliary shops.

Production at FOLIGNO was well up but that at FOGGIA fell off due to the exceedingly heavy boiler repairs involved and the poor quality of carbide received during seven days. The ISR labour position at both FOLIGNO and FOGGIA is now better than it has ever been with 660 and 420 operatives respectively.

Heavy yearly and two-yearly inspections of american 2-8-0's and assembling of new locomotives continues at 753 Shop, NAPLES.

C. LOCOMOTIVE RECOVERY.

Work continues and engines at RIMINI and PESCARA are now ready to move to shops. Almost all engines discovered at BOLOGNA

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C. LOCOMOTIVE RECOVERY.

Work continues and engines at RIMINI and PESCARA are now ready to move to shops. Almost all engines discovered at BOLOGNA have had either fireboxes or cylinders blown and are consequently all major repair jobs.

D. LOCOMOTIVE REPAIRS (DIESEL).

Heavy repairs to 26 Whitcomb Diesels were carried out by 760th Diesel Shop Bn. during the month. Repairs to a German Diesel Shunting loco brought over from North Africa are also in hand. News of the three prototype cylinder heads, new and re-conditioned bearings, is still awaited.

L.M.S. Diesels 70055 and 70058 are being overhauled at FOLIGNO.

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E. LOCOMOTIVE REPAIRS (ELECTRIC).

Four locomotives received heavy repairs at Rimessa Bagnoli Shop, NAPLES, and six at FOLIGNO.

Production will fall heavily in future at these shops, due to the heavy demolition work carried out by the enemy on engines remaining for recovery.

F. POWER POSITION. (See Appendix 8).

During the month 24 American 2-8-0's were received in Italy, 23 of them oilburners and one on coal.

Also two L.M.S. Staniers, three oilburning Mikados, one coal-burning Mikado and two L.M.S. 350 H.P. Diesels were received from MIDEAST. All these are being put into service on the ANCONA - RIMINI - BOLOGNA line.

Twelve Italian locomotives of miscellaneous classes were brought over from Sicily and suitable Italian power was transferred to ROME for the operation of Line 89 on coal thereby freeing the Diesels for forward areas. The SALERNO - POTENZA line was also put onto coal to free the Diesels on that line also.

With the electrification of Line 87 from ORTE to GENOA, coal power has been freed for the ANCONA - PESCARA line, but due to the ANCONA tunnel slip this has had to be sent right round to the South end of the line.

Contrary to expectations the power position in North West Italy has turned out to be excellent and details of this are shown for the first time for GENOA, TURIN and MILAN Divisions. Only two serviceable locomotives were found at BOLOGNA and only a handful at VERONA. Numbers have been found at VENICE and further North East, but definite figures for these Divisions are not available at the moment.

G. OILBURNING.

Conversion was carried out to two Italian 735 Class locos during the month.

The underground oil storage tank at RIMINI is nearly complete.

High Service tanks and an overhead feeding gantry are being erected in BOLOGNA Shed. A Sugar Factory adjacent to the shed has been requisitioned. This factory contains 4,500 tons capacity of oil fuel storage, four water wells, pumping machinery and transformers, all in good order. A pipe-line is therefore being laid from the factory (which will be used for bulk storage) to the shed.

High Service tanks are also being arranged for VERONA.

H. CARRIAGE AND WAGON REPAIRS.

Thirty-nine coaches were put into service during the month. Seven were fitted with cushions. Some 500 batteries have now come forward from Portenope, NAPLES, and further coaching stock has been electrically lighted and additional coach bulbs handed over to Move-ments.

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A number of Postal Vans are being converted for troop movements at ROME Smistamento, thereby freeing box cars for freight service.

Timber has come forward well and the wagon repair figures are as shown below :-

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	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
FOLIGNO	-	-	58	130
COLLESTERRO	-	-	58	-
TORRE ANNUNZIATA	1	9	70	367
Pattison (NAPLES)	5	37	187	308
Bufola (NAPLES)	-	-	254	169
Trastevere (ROME)	-	-	7	486
San Bibiana (ROME)	3	43	1	311
Porta Maggiore (ROME)	21	47	107	97
Wagon Lits (ROME)	7	-	-	-
Smistamento (ROME)	-	2	2	58
FOGGIA	2	3	171	310
BARI	22	1	114	294
TARANTO	-	29	87	347
LECCE	1	2	60	73
FLORENCE	-	11	33	23
LEGHORN	-	1	12	529
PISTOIA	5	-	83	-
AREZZO	-	-	22	-
PISA	-	-	30	103
ANCONA	-	-	12	286
TOTAL	67	175	1369	3900

Also running repairs to 1433 wagons were done on sicklines and riptracks.

Many wagons were severely damaged by the BARI explosion including one new warflat from MIDEAST, which is irrepairable.

During the month 27 new wagons came from MIDEAST and 129 were transferred from North Africa.

I. ROLLING STOCK RECOVERY.

During the month 241 wagons were recovered and put into service in the British operated zone and 586 in other zones.

J. SITUATION IN NORTH WEST ITALY.

D.D.Tn.(Mech) has visited the GENOA, TURIN and MILAN Divisions, and the position can be considered as most satisfactory. The power position is excellent as will be seen from Appendix 9. Also the rolling stock position is far better than might have been expected and this is also given at Appendix 10.

All running sheds and railway mechanical workshops (both ISR and private) at the three main cities of GENOA, TURIN and MILAN are virtually intact with the exception of some damage at MILAN Smistamento shed.

The very large locomotive and wagon building and repair shops

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The very large locomotive and wagon building and repair shops of Ansaldo at Sampierdarena (GENOA) and Ernesto Breda of MILAN are virtually untouched and are working fully though requesting additional work. The large locomotive shop of the ISR at TURIN is also unharmed.

The Carriage and Wagon Shop at VOGHERA in the MILAN Division, has been heavily bombed but is about 50% operative. This is about the largest C & W Shop in Italy.

In brief it may be said that no mechanical assistance is necessary to these three Divisions except in the matter of supplying them with coal for operating purposes and wood for wagon repairs.

A 17-coach Mobile Workshop, fully fitted, and two 5-coach trains are available at MILAN and the machinery will be very valuable for North East Italy. Plenty of other spare machinery exists but no wheel lathes.

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K. REHABILITATION OF SHOPS AND SHEDS.

ANCONA.

The Machine Shop and Woodworking Shop are in full operation. Electric lighting is installed. The premises are now engaged on wagon repairs, light loco repairs and are fully equipped to deal with servicing of power for line 86 Central. Repairs to the large wheel lathe are in hand.

RIMINI.

The new Bonney Shed is almost complete and rebuilding of the machine shop is under-way. Rehabilitation of one bay of the main shops is in hand.

CHIUSI.

Rehabilitation is complete and coal operation is in force.

PESCARA.

Rehabilitation is proceeding rapidly including building. The remaining machines from FLORENCE have arrived. The water installation is now working. During the interim period before rehabilitation is complete N° 1 Mobile Workshop (ex PALFORCE) has been sent there to be operated by Italian tradesmen and 163 Rly. Wksp. Detachment.

BOLOGNA.

The shops have been badly battered and traversers and overhead cranes destroyed. The machine shop and forge are being rehabilitated and machinery which was hidden away in BOLOGNA town is being installed. Part of the electric shop is also being cleared for the use of Diesels. The Loco Shed, with the exception of the roof, is structurally intact as are also the pits. The water columns have been blown and also the concrete water tanks. For details of water and oil fuel installations see under "Oilburning". The turntable centre pivot was destroyed, but a good one has been removed by N° 2 Mobile Workshop from a disused table in ROME and forwarded. It is expected to have a completely workable shed by the time the line opens at the end of May.

FLORENCE.

Continued expansion and installation of machinery has been carried out under R & H Coy. SAEC. supervision. American 2-8-0's and Whitcomb Diesels are now stationed, serviced and repaired here.

L. PRIVATE FIRMS.

CIVITANOVA MARCHE.

Work is proceeding well but is hampered by lack of transport

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L. PRIVATE FIRMS.

CIVITANOVA MARCHE.

Work is proceeding well but is hampered by lack of transport.

PISTOIA, SACFEM (AREZZO) and COLLEFERRO.

All are gradually expanding and doing more work.

TERNI.

Is proceeding slower than was hoped and measures are being taken to expedite the work.

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Casteralta (BOLOGNA).

This is a medium size wagon shop at BOLOGNA which is complete and intact. We have taken it under our auspices and production of wagons is already beginning.

M. STORES.

No particular difficulty has been experienced. Timber is coming forward much better. The quality of carbide delivered to FOGGIA has been very powdery and poor at times.

N. MOBILE WORKSHOPS.

No 2 has moved to ROME and is now doing some odd jobs for 329 TSD until its new destination is decided.

O. MISCELLANEOUS.

The 35-ton breakdown crane from U.K. has been erected at FOLIGNO and is in use at ANCONA.

No 2 Brownhoist crane is now being given a general repair at FOLIGNO.

Work on D.Tn's Diesel Cars is now almost complete except for certain fittings.

Definite details of the mechanical situation of the VENICE and TRIESTE Divisions will be included in the next report.

Tests have been carried out with low volatile American coal on locomotives through the tunnels of both Line 89 and the SALERNO - POTENZA line and the results have been very good.

6. TRANSPORTATION STORES.

(A) D.D.Tn.(Stores) accompanied D.Tn. on a liaison visit to War Office U.K., leaving Italy on 30 Mar. and returning on 11 Apr.

(B) TN. STORES DEPOTS.

The end of the campaign in Italy found us with depots located on a railway system roughly in the form of a "Y" with LEGHORN and ANCONA at the upper extremities, ROME at the junction, BARI at the lower extremity, NAPLES half-way between BARI and ROME.

Circumstances had prevented "curling up the tail" of this line of depots with the exception of closing a depot and sub-depot at BRINDISI. Without a rail cross link at the top of the "Y" from LEGHORN to ANCONA via FLORENCE and BOLOGNA any wholesale clearance of stocks from rear depots to forward depots could only have been done on an arbitrary basis and led to unnecessary movement between LEGHORN - ROME - ANCONA. Heavy project stores therefore had to be moved forward against specific requirements and as rail tonnage is bid 12 days in advance delays were inevitable when demands were made at short notice.

This position eased on the E. coast with the opening of the

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This position eased on the E. coast with the opening of the port of ANCONA. On the west coast however our plans to build up bridging stocks at LEGHORN against possible requirements in that area came to naught when it was found that Tn. stores were not being accepted in extra-Mediterranean shipments to LEGHORN. When it was decided to repair the line PISA - PRATO - BOLOGNA, and later, PISA - EMPOLI - FLORENCE, we were therefore compelled to rail bridging and construction stores from ANCONA to LEGHORN via ROME.

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Another factor which has retarded the closing of rear depots has been the necessity to import stores into BARI and NAPLES for subsequent coastal shipment to ports North of LEGHORN and ANCONA so that railways in the forward area could be repaired and operated without necessarily waiting for the rail Ls. of C. to be extended over the delaying obstacles of the Rivers Po and Adige. Altogether the planning of imports of railway reconstruction stores some three months ahead of the time that they are likely to be available at sites and with frequently changing priorities has been an administrative headache of some severity.

Additional Tn. Stores Depots have been planned at GENOA, BOLOGNA and VENICE, but in view of the slight damage to the main railway lines in N.W. Italy, only some 1000 tons of stores are being shipped coastally to GENOA in June - July and this depot is expected to die in its extreme infancy.

A further theft of I.S.R. stores occurred at POGGIOREALE on the night of 14 - 15 April, when 1800 metres of linen, 300 pillow cases and 580 sheets were stolen. Four Italians who have been arrested and are awaiting trial stated that they each received 100,000 lire for the job. The two ringleaders have not yet been arrested.

(c) SHIPMENT OF TN. STORES.

Convoys arriving at Italian ports during the month contained 5,600 tons of Tn. Stores, all of which have been or are being discharged. Principal items, excluding locos and rolling stock, were:-

Description	From
17 - Mobile Cranes.	U.K. - U.S....
400 tons Steel Treatling.	U.K.
2 - 150' Lattice Girder Bridges.	U.K.
7 - 40' Sectional Bridges.	U.K.
8 - R.S.J. Bridges.	U.K.
2 - Orten Cranes.	M.E.
1 - Minpa Barge.	M.E.

Further details appear at Appendix II.

The stores from the "Thomas Bullfinch" ex U.S.A. mentioned in the March report are being re-shipped from ORAN. 3 Hyster cranes and 230 tons of U.C.R.S. have arrived but none of the cargo from the damaged hold has been received. A quantity of approx. 170 tons is expected to be re-shipped shortly.

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

BARI to ANCONA.	1350 tons.
NAPLES to ANCONA.	1240 "
NAPLES to LEGHORN.	1760 "

60 tons of Tn. stores were shipped from 325 T.S.D. MODUGNO (BARI) to [illegible]

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60 tons of Tn. stores were shipped from 325 T.S.D. MODUGNO (BARI) to Greece.

(D) MOVEMENT OF TN. STORES BY RAIL AND ROAD.

Accepted rail tonnage bids averaged the following in tons per day:-

	Tons per day
Tn. Stores - Rear depots to 330 TSD ANCONA	300
- " " " 331 TSD LEGHORN	140
- 330 TSD to RIMINI and forward	120
- 331 TSD to PRATO and forward	65

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		Tons per day
Coal	- NAPLES to ROME	150
Fuel Oil	- NAPLES to ROME	250
	- ROME forward	30
	- ANCONA forward	75

Movement of coal from NAPLES to ROME ceased at the middle of April, supplies thereafter being obtained from CIVITAVECCHIA.

Following the advance of the Armies, heavy demands for railway repair materials developed during the second half of the month. The heaviest movement was up Line 86 towards BOLOGNA. A Tn. Stores railhead dump was established at FORLI from which R.C.Es. are collecting stores until the line into BOLOGNA is repaired. Initial demands totalled 9000 tons. To regulate despatches the system of loading to serially numbered priorities adopted during the advance on ROME last year was again adopted at 330 T.S.D. ANCONA and other depots feeding stores forward through this depot. The programme is constantly revised by signalling interpolations and amendments in the numerical series of priorities but depots have at all times a forward loading programme which enables them to fill accepted rail movement bids.

General movement of stores to and from T.S.Ds. is summarised as follows:-

	Received & unloaded	Loaded & despatched	Total	Decrease under Mar. 45.
Wagons.	1411	1426	2837	- 507
M.T.	1259	1634	2893	- 587

(E) Tonnages of Tn. Stores.

Tonnages of stores handled in depots in April were lower than the peak figure of March but higher than all previous months.

	Mar.	Apr.	Increase + Decrease - over Mar. 45.
Unloaded.	30,320	27,447	- 2873
Reconsigned	1,193	4,057	+ 2864
Loaded and Despatched.	29,999	24,620	- 5379
	61,512	56,124	- 5388

Tonnages of Stores received, issued and in stock, based upon depot quantitative accounts, and excluding transfers between depots:-

	Mar.	Apr.	Total to 30 Apr. 45.
Received in Italy.	16,929	18,914	224,696
Issued (a) Italy.	24,912	18,126	180,515
(b) S. France.	-	-	2,307
Closing stock.	67,277	69,993	-

(F) INDENTS AND TRANSFER VOUCHERS.

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Closing stock.	67,277	69,993	-

(F) INDENTS AND TRANSFER VOUCHERS.

	March.	April.
Indents - number	2452	2495
- items	7439	8048
Transfer Vouchers - number	629	708
- items	4067	4297

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(G) RAILWAY BRIDGING.

Six miles of military bridging had been issued from Tn. Stores Depots to units in Italy up to the end of April 1945, giving an average of approx. 1600 ft. run a month since the commencement of the campaign in Sep. 1943.

These issues do not represent the full effort of the construction troops since they exclude bridges repaired at sites or reconstructed from materials obtained locally by R.C.Es. from captured enemy stocks etc.

Issues of bridging during April equalled the previous peak figure of Aug. 1943. The general position is summerised below:-

Type of Bridging		RECEIVED Apr.	RECEIVED Total to end Apr.	ISSUED Apr.	ISSUED Total to end Apr.	Returned from units	Stock
R.S.J. Spans.	Ft.run	808	12,080	1263	7,686	567	4,961
Sectional 40'	"	520	7,920	880	6,000	480	2,400
U.C.R.B.	"	1140	14,155	965	13,031	1261	2,385
Lattice Girder	"	348	3,095	-	973	-	2,122
Plate Girder(Cos)	"	-	210	-	180	-	30
Yunnan Burma.	"	-	7,255	-	6,479	753	1,529
Fabricated RSJ Spans	ft.run	-	2,095	35	2,130	210	175
Total ft.run		2776	46,810	3083	36,479	3271	13,602
Trestling - Light Tons		433	12,400	426	7,838	1270	5,832
- Heavy "		-	1,339	3	918	210	631

(H) TRACK.

5 Km. of track are being issued for the repair of the BENEVENTO - CANCELLO line which is required to serve a staging area for the redeployment of troops.

Requirements of sleepers between FAENZA and BOLOGNA total 50 miles. This is a consequence of the complete removal of sleepers from long stretches of line by the Germans for the construction of defence works, for use as fuel and for sale to civilians for the same purpose.

		RECEIPTS Apr.	RECEIPTS Total to Date	ISSUES Apr.	ISSUES Total to Date	Stock
Plain Line (excl sleepers)	Miles	2	295	24	200	95
Sleepers	"	-	363	28	288	75
Turnouts (excl Timbers)	each	-	1438	63	708	730
Crossing Timbers	sets		1277	72	601	676

(I) [illegible] STORES.

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Sectional 40'	"	520	7,920	680	6,000	480	2,400
U.C.R.E.	"	1140	14,135	905	13,032	1261	2,385
Lattice Girder	"	308	3,095	-	973	-	2,122
Plate Girder(Cbs)	"	-	210	-	280	-	30
Yunnan Burma.	"	-	7,255	-	6,479	753	1,529
Fabricated RSJ Spans	ft.run	-	8,095	35	2,130	210	175
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Crossing Timbers	sets		1277	72	601	676

(i) LOCOS AND ROLLING STOCK.

The following were received during the month:-

	No.	From
Locos. U.S. 2-8-0	7	U.S.A.
U.S. 2-8-2	4	M.E.
L.M.S. 2-8-0	2	M.E.
Diesel Electric 0-6-0	2	M.E.
Cars, Box, 20 ton U.S.	134	M.E.
Mail, U.S.	3	M.E.
Warflats, 50 ton	28	M.E.

Further details appear at Appendix 12.

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(J) TIMBER.

1400 tons were received against our allocation of 2000 tons by A.F.H.Q. Issues amounted to 900 tons and were lower than expected. The May figure is expected to rise sharply.

Production of 60 ft. piles from the forest at CALLIDOLI has proceeded steadily and 800 of the 1000 ordered have been conveyed by specially rigged tank transporters to AREZZO from which point they are being railed to FAENZA. Issues of these piles for bridging the Po have commenced.

(K) CEMENT.

April was the first month during which all cement production in liberated Italy was pooled and allocated by Allied Forces Local Resources Section. Our accepted bid was 10,000 tons representing 25% of the total production in liberated Italy. 8,200 tons were received, the deficiency being due to production and movement difficulties.

(L) INDUSTRIAL GASES.

A shortage of cylinders during the month was relieved by the issue of 40 German cylinders found at a dump formerly occupied by the Todt organisation. All cylinders are tested, cleaned and marked before issues. Adaptors for use with American, British, German and Italian cylinders have been made at T.S.D. Workshops for issue to all units.

Monthly requirements for May were estimated at:-

Oxygen	1,115,000 cu. ft.
Acetylene	448,000 cu. ft.

(M) COAL and P.O.L.

The overall coal position is satisfactory but East Coast stocks remain at a low level. Delivery of low volatile coal has been maintained as promised by Washington at the rate of one cargo a month. A coal and lubricants statement appears at Appendix 13.

(N) PLANT and SPARES.

S.P.D.C. Malta.

Two officers from the Docks and Stores branches of this Directorate visited Malta 21 - 24 April. The visit has resulted in our obtaining much useful information and some spares.

Capt. (E) R.N. of the centre informed our representatives that none of our engines were covered in his provision for the engine population of this theatre and we should take steps to have this done through E.A.D. A return of our craft and engines was sent to E.A.S. last year and we also advised you in P.R. No. 12 for August 1944, page 24, para 5(iii) of our concern in this direction. This matter will be dealt with in detail in a separate letter. A publication entitled "Distribution of Internal Combustion Engines in Completed

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The largest shipment of spares for stocking S.P.D.C. Malta has not yet arrived, having been held up for some months in Bermuda on a ship with engine trouble.

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C. in C. Med. stated that he had received no instructions from Admiralty House to cover Army craft, although in our opinion this would appear to be implied in paras. 1 and 3 of CHFC 809/44 which covers "Ships and Craft under British Administration and not exclusively British Naval Administration". Capt. (E) of the Centre has however supplied us with a small quantity but most acceptable range of spares, princi ally for "Z" Craft. An interesting point revealed was that the Navy do not order or issue any non-standard size items and that if we wish to adopt land economy practice of fitting non-standard size items such as over-size pistons and rings or under-size bearing shells, we would require to obtain these through channels other than Naval.

Mobile Crane Spares.

Our stock position continues to show improvement with the arrival of various quantities shipped against the initial bulk supply of base spares ordered on Demand UK.141.

Portabelt Conveyors.

Tests on the Mitre Portabelt Conveyors made by Mitchell Ropeways Ltd. and supplied against Demand UK.181 have been carried out at ANCONA by both Railways and Docks. The Concensus of opinion is that these conveyors are useful for certain types of cargo such as light boxed and bagged goods, especially if the conveyor remains in a semi-static position. They are not considered suitable for loose materials such as coal, ballast, salt and grain owing to the narrowness of the belt and the tendency of the spilling fines etc. to clog the belt rollers. Although 6½ tons of coal were off loaded in 15 minutes from rail wagon to stack, owing to the belt-speed it required 5 men to work at full capacity and to be relieved by 5 others at frequent intervals to keep the belt reasonably covered. The belt rollers, of course, are not of the proper troughing type, nor at short enough intervals for handling coal etc. to full belt capacity.

7. FINANCE.

A. RAILWAY FINANCE.

(1) Costing of Railway Rehabilitation Works.

A resume of the position to date shews that some 520 railway construction works have now been evaluated, of which 50 are for works classified as non-rehabilitation and as such will be disposed of separately at a future date. Construction works in hand and completed have reached a total in excess of 1,100, leaving a balance of some 580 Completion Reports to be submitted in due course.

During the present month 27 Completion Reports for rehabilitation projects were received and evaluated, the value of U.D. materials incorporated and mechanical equipment costs realising 10,377,003 lire and 1,289,700 lire respectively, bringing the gross recorded cost of rehabilitation up to a sum of 285 million lire as at

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(2) Locally acquired materials used in Rehabilitation and Reconstruction of Italian Railways.

For some time past it has been the accepted policy of this Service to pass bills for locally purchased materials, used in the rehabilitation and construction of the Italian State Railways, to that organisation for payment.

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This procedure has been found to work satisfactorily in practice, the materials have thereby been made a direct charge on the Railways' budget and payments from British Army Funds avoided. This procedure has to some extent assisted the control of expenditure against allocation of funds made to approved projects and, what is of probably greater importance, has helped to restrict the issue of new currency by the use of cash already in circulation.

The supply of local materials through the agency of other Services has however created certain difficulties, notably in the case of certain contracts of controlled brickworks, where cash payments are made by the Command Paymaster and where the value of bricks obtained for use in I.S.R. projects, may reach no less a figure than 20 million lire.

To regularise this position, the Financial Adviser has now agreed that recovery should be made by Debit Voucher to be raised on the I.S.R. for payment to the Command Paymaster for materials solely to be used for, and which are to be charged against, the I.S.R.

(3) Allied Commission Rail Traffic.

As referred to in my February Progress Report, a new system has now been put into force as from March 7th, for all freight and passenger warrants in respect of A.C. sponsored or probable civilian traffic, to be passed by this Headquarters to Tn. Sub-Commission A.C. who are to determine the items on which charges shall be raised by the Italian State Railways. So far as A.C. sponsored traffic in the past is concerned, the Chief Accountant, Allied Commission, has expressed the view that traffic charges for the transports concerned should be considered as having been carried for the Italian Government, and no further action taken. The question has also been referred to G-4 (Mov & Tn), A.F.H.Q., suggesting that the issue of Army Warrants in cases of A.C. sponsored traffic be kept to absolute minimum, thus ensuring that the Italian State Railways are able to make direct recovery of transport charges with the civilian organisation concerned.

(4) Salaries etc. of I.S.R. Personnel in AMG Territory.

A complaint has been made by the Director General, I.S.R., in regard to the alleged differences in treatment of I.S.R. personnel in AMG territories to those in provinces returned to Italian Administration.

In view of the high importance attached by the Military Railway Service to the maintenance of adequate standards of living for I.S.R. employees, the matter was referred to the Chief Budget Officer, Finance Sub-Commission A.C. It has now been reported that there is no substance in the Director General's claim, although increases in rates have been delayed in various AMG areas, this has always been in accordance with local existing conditions.

B. STORES AND LOCAL PURCHASES.

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B. STORES AND LOCAL PURCHASES.

(1) Contracts.

Tenders were issued during the month to five contractors for the manufacture of 400 Adaptors V.7, the lowest Tender which was accepted, being at a unit price of 2,500 lire.

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(2) Bills passed for settlement through the I.S.R.

The value of accounts passed to the I.S.R. for direct settlement during the month amounted to 9,985,195 lire, representing an increase of almost 4,000,000 lire in the value of purchases made during the preceding month. All materials were either incorporated into or utilised in the operation and maintenance of the Italian State Railway.

(3) Payment for purchase involving use of Foreign Exchange.

Q(Maint), A.F.H.Q., have instructed that authority should now be obtained from A.F.H.Q. before purchase of stores is made in Greece which is outside the "sterling area countries" for the use of Allied Armies in Italy. Whereas no purchases of stores in Greece on behalf of Transportation in Italy have been made, the reverse has been the case. This Service has purchased in Italy carbon brushes for the use of the Greek Hellenic Electric Railway, and Q(Maint) have called for details, which have now been supplied.

C. TRANSFER OF BRIDGING TO U.S. FORCES.

The following quantities of British and captured enemy bridging has now been reported to Command Paymaster in respect of transfers to U.S. Forces in Southern France:-

	Quantity.
V. Trestling - V.10	80
Bath Wagner 36 metre - Bridge Span.	2 complete.
Erection and Launching Equipment for UCRD.	1 set.
Light Steel Trestling.	1,000 tons.
40 ft. Sectional Bridges.	5

Further issues are to be reported as soon as certified receipt vouchers come to hand.

D. ISSUES OF CLOTHING AND EQUIPMENT TO ITALIAN ARMED FORCES.

From time to time various issues of clothing and equipment to Italian Transportation Engineers have been made through the agency of this Service. The repayment value of these issues is now being assessed and will in due course be reported to M.E.I.A. in accordance with existing instructions.

E. RECOVERY OF FREIGHT AND PORT CHARGES FROM E.F.I. AND OTHER NON-MILITARY BODIES.

Proposed rates to be levied in respect of Transportation Services rendered to non-military organisations in Italy have been submitted to the Financial Adviser for approval. Owing to various increases in Italian Rail Rates which have occurred from time to time, the under-mentioned rates have been suggested to be applied during

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	Per ton kilometre.	Per Passenger kilometre.
Up to Nov. 19th 1944.	.5 lire	.25 lire
Nov. 20/44 - April 30/45/	1.0 lire	.5 lire
From May 1st 1945.	2.0 lire	1.0 lire

The above average flat rates are worked out to cover demurrage and any other ancillary charges.

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F. RECOVERIES ON TN. ACCOUNT.

The following is the position with regard to cash recoveries from the Italian State Railways and Civilian Contractors. Debit Notes issued during the month covered Bricks incorporated in the Italian State Railways and obtained and paid for under D.E.P. & S. arrangements.

	Billed. Lire.	Recovered. Lire.	Balance o/s at 30/4/45.
Italian State Railways	3,625,576	312,376	3,413,200
Contractors	310,298	290,565	19,733
	3,935,874	502,941	3,432,933

G. STATISTICS.

Railway (Passenger and Freight) Statistics for all British Operated Areas in Italy are shown as Appendix 15.

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

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APPENDIX 1.

Part 1. Sheet 1.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
30 APRIL, 1945.

Unit.	Location.	Remarks.
H.Q., No.1 Port Operating Group, R.E.	Brindisi.	Det. Taranto.
998 Port Operating Coy. R.E.	Greece.	
997 Port Operating Coy. R.E.	Brindisi.	
1010 Port Operating Coy. R.E.	Taranto.	
1015 Port Operating Coy. R.E.	Taranto.	
1037 Port Maintenance Coy. R.E.	Brindisi.	Det. Taranto, N. Africa.
2 (Italian) IWT Port Operating Coy.	Taranto.	
1061 (Co-op) Docks Operating Coy.	Taranto.	
1063 (Co-op) Docks Operating Coy.	Brindisi.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
3 Docks Operating Coy. S.A.E.C.	Naples.	
H.Q., No.5 Port Operating Group, R.E.	Bari.	Det. Barletta.
991 Port Operating Coy. R.E.	Bari.	
1007 Port Operating Coy. R.E.	Bari.	Dets. Monopoli, Durazzo.
1014 Port Operating Coy. R.E.	Bari.	
1017 Port Operating Coy. R.E.	Bari.	Det. Barletta.
1021 Port Operating Coy. R.E.	Leghorn.	
1041 Port Operating Coy. R.E.	Bari.	
1019 Port Maintenance Coy. R.E.	Bari.	Det. Barletta.
4 Docks Workshop Section, R.E.	Bari.	
10 IWT Floating Crane Section, R.E.	Bari.	
1062 (Co-op) Port Maintenance Section.	Bari.	
921 (Italian) Docks Operating Coy.	Barletta.	
922 (Italian) Docks Operating Coy.	Bari.	
1 (Italian) IWT Port Operating Coy.	Bari.	
Attached No.5 Port Operating Group, R.E.		
1222/3 Ship Working Sections, R.E.	Bari.	
1224/5 Ship Working Sections, R.E.	Bari.	
2 Docks Operating Coy. S.A.E.C.	Bari.	Det. Brindisi, Taranto.
H.Q., No.7 Port Operating Group, R.E.	Ancona.	
990 Port Maintenance Coy. R.E.	Ancona.	Det. Civitavecchia.
993 Port Operating Coy. R.E.	Ancona.	

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H.Q., No.1 Port Operating Group, R.E.	Brindisi.	Det. Taranto.	
992 Port Operating Coy. R.E.	Greece.		
997 Port Operating Coy. R.E.	Brindisi.		
1010 Port Operating Coy. R.E.	Taranto.		
1015 Port Operating Coy. R.E.	Taranto.		
1037 Port Maintenance Coy. R.E.	Brindisi.	Det. Taranto, N. Africa.	
2 (Italian) IWT Port Operating Coy.	Taranto.		
1061 (Co-op) Docks Operating Coy.	Taranto.		
1063 (Co-op) Docks Operating Coy.	Brindisi.		
923 (Italian) Docks Operating Coy.	Taranto.		
924 (Italian) Docks Operating Coy.	Brindisi.		
3 Docks Operating Coy. S.A.E.C.	Naples.		
H.Q., No.5 Port Operating Group, R.E.	Bari.	Det. Barletta.	
991 Port Operating Coy. R.E.	Bari.		
1007 Port Operating Coy. R.E.	Bari.	Dets. Monopoli, Durazzo.	
1014 Port Operating Coy. R.E.	Bari.		
1017 Port Operating Coy. R.E.	Bari.	Det. Barletta.	
1021 Port Operating Coy. R.E.	Leghorn.		
1041 Port Operating Coy. R.E.	Bari.		
1019 Port Maintenance Coy. R.E.	Bari.	Det. Barletta.	
4 Docks Workshop Section, R.E.	Bari.		
10 IWT Floating Crane Section, R.E.	Bari.		
1062 (Co-op) Port Maintenance Section.	Bari.		
921 (Italian) Docks Operating Coy.	Barletta.		
922 (Italian) Docks Operating Coy.	Bari.		
1 (Italian) IWT Port Operating Coy.	Bari.		
Attached No.5 Port Operating Group, R.E.			
1222/3 Ship Working Sections, R.E.	Bari.		
1224/5 Ship Working Sections, R.E.	Bari.		
2 Docks Operating Coy. S.A.E.C.	Bari.	Det. Brindisi, Taranto.	
H.Q., No.7 Port Operating Group, R.E.	Ancona.		
990 Port Maintenance Coy. R.E.	Ancona.	Det. Civitavecchia.	
993 Port Operating Coy. R.E.	Ancona.		
994 Port Operating Coy. R.E.	Ancona.		
1023 Port Operating Coy. R.E.	Ancona.		
1027 Port Operating Coy. R.E.	Guilianova.		
1030 Port Operating Coy. R.E.	Ancona.		
1031 Port Operating Coy. R.E.	Ancona.	Det. N.Africa.	
3 (Italian) IWT Port Operating Coy.	Ancona.		
1060 (Co-op) Port Maintenance Sec.	Ancona.		

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Appendix 1.

Sheet 2.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
30 APRIL, 1945.

Unit.	Location.	Remarks.
H.Q., No.3 Port Constr. & Repair Gp.RE.	Ancona.	
932 Port Constr. & Repair Coy. R.E.	Leghorn.	Det. Ancona.
41 Harbour Construction Coy. SAEC.	Ravenna.	Det. Ancona.
H.Q., No.6 IWT Group, R.E.	Ancona.	
945 IWT(Port) Operating Coy.R.E.	Ancona.	Det. Bari, Pesaro, Porto Corsini.
947 IWT(Port) Operating Coy.R.E.	Ancona.	Det. Brindisi, Taranto.
1065 IWT Workshop Coy. R.E.	Ancona.	Det. Pesaro.
208 'Z' Craft Operating Coy. R.E.	Leghorn.	
209 'Z' Craft Operating Coy. R.E.	Ancona.	Det. Bari.
1206 'Z' Craft Operating Coy. R.E.	Bari.	
1207 'Z' Craft Operating Coy. R.E.	Bari.	
975 Port Repair Ship, R.E.	Naples.	
H.Q., No.1 Railway C. M.Group, R.E.	Forli.	
150 Railway Construction Coy. R.E.	Cesena.	Det. Castel S.Pietro.
161 Railway Construction Coy. R.E.	Rimini.	Det. Imola, Castel Bolognese.
1 Railway Bridging Section, R.E.	Imola.	
29 Railway Survey Coy. R.E. 2 Sec.	Forli.	
H.Q. No.1212 Railway C. & M.Group,R.E.	Porto Recanati.	
10 Railway Construction Coy. R.E.	Rondolfo.	Det. Senigallia.
159 Railway Construction Coy. R.E.	Porto San Elpidio.	
160 Railway Construction Coy. R.E.	Marina di Silva.	Det. Pescara.
2 Railway Bridging Section, R.E.	Ancona.	
29 Railway Survey Coy. R.E. H.Q.	Porto Potenza Picena.	
No.1 Section.		
No.3 Section.	Figline.	
H.Q. Railway Constr.Engineers, SAEC.	Prato.	
38 Railway Construction Coy. SAEC.	Mercatale.	
39 Railway Construction Coy. SAEC.	Prato.	
40 Railway Construction Coy. SAEC.	Prato.	Det. Grizzana.
Dets Rly & Harbour Comp Op Coy.SAEC.	Serravalle, Vernio.	
61 Tunnelling Coy. SAEC.	Serravalle.	
62 Tunnelling Coy. SAEC.	Vernio.	

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932	Port Constr. & Repair Coy. R.E.	Leghorn.	Det. Ancona.
41	Harbour Construction Coy. SAEC.	Cesenna.	Det. Ancona.
	H.Q., No.6 IWT Group, R.E.	Ancona.	
943	IWT(Port) Operating Coy.R.E.	Ancona.	Det. Bari, Pesaro, Porto Corsini.
947	IWT(Port) Operating Coy.R.E.	Ancona.	Det. Brindisi, Taranto.
1065	IWT Workshop Coy. R.E.	Ancona.	Det. Pesaro.
208	'Z' Craft Operating Coy. I.E.	Leghorn.	
209	'Z' Craft Operating Coy. I.E.	Ancona.	Det. Bari.
1206	'Z' Craft Operating Coy. R.E.	Bari.	
1207	'Z' Craft Operating Coy. R.E.	Bari.	
975	Port Repair Ship, R.E.	Naples.	
	H.Q., No.1 Railway C. & M.Group, R.E.	Forli.	
150	Railway Construction Coy. R.E.	Cesena.	Det. Castel S.Pietro.
161	Railway Construction Coy. R.E.	Rimini.	Det. Imola, Castel Bolognese.
1	Railway Bridging Section, R.E.	Imola.	
29	Railway Survey Coy. R.E. 2 Sec.	Forli.	
	H.Q. No.1212 Railway C. & M.Group.R.E.	Porto Recanati.	
10	Railway Construction Coy. R.E.	Mondolfo.	Det. Senigallia.
159	Railway Construction Coy. R.E.	Porto San Elpidio.	
160	Railway Construction Coy. R.E.	Marina di Silva.	Det. Pescara.
2	Railway Bridging Section, R.E.	Ancona.	
29	Railway Survey Coy. R.E. H.Q.	Porto Potenza Picena.	
	No.1 Section.		
	No.3 Section.	Figline.	
	H.Q. Railway Constr.Engineers, SAEC.	Prato.	
38	Railway Construction Coy. SAEC.	Mercatale.	
39	Railway Construction Coy. SAEC.	Prato.	
40	Railway Construction Coy. SAEC.	Prato.	Det. Grizzana.
Dets	Rly & Harbour Comp Op Coy.SAEC.	Serravalle, Vernio.	
61	Tunnelling Coy. SAEC.	Serravalle.	
62	Tunnelling Coy. SAEC.	Vernio.	
187	Mechanical Equip(Tn) Coy. R.E.	Bologna.	
45	Mechanical Equip(Tn) Pln. R.E.	Civitanova Marche.	
46	Mechanical Equip(Tn) Pln. R.E.	Rimini.	
89	Mechanical Equip(Tn) Pln. R.E.	Bologna.	
	H.Q., No.4 Indian Rly C.& M.Group.I.E.	Ancona.	
120	Railway Construction Coy. I.E.	Ancona.	
136	Railway Maintenance Coy. I.E.	Bologna.	

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Appendix 1.

Sheet 3.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
30 APRIL 1945.

Units.	Location.	Remarks.
H.Q., No.2 Railway Telegraph Coy.R.Sigs.	Rimini.	
102 Construction Section(Rly), R.Sigs.	Recanati.	
103 Construction Section(Rly), R.Sigs.	Castel Bolognese.	Det.Pesaro, Riccione
72 Railway Telegraph Optg.Sec.R.Sigs.	Senigallia.	Det. Bari, Foggia Brindisi.
H.Q., No.3 Railway Telegraph Coy.R.Sigs.	Florence.	
104 Construction Section(Rly), R.Sigs.	Ardenza.	Det. Leghorn, Cecina, Grosseto
76 Railway Telegraph Optg.Sec.R.Sigs.	Rome.	Det. Bari, Ancona, Florence.
40 (R & H) Rly Telegraph Coy. R.E.	Foligno.	Det. Orvieto, Orte.
D.D.Tn (Railways).	Ancona.	
H.Q., No.1 Railway Operating Group,R.E.	Falconara.	
153 Railway Operating Coy. R.E.	Palombina Nuovo.	Det.Falconara.
189 Railway Operating Coy. R.E.	Rimini.	Det. Cesena, Forli.
192 Railway Operating Coy. R.E.	Senigallia.	Det. Cesena, Mondolfo
5 Railway Mobile Workshop, R.E.	Rimini.	
13 Railway Mobile Workshop, R.E.	Ancona.	
H.Q., No.2 Railway Operating Group,R.E.	Rome.	
154 Railway Operating Coy. R.E.	Foligno.	Det. Orte, Terni, Rome, Arezzo.
190 Railway Operating Coy. R.E.	Fabriano.	
2 Railway Mobile Workshop, R.E.	Chiusi.	
H.Q.Railway & Harbour Comp.Op.Coy.S.E.C.	Florence.	Det. Prato.
162 Railway Workshop Coy. R.E.	Bologna.	Det.Ancona, Foggia Foligno, Pescara.
H.Q., No.3 Transportation Stores Gp.RE.	Rome.	
325 Tn.S.D. - 196 Tn.Store. Coy.R.E.	Modugno, Nr. Bari.	
326 Tn.S.D. - 922 Tn.Stores Coy.R.E.	Naples.	
328 Tn.S.S.D.- 922 Tn.Stores Coy.R.E.	Casalnuovo.	
	Salvatore, Rome.	

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102	Construction Section(Rly), R.Sigs.	Recanati.	
103	Construction Section(Rly), R.Sigs.	Castel Bolognese.	Det.Pesaro, Riccione
72	Railway Telegraph Optg.Sec.R.Sigs.	Senigallia.	Det. Bari, Foggia Brindisi.

H.Q., No.3 Railway Telegraph Coy.R.Sigs. Florence.

104	Construction Section(Rly), R.Sigs.	Ardenza.	Det. Leghorn, Cecina, Grosseto
76	Railway Telegraph Optg.Sec.R.Sigs.	Rome.	Det. Bari, Ancona, Florence.

4C (R & H) Rly Telegraph Coy. S.A.C. Foligno. Det. Orvieto, Orte.

D.D.Tn (Railways). Ancona.

H.Q., No.1 Railway Operating Group.R.E. Falconara.

153	Railway Operating Coy. R.E.	Palombina Nuovo.	Det.Falconara.
189	Railway Operating Coy. R.E.	Rimini.	Det. Cesena, Forli.
192	Railway Operating Coy. R.E.	Senigallia.	Det. Cesena, Mondolfo
5	Railway Mobile Workshop, R.E.	Rimini.	
13	Railway Mobile Workshop, R.E.	Ancona.	

H.Q., No.2 Railway Operating Group.R.E. Rome.

154	Railway Operating Coy. R.E.	Foligno.	Det. Orte, Terni, Rome, Arezzo.
190	Railway Operating Coy. R.E.	Fabriano.	
2	Railway Mobile Workshop, R.E.	Chiusi.	

H.Q.Railway & Harbour Comp.Op.Coy.S.E.C. Florence. Det. Prato.

163 Railway Workshop Coy. R.E. Bologna. Det. Ancona, Foggia Foligno, Pescara.

H.Q., No.3 Transportation Stores Gp.RE. Rome.

325	Tn.S.D. - 196	Tn.Store. Coy.R.E.	Modugno, Nr. Bari.	
326	Tn.S.D. - 922	Tn.Stores Coy.R.E.	Naples.	
328	Tn.S.S.D. - 922	Tn.Stores Coy.R.E.	Casalnuovo.	
329	Tn.S.D. - 156	Tn.Stores Coy.R.E.	Tiburtino, Rome.	
	- 992	Tn.Stores Coy.R.E.	Tiburtino, Rome.	
330	Tn.S.D. -1069	Tn.Stores Coy.R.E.	Falconara.	
	- 196	Tn.Stores Coy.R.E.	Falconara.	
331	Tn.S.D. - 24	Tn.Stores Coy.R.E.	Leghorn.	
	- 156	Tn.Stores Coy.R.E.	Leghorn.	
18	Tn.Stores Port Section, R.E.	Leghorn.	Det. Naples.	
19	Tn.Stores Port Section, R.E.	Ancona.	Det. Bari.	

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MOVES OF UNITS DURING APRIL 1945.

Unit.	Strength.	Vehicles.	From.	To.	Date.
HQ. 1 Ital. Rly. Eng. Group.	36	6	Ancona.	Riccione.	3
3 Ital. Rly. Eng. Coy.	225	4	Rome.	Rimini.	8
1064 (Mauritian) Port Op. Coy.	523	-	Ancona.	Taranto. (for MEF).	5
HQ. 922 Tn. Stores Coy.	73	5	Naples.	Rome.	9
HQ. 196 Tn. Stores Coy.	26	3	Bari.	Ancona.	9
HQ. 156 Tn. Stores Coy.	43	5	Rome.	Leghorn.	12
det. 103 Constr. Sec. R.Sigs.	13	3	Faro.	Cas el Bolognesi.	28
932 P.C. & R. Coy.	146	-	Bari.	Leghorn.	28
136 Ind. Rly. Maint. Coy. I.E.	246	45	Ancona.	Bologna.	30

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Appendix 1.

Part 2.

MOVES OF UNITS DURING APRIL 1945.

	Strength.	Vehicles.	From.	To.	Date.
Eng. Group.	36	6	Ancona.	Riccione.	3
Coy.	225	4	Rome.	Rimini.	8
Fort Op. Coy.	523	–	Ancona.	Taranto. (for MEF).	5
s Coy.	73	5	Naples.	Rome.	9
s Coy.	26	3	Bari.	Ancona.	9
s Coy.	43	5	Rome.	Leghorn.	12
Sec. H.Sigs.	13	3	Fano.	Cas el Bolognesi.	28
	146	–	Bari.	Leghorn.	28
nt. Coy. I.E.	246	45	Ancona.	Bologna.	30

ADMINISTRATION.

1. REVISION OF ESTABLISHMENTS AND FORMATION OF UNITS.

(a) Nº 4 Docks Workshop Section, R.E. (CM/600/4).

Application made to A.F.H.Q. for amendment of W.E. to include one additional vehicle.

(b) 1041 Port Operating Company (Mauritius).

Conversion from W.E. VI/740/1 to W.E. CM/903/1 authorised by A.F.H.Q. wef 14 March.

(c) H.Q., 4 Indian Rly. C. & M. Group, I.E. (VI/67/2).
122 Indian Rly. Constr. Coy., I.E. (VI/67-4/2).
136 Indian Rly. Maint. Coy., I.E. (VI/70-4/2).

Amendment Nº 1 (applicable in C.M. Theatre only) and involving considerable increases in M.T. scale implemented under A.F.H.Q. authority.

(d) A Railway Bridging Section, R.E. (CM/357/1).

Amendment Nº 2, authorising an increase in M.T., implemented under A.F.H.Q. authority.

(e) Amendments to the undermentioned War Establishments to provide an increased scale of M.T. are under consideration by War Office:-

A Port Maintenance Coy., R.E. (IV/22M/2).
An H.Q., I.W.T. Group, R.E. (IV/222/1).
An I.W.T. (Port) Operating Coy., R.E. (IV/22P/1).
A Railway Survey Coy., R.E. (IV/13/2).
A Railway Construction Coy., R.E. (IV/16/4).
An H.Q., Rly. C. & M. Group, R.E. (IV/15/2).
A Railway Mobile Workshop, R.E. (IV/18/3).
A Railway Workshop Coy., R.E. (IV/21/5).
An H.Q., Railway Operating Group, R.E. (IV/17/3).

(f) Transportation H.Q., C.M.F.

A.F.H.Q. authority has been received for the implementation of War Establishment CM/30/4 w.e.f. 16 March 1945 and postings into the new W.E. are now in progress.

2. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Swinson, Tn.(Br) — Posted to 922 Tn. Stores [illegible] 16 March 45.

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Conversion from W.E. VI/740/1 to W.E. CM/903/1 authorised by A.F.H.Q. wef 14 March.

(c) H.Q., 4 Indian Rly. C. & M. Group, I.E. (VI/67/2).
122 Indian Rly. Constr. Coy., I.E. (VI/67-4/2).
136 Indian Rly. Maint. Coy., I.E. (VI/70-2/2).

Amendment No 1 (applicable in C.M. Theatre only) and involving considerable increases in M.T. scale implemented under A.F.H.Q. authority.

(d) A Railway Bridging Section, R.E. (CM/357/1).

Amendment No 2, authorising an increase in M.T., implemented under A.F.H.Q. authority.

(e) Amendments to the undermentioned War Establishments to provide an increased scale of M.T. are under consideration by War Office:-

A Port Maintenance Coy., R.E. (IV/22M/2).
An H.Q., I.W.T. Group, R.E. (IV/222/1).
An I.W.T. (Port) Operating Coy., R.E. (IV/22P/1).
A Railway Survey Coy., R.E. (IV/13/2).
A Railway Construction Coy., R.E. (IV/16/4).
An H.Q., Rly. C. & M. Group, R.E. (IV/15/2).
A Railway Mobile Workshop, R.E. (IV/18A/3).
A Railway Workshop Coy., R.E. (IV/21/5).
An H.Q., Railway Operating Group, R.E. (IV/17/3).

(f) Transportation H.Q., C.M.F.

A.F.H.Q. authority has been received for the implementation of War Establishment CM/30/4 w.e.f. 16 March 1945 and postings into the new W.E. are now in progress.

2. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Capt.	F.S.	Swinson.	Tn.(Br) A.F.H.Q.	Posted to 922 Tn. Stores Coy w.e.f. 16 March 45.
Lt.Col.	W.H.F.	Wheeler.	Tn. Inc.	Relinquishes appointment as A.D.Tn. w.e.f. 16 March S.O.S. on posting to U.K. w.e.f. 11 April 45.
Lt.Col.	W.L.	Topham.	Tn. Inc.	Posted to Tn.(Br) A.F.H.Q. and granted Acting Rank of Colonel on taking up appointment as D.D.Tn. w.e.f. 16 March 45.

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(a) Organisation & Administration. (contd)

Major	W.A.G. Suddaby.	HQ 2 Rly. Op. Gp.	Posted to Tn.(Br) AFHQ and granted acting Rank of Lt. Col. on taking up appointment as A.D.Tn. w.e.f. 27 March 45.
Major	W.F.R. Mitchell.	196 Tn. Stores Coy.	Posted to Tn.(Br) AFHQ and appointed D.A.D.Tn. w.e.f. 16 March 45.
Lt.Col.	R.E. Coward.	Tn.(Br) A.F.H.Q.	Granted acting Rank of Colonel and appointed D.D.Tn. w.e.f. 16 March 45.
Capt.	J.B. Blake.	K(iv)List M.E.F.	Posted to Tn.(Br) AFHQ w.e.f. 16 April 45.
Major	D.R.H. Charlin.	Tn. Inc. A.F.H.Q.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Lt. Col. on taking up appointment as A.D.Tn.
Lieut	P. Pickering.	192 Rly. Op. Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	F.G. Smith.	Inc. to Rly Op Gps.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	E. Johnson.	163 Rly. W.Shop Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	C.F. Cranbell.	196 Tn. Stores Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	R.E. Griffiths.	196 Tn. Stores Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	J.W. Peck.	192 Rly. Op. Coy.	Posted to Tn.(Br) AFHQ w.e.f. 16 March 45.
Lieut.	A.L. Wallace.	163 Rly. W/Shop Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.

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Lt.Col.	R.E.	Coward.	Tn.(Br) A.F.H.Q.	Granted Acting Rank of Colonel and appointed D.D.Tn. w.e.f. 16 March 45.
Capt.	J B.	Blake.	X(17)List M.E.F.	Posted to Tn.(Br) AFHQ w.e.f. 16 April 45.
Major	D.R.H.	Chaplin.	Tn. Inc. A.F.H.Q.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Lt. Col. on taking up appointment as A.D.Tn.
Lieut	P.	Pickering.	192 Fly. Op. Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	E.G.	Smith.	Inc. to Fly Op Gps.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	F.	Johnson.	163 Fly. W.Shop Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	C.F.	Campbell.	156 Tn. Stores Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	R.L.	Griffiths.	196 Tn. Stores Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	J.W.	Peck.	192 Fly. Op. Coy.	Posted to Tn.(Br) AFHQ w.e.f. 16 March 45.
Lieut.	A.L.	Wallace.	163 Fly. W/Shop Coy.	Posted to Tn.(Br) AFHQ and granted Acting Rank of Capt. w.e.f. 16 March 45.
Lieut.	A.S.	Hitchcock.	Tn.(Br) A.F.H.Q.	Granted Acting Rank of Capt. w.e.f. 16 March 45.
Capt.	J.J.	McCormack.	160 Fly. Constr Coy.	Posted to Tn.(Br) AFHQ w.e.f. 23 April 45.

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(b) Railway Operating.

Lt.Col.	C.F.E.	Harvey.	HQ 6 Rly. Op. Gp.	S.O.S. on posting to U.K. "Python" w.e.f. 27 March 45.
Major	C.F.	Ryan.	190 Rly. Op. Coy.	Posted to Hq 2 Rly. Op. Gp. as 2.i/c. w.e.f. 27 March 45.
Capt.	T.P.	Clorenshaw.	192 Rly. Op. Coy.	Posted to 190 Rly. Op. Coy. and granted A/Rank of Major w.e.f. 27 March 45.
Lieut.	I.E.I.	Burke.	180 Rly. Op. Coy.	Posted to 192 Rly. Op. Coy. and granted A/Rank of Capt. w.e.f. 27 March 45.
Lieut.	E.C.	Elliott.	X(iv)List att 189 Rly. Op. Coy.	Posted to 189 Rly. Op. Coy. 27 March 45.
Lieut.	H.J.	Rowsell.	X(iv)List att Inc Rly Op Gps.	Attached 189 Rly Op Coy. w.e.f. 24 March 45.
Lieut.	K.	Mathoson.		
Lieut.	H.	Simons	X(iv)List att Inc Rly Op Gps.	Attached HQ 2 Rly Op Gp. w.e.f. 24 March 45.
Lieut.	E.W.N.	Stringer		
Lieut.	E.A.	Jeffreys.	X(iv)List att Inc Rly Op Gps.	Attached 190 Rly Op Coy. w.e.f. 18 April 45.
Lieut.	D.S.	Potten.	W(iv)List att Inc Rly Op Gps.	Attached 163 Rly W/Shops w.e.f. 18 April 45.
Lieut.	F.V.	Hodges.	Inc. Rly. Op. Gps.	Posted X(iv) List and att'd 189 Rly. Op. Coy. w.e.f. 16 March 45.
Lieut.	D.G.	Muir.	Inc. Rly. Op. Gps.	Posted X(iv) List and att'd 153 Rly. Op. Coy. w.e.f. 16 March 45.
Lieut.	F.W.	Hodgkins.	Inc. Rly. Op. Gps.	Posted X(iv) List and att'd 192 Rly Op. Coy. w.e.f. 16 March 45.

(c) Railway Construction.

2/Lt	J.S.	Robertson.	X(iv)List.	Att'd HQ 1212 R.C.& M.Gp. w.e.f. 17 April 45.

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Capt.	T.F.	Glorenshaw.	192 Rly. Op. Coy.	Posted to 190 Rly. Op. Coy. and granted ../Rank of Major w.e.f. 27 March 45.
Lieut.	I.E.I.	Burke.	189 Rly. Op. Coy.	Posted to 192 Rly. Op. Coy. and granted ../Rank of Capt. w.e.f. 27 March 45.
Lieut.	E.C.	Elliott.	X(iv)List att 189 Rly. Op. Coy.	Posted to 189 Rly. Op. Coy. 27 March 45.
Lieut.	H.J.	Rowsell.	X(iv)List att Inc Rly Op Gps.	Attached 189 Rly Op Coy. w.e.f. 24 March 45.
Lieut.	K.	Matheson.		
Lieut.	H.	Simons	X(iv)List att Inc Rly Op Gps.	Attached HQ 2 Rly Op Gp. w.e.f. 24 March 45.
Lieut.	B.W.N.	Stringer		
Lieut.	E.A.	Jeffreys.	X(iv)List att Inc Rly Op Gps.	Attached 190 Rly Op Coy. w.e.f. 18 April 45.
Lieut.	D.S.	Potten.	W(iv)List att Inc Rly Op Gps.	Attached 163 Rly W/Shops w.e.f. 18 April 45.
Lieut.	F.V.	Hedges.	Inc. Rly. Op. Gps.	Posted X(iv) List and att'd 189 Rly. Op. Coy. w.e.f. 16 March 45.
Lieut.	D.G.	Muir.	Inc. Rly. Op. Gps.	Posted X(iv) List and att'd 153 Rly. Op. Coy. w.e.f. 16 March 45.
Lieut.	P.W.	Hodgkins.	Inc. Rly. Op. Gps.	Posted X(iv) List and att'd 192 Rly Op. Coy. w.e.f. 16 March 45.

(c) Railway Construction.

2/Lt	J.S.	Robertson.	X(iv)List.	Att'd HQ 1212 R.C.& M.Gp. w.e.f. 17 April 45.
Lieut.	J.R.	Pickering.	89 AGF (Tn) Platoon.	Posted to 1065 IWT W/Shop Coy. w.e.f. 25 April 45.

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(d) Docks.

2/Lt.	G.	Vickers.	X(iv)List.	Posted to 1015 Port Op. Coy. w.e.f. 4 April 45.
Lieut.	D.O.	Robertson.	X(iv)List.	Posted to 1014 Port Op. Coy. w.e.f. 4 April 45.
2/Lt.	L.G.	Combes.	X(iv)List.	Posted to 1062 Co-op Port Maint Gec. w.e.f. 4 Apr 45.
Lieut.	P.N.	Donmers.	X(iv)List.	Posted to 208 Ind "G" Craft Op. Coy. w.e.f. 2 April 45.
Capt.	D.J.	May.	HQ 7 Port Op. Gp.	Granted A/Rank of Major w.e.f. 29 Jan 45.
Capt.	H.	Haslam.	1064 (M) Dks Op Coy.	Posted to HQ 7 Port Op Gp. w.e.f. 9 April 45.
Lieut.	T.L.	Crosland.	1064 (M) Dks Op Coy.	Posted to 1023 Port Op Coy w.e.f. 9 April 45.
Lieut.	C.W.	Symondson.	1064 (M) Dks Op Coy.	Posted 993 Port Op Coy w.e.f. 9 April 45.
Lieut	W.B.	High.	1064 (M) Dks Op Coy.	Posted to 994 Port Op Coy. w.e.f. 9 April 45.
Lieut.	H.	Perlett.	1064 (M) Dks Op Coy.	Posted to 1014 Port Op Coy. w.e.f. 9 April 45.
Capt.	L.	Goodman.	993 Port Op. Coy.	Posted to 997 Port Op Coy. w.e.f. 8 April 45.
Capt.	E.F.	Simmonds.	997 Port Op. Coy.	Posted to 993 Port Op. Coy. w.e.f. 8 April 45.
Major	J.E.H.	de Foiard-Brown.	1064 (M) Dks Op Coy.	S.O.S. on leaving this Theatre w.e.f. 9 Apr 45.
Capt.	L.M.	Ulcoq.		
Lieut.	F.W.	Courchee.		
Lieut.	H.M.	Taylor.	1023 Port Op. Coy.	S.O.S. on posting to X(iv) List w.e.f. 2 Apr 45.
Lieut.	B.	Chadburn.	1014 Port Op. Coy.	Posted to 1007 Port Op. Coy. w.e.f. 4 April 45.
Lieut.	J.L.	Carney.	X(iv)List	Posted to 1014 Port Op. Coy. w.e.f. 22 March 45.

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Lieut.	P.N.	Danmers.	X(iv)List.	Posted to 208 Ind "Z" Craft Op. Coy. w.e.f. 2 April 45.
Capt.	D.J.	May.	HQ 7 Port Op. Gp.	Granted A/Rank of Major w.e.f. 29 Jan 45.
Capt.	H.	Haslam.	1064 (M) Dks Op Coy.	Posted to HQ 7 Port Op Gp. w.e.f. 9 April 45.
Lieut.	T.L.	Crosland.	1064 (M) Dks Op Coy.	Posted to 1023 Port Op Coy w.e.f. 9 April 45.
Lieut.	C.W.	Symondson.	1064 (L) Dks Op Coy.	Posted 993 Port Op Coy w.e.f. 9 April 45.
Lieut	W.B.	High.	1064 (M) Dks Op Coy.	Posted to 994 Port Op Coy. w.e.f. 9 April 45.
Lieut.	H.	Parlett.	1064 (M) Dks Op Coy.	Posted to 1014 Port Op Coy. w.e.f. 9 April 45.
Capt.	L.	Goodman.	993 Port Op. Coy.	Posted to 997 Port Op Coy. w.e.f. 8 April 45.
Capt.	E.F.	Simmonds.	997 Port Op. Coy.	Posted to 993 Port Op. Coy. w.e.f. 8 April 45.
Major Capt. Lieut.	J.E.H. de Foiard-Brown. L.M. Ulcoq. F.W. Courchee.		1064 (M) Dks Op Coy.	S.C.S. on leaving this Theatre w.e.f. 9 Apr 45.
Lieut.	H.M.	Taylor.	1023 Port Op. Coy.	S.O.S. on posting to X(iv) List w.e.f. 2 Apr 45.
Lieut.	B.	Chadburn.	1014 Port Op. Coy.	Posted to 1007 Port Op. Coy. w.e.f. 4 April 45.
Lieut.	J.L.	Carney.	X(iv)List att HQ 5 Port Op Gp.	Posted to 1014 Port Op. Coy. w.e.f. 22 March 45.
Lieut.	C.D.	Brown.	11 Ind. Rfts. Camp.	Posted to 209 Ind. "Z" Craft Op. Coy. w.e.f. 3 April 45.
Major	J.R.	Allan.	1063 Co-op Dks Op Coy.	Posted to HQ 1 Port Op. Gp. w.e.f. 9 April 45.
Major	R.S.	Crosland.	HQ 1 Port Op. Gp.	Posted to 1063 Co-op Dock Op. Coy. w.e.f. 9 April 45.

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(d) Docks. (contd).

Major	J.G.	Haworth.	994 Port Op. Coy.	Posted to HQ 7 Port Op. Gp. w.e.f. 21 April 45.
Major	D.J.	May.	HQ 7 Port Op. Gp.	Posted to 994 Port Op. Coy. w.e.f. 21 April 45.
Lieut.	A.J.H.	Pulmer.	1015 Port Op. Coy.	Posted to 1027 Port Op. Coy. w.e.f. 13 April 45.
Capt.	H.	Haslam.	HQ 7 Port Op. Gp.	Posted to 1023 Port Op. Coy. w.e.f. 18 April 45.
Capt.	L.V.	Cornish.	1023 Port Op. Coy.	Posted to HQ 7 Port Op. Gp. w.e.f. 18 April 45.
Capt.	J.W.	McBride.	1206 L Craft Op. Coy.	Promoted A/Major w.e.f. 5 Feb 45.
Lieut.	F.H.	Spiller.	1006 Dks. Op. Coy.	Posted to 992 Port Op. Coy. w.e.f. date of assumption of duty.
Lieut.	F.H.	Common.	990 Port Maint Coy.	S.C.S. on repatriation to U.K. (Medical) w.e.f. Apr 45.
Capt. / Lieut.	D. / F.J.	Crawley. / Keeping.	208 Ind Z Craft Op Coy.	S.C.S. on posting to India Command w.e.f. 3 Apr 45.
Lieut.	T.M.	Merrick.	209 Ind Z Craft Op Coy.	S.C.S. on posting to U.K. (Python) w.e.f. 13 Apr 45.
Lieut.	R.S.	Cos.	HQ 5 Port Op. Gp.	Posted to 991 Port Op. Coy. and granted A/Rank of Capt. w.e.f. 30 April 45.
Capt.	W.H.	Norman.	HQ 1 Port Op. Gp.	Posted to 1015 Port Op. Coy. w.e.f 28 April 45.
Capt.	H.G.	Mason.	1015 Port Op. Coy.	Posted to HQ 1 Port Op. Gp. w.e.f. 28 April 45.
Lieut.	D.E.	Thomas.	HQ 6 IWT Group.	Posted to 945 IWT (Port) Op. Coy. w.e.f. 24 April 45.
Lieut.	J.J.	Elven.	945 IWT (P) Op. Coy.	Posted to HQ 6 I.W.T. Gp. w.e.f. 24 April 45.
Lieut.	W.L.	Beedle.	945 IWT (P) Op. Coy.	Posted to 947 IWT (Port) Op. Coy. w.e.f. 9 Apr 45.

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Capt.	R.	Heelam.	HQ 7 Port Op. Gp.	Posted to 1023 Port Op. Coy. w.e.f. 18 April 45.
Capt.	L.V.	Cornish.	1023 Port Op. Coy.	Posted to HQ 7 Port Op. Gp. w.e.f. 18 April 45.
Capt.	J.W.	McBride.	1206 Z Craft Op. Coy.	Promoted A/Major w.e.f. 5 Feb 45.
Lieut.	F.H.	Spiller.	1006 Dks. Op. Coy.	Posted to 992 Port Op. Coy. w.e.f. date of assumption of duty.
Lieut.	J.H.	Common.	990 Port Maint Coy.	S.C.S. on repatriation to U.K. (Medical) w.e.f. Apr 45.
Capt. Lieut.	D. F.J.	Crawley.) Keeping.)	203 Ind Z Craft Op Coy.	S.C.S. on posting to India Command w.e.f. 3 Apr 45.
Lieut.	T.M.	Merrick.	209 Ind Z Craft Op Coy.	S.C.S. on posting to U.K. (Python) w.e.f. 13 Apr 45.
Lieut.	L.S.	Coe.	HQ 5 Port Op. Gp.	Posted to 991 Port Op. Coy. and granted A/Rank of Capt. w.e.f. 30 April 45.
Capt.	W.F.	Hanser.	HQ 1 Port Op. Gp.	Posted to 1015 Port Op. Coy. w.e.f. 28 April 45.
Capt.	H.C. Mason.		1015 Port Op. Coy.	Posted to HQ 1 Port Op. Gp. w.e.f. 28 April 45.
Lieut.	D.E.	Thomas.	HQ 6 IWT Group.	Posted to 945 IWT (Port) Op. Coy. w.e.f. 24 April 45.
Lieut.	T.J.	Elven.	945 IWT (P) Op. Coy.	Posted to HQ 6 I.W.T. Gp. w.e.f. 24 April 45.
Lieut.	W.L.	Beedle.	945 IWT (P) Op. Coy.	Posted to 947 IWT (Port) Op. Coy. w.e.f. 9 Apr 45.
Lieut.	J.A.	King-Spooner.	947 IWT (P) Op. Coy.	Posted to 945 IWT (Port) Op. Coy. w.e.f. 9 Apr 45.
Lieut.	F.L.	Carney.	1014 Port Op. Coy.	Posted to 991 Port Op. Coy. w.e.f. 26 April 45.

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(c) Stores.

Capt.	G.A.	Corman.	922 Tn. Stores Coy.	Posted to 1069 Tn. Stores Coy. w.e.f. 16 March 45.
Capt.	T.T.	Kristianaen.	1069 Tn. Stores Coy.	Posted to 196 Tn. Stores Coy. and granted A/Rank of Major w.e.f. 16 March 45.
Lieut.	P.A.C.	Pedersen.	156 Tn. Stores Coy.	Posted to 196 Tn. Stores Coy. w.e.f. 16 March 45.

3. MANPOWER.

Officers.

Vacancies on Tn. Staff.	NIL.
Arrived in K.M.F.42.	3 officers made up of Rly. Op. 2 Rly. Constr. 1
Demanded for K.M.F.43.	19 officers made up of Elec. Tract. 1 Marine Eng. 1 Port Op. 15 Rly. Survey. 1 Tn. Stores. 1
Under orders for K.M.F.43.	NIL
Under orders for K.M.F.44.	1 Officer (Elec. Tract.)

Other Ranks.

Arrived in K.M.F.42.	22
Demanded for K.M.F.43.	4
Under orders for K.M.F.43.	NIL.
Under orders for K.M.F.44.	3

4. Leave to U.K.

The following have departed for U.K. on leave during April.

3 Officers.
54 Other Ranks.

Total since start of L.I.A.P. Scheme.

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3. MANPOWER.

Officers.

Vacancies on Tn. Staff.	NIL.
Arrived in K.M.F.42.	3 officers made up of Rly. Op. 2 Rly. Constr. 1
Demanded for K.M.F.43.	19 officers made up of Elec. Tract. 1 Marine Eng. 1 Port Op. 15 Rly. Survey. 1 Tn. Stores. 1
Under orders for K.M.F.43.	NIL
Under orders for K.M.F.44.	1 Officer (Elec. Tract.)

Other Ranks.

Arrived in K.M.F.42.	22
Demanded for K.M.F.43.	4
Under orders for K.M.F.43.	NIL.
Under orders for K.M.F.44.	3

4. Leave to U.K.

The following have departed for U.K. on leave during April.

3 Officers.
54 Other Ranks.

Total since start of L.I.A.P. Scheme.

8 Officers.
23 Other Ranks.

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EMPLOYMENT OF ITALIAN UNITS.

1. Italian Dock Operating Coys., I.W.T. Coys and Port Maintenance Sections.

(a) Location of Units are as under :-

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

(b) Italian Docks Operating Coys.

The strengths of the Italian Docks Operating Companies compared with War Establishment are as under :

	Number of Company.							
W.E.	921.	922.	923.	924.	1063.		1061.	
					Brit.	It.	Brit.	It.
Officers	7	7	7	7	3	4	3	4
WO's & Sgts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	356
ACTUAL.								
Officers.	7	8	8	9	3	7	3	4
WO's & Sgts.	25	29	23	29	7	15	8	15
Rank & File.	365	347	413	388	8	335	8	337

The technical efficiency of the above Companies has continued at about the same level as during preceding months. 1061 Co-operator Coy is earmarked for transfer to the Northern Adriatic.

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

The strengths of these Companies compared with War Estab-

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

(b) Italian Docks Operating Coys.

The strengths of the Italian Docks Operating Companies compared with War Establishment are as under :

					Number of Company.			
W.E.	921.	922.	923.	924.	1063. Brit.	1063. It.	1061. Brit.	1061. It.
Officers	7	7	7	7	3	4	3	4
WO's & Sgts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	356
ACTUAL.								
Officers.	7	6	8	9	3	7	3	4
WO's & Sgts.	25	29	23	29	7	15	8	15
Rank & File.	365	342	413	366	8	325	8	337

The technical efficiency of the above Companies has continued at about the same level as during preceding months. 1061 Co-operator Coy is earmarked for transfer to the Northern Adriatic.

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

The strengths of these Companies compared with War Establishment are :-

		Number of Company.		
	W.E.	No 1.	No 2.	No 3.
		Strength.		
Officers.	4	5	4	4
W.O's & Sgts.	19	29	26	25
Rank & File.	189	183	187	201

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		Officers.	NCOs.	Troops.
2nd Ital Rly Engr Bn H.Q.	Ardenza. (Livorno).	5	4	16
9th Coy.	Ostiglia.	5	24	167
16th Coy.	S.Giovanni Persiceto.	6	?	219
24th Coy.	Borgo Panigale (Bologna).	6	9	205
3rd Ital Rly Engr Bn H.Q.	Pisa.	4	4	18
6th Coy.	Calderano.	6	11	224
18th Coy.	S.Giovanni Persiceto.	6	5	238
25rd Coy.	Ostiglia.	5	9	206
		132	186	3082

3. Administration of Italian Units.

(a) Italian Docks & T.W.T. Units.

The administrative standards of these Units remain reasonably satisfactory. It is too early to say yet what repercussions upon the Italian Units generally will be caused by the cessation of hostilities in Italy. It seems likely however, that the opening of new ports and the prospects of the liberation of Northern Italy are likely to put a heavy strain on their general administration and discipline, and further desertions are to be expected.

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6th Coy.	Calderamo.	6	11	224
18th Coy.	S.Giovanni Persiceto.	6	5	238
23rd Coy.	Ostiglia.	5	9	206
		132	186	3082

3. Administration of Italian Units.

(a) Italian Docks & I.W.T. Units.

The administrative standards of these Units remain reasonably satisfactory. It is too early to say yet what repercussions upon the Italian Units generally will be caused by the cessation of hostilities in Italy. It seems likely however, that the opening of new ports and the prospects of the liberation of Northern Italy are likely to put a heavy strain on their general administration and discipline, and further desertions are to be expected.

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APPENDIX 4.

SUMMARY OF PORT FACILITIES - AMENDMENTS.

AS AT 30 APR 45.

The following are amendments to be made to Appendix No.4 of our Progress Report for March 1945 .-

TARANTO.

Delete "Tugs 5 W.D." and substitute "Tugs 3 W.D."
" "18 Civilian Lighters" and substitute "16 Civilian Lighters".
" "1 P.& H. Lorry Mounted Crane."

BRINDISI.

Delete "Tugs 3 W.D." and substitute "Tugs 2 W.D."
Add "12 Clark Carloaders".
" "2 Lister Tractors".

ANCONA.

Add "Berth 19 now being used by R.N. for Minesweepers".
" "Berth No.23 - (Stern-on) Liberty Draft 24'. "
Delete "Cranes 10 R.B. Nos.5" and substitute "Cranes 10 R.B. Nos.3"
" "Cranes R.R. 3½/5T Nos.9" and substitute "Cranes 3½/5T Nos.11."
Add "Cranes Coles Lorry Mounted ST-31 Nos.1".
" "1 Portabelt Conveyor."
" "2 Mac Trucks (used in lieu of Chasesides)".
Delete "3 Chaseside Tractors" and substitute "4 Chaseside Tractors".
" paragraph (d) and substitute :-

Berth.	No. of Loading Sidings.	Wagon capacity.
4	2	16
6	1	8
7	1	12
14	1	12
15	1	18
16	1	8
17	1	12
20	1	14
21	1	14
22	2	16

Delete "Tugs W.D.20" and substitute "Tugs W.D.18".
" "5 Outboard Motors".
" "15 'Z' Craft" and substitute "9 'Z' Craft".
" "33 R.C.L." and substitute "20 R.C.L."

BARI.

Add "Berth 13 out of action following explosion.
Delete "Tugs W.D.8" and substitute "Tugs W.D.7".
" "3 'Z' Craft" and substitute "7 'Z' Craft".
" "45 Mince/Minus Barges" and substitute "40 Mince/Minus Barges".
" "9 Steel Barges (Mideast type)" and substitute "5 Steel Barges (Mideast type).
" "W.D.Pontoon Derrick 107".
" "3 Italian Quay Cranes".
" "[illegible] Crane".

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BRINDISI.

Delete "Tugs 3 W.D." and substitute "Tugs 2 W.D."
Add "12 Clark Carloaders".
" "2 Lister Tractors".

ANCONA.

Add "Berth 19 now being used by R.N. for Minesweepers".
" "Berth No.23 - (Stern-on) Liberty Draft 24'. "
Delete "Cranes 10 R.B. Nos 5" and substitute "Cranes 10 R.B. Nos.3"
" "Cranes R.R. 5½/5T Nos.9" and substitute "Cranes 3½/5T Nos.11."
Add "Cranes Coles Lorry Mounted ET-3T Nos.1".
" "1 Portabelt Conveyor."
" "2 Mac Trucks (used in lieu of Chasesides)".
Delete "3 Chaseside Tractors" and substitute "4 Chaseside Tractors".
" paragraph (d) and substitute :-

Berth.	No. of Loading Sidings.	Wagon capacity.
4	2	16
6	1	8
7	1	12
14	1	12
15	1	18
16	1	8
17	1	12
20	1	14
21	1	14
22	2	16

Delete "Tugs W.D.20" and substitute "Tugs W.D.18".
" "5 Outboard Motors".
" "15 'Z' Craft" and substitute "9 'Z' Craft".
" "33 R.C.L." and substitute "20 R.C.L."

BARI.

Add "Berth 13 out of action following explosion.
Delete "Tugs W.D.8" and substitute "Tugs W.D.7".
" "3 'Z' Craft" and substitute "7 'Z' Craft".
" "45 Minca/Minus Barges" and substitute "40 Minca/Minus Barges".
" "9 Steel Barges (Mideast type)" and substitute "5 Steel Barges (Mideast type).
" "W.D.Pontoon Derrick 107".
" "3 Italian Quay Cranes".
" "1 Morris Crane".
" "3 Marion Portal Cranes" and substitute "2 Marion Portal Cranes".
" "1 Coles Crane 3T" and substitute "2 Coles Cranes 3T".
" "14 Clark Carloaders" and substitute "11 Clark Carloaders".
" "7 Chaseside Tractors" and substitute "6 Chaseside Tractors".
" "17 Lister " " " " "13 Lister " ".
Add "3 P.& H. Cranes 25T".
" "2 Towmotors".
Delete "Grain Silo - Berth 18".
" paragraph (d) and substitute : "No of rail served berths = 6
No.of wagons which can be set up at one time = 125'.

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0 2 4 6

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BARGE ERECTION POSITION AT END OF APRIL, 1945.

Port.	Craft.	Total completed prior to 1 Apr.	Total completed during April.	Under construction.	Awaiting construction.
Bari.	Minus Barges X	10	-	-	-
	Minca Barges	87	4	6	20
	R.C.L.	36	-	-	-
Brindisi.	Minus Barges	-	-	-	-
	Minca Barges	44	-	-	1
	R.C.L.	22	-	-	-
Molfetta.	Minus Barges	-	-	-	-
	Minca Barges	47	-	-	-
	R.C.L.	35	-	-	-
Ancona.	Minca Barges.	1	-	-	-
Mola di Bari	R.C.L.	26	-	-	-
Taranto	Minca Barges	-	-	-	3
	R.C.L.	1	-	-	-
Totals	Minus Barges.X	10	-	-	-
	Minca Barges O	179	4	6	24 +
	R.C.L.	120	-	-	-

X 1 Minus sunk, 3 destroyed Bari.
O 2 Minca destroyed, Bari, and
1 " sunk, Senog Mia.

1 Minca handed over to R.N.
5 R.C.L. " " " "
12 " " " " Force 266.
1 " " " " F.F.Service.

+ 22 complete Mincas
Mincas stored wait
transhipment.

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APPENDIX No.5.

BARGE ERECTION POSITION AT END OF APRIL, 1945.

	Total completed prior to 1 Apr.	Total completed during April.	Under construction.	Awaiting construction.	Total Received.
s X	10	-	-	-	10
s	87	4	6	20	117
	36	-	-	-	36
s	-	-	-	-	-
s	44	-	-	1	45
	22	-	-	-	22
s	-	-	-	-	-
s	47	-	-	-	47
	35	-	-	-	35
s.	1	-	-	-	1
	26	-	-	-	26
s	-	-	-	3	3
	1	-	-	-	1
s.X	10	-	-	-	10
s O	179	4	6	24 +	213
	120	"	"	-	120

ed Port.
, and
a.

1 Minca handed over to R.M.
5 R.C.L. " " " "
12 " " " " Forces 266.
1 " " " " F.F.Service.

+ 22 complete Mincas and 2 partly complete Mincas stored waiting assembly, or transhipment.

Appendix 6.

RAIL MILEAGE IN OPERATION ITALY, SICILY, AND SARDINIA ON 30 APR 1945

I.S.R. COMPARTIMENTO	OPERATING PERSONNEL	KILOMETERS UNDER DIRECTION USA	BR	AC	TOTAL
Bologna	Br		62		62
Ancona	Br		214		
	ISR		171		
	ISR			40	
			385	40	425
Florence	USA	189			
	ISR	169			
	ISR		63		
	ISR			34	
		358	63	34	455
Rome	ISR	489			
	ISR		165		
	ISR			294	
		489	165	294	948
Naples	ISR	791			791
Reggio	ISR			980	980
Bari	ISR		1111		1111
TOTAL KILOMETERS MAINLAND		1639	1786	1348	4772
Sicily	ISR			1837	1837
Sardinia	ISR			410	410

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COMPARTIMENTO	PERSONNEL	USA	BR	AC	TOTAL
Bologna	Br		62		62
Ancona	Br		214		
	ISR		171		
	ISR			40	
			385	40	425
Florence	USA	189			
	ISR	169			
	ISR		63		
	ISR			84	
		358	63	84	455
Rome	IST	489			
	ISR		165		
	ISR			294	
		489	165	294	948
Naples	ISR	791			791
Reggio	ISR			980	980
Bari	ISR		1111		1111
TOTAL KILOMETERS MAINLAND		1638	1786	1340	4772
Sicily	ISR			1837	1837
Sardinia	ISR			410	410
GRAND TOTAL IN KILOMETERS		1638	1786	3595	7019
GRAND TOTAL IN MILES		1038.7	1121	2257.7	4408

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Appendix. 7.
Part -.

Daily Average Train Operation Apr.'45.
East Italy.

	Military Freight				Depot & P.O.W.		Ambul-ance Trains	Civil Pass.
	Trains	Lds.	Mties.	Total	Trains	Wagons		
TERMOLI - ORTONA	6.2	27	5	32	.1	1	-	-
ORTONA - TERMOLI	6.2	8	27	35	.1	1	-	-
TERMOLI - FOGGIA	8.1	54	30	84	.1	1	-	.3
FOGGIA - TERMOLI	8.1	67	9	76	.1	2	-	.2
FOGGIA - MANFREDONIA	7.1	61	17	78	-	1	-	.2
FOGGIA - CHIEVARO	6.1	126	12	138	-	-	.1	.7
FOGGIA - BARI	7.2	157	86	243	1.9	20	.2	3.2
BARI - FOGGIA	9.1	286	15	301	1.3	28	.2	3.2
BARI - BRINDISI	3.5	64	12	76	.8	8	.1	3.6
BRINDISI - BARI	8.9	87	9	96	.9	9	.1	3.7
BARI - TARANTO	2.9	34	12	46	.7	13	-	3.5
TARANTO - BARI	2.1	23	28	51	.8	15	-	2.7
BRINDISI - TARANTO	2.6	49	7	56	.5	7	-	1.6
TARANTO - BRINDISI	3.2	28	17	45	.3	6	-	1.5
TARANTO - METAPONTO	3.2	82	8	90	.3	8	-	1.2
METAPONTO - TARANTO	3.2	39	6	45	.3	6	-	1.1
METAPONTO - POTENZA	2.6	47	7	54	.1	4	-	.6
POTENZA - METAPONTO	2.6	20	12	32	.7	8	-	.4
METAPONTO - SIBARI	2.1	13	21	34	.2	-	-	1.0
POTENZA - FOGGIA	.2	3	-	3	-	-	-	-
FOGGIA - POTENZA	.2	1	1	2	-	-	-	-
TOTALS.	78.2	1326	968	1594	10.0	143	.7	29.0

Total trains all classes run 112.9
Average train miles per day 6091

Military Freight.

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	Trains	Freight Wagons Ldg	Mty	Total	Troops & Staff Trains	Troops & Staff Wagons	Ambulance Trains	Civil Pass.
FERMOLI - ORTONA	2.2	27	9	36	-	1	-	-
ORTONA - FERMOLI	2.2	0	27	35	-	1	-	-
FERMOLI - FOGGIA	2.1	34	30	64	-	1	-	.3
FOGGIA - FERMOLI	2.1	67	9	76	-	2	-	.3
FOGGIA BRANCHES	7.1	91	17	78	-	1	-	.2
FOGGIA - CERVARO	5.1	123	12	136	-	-	.1	.7
FOGGIA - BARI	7.2	157	29	248	1.0	29	.2	3.2
BARI - FOGGIA	9.1	286	15	301	1.9	28	.2	3.2
BARI - BRINDISI	3.3	14	12	76	.8	6	.1	3.8
BRINDISI - BARI	3.3	87	9	93	.9	9	.1	3.7
BARI - TARANTO	3.0	34	12	46	.3	13	-	3.3
TARANTO - BARI	2.7	36	22	51	.3	15	-	2.7
BRINDISI - TARANTO	2.6	40	1	39	.5	1	-	1.3
TARANTO - BRINDISI	3.3	28	17	45	.3	6	-	1.5
TARANTO - METAPONTO	3.2	32	3	33	.3	3	-	1.2
METAPONTO - TARANTO	3.2	39	6	45	.4	6	-	1.1
METAPONTO - POTENZA	3.3	47	7	54	.4	4	-	.6
POTENZA - METAPONTO	2.6	20	12	33	.2	3	-	.4
METAPONTO - SIBARI	2.1	3	23	38	-	-	-	1.0
POTENZA - FOGGIA	2	3	-	2	-	-	-	-
FOGGIA - POTENZA	2	1	1	2	-	-	-	-
TOTALS.	73.2	1328	366	1594	10.0	143	.7	28.0

Total trains all classes run 112.9
Average train miles per day 6591

Military Freight.

Average No. Loaded wagons per train 16.8
Average No. Empty wagons per train 6.3
Average No.(Total) wagons per train 22.1

Average net tons per train 252.0
Average gross tons per train 517.2

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Appendix 7.
Part 11.

DAILY AVERAGE TRAIN OPERATION ABROAD

CENTRAL ITALY

	Military Freight				Troop and POW		Amb.	Civil
	Trains	Wagons Ld	Mties	Total	Trains	Wgns	Trains	Passr
RIMINI - FORLI	7.6	304	7	311	.6	20	.2	-
FORLI - RIMINI	7.3	51	223	284	1.0	30	.2	-
RIMINI-FALCONARA	11.0	99	328	427	1.3	36	.7	.6
MONDOLFO-RIMINI	11.1	409	2	411	1.0	25	.7	.8
ANCONA AREA TRIPS	10.1	392	1	393	.9	27	.6	.8
FALCONARA - ANCONA	5.9	31	158	189	-	-	.8	3.0
ANCONA - FALCONARA	6.6	183	9	192	-	4	.6	3.0
FALCONARA-FABRIANO	7.5	100	80	180	1.4	44	.3	1.0
FABRIANO-FALCONARA	8.5	226	11	237	1.0	26	.3	1.0
FABRIANO - FOLIGNO	7.9	112	76	188	1.5	42	.3	-
FOLIGNO - FABRIANO	9.8	219	10	229	1.1	35	.5	-
FOLIGNO - ASSISI	1.5	3	12	15	.1	1	.1	-
ASSISI - FOLIGNO	1.0	13	1	14	.1	1	.1	-
TERNI - FOLIGNO	9.5	245	19	264	1.0	17	.4	-
FOLIGNO - TERNI	6.1	137	70	207	1.3	34	.4	-
ORTE - TERNI	6.2	263	13	276	.9	15	.4	-
TERNI - ORTE	6.2	146	69	215	1.4	37	.4	-
ORTE - AREZZO	2.0	72	21	93	.9	23	-	-
AREZZO - ORTE	3.4	82	45	127	.8	14	-	-
ROME - ORTE	8.9	321	22	343	2.0	46	.4	-
ORTE - ROME	7.3	200	33	233	2.3	42	.4	-
TOTALS:	149.2	3317	1210	4526	20.8	518	7.8	10.4

TOTAL TRAINS ALL CLASSES RUN 168.2
AVERAGE TRAIN MILES PER DAY.....6420

MILITARY FREIGHT:-

AVERAGE NUMBER LOADED WAGONS PER TRAIN 24.4
AVERAGE NUMBER EMPTY WAGONS PER TRAIN 8.1
AVERAGE NUMBER (TOTAL)WAGONS PER TRAIN 32.5

AVERAGE NET TONS PER TRAIN.....366
AVERAGE GROSS TONS PER TRAIN.....691

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Appendix 8 (Sheet 1)

I.S.R. LOCO POSITION - 30 APRIL 1945

COMPARATIVE POSITION CENTRAL AND SOUTHERN ITALY.

Type.			A. Available.	B. Waiting Shops.	C. In Shops.	D. Laid U/S.	E. Aside Serviceable.
NAPLES AND ROME COMPARTIMENTI.							
Steam Main Line	ISR	Coalburning	197	66	15	53	6
" " "	"	Oil "	23	-	-	-	1
" " "	USA	" "	87	5	19	-	-
" Switch	ISR	Coal "	105	47	12	23	-
Diesel 650 HP	USA		43	27	17	-	8
Electric	ISR		54	32	4	46	-
			509	177	67	122	15
ANCONA COMPARTIMENTO.							
Steam Main Line	ISR	Coalburning	71	32	15	44	6
" " "	"	Oil "	5	-	2	-	-
" " "	WD	" "	27	-	2	-	-
" " "	"	Coal "	2	-	-	-	-
" Switch	ISR	" "	8	4	1	7	-
" "	WD	" "	3	1	2	-	-
Diesel 350 HP	"		3	-	1	-	-
Electric	ISR		44	23	5	23	15
			163	60	28	74	21
BARI COMPARTIMENTO.							
Steam Main Line	ISR	Coalburning	177	19	22	23	-
" Switch	"	" "	69	12	3	6	-
Electric	"		4	-	2	5	-
			250	31	27	34	-
FLORENCE COMPARTIMENTO.							
Steam Main Line	ISR	Coalburning	8	17	10	13	-
" " "	"	Oil "	-	-	1	-	-
" " "	USA	" "	55	-	1	-	11
" Switch	ISR	Coal "	5	2	2	7	-
" "	USA	" "	5	-	-	-	-
Diesel 650 HP	"		27	-	2	-	-
Electric	ISR		-	-	-	13	-
			101	19	16	33	11
SUM TOTAL MRS			1023	287	138	263	47
TOTAL ALL TYPES MRS				1711			
CALABRIA (A.C.)							
Steam Main Line	ISR	Coalburning	58	25	13	14	-
" Switch	"	" "	21	7	4	3	-

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" Switch	ISR	Coal	"	105	47	12	23	-
Diesel 650 HP	USA			43	27	17	-	8
Electric	ISR			54	32	4	46	-
				509	177	67	122	15

ANCONA COMPARTIMENTO.

Steam Main Line	ISR	Coalburning		71	32	15	44	6
" " "	"	Oil	"	5	-	2	-	-
" " "	WD	"	"	27	-	2	-	-
" " "	"	Coal	"	2	-	-	-	-
" Switch	ISR	"	"	8	4	1	7	-
" "	WD	"	"	3	1	2	-	-
Diesel 350 HP	"			3	-	1	-	-
Electric	ISR			44	23	5	23	15
				163	60	26	74	21

BARI COMPARTIMENTO.

Steam Main Line	ISR	Coalburning		177	19	22	23	-
" Switch	"	"	"	69	12	3	6	-
Electric	"			4	-	2	5	-
				250	31	27	34	-

FLORENCE COMPARTIMENTO.

Steam Main Line	ISR	Coalburning		8	17	10	13	-
" " "	"	Oil	"	-	-	1	-	-
" " "	USA	"	"	56	-	1	-	11
" Switch	ISR	Coal	"	5	2	2	7	-
" "	USA	"	"	5	-	-	-	-
Diesel 650 HP	"			27	-	2	-	-
Electric	ISR			-	-	-	13	-
				101	19	16	33	11
SUB TOTAL MRS				1023	287	136	263	47
TOTAL ALL TYPES MRS					1711			

CHIAVARI (A.C.)

Steam Main Line	ISR	Coalburning		58	25	13	14	-
" Switch	"	"	"	21	7	4	3	-
Electric	"			33	1	-	-	-
				112	33	17	17	-

INACCESSIBLE LINES.

Steam Main Line	ISR	Coalburning		2	15	1	22	-
" Switch	"	"	"	4	12	-	19	-
Electric	"			-	-	-	6	-
				6	27	1	47	-
GRAND TOTAL				1141	347	156	327	47
GRAND TOTAL ALL TYPES					1971			

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

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SICILY COMPARTIMENTO.

Type.	A. Available.	B. Waiting Shops.	C. In Shops.	D. Laid Aside U/S.	E. Serviceable.
Steam Main Line ISR Coalburning	146	73	37	12	-
" Switch " " "	42	18	3	-	-
	188	91	40	12	-

BOLOGNA.

Type.	A. Available.	B. Waiting Shops.	C. In Shops.	D. Laid Aside U/S.	E. Serviceable.
Steam Main Line ISR Coalburning	1	9	-	18	-
" Switch " " "	1	2	-	6	-
Electric "	-	6	-	24	-
	2	17	-	50	-

TOTAL LOCOMOTIVE INFORMATION - EXCLUDING NORTH EAST ITALY.

AS AT 15 MAY 1945.

Type.	A. Available.	B. Waiting Shops.	C. In Shops.	D. Laid Aside. U/S.	E. Serviceable.
Steam Main Line ISR Coalburning	1067	325	234	236	12
" " " " Oil "	28	-	3	-	1
" " " USA " "	143	5	20	-	11
" " " WD " "	27	-	2	-	-
" " " " Coal "	2	-	-	-	-
" Switch ISR " "	462	160	84	82	-
" " WD " "	3	1	2	-	-
" " USA " "	5	-	-	-	-
Diesel, 650 HP "	70	27	19	-	-
" 350 HP WD	3	-	1	-	-
Electric ISR	379	141	119	146	15

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BOLOGNA.

Type.	A. Available	B. Waiting Shops.	C. In Shops.	D. Laid U/S.	E. Aside Serviceable.
Steam Main Line ISR Coalburning	1	9	-	18	-
" Switch " " "	1	2	-	6	-
Electric "	-	6	-	24	-
	2	17	-	50	-

TOTAL LOCOMOTIVE INFORMATION - EXCLUDING NORTH EAST ITALY.

AS AT 15 MAY 1945.

Type.	A. Available	B. Waiting Shops.	C. In Shops.	D. Laid U/S.	E. Aside Serviceable.
Steam Main Line ISR Coalburning	1067	325	234	236	12
" " " " Oil "	28	-	3	-	1
" " " USA " "	143	5	20	-	11
" " " WD " "	27	-	2	-	-
" " " " Coal "	2	-	-	-	-
" Switch ISR " "	462	160	84	82	-
" " WD " "	3	1	2	-	-
" " USA " "	5	-	-	-	-
Diesel, 650 HP "	70	27	19	-	-
" 350 HP WD	3	-	1	-	-
Electric ISR	379	141	119	146	15
	2189	660	484	464	39

(-------- 3797 ---------)

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

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APPENDIX ...9...

LOCOMOTIVE SITUATION - NORTH WEST ITALY 15 MAY 1945.

	Available	In Shops	Waiting Shops	Scrap	TOTAL
GENOA DIVISION					
1. On Lines Working					
Main Line	22	29	2	-	53
Shunting	33	12	2	-	47
Electric	61	24	12	-	97
Diesel Railcars	-	5	-	-	5
2. On Lines Blocked					
Main Line	16	-	3	1	20
Shunting	6	-	9	2	17
Electric	16	-	6	5	27
Diesel Railcars	-	-	-	-	-
Totals of 1 & 2					
Main Line	38	29	5	1	73
Shunting	39	12	11	2	64
Electric	77	24	18	5	124
Diesel Railcars	-	5	-	-	5
TURIN DIVISION					
Main Line	129	32	42	14	217
Shunting	70	16	24	2	112
Electric	66	42	37	-	145
Diesel Railcars	8	-	-	-	8
MILAN DIVISION					
Main Line	241	60	22	22	345
Shunting	98	31	21	5	155
Electric	101	42	24	24	191
Diesel Railcars	16	25	70	-	111
Electric Railcars	22	22	17	9	70
TOTAL NORTH WEST ITALY					

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GENOA DIVISION					
1. On Lines Working					
Main Line	22	29	2	-	53
Shunting	33	12	2	-	47
Electric	61	24	12	-	97
Diesel Railcars	-	5	-	-	5
2. On Lines Blocked					
Main Line	16	-	3	1	20
Shunting	6	-	9	2	17
Electric	16	-	6	5	27
Diesel Railcars	-	-	-	-	-
Totals of 1 & 2					
Main Line	38	29	5	1	73
Shunting	39	12	11	2	64
Electric	77	24	18	5	124
Diesel Railcars	-	5	-	-	5
TURIN DIVISION					
Main Line	129	32	42	14	217
Shunting	70	16	24	2	112
Electric	66	42	37	-	145
Diesel Railcars	6	-	-	-	8
MILAN DIVISION					
Main Line	241	60	22	22	345
Shunting	98	31	21	5	155
Electric	101	42	24	24	191
Diesel Railcars	16	25	70	-	111
Electric Railcars	22	22	17	9	70
TOTAL NORTH WEST ITALY					
Main Line	408	121	69	37	635
Shunting	207	59	56	9	331
Electric	244	106	79	29	460
Diesel Railcars	24	30	70	-	124
Electric Railcars	22	22	17	9	70

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APPENDIX 19.

ROLLING STOCK SITUATION - NORTH WEST ITALY - 15 MAY 1945

Type	Available	Under repairs or construction.	Waiting repairs.	Scrap
GENOA DIVISION				
Box	342	88 +	?	?
High Siders	639	94 +	?	?
Low Siders	179			
Flats				
P.O.Z.	-	106	?	?
Tanks	-	3 +	?	?
Coaches	111	19 +	?	?
Baggage & Postal	26	7 +	?	?
Miscellaneous	11	-	?	?
TURIN DIVISION				
Box	300	370	?	?
High Siders	950	335	?	?
Low Siders				
Flats				
P.O.Z.	-	-	?	?
Tanks	-	56	?	?
Coaches	165	303	?	?
Baggage & Postal	60	89	?	?
Miscellaneous	-	-	?	?
MILAN DIVISION				
Box	1287	202	242	409
High Siders	4998	105	427	
Low Siders	559			
Flats				
P.O.Z.	101	-	-	
Tanks	383(150 for Wine only)	10	46	
Coaches	186	88	59	
Baggage & Postal	176	81	43	
Miscellaneous	723	-	-	
TOTAL NORTH WEST ITALY				
Cars	10472	1371 +	715 +	409 +
Coaches	462	410 +	59 +	?

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Flats	) 178	)		
P.O.Z.	-	106	?	?
Tanks	-	3 +	?	?
Coaches	111	19 +	?	?
Baggage & Postal	26	7 +	?	?
Miscellaneous	11	-	?	?
TURIN DIVISION				
Box	300	370	?	?
High Siders	)			
Low Siders	) 950	335	?	?
Flats	)			
P.O.Z.	-	-	?	?
Tanks	-	56	?	?
Coaches	165	306	?	?
Baggage & Postal	60	89	?	?
Miscellaneous	-	-	?	?
MILAN DIVISION				
Box	1287	202	242	)
High Siders	1998	)		)
Low Siders	)	) 105	427	)
Flats	) 559	)		)
P.O.Z.	101	-	-	)409
Tanks	363(150 for Wine only)	10	46	)
				)
Coaches	186	88	59	)
Baggage & Postal	176	61	48	)
Miscellaneous	723	-	-	)

TOTAL NORTH WEST ITALY				
Cars	10472	1371 +	715 +	409 +
Coaches	462	410 +	59 +	?
Baggage etc.	262	177 +	13 +	?

Also 700 Open High Siders lent to Switzerland.

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9361

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DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX UK., U.S.A., N.A. AND M.E.

Convoy	Port	No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items	Demand
UGS 77	BARI	1	4	Spares for R.C.L.	
KMS 90	NAPLES BRINDISI BARI TARANTO ANCONA	8	728	2 - 5 ton Coles Cranes - 4703 & 4708 2 - 6 ton R. & R. - 3506 & 3507 8 - 5 ton Coles Cranes (4685 (4712 - 4713 - 4714 (5103-5104-5105-5106 1 - 100 ton Lifting Beam & Tackle 23 tons Boiler & Superheater Flue Tubes	MED/TN2/U MED/TN2/U MED/TN2/U MED/TN2/U MED/TN2/U MED/TN2/U
	BARI	1	532	1 - Orton Crane 28 - Warflats 50 ton	MED/TN2/M MED/TN2/M
UGS 82	NAPLES	1	190	2 - 2-8-0 Locomotives	-
KMS 92	ANCONA BRINDISI BARI TARANTO NAPLES	9	1832	1 - 5 ton Morris Crane No. 29563 409 tons Steel Treatling 1 - 8½ ton R. & R. No. 2158 50 tons Boiler Tubes 3 - Hyster Cranes 1681 - 1703 - 1709 230 tons U.C.R.B. - part of original cargo ex THOMAS BULFINCH 6 - 35' R.S.J. Bridges 2 - 31' " " 2 - 150' Lattice Girder Bridges 7 - 40' Sectional Bridges 1 - 5 ton Coles Crane 4711 1 - Dinca Barge 2 - Eng. Elec. Diesel Locos Nos. 70052-70054 2 - Locomotives Oil Burning 71095 & 71106 2-8-2 5 - sets Oil burning Equip. for 2-8-2 locos.	MED/TN2/U MED/TN2/U MED/TN2/U MED/TN2/U MED/TN2/U - MED/TN2/U -do- -do- -do- MED/TN2/U - MED/TN2/U -do- -do-

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APPENDIX NO. 11.
SHEET NO. 1.

STORES DISCHARGED ON DISCHARGING FROM CONVOYS ETC. EX UK., U.S.A., N.A. AND M.E. - APRIL 1945.

ps g s	Approx. total tonnage Tn. Stores	Principal Items	Demand No.	Remarks
	4	Spares for R.C.L.		U.S.A.
	738	2 - 5 ton Coles Cranes - 4703 & 4708	MED/TN2/UK. 189	U.K.
		2 - 6 ton R. & R. - 3506 & 3507	MED/TN2/UK. 196	U.K.
		8 - 5 ton Coles Cranes (4685	MED/TN2/UK. 189	U.K.
		(4712-4713-4714	MED/TN2/UK. 196	U.K.
		(5103-5104-5105-5106	MED/TN2/UK. 169	U.K.
		1 - 100 ton Lifting Beam & Tackle	MED/TN2/UK. 205	U.K.
		23 tons Boiler & Superheater Flue Tubes	MED/TN2/UK. 165	U.K.
	532	1 - Orton Crane	MED/TN2/ME. 92	M.E.
		28 - Warflats 50 ton	MED/TN2/ME. 96	M.E.
	190	2 - 2-6-0 Locomotives	-	U.S.A.
	1832	1 - 5 ton Morris Crane No. 29563	MED/TN2/UK. 196	U.K.
		409 tons Steel Trestling	MED/TN2/UK. 147	U.K.
		1 - 6½ ton R. & R. No. 2158	MED/TN2/UK. 189	U.K.
		50 tons Boiler Tubes	MED/TN2/UK. 165	U.K.
		3 - Hyster Cranes 1681 - 1708 - 1709	MED/TN2/UK. 196	N.A. ex USA.
		230 tons U.O.R.M. - part of original cargo ex THOMAS BULFINCH	-	N.A. ex USA.
		6 - 35' R.S.J. Bridges	MED/TN2/UK. 147	U.K.
		2 - 31' " "	-do-	U.K.
		2 - 150' Lattice Girder Bridges	-do-	U.K.
		7 - 40' Sectional Bridges	-do-	U.K.
		1 - 5 ton Coles Crane 4711	MED/TN2/UK. 189	U.K.
		1 - Mines Barge	-	M.E.
		2 - Eng. Elec. Diesel Locos Nos. 70052-70054	MED/TN2/ME. 94	M.E.
		2 - Locomotives Oil Burning 71095 & 71106 2-8-2	-do-	M.E.
		5 - sets Oil burning Equip. for 2-8-2 locos.	-do-	M.E.

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DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A. AND

Convoy	Port	No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items	De
UGS 83	NAPLES	2	450	5 - 2-8-0 Locomotives	
KMS 94	ANCONA NAPLES TARANTO	6	669	54 R.S.Js. 34 tons Oil Conversion Equipment 115 tons Calcium Carbide 15 tons Lead Pure 2 - Locomotives 2-8-0 70437 - 70585 2 - " 2-8-2 71189 - 71193 1 - Orton Crane No. 1135	MED/ TN2/ TN2/ MED/ MED/
-	REGGIO	BY LST's.	1233	134 - U.S. Box (20 ton) Cars 3 - " Mail Vans (20 ton)	

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TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A. AND M.E. - APRIL 1945.

ships ning tores	Approx. total tonnage Tn. Stores	Principal Items	Demand No.	Remarks
2	450	5 - 2-8-0 Locomotives	-	U.S.A.
6	669	54 R.S.Js. 34 tons Oil Conversion Equipment 115 tons Calcium Carbide 15 tons Lead Pure 2 - Locomotives 2-8-0 70437 - 70585 2 - " 2-8-2 71189 - 71193 1 - Orton Crane No. 1135	- MED/TN2/UK. 151 TN2/ORD. 240 TN2/ORD. 240 MED/TN2/ME. 94 -do- MED/TN2/ME. 92	M.E. U.K. M.E. M.E. M.E. M.E. M.E.
T's.	1233	134 - U.S. Box (20 ton) Cars 3 - " Mail Vans (20 ton)	- -	N.A. N.A.

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SUMMARY OF U.S. AND BRITISH STANDARD GAUGE M.E. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT

DESCRIPTION	HELD IN NORTH AFRICA	HELD IN ITALY	OUTSTANDINGS FOR ITALY AGAINST DEPARTURES	OUTSTANDINGS FOR ITALY AGAINST TRANSFERS	TOTAL IN ITALY WHEN OUTSTANDINGS MET	
LOCOS.						
MAIN LINE - Steam US 2-8-2	-	19	20 (a)	-	39	(a)
US 2-8-0	-	151	92 (b)	-	243	(b)
LMS 2-8-0	-	15	-	-	15	(c)
SHUNTING - Steam US 0-6-0	-	5	-	-	5	(d)
GW 0-6-0	-	6	-	-	6	
MAIN LINE - Diesel-Electric US 0-4-4-0 650 HP	-	116	-	-	116	
SHUNTING - Diesel-Electric LMS 0-6-0 350 HP	-	4	-	-	4	
Diesel - German 0-4-0 250 HP	-	1	-	-	1	(e)
WAGONS.						(f)
U.S. Box - 20 ton	25 (c)	519	-	26 (d)	545	
Converted to Rail Van	-	12	-	-	12	
Chassis used as Flat	6 (c)	8	-	6	14	
U.S. Box - 40 ton Chassis used as Flat	52 (c)	5	-	52	57 (f)	
U.S. Brake Van 20 ton converted as Flat	1 (c)	-	-	1	1	
Br. Flat for A.F.Vs. - 40/50 ton	-	50	-	-	50	
U.S. " " " - 50/56 ton	-	50	22 (e)	-	78 (e)	
Br. Open H.S. - 13 ton	-	98	-	-	98	
U.S. Well - 50 ton	3 (c)	-	-	3	3	

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APPENDIX 12.

ID BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 30 APR 45.

N	USED IN NORTH AFRICA	USED IN ITALY	OUTSTANDINGS FOR ITALY AGAINST DEMANDS	OUTSTANDINGS FOR ITALY AGAINST TRANSFERS	TOTAL IN ITALY WHEN OUTSTANDINGS MET	REMARKS
	-	19	20 (a)	-	39	(a) Ex M.E.
	-	151	92 (b)	-	243	(b) Ex U.S.
	-	15	"	"	15	(c) To be transferred to Italy
	-	5	"	"	5	(d) Includes 1 discharged at
	-	6	"	"	6	Palermo (Sicily), awaiting
S 0-4-4-0 650 HP	-	116	"	"	116	repair and re-shipment to
S 0-6-0 350 HP	-	4	"	"	4	Italy.
0-4-0 250 HP	-	1	-	-	1	(e) Reduction from last months
						figure due to 1 Warflat
						destroyed in explosion at
						port of discharge.
						(f) Reduction from last months
	25 (c)	519	-	26 (d)	545	figure due to 1 Flat
o Mail Van	-	12	"	-	12	destroyed in North Africa,
d as Flat	6 (c)	8	"	6	14	18 Apr 45.
d as Flat	52 (c)	5	"	52	57 (f)	
ted as Flat	1 (c)	-	"	1	1	- - - - - - - - - - - - - - - -
ton	-	50	"	-	50	This summary does not take
ton	-	56	22 (e)	-	78 (e)	into account wagons which are
ton	-	98	"	-	98	being shipped from North
ton	3 (c)	-	"	3	3	Africa to South France.

APPENDIX NO. 13.

COAL - APRIL 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	20,207	26,167	46,374
RECEIPTS	24,185	35,911	60,096
ISSUES	24,945	16,139	41,082
TRANSFERS	320	4,181	4,501
CLOSING STOCK	19,129 +	41,758 +	60,887
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	22	72	41
AVERAGE WEEKLY RECEIPTS	6,046	8,978	15,024
AVERAGE WEEKLY ISSUES	6,236	4,035	10,271

+ Closing stock includes Grade A Coal (American Low Volatile):-
EAST ITALY - 2347 tons.
WEST ITALY - 9569 tons.

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF APRIL 1945.

In barrels (35 Imp. Galls. or 42 U.S. Galls.).

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	4259	1573	1392	263
RECEIPTS DURING MONTH	-	1664 +	813	4
ISSUES DURING MONTH	3260 ½	299	351	7

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TRANSFERS	320	4,181	4,501
CLOSING STOCK	19,129 +	41,758 +	60,887
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	22	72	41
AVERAGE WEEKLY RECEIPTS	6,046	8,978	15,024
AVERAGE WEEKLY ISSUES	6,236	4,035	10,271

+ Closing stock includes Grade A Coal (American Low Volatile):-
EAST ITALY - 2347 tons.
WEST ITALY - 9869 tons.

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF APRIL 1945.

In barrels (35 Imp. Galls. or 42 U.S. Galls.).

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	4259	1573	1392	283
RECEIPTS DURING MONTH	-	1664 +	813	4
ISSUES DURING MONTH	3260 ϕ	299	351	7
CLOSING STOCK	999	2938	1856	280

+ 1289 stock transfer Cyl. Sat. to Cyl. Sup. Steam.
ϕ 1000 shipped to U.K. for France.

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Appendix No. 14.

EVALUATION OF ASSISTANCE RENDERED BY

MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS. APRIL 45.

A. REHABILITATION OF ITALIAN STATE RAILWAYS.

LINE REHABILITATED.	F.O.R.(U.K) VALUE OF ALLIED W.D. MATERIAL INCORPORATED.	HIRE CHARGES FOR USE OF MECHANICAL EQUIP'T		MILITARY MAN-HOURS.	
		BRITISH	AMERICAN	BRITISH	AMERICAN
ITALY	Lire.	Lire.	Lire.	Man-hours	Man-hours.
Line 87. Orte-Terni-Foligno-Ancona.	5,527,323	531,500		62,256	
Line 89. Naples - Rome (via Coastal Rt).	148,020	77,700		10,905	
Line 90. Naples - Rome (via Inland Rt).	4,701,660	680,500		38,719	
TOTAL FOR APL 45.	10,377,003	1,289,700		111,880	

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

SUPPLIES.	I.S.R. Lire	SUD-EST. Lire.	FERROTRAMVIARIA S.A.I.T. Lire.	FERROVIA CALABRO LUCANO. Lire.
ITALY.				
Tn. Materials ex T.S.Os.	1,171,563	-	-	-
W.D.Food Rations.	1,024,386	-	-	-
TOTAL C.I.F.Value.	2,195,949	-	-	-

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ITALY	Lire.	Lire.	Lire.	Man-hours	Man-hours.
Line 87					
Orte-Terni-Foligno-Ancona.	5,527,323	531,500		62,256	
Line 89.					
Naples - Rome (via Coastal Rt).	148,020	77,700		10,905	
Line 90.					
Naples - Rome (via Inland Rt).	4,701,660	680,500		38,719	
TOTAL FOR APL 45.	10,377,003	1,289,700		111,880	

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

SUPPLIES.	I.S.R. Lire	SUD-EST. Lire.	FERROTRAMVIARIA S.A.I.T. Lire.	FERROVIA CALABRO LUCANO. Lire.
ITALY.				
Tn. Materials ex T.S.Ds.	1,171,563	-	-	-
W.D.Food Rations.	1,024,386	-	-	-
TOTAL c.I.F.Value.	2,195,949	-	-	-

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RAILWAY PASSENGER AND FREIGHT STATISTICS - ITALY.

APR

WARRANTED BY BRITISH R.T.O's

PERIOD 13 March - 12 April 1945.

PASSENGER

Traffic	Total Warrants	Personnel entrained	Passenger Kilometres	Baggage, Stores, Guns		
				Wgns	Tons	Wgn Kms.
British		108,883	31,962,404	1,309	17,127	358,756
U.S.A.		5,739	2,243,007	2	6	1,274
A.M.G./A.C.C.		1,601	261,738			
E.F.I.		31	10,706			
Italian Military		14,010	4,809,942	7	65	3,182
C.V.W.W.		1	474			
U.N.R.R.A.		2	428			
Total	5,151	130,267	39,288,699	1,318	17,198	363,212

FREIGHT

Traffic	Total Warrants	Total		Wagon Kilometres	Ton Kilometres	W
		Wagons	Tons			
British		38,546	476,497	8,491,637	93,503,768	
U.S.A.		6,398	81,739	1,051,062	12,571,600	
A.M.G./A.C.C.		1,922	30,515	354,004	5,371,949	
E.F.I.		1,248	14,004	373,960	4,117,851	
Italian Military		802	5,093	333,433	1,652,001	
Coal etc to ISR & S.Est		1,756	29,867	202,412	3,296,303	
U.D.F.I.		14	203	7,112	103,124	
Red Cross		5	59	700	9,732	
American Red Cross		28	204	9,912	72,216	
Total	12,529	50,721	638,241	10,824,312	120,698,544	

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RAILWAY PASSENGER AND FREIGHT STATISTICS - ITALY. APPENDIX NO. 15.

BY BRITISH R.T.O's PERIOD 13 March - 12 April 1945.

	Personnel entrained	Passenger Kilometres	Baggage, Stores, Guns etc.				Average length of Journey (Kilms)
			Wgns	Tons	Wgn Kms.	Ton Kms.	
	108,883	31,962,404	1,309	17,127	358,756	4,483,304	
	5,739	2,243,007	2	6	1,274	3,822	
	1,601	261,738					
	31	10,736					
	14,010	4,809,942	7	65	3,182	28,937	
	1	474					
	2	428					
	130,267	39,288,699	1,318	17,198	363,212	4,516,063	302

	Total		Wagon Kilometres	Ton Kilometres	Average Wagon Load (Tons)	Average Wagon Haul (Kilms)
	Wagons	Tons				
	38,546	476,497	8,491,637	93,503,768		
	6,398	81,739	1,051,062	12,571,600		
	1,922	30,515	354,084	5,371,949		
	1,248	14,004	373,960	4,117,851		
	802	5,093	333,433	1,652,001		
	1,756	29,067	202,412	3,296,303		
	14	203	7,112	103,124		
	5	59	700	9,732		
	28	204	9,912	72,216		
	50,721	638,241	10,824,312	120,698,544	11.2	213

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PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 30 APRIL 19

Port	No.of ships	No.of days discharging.	Cargo.	No. of M.T. & Tons discharged QUAY M.T.	QUAY Tons.	LIGHTER M.T. Tons.	Total tonnage	Average dai tonnages discharged
TARANTO	48 (3)	95 (15)	M.T.	2821	9529	539 @	24609 (9504)	71 = 31
			Stores.		11252			37
			Coal/Min.		3828			12
BRINDISI	31 (14)	103 (66)	M.T.	301	1123	8278 @	32202 (26722)	10 = 3
			Stores.		31079			103
			Coal/Min.		-			
BARI	38 (23)	162 (133)	M.T.	91	371	29689 @	101724 (99195)	3 = 1
			Stores.		83835			279
			Coal/Min.		17547			58
BARLETTA	2	7	M.T.	-	-	-	1071	3
			Stores.		1071			
			Coal/Min.		-			
MONOPOLI	2	2	M.T.	-	-	-	52	
			Stores.		52			
			Coal/Min.		-			
GALLIPOLI	1	1	M.T.	-	-	-	377	
			Stores.		-			
			Coal/Min.		377			1

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PORT WORKING STATISTICS - EAST ITALY.

STERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 30 APRIL 1945.

Cargo.	No. of M.T. & Tons discharged M.T. QUAY	Tons.	M.T. LIGHTER	Tons.	Total tonnage	Average daily tonnages discharged		Ship Tons per Ship Day.	Total discharged ALL PORTS
.T.	2821	9529				71 =	318		
ores.		11252	39 @		24609		375	259	
al/Min.		3828			(9504)		128	(634)	
.T.	301	1123				10 =	37		
ores.		31079	6278 @		32202		1036	313	
al/Min.		-			(26722)		-	(405)	
.T.	91	371				3 =	12		
ores.		8385	29689 @		101721		2794	628	
al/Min.		17547			(99195)		585	(746)	
T.	-	-					-		
ores.		1071	-		1071		36	153	
al/Min.		-					-		
T.	-	-					-		
ores.		52	-		52		2	26	
l/Min.		-					-		
T.	-	-					-		
ores.		-	-		377		-	377	
l/Min.		377					13		

c/f 160035 tons

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

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 30 APRI

Port.	No. of Ships.	No. of days discharging	Cargo.	No. of M.T. & Tons discharged. M.T. (QUAY)	Tons. (QUAY)	M.T. (LIGHTER.)	Tons. (LIGHTER.)	Total tonnage.	Average daily tonnages discharged.
									6 = 66
ANCONA	86 (36)	291 (205)	M.T.	183	1993				3599
			Stores.		107960		50401 @	120606 (108333)	355
			Coal/Min.		10653				
			M.T.	-	-				-
ZARA	18	35	Stores		6593	-		6593	230
			Coal/Min.		-				-

Notes :- Figures bracketed are of ships discharging 15
included in other details shown which are for

Lighter tonnage (@)² is also included in quay

The Stores figure does not include P.O.L. dis

No animals discharged at Bari during month.

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PORT WORKING STATISTICS - EAST ITALY.

FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 30 APRIL 1945.

Days Working	Cargo.	No. of M.T. & Tons discharged. M.T.	Tons. QUAY	M.T.	Tons. LIGHTER.	Total tonnage.	Average daily tonnages discharged.	Ship tons per ship day.	Total discharged ALL PORTS
	M.T.	183	1993						b/f. 160035 tons
	Stores.		107960		50401 (6)	120606	6 = 66		
	Coal/Min.		10653			(108333)	2599	414	
							355	(528)	
	M.T.	-	-				-		
	Stores		6593		-	6593	230	188	
	Coal/Min.		-				-		

287234 tons.

Notes :- Figures bracketed are of ships discharging 1500 tons and up only, they are included in other details shown which are for all vessels discharging at Ports.

Lighter tonnage (6) is also included in quay commodity tonnage.

The Stores figure does not include P.O.L. discharged by Pipe Line.

No animals discharged at Bari during month.

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PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 30 APRIL 1945

Port	No. of Ships	No. of days Loading	Cargo	No. of M.T. & Tons Loaded. M.T.	Tons QUAY	M.T.	Tons LIGHTER	Total Tonnage	Aver To L
TARANTO	31	45	M.T. Stores	372	1443 3440		-	4883	12
BRINDISI	53	117	M.T. Stores	89	258 27098		-	27356	3
BARI	79	180	M.T. Stores Coal	49	155 39556 1572		-	41283	8
BARLETTA	22	47	M.T. Stores	5	2 10400		-	10402	
MONOPOLI	12	15	Stores		728		-	728	
GALLIPOLI	1	11	Stores		2995		-	2995	
ANCONA	14	34	Stores		6138		-	6138	
ZARA	8	10	Stores		436		-	436	

Total Loaded ALL PORTS

Notes:- The Stores figure does not include P.O.L. loaded by Pipe Line.

263 Mules Loaded at Bari during month.

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

Appendix No. 17.

PORT WORKING STATISTICS - EAST ITAIN.

STERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 30 APRIL 1945

of days ding	Cargo	No. of M.T. & Tons Loaded. M.T.	Tons QUAY	M.T.	Tons LIGHTER	Total Tonnage	Average Daily Tonnages Loaded	Ship Tons per Ship Day
43	M.T. Stores	372	1443 3440		-	4883	12 = 48 115	100
117	M.T. Stores	89	258 27098		-	27356	3 = 9 903	234
180	M.T. Stores Coal	45	155 39556 1572		-	41283	2 = 5 1319 52	229
47	M.T. Stores	5	2 10400		-	10402	347	221
15	Stores		728		-	728	24	49
11	Stores		2999		-	2999	100	273
34	Stores		6138		-	6138	205	181
10	Stores		436		-	436	15	44

Total Loaded ALL PORTS 92,225 Tons

gure does not include P.O.L. loaded by Pipe Line.

ded at Ears during month.

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

Appe

PORT WORKING STATISTICS - EAST ITALY.

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

DISCHARGED	N.T. (No.)	COAL TONNAGE	OTHER TONNAGE
Accumulative Total Brought Forward	107,473	563,296	5,004,295
April 1945	3,396	32,405	254,829
Totals to Date	110,869	595,701	5,259,124
LOADED			
Accumulative Total Brought Forward	20,642	4,564	933,103
April 1945	515	1,572	92,653
Totals to Date	21,157	6,136	1,025,756
Total DISCHARGED & LOADED to date	132,026	601,837	6,284,880

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Appendix No. 18.

PORT WORKING STATISTICS - EAST ITALY.

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

M.T. (No.)	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
107,473	563,296	5,004,295	5,567,591
3,396	32,405	254,829	287,234
110,869	595,701	5,259,124	5,854,825
20,642	4,564	933,103	937,667
515	1,572	92,653	94,225
21,157	6,136	1,025,756	1,031,892
132,026	601,837	6,284,880	6,886,717

0381

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PORT WORKING STATISTICS - EAST ITALY

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 30 APRIL 1945.

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA
Road	3144	6069	53494	1408	-	97	72598
Rail	10607	21760	48348	810	377	-	42861
I.W.T.	998	1715	1572	-	-	-	1374
	14749	29544	103414	2218	377	97	116833

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA
Discharged to Lighter	539	8278	29689	-	-	-	5040
No. of Lighters in use per port	23	33	77	-	-	-	8
Average tons per Lighter	23	251	386	-	-	-	57

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Appendix No. 19

PORT WORKING STATISTICS - EAST ITALY

RED FROM ALL EASTERN PORTS DURING MONTH ENDING 30 APRIL 1945.

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
6069	53494	1408	-	97	72568	136810
21760	46348	810	377	-	42861	124763
1715	1572	-	-	-	1376	5663
29544	1034	2218	377	97	116837	267236

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
8278	29689	-	-	-	50401	88907
33	77	-	-	-	88	221
251	386	-	-	-	573	402

0383

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WEST COAST TONNAGES — APRIL 1945

Port	TOTAL DISCHARGED M. T. No.	M. T. Tons	STORES Tons	DAILY AVERAGE DISCHARGE M. T. No.	M. T. Tons	STORES Tons	TOTAL LOADED M. T. No.	M. T. Tons	STORES Tons
LEGHORN	-	-	28004	-	-	933	379	1553	86
NAPLES	327	968	14084	11	32	469	-	-	1001
	327	968	42088	11	32	1402	379	1553	1087

	No. of lighters discharged	Tons discharged from lighter	No. of lighters loaded	Tons loaded to lighter	No. of [illegible] discha
LEGHORN ∅	214	8850	-	-	14
NAPLES	234	7158	43	100	12
	448	16008	43	100	26

∅ includes 49 'Z' Craft

Units employed

LEGHORN : 1021 Port Operating Company, R.E.
208 Indian 'Z' Craft Operating C

NAPLES : No. 3 Docks Operating Company, S.A

NOTE : British assistance in the ports of NAPLES and LEGHORN terminated on 28th April 1945.

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Appendix No. 29

WEST COAST TONNAGES — APRIL 1945

ED	DAILY AVERAGE DISCHARGE		TOTAL LOADED		DAILY AVERAGE LOADED	
ES s	M. T. No. Tons	STORES Tons	M. T. No. Tons	STORES Tons	M. T. No. Tons	STORES Tons
04	- -	933	379 1553	56	13 52	3
84	11 32	469	- -	1001	- -	33
88	11 32	1402	379 1553	1087	13 52	36

hters ged	Tons discharged from lighter	No of lighters loaded	Tons loaded to lighter	No. of ships discharged	No. of ships loaded
	8850	-	-	14	4
	7158	43	100	12	4
	16008	43	100	26	8

rt

Units employed

LEGHORN : 1021 Port Operating Company, R.E.
208 Indian 'Z' Craft Operating Company, I.E.

NAPLES : No. 3 Docks Operating Company, S.A.E.C., U.D.F.

NOTE : British assistance in the ports of NAPLES and LEGHORN terminated on 28th April 1945.

SECRET

TRANSPORTATION (BRITISH)

Adv. A.F.H.Q., C.M.E.

SECRET.

Tn.A.1/43.

13.5.44.

SUBJECT - Progress Report - Italy.

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

Herewith my Progress Report No 8 for the month of April.

(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), A.A.I.	2
D.D.Tn, B.A.S., Washington.	1
D.Tn, G.H.Q., M.E.F.	1
G.O.C., 2 District.	1
D.G., M.R.S.	1
Tn, 2 District.	1
Internal Transportation Sub-Committee, A.C.C.	1
1 Docks Group.	1
5 Docks Group.	1

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A Blagborne Esq

(H.D. WAGHORN).

Brigadier.
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Director of Transportation, The War Office.	(3)
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Tn (Br), A.F.H.Q.	2
Q(M), A.A.I.	2
D.D.Tn, B.A.S., Washington.	1
D.Tn, G.H.Q., M.E.F.	1
G.O.C., 2 District.	1
D.G., M.R.S.	1
Tn, 2 District.	1
Internal Transportation Sub-Committee, A.C.C.	1
1 Docks Group.	1
5 Docks Group.	1
3 P.C. & R. Group.	1
1 Railway C and M Group.	1
1212 Railway C and M Group.	1
S.A.A.C., Railway Const Group.	1
1 Railway Operating Group.	1
2 Railway Operating Group.	1
6 Railway Operating Group.	1
3 Tn Stores Group.	1

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SECRET.

Copy No. 17

TRANSPORTATION (BRITISH) SECTION

ITALY.

PROGRESS REPORT - No. 8.

APRIL 1944.

CONTENTS :-

GENERAL REPORT.

Appendix 1. Location Statement - Tn. Units.
2. Administration.
3. Docks Working - East Italy. Average Tonnages handled.
4. Summaries of Port Facilities.
5. Barge Erection position.
6. Railway Construction Work completed and in hand.
7. Location and Employment of Italian Rly. Constn. Coys.
8. Labour Employed on Rly. Construction.
9. Daily average Train Operation.
10. Railway Passenger and Freight Statistics.
11. Tonnages Discharged by Ports.
12. Tonnages Loaded by Ports.
13. Discharge and Loading Summary.
14. Tonnages cleared from Eastern Ports.

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

PROGRESS REPORT - No. 8.

APRIL 1944.

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

TRANSPORTATION (BRITISH) SECTION. SECRET.

ITALY.

PROGRESS REPORT NO. 8.

APRIL 1944.

1. GENERAL. (a) Work on Railway Construction has been maintained at high pressure during the month. Dock work has remained normal and Railway Operating has fallen off slightly. Stores are as usual very busy.

(b) On April 1 the full responsibility for the operation of the Bari Division, South of Termoli, was resumed by the I.S.R. Tn. personnel continued to operate in the ports however. Operation was generally satisfactory particularly on the Main line. The total amount of traffic during the month shews a slight increase on the figure for March.

(c) An accident at the bridge over the River Ofanto on 4 April caused dislocation to traffic. The bridge was closed for 25 hours.

(d) 30 Locomotives which were running in March were laid aside during this month, but the actual number available for traffic on 30 April was only 3 less than last month's total. Work is proceeding on the production of two more ambulance trains, they should both be ready by the end of next month.

(e) The distribution of additional food (flour and dehydrated soup) to the heavy workers of the Italian Railways has been arranged through A.M.G. and plans are being discussed which will enable a similar distribution of a part of the basic Civilian ration which at present is not always obtainable in the open market.

(f) The total tonnage (including M.T.) discharged on the East Coast (374,918 tons) is a slight increase on last month's figure, 27,093 tons were loaded. This is an increase of nearly 7,000 tons. The increased use of lighterage is shewn by the figure of 59,700 tons as compared with 41,959 tons for March.

(g) 12,600 tons of Maintenance Stores were discharged from 3 British Ships at the Anzio Beach-head by dets of 997 and 1014 Docks Operating Companies. All discharge was overside to Landing Craft and DUKWS. It is expected that by the end of May all discharges of stores at the beach - head will be undertaken by U.S. Port Units.

(h) Craft Construction continues satisfactorily, a total of 83 having been launched during the month. A surplus is being produced and special arrangements are being made for storage in readiness for future operations.

(i) Port Construction work in connection with the Improvement Scheme has progressed well and is nearly completed. Further storm damage to Bari Mole occurred at the beginning of the month. A scheme has been

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(j) Satisfactory progress has been made on Railway reconstruction on the West Coast Line (89). The bridging of the Volturno and the clearing of the Massico tunnel are well in hand. Line 90 to Rome via Cassino is now the first priority and as soon as circumstances permit, all available units will be concentrated on it.

Replacement of temporary bridges by permanent structures is being carried out by Tn. Units and by Civilian Contractors.

Railway Construction in connection with port improvements is practically complete except for the Coal Berth at Taranto which has been held up pending the completion of the Quay Wall and surface.

/ to SHEET 2.

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The Construction of the new Tn. Stores Depot at Casalnuovo has made very rapid progress and sufficient track was laid and ready to receive the first deliveries of rails in the last week of the month.

(k) The Transportation commitment in Sicily is virtually at an end and a very early withdrawal of all Tn. troops will take place.

2. DOCKS WORKING.

(a) Employment of Docks Groups.

M.T. and Stores handled by East It. Lan Ports during April were dealt with at the following Ports : -

Port.	Supervised by:
Taranto	No 1 Docks Group R.E.
Brindisi	" " " " "
Gallipoli	" " " " "
Bari	No 5 Docks Group R.E.
Barletta	" " " " "
Monopoli	" " " " "

(b) Operating.

General. Discharges of Stores through the ports shewed a slight reduction in April although the tonnage of vehicles discharged increased considerably. Loadings shewed a slight increase.

Detachments of 1014 and 997 Docks Operating Coys were in use on the West Coast in connection with Anzio maintenance.

Small Detachments of Docks Operating Coy personnel have been allocated for employment with 266 Force and are providing supervision at two small ports concerned in the maintenance of troops under command of the above Force.

The weather on the whole was better in April than preceding months and operations were not seriously affected by inclement weather.

Early in April serious railway wagon shortage was experienced at all ports for a period of about six day.

Italian Military Shore Lebour was gradually withdrawn during the month and the employment of civilians in lieu had to be resorted to. Until the latter become accustomed to the work there will be some inconvenience.

On April 24, 17,668 tons were discharged, which figure includes 3,732 tons M.T., and 600 tons were loaded, - a total of 18,268 tons. On the same day 2,600 tons of petroleum were loaded by pipe line at Bari.

TARANTO. Discharge of stores at Taranto declined somewhat but the tonnage of M.T. discharged was considerably higher than previous months owing to a high percentage of the vehicles handled being A.F.V.s.

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Bari	No 5 Docks Group R.E.				
Barletta	"	"	"	"	"
Monopoli	"	"	"	"	"

(b) Operating.

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a step in the right direction BRX

A certain amount of use has been made in normal port working of the Italian Docks Operating Coys which have been formed and trained in the Port.

Two Sections of 992 Docks Operating Coy were transferred from Brindisi to Taranto to enable speedy discharge of M.T. of certain formations to be effected.

GALLIPOLI. Tonnage of coal discharged at Gallipoli was only very small in April as only one small shipment was routed for that port for discharge.

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BRINDISI. Dock working at Brindisi in April was very satisfactory, the average tonnage per day was 3,256 tons discharged and 155 tons loaded.

/ to SHEET 3.

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Serious quay congestion occurred early in the month when railway wagon supply was bad. On the 7 April for example, 8,432 tons of stores were lying on the quays awaiting clearance.

As at Taranto, some use was made in normal Docks working of two Italian Docks Operating Coys.

Construction work in connection with the two lighter quays is near completion.

MONOPOLI. There was a large increase in tonnage of stores discharged at Monopoli owing to the fact that several direct shipments in coasters were dealt with.

Outward loading of stores was at about the same density as in March

This port is still operated mainly by civilian labour and partisans but a small detachment of checkers and supervisors from No. 5 Docks Group now assist in the work and have enabled the documentation of outward bound schooners to be put on a proper footing.

BARI. The Bari tonnages handled during the month were almost identical with March.

Special steps have been taken to improve the standard of work of the Syrian and Lebanese Ship working Sections and some improvement in this connection is anticipated. Proposals have been put forward with a view to giving these sections a stronger British increment.

Construction of the bulk grain discharging plant and silo at Berth No. 15 has been completed but has not yet been put into use.

Other port improvements have progressed very well and should be completed by the end of May. No. 13 Berth has now been cleared of a sunken ship and is available for use.

General repairs to the Bari Mole are expected to start early in May.

BARLETTA. April tonnages shewed an increase over those of March but there were again periods when suitable shipping was lacking with the result that the Port's average tonnage handled daily for the month was only 815 tons discharged and 146 tons loaded.

Some trouble was experienced owing to the poor type of civilian labour available for shore work.

(c) Port Maintenance.

The work of Port Maintenance Coys was similar to that of preceding months.

The employment of civilian labour has been resorted to to a large extent.

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The employment of civilian labour has been resorted to to a large extent.

Both the Port Maintenance Coys had a busy month dealing with the assembly of K.D. craft.

The erection of a third Marion crane was completed at Bari by the 1019 Port Maintenance Coy. Erection time : 17 days.

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(d) Craft Construction.

Construction of harbour craft continued at Brindisi, Mola di Bari, Bari and Molfetta.

The port of Bari discharged 39 Minecs and 56 R.C.L.s during April for construction at that port and at Mola di Bari and Molfetta yards. Some congestion was experienced in transferring barge parts to these yards but this has now been successfully dealt with.

The number of craft completed and launched during the month at all yards was 35 Minecs and 46 R.C.L.s

(e) Water Transport.

The tons of stores handled overside by lighterage in the principal Heel ports are set out below : -

Port.	Tons.
Taranto	13,171
Brindisi	21,508
Bari	25,021

Units employed on this work were : -

947 I.W.T. (Port) Operating Coy at Brindisi and Taranto.
945 I.W.T. (Port) Operating Coy at Bari.
209 Indian "Z" Craft Operating Coy.

At all ports some use was made of Italian civilians and also Italian Naval personnel, the latter being formed into I.W.T. (Port) Operating Coys during the course of the month.

Craft allocation.

An allocation of harbour craft has been made to the Heel ports at present in operation based on the anticipated future lighterage requirements. There is an increasing surplus of craft available for the opening of the new ports now being produced.

The movement of surplus harbour craft northwards on the East coast for storage purposes commenced on 24 April 44.

Maintenance and Repair.

The maintenance and repair of craft is proving somewhat difficult owing to the craft construction programme still being in full swing. It is expected the latter will soon decline when maintenance of craft should be put on a satisfactory basis.

Plans have been drawn up and are being given effect to with a view to lighterage work in present Heel ports being taken over by Italian I.W.T. Coys and civilians thereby releasing British I.W.T.

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(f) Organisation.

Italian Units.

No.s 1 and 2 I.W.T. Italian Companies were formed during April. No.1 Company was based on Bari and training has already been commenced and satisfactory progress made. No.2 Company, which is not yet up to strength, is operating at Taranto and will eventually also cover lighterage work at Brindisi.

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The training of the Italian Docks Operating Coys proceeded satisfactorily and three companies are now able to discharge simple cargoes with only a small amount of supervision.

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Only slow progress has been made in training Italian Military personnel in shore supervision and documentation.

The handover of the Italian Docks Operating Coys to Transportation has been delayed owing to tardiness in the provision of suitable replacement personnel to cover shore labour commitments. It has, however, been possible to give a considerable amount of tuition to three of the four companies concerned.

3. PORT CONSTRUCTION AND REPAIR.

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

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

Under Command for Works only : -

41 Harbour Construction Company S.A.E.C.
1 Section of 541 E. & M. Company R.E.

(b) General.

The work on the Tickell Schemes for Port Improvements in East Italy is now nearly completed.

P.R.S. "Progress" has been at Brindisi throughout the month assisting the P.M. Coy R.E. with repair and maintenance to R.C.L's. The opportunity has been taken to have her boilers scaled. This is now complete. A proportion of the crew is billetted ashore.

(c) BARI.

(1) Outer Breakwater.

Further damage was caused to the Breakwater during a storm on April 1 at Berth 24, a piece of concrete approx: 50 ft. long by 5 ft. thick and 27' 6" high (5' 0" above M.W.L. and 22' 6" below) sheered off. This has had the effect of greatly weakening by undermining the parapet over this length and as a first aid measure 9 No. x 40 ton blocks were placed on the roadway to act as inner parapet if the outer one should collapse.

In view of the general weakness of the Breakwater, a scheme has been got out of strengthening on the outside the principle weak spots. This work will be put in hand as soon as the necessary craft plant etc. has been collected and the weather moderates sufficiently to allow for work outside the Breakwater. Drawing No. 3PC/Bari/60 attached as Appendix

It has been decided to fill the gap at Berth 19 with concrete and preliminary clearing of the bottom of the hole has commenced.

It is estimated that to make the Breakwater thoroughly safe there are two possible methods :-

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REPAIR.

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(c) BARI.

(i) Outer Breakwater.

Further damage was caused to the Breakwater during a storm on April 1 at berth 24, a piece of concrete approx: 50 ft. long by 5 ft. thick and 27' 6" high (5' 0" above M.W.L. and 22' 6" below) sheared off. This has had the effect of greatly weakening by undermining the parapet over this length and as a first aid measure 9 No. x 40 ton blocks were placed on the roadway to act as inner parapet if the outer one should collapse.

In view of the general weakness of the Breakwater, a scheme has been got out of strengthening on the outside the principle weak spots. This work will be put in hand as soon as the necessary craft plant etc. has been collected and the weather moderates sufficiently to allow for work outside the Breakwater. Drawing No. 3PC/Bari/60 attached as Appendix

It has been decided to fill the gap at Berth 19 with concrete and preliminary clearing of the bottom of the hole has commenced.

It is estimated that to make the Breakwater thoroughly safe there are two possible methods :-

(i) To construct a new breakwater inside the old one.
(ii) To widen the rubble bank on the outside and deposit thereon a large quantity of heavy random concrete blocks.

The time estimated in each case is about 4/5 years. The scheme which is to be put in hand is in consequence purely a palliative and there is no guarantee that further breaches will not occur elsewhere during the next winter.

(ii) "V" Trestling in Small Craft Pool.

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Erection is now completed and work is in hand pitching the space behing this quay with hardcore. The quay should be in operation by May 10th.

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ACC AC395/T104 10000/148/2497 (2 of 2) PROGRESS MAY - SEPT.

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10000/148/2497 (2 OF 2) PROGRESS REPORTS TU (BRITISH)
MAY - SEPT. 1945

(iii) Lighter Wharf in Sicama Yard and Extension North of 'Z' Berths.

Both these jobs were finally completed during the month and opened for traffic.

(iv) Bulk Grain Handling Plant.

The erection has been completed and we are now waiting for a bulk grain ship to test it out thoroughly.

It has been decided that this warehouse should also be rail served. A further platform 280 ft. long x 15 ft. wide is being constructed. This addition should be completed by May 10th.

(v) Filling behind Berth 16.

This has proceeded slowly as and when tipping lorries were available.

(vi) Construction of Bofors Towers.

One tower has been completed, but after the storm caused fresh damage to the breakwater at Berth 24, the construction of the second tower was cancelled and was substituted by another in an uncompleted building at the corner of Berth 16.

(vii) General maintenance work has been continued including extensive repairs to roads which have been deteriorating very rapidly.

(d) BRINDISI.

The new lighter Berth B has been completed and is now in use. Surfacing of Lighter Berth A and Berth 4 is practically completed.

(e) TARANTO.

(i) Coal Berth.

The existing wall has been strengthened to prevent sliding by drilling 4" holes down the centre of each course of blocks to a depth of 35 ft. and filling with a 3" pipe and 1⅜" reinforcing bar. The whole is being grouted up with a concrete mixer. Back filling with stone continues. The West wall in which the blocks had slipped outwards up to 15" has been stabilised by excavating behind with a dragline and movement has now ceased.

(ii) Genio Marina.

Work on surfacing this berth has been suspended pending the laying of the rail track.

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This has proceeded slowly as and when tipping lorries were available.

(vi) Construction of Bofors Towers.

One tower has been completed, but after the storm caused fresh damage to the breakwater at Berth 24, the construction of the second tower was cancelled and was substituted by another in an uncompleted building at the corner of Berth 16.

(vii) General maintenance work has been continued including extensive repairs to roads which have been deteriorating very rapidly.

(d) BRINDISI.

The new lighter Berth B has been completed and is now in use. Surfacing of Lighter Berth A and Berth 4 is practically completed.

(e) TARANTO.

(i) Coal Berth.

The existing wall has been strengthened to prevent sliding by drilling 4" holes down the centre of each course of blocks to a depth of 35 ft. and filling with a 3" pipe and 1⅛" reinforcing bar. The whole is being grouted up with a concrete mixer. Back filling with stone continues. The West wall in which the blocks had slipped outwards up to 15" has been stabilised by excavating behind with a dragline and movement has now ceased.

(ii) Genio Marina.

Work on surfacing this berth has been suspended pending the laying of the rail track.

(f) MANFREDONIA.

(i) Repairs to Floating Dock.

A sectional Floating Dock while being towed round the coast to Manfredonia was badly damaged in a storm and we have been asked to repair it. This work is now about 40 % complete.

(ii) Extension to slipway.

Preparations are in hand to extend the existing slipway in order to enable it to be used for slipping M.T.B's.

(g) MONOPOLI.

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In one place outside the breakwater the random concrete blocks had worn away and damage to the main structure was developing to remedy this a small gang has been rolling 20 Ton precast concrete blocks along and tipping them over, these blocks are spaced all along the breakwater as a standby for this purpose.

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4. RAILWAY CONSTRUCTION.

(a) General.

(i) Railway reconstruction is proceeding according to the plan set out in the Marsh report. Detailed planning is fluid and must await tactical developments.

(ii) Railheads are as follows:-
Line 86 - (East Coast Route) - Ortona.
Line 89 - (West Coast Rome Route) - Cancello Arnone.
Line 90 - (Inland Rome Route) - Mignano.
Line 290 - (Sparanise - Minturno Line) - Sessa Aurunca.

(iii) 161 Railway Construction Coy. commenced work on Line 90, north of Mignano during the month, and work proceeds on the remaining three lines forward of railhead as far as tactical situation allows. Work is also proceeding on opening the Pozzuoli - Villa Literno section of Line 287.

(iv) Additional sidings have been requested at several depots in the Naples area, and the work has been shared between the British and American units.

Rail service to the new T. S. D. at Casalnuovo, Naples was put in hand on 15th April, and the first sidings opened to traffic on 24th April.

(b) Line Reconstruction.

(i) Line 89 - Aversa, Villa Literno, Sessa Aurunca.

The line was opened to Cancello Arnone, according to plan on 25th April, but no use has been made of the station as a railhead. The only remaining works to open the line to the North of the Massico Tunnel, where British Construction responsibility ends, consist of the Volturno Bridge and the Massico Tunnel itself. 150 Railway Construction Coy. are concentrated on the former, and 160 Railway Construction Coy. on the latter. American units have taken over the work from the North end of the Massico tunnel.

Progress is satisfactory, and it is confidently hoped that by 1st June, the line will be open to a temporary railhead just South of the Garigliano River.

By 7th May, all substructure work on the Volturno bridge was completed, the first span had been launched, and jacking down was in progress, and the second span was nearly erected.

In the Massico tunnel the tie point had become the last three breaks at the north end. By 7th May, the northermost break had been opened by dragline from the top, and work was proceeding on the next break, 100 ft. further inside the tunnel, where a section of roof forty feet long has collapsed, leaving a large unsupported dome in the earth above. Debris is being cleared from inside the tunnel, and a trestle box shield will be erected. When this has been done, the remaining work will be considerably expedited, as quick access will have been obtained to the open from the north end, thus cutting out the three mile haul of all men and materials through the tunnel from the south end which has hampered progress.

This haul has been done entirely by Buda rail motor cars and trailers, borrowed from the Americans.

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(iii) 161 Railway Construction Coy. commenced work on Line 90, north of Mignano during the month, and work proceeds on the remaining three lines forward of railhead as far as tactical situation allows. Work is also proceeding on opening the Pozzuoli - Villa Literno section of Line 287.

(iv) Additional sidings have been requested at several depots in the Naples area, and the work has been shared between the British and American units.

Rail service to the new P.O.D. at Casalnuovo, Naples was put in hand on 15th April, and the first sidings opened to traffic on 24th April.

(b) Line Reconstruction.

(i) Line 89 - Aversa, Villa Literno, Sessa Aurunca.

The line was opened to Cancello Arnone, according to plan on 25th April, but no use has been made of the station as a railhead. The only remaining works to open the line to the North of the Massico Tunnel, where British Construction responsibility ends, consist of the Volturno Bridge and the Massico Tunnel itself. 150 Railway Construction Coy. are concentrated on the former, and 160 Railway Construction Coy. on the latter. American units have taken over the work from the North end of the Massico tunnel.

Progress is satisfactory, and it is confidently hoped that by 1st June, the line will be open to a temporary railhead just South of the Garigliano River.

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This haul has been done entirely by Buda rail motor cars and trailers, borrowed from the Americans.

(ii) Line 287 - Pozzuoli to Villa Literno.

All work is completed, except for the filling of the viaduct at Pozzuoli station and the opening of one tunnel south of Guigliano Station, where work is proceeding steadily, and will complete during May.

(iii) Line 90 - Mignano to Cassino.

This is now our first priority job. 161 Railway Constn. Coy. and No.1 Railway Bridging Section started work on this section on 7th April, and plans are made for a quick build up of units in the area as soon as there is room for them to work. Half of 159 Coy are

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moving to the area early in May, and 150 and 160 Coys. will move as soon as released from Line 89.

Sufficient track and bridging material has been accumulated at Mignano to cover requirements to Rocca D'Evandro Station, and provision is made for a special works train to ensure prompt delivery of material thereafter.

The railway formation from Mignano to Rocca D'Evandro has been in use as roadway for several months and there is little trace of the railway left. Low level Bailey bridges had been installed on the site of two demolished viaducts. The road is still in heavy use, and must continue to be so as far as Cassino, until Cassino and beyond is completely in our hands.

Meanwhile, it is only possible to lay track in sections where the formation is wide enough to take track and road together, and to lay out material elsewhere. Before track can be laid, the road surface has to be broken up by rooter. Road deviations have been constructed at the viaducts, thus allowing us to get on with the job of replacing them.

Near Cassino the railway has been bombed and shelled out of existence, and the road constructionactivities will probably actually help our final railway construction.

Elsewhere, however, the use of the formation as a roadway has made our work many times more difficult than if we had simply to repair enemy demolitions.

Close contact is being kept with Road Construction Engineers in the joint problem. At present, it is not intended to use the railway beyond Cassino as a road.

(iv) Line 86 - Termoli, Ortona, Pescara.

Ortona Station was fully opened as a railhead on 10th April. It has an excellent rail and road layout and is capable of dealing with up to 5,000 tons daily. The tactical situation has, however, not yet permitted it to be used.

Beyond Ortona the track will be open beyond the third tunnel by the middle of May. A fourth tunnel about 5 km. North of Ortona remains to be cleared, after which the line proceeds with no large engineering structure until the bridge over the Pescara river is reached.

62 Tunnelling Company, S.A.E.C. has commenced work on the Tunnel from the south end. The north end is in no mans land, and enemy patrols occasionally are observed south of the tunnel during darkness.

The extent of damage to the tunnel at the north end can, of course, not yet be assessed.

(c) Line improvement and Permanent repairs.

(i) Permanent repairs to bridges 14 and 18 on the Naples - Foggia line have been completed by No.1 Railway Bridging Section, and engineering responsibility for the line has been handed over to the

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completely in our hands.

Meanwhile, it is only possible to lay track in sections where the formation is wide enough to take track and road together, and to lay out material elsewhere. Before track can be laid, the road surface has to be broken up by rooter. Road deviations have been constructed at the viaducts, thus allowing us to get on with the job of replacing them.

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Close contact is being kept with Road Construction Engineers in the joint problem. At present, it is not intended to use the railway beyond Cassino as a road.

(iv) Line 86 - Termoli, Ortona, Pescara.

Ortona Station was fully opened as a railhead on 10th April. It has an excellent yard and road layout and is capable of dealing with up to 3,000 tons daily. The tactical situation has, however, not yet permitted it to be used.

Beyond Ortona the track will be open beyond the third tunnel by the middle of May. A fourth tunnel about 5 km. North of Ortona remains to be cleared, after which the line proceeds with no large engineering structure until the bridge over the Pescara river is reached.

62 Tunnelling Company, S.A.E.C. has commenced work on the Tunnel from the south end. The north end is in enemy hand, and enemy patrols occasionally are observed south of the tunnel during darkness.

The extent of damage to the tunnel at the north end can, of course, not yet be assessed.

(c) Line improvement and Permanent repairs.

(i) Permanent repairs to bridges 14 and 16 on the Naples - Foggia line have been completed by No.1 Railway Bridging Section, and engineering responsibility for the line has been handed over to the American section.

(ii) On the East Coast line, R.C.E. (S.A.E.C.) has commenced work on the Biferno river bridge, where the existing 6 Bailey deck spans are to be replaced by heavy girders salvaged from the demolished steel works at Bagnoli.

The temporary bridge over the River Sinarca has been completely rebuilt, and five additional spans in the Trigno viaduct have been completed under traffic.

The construction of an extra bay to the Fortore river bridge to remove the supporting trestle from the river bed, is in hand. Steelwork has been fabricated and is at site being erected by No. 2 Railway Bridging Section.

Schemes are being formulated by the I.S.R. for the permanent reconstruction of the Ofanto and Incoronata bridges by their own Contractors, to remove Bailey Bridge spans.

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(iii) The I.S.R. have let contracts for the permanent repair of the four bridges on the Foggia - Potenza line, to release W.D. steelwork. Work is in hand.

(d) Base Development.

(i) On 30th April, the mileage of track construction involved was as follows:-

	Depots.	Ports.	Yards.	Total.
Completed.	30	6	2	38
In hand.	5	1½	½	7
Authorised but not yet commenced.	-	-	-	-
Total.	35	7½	2½	45

Above figures do not include siding repair and construction carried out by U.S. units.

(ii) Depot Construction.

The main development during April was the construction of the new Tn.S.D. at Casalnuovo, Naples. This was put in hand under emergency conditions to meet unexpectedly heavy deliveries of American track materials. The first storage sidings with main line connections were laid just in time to receive deliveries landed from ship. Extensions to the existing rail services at Caserta D.S.D. and Carbello E.S.B.D., and a new siding for a salvage depot at Torre Annunziata were ordered during the month. The last two jobs were taken over by American units.

(iii) Port Facilities.

Improvements to port facilities at Bari Docks are almost completed, and most of the new tracks are in full use.
Work is in hand on improvements to rail layout in Taranto Docks.

(e) A list of all works completed during April and in hand on April 30th is given at Appendix 6.

(f) Employment of Units.

(i) There has been no change in the constitution of Groups during the month.

(ii) H.Q., 187 M.E.(Tn) Coy. R.E. has moved from Trani to Naples, and Nos. 61 and 62 Tunnelling Coys. S.A.E.C. have arrived in Ortona and are at work.

(iii) Details of location and employment of Italian Railway Construction Companies is given at Appendix 7.

(iv) Detail of labour employed is given at Appendix 6.

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Authorised but not yet commenced.	-	-	-	-
Total.	35	7½	2½	45

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(iii) Details of location and employment of Italian Railway Construction Companies is given at Appendix 7.

(iv) Detail of labour employed is given at Appendix 8.
Dilution of labour overall is 21%.

(v) During the month, Railway Construction Companies have been issued transport up to the full scale of W.E. IV/16/4.

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5. RAILWAY OPERATING & WORKSHOPS.

(a) ORGANISATION.

(1) The concentration of British Operating Units, as referred to in Progress Report No 7 continued during the month. 1 Railway Operating Group RE and a detachment of 1 Officer and 100 O.Rs of 189 Railway Operating Coy, RE arrived from North Africa 20 April and moved to BARI. 1 Railway Operating Group RE will replace 6 Railway Operating Group RE which together with the new Divisional Increment (as recommended by Brigadier J.A. Bell, C.B.E., D.Tn, M.E.F.- will form the staff of the D.D.Tn (Railways) for supervision of the work of NOs 1 and 2 Railway OPerating Groups.

(2) In accordance with agreement reached in March, mentioned in Progress Report No 7 w.e.f. 1st April 1944 the I.S.R. assumed direct charge of the operating in the Bari Division with exception of the line TERMOLI - North. In the reserved transportation areas on docks and quays, and in depots and dumps, British Operating personnel still continue full operation, i.e. BARLETTA, BARI, BRINDISI and TARANTO areas, which includes the operation of the railway from ARSENALE to COLLEBASSO, and the privately owned line from S.SPIRITO to BITONTO. British Operating personnel were retained on the BARI Division as observers and as intermediary between Movements and the I.S.R. on operating matters, working as required on loco maintenance, giving advice and assistance when required and supplying information necessary for supervision from Company Commander level and above.

(3) Changes in Officer personnel that have occurred during the month are shewn in Appendix 2.

(b) OPERATING.

British Operating personnel continued to work all traffic from TERMOLI to railhead which was not extended during April. SAN VITO DI LANCIANO, which was first used on 10 February, still remained the most advanced railhead. ORTONA was opened to operation by Construction on the 10th April, but there is little likelihood of it being used as a railhead, until it is out of range of enemy shell fire.

On the 12th April, a pilot enginewas shelled without damage, whilst working near the Muro Tunnel South of ORTONA. ORTONA was heavily shelled on the 15th April by 210 m.m. guns. Previous shelling had been by 88 m.m. guns.

A Junker 88 was shot down at SAN VITO DI LANCIANO on the 15th April after it had flown up the line.

As mentioned above the full responsibility for the operation of the Bari Division south of TERMOLI was handed back to the I.S.R. on the 1st April. In general the standard of operating by the Italians was good, time keeping and clearance being satisfactory. Difficulties were experienced through the lack of a proper system of rolling stock control. Orders issued after agreement with the Divisional Office were found to be unworkable as the lower grades had never worked to any system of detailed control from higher authority. This difficulty

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The flow of traffic to railheads in East Italy and across country increased proportionately throughout the month with the continued intensified docks clearance from East Side ports. The target figure of 19 booked freight trains daily from BARI to FOGGIA, as mentioned in Progress Report No. 7 was not actually reached as at no time during the month was there sufficient traffic.

A record for one days work however, was registered on the 14th April, when 18 freight trains, 590 wagons were moved from BARI to FOGGIA and 7 freight trains, 240 wagons from BRINDISI to BARI.

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The average number of wagons daily through FOGGIA for Eastside railheads, Westside and local north dumps was:-

Week ending:-	1 Apr.	8 Apr.	15 Apr.	22 Apr.
	761	616	761	814

On the 4th April, a freight train travelling from BARI to FOGGIA passed the Home signal at danger at the OFANTO bridge between BARLETTA and OFANTO and proceeded down the overun, hitting stops block and engine and tender falling into the river. The three leading wagons became derailed but were so firmly embedded in the embankment that they prevented further wagons from falling into the river. One U.S. soldier and two Italian train guards were killed,but the Italian train crew and British pilot only sustained slight injuries and shock.

In its fall the engine hit the end of the Bailey Bridge making it unsafe for the passage of engines. Trains were propelled, therefore, over the bridge until occupation of the bridge for repairs from 5th to 6th April.

During the occupation period, seven trains were diverted via SPINAZZOLA and ROCHETTA for which credit must be given to the I.S.R. and British Operating personnel when consideration is given to the fact that no traffic was normally worked over the ROCHETTA - CANDELA section, and that only a triweekly service on the other sections. Extra relief train crews, inspectors, and coal had to be sent to ROCHETTA. The effect on the system though was serious as preference had to be given to north bound trains which resulted in an acute shortage of empties for twenty four hours at the Docks, where a heavy discharge programme was in progress. The situation, however, was normalised by the 8 April.

On the 21st April the TERMOLI - SAN SPIRITO daily leave train was extended to operate to and from ISTONIA.

On the 22nd April the speed restrictions in force over the SINARCA and SANGRO bridges were lifted to 60 k.p.h. and 45 k.p.h. limits for the respective sections of line.

CEPPELA Station - Km 433.8 (between TERMOLI and MONTENERO) was equipped with block telephone and was brought into operation as a block post on the 13th April.

Repairs to I.S.R. semaphore signals on the TERMOLI - Railhead section continued, Semaphore signals at MONTENERO and CEPPELA stations became operative as from the 12th and 24th April respectively.

Double line between PARCO NORD and BARI MARITTIMA was completed 22nd April. Single line traffic working was introduced on both lines - one line for traffic to and from the docks, and the second line for the heavy movement of refrigerator wagons to and from the Field Butchery.

The SAN SPIRITO - BITANTO private railway was opened as an Ammunition depot on the 1st April.

Main line running times showed an improvement during the month. [illegible] with statistics indicating the amount of traffic

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On the 21st April the TERNOLI - SAN SPIRITO daily leave train was extended to operate to and from ISTONIA.

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COPPELA Station - Km 433.8 (between TERNOLI and MONTENERO) was equipped with block telephone and was brought into operation as a block post on the 13th April.

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The SAN SPIRITO - BITANTO private railway was opened as an Ammunition depot on the 1st April.

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 the different sections by the months average day are given at Appendix 9.

(c) Locomotives.

In spite of the increased number of trains run during the month and the laying aside of additional locomotives the availability of locomotives for service remained the same as last month.

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For comparison with Appendix 11. of last months report the total figures for the end of the month are shown below:-

Type of Engine.	Unserviceable. Total Stock.	Laid Aside	Waiting Heavy repairs.	Service repairs at shops or heavy running shed rep.	Serviceable. Available.	Daily average under running reps.	Available. for traffic.
Main line.	297	40	15	36	206	55	151
Shunting.	101+	8	5	5	83	28	55+
Total.	398	48	20	41	289	83	206

+ includes 2 Diesels (350 H.P.)

The situation in the Calabrian Division (now under American control is as follows:-

	Total Stock.	Undergoing or Waiting Repair.	Available.
Main line.	96	64	32
Shunting.	26	15	11
Total.	122	79	43

A review of the repair situation for the main line engines up to the end of August has been taken with the following anticipated results.

Unless the American shops at NAPLES can take in more engines for General Repairs a further ten engines will have to be laid aside.

Service repairs (70,000 miles) are now up to date and can be covered currently till the end of the year.

The type of repair corresponding to a British valve and piston, and Boiler clean out is however behind hand now and in addition due to a large number of engines falling due during May and June the position will become worse.

To assist the sheds in this direction it is hoped to arrange for at least 36 engines requiring this type of repair to be put through the Shops at Foggia which should enable the position to be normalised by the end of August for all classes of repair except General.

9 Engines were turned out of FOGGIA shops during the month, 8 of which were heavy service repairs. 3 East side engines were accepted for General repairs by the Americans at their NAPLES shops.

5 ex G.W. 0-6-0 W.D. Railway engines were landed at BRINDISI between 5th and 8th and all were in service at BARI by week ending 15 April.

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Shunting.	101+	8	5	5	83	28	55+
Total.	398	48	20	41	289	83	206

+ includes 2 Diesels (350 H.P.)

The situation in the Calabrian Division (now under American control, is as follows:-

	Total Stock.	Undergoing or Waiting Repair.	Available.
Main line.	96	64.	32
Shunting.	26	15	11
Total.	122	79	43

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5 ex G.W. 0-6-0 W.D. Railway engines were landed at BRINDISI between 5th and 8th and all were in service at BARI by week ending 15 April.

The two L.M.S. 350 H.P. Diesel Electric locos have been working at BARI on trip working and have proved most useful.

(d) Carriages and Wagons.

A demand for the construction of two further Ambulance trains was received on 26 March with a request that they be made available for service at the earliest possible date. It was planned that the first train should be completed by 12 May and the second by the end of the month. Work is proceeding well and the equipment should be completed by the dates named.

/The repair of

/to SHEET 23.

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The repair of wagons by 163 Railway Workshop Coy. at FOGGIA continues to be satisfactory, 505 wagons being turned out during the month. A further 650 wagons were repaired at the various I.B.R. wagons shops on the East side. The back log of cripples dropped from 650 at the beginning of the month to 500 at the close.

The construction of two Ambulance trains combined with the three monthly inspection which fall due on the other trains during May will reduce the number of wagons which can be turned out next month.

6 TRANSPORTATION STORES.

(a) Construction of Transportation Stores Depots.

News of the shipment in UGS 38 and 39, some time earlier than expected, of 30 miles of track and 200 turnouts from U.S.A. gave a decided impetus to the construction of the new Tn. Stores Sub-Depot at Casalnuovo referred to in my last report. Work commenced on 13 April, and delivery of sleepers by road on 19th April. Deliveries of rails and turnouts by rail commenced on 24 April, by which time one reception siding, the shunting neck and one depot siding were ready for traffic.

No.7 T.S.S.D. at Nocera is now practically full with track materials. All inwards traffic will cease after 3 May and the depot will then be used for outward consignments.

The erection of 3 Romney huts at 5 T.S.D. Sepugno (Bari) has been completed and 2 additional huts have been released for this depot.

(b) Depot Labour.

Due to their heavy character, Tn. stores appear to be disliked more than any other class of stores by civilian labour and labour remains one of our principal problems.

A critical situation at Nocera early in the month, where the number of wagons under load rose to 105, was relieved by the provision by LAB of 100 Basutos from a Camp Coy. Female civilian labour was also recruited and, although declining to move sleepers, proved better workers than the men at handling permanent way' mails' and clearing the ... of ashes deposited by Vesuvius.

At Poggioreale LAB was unable to meet a demand for an increase from 250 to 300 in male civilian labour and 50 Bechuanas or 50 Indians have been allotted.

At Casalnuovo, labour has been provided temporarily by personnel of 997 Docks Operating Coy. supplemented by 50 Indians, and male and female civilians. On the first day that male civilians were engaged 150 arrived, 22 were left by noon and 9 by 1700 hrs. the same day. Arrangements are now being made for the employment of an Italian Pioneer Coy.

Similar difficulties have arisen on the East side, particularly through a shortage of M.T. to collect labour from outlying villages.

(c) Arrivals of stores.

Convoys KMS 45, 46, 47, UGS 36, 37, 38, MKS 45, 46, 47 and GUS 35, 36, 37 arrived this month with a total of approx. 20,000 tons of Tn. stores. The principal items consisted of 50 miles of track (30 miles ... of various types and 22 mobile cranes.

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Convoys MKS 45, 46, 47, UGS 36, 37, 38, MKS 45, 46, 47 and GUS 35, 36, 37 arrived this month with a total of approx. 20,000 tons of Tn. stores. The principal items consisted of 50 miles of track (30 miles from U.S.A.), 70 harbour craft of various types and 22 mobile cranes. The clearance from Naples port to 6 T.S.D. of the 3,200 tons of Burma - Yunnan bridging which commenced discharge on 25 March was completed on 5 April.

(d) Movement of Stores to and from depots.

An improvement in the loading of wagons is reported from ports in both East and West Italy. Previously the receipt of mixed and badly stowed loads had added considerably to the time required for wagon clearance in depots and caused a demand for cranes for unloading stores which should normally be manhandled. Since depot clearance is a conditioning factor of port clearance a vicious circle is thus created.

/The proportion of

/to SHEET 14.

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The proportion of road to rail traffic in the clearance of Tn. stores from ports to depots and in despatches from depots, is indicated by the following table for April.

	Vehicles Received and unloaded.	Vehicles loaded and despatched.	Total.
Rail wagons.	650	200	850
M.T.	2,520	480	3,000
	3,170	680	3,850
Approx. tonnage.	22,600	7,790	30,390

The maximum number of MT unloaded in one day at 6 T.S.D. in April was 120.

(e) Bridging.

1 - 40 ft sectional bridge and 77 tons light steel trestling comprised the total receipts of bridging in April. 1329 tons of standard bridging and trestling from U.K. and 1050 tons of light steel trestling from U.S. are due to arrive in May but it seems clear from your 57/Italy/12 of 28 March. 44 that we shall not receive any bridging from either U.K. or U.S.A. in June. Provided deliveries from U.S.A. commence in July as phased the p ition should be satisfactory.

Following the stock check of all bridging in March, transfers of bridging are in progress to adjust holdings to 2/3rds at 6 T.S.D., Naples and 1/3rd at 5 T.S.D., Bari.

Excellent progress is being made with the manufacture by 6 T.S.D. of some 1200 minor parts, cover plates, angles, packs etc., to complete deficiencies in bridges and erection equipment. A demand to replace missing parts which cannot be manufactured locally will be submitted to the War Office.

(f) Track.

The track position at the middle of April was as follows:-

		Total received.	Total issued.	Stock.
Plain line	(miles)	95	50	45
Additional sleepers	(miles)	61	17	44
Turnouts.	(each)	506	271	235

Imports of sleepers over and above those forming part of complete track cease after April.

To date approximately 18,000 sleepers have been obtained from the British Army Reserved Zone in Calabria and approximately 38,000 by the M.R.S. from the U.S. Army Reserved Zone in Calabria.

WORKS have been asked whether they are prepared to accept

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Approx. tonnage. 22,000

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WORKS have been asked whether they are prepared to accept responsibility for sleeper production in Calabria, where they are already exploiting timber production with their own organisation. After reconnaissance they state that it may be possible to produce 10,000 a month but that the balance of our estimated requirements of 40,000 a month would have to be obtained by Tn. from the Monaco, Castrovillari Movano area which is in the 'free' area. We shall reconnaissance this area as soon as an officer can be spared, but movement of the sleepers is likely to be the major problem and we see no immediate prospect of stopping imports of sleepers with complete track. This contingency is covered by your decision to provision 200 miles of sleepers in Middle East for this theatre.

/(g) Timber.

/to SHEET 15.

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(g) Timber.

The shortage has been eased slightly by deliveries from the forests but only to the extent of meeting urgent current demands for ambulance trains and wagon repairs. Until holdings in our own depots are on a scale to meet without delay the very heavy demands of Tn. units, the position will never be satisfactory. 360 tons have been released against our bulk demand of 1900 tons for delivery April - June but none has been received to date.

(h) Cement.

Our demands for 450 tons of cement in West Italy in April were met without difficulty, but the position has been less satisfactory in East Italy where due to production limitations only 1075 tons were released against our demands for 1500. The effect has been to stage back permanent repairs to bridges which are being carried out by the I.S.R.

(j) Industrial Gases.

A bottleneck in the supply of oxygen in West Italy has been temporarily overcome by the allocation of the ILVA plant (previously used for the supply of breathing oxygen to USAAF) to meet the joint requirements of ORD (Br) and Peninsular Base Section. This arrangement is subject to review and is dependant upon Air Force requirements of breathing oxygen being met from the Taranto plant.

(k) Plant and Craft Spares.

A complete census is being taken of harbour craft and plant of all services provision held by Tn. units in Italy and plant (principally mobile cranes) of Tn. provision held by other services. The primary purpose is to complete our records of the essential information governing the provision of spares, to supply ORD with complete details of common power units, and BAS with details of marine engines upon which the "automatic flow" of spares will be based.

Spares generally are very scarce and receipts are quite insufficient to meet demands. Efforts are being made to manufacture locally wherever possible but there are obvious limitations. REME is undertaking the manufacture of tyres for Ransome Rapier cranes from old tank track pads and certain other items.

D.M.E., A.F.H.Q. has ruled that REME are responsible for all echelon repairs to mobile cranes held by ORD and REME and for 4th Echelon repairs to mobile cranes held by WORKS and TN(Br).

(l) Local resources and production.

Structural steel sections, cordage and chemicals have been obtained through Local Resources Section. A quantity of firebricks of I.S.R. standard pattern have been found in Sardinia and arrangements are in progress to ship them to Italy. Sardinia has well equipped works for the production of firebricks and fireclay and a further order is being placed. In accordance with D.G.M.E's policy that I.S.R. should [illegible] organisation going we asked the I.S.R.

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/A number of foundries.

/to SHEET 16. 27

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A number of foundries at Bari were inspected by the 2 Officers loaned by M.E. - Capt Argyle and Lieut Britton - during their survey of I.S.R. requirements and local resources in E. Italy, and as a result a well equipped foundry (Nicola Bialla Eredi) was selected for the production of ferrous and non-ferrous castings. The Bari Compartimento of the I.S.R. has been instructed to place orders for the requirements of the I.S.R. and Railway Workshop Coys. Military assistance is given in the procurement of materials. Crucibles have been provided from Naples Arsenal, scrap copper and bronze from I.S.R. and ORB, pig iron from ISR depot at Poggioreale, and strap iron from SALVAGE, WORKS and other sources. The most difficult materials are non-ferrous ingot, foundry and core sand, facing materials, ganister and core gum.

As an example of production, 700 firebars, 20 brake blocks and 20 firehole protecter plates were produced by this foundry on 26th April.

Tn stocks of refined tin and antimony (reserved from quantities ordered for the C.F.A. in North Africa) are being converted to white-metal in this foundry, scrap copper and lead being obtained from I.S.R. and through Local Resources Section.

(m) Stores Requirements of the Civil Railways.

The two Officers loaned by D.Tn, M.E.F., have completed their survey of civil railway resources and requirements in East Italy and are now returning to M.E. The lists they have prepared of stocks and estimated requirements at each running shed and workshop visited are now being summarised with the object of arranging the supply of stores necessary for the maintenance of essential military and civil traffic.

No large stocks of stores were found in the course of the survey but at certain sheds, particularly Taranto, useful stores were found tucked away in various places and these included items such as leather belting for which frantic appeals had been received from the I.S.R. The lack of an efficient central control and the tendency to lean heavily on the military authorities instead of helping themselves was very noticeable at all the I.S.R. depots whereas the privately-owned Sud Est Railway has displayed marked initiative in improvisation and manufacture of spare parts. The Sud Est store is larger than any store found on the I.S.R. with the exception of Poggioreale.

7. FINANCE.

(A) RAILWAYS.

(a) Losses in Transit.

Some time ago the Legal Division of the Allied Control Commission expressed the opinion that no useful purpose would be served, under existing conditions, in preferring claims against the Italian State Railways for losses of, or damage to, goods in transit. Subsequently this opinion was referred, by this Branch,

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7. FINANCE. (A) RAILWAYS.

(i) Losses in Transit.

Some time ago the Legal Division of the Allied Control Commission expressed the opinion that no useful purpose would be served, under existing conditions, in preferring claims against the Italian State Railways for losses of, or damage to, goods in transit. Subsequently this opinion was referred, by this Branch, to the Assistant Financial Adviser, C.M.F., for his concurrence. The latter has now replied that, having discussed the matter with the Finance and Internal Transportation Sub-Commissions (A.C.C.), and the Financial Adviser, A.F.H.Q. the matter need not be pursued further at this stage. It was also stated that the Financial Adviser, A.F.H.Q. had reported the facts, departmentally, to the War Office.

(ii) Passenger and Freight Warrants.

A steady increase in the number of warrants now being received is apparent. The total number received for the period under review is in the neighbourhood of 9,000; this is an increase of 2,500 on the last period.

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Military warrants are being issued in respect of coal which is being hauled from the Port of Gallipoli to Bari for use by the Italian State Railways; separate figures for this class of traffic are shown in the Railway Freight Statistics.

(B) STORES.

(i) Issues to Italian Co-operators.

It appears that the arrangements made by A.D.In (F) and the Assistant Financial Adviser, C.M.F., regarding stores issued to Italian Co-operators, were that the Assistant Financial Adviser would be informed of such issues, not on a monthly basis, but as and when railway works were completed and handed over to the Italian State Railways. This therefore revises the statement made in last month's report on this subject.

(ii) Records of Issues and Receipts between British and U.S.Forces.

It is understood that from existing records it is not possible to record, accurately, issues and receipts of stores between the British and U.S. Forces. The position is that although it is possible to distinguish between British and U.S. Stores in the majority of cases, such distinction is in the physical sense only, and is of little value since it does not prove whether the stores are British or U.S. owned. Included in the stores received in this Theatre are both British and U.S. types, supplied from U.S. and British sources respectively, which have, presumably, already been subjected to reciprocal aid/Lend-lease procedure.

From a similar standpoint it will also be realised that issues to U.S. Forces cannot be accurately recorded as such, even when British material is issued, because the latter may have been already dealt with under reciprocal aid procedure, according to the particular channels through which it was supplied.

The whole question is at present under discussion with the Financial Adviser, A.F.H.Q.

(iii) Local Purchase of Sleepers - Financial arrangements.

The financial arrangements, mentioned in last month's report, in connection with the local supply of sleepers, have now been cancelled. It has been decided that from the point of view of uniformity and general control they should be obtained through Works Services and suitable arrangements have been made whereby the latter will be responsible for clearing all contractors bills.

(C) CONSTRUCTION.

(i) Sud-Est Railway - Financial Arrangements.

A bill was received for 351,000 lire from the Sud-Est Railway

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(C) CONSTRUCTION.

(i) Sud-Est Railway - Financial Arrangements.

A bill was received for 351,000 lire from the Sud-Est Railway in respect of construction works executed in military depots. Since, under the terms,of the Armistice the Italian State Railways are responsible financially for the Sud-Est Railway in so far as Allied Military requirements are concerned, this bill has been passed to the former for settlement.

(ii) Costing. Completion reports continued to be received.

(D) STATISTICS. Railway (Passenger and Freight) and Port Working Statistics for the whole of Italy are shown in Appendices 10 - 14.

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

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APPENDIX 1.

LOCATION STATEMENT.

TN. UNITS., C.M.F.

30 APRIL, 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.	Det. Taranto.
993 Docks Operating Coy. R.E.	Brindisi.	
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. 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.	Dets. Monopoli, 266 Force.
1014 Docks Operating Coy. R.E.	Bari.	Det. Attached 5 Army.
1017 Docks Operating Coy. R.E.	Bari.	Det. Molfetta.
1021 Docks Operating Coy. R.E.	Bari.	
1064 Docks Operating Coy. R.E.	Barletta.	
1041 Port Operating Coy. R.E.	Bari.	
945 IWT (Port) Operating Coy. R.E.	Bari.	Dets. Algiers, Manfredonia.
1019 Port Maintenance Coy. R.E.	Bari.	Det. Barletta.
1065 IWT Workshop Coy. R.E.	Molfetta.	Dets. Mola di Bari, Manfredonia.
208 / 209 Indian "Z" Craft Optg Coy.I.E.	Bari.	Dets. Naples, Manfredonia.
No.1 I.W.T. Company (Italian)	Bari.	
ATTACHED.		
1222/3 Shipworking Section, R.E.	Bari.	
1224/5 Shipworking Section, R.E.	Bari.	

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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. 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.	Dets. Monopoli, 266 Force.
1014 Docks Operating Coy. R.E.	Bari.	Det. Attached 5 Army.
1017 Docks Operating Coy. R.E.	Bari.	Det. Molfetta.
1021 Docks Operating Coy. R.E.	Bari.	
1064 Docks Operating Coy. R.E.	Barletta.	
1041 Port Operating Coy. R.E.	Bari.	
945 IWT (Port) Operating Coy. R.E.	Bari.	Dets. Algiers, Manfredonia.
1019 Port Maintenance Coy. R.E.	Bari.	Det. Barletta.
1065 IWT Workshop Coy. R.E.	Molfetta.	Dets. Mola di Bari, Manfredonia.
208 / 209 Indian "G" Craft Optg Coy. I.E.	Bari.	Dets. Naples, Manfredonia.
No.1 I.W.T. Company (Italian)	Bari.	
ATTACHED.		
1222/3 Shipworking Section, R.E.	Bari.	
1224/5 Shipworking Section, R.E.	Bari.	
H.Q., No.3 Port Constn.& Repair Gp.RE.	Bari.	
932 Port Constn.& Repair Coy. R.E.	Bari.	Det. Taranto.
975 Port Repair Ship, R.E.	Brindisi.	
41 Harbour Construction Coy. SAEC.	Bari.	Dets. Brindisi, Manfredonia.

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APPENDIX 1.

Sheet 2.

LOCATION STATEMENT.

TN. UNITS., C.M.F.

30 APRIL, 1944.

Unit.		Location.	Remarks.
HQ. No.1 Railway Constn.& Mtnce Group,R.E.		Naples.	
150 Railway Construction Coy. R.E.		Cancello Arnone.	Rear H.Q. - Naples.
159 Railway Construction Coy. R.E.		Guigliano.	Dets. Villa Literno, Casalnuovo.
160 Railway Construction Coy. R.E.		Falciano.	
161 Railway Construction Coy. R.E.		Mignano.	Det. Vedesca.
167 Railway Bridging Coy. R.E.	1 Section.	Naples.	Dets. Apice, Mignano.
29 Railway Survey Coy. R.E.	2 Section.	Naples.	
46 M.E. (Tn) Section, R.E.		Naples.	
HQ. No.3 Railway Telegraph Coy. R. Sigs.		Naples.	
42 Railway Line Maintenance Sec. R.Sigs.		San Marcellino.	Det. Villa Literno.
76 Railway Telegraph Optg. Sec. R. Sigs.		Naples.	Dets. Bari, Foggia.
HQ. No.1212 Railway Constn.& Mtnce Gp.RE.		Torre Peloza.	
10 Railway Construction Coy. R.E.		Torre Peloza.	Dets. Brindisi, Taranto.
29 Railway Survey Coy. R.E. (H.Q.)		Torre A Mare.	
No. 1 Section.		Mesagne.	
No. 3 Section.		Cozze.	
167 Railway Bridging Coy.R.E.	2 Section.	Ripalta.	
45 M.E. (Tn) Section, R.E.		Bari.	
187 M.E. (Tn) Coy. R.E.		Naples.	
HQ. No.2 Railway Telegraph Coy. R. Sigs.		Vasto.	
21 Railway Line Maintenance Sec. R.Sigs.		Termoli.	Dets. Brindisi, Barletta, San Severo, Foggia, Bari.
22 Railway Line Maintenance Sec. R.Sigs.		Vasto.	Dets. Casalbordino, Ripalta, Fossacesia, San Vito, Lcbba.
72 Railway Telegraph Optg. Sec. R. Sigs.		Foggia.	Dets. Brindisi, Fossacesia, Taranto, Termoli, Bari, Vasto.
HQ Railway Construction Engineers, SAEC.		Fossacesia.	

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150 Railway Construction Coy. R.E.		Cancello Arnone.	Rear H.Q. - Naples.
159 Railway Construction Coy. R.E.		Guigliano.	Dets. Villa Literno, Casalnuovo.
160 Railway Construction Coy. R.E.		Falciano.	
161 Railway Construction Coy. R.E.		Mignano.	Det. Vadesca.
167 Railway Bridging Coy. R.E.	1 Section.	Naples.	Dets. Apice, Mignano.
29 Railway Survey Coy. R.E.	2 Section.	Naples.	
46 M.E. (Tn) Section, R.E.		Naples.	
HQ. No.3 Railway Telegraph Coy. R. Sigs.		Naples.	
42 Railway Line Maintenance Sec. R.Sigs.		San Marcellino.	Det. Villa Literno.
76 Railway Telegraph Optg. Sec. R. Sigs.		Naples.	Dets. Bari, Foggia.
HQ. No.1212 Railway Constn.& Mtnce Gp.RE.		Torre Peloza.	
10 Railway Construction Coy. R.E.		Torre Peloza.	Dets. Brindisi, Taranto.
29 Railway Survey Coy. R.E. (H.Q.)		Torre A Mare.	
No. 1 Section.		Mesagne.	
No. 3 Section.		Cozze.	
187 Railway Bridging Coy.R.E.	2 Section.	Ripalta.	
45 M.E. (Tn) Section, R.E.		Bari.	
187 M.E. (Tn) Coy. R.E.		Naples.	
HQ. No.2 Railway Telegraph Coy. R. Sigs.		Vasto.	
21 Railway Line Maintenance Sec. R.Sigs.		Termoli.	Dets. Brindisi, Barletta, San Severo, Foggia, Bari.
22 Railway Line Maintenance Sec. R.Sigs.		Vasto.	Dets. Casalbordino, Ripalta, Fossacesia, San Vito, Lobba.
72 Railway Telegraph Optg. Sec. R. Sigs.		Foggia.	Dets. Brindisi, Fossacesia, Taranto, Termoli, Bari, Vasto.
HQ Railway Construction Engineers, SAEC.		Fossacesia.	
38 Railway Construction Coy. SAEC.		San Vito.	Det. Ortona.
39 Railway Construction Coy. SAEC.		Fossacesia.	Det. Ortona.
40 Railway Construction Coy. SAEC.		Sangro.	Dets. Sinarca, Vasto.
61 Tunnelling Coy. SAEC.		Ortona.	
62 Tunnelling Coy. SAEC.		Ortona.	
HQ. No.1 Railway Operating Group, R.E.		Bari.	
189 Railway Operating Coy. R.E.		Bari.	Det. Trani.
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 Workshops, R.E.		Termoli.	

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APPENDIX 1.

Sheet 3.

LOCATION STATEMENT.

TN. UNITS., C.M.F.

30 APRIL, 1944.

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

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HQ. No. 6 Railway Operating Group, R.E.	Bari.	
153 Railway Operating Coy. R.E.	Bari.	
192 Railway Operating Coy. R.E.	Taranto.	Det. Brindisi.
5 Railway Mobile Workshops, R.E.	Bari.	
Workshops.		
163 Railway Workshops Coy. R.E.	Foggia.	
HQ. No.3 Transportation Stores Group,R.E.	Bari.	
3 Tn.S.D. - 196 Tn. Stores Coy. R.E. Detachment.	San Pietro Varnotico, Nr. Brindisi. Tuturano.	
5 Tn.S.D. - 196 Tn. Stores Coy. R.E.	Modugno, Nr. 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. REVISION OF ESTABLISHMENTS.

(a). Amendment to H.Q. Transportation Stores Group, R.E.

The upgrading of the Junior Officer in the H.Q. Group from Subaltern to Captain has been approved by W.E.C., A.F.H.Q., and submitted to War Office.

(b). Transportation Stores Port Section,R.E. (MA.386/1).

This establishment has been approved by W.E.C., A.F.H.Q., but authority has not yet been given for implementation. A copy of the W.E. is at Appendix 2B.

(c). 196 Tn. Stores Coy. R.E. and Tn. Stores Port Sections, R.E.

The proposal to convert 196 Tn. Stores Coy. R.E. from W.E. IV/20/3 to W.E. XIII/207/1 thus bringing 196 Coy on to the same W.E. as 156 Coy and to form two Tn Stores Port Sections from the personnel released is still before W.E.C., A.F.H.Q.

(d) Increment to Railway Operating Groups R.E.(Italy)(MA.385/1).

This Establishment has been approved by W.E.C., A.F.H.Q., but authority has not yet been given for Implementation. A copy of the W.E. is at Appendix 2A.

(e). 187 M.E. (Tn) Coy. R.E.

Consideration is being given to the conversion of the Coy H.Q. from W.E.IV/220/3 to IV/220/4 and of the Sections from W.E.IV/220/2 to IV/220/3.

The total effect would be to loose 14 men and to gain 2 10 ton lorries 3 3 ton tipping lorries and and 8 transporter units. This is undesirable as the personnel available for driving and maintaining the transport and Tn. Pool plant, is already insufficient in numbers for the job.

The amount of plant in use justifies the formation of a third Section, and this idea is being explored.

(f) No.1 and No.2 Railway Bridging Sections,R.E.

The conversion of these units from W.E.IV/112/2 to M.A. 357/1 which allows for a 2 seater car and driver for the O.C. has now been approved.

(g) "Z" Craft Operating Coys.

The preparation and submission of a new establishment amalgamating Det. 208 "Z" Craft Operating Coy and 209 "Z" Craft Operating Coy has been suspended in view of the possibility of further "Z" Craft personnel being sent from Mideast.

(h) H.Q. L.W.T. Group (Type "C") R.E. (W.E.IV/222/1).

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authority has not yet been given for implementation. A copy of the W.E. is at Appendix 2B.

(c). 196 Tn. Stores Coy. R.E. and Tn. Stores Port Sections, R.E.

The proposal to convert 196 Tn. Stores Coy. R.E. from W.E. IV/20/3 to W.E. XIII/207/1 thus bringing 196 Coy on to the same W.E. as 156 Coy and to form two Tn Stores Port Sections from the personnel released is still before W.E.C., A.F.H.Q.

(d) Increases to Railway Operating Groups R.E.(Italy)(WA.385/1).

This Establishment has been approved by W.E.C., A.F.H.Q., but authority has not yet been given for Implementation. A copy of the W.E. is at Appendix 2A.

(e). 187 M.E. (Tn) Coy. R.E.

Consideration is being given to the conversion of the Coy H.Q. from W.E.IV/220/3 to IV/220/4 and of the Sections from W.E.IV/22D/2 to IV/22D/3.

The total effect would be to loose 14 men and to gain 2 10 ton lorries 3 3 ton tipping lorries and and 8 transporter units. This is undesirable as the personnel available for driving and maintaining the transport and Tn. Pool plant, is already insufficient in numbers for the job.

The amount of plant in use justifies the formation of a third Section, and this idea is being explored.

(f) No.1 and No.2 Railway Bridging Sections.R.E.

The conversion of these units from W.E.IV/112/2 to M.A. 357/1 which allows for a 2 seater car and driver for the O.C. has now been approved.

(g) "Z" Craft Operating Coys.

The preparation and submission of a new establishment amalgamating Det. 208 "Z" Craft Operating Coy and 209 "Z" Craft Operating Coy has been suspended in view of the possibility of further "Z" Craft personnel being sent from Mideast.

(h) H.Q. I.W.T. Group (Type "C") R.E. (W.E.IV/222/1).

The importance of Inland Water Transport in the present operations is considerable and the number of I.W.T. Units being employed is on the increase. A proposal has therefore been submitted to W.E.C.,A.F.H.Q., for the formation of a Headquarters I.W.T. Group (Type "C")R.E. W.E.IV/222/1.

At the moment there are 9 I.W.T. Units under D.Tn.A.A.I. as under;-

UNITS.	LOCATION.
945 I.W.T.(port) Operating Coy.R.E.	BARI.
947 " " " " " "	BRINDISI.
	Det. TARANTO.
1065 I.W.T. Workshop Coy.R.E.	MOLFETTA.
	Dets. MOLA DI BARI.
	BRINDISI.

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UNITS.	LOCATION.
Det.208 Indian "Z" Craft Operating Coy.I.E.	NAPLES.
209 Indian "Z" Craft Operating Coy.I.E.	BARI.
	Det. NAPLES.
1° Compagnie Portuale (I.W.T.)	BARI.
2° " " "	TARANTO.
3° " " "	Under formation.
4° " " "	To be formed.

As two of the three Docks Groups R.E. in C.M.F. have respectively 10 and 19 Units (inclusive of I.W.T. Units) under their command, it is desired to relieve the H.Q. of these Groups of the Administration of I.W.T. Units.

The increasing demands of a specialised nature made on these I.W.T. Units and the growing scope of their work, demand special treatment and they are therefore to be placed under a Headquarters of their own.

Approval in principle has already been given and provision within the existing manpower available is being made by the conversion of 994 Docks Operating Coy.R.E. now on W.E.IV/22B/3 to W.E.IV/114/1 (Type "B").

2. Formation of Italian Units.

(a) Railway Construction Units.

An increase of 2 Officers and over 200 O.Rs has brought the strength of the 2nd Italian Railway Engineering Group to 72 Officers and 1851 O.Rs.

A Railway Operating Section, strength 240, came from Sardinia some time ago and has been employed by D.G.M.R. A small Railway Construction Unit arrived from Sardinia at the end of the month and a further Railway Construction unit from Corsica is expected shortly. It is proposed to form a nucleus of a 3rd Railway Construction Bn. from the two latter units and any suitable personnel of the Railway Operating Section.

(b) Docks Operating Coys.

Training of all four Coys continued throughout the month, but so far only 924 Coy has been formally handed over to Tn. 922 Coy has been at our disposal for training for the whole month, although on several occasions O.C. Pioneer Group had to call on this unit for Quay labour. Both these Coys may now be considered to have completed their preliminary training and are now employed on ship working with little supervision. 923 Coy should finish preliminary training by May 6. 921 Coy which was the last to begin training (on April 18) is showing promise of making up for its late start by having rather better material than 922 Coy.

The Stevedores of 922 Reparto Portuale are now capable of working general cargo with a minimum of supervision and have worked ships without any assistance other than two British M.C.Os.

The arrival of Italian Naval personnel from Sardinia has eased the Quay labour situation at Taranto and Brindisi and it is hoped that 921, 922 and 923 Docks Operating Coys will be handed over to Tn. early in May. 921 Coy

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As two of the three Docks Groups R.E. in C.M.F. have respectively 10 and 19 Units (inclusive of I.W.T. Units) under their command, it is desired to relieve the H.Q. of these Groups of the Administration of I.W.T. Units.

The increasing demands of a specialised nature made on these I.W.T. Units and the growing scope of their work, demand special treatment and they are therefore to be placed under a Headquarters of their own.

Approval in principle has already been given and provision within the existing manpower available is being made by the conversion of 924 Docks Operating Coy.R.E. now on W.E.IV/225/3 to W.E.IV/114/1 (Type "T").

2. Formation of Italian Units.

(a) Railway Construction Units.

An increase of 2 Officers and over 200 O.Rs has brought the strength of the 2nd Italian Railway Engineering Group to 72 Officers and 1851 O.Rs.

A Railway Operating Section, strength 240, came from Sardinia some time ago and has been employed by D.C.M.P. A small Railway Construction Unit arrived from Sardinia at the end of the month and a further Railway Construction unit from Corsica is expected shortly. It is proposed to form a nucleus of a 3rd Railway Construction Bn. from the two latter units and any suitable personnel of the Railway Operating Section.

(b) Docks Operating Coys.

Training of all four Coys continued throughout the month, but so far only 924 Coy has been formally handed over to Tn. 922 Coy has been at our disposal for training for the whole month, although on several occasions D.C. Pioneer Group had to call on this unit for Quay labour. Both these Coys may now be considered to have completed their preliminary training and are now employed on ship working with little supervision. 923 Coy should finish preliminary training by May 6. 921 Coy which was the last to begin training (on April 16) is showing promise of making up for its late start by having rather better material than 922 Coy.

The Stevedores of 922 Reparto Portuale are now capable of working general cargo with a minimum of supervision and have worked ships without any assistance other than two British N.C.Os.

The arrival of Italian Naval personnel from Sardinia has eased the Quay labour situation at Taranto and Brindisi and it is hoped that 921, 922 and 923 Docks Operating Coys will be handed over to Tn. early in May. 921 Coy will then move to Bari.

The Strength and Location of units with detail of numbers trained is given below.

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Unit.	921 Reparto Portuale.	922 Reparto Portuale.	923 Reparto Portuale.	924 Reparto Portuale.
Location.	Brindisi.	Brindisi.	Taranto.	Taranto.
Officers.	13	14	8	11
Other Ranks.	391	425	347	369
Trained Men;-				
Winch Drivers.	35	70	66	99
Jumbo Winchmen.	-	-	18	32
Hatchway Men.	20	30	17	20
Crane Drivers.	-	24	10	19
Drivers T.P.	-	10	6	14
Riggers.	10	12	24	24
Checkers.	-	34	44	89

(c) I.W.T. PORT OPERATING COYS.

The first Italian I.W.T. Coy (4 Officers and 206 men) left Taranto on 12 April en route for Bari where it has made satisfactory progress in training under 945 I.W.T. Coy. The majority of the Coy are capable men and with training should make an efficient unit.

The second Italian I.W.T. Coy was formed at Taranto towards the end of the month. This Coy has as a nucleus 3 Officers and 125 men who have for some time been working under O.C.947.I.W.T.Coy at Taranto. It is now responsible for all I.W.T. work in this port.

A third Coy is due to be formed early in May.

Strength Location of I.W.T. Coys at 30 April.

Unit.	No.1 Compagnie Portuale.	No.2 Compagnie Portuale.
Location.	Bari.	Taranto.
Officers.	4	4
Other Ranks.	206	325
Employment.	A large proportion of the lighter work at Bari is being undertaken by this Unit.	This unit undertakes all lighterage work in Port under control of 947 I.W.T. Coy.

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Other Ranks.	394	425	347	369
Trained Men:-				
Winch Drivers.	55	70	66	99
Jumbo Winchmen.	-	-	16	32
Hatchway Men.	20	30	17	20
Crane Drivers.	-	21	10	19
Drivers T.P.	-	10	6	14
Riggers.	10	12	24	24
Checkers.	-	54	44	69

(c) I.W.T. PORT OPERATING COYS.

The first Italian I.W.T. Coy (4 Officers and 208 men) left Taranto on 12 April en route for Bari where it has made satisfactory progress in training under 945 I.W.T. Coy. The majority of the Coy are capable men and with training should make an efficient unit.

The second Italian I.W.T. Coy was formed at Taranto towards the end of the month. This Coy has as a nucleus 3 Officers and 125 men who have for some time been working under C.O.947.I.W.T.Coy at Taranto. It is now responsible for all I.W.T. work in this port.

A third Coy is due to be formed early in May.

Strength Location of I.W.T. Coys at 30 April.

Unit.	No.1 Compagnie Portuale.	No.2 Compagnie Portuale.
Location.	Bari.	Taranto.
Officers.	4	4
Other Ranks.	206	125
Employment.	A large proportion of the Lighter work at Bari is being undertaken by this Unit.	This unit undertakes all lighterage work in Port under control of 947 I.W.T. Coy.

/ To sheet 4.

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3. BUILD UP OF UNITS.

The following units are expected in Italy:-

Unit.	Strength.	Present Location.	Destination.	Remarks.
Det.945 IWT (Port) Operating Coy.	12	N.A.	Bari.	
Balance 156 Tn. Stores Coy.	71	N.A.	Naples.	To move when 2 TSD closes. 1 Offr & 30 of 156 available from 19/4, leaving 1 & 38 & 18 Italian Amls arranging move 1 Offr and 30
Det. 189 Rly Optg Coy.	254	N.A.	Heel.	Available end of April.
Det. 1041 (Mauritian) Port Optg.Coy.	60	N.A.	Bari.	ETA 2 May. For 5 Docks Group. Completes move.

4. CHANGES IN OFFICER PERSONNEL.

A. Tn. Organisation & Administration.

Nil.

B. Railway Operating.

Capt. R.G. Wilson.	S/Capt.(Tn).	D.A.D.Tn(Rly Op) with acting Rank of Major vice Major E.R.Gooding w.e.f. 30 Jan.44.
Lieut.C.H. Sykes.	Mft.Officer.	Posted to 754 Rly Optg Coy w.e.f. 14 April 44.
Lieut. E. Ball.	Mft.Officer	Posted to 190 Rly Optg Coy w.e.f. 14 April 44.

C. Railway Construction.

[illegible] Tn (Rly Op) Departed for U.K. 13 April 44.

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Stores Coy.				2 ASD Offrs. 1 Offr & 30 of 156 available from 19/4, leaving 1 & 38 & 18 Italian AFHQ arranging move 1 Offr and 38
Det. 189 Rly Optg Coy.	254	N.A.	Heel.	Available end of April.
Det. 1041 (Mauritian) Port Optg.Coy.	60	N.A.	Bari.	Ex 2 May. For 5 Docks Group. Completes move.

4. CHANGES IN OFFICER PERSONNEL.

A. Tn. Organisation & Administration.

Nil.

B. Railway Operating.

Capt. R.G. Wilson.	S/Capt.(Tn).	D.A.D.Tn(Rly Op) with acting Rank of Major vice Major E.R.Gooding w.e.f. 30 Jan.44.
Lieut.C.M. Sykes.	Rft.Officer.	Posted to 154 Rly Optg Coy w.e.f. 14 April 44.
Lieut. E. Ball.	Rft.Officer	Posted to 190 Rly Optg Coy w.e.f. 14 April 44.

C. Railway Construction.

LT.Col. R.G. Pollenfant.	AD.Tn.(Rly.Con)	Departed for U.K. 13 April 44.
Lt.Col. A.H. Cantrell	AD.Tn (Rly.Con)	C.O. 1212 Rly Constn & Maintce Group R.E. vice Lt.Col. W.H.B.S. Miller evacuated to U.K. w.e.f. 1 April 44.
Lt.Col.W.B.S. Miller	RCE,1212 Rly O & M Gp. R.E.	Relinquishes appointment w.e.f. 1 April 44 due to sickness.
Capt.A.E.H. Parsons.	2 i/c 161 Rly Con.Coy.R.E.	No.1 Rly C.& M.Group,R.E. assuming appointment of Adjutant vice Capt. E.H.S. Bridger admitted to hospital w.e.f. 11 April 44.
Lieut. W.L. Houston.	150Rly Const. Coy. R.E.	161 Rly Const Coy R.E. in acting Rank of Captain w.e.f. 11 April 44.
Lieut. A.D. Benham	Rft.Officer.	150 Rly. Const.Coy. R.E.

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APPENDIX 2.

Sheet 5.

D. DOCKS.

Lieut. D.R. Gow.	7 Docks Group R.E.	Posted 1027 Docks Optg. Coy w.e.f. 22 March 44.
T/Capt. C. Gundersen	1027 Docks Optg. Coy. R.E.	Rejoined 1027 Docks Optg.Coy from 64 General Hospital w.e.f. 3 April 44.
Lieut.J.A.King-Spooner	947 IWT Coy R.E.	Posted to 1 Docks Group R.E. w.e.f. 17 April 44.
T/Capt. A.Appleby	990 Port Maint-enance Coy R.E.	Posted to 1065 IWT Wkshops Coy R.E. w.e.f. 5 April 44.
T/Capt. O.H. Gibson.	1027 Docks Optg. Coy R.E.	Transferred to Corps of Royal Engineers w.e.f. 28 Dec 43.
Lieut. R.C. Pakes.	990 Port Maint-enance Coy R.E.	Regranted temporary Rank of Captain w.e.f. 5 April 44.
Lieut. A.D. Mennie.	1010 Docks Optg. Coy R.E.	Posted to 1 Docks Group R.E. & attached to 1010 Docks Optg. Coy w.e.f. 23 April 44.
Lieut. L.A.Bouquette	1017 Docks Optg. Coy R.E.	Proceeded on leave to South Africa on 27 March 44, and is struck off the strength of the Company w.e.f. same date.
T/Capt. D.A. Hopkins.	1065 IWT Workshop Coy R.E.	Proceeded to 159 Transit Camp on 5 April 44 for evacuation to U.K., and is struck off the strength of the Company w.e.f same date.
Lt(TM) W.W.Jenkins	H.Q.5 Docks GP.R.E.	Authy: Th.730 dated 1 April 44. Posted to No.1 E.S. (B)D w.e.f 7 April 44. Authy: A.F.H.Q. G1/B/1352/A1 dated 3 April 44.
T/Major A.R.Chadwick	H.Q.7 Docks GP.R.E.	Posted to 1007 Docks Optg Coy R.E. w.e.f. 13 April 44 and assumes Command of that Coy w.e.f. same date, retaining T/Rank of Major.
A/Major G.A. Scott	1007 Docks Optg Coy R.E.	Relinquishes the Rank of A/Major under A.C.I.1496/41, para 3 w.e.f. 13 April 44, upon Command of 1007 Docks Optg Coy being assumed by T/Major A.R.Chadwick, R.E.
A/Capt. A.G. Ley.	1007 Docks Optg Coy R.E.	Relinquishedthe Rank of A/Capt. under A.C.I.1496/41,para 3 . w.e.f. 13 April 44.
T/Capt. J. Faunitt.	1021 Docks Optg Coy R.E.	Posted to H.Q. No.7 Docks Group R.E. w.e.f. 13 April 44, in the Rank of A/Major and attached to H.Q.No.5 Docks Group R.E. for Duty.

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Lieut. A.D. Mennie.	1010 Docks Optg. Coy R.E.	Posted to 1 Docks Group R.E. & attached to 1010 Docks Optg. Coy w.e.f. 23 April 44.
Lieut. L.A.Bouquette	1017 Docks Optg. Coy R.E.	Proceeded on leave to South Africa on 27 March 44, and is struck off the strength of the Company w.e.f. same date.
T/Capt. D.A. Hopkins.	1065 IWT Workshop Coy R.E.	Proceeded to 159 Transit Camp on 5 April 44 for evacuation to U.K., and is struck off the strength of the Company w.e.f same date.
Lt(QM) W.W.Jenkins	H.Q.5 Docks Gp.R.E.	Authy: Th.730 dated 1 April 44. Posted to No.1 E.S. (D)D w.e.f 7 April 44. Authy: A.E.H.Q. G1/S/1352/A1 dated 5 April 44.
T/Major A.R.Chadwick	H.Q.7 Docks Gp.R.E.	Posted to 1007 Docks Optg Coy R.E. w.e.f. 13 April 44 and assumes Command of that Coy w.e.f. same date, retaining T/Rank of Major.
A/Major G.A. Scott	1007 Docks Optg Coy R.E.	Relinquishes the Rank of A/Major under A.C.I.1496/41, para 3 w.e.f. 13 April 44, upon Command of 1007 Docks Optg Coy being assumed by T/Major A.R.Chadwick, R.E.
A/Capt. A.G. Ley.	1007 Docks Optg Coy R.E.	Relinquishedthe Rank of A/Capt. under A.C.I.1496/41,para 3 . w.e.f. 13 April 44.
T/Capt. J. Fawcitt.	1021 Docks Optg Coy R.E.	Posted to H.Q. No.7 Docks Group R.E. w.e.f. 13 April 44, in the Rank of A/Major and attached to H.Q.No.5 Docks Group R.E. for duty.
Lieut. J.McCormick.	997 Docks Optg Coy R.E.	Promoted to the Rank of A/Capt w.e.f. 3 April 44.
Capt(QM) F.A. Roffey.	1.E.S.D.D.	Posted to H.Q.No.5 Docks Group R.E., w.e.f. 3 April 44, to take up duties of Group Quartermaster.
A/Capt. J.A. Dugan. R.A.C.	1010 Docks Optg. Coy R.E.	Transferred to Corps of Royal Engineers w.e.f. 28 Dec 43.
Lieut. C.W. Pyke.	Att.3 P.C& R. Group R.E.	Attached 952 Port C.and H.Coy w.e.f. 6 April 44.
2/Lieut. J.W.Robertson	S.A.E.C. R.E.T.D.	Attched to 41 Harbour Constn. Coy.S.A.E.C. w.e.f. 7 April 44.

/ To sheet 6.

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APPENDIX 2.

Sheet 6.

D. DOCKS CONT.

Lieut. W.E. Newstow.	1019 Port Maintenance Coy R.E.	Posted to 1065 IWT Workshop Coy R.E. w.e.f. 14 April 44.
T/Capt. J.E. Hawkins	997 Dock Optg Coy R.E.	Posted to 7 Docks Group R.E. and attached to 5 Docks Group R.E. w.e.f. 15 April 44.
Lieut. L.M. Ulsq.	1064 Docks Optg. Coy R.E.	Posted to 1021 Dock Optg Coy R.E. in the Rank of Captain. w.e.f. 13 April 44.
2/Lieut. F.W.Edwards.	Reinforcements officer.	Posted to 1065 IWT Workshop Coy R.E. w.e.f. 21 April 44.
R.S.M. W.H. Phillips.	1019 Port Maintenance Coy R.E.	Granted an immediate Emergency Commission by the Commander in Chief A.A.I., w.e.f. 6 April 44 to fill existing vacancy as 2/Lt. in the W.E. of 1019 Port Maintenance Coy R.E.

E. STORES.

No Change.

F. FINANCE.

No Change.

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R.S.M. W.H. Phillips.	Officer. 1019 Port Maint-enance Coy R.E.		R.E. w.e.f. 21 April 44. Granted an immediate Emergency Commission by the Commander in Chief A.A.I., w.e.f. 6 April 44 to fill existing vacancy as 2/I/C in the W.E. of 1019 Port Maint-enance Coy R.E.

3. STORES.

No Change.

F. FINANCE.

No Change.

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DOCKS WORKING - EAST ITALY APPENDIX 3.

1. AVERAGE TONNAGE HANDLED PER SHIP PER DAY - APRIL '44.

Port	No. of Ships	Total Tonnage Handled	Average Tonnage per Ship
Taranto	242	102675	424.3
Brindisi	172	98244	571.2
Bari	303	150578	497.
Barletta	107	26946	251.8
Total	824	378443	459.2

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

2. AVERAGE DAILY TONNAGES DISCHARGED - APRIL '44.

Port	M.T.	Coal	Stores (less wt. of M.T. and Coal)	Total wt. of Stores, MT & Coal
Taranto	283 = 1550	584	1217	3351
Gallipoli	Nil.	38	Nil.	38
Brindisi	33 = 139	198	2919	3256
Monopoli	Nil.	Nil.	136	136
Bari	34 = 226 127 Animals	716	3960	4902
Barletta	2 = 7	Nil.	808	815
Totals	352 = 1922 127 Animals	1536	9040	12498

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	Ships	Handled	per Ship
Taranto	242	102675	424.3
Brindisi	172	98244	571.2
Bari	303	150578	497.
Barletta	107	26946	251.8
Total	824	378443	459.2

N.B. Five hold ships discharging less than 100 tons in 24 hours are ignored.
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Port	M.T.	Coal	Stores (less wt. of M.T. and Coal)	Total wt. of Stores, MT & Coal
Taranto	283 = 1550	584	1217	3351
Gallipoli	Nil.	38	Nil.	38
Brindisi	33 = 139	198	2919	3256
Monopoli	Nil.	Nil.	136	136
Bari	34 = 226 127 Animals	716	3960	4902
Barletta	2 = 7	Nil.	808	815
Totals	352 = 1922 127 Animals	1536	9040	12498

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APPENDIX 4.

SUMMARIES OF PORT FACILITIES - AT 30th. APR.'44.

1. TARANTO.

(a) Berths

No	Type	Draft	Remarks
1	MT/Stores	26'	
2	- do -	26'	
3	- do -	21' to 23'	
4	MT only	18' to 24'	
5	- do -	19'	
6	MT/Stores	19'	
6A	- do -	19'	
7	- do -	19'	
12	Coal Wharf	18'	Is also used as a lighter berth.

Berths 4 and 5 can be used for light draft stores ships. but this involves ferrying to rail of all cargo discharged, and is not recommended.

(b) Floating Equipment.

Tugs 1 Steam 300 h.p.) These tugs are on loan from
1 Steam 50 h.p.) the Italian Navy.
6 C.T. Tugs (4 awaiting allocation)

Craft 1 Diesel Motor Launch, approx. 60 h.p.
3 Whaler type boats (Personnel carrying)
1 Speed launch (On loan from Italian Dock Police)
4 R.C.L.

Lighters & Barges

13 Lighters carrying capacity up to 100 tons.
9 " " " " " 60 tons.
(These lighters are on loan from Italian Navy)

Floating Cranes

Type	Max. load-Tons	Type of M/Y
ø Revolving	150	Steam
Fixed	90	"
Fixed	3	"
Buoy - Lifting Derrick	10	"

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4	MT only	18' to 24'	
5	- do -	19'	
6	MT/Stores	19'	
6A	- do -	19'	
7	- do -	19'	
12	Coal Wharf	18'	Is also used as a lighter berth.

Berths 4 and 5 can be used for light draft stores ships, but this involves ferrying to rail of all cargo discharged, and is not recommended.

(b) Floating Equipment.

Tugs 1 Steam 300 h.p.) These tugs are on loan from
1 Steam 50 h.p.) the Italian Navy.
6 C.E. Tugs (4 awaiting allocation)

Craft 1 Diesel Motor Launch, approx. 60 h.p.
3 Whaler type boats (Personnel carrying)
1 Speed launch (On loan from Italian Dock Police)
4 R.C.L.

Lighters & Barges

13 Lighters carrying capacity up to 100 tons.
9 " " " " " 60 tons.
(These lighters are on loan from Italian Navy)

Floating Cranes

Type	Max. load-Tons	Type of M/V
ø Revolving	150	Steam
Fixed	90	"
Fixed	3	"
Buoy - Lifting Derrick	10	"
Revolving	40	Electric
Buoy - Lifting Derrick	10	Steam

ø This is the only crane of use to us. Others are Italian Navy.

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(c) Shore Cranes

Description	Maker's Nº	W.D. Nº	Capacity
2 R & R Strd.Mob.(wheeled)	3152		6 tons
1 Coles EMA Mk III	2820	5043	3 "
1 - do -	2821	5044	3 "
1 Coles Steam Crane(Rly)	506		3 "
1 F.B.40 (Tkd) Mobile	FAB458		3 "
1 R & R			3½-5 "
1 R & R			3½-5 "
1 R.B.10			3½-5 "
1 R.B.19			8½ "
1 Clark Car Loader			

(d) Rail Facilities

Number of rail served berths : 6
Nº of wagons which can be set up for loading at one time : 84

Berths 1 & 2 = 30, 6 & 6A = 30, 7 = 12
and 12 = 12 ..... Total 84

2. BRINDISI.

(a) Berths

Nº	Type	Draft	Remarks
1	Coaster or Coal	21'	At present used for coal.
2	MT/Stores	23'6"	
3	Coaster	23'6"	
4	MT/Stores	23'	Rail facilities at back
5	- do -	28'	of quay only.
6	- do -	23'6"	
7	M.T.	23'	Very narrow quay.
8	MT/Stores	21'	
9	Coaster	22'	
10	Coaster or Lighter	18'-14'	
	R.N. Coal Berth		

Total Berths available

MT/Stores	: 5
M.T.	: 1
Coaster	: 4

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1 R.E.19 8
1 Clerk Car Loader

(d) Rail Facilities

Number of rail served berths : 6
Nº of wagons which can be set up for loading at one time : 84

Berths 1 & 2 = 30, 6 & 6A = 30, 7 = 12
and 12 = 12 ..... Total 84

2. BRINDISI.

(a) Berths

Nº	Type	Draft	Remarks
1	Coaster or Coal	21'	At present used for coal.
2	MT/Stores	23'6"	
3	Coaster	23'6"	
4	MT/Stores	23'	Rail facilities at back
5	- do -	28'	of quay only.
6	- do -	23'6"	
7	M.T.	23'	Very narrow quay.
8	MT/Stores	21'	
9	Coaster	22'	
10	Coaster or Lighter R.N. Coal Berth	18'-14'	

Total Berths available

MT/Stores	:	5
M.T.	:	1
Coaster	:	4
R.N. Collier		1

(b) Floating Equipment.

Tugs	2 Steam tugs	150 h.p.	)
	1 " "	120 h.p.	) Italian.
	1 " "	100 h.p.	) 223
	1 " "	92 h.p.	)
	4 C.T. Tugs Nos. 10, 22, 23, 26.		

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(b) Floating Equipment (Continued)

Craft
1 Diesel 35ft. Motor Launch
1 " 30 " " "
1 " 25 " " "
1 "Z" Craft.

Lighters & Barges

10-100 ton Well Dumb Barges
1-50 " " " "
2-150 " " " "
5-60 " Pontoon Barges
2-25 " " "
2-40 " " "
3-60 " Amn. Barges
13-80 " Indian Lighters
10 Mince Barges
8 R.C.Ls.

Floating Cranes

1 Diesel Electric Slewing & Luffing.
Heavy lift 40 tons at 21m. Height of jib 22m.
Light " 30 " " 11m. " " " 31m.
1 Steam Fixed Jib.
Heavy lift 120 tons at 5.6m. Height of jib 19m.
Light lift 70 " " 9.6m. " " " 25m.
2 Steam Sheer Legs - 8 tons at 5m., max.lift 9m.

(c) Shore Cranes

All mobile cranes, no quay cranes.

4	R.B.19, Diesel, tracked	Max lift	3½ tons
2	R.B.10 " "	" "	2.3/4 "
4	Hyster, Patrol, wheeled	" "	2½ "
2	" " "	" "	2½-4½ "
1	Mercer " "	" "	4 "
1	Wesserhutte, Diesel, tracked	" "	7 "
1	Bunger " "	" "	10 "
1	F.B.45 " "	" "	2½ "
x 1	F.B.40 " "	" "	2½ "
ø 1	Linkbelt Speeder, Diesel, tracked	" "	Unknown, approx 5 tons.

3 Coles
3 Jones
6 Clark Car Loaders.
1 Ransome Rapier " " 10 tons

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2-60 " Pontoon Barges
2-25 " " "
2-40 " " "
3-60 " Amm. Barges
13-80 " Indian Lighters
10 Minca Barges
8 R.C.Ls.

Floating Cranes

1 Diesel Electric Slewing & Luffing.
Heavy lift 40 tons at 21m. Height of jib 22m.
Light " 30 " " 11m. " " " 31m.
1 Steam Fixed Jib.
Heavy lift 120 tons at 5.6m. Height of jib 19m.
Light lift 70 " " 9.6m. " " " 25m.
2 Steam Sheer Legs - 8 tons at 5m., max.lift 9m.

(c) Shore Cranes

All mobile cranes, no quay cranes.

4	R.B.19. Diesel, tracked	Max lift	3½	tons
2	R.B.10 " "	" "	2.3/4	"
4	Hyster, Petrol, wheeled	" "	2½	"
2	" " "	" "	2½-4½	"
1	Mercer " "	" "	4	"
1	Wesserhutte, Diesel, tracked	" "	7	"
1	Bunger " "	" "	10	"
1	F.B.45 " "	" "	2½	"
x 1	F.B.40 " "	" "	2½	"
ø 1	Linkbelt Speeder, Diesel, tracked	" "	Unknown, approx 5 tons.	
3	Coles			
3	Jones			
6	Clark Car Loaders.			
1	Ransome Rapier	" "	10	tons

x Owned and maintained by R. Marine - Unreliable.
ø At present without a jib.

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(d) Rail Facilities

Number of rail served berths : 9 (this includes berth 4. To get to the rail-sidings from the ship's side on this berth involves a carry of about 70 yds. through sheds).

No of wagons which can be set up for loading at one time : 106

(1) Berths 2 and 3 and 6, 7, 8 and 9 are in groups, and shunting on any one of these berths affects the others in the same group; berths 4 and 5 and the Lighter Berth are independent.

(2) Berths 2 to 4 on one side and the Lighter Berth and Nos. 5 to 9 on the other; each have a single line to the Centrale Yard. These lines are on an up gradient. In the case of Maritime only 8 wagons can be cleared at a time. In the case of Montecatini 15 at a time.

(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.

3. BARI.

(a) Berths

No	Type	Draft	Remarks
6		19'6"	
7		19'6"	
8		16'0"	Previously given as 19'
10		16'0"	" " " 17'6"
12	Liberty	30'0"	Only useful 2 holds to
14	"	30'0"	shore or M.T.
15	"	30'0"	
17	"	32'0"	3 holds to shore
18	"	33'0"	
19	"	33'0"	M.T. only - narrow quay.
13	MT/Stores	30'0"	

(b) Floating Equipment

Tugs 1 x 250 h.p.
1 x 140 h.p.
1 x 250 h.p.

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Berth are independent.

(2) Berths 2 to 4 on one side and the Lighter Berth and Nos. 5 to 9 on the other; each have a single line to the Centrale Yard. These lines are on an up gradient. In the case of Maritima only 8 wagons can be cleared at a time. In the case of Montecatini 15 at a time.

(3) No1 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 No1 Berth.

3. BARI.

(a) Berths

No	Type	Draft	Remarks
6		19'6"	
7		19'6"	
8		16'0"	Previously given as 19'
10		16'0"	" " " 17'6"
12	Liberty	30'0"	Only useful 2 holds to
14	"	30'0"	shore or M.T.
15	"	30'0"	
17	"	32'5"	3 holds to shore
18	"	33'0"	
19	"	33'0"	M.T. only - narrow quay.
13	MT/Stores	30'0"	

(b) Floating Equipment

Tugs 1 x 250 h.p.
1 x 140 h.p.
1 x 250 h.p.
1 x 55 h.p.
1 x 204 h.p. (C.T.8)
4 C.T. (C.T.5, 6, 36 and 37)

Craft "Z" Craft Nos. 14, 20, 21, 32, 34, 12, 35, 36, 38 = 9 craft.
1 "Z" craft (En route from Taranto)

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(b) Floating Equipment (Continued)

Lighters and Barges

5 of 10/25 tons.
4 of 25/80 tons.
2 of 100 tons.
2 of 150 tons.
10 Minus Barges.
34 Minca Barges.
27 R.C.Ls.

Floating Cranes

1 x 40 ton Sheerlegs	Steam	Fixed legs
1 x 7½ ton Barge	"	Luffing & Slewing
1 x 7 ton "	"	" " "
1 x 1 ton Sheerleg.		

(c) Shore Cranes

Italian			W.D.	
3 Electric quay cranes	5 tons	1 Simmhey	1	tons
1 90 FB Mobile tracked	12 "	2 R.R.	6	"
1 Pat. Elec. wheeled	5 "	6 R.R.	3½/5	"
1 Steam	7 "	2 R.E.19	5	"
		4 R.E.10	2½	"
		1 Mercer	3	"
		3 Jones	2	"
		1 International	3	"
		3 Marion Portal	3	"
		3 Hyster	2½	"
		1 Coles	2	"
		10 Clark Car Loaders		

(d) Rail Facilities

Number of rail served berths	: 4
N° of wagons which can be set up for loading at one time:-	
Berths 6/7	: 30
Berth 14	: 50 (two roads)
Berth 14 (if berth 13 works to M.T.)	: 30
Berth 15	: 12

4. BARLETTA.

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1 x 7½ ton Barge	"	Luffing & Slewing	
1 x 7 ton "	"	" " "	
1 x 1 ton Sheerleg.			

(c) Shore Cranes

Italian			W.D.		
3 Electric quay cranes	5 tons	1 Sunshay	1	tons
1 90 FB Mobile tracked	12 "	2 R.R.	6	"
1 Pet. Elec. wheeled	5 "	6 R.R.	3½/5	"
1 Steam	7 "	2 R.P.19	5	"
		4 R.B.10	2½	"
		1 Mercer	3	"
		3 Jones	2	"
		1 International	3	"
		3 Marion Portal	3	"
		3 Hyster	2½	"
		1 Coles	2	"
		10 Clark Car Loaders		

(d) Rail Facilities

Number of rail served berths	:	4
Nº of wagons which can be set up for loading at one time:-		
Berths 6/7	:	30
Berth 14	:	50 (two roads)
Berth 14 (if berth 13 works to M.T.)	:	30
Berth 15	:	12

4. BARLETTA.

(e) Berths

Nº	Type	Draft	Remarks
3	Coaster	15'	Restricted to 230'long
4	"	17'	
6	"	17'	
7	"	17'	
9	"	19'	
10	"	19'	
11	"	19'	
12	"	19'	

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(b) Floating Equipment

Tugs	Nil.
Craft	Nil.
Lighters & Barges	Nil.
Floating Cranes	Nil.

(c) Shore Cranes

1 Hyster 4½ ton capacity (mobile)
1 R.B.10
1 Stanhay
3 Clark Car Loaders.

(d) Rail Facilities

Number of rail served berths	: 6
N° of wagons which can be set up for loading at one time	: 50

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Craft Nil.

Lighters & Barges Nil.

Floating Cranes Nil.

(c) Shore Cranes

1 Hyster 4½ ton capacity (mobile)
1 R.B.10
1 Stanhay
3 Clark Car Loaders.

(d) Rail Facilities

Number of rail served berths : 6

N° of wagons which can be set up for loading at one time : 50

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BARGE ERECTION POSITION AT END OF APRIL 1944.

Port	Craft	Total Completed prior to 1st. April	Total Completed during April	Under Construction	Awaiting Construction
BARI	Minus Barges	10	–	–	–
	Minos Barges	19	7	3	8
	R.C.Ls.	2	12	7	9
BRINDISI	Minos Barges	6	10	2	–
	R.C.Ls.	10	9	2	–
MOLFETTA	Minos Barges	12	14	10	11
	R.C.Ls.	9	10	5	5
MOLA DI BARI	Minos Barges	–	–	–	–
	R.C.Ls.	6	12	7	1
TOTAL		74	74	36	34

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APPENDIX

BARGE ERECTION POSITION AT END OF APRIL 1944.

ft	Total Completed prior to 1st. April	Total Completed during April	Under Construction	Awaiting Construction	Total Received
Barges	10	–	–	–	10
Barges	19	7	3	8	37
s.	2	12	7	9	30
Barges	6	10	2	–	18
s.	10	9	2	–	21
Barges	12	14	10	11	47
s.	9	10	5	5	29
Barges	–	–	–	–	–
s.	6	12	7	1	26
	74	74	36	34	218

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WORKS COMPLETED DURING APRIL, 1944.

Job No.	Agency	Location	Description	Size	Date of Completion	
Line 86, BRINDISI - FOGGIA - TERMOLI - ANCONA.						
(a) Line Repairs.						
86/18	40 Rly Const. Coy. (S.A.E.C)	Termoli	Repairs to Bridge 6 River Sinarca.	Existing temporary repaired bridge demolished and replaced by 2 x 47 ft and 2 x 40 ft girder spans on concrete abutments and piers	29.4.44	
86/23	40 Rly Const. Coy. (S.A.E.C)	Istonia	Tunnel at Km.410	Permanent repairs to tunnel.	12.4.44	P... co... 3.
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 and railhead facilities.	10.4.44	
86/34	40 Rly Const. Coy. (S.A.E.C)	Torino de Sangro	Reconstruction bridge 12 River Sangro	Flood protection works. 15 x 10 ft. rail cluster spans inserted in tipped bank under traffic for flood relief.	8.4.44	
86/44	39 Rly Const. Coy. (S.A.E.C.)	San Vito	Tunnel at Km.380.8	Permanent repairs to tunnel	30.4.44	T... d... t...
86/46	39 Rly Const. Coy. (S.A.E.C)	San Vito	Tunnel at Km.379.6	Permanent repairs to tunnel.	23.4.44	T... d... 8...

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WORKS COMPLETED DURING APRIL, 1944.

	Description	Size	Date of Completion	Remarks.
ANCONA.				
	Repairs to Bridge 6 River Sinarca.	Existing temporary repaired bridge demolished and replaced by 2 x 47 ft and 2 x 40 ft girder spans on concrete abutments and piers	29.4.44	
	Tunnel at Km.410	Permanent repairs to tunnel.	12.4.44	Tunnel was temporarily repaired and traffic passed 3.1.44.
	Track repairs San Vito (exclusive) to Ortona (inclusive)	7 Km. of 95/ rail demolition and railhead facilities.	10.4.44	
	Reconstruction bridge 12 River Sangro	Flood protection works. 15 x 10 ft. rail cluster spans inserted in tipped bank under traffic for flood relief.	8.4.44	
	Tunnel at Km.380.8	Permanent repairs to tunnel	30.4.44	Tunnel was passed by a deviation. Opened to traffic 8.2.44.
	Tunnel at Km.379.6	Permanent repairs to tunnel.	23.4.44	Tunnel was passed by a deviation, opened to traffic 8.2.44

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Job No.	Agency	Location	Description	Size	Date of Completio
(b) Base development.					
86/106	10 Rly Const. Coy.	Bari	Additional sidings Parc Nord.	¼ mile track and 3 turnouts	7.4.44
86/108	10 Rly Const. Coy.	Bari	Additional sidings - St. Georges Yard	½ mile track and 4 turnouts	4.4.44
86/109	10 Rly Const. Coy.	Bari	Independant connection to E.S.R.D.	200 yards track and 6 x 20 ft. R.S.J. spans.	22.4.44.
86/110	10 Rly Const. Coy.	Tuturano	Tn. Stores Depot	½ mile track and 2 turnouts	29.4.44
86/113	10 Rly Const. Coy.	Bari	Doubling Maritime line	220 yards track and 3 turnouts	13.4.44
86/115	Italian State Rlys	Foggia	Ambulance train siding at Workshops.	Repairs to 70 yards demolished track	27.4.44
86/118	10 Rly Const. Coy.	Bari	Siding to coal storage stacks.	250 yards track	18.4.44
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.	18.4.44
89/3	150 Rly Const. Coy.	Villa Literno	Track repairs Albanova (exclusive) to Villa Literno (inclusive)	6 Km. of track repairs.	22.4.44

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WORKS COMPLETED DURING APRIL, 1944 (Contd)

Description	Size	Date of Completion	Remarks.
Additional sidings Parc Nord.	½ mile track and 3 turnouts	7.4.44	
Additional sidings - St. Georges Yard	½ mile track and 4 turnouts	4.4.44	
Independant connection to E.S.B.B.	200 yards track and 6 x 20 ft. R.S.J. spans.	22.4.44.	
Tn. Stores Depot	½ mile track and 2 turnouts	29.4.44	
Doubling Marittime line	220 yards track and 3 turnouts	13.4.44	
Ambulance train siding at Workshops.	Repairs to 70 yards demolished track	27.4.44	
Siding to coal storage stacks.	250 yards track	18.4.44	
Track repairs Frignano (exclusive) to Albanova (inclusive)	3 Km. of track repairs.	18.4.44	
Track repairs Albanova (exclusive) to Villa Literno (inclusive)	6 Km. of track repairs.	22.4.44	

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WORKS COMPLETED DURING APRIL, 1944 (Contd).

Job No.	Agency	Location	Description	Size
89/4	150 Rly Const. Coy.	Cancello Arnone	Track repairs Villa Literno (exclusive) to Cancello Arnone (inclusive)	7 Kms. of track repairs
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.
89/6	150 Rly Const. Coy.	Frignano	Repairs to Bridge 2 over main road	1 x 50 ft. local R.C. span
89/7	150 Rly Const. Coy.	Villa Literno	Repairs to Bridge 5 (Km.178.4)	2 x 20 ft. R.S.J. spans
89/8	150 Rly Const. Coy.	Villa Literno	Repairs to Bridge 6 (Km.177.6)	226 ft. dry gap spanned by lifting and reusing existing girders.
89/9	150 Rly Const. Coy.	Frignano	Track repairs Aversa (inclusive) to Frignano (inclusive)	5 Km. of track repairs.
89/14	160 Rly Const. Coy.	Cancello Arnone	Repairs to Bridge 8 (Km.169.7)	1 x 31 ft. R.S.J. span
89/15	160 Rly Const. Coy.	Cancello Arnone	Repairs to Bridge 9 (Km.169.6)	1 x 17 ft. R.S.J. span
89/16	160 Rly Const. Coy.	Cancello Arnone	Repairs to Bridge 10 (Km.169.5)	16 ft. span underbridge filled in.
89/18	160 Rly Const. Coy.	Falciano	Repairs to Bridge 12 (Km.168.5)	16 ft. span underbridge filled in.

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WORKS COMPLETED DURING APRIL, 1944 (Contd).

	Description	Size	Date of Completion	Remarks
	Track repairs Villa Literno (exclusive) to Cancello Arnone (inclusive)	7 Km. of track repairs	29.4.44	
	Repairs to Bridge 1 over main road	1 x 75 ft. U.C.R.B through skew span.	1.4.44	
	Repairs to Bridge 2 over main road	1 x 50 ft. Local P.C. span	12.4.44	
erno	Repairs to Bridge 5 (Km.173.4)	2 x 20 ft. R.S.J. spans	4.4.44	
erno	Repairs to Bridge 6 (Km.177.6)	226 ft. dry gap spanned by lifting and reusing existing girders.	25.4.44	
	Track repairs Aversa (inclusive) to Frignano (inclusive)	5 Km. of track repairs.	15.4.44	
	Repairs to Bridge 8 (Km.169.7)	1 x 31 ft. R.S.J. span	28.4.44	
	Repairs to Bridge 9 (Km.169.6)	1 x 17 ft. R.S.J. span	28.4.44	
	Repairs to Bridge 10 (Km.169.5)	16 ft. span underbridge filled in.	28.4.44	
	Repairs to Bridge 12 (Km.168.5)	16 ft. span underbridge filled in.	28.4.44	

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WORKS COMPLETED DURING APRIL, 1944. (Contd)

Job No.	Agency	Location	Description	Size
89/19	160 Rly Const. Coy.	Falciano	Repairs to Bridge 14 (Km.166.9)	2 x 30 ft. spans, one over road and one over canal. Existing girders lifted and reused.
89/20	160 Rly Const. Coy.	Falciano	Repairs to Bridge 16 (Km.165.7)	1 x 35 ft. R.S.J. span
89/21	160 Rly Const. Coy.	Falciano	Repairs to Bridge 10 (Km.164.5)	Passenger subway in station
89/22	160 Rly Const. Coy.	Falciano	Repairs to Bridge 13 (Km.167.5)	54 ft. gap over occupation road filled in.
89/23	160 Rly Const. Coy.	Falciano	Repairs to Bridge 15 (Km.166.1)	13 ft. R.S.J. span
89/24	160 Rly Const. Coy.	Falciano	Repairs to Bridge 17 (Km.165.5)	1 x 17 ft. R.S.J. span
8, 25	160 Rly Const. Coy.	Falciano	Repairs to Bridge 19 (Km.164.3)	17 ft. R.S.J spans carrying 3 tracks.
89/26	160 Rly Const. Coy.	Falciano	Repairs to Bridge 20 (Km.163.8)	Overbridge demolished on track - cleared.
89/27	160 Rly Const. Coy.	Falciano	Repairs to Bridge 21 (Km.163.5)	1 x 13 ft. R.S.J. span
89/28	160 Rly Const. Coy.	Falciano	Repairs to Bridge 22 (Km.163.4)	1 x 20 ft. R.S.J. span
89/29	160 Rly Const. Coy.	Falciano	Repairs to Bridge 23 (Km.163.0)	1 x 14 ft. R.S.J. span

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WORKS COMPLETED DURING APRIL, 1944. (Contd)

Description	Size	Date of Completion	Remarks.
Repairs to Bridge 14 (Km.166.9)	2 x 30 ft. spans, one over road and one over canal. Existing girders lifted and reused.	28.4.44	
Repairs to Bridge 16 (Km.165.7)	1 x 35 ft. R.S.J. span	30.4.44	
Repairs to Bridge 18 (Km.164.5)	Passenger subway in station	22.4.44	
Repairs to Bridge 13 (Km.167.5)	54 ft. gap over occupation road filled in.	28.4.44	
Repairs to Bridge 15 (Km.166.1)	13 ft. R.S.J. span	28.4.44	
Repairs to Bridge 17 (Km.165.5)	1 x 17 ft. R.S.J. Span	30.4.44	
Repairs to Bridge 19 (Km.164.3)	17 ft. R.S.J spans carrying 3 tracks.	22.4.44	
Repairs to Bridge 20 (Km.163.8)	Overbridge demolished on track - cleared.	28.4.44	
Repairs to Bridge 21 (Km.163.5)	1 x 15 ft. R.S.J. span	28.4.44	
Repairs to Bridge 22 (Km.163.4)	1 x 20 ft. R.S.J. span	30.4.44	
Repairs to Bridge 23 (Km.163.0)	1 x 14 ft. R.S.J. span	28.4.44	

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WORKS COMPLETED DURING APRIL, 1944 (Contd).

Job No.	Agency	Location	Description	Size	Date completed
89/30	160 Rly Const. Coy.	Falciano	Repairs to Bridge 24 (Km.162.4)	1 x 14 ft. R.S.J. span	28.4
Line 90, NAPLES - CANCELLO - CASSINO - ROME.					
90/42	161 Rly Const. Coy.	Poggioreale (Naples)	Repairs to Marshalling Yard to relieve 6 Tu.S.D.	Repairs to 1500 yards track, clearance of crippled wagons and filling bomb craters.	23.4
Line 91, NAPLES - CASERTA - BENEVENTO - FOGGIA.					
91/27	150 Rly Const. Coy.	Caserta - Montecalvo	Extraordinary maintenance	Covers maintenance and inspection of all reconstruct- bridges between Caserta and Montecalvo.	21.4
91/30	167 Rly Bdg. Coy. No.1 Section	Apice	Permanent repair Bridge 18.	Reconstruction of 30 ft. each of two main girders and floor system of 130 ft span bridge.	28.4
91/32	167 Rly Bdg. Coy. No.1 Section	Ponte	Permanent repairs Bridge 14	Re-erecting arches and salvaging 3 x 40 ft. sectional spans.	12.4
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.	30.4
94/22	10 Rly Const. Coy.	Melaugne	Quarry spur.	½ mile track and 1 turnout	22.4

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WORKS COMPLETED DURING APRIL, 1944 (Contd).

	Description	Size	Date of Completion	Remarks.
	Repairs to Bridge 24 (Km.162.4)	1 x 14 ft. R.S.J. span	28.4.44	
	Repairs to Marshalling Yard to relieve 6 Tn.S.D.	Repairs to 1500 yards track, clearance of crippled wagons and filling bomb craters.	23.4.44	
GIA.	Extraordinary maintenance	Covers maintenance and inspection of all reconstruct-briages between Caserta and Montecalvo.	21.4.44	
	Permanent repair Bridge 18.	Reinforcement of 30 ft. each of two main girders and floor system of 130 ft span bridge.	28.4.44	
	Permanent repairs Bridge 14	Re-erecting arches and salvaging 3 x 40 ft. sectional spans.	12.4.44	
TARANTO - BRINDISI.				
	Ordnance Depot	5½ miles track and 5 turnouts 41,000 cu.yds earthwork.	30.4.44	
	Quarry spur.	¼ mile track and 1 turnout	22.4.44	

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WORKS COMPLETED DURING APRIL, 1944. (Contd)

Job No.	Agency	Location	Description	Size	Date Compl
94/24	161 Rly Const. Coy.	Pontecagnano	557 A.O.D.	80 yards track and replacing 2 turnouts.	16.
Line 287, NAPLES - POZZUOLI - VILLA LITERNO.					
287/6	159 Rly Const. Coy.	Villa Literno	Repairs to Bridge 3 (Km.184.30)	1 x 31 ft. R.S.J. span over road.	27.
Line 291, CANCELLO - TORRE ANNUNZIATA.					
291/1	161 Rly Const. Coy.	Cancello	R.E. Stores Depot.	Stages 1 - 3 4½ miles of track and 10 turnouts. Stage 4 1 mile of track and 6 turnouts.	10. 19.

WORKS IN PROGRESS AT 30TH APRIL, 1944.

Job No.	Agency	Location	Description	Size	Progress	Est. of Comp
Line 86, BRINDISI - FOGGIA - TERMOLI - ANCONA.						
(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 foundations. Fabrication of additional steelwork for splicing on demolished end.	-	

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WORKS COMPLETED DURING APRIL, 1944. (Contd)

	Description	Size	Date of Completion	Remarks.
o	557 A.O.D.	80 yards track and replacing 2 turnouts.	16.4.44	
NG. no	Repairs to Bridge 3 (134.184.30)	1 x 31 ft. R.S.J. span over road.	27.4.44	
	R.E. Stores Depot.	Stages 1 - 3 4½ miles of track and 10 turnouts. Stage 4 1 mile of track and 8 turnouts.	18.3.44 19.4.44	Stage 5 now in progress by U.S. forces.

Part II.

WORKS IN PROGRESS AT 30TH APRIL, 1944.

	Description	Size	Progress	Est. date of Completion	Remarks.
NOONA.	Repairs to Bridge 4 River Portore	Single span of 196 ft. Sheet piling around foundations. Fabrication of additional steelwork for splicing on demolished end.	-	-	Piling completed. Fabrication of additional steelwork 80%.

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WORKS IN PROGRESS AT 30TH APRIL, 1944. (Contd)

Job No.	Agency	Location	Description	Size	Progress	Est. Cost
86/17	38 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.	90%	
86/21	40 Rly Const. Coy. (S.A.E.C)	Istonia	Tunnel at Km.412	Permanent repairs to tunnel	90%	
86/22	40 Rly Const. Coy. (S.A.E.C)	Istonia	Tunnel at Km.411	Permanent repairs to tunnel	95%	
86/26	38 Rly Const. Coy. (S.A.E.C)	Casalbordino	Repairs to Bridge 11 River Osanto.	Additional repairs to wing walls and flood protection.	90%	
86/45	39 Rly Const. Coy. (S.A.E.C)	San Vito	Tunnel at Km.380.2	Permanent repairs to tunnel	85%	1
86/47	62 Tunnelling Coy. (S.A.E.C)	Ortona	Tunnel at Km.374.5	Permanent repair to demolished tunnel 480 metres long.	94%	
86/48	61 Tunnelling Coy. (S.A.E.C)	Ortona	Tunnel at Km.371.3	Permanent repairs to demolished tunnel 234 metres long.	10%	
86/49	39 Rly Const. Coy. (S.A.E.C)	Ortona	Tunnel at Km.369.6	Permanent repairs to demolished tunnel 307 metres long.	65%	
86/50	39 Rly Const. Coy. (S.A.E.C)	Ortona	Tunnel at Km.369.2	Permanent repairs to demolished tunnel 381 metres long.	95%	15.

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WORKS IN PROGRESS AT 30TH APRIL, 1944. (contd)

	Description	Size	Progress	Est. date of completion	Remarks.
	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.	90%	15.5.44	
	Tunnel at Km.412	Permanent repairs to tunnel	90%	7.5.44	
	Tunnel at Km.411	Permanent repairs to tunnel	95%	-	
no	Repairs to Bridge 11 River Osento.	Additional repairs to wing walls and flood protection.	90%	3.5.44	
	Tunnel at Km.380.2	Permanent repairs to tunnel	85%	15.5.44	Tunnel was passed by a deviation opened to traffic 8.2.44.
	Tunnel at Km.374.5	Permanent repair to demolished tunnel 480 metres long.	94%	-	Opened for traffic 10.4.44 but not in use due to tactical situation.
	Tunnel at Km.371.3	Permanent repairs to demolished tunnel 234 metres long.	10%	-	Tunnel was passed by a deviation opened to traffic 26.4.44.
	Tunnel at Km.369.6	Permanent repairs to demolished tunnel 307 metres long.	65%	-	
	Tunnel at Km.369.2	Permanent repairs to demolished tunnel 381 metres long.	95%	15.5.44	

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WORKS IN PROGRESS AT 30TH APRIL, 1944 (Contd).

Job No.	Agency	Location	Description	Size	Progress	Est. date of Comple
86/51	62 Tunnelling Coy. (S.A.E.C)	Tollo	Tunnel at Km.368.0	Permanent repairs to demolished tunnel 637 metres long.	2%	-
86/54	38 Rly Const. Coy. (S.A.E.C)	Ortona	Repairs to Bridge (Km.370.6	2 x 21 ft. R.S.J. spans	90%	-
86/55		Tollo	Track repairs Ortona (exclusive) to Tollo (inclusive)	7 Km. of track repairs	10%	-
86/121	40 Rly Const. Coy. (S.A.E.C)	Campomarino	Bridge 5. River Biferno Removal of Bailey bridge spans and replacement with W.D. bridge spans.	4 x 60 ft. and 2 x 50 ft. spans.	2%	-
86/122	40 Rly Const. Coy. (S.A.E.C)	Chieuti	Replacement of 40 ft. Bailey bridge span over stream by concrete culvert.	1 x 40 ft.	20%	-
(b) Base development.						
86/9	10 Rly Const. Coy.	Bari	R.E. Stores Depot.	3½ miles track and 13 turnouts.	-	-
86/103	10 Rly Const. Coy.	Bari	Docks improvement scheme	5½ miles track and 36 turnouts.	90%	13.5.44

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WORKS IN PROGRESS AT 30TH APRIL, 1944 (Contd).

...on	Description	Size	Progress	Est. date of Completion	Remarks.
	Tunnel at Km.368.0	Permanent repairs to demolished tunnel 637 metres long.	2%	-	Just started. Not possible to carry out extensive repairs due to north end of tunnel being under small arms fire.
	Repairs to Bridge (Km.370.6	2 x 21 ft. R.S.J. spans	90%	-	
	Track repairs Ortona (exclusive) to Tollo (inclusive)	7 Km. of track repairs	10%	-	Work at standstill due to uncompleted portion of job being in enemy occupation.
...arina	Bridge 5. River Biferno Removal of Bailey bridge spans and replacement with W.D. bridge spans.	4 x 60 ft. and 2 x 50 ft. spans.	2%	-	Work just started.
...i	Replacement of ...0 ft. Bailey bridge s an over stream by concrete culvert.	1 x 40 ft.	20%	-	Work just started.
	R.E. Stores Depot.	3½ miles track and 13 turnouts.	-	-	Whole depot opened for traffic 5.2.44. Work of finishing off and maintenance continues.
	Docks improvement scheme	5½ miles track and 36 turnouts.	90%	13.5.44	

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Job No.	Agency	Location	Description	Size	Progress	Est. % of Comple
86/114	10 Rly Const. Coy.	Bari	Watering facilities Fore Sud.	2 Sectional tanks each 4,800 gals.	60%	
86/116	10 Rly Const. Coy.	Bari	Alterations to layout at Loco shed.	250 yards track and 10 turnouts.	60%	
86/120	Italian State Rlys.	Campomarino	Repairs to pumping station at River Biferno.		-	-
Line By-passing - AVERSA - SCALA - ROME.						
89/10	166 Rly Const. Coy.	Pedicino	Track repairs Pedicino (excl.) to Bari (inclusive)	2 Km. of track repairs.	90%	5.5.4
89/11	166 Rly Const. Coy.	Pedicino	Track repairs Pedicino (excl.) to Bari (inclusive)	6 Km. of track repairs.	85%	15.5.4
89/12	150 Rly Const. Coy.	Cancello Arnone	Repairs to Bridge 7 River Volturno.	3 x 123 ft. Lattice girder spans.	35%	24.5.4
89/13	160 Rly Const. Coy. 146 Km. Section	Sessa Aurunca	Clearance of, and repairs to Mexico tunnel.	17 additions in tunnel three lines.	45%	24.5.4
89/17	160 Rly Const. Coy.	Falciano	Repairs to Bridge 11	1 x 75 ft. Deck U.C.R.B Skew. 1 x 75 ft Thro U.C.R.B. Skew, 1 x 40 ft. Sectional, 1 x 35 ft. R.S.J. span.	97%	1.5.44

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WORKS IN PROGRESS AT 30TH APRIL, 1944 (contd).

...on	Description	Size	Progress	Est. Date of Completion	Remarks.
	Watering facilities Fore Sud.	2 Sectional tanks each 4,000 gals.	60%		
	Alterations to layout at Loco shed.	250 yards track and 10 turnouts.	60%		
...rina	Repairs to pumping station at River Bifurca...		-	-	Work just started.
...ROAD.					
...e	...Approaches possible ...tenance (road use) to ...Bailey (unserviceable)	9 ch. of track repairs.	90%	5.5.44	
...o	Track repairs Poledino (exchange) to Kaniba.	6 ch. of track repairs.	85%	15.5.44	
...o	Repairs to Bridge 7 River Volturno.	5 x 123 ft. Lattice girder spans.	35%	24.5.44.	
...rmoa	Clearance of, and repairs to Massico tunnel.	17 d...olitions in tunnel ...0 yards long.	45%	24.5.44.	
...o	Repairs to Bridge 11	1 x 75 ft. Deck U.C.R.B. Skew. 1 x 75 ft Thro U.C.R.B. Skew, 1 x 40 ft. Sectional, 1 x 55 ft. R.S.J. span.	97%	1.5.44	

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Job No.	Agency	Location	Description	Size	Progress	Est. d of Comple
Line 90, NAPLES - CANCELLO - CASSINO - ROME.						
90/36	161 Rly Const. Coy. 46 M.E.(Tn) Sect.	Mignano	Repairs to Bridge 2 (Km.151.83)	Pipe and fill (4,500 cu.yds).	30%	-
90/37	161 Rly Const. Coy.	Mignano .	Repairs Bridge 3. (Km.151.56)	3 spans total length 155 feet. Local plate girders supported on standard light steel trestling.	10%	-
90/44	161 Rly Const. Coy.	Rocca d'Evandro	Track repairs Mignano (exclusive) to Rocca d'Evandro (inclusive)	8 Km. of track to be laid	20%	-
90/46	167 Rly Bdg. Coy. No.1 Section	Mignano	Repairs Bridge 1. (Km.153.3)	7 spans. Total length 361 ft. Local plate girders supported on standard light steel trestling.	10%	-
90/47	159 Rly Const. Coy.	Casalnuovo	No.8 Tn. Stores Depot	4¼ miles track and 20 turnouts.	30%	
Line 91, NAPLES - CASERTA - BENEVENTO - FOGGIA.						
91/28	159 Rly Const. Coy.	Caserta	E.S.D.	1 stage - 1½ miles track 11 turnouts. 2 stage - ½ mile track 2 turnouts. 3 stage - ½ mile track ¼ turnouts.	100% 100% -	

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WORKS IN PROGRESS AT 30TH APRIL, 1944. (Contd)

Description	Size	Progress	Est. date of Completion	Remarks.
airs to Bridge 2 .151.83)	Pipe and fill (4,500 cu.yds).	30%	-	
airs Bridge 3. .151.56)	3 spans total length 155 feet. Local plate girders supported on standard light steel trestling.	10%	-	
ck repairs (figure clusive) to Kacca wandra (inclusive)	8 Km. of track to be laid	20%	-	The demolished track was removed from the formation by Army and the formation used as a road.
airs Bridge 1. .153.3)	7 spans. Total length 361 ft. Local plate girders supported on standard light steel trestling.	10%	-	
8 Tn. Stores Depot	4½ miles track and 20 turnouts.	30%		Stage I open to traffic 24.4.44.
.D.	1 stage - 1½ miles track 11 turnouts.	100%		Completed 12.3.44.
	2 stage - ½ mile track 2 turnouts.	100%		Completed 7.4.44
	3 stage - ½ mile track ¼ turnouts.	-		Work ordered but not yet started.

/to sheet 11..

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Job No.	Agency	Location	Description	Size	Progress
Line 94. NAPLES - BATTIPAGLIA - METAPONTO - TARANTO - BRINDISI.					
94/19	10 Rly Const. Coy.	Taranto	Docks improvement scheme	½ mile track and 4 turnouts	75%
Line 287. NAPLES - POZZUOLI - VILLA LITERNO.					
287/1	159 Rly Const. Coy.	Guigliano	Track repairs Pozzuoli (inclusive) to Guigliano (inclusive)	12 Km. track and station loops.	90%
287/2	159 Rly Const. Coy.	Villa Literno	Track repairs Guigliano (exclusive) to Villa Literno (exclusive)	9 Km. track only	
287/3	46 M.E.(Tn) Sect.	Pozzuoli	Filling in demolished viaduct at Km.201.55 (Bridge 1)	35,000 cu.yds fill.	65%
287/4	46 M.E.(Tn) Sect.	Guigliano	Clearance of tunnel No. 19: 35	Two craters blown over train at north end. One crater at south end.	6%
287/5	159 Rly Const. Coy.	Guigliano	Repairs to Bridge 2 (Km.190.68)	2 x 40 ft. Sectional and 1 x 35 ft. R.S.J. spans supported on 2 x 23 ft L.S. trestle piers.	80%
Line 302. FOGGIA - POTENZA.					
302/6	L.S.R. Contractor	Melfi	Permanent repairs to Bridge 3 (Km.60.0)	Rebuilding 2 x 35 ft. arches in concrete. This will release 2 x 40 ft. sectional spans for use elsewhere.	10%

0481.

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WORKS IN PROGRESS AT 30TH APRIL, 1944 (Contd).

Description	Size	Progress	Est.date of Completion	Remarks.
TARANTO - BRINDISI.				
Docks improvement scheme	½ mile track and 4 turnouts	75%	11.5.44	
Track repairs Pozzuoli (inclusive) to Quigliano (inclusive)	12 Km. track and station loops.	90%		
Track repairs Quigliano (exclusive) to [illegible] Taverna (exclusive)	9 Km. track only			
Filling in demolished viaduct at Km.201.55 (Bridge 1)	15,000 cu.yds fill.	65%	-	
Clearance of tunnel at Km. 19.35	two craters blown over train at north end. One crater at south end.	6%	-	Tunnel being cleared by excavation from surface through 20 ft. of overburden.
Repairs to bridge 2 (Km.190.68)	2 x 40 ft. Sectional and 1 x 35 ft. R.S.J. spans supported on 2 x 23 ft L.B. trestle piers.	80%	5.5.44	
Permanent repairs to bridge 3 (Km.60.0)	Rebuilding 2 x 35 ft. arches in concrete. This will release 2 x 40 ft. sectional spans for use elsewhere.	10%		

To sheet 12.

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

WORKS IN PROGRESS AT 30TH APRIL, 1944 (Contd)

Job No.	Agency	Location	Description	Size	Progress	Est. Cost
302/7	I.S.R. Contractor	Melfi	Permanent repairs to Bridge 4 (Km. 66.2)	Rebuilding 3 x 35 ft. arches in concrete. This will release 2 x 40 ft. Sectional end 1 x 40 ft. R.S.J. span for use elsewhere.	10%	
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, shunting and roads to scale.	-	

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

WORKS IN PROGRESS AT 30TH APRIL, 1944 (Contd)

Description	Size	Progress	Est. date of Completion	Remarks.
Permanent repairs to Bridge 4 (Km. 66.2)	Rebuilding 3 x 35 ft. arches in concrete. This will release 2 x 40 ft. Sectional and 1 x 40 ft. R.S.J. span for use elsewhere.	10%		
No.5 Tn. Stores Depot.	3 miles of track, 25 turnouts, hutting and roads to scale.	-	-	All track completed and opened to traffic 25.3.44. Work continues on hutting and roads.

Appendix 7

LOCATION AND EMPLOYMENT OF ITALIAN RAILWAY CONSTRUCTION COMPANIES

Unit.	Location.	Employment.
1st Bn.		
2nd Company	Bari	Base Development.
7th Company	Taranto	Maintenance Taranto Docks.
20th Company	Taranto	
3rd Bn.		
6th Company	Montecorvino	Job 94/18 Montecorvino Ordnance Depot.
13th Bn.		
8th Company	Mignano	Repairs Line 90.
	Pozzuoli	Repairs Line 287.
	Villa Literno	Repairs Line 89.
21st Company	Cancello Arnone	Repairs Line 89.

Remaining two companies of 3rd Bn. and one company of 13th Bn. are at present employed with U.S. Forces.

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20th Company	Taranto)	Maintenance Taranto Docks.
3rd Bn.		
6th Company	Montecorvino	Job 94/18 Montecorvino Ordnance Depot.
13th Bn.		
24th Company	Mignano Pozzuoli Villa Literno	Repairs Line 90. Repairs Line 287. Repairs Line 89.
21st Company	Cancello Arnone	Repairs Line 89.

Remaining two companies of 3rd Bn. and one company of 13th Bn. are at present employed with U.S. Forces.

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Appendix 8

ADDITIONAL LABOUR EMPLOYED WITH RAILWAY CONSTRUCTION UNITS AT 30TH APRIL, 1944.

Unit.	Location.	Type and Number		Total
10 Rly Const. Coy.	Bari Area	It.Rly.Const.Coy.	100	
		Civilian	522	
	Brindisi Area	Civilian	40	
	Taranto Area	It.Rly.Const.Coy.	200	
		Civilian	215	
				1077
150 Rly Const.Coy.	Cancello Arnone	It.Rly.Const.Coy.	120	
		Civilian	126	
				246
159 Rly Const.Coy.	Guigliano	Civilian	164	
	Casalnuovo	Indian Pioneers	93	
				257
160 Rly Const.Coy.	Falciano	Italian Military	89	
		Civilian	590	
				679
161 Rly Const.Coy.	Montecorvino	It.Rly.Const.Coy.	106	
		Civilian	49	
	Poggioreale	Indian Pioneers	60	
				215
167 Rly.Brdg Coy				
No. 1 Sect.	Mignano	Indian Pioneers	20	
		It.Rly.Const.Coy.	56	
	Pozzuoli	It.Rly.Const.Coy.	24	
		Civilians	22	
No. 2 Sect.	Ripalta	Civilians	57	
				179
46 M.E. (Tn) Sect.	Bagnoli Ballast Pit.	Contractor	98	
				98
H.C.E.(SAEC) H.Q.	Fossacesia	Italian Military	126	
		Civilians	51	
				177
38 Rly.Const. Coy. (SAEC)	Ortona and Trigno	Italian Military	180	
		Civilian	243	
				423
39 Rly.Const. Coy. (SAEC)	Ortona	Indian Pioneers	240	
		Italian Military	372	
		Civilian	116	
				728
40 Rly.Const. Coy.	Vasto	Indian Pioneers	42	

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	Brindisi Area	Civilian	522	
		Civilian	40	
	Taranto Area	It.Rly.Const.Coy.	200	
		Civilian	215	
				1077
150 Rly Const.Coy.	Cancello Arnone	It.Rly.Const.Coy.	120	
		Civilian	126	
				246
159 Rly Const.Coy.	Guigliano	Civilian	164	
	Casalnuovo	Indian Pioneers	93	
				257
160 Rly Const.Coy.	Falciano	Italian Military	89	
		Civilian	590	
				679
161 Rly Const.Coy.	Montecorvino	It.Rly.Const.Coy.	106	
		Civilian	49	
	Pozzilorcale	Indian Pioneers	60	
				215
167 Rly.Brdg Coy				
No. 1 Sect.	Mignano	Indian Pioneers	20	
		It.Rly.Const.Coy.	56	
	Pozzuoli	It.Rly.Const.Coy.	24	
		Civilians	22	
No. 2 Sect.	Ripalta	Civilians	57	
				179
46 M.E. (Tn) Sect.	Bagnoli Ballast Pit.	Contractor	98	
				98
H.C.E.(SAEC) H.Q.	Possaccesia	Italian Military	126	
		Civilians	51	
				177
58 Rly.Const. Coy. (SAEC)	Ortona and Trigno	Italian Military	180	
		Civilian	243	
				423
33 Rly.Const. Coy. (SAEC)	Ortona	Indian Pioneers	240	
		Italian Military	372	
		Civilian	116	
				728
40 Rly.Const. Coy. (SAEC)	Vasto	Indian Pioneers	42	
	Termoli	Italian Military	100	
		Civilian	290	
				432
61 Tunnelling Coy. (SAEC)	Ortona	Italian Military	267	
		Civilian	37	
				304
62 Tunnelling Coy. (SAEC)	Ortona	Italian Military	186	
		Civilian	80	
			214	266
		TOTAL		5,081

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Appendix 9

Daily Average Train Operation
Month April 1944.

TRAINS RUN Bari Div.	Military							Civil	
	Freight				Troop & P.O.W.		Ambul-ance Trains	Trains	
	Trains	Wagons							
		Lds.	Empt.	Total	Trains	Wagons		Pass.	Freight
NORTH OF TERMOLI	5.9	122	10	132	.2	6	.6	-	-
TERMOLI-FOGGIA	6.2	52	118	170	.6	7	.6	-	-
FOGGIA-TERMOLI	6.3	162	6	168	1.7	22	.8	-	-
FOGGIA-BRANCHES	4.2	53	6	59	.1	3	-	-	-
FOGGIA-CERVARO	2.8	35	6	41	.2	7	.4	-	-
FOGGIA-BARI	9.2	137	240	377	2.6	29	1.2	.8	-
BARI-FOGGIA	12.2	411	1	412	2.8	38	1.0	.6	-
BARI-BRINDISI	4.3	60	120	180	.1	2	-	1.2	-
BRINDISI-BARI	5.2	158	-	158	.7	6	-	1.7	-
BARI-TARANTO	3.6	38	30	68	.5	4	.1	.8	-
TARANTO-BARI	4.9	110	5	115	.9	7	.2	.8	.1
BRINDISI-TARANTO	1.9	48	-	48	.1	2	-	.2	-
TARANTO-BRINDISI	2.7	33	17	50	-	1	-	.3	-
TARANTO-METAPONTO	4.1	51	5	56	.2	2	-	.4	.2
METAPONTO-TARANTO	5.7	47	70	117	.3	6	-	.3	.2
METAPONTO-POTENZA	3.2	61	1	62	.3	10	-	.3	-
POTENZA-METAPONTO	2.8	25	90	115	.4	5	-	.3	-
METAPONTO-SIBARI	1.7	6	20	26	-	-	-	.1	.2
POTENZA-FOGGIA	-	1	1	2	-	-	-	.2	-
FOGGIA-POTENZA	-	-	-	-	-	-	-	-	-
Total Trains Run	85.2	-	-	-	11.4	-	4.1	8.6	.7

Total Trains All Classes Run: 110.2

Average Train Miles per day: Bari Division 6736

Military Freight:

Average No. loaded wagons per train 18.9
" " empties " " " 8.7
Average Total No. wagons per train 27.6

Average net tons per train 265.5
Average gross tons per train 614.7
Average speed per train 8.3 m.p.h.

Troop, P.O.W. and Ambulances.

Average speed per train 16.4 m.p.h.

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TERMOLI-FOGGIA	6.2	52	116	170	.6	7	.5	-	-
FOGGIA-TERMOLI	6.3	162	6	168	1.7	22	.8	-	-
FOGGIA BRANCHES	4.2	53	6	59	.1	3	-	-	-
FOGGIA-CERVARO	2.8	35	6	41	.2	7	.6	-	-
FOGGIA-BARI	9.2	137	240	377	2.6	29	1.2	.8	-
BARI-FOGGIA	12.3	411	1	412	2.8	38	1.0	.6	-
BARI-BRINDISI	4.3	60	120	180	.7	2	-	1.2	-
BRINDISI-BARI	5.2	158	-	158	.3	6	-	1.2	-
BARI-TARANTO	3.6	38	30	68	.5	4	.1	.8	-
TARANTO-BARI	4.9	110	1	111	.9	7	.2	1.0	.1
BRINDISI-TARANTO	1.9	48	-	48	.1	2	-	.2	-
TARANTO-BRINDISI	2.7	33	17	50	-	1	-	.2	-
TARANTO-METAPONTO	4.1	51	5	56	.2	7	-	.4	.2
METAPONTO-TARANTO	3.7	47	70	117	.4	6	-	.3	.2
METAPONTO-POTENZA	3.2	61	1	62	.5	10	-	.3	-
POTENZA-METAPONTO	2.8	25	90	115	.4	5	-	.3	-
METAPONTO-SIBARI	1.7	6	20	26	-	-	-	.1	.2
POTENZA-FOGGIA	-	1	1	2	-	-	-	.2	-
FOGGIA-POTENZA	-	-	-	-	-	-	-	-	-
Total Trains Run	85.2	-	-	-	11.4	-	4.9	6.0	.7

Total Trains All Classes Run: 110.2

Average Train Miles per day: BARI Division 6730

Military Freight:

Average No. loaded wagons per train	18.9
" " empties " " "	8.7
Average Total No. wagons per train	27.6
Average net tons per train	283.5
Average gross tons per train	414.7
Average speed per train	8.3 m.p.h.

Troop, P.O.W. and Ambulances.

Average speed per train	16.4 m.p.h.

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PORT WORKING STATISTICS - ITALY

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING MONTH - MONTH ENDING 30th APRIL

	BARI	BARLETTA	BRINDISI	GALLIPOLI	MONOPOLI	TARAN
Road	99,899	2,851	51,852	-	3,972	9,0
Rail	39,918	23,934	42,661	1,128	-	41,2
I.W.T.	-	-	2,534	-	-	7
Totals	139,817	26,785	97,047	1,128	3,972	51,0

Tn. (Br.).,
Adv. A.F.H.Q.,
C.M.F.

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

Appendix No. 14.

PORT WORKING STATISTICS - ITALY

ONNAGES CLEARED FROM ALL EASTERN PORTS DURING MONTH - MONTH ENDING 30th APRIL, 1944

BARI	BARLETTA	BRINDISI	GALLIPOLI	MONOPOLI	TARANTO	TOTAL
99,899	2,851	51,852	-	3,972	9,027	167,601
39,918	23,934	42,661	1,128	-	41,294	148,935
-	-	2,534	-	-	726	3,260
139,817	26,785	97,047	1,128	3,972	51,047	319,796

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PORT WORKING STATISTICS - ITALY

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

	M.T. (No.) +	Coal Tonnage	Other Tonnage	Total
DISCHARGED				
Accumulative Total Brought Forward	42,190	142,959	1,320,410	1,4
April 1944	10,529	46,091	328,827	
Totals to Date	52,719	189,050	1,649,237	1,8
LOADED				
Accumulative Total Brought Forward	547	-	50,968	
April 1944	105	-	27,093	
Totals to Date	652	-	78,061	
Total DISCHARGED and LOADED to Date	53,371	189,050	1,727,298	1

+ Includes Locomotives and A.F.V's

Tn. (Br.).,
Adv. A.F.H.Q.,
C.M.F.

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

PORT WORKING STATISTICS - ITALY

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

M.T. (No.) +	Coal Tonnage	Other Tonnage	Total Tonnage
42,190	142,959	1,320,410	1,463,369
10,529	46,091	328,827	374,918
52,719	189,050	1,649,237	1,838,287
547	-	50,968	50,968
105	-	27,093	27,093
652	-	78,061	78,061
and 53,371	189,050	1,727,298	1,916,348

+ Includes Locomotives and A.F.V's

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PORT WORKING STATISTICS -- ITALY

DISCHARGED AND LOADED SUMMARY -- MONTH ENDING 30th APRIL 1944

	BARI	BARLETTA	BRINDISI	GALLIPOLI	MONOPOLI	TARANTO
Total Tonnage Discharged	147,055	24,444	97,672	1,128	4,094	100,528
Total Tonnage Loaded	7,701	5,238	4,792	-	3,232	6,130
Total Port Working	154,756	29,679	102,464	1,128	7,326	106,658
Discharged to Lighter	25,021	-	21,508	-	-	13,171
No. of Lighters in use per Port	89	-	42	-	-	32
Average Tons per Lighter	281	-	512	-	-	412

Continued on Sho

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Appendix No. 13

Sheet 1

PORT WORKER STATISTICS :: ITALY

DISCHARGED AND LOADED SHIPS :: MONTH ENDING 30th APRIL 1944.

BARLETTA	BRINDISI	CASTELLAMARE	MONOPOLI	TARANTO	TOTAL
24,444	97,772	1,128	4,094	100,528	[illegible]
5,238	4,792	-	3,232	6,130	27,092
29,679	102,464	1,128	7,326	106,658	402,011
-	21,508	-	-	13,171	
-	42	-	-	32	
-	512	-	-	412	

Continued on Sheet 2

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

PORT WORKING STATISTICS - ITALY

STATISTICAL SUMMARY FOR ALL EASTERN PORTS OF ACTUAL LOADING DURING MONTH .. MONTH ENDING

Port	No. of Ships	No. of Days Loading	Cargo	No. of M.T. and Tons Loaded Quay M.T.	Quay Tons	Lighter M.T.	Lighter Tons
GALLIPOLI	-	-	M.T. Ammo. P.O.L. Stores Coal & Minerals		- - - - -		
MONOPOLI	38	45	M.T. Ammo P.O.L. Stores Coal & Minerals	-	- 12 773 2,447 -		
TARANTO	18	51	M.T. Ammo. P.O.L. Stores Coal & Minerals	75	579 1,268 - 4,283 -		

Note:- The figures for P.O.L. are exclusive of Bulk loading

Tn. (Br.).,
Adv. AF.H.Q.,
C.M.F.

0501

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PORT WORKING STATISTICS - ITALY

Sheet 2

SUMMARY FOR ALL EASTERN PORTS OF ACTUAL LOADING DURING MONTH - MONTH ENDING 30th. APRIL 1944.

No. of Days Loading	Cargo	No. of M.T. and Tons Loaded Quay M.T.	Quay Tons	Lighter M.T.	Lighter Tons	Total Tonnage	Ship Tons per Ship Day
-	M.T. Ammo. P.O.L. Stores Coal & Minerals		- - - -			-	-
45	M.T. Ammo P.O.L. Stores Coal & Minerals	-	- 12 773 2,447			3,232	72
51	M.T. Ammo. P.O.L. Stores Coal & Minerals	75	579 1,268 - 4,283 -			6,130	120

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

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

PORT WORKING STATISTICS - ITALY

STATISTICAL SUMMARY FOR ALL EASTERN PORTS OF ACTUAL LOADING DURING MONTH - MONTH ENDING 30th. APRIL, 19

Port	No. of Ships	No. of Days Loading	Cargo	No. of M.T. and Tons Loaded Quay M.T.	Quay Tons	Lighter M.T.	Lighter Tons	Total Tonn
BARI	17	57	M.T.	30	88			
			Ammo.		3,662			
			P.O.L.		-			7,
			Stores		3,951			
			Coal & Mincrals		-			
BARLETTA	10	31	M.T.	-	-			
			Ammo.		2,742			
			P.O.L.		-			5
			Stores		2,496			
			Coal & Mincrals		-			
BRINDISI	46	62	M.T.	-	-			
			Ammo.		3,282			
			P.O.L.		-			
			Stores		1,510			
			Coal & Mincrals					

Contin

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Appendix No. 12

Sheet 1

PORT WORKING STATISTICS - ITALY

FOR ALL EASTERN PORTS OF ACTUAL LOADING DURING MONTH - MONTH ENDING 30th. APRIL 1944

No. of Days Loading	Cargo	No. of M.T. and Tons Loaded				Total Tonnage	Ship Tons per Ship Day
		Quay		Lighter			
		M.T.	Tons	M.T.	Tons		
57	M.T. Ammo. P.O.L. Stores Coal & Minerals	30	88 3,662 - 3,951 -			7,701	135
31	M.T. Ammo. P.O.L. Stores Coal & Minerals	-	- 2,742 - 2,496 -			5,238	169
62	M.T. Ammo. P.O.L. Stores Coal & Minerals	-	- 3,282 - 1,510			4,792	77

Continued on Sheet 2

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

0502

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

PORT WORKING STATISTICS - ITALY

STATISTICAL SUMMARY FOR ALL EASTERN PORTS OF ACTUAL DISCHARGE DURING MONTH - MONTH END

Port	No. of Ships	No. of Days Discharging	Cargo	No. of M.T. and Tons Discharged				To Ton
				Quay		Lighter		
				M.T.	Tons	M.T.	Tons	
BARI	62	353	M.T. Ammo. P.O.L. Stores Coal & Minerals	1,016	6,779 10,614 - 108,138 21,494		25,021@	1
BARLETTA	20	106	M.T. Ammo. P.O.L. Stores Coal & Minerals	45	192 10,581 - 13,668 -			
BRINDISI	36	187	M.T. Ammo. P.O.L. Stores Coal & Minerals	978	4,150 ✓ 23,660 9,492 54,424 5,946		21,508@	

Continued on S

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

Appendix "C"

Sheet 1

PORT WORKING STATISTICS - ITALY

FINAL SUMMARY FOR ALL EASTERN PORTS OF ACTUAL DISCHARGE DURING MONTH - MONTH ENDING 30th. APRIL 1944

No. of Days Discharging	Cargo	No. of M.T. and Tons Discharged				Total Tonnage	Ship Tons per Ship Day
		Quay		Lighter			
		M.T.	Tons	M.T.	Tons		
353	M.T.	1,016	6,779			147,055	417
	Ammo.		10,004				
	P.O.L.		-				
	Stores		108,138		25,021@		
	Coal & Minerals		21,494				
106	M.T.	45	192			24,441	231
	Ammo.		10,581				
	P.O.L.		-				
	Stores		13,668				
	Coal & Minerals		-				
187	M.T.	978	4,150			97,672	522
	Ammo.		23,660				
	P.O.L.		9,492				
	Stores		54,424		21,508@		
	Coal & Minerals		5,946				

Continued on Sheet 2.....

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0508

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY.

WARRANTED BY BRITISH R.T.O's. PERIOD MAR. 12th. - APL. 12th. 194

Passenger

Traffic	No. of Warrants	Total Personnel Entrained	Pass. Kiloms	Baggage, Stores, Guns, etc. Wgns	Tons	Wgn. Kiloms	Ton
British		50,866	11,385,876	89	695	23,187	21
U.S.A.		2,061	765,239	2	17	948	
A.M.G.		948	243,331				
A.C.C.		3	871				
Italian Military		2,331	569,413	8	70	937	
Total	1,813	56,209	12,964,730	99	782	25,072	23

Freight

Traffic	No. of Warrants	Total Wagons	Tons	Wgn. Kiloms	Ton Kiloms	Averag Lo
British		37,261	460,537	4,800,692	59,253,342	
U.S.A.		3,741	45,468	478,505	5,701,444	
A.M.G.		192	2,588	29,417	375,129	
E.F.I.		313	5,254	54,589	849,830	
A.C.C.		648	10,284	72,762	1,112,844	
Italian Military		53	649	11,011	134,357	
ϕ " Civilian		6	191	30	805	
Total	7,328	42,214	524,941	5,447,006	67,427,751	12.

Notes:- All traffic forwarded by U.S. Army is warranted by U.S. R.T.O's.
ϕ Coal to I.S.R.

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY

Appendix No. 10

COMPILED BY BRITISH R.T.O's. PERIOD MAR. 12th. - APL. 12th. 1944

Total Personnel Entrained	Pass. Kilomns	Baggage, Stores, Guns, etc. Wgns	Tons	Wgn. Kilomns	Ton Kilomns	Average Length of Journey
50,666	11,385,876	89	695	23,187	214,156	
2,061	765,239	2	17	948	8,058	
948	243,331					
3	871					
2,331	569,413	8	70	937	8,740	
56,209	12,964,730	99	782	25,072	230,954	231

Total Wagons	Tons	Wgn. Kilomns	Ton Kilomns	Average Wagon Load	Average Wagon Haul
37,261	460,537	4,880,692	59,253,342		
3,741	45,468	478,505	5,701,444		
192	2,588	29,417	375,129		
313	5,254	54,589	849,830		
648	10,284	72,762	1,112,844		
53	649	11,011	134,357		
6	161	30	805		
42,214	524,941	5,447,006	67,427,751	12.4	129

Notes:- All traffic forwarded by U.S. Army is warranted by U.S. R.T.O's.

/ Coal to I.S.R.

SECRET.

Subject : Progress Report - Italy.

Transportation Increment,
C. M. F.
Tel : Firebox - 49
Outside line 843332
Ref : TN.A.1/43.
1 May 1945.

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

Herewith my Progress Report No. 19 for the month of March 1945.

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

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D.Tn., C.M.F., M.E.F.	(1)
D.Tn., Rear H.Q., 11 Army Group, S.E.A.C.	(1)
D.D.Tn., B.A.S., Washington.	(1)
D.D.M.R.S.	(1)
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D.D.Tn.(Railways).	(1)
Liaison Officer, Tn.(Br), H.Q., 15 Army Group.	(1)
H.Q., Movements, Central Italy.	(1)
H.Q., Movements, West Italy.	(1)
H.Q., Movements, East Italy.	(1)
Transportation Sub-Commission, A.C.C.	(1)
1 Port Operating Group, R.E.	(1)
5 Port Operating Group, R.E.	(1)
7 Port Operating Group, R.E.	(1)
3 Port Construction & Repair Group, R.E.	(1)
H.Q., 6 I.W.T. Group, R.E.	(1)
1 Railway Construction & Maintenance Group, R.E.	(1)
1212 Railway Construction & Maintenance Group, R.E.	(1)
Railway Construction Group, S.A.E.C.	(1)
4 Indian Railway Constr & Maint Group, I.E.	(1)
1 Railway Operating Group, R.E.	(1)

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

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4 Indian Railway Constr & Maint Group, I.E.	(1)
1 Railway Operating Group, R.E.	(1)
2 Railway Operating Group, R.E.	(1)
3 Transportation Stores Group, R.E.	(1)
Transportation Sub-Commission, Rail Section.	(2)
War Diary.	(1)
File.	

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SECRET.

Copy No. 21

TRANSPORTATION INCREMENT.
C.M.F.

PROGRESS REPORT No. 14.
MARCH 1945.

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4. Railway Construction.
5. Railway Electrification.
6. Railway Operating.
7. Mechanical Engineering.
8. Transportation Stores.
9. Finance.

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3. Employment of Italian Units.
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7. Statistical Details of Reconstruction work in March.
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3. Port Construction and Repair.
4. Railway Construction.
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TRANSPORTATION INCREMENT.

C. M. F.

PROGRESS REPORT N° 19.

MARCH 1945.

ITALY.

1. GENERAL.

(a) All Tn units were fully employed during March and with continual good weather satisfactory progress was made in all departments.

(b) The daily average tonnage handled at all ports was slightly less than during the previous month. Traffic in the Heel ports was 1200 tons a day less than in February.

The tonnage exported was practically the same as last month, the reduction being all in imports. Increased tonnages were handled at BARI and ANCONA, the total at the latter port being the highest recorded up to date viz: 151,844 tons.

The millionth ton of cargo was discharged at ANCONA on the 26 March and at that date over 300,000 tons of bulk petrol had been discharged.

(c) Port Construction and Repair has proceeded satisfactorily at RAVENNA and PORTO CORSINI where 1900 ft of quay have now been repaired. Of the original 5500 ft (Approx) of quay it is proposed to repair only about 2500 ft in the first instance.

(d) The repair of Line 219 PISA - EMPOLI - FLORENCE was completed during the month and opened for traffic on Apr 1, thus opening up railheads at FLORENCE, PRATO and PISTOIA. Railhead on Line 86 was advanced to FAENZA at the same time.

Work on the Appennine Tunnel is proceeding satisfactorily. The Serravalle Tunnel continues to present many difficulties and falls of rock are hindering the work.

The work of doubling Line 65, ROME - ORTE, and of Line 86, ANCONA - FORLI, is nearly complete. The repairs of Line 86, ORTONA - ANCONA, is proceeding satisfactorily.

(e) Electric Traction on Line 87 has been interrupted by equipment failures and, pending repairs, restrictions have had to be imposed on operating. In spite of this, the traffic hauled by electric locos has increased slightly. The repair of contact lines has proceeded at a slightly increased rate and the reconstruction of transmission lines and substations has made satisfactory progress. Fourteen more electric locos have been made ready for service.

(f) On 1 March the Lines south of ROME were handed back to the I.S.R. who are now fully responsible for operating them. A joint Railway Control Office was set up in NAPLES for Liaison with the I.S.R. This arrangement has proved satisfactory and demands for traffic have been handled through the Control Office with excellent

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less than during the previous month. Traffic in the Adriatic ports was 1200 tons a day less than in February.

The tonnage exported was practically the same as last month, the reduction being all in imports. Increased tonnages were handled at BARI and ANCONA, the total at the latter port being the highest recorded up to date viz: 151,844 tons.

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(c) Port Construction and Repair has proceeded satisfactorily at RAVENNA and PORTO CORSINI where 1900 ft of quay have now been repaired. Of the original 7500 ft (Approx) of quay it is proposed to repair only about 2,500 ft in the first instance.

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(g) On 15 March the bridge between GENOA and SAN QUIRICO (Line 87) was closed in order to replace the temporary spans by a permanent single span. The work took 60 hours and, although some congestion occurred at FALCONARA, traffic was not seriously dislocated, adequate arrangements having been made beforehand.

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(h) The Locomotive power situation is good, but it is certain that we shall require every one of our present stock as soon as the North of Italy is liberated.

(i) The recovery and repair of rolling stock has received special attention and the number of wagons repaired in March was about 60% greater than in February.

(j) The rehabilitation of I.S.R. Workshops is proceeding well. This is reflected in the increased number of repairs which are carried out. Various private firms are also coming into production with spare parts and are undertaking a proportion of the repairs to rolling stock.

(k) There were heavy movements of Tn Stores during the month surpassing the record made in February. Tonnages handled in depots were 17% greater than last month.

(l) Issues of bridging were heavy during the month, but in spite of delays in receipt of supplies specified for delivery, the actual receipts more than covered issues and the stock is substantially the same as at the end of last month. However we are expecting heavy demands as soon as the battlefront moves forward and anticipate an anxious period until May shipments become available at Tn Stores Depots, as shipments for April are less than planned.

(m) Stocks of rail have been slightly reduced, but as issues for doubling Line 86 (North) and for repairs between ANCONA and ORTONA are now complete, the situation is satisfactory.

(n) The timber situation although not yet satisfactory shows some improvements. Cement is still in short supply. Our requirements amount to more than one fourth of the whole production in liberated Italy.

(o) The Coal position is satisfactory and there are adequate reserves of fuel oil.

2. PORT OPERATING.

A. GENERAL.

(1) Employment of Port Operating Groups.

The responsibilities of Nos. 1, 5 and 7 Port Operating Groups in Italy were unchanged during March.

Ports operated by the various Groups and the Operating units employed are tabulated below :

Group.	Ports.	Operating Units. Brit.	South African.	Maur.	Italian	Remarks.
No. 1 Port	Taranto.	1	Det.	-	2	

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(k) There were heavy movements of Tn Stores during the month surpassing the record made in February. Tonnages handled in depots were 17% greater than last month.

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Group.	Ports.	Operating Units. Brit.	South African.	Maur.	Italian	Remarks.
N° 1 Port Op. Gp.	Taranto.	1	Det.	-	2	
	Gallipoli.	-	-	-	-	Civilians only.
	Brindisi.	2*	Det.	-	2	
N° 5 Port Op. Gp.	Monopoli.	Det.	-	-	-	
	Bari.	4	1 less Dets.	1	1	Also 4 Ship Working Secs. of Lebanese.
	Barletta.	Det.	-	-	1	
N° 7 Port Op. Gp.	Ancona.	4¾	-	1	-	

/to sheet 3....

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X 1027 Port Operating Company (less dets.) moved from BRINDISI to TORTORETTO 27 Mar 45 to provide labour for railway construction work under the supervision of H.Q., 1212 Railway C. & M. Group. The Company was put under command of H.Q., 7 Port Operating Group w.e.f. 29 March.

Docks units employed at other locations were :

1010 Port Operating Coy.	Greece.
992 " " "	Greece.
1021 " " "	Leghorn.
N° 3 South African Docks Operating Coy.	Naples.
Det. of 1027 Port Operating Coy.	Civitavecchia.
" " 991 " " "	"
" " 1027 " " "	Jugo Slavia.
208 Indian 'Z' Craft Operating Coy., I.E.	Leghorn.

(2) General Remarks.

Weather conditions throughout March were favourable and helped considerably in the achievement of record tonnages at BARI and ANCONA although at BRINDISI and TARANTO there were considerable reductions in work, due principally to lack of shipping.

The average tonnage handled (including M.T.) was 15,794 tons of which 22% was accounted for by exports.

Preliminary arrangements have been made for H.Q., N° 5 Port Operating Group to undertake responsibility for the operation of all Heel Ports thereby releasing H.Q., N° 1 Port Operating Group for the opening of other ports in the North of Italy.

The average daily tonnages for the month handled by Tn. units are indicated in the following table.

Port.	Daily Averages. Export. M.T. No.	Tons.	Stores.	Import. M.T. No.	Tons.	Stores.	Total. M.T. No.	Tons.	Stores.
TARANTO.	58	230	151	23	83	764	81	313	915
GALLIPOLI.			56			160			216
BRINDISI.	4	15	859	7	28	1001	11	43	1860
MONOPOLI.			51			13			64
BARI.	22	198	1709	13	73	5286	35	271	6995
BARLETTA.			150			69			219
ANCONA.			76	29	160	4662	29	160	4738
LEGHORN.	77	374				152	77	374	152
NAPLES.			82	7	34	539	7	34	621

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" " 1627 " " " Jugo Slavia.
208 Indian 'Z' Craft Operating Coy., R.E. Leghorn.

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The average tonnage handled (including M.T.) was 15,794 tons of which 22% was accounted for by exports.

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Port.	Daily Averages. Export. M.T. No.	Tons.	Stores.	Import. M.T. No.	Tons.	Stores.	Total. M.T. No.	Tons.	Stores.
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GALLIPOLI.			56			160			216
BRINDISI.	4	15	899	7	28	1001	11	43	1860
MONOPOLI.			51			13			64
BARI.	22	198	1709	13	73	5286	35	271	6995
BARLETTA.			150			69			219
ANCONA.			76	29	160	4662	29	160	4738
LEGHORN.	77	374				152	77	374	152
NAPLES.			82	7	34	539	7	34	621
	161	817	3134	79	378	12646	240	1195	15780

(3) Operations.

P.C. & R. work at RAVENNA proceeded satisfactorily during March and most of the shore work is expected to be completed during April. It is not yet known if and when RAVENNA and PORTO CASINI will be used for military purposes.

/to 202 sheet 4....

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No. 975 Port Repair Ship "Progress" R.E. has completed work at CIVITAVECCHIA on behalf of A.C. and sailed 29 March to NAPLES for refitting.

A detachment of 1027 Port Operating Company went to JUGO SLAVIA on 15 March in connection with operation "ACCOMPLISH".

(4) Shore Labour.

The position has been satisfactory throughout the month. As has been the case for several months, ANCONA was the only port relying for the most part on British Pioneer shore labour. The local Area H.Q. there, however, has been approached with a view to civilian labour being allotted for Dockswork, in anticipation of the future withdrawal of the existing Military Labour.

(5) Docks Working experiments.

Conveyance of Rolling Stock by L.S.T.

Representatives of this H.Q. visited REGGIO DI CALABRIA during the month to watch rolling stock being discharged over a shore ramp from an American L.S.T. The data they obtained there together with the data obtained from previous planning will enable this H.Q. to make arrangements for similar work to be carried out should the need arise.

B. EAST ITALIAN PORT WORKING.

TARANTO.

There was a considerable reduction in tonnages at this port in March.

The 15(tons Floating Crane which had been under overhaul for some time was completed in Mid March.

GALLIPOLI.

One collier only was discharged at this port. There was in addition a certain amount of A.C. export traffic.

BRINDISI.

Owing to lack of shipping the tonnages for March at BRINDISI were the lowest yet handled there in any one month.

MONOPOLI.

Small tonnages only were handled and there are no features of importance to record.

BARI.

This port continued to be well supplied with shipping

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(5) Docks Working experiments.

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Owing to lack of shipping the tonnages for March at BRINDISI were the lowest yet handled there in any one month.

MONOPOLI.

Small tonnages only were handled and there are no features of importance to record.

BARI.

This port continued to be well supplied with shipping and as a result of good all round work a record tonnage of 225,241 tons, including M.T., was handled through the port.

No. 10 Floating Crane Section manning P.D.107 was very fully employed. During the month 138 lifts totalling 2,750 tons were handled.

No. 3273 U.S. Q.M. Service Coy., reported last month as undergoing training in Ship Work, has now been withdrawn by the U.S. Authorities.

/to sheet 5....

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BARLETTA.

No occurrences of note took place at this port although there was some increase in total tonnage handled compared with the month of February.

ANCONA.

The tonnage of stores and M.T. handled at this port was the highest so far achieved amounting to 151,844 tons.

Clearance facilities were adequate for the increased tonnages mainly owing to an increase in M.T. available and the completion of Railway construction work. (Up to 2,000 tons per day can now be cleared by rail.)

Owing to the shortage of mechanically sound Chaseside tractors, successful experiments were carried out in the utilisation of 10 ton Mack lorries for the shunting of railway wagons.

C. WEST ITALIAN PORT WORKING.

LEGHORN.

1021 Port Operating Coy. were employed here very much on the same lines as reported in last months progress report, a heavy M.T. loading programme and a reduced Stores discharge. The latter was less than 50% of the February tonnage.

The tonnage discharged at this Coy's lighter point also showed a decrease of 28% on the tonnage handled here last month.

The supply of rubble and local stones for re-surfacing quays, stacking area, and vehicle assembly parks has recently improved. The result is that quay working, especially from the point of view of loading, has proved easier and quicker and is less affected by downpours of rain so frequent in this area.

The lighterage work done by 208 Ind. 'Z' Craft Op. Coy., I.E., continues to be regarded here with the greatest esteem from all authorities, both British and American. The months figure of 50,250 tons carried by the 13 craft located here shows an increase of 12,100 tons on that figure for the previous month of February.

An interesting point of note is that whereas the planning net tonnage lift per 'Z' Craft each 24 hrs is 96 tons, the figure obtained this past month of March rose to 125 tons.

NAPLES.

No. 3 Docks Op. Coy., S.A.E.C., U.D.F., were more extensively employed at this port during the month. The months discharge tonnage was double that of the short month of February. However the loading programme dropped and only an average of 82 tons of Stores and no M.T. were loaded daily. The increase of tonnages discharged ex lighters at this Coy's lighter point was due to the number of additional lighters being routed there from other points.

CIVITAVECCHIA.

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(Owing to the shortage of mechanically sound Chassis tractors, successful experiments were carried out in the utilisation of 10 ton Mack lorries for the shunting of railway wagons.

C. WEST ITALIAN PORT WORKING.

LEGHORN.

1021 Port Operating Coy. were employed here very much on the same lines as reported in last months progress report, a heavy M.T. loading programme and a reduced Stores discharge. The latter was less than 50% of the February tonnage.

The tonnage discharged at this Coy's lighter point also showed a decrease of 28% on the tonnage handled here last month.

The supply of rubble and local stones for re-surfacing quays, stacking area, and vehicle assembly parks has recently improved. The result is that quay working, especially from the point of view of loading, has proved easier and quicker and is less affected by downpours of rain so frequent in this area.

The lighterage work done by 208 Ind. 'Z' Craft Op. Coy., I.E., continues to be regarded here with the greatest esteem from all authorities, both British and American. The months figure of 50,250 tons carried by the 13 craft located here shows an increase of 12,100 tons on that figure for the previous month of February.

An interesting point of note is that whereas the planning net tonnage lift per 'Z' Craft each 24 hrs is 96 tons, the figure obtained this past month of March rose to 125 tons.

NAPLES.

No. 3 Docks Op. Coy., S.A.E.C., U.D.F., were more extensively employed at this port during the month. The months discharge tonnage was double that of the short month of February. However the loading programme dropped and only an average of 82 tons of Stores and no M.T. were loaded daily. The increase of tonnages discharged ex lighters at this Coy's lighter point was due to the number of additional lighters being routed there from other points.

CIVITAVECCHIA.

It was only towards the end of the month, when the rail lines were completed and lighters became available, that the mixed det. of 990 Port Maint. Coy. and 1027 Port Op. Coy. was fully employed on discharge of coal. Previous to this time the work of this detachment was on similar lines to that mentioned in February's report, i.e. general repairs and clearance of berths and quays.

/to sheet 6....

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On 29th March 975 Port Repair Ship "Progress" sailed for NAPLES where on the 30th it was to enter into Dry Dock for repairs and general overhaul.
During the month the following jobs were in hand.

(i) Raising the sunken derrick barge at MOLO LITTORIO. Under water repairs are now being carried on by the Italian Navy. (Item b of February Report).

(ii) Removal of heavy debris sunk alongside Banchina Cialdi, including a grain sucker of approx. 50 tons weight and 6 concrete pillars weighing approx. 15 - 20 tons each.
Owing to the size and weight of the grain sucker, it was necessary to cut it into three pieces before it was possible to raise and land on shore.
Difficulty was experienced with concrete blocks owing to the fact that all blocks were joined together with heavy reinforcing iron which had to be burnt through after raising the blocks to the surface. (Item c of February Report).

(iii) Raising the steam tug sunk alongside the Banchina Cialdi. After an unsuccessful attempt had been made to raise the steam tug, with 4½" S.W.R. the job was suspended as not sufficient time was available for stronger S.W.R. to be obtained. (Item h of February Report).

(iv) Removal of debris from off the tug sunk alongside berth 5. (Item g of February Report).

D. PORT MAINTENANCE.

A 75 ton fixed jib floating crane, completely dismantled, arrived BARI ex NORTH AFRICA and has been reshipped to ANCONA where it will be erected by 990 Port Maintenance Coy. While complete erection drawings for the boom have been received, the only information avail about the assembly of the pontoons is of a somewhat sketchy nature. -able There are apparently no drawings showing either this phase of the erection or the placing of the machinery on the completed pontoon. In view of this it is not possible to give an estimated time of completion.

To assist in the discharge of lighters at ANCONA, 990 Port Maintenance Coy. have undertaken the erection of two 2 ton derricks and one 5 ton overhead travelling crane on the lighter berths. Each derrick carries a fabricated lattice work samson post with two 30 ft tubular steel booms. They will be operated by two diesel winches which are enemy equipment captured at TARANTO.
The overhead travelling crane is a more ambitious project. The actual travelling crane parts, complete with motors and controls, is being taken from the shipyard but the gantry is being fabricated and erected by the Port Maintenance Coy. The majority of this work will be carried out by riveters, welders and steel erectors and it

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The arrival of class 'A' spares to the agreed scales is still awaited and the spares position in respect of plant of D.W. provision is still acute. The 19 R.B. crane mentioned in last month's report as having been awaiting a fuel pump since 25 Nov 44 is still awaiting it.

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There will be ample electric power for dock lighting and installations at ANCONA when the 600 K.V.A. Turbo-Alternator, obtained by the Royal Navy, is installed in the shipyard and coupled up to the dock mains. This will make the dock area independant of the town supply. Points are being installed every 200 ft along the Molo Sud at ANCONA where leads can be plugged in to augment ships' lighting, the inadequacy of which is serious.

The supply of temporary lighting to ships (particularly coasters), although strictly speaking a Sea Transport responsibility, has become a regular commitment of Port Maintenance Companies. There are two aspects involved :

(i) The supply of clusters and electric light bulbs for use with ships' electricity supply.

(ii) The supply of electric current to ships that are not themselves able to generate adequate current.

With regard to (i) the provision of clusters and bulbs has recently been improved through efforts made by Sea Transport, but the installation on ships, and the adaption of fittings as required is normally done by Port Maintenance personnel.

So far as (ii) is concerned, it is understood from the Sea Transport Service that no improvement in ships' electrical equipment is likely. Hence the supply of current from mobile generators or quay points is likely to be a continued requirement. In this case also the operation of generators on shore is normally carried out by Port Maintenance personnel.

If future plans materialise as envisaged, all Port Maintenance Companies will be very much more extended than they are at present and it is extremely doubtful whether they will be able to undertake responsibilities in connection with the lighting of ships' holds in the future to the same extent as in the past.

E. BARGE CONSTRUCTION.

No barge construction was carried out in East Italy.

Additional K.D. barges were received and at the end of March the situation in respect of stored K.D. craft was as follows:

TARANTO.	3
BRINDISI.	1 (incomplete)
BARI.	30 (1 incomplete)

Efforts are being made to complete the two craft which have packages missing.

The current situation is shown at Appendix 5.

F. WATER TRANSPORT.

Weather conditions were generally favourable and caused little interference with lighterage work.

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F. WATER TRANSPORT.

Weather conditions were generally favourable and caused little interference with lighterage work.

No 6 I.W.T. Group is employing civilian watermen as much as possible, and with a view to releasing the two Italian I.W.T. (Port) Operating Companies at present working in Heel Ports it is planned to hand over lighterage at these ports entirely to civilians working under the control of British detachments, as there is no doubt that considerable reliance will have to be placed on Italian I.W.T. units in future ports.

Two Indian 'Z' Craft crews have been despatched to India and have been replaced by two British crews from Mideast.

-30-

/to sheet 8....

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Locations of I.W.T. Units operating under the technical control of N° 6 I.W.T. Group were the same as last month, i.e.

945	I.W.T. (Port) Operating Coy., R.E.	ANCONA.	Dets. SENIGALLIA, PESARO, BARI.
947	" " " " "	"	Dets. BRINDISI and TARANTO.
1065	I.W.T. Workshops Coy., R.E.	"	Det. PESARO.
N° 1	(Italian) I.W.T. (Port) Op. Coy.	BARI.	
N° 2	" " " " "	TARANTO and BRINDISI.	
N° 3	" " " " "	ANCONA.	

N° 947 I.W.T. (Port) Operating Coy was responsible for the lighterage work at ANCONA.

N° 945 Company is for the most part available for future operations.

In addition to these units 208 Indian 'Z' Craft Op. Coy. at Leghorn is independant of 6 I.W.T. Group.

Cargo handled by I.W.T. at Italian Ports was:

TARANTO.	911 tons.
BRINDISI.	4739 "
BARI.	41894 "
ANCONA	61879 "
LEGHORN.	50250 "
Total.	159673 "

G. I.W.T. MAINTENANCE AND REPAIR.

The failure of the bottom end bearing of Lister-Blackstone auxiliary engines mentioned in last month's report has received close attention. Oil samples have been analysed with the result that it does not now appear as though the oil is at fault nor as though undue dilution is taking place. Various experiments are, however, being carried out in an endeavour to trace the real cause of the trouble.

It has been found that some tug engineers did not appreciate the function of the compression changeover valve on these engines with the result that it is suspected that many engines have been allowed to run for long periods on full load on high compression. This would have the effect of considerably over-loading the bearings and it is hoped that orders now issued on the use of the de-compressior valve, together with notices painted on the engines, will have the desired result of eliminating bearing failures.

Three Tusa tugs have again experienced reduction gear trouble. In all three cases the gears themselves have stripped one or more teeth and have fractured the spring steel plates which constitute the cushion drive. In each case the modified keep plates held. It is obvious that the design of this drive is unsuitable for [illegible] and either the Tusa tugs should be replaced by Tenaces or

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Three Tusa tugs have again experienced reduction gear trouble. In all three cases the gears themselves have stripped one or more teeth and have fractured the spring steel plates which constitute the cushion drive. In each case the modified keep plates held. It is obvious that the design of this drive is unsuitable for harbour tugs and either the Tusa tugs should be replaced by Tanacs or else an adequate supply of replacement parts be made available. It would be interesting to know what experiences other theatres have had with these tugs.

The conversion of Z.32 to Sherman tank engines has been completed and work is in hand on the last of the four craft earmarked for conversion.

H. ITALIAN UNITS.

Details of Italian Docks Units will be found in Appendix 3.

/to sheet 9....

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3. PORT CONSTRUCTION AND REPAIR.

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

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

Under Command for Works only

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

B. ANCONA.

(i) Road Communications.

The civilian road gang mentioned in last month's report has continued work on all roads in the dock area.

(ii) Rail Communications.

The breaking out of the concrete slab and the excavation to formation level for the Rail track on Berths 14 and 15 has been completed and all track has now been laid.

(iii) Quay Repairs.

Cases have occurred recently where lengths of the Quay facing have failed below water level, leaving holes up to 20ft. long, 10ft. high and 4ft. deep in the Quay face. These present no difficulty if tackled in time. But the work is necessarily intermittent as it is impossible when berths are occupies. Repairs of this nature are now in hand on berth 13.

(iv) Quay Grading and Surfacing.

Early in the month work was started on the re-grading and resurfacing of the quay space behind Berths 6 & 7. Simultaneously a drainage scheme, utilising as much as possible of the existing drains, was put in hand. The drainage scheme has been completed and the work of surfacing should be completed early next month.

(v) Oil Line.

A 2-ton Derrick with a 55 foot jib has been constructed and erected on the Tanker Berth to handle the armoured flexible pipe lines from the tanker to the intake.
A 6" Derv. line is being laid on the Molo Sud from Berth 24 to the oil tanks at the South end of the

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A 2-ton Derrick with a 55 foot jib has been constructed and erected on the Tanker Berth to handle the armoured flexible pipe lines from the tanker to the intake.
A 6" Dorr. line is being laid on the Molo Sud from Berth 24 to the oil tanks at the South end of the Mandracchio

(vi) Quarrying Operations.

Poggio Quarry is still being worked by 3 P.C.& R.Gp. for supplying stone to the Dock Area and to 20 C.R.E.(Works).

(vii) General.

Close liaison is now being kept with the Civil Affairs representative and Genio Civile with a view to handing over all work at present being undertaken by No 3 P.C. & R. Group.

/to sheet 10....

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C. BARI.

The weather has been very unfavourable this month and only 3 Tips were accomplished. On the 1st March one of the tipping barges sank during tipping operations.

The filling of cracks, the pointing of the outside face and the replacing of loose or dislodged coping stones were continued from Berth 24 shorewards throughout the month.

The remainder of the Company not employed on works has been undergoing a course of Military Training.

D. TARANTO.

A small diving party has been assisting 1037 P.M. Coy., R.E., on repair work to the Genio Marina Slipway.

E. RAVENNA.

(i) Communications.

The restoration of the access road to Berths 1, 2 and 3 on the N. side of the canal involving the filling of several large craters has now been completed.

The access road on the South bank leading from the main road to Berths 4, 5 and 6 and thence along the canal bank to PORTO CORSINI has also been restored.

(ii) Stacking Areas.

In order to provide space for stacking cargo, 3 separate stacking areas have been cleared by the demolition and removal of damaged buildings behind Berths 3, 4 and 5. These areas have all been surfaced. A further stacking area is at present being prepared behind Berth 6.

(iii) Quay Repairs.

Quay wall repairs have been continued throughout the month on all berths and the following table shows the lengths of quay which have been rendered fit for use. Dredging by grab bucket has been carried out wherever the foundation level of the existing quay wall has permitted and the approximate depths of water at the different berths are also shown on the following table:-

Berth No.	Length of Quay. Original Length	Rep'd on 29/2/45	Rep'd on 30/3/45	Proposed Final Length to Repair	Min. Depth of water Actual	Min. Depth of water Final	Dredging	Remarks
1	1060	-	180	300	15'	16'	-	
2	720	150	210	210	16'	16'	-	
							100% Dredging	

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1	1060	-	180	300	15'	16'	-	
2	720	150	210	210	16'	16'	-	
3	580	170	190	190	11'	11'	100%	Dredging level limited by level of existing wall fnds.
4	270	170	200	300	12'	12'	100%	
5	600	306	470	470	250ft at 12' 220ft at 16'	250ft at 12' 220ft at 16'	100%	Do. Do.
6	1100	-	350	510	14'	16'	In hand 60%	Dredging in Hand.
Totals.	4330	796	1600	1980				

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(iv) Salvage.

A German Siebel Ferry boat was found sunk in the Canal approximately 4 Kilometres from PORTO CORSINI. Salvage work was put in hand on the 12th. Air tight compartments were made and two large holes in the sides were blanked off. Air was then pumped in and on the 15th the vessel was refloated.

(v) Dredging.

As a result of an accurate survey of the entire length of the canal two stretches were found of depths of water of 12 and 14 feet for lengths of 800 and 2000 feet respectively, approximately 2 Kilometres from PORTO CORSINI. The minimum total quantity of dredging to give a 50 feet canal with a depth of 17 feet at E.O.S.T is 27,000 C.yds and the estimated dredging time is 5 weeks, if dredging equipment proves successful.

In order to carry out this work the abovementioned salvaged Siebel ferry is being converted into a suction dredger by installing a 10" pump driven by a 60 H.P. Diesel Ricardo Engine. It is hoped that these will be installed to enable dredging to start before the end of the month. Attempts are being made to obtain the use of other dredgers to assist in this work.

(vi) Dock Fencing.

The Dock Area is being enclosed by an unclimbable fence on both the North and South sides. That on the South side has been completed and work on the North side is at present in hand.

F. PORTO CORSINI.

(i) Repairs to North and South Mole.

Repair work on breaches on both Moles as mentioned in last month's report has been continued. Two craters have been repaired on the North Mole and three on the section of Mole which is now referred to as Berth 10. The largest crater on the South Mole occurring approximately one quarter of the way along its length is now being repaired. The work consists of restoring the quay face on the inside and the laying of a reinforced concrete slab across the top of the mole.

(ii) Quay Repairs.

With the exception of repair work to quay walls Berth 10 no further work of this nature has been carried out. Berth 12 is a naval berth and repair work is being done by a firm of Civilian Contractors under the direction of C.C.E.

The Salvaging of sunken craft and underwater obstructions is being carried out by R.N. Fleet Salvage at Berth 11.

The following table gives particulars of the CORSINI

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The following table gives particulars of the CORSINI Berths :-

Berth No.	Length of Quay. Original Length	Rec'd on 29/2/45	Rep'd on 30/3/45	Proposed Final Length	Min. Depth of Water Actual	Min. Depth of Water Final	Dredging	Remarks.
10.	300	-	300	300	10'	16'	-	Dredging to be done.
11.	350	-	-	190	14'	16'	-	Salvaging of wreck in hand by RN Fleet Salvage.
12.	550	NAVAL BERTH						
Totals.	1200	-	300	490				

/to sheet 12....

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(iii) Labour.

One I.P.L. Company and approx. 150 Civilians are assisting in the works at RAVENNA and PORTO CORSINI. Both types of labour are found to work well and it is considered that for keeness and enthusiasm the labour is better than any used previously.

4. RAILWAY CONSTRUCTION.

A. GENERAL.

1. The following report covers the period 15 March to 18 April 1945.

2. Work has continued on the lines set out in my previous report. The following are the important features:-

(a) Reconstruction of line 219 PISA - EMPOLI - FLORENCE was completed and opened to full traffic on 1st April.

(b) Repairs to the Serravalle tunnel on line 218, PISA - PISTOIA to FLORENCE have proceeded. Considerable difficulties have been encountered. The target date for completion has been set back to 7 May.

(c) Reconstruction of the PRATO - GRIZZANA section of line 65 PRATO - BOLOGNA has proceeded to schedule. The firm completion date for the opening of the Appennine tunnel and hence the line to the railhead at GRIZZANA is 10 May.

(d) The doubling of line 86 between ANCONA and FORLI has been completed, with the exception of two bridges, scheduled for later completion. The Base Marshalling yard at ARCADIFO is substantially complete and is in use.

(e) FAENZA was opened as a railhead on 1st April. Work is already in hand beyond, following immediately behind the recent 8 Army advance towards BOLOGNA.

(f) Repairs to line 86 between ANCONA and ORTONA have proceeded satisfactorily. Essential work will be completed by 28 April, but it will be necessary to allow a further two weeks before opening to traffic, to allow new concrete arches to mature.

(g) Construction of line 227 between COLLE SALVETTI and PISA has been put in hand by the American Section.

3. Plans have been formulated for the reconstruction of the railways of Northern Italy following the expected collapse of the enemy.

Details are given in a directive to Group Commanders, copy of which is appended at Appendix 8.

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2. Work has continued on the lines set out in my previous report. The following are the important features:-

(a) Reconstruction of line 21c PISA - EMPOLI - FLORENCE was completed and opened to full traffic on 1st April.

(b) Repairs to the Serravalle tunnel on line 21S, PISA - PISTOIA to FLORENCE have proceeded. Considerable difficulties have been encountered. The target date for completion has been set back to 7 May.

(c) Reconstruction of the PRATO - GRIZZANA section of line 65 PRATO - BOLOGNA has proceeded to schedule. The firm completion date for the opening of the Appennine tunnel and hence the line to the railhead at GRIZZANA is 10 May.

(d) The doubling of line 86 between ANCONA and FORLI has been completed, with the exception of two bridges, scheduled for later completion. The Base Marshalling yard at MONDOLFO is substantially complete and is in use.

(e) FAENZA was opened as a railhead on 1st April. Work is already in hand beyond, following immediately behind the recent 8 Army advance towards BOLOGNA.

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3. Plans have been formulated for the reconstruction of the railways of Northern Italy following the expected collapse of the enemy.

Details are given in a directive to Group Commanders, copy of which is appended at Appendix 8.

Considerable use is being made of Air Photographic reconnaissance in all planning. A special reconnaissance sortie was carried out at our request on 23/24 March, and excellent cover obtained of lines 65 and 86 into BOLOGNA, and BOLOGNA yards.

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B. RAILHEADS.

1. Railheads opened during the period were:-

Line 219 FIRENZE (CAMPO MARTE)		April 1.
Line 65 PRATO	via FLORENCE	April 1.
Line 217 PISTOIA	and Line 219.	April 1.
Line 86 FAENZA		April 1.

2. Firm estimated dates for opening of new railhead is

Line 65 GRIZZANA	May 10.

C. RECONNAISSANCE AND DEMOLITIONS.

1. Aerial Reconnaissance.

(a) Line 65.

Aerial reconnaissance has shown that on 23 March all important structures on line 65 between Km.70 and BOLOGNA have been severely damaged by bombing. Tunnel portals have also been attacked with considerable success. It remains to be seen whether blocking of the tunnels by bombing will prevent the enemy carrying out additional deliberate demolition. There is evidence that all bridges not already demolished are prepared for demolition.

Track damage seems as yet to be limited to bomb craters. A length of 6 Km. has been dismantled completely between SAN RUFFILLO and BOLOGNA. It is not possible to say whether any of the material remains at site.

(b) Line 86 and BOLOGNA.

Aerial reconnaissance shows that on 24 March the whole of the structures on line 86 between FAENZA and BOLOGNA had been destroyedbby bombing or demolition with the exception of the viaducts over the Idice and Santerno rivers. The latter has since been demolished by the retreating enemy.

Between CASTEL BOLOGNESE and BOLOGNA over 90% of the track has been dismantled.

In BOLOGNA, both viaducts over the River Reno were still standing and in use as roads.

Bomb damage to the yards in BOLOGNA has been intense, and most of the tracks have been dismantled by the enemy.

It is apparent that there is no usable track left in the town, and the whole of the facilities required will have to be completely rebuilt.

2. Ground Reconnaissance.

Line 86.

Ground reconnaissance has been carried out from FAENZA to CASTEL PIETRO Station, 23 Kms. from BOLOGNA. In this

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Bomb damage to the yards in BOLOGNA has been intense, and most of the tracks have been dismantled by the enemy. It is apparent that there is no usable track left in the town, and the whole of the facilities required will have to be completely rebuilt.

2. Ground Reconnaissance.

Line 86.

Ground reconnaissance has been carried out from FAENZA to CASTEL PIETRO Station, 23 Kms. from BOLOGNA. In this stretch, three viaducts have been completely demolished and 16 bridges of spans less than 40 feet. The viaducts are crossings of the Sonio, Santerno and Sillaro rivers and comprise three, eight and four spans respectively of about 50 feet. Between FAENZA and CASTEL BOLOGNESE, track damage is confined to battle damage. Beyond, all track is dismantled, all sleepers removed entirely. Rails are left on site but have all been blown.

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D. LINE RECONSTRUCTION.

1. (a) Line 65 - ROME - CRTE Doubling.

Work will be completed by 30th April, with the exception of a 3 KM. section between STRIGLIANO and CIVITA CASTELLANA, containing two steel bridges which cannot be doubled at present.

(b) Line PRATO to BOLOGNA.

The heading through the blocked Southern end of the Appennine tunnel was holed out on 18th April, and arching and walling is following up well to schedule.

Work in the heading proceeded on four faces from April 4th onwards, the central faces being worked through the service adit.

Construction of railhead facilities at GRIZZANA is well advanced, and the firm date for opening to traffic has been given as 10th May.

Steel has been delivered to GRIZZANA ready for construction of the Vada viaduct, the next large structure to be repaired, and girders are already assembled, ready to move up the line by trolley to the bridge site.

The South African Group is fully prepared to take over the whole of the route to BOLOGNA, as soon as the line is clear of the enemy, and forward reconnaissance has just commenced.

2. Line 218/217/65. PISA - PISTOIA - FLORENCE.

Work on the Serravalle tunnel is proceeding at maximum speed against great difficulties.

The central demolition has now been holed out and arching and walling is half complete.

The western block has presented the severest problems. The work has been tackled on four faces, one inside the tunnel, two from a service addit and one at the Western entrance.

The inner half has been holed, and only about 4 ft. remains to hole out in the outer half.

Work has be arduous and dangerous as the whole of the tunnelling at this block has been through badly shattered rock. Falls from cavaties above the tunnel debris have smashed timbering and delayed progress. In the outer half it was necessary to cast the whole tunnel ring in concrete in small sections, timbering the roof of the cavity against falls.

Completion is expected on 7th May, thus opening the whole line.

3. Line 219. PISA - EMPOLI - FLORENCE.

The line was opened to test train on 27th March and to full traffic on 1st April.

Civilian contractors, under A.C. supervision, are now at work on permanent repairs.

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Construction of railhead facilities at GRIZZANA is well advanced, and the firm date for opening to traffic has been given as 10th May.

Steel has been delivered to GRIZZANA ready for construction of the Vada viaduct, the next large structure to be repaired, and girders are already assembled, ready to move up the line by trolley to the bridge site.

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Completion is expected on 7th May, thus opening the whole line.

3. Line 219. PISA - EMPOLI - FLORENCE.

The line was opened to test train on 27th March and to full traffic on 1st April.

Civilian contractors, under A.C. supervision, are now at work on permanent repairs.

The most important work is the reconstruction of the Arno Viaduct in mass concrete arches, which will release five U.C.R.E. three girder spans of 105 ft length. The arches are being turned alongside the new steel bridge, with no interruption to traffic.

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4. Line 86. ANCONA - BOLOGNA.

(a) Line doubling between FORLI (Ronco Bridge) and ANCONA is complete, except for the Metauro and Misa bridges. The latter will be doubled by the end of April. The Mondolfo Base Marshalling yard is completed, except for some ballasting.

(b) FAENZA was opened to traffic on 1 April, by a single line railway from FORLI.

All the necessary work has been done to double the line between FORLI and FAENZA, except for the placing of spans over the Lamone Viaduct.

This work has been postponed to conserve U.C.D. material for work further forward.

(c) Work has just commenced beyond FAENZA on the line taken during the present advance. The whole of No. 1 Group are available.

5. Line 86. ORTONA - ANCONA.

Work has progressed satisfactorily, despite delay in the supply of cement.

The long tunnel, 3 Km. South of ANCONA has almost been opened out, and the 210 foot bridge over the PESCARA river is now almost completed, there being the top booms only to place and rivet.

Although all work will be complete by 25 April, it will not be possible to open to traffic until 10 May, to allow concrete arches (some up to 60 ft. span) to mature.

6. Line 89. CAMPOLEONE - ROME.

Due to failure of shuttering under load in one of the viaducts under construction by contractors, opening of the line will be delayed until 10 May.

7. Line 227. COLLE SALVETTI - PISA.

The American Group now has this line under construction. Repairs should be complete early in May.

E. LINE MAINTENANCE.

Preparations are being made to withdraw military personnel from maintenance duties on all lines South of FLORENCE and ANCONA. A very small supervisory staff will remain to control contract work where necessary.

F. STATISTICS.

At Appendices 6 and 7 are summaries of works completed

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the line between FORLI and FAENZA, except for the placing of spans over the Lamone Viaduct.

This work has been postponed to conserve U.C.B. material for work further forward.

(c) Work has just commenced beyond FAENZA on the line taken during the present advance. The whole of No. 1 Group are available.

5. Line 86. ORTONA - ANCONA.

Work has progressed satisfactorily, despite delay in the supply of cement.

The long tunnel, 3 Km. South of ANCONA has almost been opened out, and the 210 foot bridge over the PESCARA river is now almost completed, there being the top booms only to place and rivet.

Although all work will be complete by 28 April, it will not be possible to open to traffic until 10 May, to allow concrete arches (some up to 60 ft. span) to mature.

6. Line 89. CASTELCENE - ROLL.

Due to failure of shuttering under load in one of the viaducts under construction by contractors, opening of the line will be delayed until 10 May.

7. Line 227. COLLE SALVETTI - PISA.

The American Group now has this line under construction. Repairs should be complete early in May.

E. LINE MAINTENANCE.

Preparations are being made to withdraw military personnel from maintenance duties on all lines South of FLORENCE and ANCONA.

A very small supervisory staff will remain to control contract work where necessary.

F. STATISTICS.

At Appendices 6 and 7 are summaries of works completed during March and in hand on 1st April, together with statistical detail covering works during March.

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5. RAILWAY ELECTRIFICATION.

A. GENERAL.

Electric working on Line 87 was extended 15.5 Kms. from FOSSATO to FABRIANO on 6 March when Mobile Substation at FOSSATO was put into service after repair. This substation failed again on 9 March and is again under repair. The failure was due to a breakdown of the insulation of an anode shield in the vacuum chamber of the mercury arc rectifier which resulted in other complications and has necessitated the dismantling of the unit and replacement of parts from another rectifier obtained from BATTIPAGLIA Substation. This is a lengthy process and repairs will take approximately one month. Electric working to FABRIANO was retained, but due to low voltage conditions locomotives have been restricted to "Series" running only, until the substation repairs are completed. Partial steam working is retained meanwhile. The supply to this section of line will be greatly improved when the repairs to GENGA Substation are completed at the end of April.

The supply of new copper wire from NAPLES has been low during this month owing to various manufacturing difficulties and progress of wiring new tracks has been retarded on this account, but the position is improving.

An inspection of the copper smelting and rolling plants of the Societa Metallurgica Italiana S.M.I. at CAMPO TIZZORO and PORRETTA DI NARNI was made on 24 March. These plants have a large potential output and necessary preparation work for future manufacture is being done. The latter is the wire drawing plant, but as the enemy lines are in the vicinity, production has not yet begun. This plant will be able to supply the future needs of the I.S.R. for rehabilitation of electric power lines and railways.

Supervision of all works is hampered by the lack of road transport and progress is being affected accordingly. Constant supervision and contact with Italian personnel is essential to ensure works being carried out according to programme.

B. Electric Operation.

The following is a summary of electric operating statistics for the period 4 March - 31 March 1945 for the section TERNI - FABRIANO.

Route Kilometres.		111.5 Kms.
Number of substations in operation.		2
Average Number of Electric Locos in Service.		16.25
Total Electric Loco Kilometrage.		79,663 Kms.
Average Kms. per day per Loco.		176.5 Kms.
Total Gross Ton Km. hauled -		
Freight	23,718,402	T.Km.
Passenger	2,200,598	T.Kms.
F + P	25,919,000	T.Km.
Gross Ton Km. per Loco per day.	57,553	T.Km.

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applications and has necessitated the dismantling of the unit and replacement of parts from another rectifier obtained from D.TTI-PAGLIA Substation. This is a lengthy process and repairs will take approximately one month. Electric working to FABRIANO was retained, but due to low voltage conditions locomotives have been restricted to "Series" running only, until the substation repairs are completed. Partial steam working is retained meanwhile. The supply to this section of line will be greatly improved when the repairs to GENGA Substation are completed at the end of April.

The supply of new copper wire from NAPLES has been low during this month owing to various manufacturing difficulties and progress of wiring new tracks has been retarded on this account, but the position is improving.

An inspection of the copper smelting and rolling plants of the Societa Metallurgica Italiana S.M.I. at CAMPO TIZZORO and FORNACI DI BARGA was made on 24 March. These plants have a large potential output and necessary preparation work for future manufacture is being done. The latter is the wire drawing plant, but as the enemy lines are in the vicinity, production has not yet begun. This plant will be able to supply the future needs of the I.S.R. for rehabilitation of electric power lines and railways.

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Freight	23,718,402 T.Km.
Passenger	2,200,598 T.Kms.
F + P	25,919,000 T.Km.
Gross Ton Km. per Loco per day.	57,553 T.Km.
Average Gross Ton per Loco	325 T.
Total Energy Consumption.	1,277,140 K.W.H.
Energy Consumption per 100 Ton Km.	4.92 K.W.H.

The increase in the figure of energy consumption per 100 Ton Km. from 4.55 to 4.92 K.W.H. is due to the present system of working over the FOSSATO - FABRIANO Section without FOSSATO Substation. This causes inefficient distribution.

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C. LABOUR.

Work on the ORTE - TERNI and FABRIANO - FALCONARA Sections is progressing satisfactorily considering delays in supply of material. The ORTE - TERNI Section will be completed about mid-April. The completion of the FABRIANO - FALCONARA Section will be limited by the amount of work required in the Della Rossa Tunnel where the bad ceiling is causing difficulties in the erection of suspension fittings.

Employment TERNI - ORTE	25	ISR personnel.
FABRIANO - FALCONARA	75	ISR personnel.
Total	100	ISR approx.

D. ERECTION OF 3000V D.C. OVERHEAD CONTACT LINE.

	During March.	Total to Date.
Catenary wire erected	12 tons.	82 tons.
Contact wire erected	20 tons.	135 tons.
Track-Kilometres renewed	12 Kms.	92 Kms.

E. RECONSTRUCTION OF 120 K.V. TRANSMISSION LINES.

Work on ORTE - FLORENCE progressing satisfactorily.
30 Kms. of Aluminium-Steel Conductor sent to RIFREDDI for repairs to RIFREDDI - BOLOGNA Line.

F. SUBSTATIONS.

GIUNCARA Substation.
Second group of conversion equipment 75% complete.

FOLIGNO Substation.
Fixed substation 80% complete.
Expected completion end April.

FOSSATO Substation.
Mobile Substation rectifier under repair for second time. Completion mid-April.

GENGA Substation.
Fixed substation 90% complete.
Main transformer drying out. Expected completion end April.

G. ELECTRIC LOCOMOTIVES.

18 N° 626 Class in service.
18 N° 626 Class ready for service.

[illegible] SUPPLY.

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Total 100 ins. approx.

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F. SUBSTATIONS.

GIUNCLNA Substation.

Second group of conversion equipment 75% complete.

POLIGNO Substation.

Fixed substation 80% complete.
Expected completion end April.

FOSSATO Substation.

Mobile Substation rectifier under repair for second time. Completion mid-April.

GENGA Substation.

Fixed substation 90% complete.
Main transformer drying out. Expected completion end April.

G. ELECTRIC LOCOMOTIVES.

18 N° 626 Class in service.
18 N° 626 Class ready for service.

H. POWER SUPPLY.

No power failures have occurred to interrupt railway working.

Repairs to the second 30,000 K.V.A. Generating Unit at GALLETO are progressing satisfactorily. When this unit is in service, the railway power allotment will be increased to 8,000 K.W. 15 minute demand and 4.5 million K.W.H. per month energy. This amount is to cover the working over the complete section TERNI - FALCONARA.

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SAGGITTARIO Power Station repair work is progressing. Turbine shafts and Pelton wheels have been delivered to TERNI Steelworks for repair.

I. PRATO - BOLOGNA Line (65).

Replacement of the contact line has not yet been started. One officer is being sent to the site to supervise this work which can now commence in view of the progress of work on the APPENNINE Tunnel.

The 60,000 volt cables entering the tunnel at PRECILDENZA Station have been examined and found to be repairable. These cannot be used quickly due to the proposed power supply being at 120 K.V.

Provision is being made to feed Mobile Substations direct from the 120 K.V. line at VALMONTONE and CHIZZANO Stations to supply 3,000V. D.C. for traction.

J. ROME - NAPLES Line (8o).

Repairs to substation buildings have begun.

6. RAILWAY OPERATING.

a. ORGANISATION.

1. Area.

No change took place in the area under control D.D.Tn. (Railways).

2. H.Q. D.D.Tn.(Rlys) Officer Changes.

Major D.A.F. QUELCH, R.E. reported on 4 Mar 45 for duty as D.A.D.Tn. (Op).
Lt. Col. O.F.E. HARVEY, R.E. (OC 6 Rly Op Gp) departed on repatriation under 'Python'.

3. Moves of Units.

H.Q., 189 Rly Op Coy, moved from PESARO to RIMINI on 31 Mar 45.

'B' det., 163 Rly. Wksp. Coy. installed at PESCARA w.e.f., 23 Mar 45 for supervision of machinery erection in preparation for the opening of Line 86 (Central between CHIETA and ANCONA.

4. Relations with Italian State Railways.

These remained good, and a distinct improvement in Italian initiative was noticed during the month, largely attributed to our decision to give the Italians complete operation of Line 86 (Central) between CHIETI and ANCONA. Some improvement

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J. ROME - NAPLES Line (89).

Repairs to substation buildings have begun.

6. RAILWAY OPERATING.

a. ORGANISATION.

1. Area.

No change took place in the area under control D.D.Tn. (Railways).

2. H.Q. D.D.Tn.(Rlys) Officer Changes.

Major D.A.F. QUELCETT, R.E. reported on 4 Mar 45 for duty as D.A.D.Tn. (Op).
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'B' det., 163 Rly. Wksp. Coy. installed at PESCARA w.e.f. 23 Mar 45 for supervision of machinery erection in preparation for the opening of Line 86 (Central between CRTCMA and ANCONA.

4. Relations with Italian State Railways.

These remained good, and a distinct improvement in Italian initiative was noticed during the month, largely attributed to our decision to give the Italians complete operation of Line 86 (Central) between CRTCMA and ANCONA. Some improvement was also noticed on Line 87, sufficient to give confidence in a future extension of Italian responsibility on that line at an early date.

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L.R.S. Welfare activity on behalf of Italian Railwaymen continued to pay dividends in maintenance of attendance at work. There are signs, however, of growing industrial unrest in certain places (notably FOLIGNO and ROCCA) but these are symptomatic of political conditions generally and are not a reflection on railway administration as such. Training of British M.D. engine crews in electric locomotive handling continued as a partial insurance against a possible stoppage on Line 87 (TERNI - FABRIANO) which is/critical L of C largely dependant on electric traction.

B. RAILWAY OPERATING CENTRAL ITALY.

1. Opening of New Lines.

No new lines opened to traffic.

2. New Operating Facilities on Lines Open to Traffic.

(a) Line 65.

AREZZO.
General clearing up of the station area continued and certain sidings were extended.

CHIUSI.
A third running line was brought into operation and general clearing up and construction of new loco depot facilities continued.

SUISTARNO.
New roads 24 to 26 inclusive in marshalling sidings were completed, also four roads cleared of cripples to give additional accommodation for stabling special type vehicles.

(b) Line 87.

FABRIANO.
An additional road is now available for electric Locomotives. Installation of lighting is completed.

(c) Line 86.

ANCONA Docks.
Additional sidings were installed on 16 and 17 Berths.

ANCONA Station.
Alterations and additions to yard and station layouts have been completed.

FALCONARA.
[illegible] is complete.

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No new lines opened to traffic.

2. New Operating Facilities on Lines Open to Traffic.

(a) Line 65.

ANZIO.
General clearing up of the station area continued and certain sidings were extended.

CERVETERI.

A third running line was brought into operation and general clearing up and construction of new loco depot facilities continued.

SANTA MARINELLA.

New roads 24 to 26 inclusive in marshalling sidings were completed, also four roads cleared of cripples to give additional accommodation for stabling special type vehicles.

(b) Line 87.

FABRIANO.

An additional road is now available for electric locomotives. Installation of lighting is completed.

(c) Line 86.

ANCONA Docks.

Additional sidings were installed on 16 and 17 Berths.

ANCONA Station.
Alterations and additions to yard and station layouts have been completed.

FALCONARA.
Alterations to loco yard layout are complete.

Main Line.

Double line working has been brought into operation throughout, with the following exceptions:-

MISCA Bridge - SENIGALLIA
CESENA " - SCAPEZZANO - LONDOLFO

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METAURO Bridge - ACQUALAGNA - FANO
RUBICONE " - FORLIMPOPOLI - FORLI

RIMINI.

Down sorting Sidings completed.

MONDOLFO FANO.

Priority one has been completed and other work has proceeded well.

3. Signalling.

Colour light signalling was brought into use at FALCONARA North end the avoiding line during the month. This completed the work on the avoiding line apart from the installation of level crossing barriers on road route 16 (in hand).

Installation of signalling on Line 86 is proceeding slowly due to shortage of I.S.R. technical labour and transport. As it will be difficult to transport I.S.R. personnel from FALCONARA to locations North of MONDOLFO, covered vans are being equipped by the I.S.R. as sleeping quarters and workshops.

SENIGALLIA was brought into use during the month and MONDOLFO is expected to be completed by 8 Apr.

Colour light signals were brought into use during the month at FABRIANO, PIEVE PANCRAZIA and IESI.

4. Freight Train Working.

(a) Line 65.

Traffic over this route remained normal throughout the month.

FIORENTINO closed down as a PCL RE at the end of Mar : this commodity will in future be handled in AREZZO.

The ESD in MONTEROTONDO closed and outloading of surplus stores is expected to be finished during the first few days in Apr.

(b) Line 87.

Due to continued technical difficulties at substations full scale electric working into FABRIANO is still not possible although w.e.f. 8 Mar. a limited number of trains has been worked between FABRIANO and FOSSATO by electric locomotives on shuttle service.

The railway was closed from 0900 hrs., 15 Mar. to 1955 hrs., 17 Mar. for the replacement by a permanent structure of the bridge at km. 244 between GENGA and SERRA SAN QUIRICO.

The Movements traffic arrangements in connection

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Colour light signalling was brought into use at FALCONARA North and the avoiding line during the month. This completed the work on the avoiding line apart from the installation of level crossing barriers on road route 16 (in hand).

Installation of signalling on Line 86 is proceeding slowly due to shortage of I.S.R. technical labour and transport. As it will be difficult to transport I.S.R. personnel from FALCONARA to locations North of MONDOLFO, covered vans are being equipped by the I.S.R. as sleeping quarters and workshops.

BENIGALLIA was brought into use during the month and MONDOLFO is expected to be completed by 8 Apr.

Colour light signals were brought into use during the month at FABRIANO, PIEVE TORINCA and IESI.

4. Freight Train Working.

(a) Line 65.

Traffic over this route remained normal throughout the month.

FIORENTINO closed down as a PCL RF at the end of Mar : this commodity will in future be handled in ARE270.

The SSD in MONTEROTONDO closed and outloading of surplus stores is expected to be finished during the first few days in Apr.

(b) Line 87.

Due to continued technical difficulties at substations full scale electric working into FABRIANO is still not possible although w.e.f. 8 Mar. a limited number of trains has been worked between FABRIANO and FOSSATO by electric locomotives on shuttle service.

The railway was closed from 0800 hrs., 15 Mar. to 1955 hrs., 17 Mar. for the replacement by a permanent structure of the bridge at Km. 244 between CENGA and SERRA SAN QUIRICO.

The Movements traffic arrangements in connection with this job worked admirably and as a result there was not traffic held up, nor any backlog in either direction caused by the occupation.

Traffic was normal during the month with the exception of the last few days when an AFV move ex CASSINO caused a slight increase in the West to East flow.

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(c) Line 86.

Traffic over this route increased progressively as the introduction of various new facilities previously mentioned enabled higher capacity targets to be reached.

During the first 14 days, i.e. prior to the introduction of double line working- the daily nett tonnage moved north of FALCONARA averaged 4212. Over the last 17 days however, an average of 5776 nett tons daily was moved, the peak day being 23 Mar. when a total of 7591 net freight tons was reached.

That this big increase in tonnage was successfully handled before the introduction of the new BMV at MONDOLFO is attributable to the inclusion therein of a large number of BMV specials operating both from Westside and ANCONA direct to RH; also during the same period it was possible to operate an exceptional number of trains of special commodities, e.g. Ammn, PSP, etc., from ANCONA and MARECCO direct to RH without use of intermediate marshalling yards.

During the month the average clearance from ANCONA Docks by rail was 1300 tons per day.

5. Passenger Trains.

W.e.f. the morning of 19 Mar. the GENOA - ANCONA workers' service was extended to and from FABRIANO.

W.e.f. 31 Mar. an Ambulance train service to operate six days a week between RICCIONE and ANCONA was inaugurated.

C. RAILWAY OPERATING EAST ITALY.

1. Once again there has been a slight increase of traffic handled during the month. Train operation has improved over previous months and traffic has been moved currently. The wagon supply has been adequate consequently, with few exceptions, Movements loading programmes have been fulfilled. East Italy gained 412 wagons during the month through the exchange points.

2.

	Mar.	Feb.
Loaded wagons passed to West via FOGGIA and PESCINA	7818	6481
Wagons loaded out of BARI Docks	4381	3349
" " " " TARANTO "	1489	1679
" " " " BRINDISI "	1367	1516

D. OPERATING STATISTICS.

Traffic Operation Statistics for Central

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fully handled before the introduction of the new TMV at MONDOLFO is attributable to the inclusion therein of a large number of ABV specials operating both from Westside and ANCONA direct to RM; also during the same period it was possible to operate an exceptional number of trains of special commodities, e.g. Amn, PGP, etc., from ANCONA and MARZOCCA direct to RM without use of intermediate marshalling yards.

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	Mar.	Feb.
Loaded wagons passed to West via FOGGIA and POTENZA	7818	6461
Wagons loaded out of BARI Docks	4381	3349
" " " " TARANTO "	1489	1679
" " " " BRINDISI "	1367	1516

D. OPERATING STATISTICS.

The Daily Average Train Operation Statistics for Central and East Italy are given in Appendix 9.

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7. MECHANICAL ENGINEERING.

A. LOCATION OF UNITS AND PERSONNEL.

The detachment of 163 Rly. Wksp. Coy. R.E., which had previously been at TARANTO for the purpose of offloading locomotives from MIDEAST, has been sent there again to deal with the additional locos now coming in. They are also dealing with the warflats from MIDEAST now being unloaded at BARI. Another small detachment of 163 Rly. Wksp. Coy. R.E., has also been sent to PESCARA to expedite rehabilitation of the shed there.

On the American side 701 Grand Division moved from NAPLES TO FLORENCE and nearly all the 'B' Coy.(Mech.) of 715 Rly. Op. Bn. have also moved to FLORENCE from San Lorenzo, ROME.

B. LOCOMOTIVE REPAIRS (STEAM).

Locomotives ex general repairs during the month are as follows :-

TARANTO (Tosi an Nuova Italia)	2	
FOGGIA	Nil	
Pietrarsa (NAPLES)	12	+ 23 others (annual inspection)
753 Shop (NAPLES)		
FOLIGNO	5	
FLORENCE (Romito and Porta Prato)	3	
San Lorenzo (ROME)	Nil	
Total.	43 + 23 others (annual inspection)	

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

Production at FOLIGNO fell due to the very heavy boiler repairs involved but this will be reflected in increased figures during April.

At SAN LORENZO no heavy service repairs were done to Italian locomotives due to the transfer of the 715 Rly. Op. Bn., 'B' Coy., to FLORENCE, thereby necessitating the transfer of almost all the Italians who were working in the backshop, into the running shed for maintenance purposes.

753 Shop at NAPLES is now engaged on the heavy programme of annual and two-yearly inspections of American 2-8-0 locos envisaged in my last report and consequently for the time being all repairs to Italian power at NAPLES are diverted to Pietrarsa.

The Mikado and the Stanier involved in the accident at MONDOLFO on 16 Feb. 45, require very heavy repairs. In the case of the latter the boiler has been removed from the frames in order that these latter may be straightened, whilst the tender requires virtually rebuilding.

We are experiencing a certain amount of trouble with

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tation of the shed there.

On the American side 701 Grand Division moved from NAPLES TO FLORENCE and nearly all the 'B' Coy.(Mech.) of 715 Rly. Op. Bn. have also moved to FLORENCE from San Lorenzo, ROME.

B. LOCOMOTIVE REPAIRS (STEAM).

Locomotives ex general repairs during the month are as follows :-

TARANTO (Tosi an Nuova Italia)	2
FOGGIA	9
Pietrarsa (NAPLES)	12
753 Shop (NAPLES)	12 + 23 others (annual inspection)
FOLIGNO	5
FLORENCE (Romito and Porta Prato)	3
San Lorenzo (ROME)	Nil
Total.	43 + 23 others (annual inspection)

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

Production at FOLIGNO fell due to the very heavy boiler repairs involved but this will be reflected in increased figures during April.

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The Mikado and the Stanier involved in the accident at MONDOLFO on 16 Feb. 45, require very heavy repairs. In the case of the latter the boiler has been removed from the frames in order that these latter may be straightened, whilst the tender requires virtually rebuilding.

We are experiencing a certain amount of trouble with loose coupled tyres on the Mikados; they have no Gibson ring and are simply shrunk on. They are being replaced with shims.

C. LOCOMOTIVE RECOVERY.

Work continues on the recovery of the remaining engines at ANCONA, whilst those recovered by No 5 Mobile Wksp at RIMINI are now all on the road and awaiting tying in of the track to enable them to move for shopping.

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Two other engines were brought to ROME after recovery on Line 65. Three more very badly damaged engines are to be moved from MONTE-GRNE on Line 89 to NAPLES. The work of recovery at PESCARA continues. In the FLORENCE area five locomotives were recovered from the V.T.RO Tunnel and brough to FLORENCE.

D. LOCOMOTIVE REPAIRS (DIESEL).

Heavy repairs to thirty Whitcomb Diesels were carried out by 760th Diesel Shop Bn. at LITTORIO during March. The main bottleneck for these locomotives now is the shortage of bearings and we are anxiously awaiting the return from U.K. of the used bearings which were flown home for remetalling, also the first of the new ones from Hoyts. We are also awaiting the first three of the new built-up heads fr Davey Paxmans, which are to be flown out for test purposes.

Diesel Railcar no 65 was burnt out during the month due to an explosion of a primus stove. A feature of the month's working of these Fiat railcars has been the amount of trouble given by the magneto type of electric fuel pumps used.

Two additional cars are being converted for the use of D.Tn.: the coachwork is being done at Pattison Shop, NAPLES.

E. LOCOMOTIVE REPAIRS (ELECTRIC).

Three electric locomotives received heavy repairs at Rimessa Bagnoli Shop, NAPLES.

Four more were completed at FOLIGNO. The repairs to these locomotives are becoming more and more difficult as the more easily repairable ones are completed. The engines in service on Line 87 are working high mileages, averaging 175 kilometres per day, and are giving most satisfactory service.

F. POWER POSITION.

Now that the TARANTO crane is working again, further locomotives, including the two outstanding Staniers, two L.M.S. 350 H.P. Diesels, and additional Mikados, are again coming forward from MIDEAST.

During the month of March sixteen further American 2-8-0's arrived. All were oilburners.

The power position at present is undoubtedly good but with the forthcoming use of Italian power on Lines 65, 89 and 90 and the early opening of the .NOCERA - CATOLA line, coupled with the prospect of opening up all Northern Italy, where at least two-thirds of the original Italian locomotive park was used, every locomotive that can be obtained will require to be pressed into service, as Intelligence reports indicate that we shall find extremely little there in serviceable condition.

The monthly census is appended as Appendix 10, whilst an additional census of the locomotive stock in Sicily is given below. This is the first time figures for Sicily have been reported.

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are we are anxiously awaiting the return of the [illegible] bearings which were flown home for remetalling, also the first of the new ones from Hoyts. We are also awaiting the first three of the new built-up heads for the Davey Paxmans, which are to be flown out for test purposes.

Diesel Railcar No 85 was burnt out during the month due to an explosion of a primus stove. A feature of the month's working of these Fiat railcars has been the amount of trouble given by the magneto type of electric fuel pumps used.

Two additional cars are being converted for the use of D.Tn.: the coachwork is being done at Pattison Shop, NAPLES.

E. LOCOMOTIVE REPAIRS (ELECTRIC).

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During the month of March sixteen further American 2-8-0's arrived. All were oilburners.

The power position at present is undoubtedly good but with the forthcoming use of Italian power on Lines 65, 89 and 90 and the early opening of the [illegible] - [illegible] line, coupled with the prospect of opening up all Northern Italy, where at least two-thirds of the original Italian locomotive park was used, every locomotive that can be obtained will require to be pressed into service, as Intelligence reports indicate that we shall find extremely little there in serviceable condition.

The monthly census is appended as Appendix 10, whilst an additional census of the locomotive stock in Sicily is given below. This is the first time figures for Sicily have been reported.

Locomotive Census SICILY.

31 March 1945.

Type.	A Available	B Waiting Shops	C In Shops	D Laid U/S	E Unfit Serviceable
Steam Main Line ISR Coalburning	158	73	37	12	-
" Switch " " "	42	18	3	-	-
	200	91	40	12	-
			Total 343.	192	

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It may be of interest to note the increase in the locomotive stock in A.M.S. Area since last November and this is shown below. This embodies locomotives actually serviceable and excludes shops, waiting, etc. Calabria, Inaccessible Lines and SICILY are not included. In addition certain engines both steam and electric have been transferred during the period to CALABRIA.

	Italian Steam	U.S.A.	W.D.	U.S.A. Diesel.	Italian Electric.	Total.
30 Nov. 44.	586	124	14	78	72	874
31 Dec. 44.	609	115	28	75	80	907
31 Jan. 45.	617	114	31	63	81	906
28 Feb. 45.	629	123	27	58	94	931
31 Mar. 45.	644	132	28	63	94	961

A redistribution of Italian power in the various divisions is now in hand with the idea, to prepare for future working.

G. COALBURNING.

Conversion was carried out to five Italian 735 Class during the month.

Investigation into the question of Italian locomotives with steel fireboxes is still proceeding.

Four of the 4-8-4s about to arrive from MIDEAST are equipped for coal burning and will be converted to oil burning at NAPLES.

The bulk oil installation at ANCONA opened on 15 March and is working very satisfactorily.

The underground concrete reservoir for additional oil storage at FALCONARA is complete and that at RIMINI well in hand.

Installation of fuel oil tanks is also well in hand at FLORENCE and PISTOIA.

H. CARRIAGE AND WAGON REPAIRS.

Twentynine coaches were put into service during the month. Nineteen coaches were fitted with lamps and cushions. Batteries are also coming forward now from Partenope and Coy. of NAPLES and numerous coaches have been installed with electric lighting.

Six overhead water tanks were made at FLORENCE and fitted to Gen. Mark Clark's train.

Wagon repairs have proceeded well. An investigation was made into the ICR methods of dropping wagons on the PARI Division, a number of misconceptions were corrected, and the number of cripples on the Division has been considerably reduced.

Timber has been coming forward much better and a first consignment of steel plate is expected any time now.

The following are the monthly figures of repaired stock:-

	Coaches. Heavy.	Coaches. Light.	Wagons. Heavy.	Wagons. Light.
			8c	13

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A redistribution of Italian power in the various divisions is now on hand with the 16A, to prepare for future working.

G. CONVERSIONS.

Conversion was carried out to five Italian 735 Class during the month.

Investigation into the question of Italian locomotives with steel fireboxes is still proceeding.

Four of the Mikados about to arrive from MIDEAST are equipped for coal burning or - will be converted to oil burning at NAPLES.

The bulk oil installation at ANCONA opened on 15 March and is working very satisfactorily.

The underground concrete reservoir for additional oil storage at FALCONARA is complete and that at RIMINI well in hand.

Installation of fuel oil tanks is also well in hand at FLORENCE and PRATO.

H. CARRIAGE AND WAGON REPAIRS.

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Six overhead water tanks were made at FLORENCE and fitted to Gen. Mark Clark's train.

Wagon repairs have proceeded well. An investigation was made into the ROR methods of shopping wagons on the L.of I. Division, a number of misconceptions were corrected, and the number of cripples on the Division has been considerably reduced.

Timber has been coming forward much better and a first consignment of steel plate is expected any time now.

The following are the monthly figures of repaired stock:-

	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
FOLIGNO.	-	-	80	123
COLLEFERRO	-	-	46	-
TORRE ANNUNCIATA.	3	5	69	446
Pattison Shop (NAPLES)	4	61	63	367
Buffalo Shop (NAPLES)	-	-	71	396
Trastevere (ROME)	-	-	-	418
San Sibiana (ROME)	-	45	-	281
Porta Maggiore (ROME)	24	17	122	68

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	Coaches. Heavy.	Light.	Wagons. Heavy.	Light.
Warsa Lata (RGE)	7	-	-	4
Quistamento (RCE)	-	-	16	-
FOGGIA.	1	-	270	325
BARI	12	11	127	435
TARANTO	4	13	73	377
BRINDISI	1	3	96	166
FLORENCE	-	1	44	3
LEGHORN	-	1	7	520
PISTOIA.	11	-	7	3
ANCONA	-	-	17	2
PISA.	-	-	20	64
ANCONA.	-	-	1	363
TOTAL	67	155	1132	4336

Also running repairs to 2327 wagons were done on sidelines and ripstracks outside shops.

The first consignment of Wagliate from MIDE.ST are now arriving and details will be given in next month's report.

I. ROLLING STOCK RECOVERY.

Considerable progress continues to be made. All the wagons repaired at FLORENCE have of course now been incorporated into regular service with the opening of the line. Much work remains to be done however in the PISTOIA area and in CASERTA, and the men are being pressed to expedite this work.

During March 283 wagons were recovered and put into service on the British Zone and 611 on the American Zone, a total of 894.

J. REHABILITATION OF SHOPS AND SHEDS.

At FOGGIA the main Wagon Shop is almost complete and is working hard. The Spring Shop is nearly complete and another month should see it finished.

At FLORENCE new run-round roads for the coaling and watering points were completed and full use made of them. Additional valuable pits were also made available during March. Hot water washing out has been put into force here.

FLORENCE Shed is now virtually returned to its pre-war condition.

At ANCONA the reconstruction of the very badly damaged Shed and Shop buildings is proceeding slowly, but the Machine Shop is now in operation, also the Smithy. Woodworking machinery is now being set up and an effort is being made to repair the shattered wheel lathe. In general, ANCONA is now handling its quota of wagon repairs and will be in a position to deal with locomotive power for the ANCONA - CHIUSI line when it opens.

At RIMINI the foundry has now been put into use as a temporary Loco. Shed is well in hand. One bay of the Shops is to be rehabilitated by the ISR as a future project, in order to carry out more extensive running repairs.

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ASMARA	-	-	17	-
FIRA	-	-	20	64
ADDIGRA	-	-	1	368
TOTAL	67	156	1132	4336

Also running repairs to 2327 wagons were done on sidelines and tippacks outside shops.

The first consignment of wagons from MIDEAST are now arriving and details will be given in next month's report.

1. ROLLING STOCK RECOVERY.

Considerable progress continues to be made. All the wagons recovered at ELDORET have of course now been incorporated into regular service with the opening of the line. Much work remains to be done however in the NAIRES area and in ELDORET, and the men are being released to complete this work.

During March 293 wagons were recovered and put into service on the British Zone and 611 on the American Zone, a total of 904.

2. REHABILITATION OF SHOPS AND SIDES.

At ROMA the main Wagon Shop is almost complete and is working hard. The Spring Shop is nearly complete and another month should see it finished.

At FALCONARA new run-round roads for the coaling and watering points were completed and full use made of them. Additional valuable pits were also made available during March. Hot water washing out has been put into force here.

FALCONARA Shed is now virtually returned to its pre-war condition.

At ANCONA the reconstruction of the very badly damaged Shed and Shop buildings is proceeding slowly, but the Machine Shop is now in operation, also the Smithy. Woodworking machinery is now being set up and an effort is being made to repair the shattered wheel lathe. In general, ANCONA is now handling its quota of wagon repairs and will be in a position to deal with locomotive power for the ANCONA - CHIUSA line when it opens.

At RIMINI the Romney hut for use as a temporary Loco Shed is well in hand. One bay of the Shops is to be rehabilitated by the RCE as a future project, in order to carry out more extensive running repairs.

At PISTOIA work on repairing the track in the Loco Yard and also on rebuilding the essential parts of the Shed is well in hand. A number of machines have been installed and others are on their way from FLORENCE.

A small Machine Shop is also being set up at CASERTA, together with other minor facilities on Lines 80 and 90 for coal-burning.

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At CHIUSI the machine shop has been rebuilt during the month and the machinery is in process of installation. The turn-table which had been badly damaged has been repaired, also the coal elevator, and the depot will very shortly be able to coal suitably with coal power. This work has been carried out by No 2 Mobile Wksp.

Great progress was made at Sanistamento Wagon Shop, ROME, and the machinery and wood working apparatus is now nearly all installed and the shop has already begun to turn out wagon repairs.

Continued general progress was made at both Romito and Porta Prato Shops in FLORENCE.

K. PRIVATE FIRMS.

Permission has now been received to manufacture considerable numbers of spare parts at TERNI Steelworks and to plate-up and repair wagons which have been burnt out and a start will be made very shortly. The boiler repairs to fifteen boilers sent to TERNI are well under way.

CIVITAVECCHIA MARONI Wagon Shop has already repaired a considerable number of wagons and the Works are now getting on to a proper basis. An A.D. Mechanical Officer has been sent there as a resident inspector.

PISTOIA (San Giorgio) has begun to work well and is repairing wagons and completing some new coaches. It is supervised by the Pol Rly. Grand Division.

SACCO Works at PADUA has now definitely been put under our auspices. A few wagons have already been turned out and some South African personnel from A. & E. Coy. at FLORENCE have been put in to supervise.

Wagon production at COLLEFERRO continues to increase.

L. STORES.

No particular difficulties during the month.

M. MOBILE WORKSHOPS.

No change.

N. MISCELLANEOUS.

The 35-ton breakdown crane received from U.K. is being erected at COLLEFERRO but all parts are not yet to hand. News has also been received of the arrival of two of the 75-ton breakdown cranes from U.S.A.

The ISR pamphlet on lead bronze wagon axlebox bearings was despatched to the War Office during the month.

A.D.Tn.3.(a) has recently paid a visit to CALTERNA and studied the Mechanical Department in Sicily and their power and rolling stock position is good, whilst every effort seems to be made to put running sheds and shops back to normal. An inspection was also carried out at LIVORNO in the hands of the U.S. Navy.

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K. PRIVATE TANKS.

Permission has now been received to manufacture considerable numbers of spare parts at TERNI Steelworks and to plate-up and repair wagons which have been burnt out and a start will be made very shortly. The boiler numbers to fifteen boilers sent to TERNI are well under way.

CIVITAVECCHIA MARONI Wagon Shop has already repaired a considerable number of wagons and the works are now getting on to a proper basis. An A.C. Mechanical Officer has been sent there as a resident inspector.

PISTOIA (San Giorgio) has begun to work well and is repairing wagons and completing some new coaches. It is supervised by the Pol Rly. Grand Division.

SACFEM Works at ANZIO has now definitely been put under our supervise. A few wagons have already been repaired and some South African personnel from R. & H. Dcy. at FLORENCE have been put in to supervise.

Wagon production at COLLEFERO continues to increase.

L. STORES.

No particular difficulties during the month.

M. MOBILE WORKSHOPS.

No change.

N. MISCELLANEOUS.

The 35-ton breakdown crane received from U.K. is being erected at PALERMO but all parts are not yet to hand. News has also been received of the arrival of two of the 75-ton breakdown cranes from U.S.A.

The 10x gauntlet on lead bronze wagon axlebox bearings was dispatched to the War Office during the month.

A.D.Th.S.(A.) has recently paid a visit to CALABRIA and Sicily. Considerable energy was being displayed in all aspects of the 10x Mechanical Department in Sicily and their power and rolling stock position is good, whilst every effort seems to be made to get running sheds and shops back to normal. An inspection was also made of the Naval Dockyard at PALERMO in the hands of the U.S. Navy. About 1-3/4 general repairs per month on 10x locomotives are being carried out for us there plus additional repairs to boilers. It is hoped to further exploit this and bring additional locomotives, when repaired, on to the Mainland.

In CALABRIA, however, considerable lethargy was evident and but little effort was being made to put additional locomotives and stock into service.

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Engineer Controlling, the C.M.E. of the IGK, was also taken on this trip and it is hoped that the energetic measures he took with all this stuff will be reflected in an improvement there.

8. TRANSPORTATION STORES.

(a) R.O.To. stores visited 331 T.S.D., Salambrone, LEGHORN, continuation visit on line 218 and Tn. Stores Dump, APEnO, 17 - 21 Mar. and left ROME for a liaison visit to U.K. on 26 Mar.

(b) Tn. Stores Depots.

Shipments of track from NAPLES and BARI to LEGHORN and ANCONA continued. All sleepers, including those in use as roadways, have been taken up from 328 Tn. Stores Sub Depot, Casalnuovo, NAPLES and sent for shipment.

3 Mission and 3 Plumbo Huts have been released as a result of closing 329 T.S.D.'s., Moscara Interiore and reduction of holdings on the NAPLES area and are being sent for use at 331 T.S.D., Calambrone, LEGHORN.

The Tn. Stores Depot Workshop, which was transferred to 329 T.S.D., Taburino, ROME in Feb., commenced operation early in the month. Further machines are being brought into use as electric current are obtained.

T.S.D. workshop facilities will be augmented by the attachment of No. 7 Adv. Mobile Workshop at 329 T.S.D. This workshop arrived on 12 Mar. and was brought into use towards the end of the month.

Arrangements were made to employ Austrian P.O.W. technicians in the T.S.D. Workshops. 14 started work on 1 Mar. and a further 14 are to be employed when workshops are in full use. Their standard of workmanship is reported as good.

The German crawler crane in use at 326 T.S.D. ROCCHETTA broke down during the month, and was repaired by the fortunate recovery of the main drive bevel pinion from a similar crane which had been lying abandoned, in a derelict condition, by the roadside at PLATICI since 1943 when the Germans evacuated GAETA.

(c) Shipment of Tn. Stores.

Convoys arriving at Italian ports during the month contained 10,000 tons of Tn. Stores, all of which have been, or are being, discharged.

Principal items were:-

Description	From
16 - 2-8-0 Locomotives	U.S.A.
96 - Box Cars.	N....
12 miles Track, 1 mile sleepers.	U.S.A.
35 - 40 ft. Sect. Welded Bridges.	U.K.

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Shipments of track from NAPLES and BARI to LEGHORN and ROME continued. All sleepers, including those in use as roadways, have been taken up from 325 Tn. Stores and Depot, Casalmorva, NAPLES and sent for shipment.

3 Hasman and 3 Flambo huts have been released as a result of closing 307 T.S.D., Nocera Inferiore and reduction of holdings in the Naples area and are being sent for use at 331 T.S.D., Calambrone, LEGHORN.

The Tn. Stores Depot Workshop, which was transferred to 325 T.S.D., TARANTO, NOW in Feb., commenced operation early in the month. Further machines are being brought into use as electric motors are obtained.

T.S.D. workshop facilities will be augmented by the attachment of No. 1 Aly. Mobile Workshop at 325 T.S.D. This workshop arrived on 12 Mar. and was brought into use towards the end of the month.

Arrangements were made to employ Austrian P.O.W. technicians in the T.S.D. Workshops. 14 started work on 1 Mar. and a further 14 are to be employed when workshops are in full use. Their standard of workmanship is described as good.

The German crawler crane in use at 326 T.S.D. FOGGIA/GRAIA broke down during the month, and was repaired by the fortunate recovery of the main drive bevel pinion from a similar crane which had been lying abandoned, in a derelict condition, by the roadside at PORTICI since 1943, when the Germans evacuated NAPLES.

(C) Shipment of Tn. Stores.

Convoys arriving at Italian ports during the month contained 10,000 tons of Tn. Stores, all of which have been, or are being, discharged.

Principal items were:-

Description	From
16 - 2-8-0 Locomotives	U.S.A.
96 - Box Cars.	U.S.A.
12 miles Track, 1 mile sleepers.	U.S.A.
3[illegible] - 40 ft. Sect. Welded Bridges.	U.K.
2 - 150 ft. Lattice Girder Bridges.	U.K.
R.S.J. Spans R.23.	U.K.
" " R.24.	U.K.
1 set Launching Equipment.	U.K.
2 - 70 ft. Deck U.C.R. Bridges.	U.S.A.
2 - 70 ft. Thru' " "	U.S.A.
1 set 'E' Conversion Bracings.	U.S.A.
1 - 75 ton Floating Crane.	U.S.A.
66 tons Locomotive Spares.	U.S.A.
37 - Mobile Cranes.	17 ex U.K. 20 ex U.S.A.

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Description.	From.
30 tons Boiler Tubes	U.K.
18 - Chesoside Tractors.	10 ex U.K. 8 ex U.S.A.
¾ cwts. Ligmun Vitae.	U.K.
1 set Marconi Echo Sounding Apparatus.	U.K.

Further details appear at Appendix II.

One vessel, the "Thomas Bullfinch" ex U.S.A. in UGS 78 was damaged in convoy and put into GIBRALTAR.

The following Tn. Stores were on board:-

3 Mystic Cranes.
6 - 70 Feet S.C.R. Bridges, Deck.
5 - 70 feet " " Through.
3 sets 'B' Conversion Bracing, S.C.R.F.

The extent of the damage to Tn. Bridging stowed in the damaged hold has not yet been assessed, but it is known that 16½ tons were involved. Further details are awaited. The salvaged cargo is being transhipped and part expected to reach ANCONA in early APRIL.

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

NAPLES to ANCONA	3750 tons.
NAPLES to LEGHORN	1940 "
	5690 "

72 tons of Tn. Stores were shipped from 325 T.S.D., MODUGNO, BARI to GREECE and 1 ton to NORTH AFRICA.

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

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

		Tons per day
Tn. Stores	- Rear Depots to 330 T.S.D. ANCONA	250
	- " " " 331 T.S.D. Leghorn	300
	- 330 T.S.D. to RIMINI and forward	160
Coal	- NAPLES to ROME	280
Fuel Oil	- NAPLES to ROME	290
	- ROME forward	130
	- ANCONA forward	55

Transfers of bridging, cement and bricks for use on lines 86 and 87 caused tonnage movement to rise sharply during the month.

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The following Tn. Stores were on board:-

3 Hyster Cranes.
6 - 70 feet U.S.N. Bridges, Deck.
5 - 70 feet " " Through.
3 sets 'E' Conversion Bracing, U.S.N.B.

The extent of the damage to Tn. Bridging stowed in the damaged hold has not yet been assessed, but it is known that 163 tons were involved. Further details are awaited. The salvaged cargo is being transhipped and part expected to reach ANCONA in early APRIL.

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

NAPLES to ANCONA	3750 tons.
NAPLES to LEGHORN	1940 "
	5690 "

72 tons of Tn. Stores were shipped from 325 T.S.D., MODUGNO, BARI to GREECE and 1 ton to NORTH AFRICA.

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

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

		Tons per day
Tn. Stores	- Rear Depots to 330 T.S.D. ANCONA	250
	- " " " 331 T.S.D. Leghorn	300
	- 330 T.S.D. to RIMINI and forward	160
Coal	- NAPLES to ROME	280
Fuel Oil	- NAPLES to ROME	290
	- ROME forward	130
	- ANCONA forward	55

Transfers of building, cement and bricks for use on lines 86 and 219 caused tonnage movement to rise sharply during the month.

General movement of stores to and from T.S.Ds. again showed an increase over all previous months and is summarised as follows:-

	Received & unloaded	Loaded & despatched	Total	Increase over Feb.45.
Wagons.	1759	1585	3344	290
M.T.	1841	1639	3480	227

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(L) Tonnages of In. Stores.

The continued heavy transfers and issue of track materials to line 86 (Central) and (North) and of bridging and construction materials to line 219 (PISA - EMPOLI - FLORENCE) eclipsed all previous tonnage records of stores (excluding coal and oil) handled in T.S.Ds. Comparative figures are as under:-

	Feb.	Mar.	Increase + Decrease - over Feb. 45.
Unloaded	17,669	30,320	+ 12,651
Reconsigned.	1,673	1,193	- 480
Loaded & Despatched	33,075	29,999	- 3,076
	52,417	61,512	+ 9,095

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

	Feb.	Mar.	Total to 31 Mar. 45.
Received in Italy.	8,193	16,929	205,782
Issued (a) Italy	25,120	24,912	162,389
(b) S. France	12	-	2,307
Closing Stock	66,430	67,277	-

(F) Indents and Transfers.

	Number	Number of Descriptive items
Indents received by all depots in March.	2,452	7,439
Transfer Vouchers issued by all depots in March	629	4,067

(G) Railway Bridging.

Issues during March were heavy, including 8 - 105 feet 3-girder U.C.R.B. spans for line 219 PISA - EMPOLI - FLORENCE, and 1 - 110 feet 3-girder U.C.R.B. span for Pine River Bridge, near Vada Station, on line 50, and supplies for reconstruction of line 86 (Central). Delay in the receipt of supplies of U.C.R.B. specified for delivery in March has caused us concern and the situation resulting from the delayed arrival of bridging from U.S.A. and also the damage to the "Thomas Bullfinch" referred to in para. (e) has been put to the staff with a request that priority should be given to shipment of In. Bridge and Trestling materials ex U.S.A. to ensure they advised availabilities are shipped to arrive during the month in which expected.

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	Feb.	Mar.	over Feb. 45.
Unloaded	17,669	30,320	+ 12,651
Reconsigned.	1,673	1,193	- 480
Loaded & Despatched	33,075	29,999	- 3,076
	52,417	61,512	+ 9,095

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

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(b) S. France	12	-	2,307
Closing Stock	66,430	67,277	-

(F) Indents and Transfers.

	Number	Number of Descriptive items
Indents received by all depots in March.	2,452	7,439
Transfer Vouchers issued by all depots in March	629	4,067

(G) Railway Bridging.

Issues during March were heavy, including 8 - 105 feet 3-girder U.C.R.B. spans for line 219 PISA - EMPOLI - FLORENCE, and 1 - 110 feet 3-girder U.C.R.B. span for Fine River Bridge, near Vada Station, on line 50, and supplies for reconstruction of line 86 (Central). Delay in the receipt of supplies of U.C.R.B. specified for delivery in March has caused us concern and the situation resulting from the delayed arrival of bridging from U.S.A. and also the damage to the "Thomas Bullfinch" referred to in para. (c) has been put to the staff with a request that priority should be given to shipment of Tn. Bridge and Trestling materials ex U.S.A. to ensure that advised availabilities are shipped to arrive during the month in which expected.

To offset requirements for delivery Jul./Dec. 45 the transfer of 1 - 80-feet U.C.R.B. and 1 - 150-feet Lattice Span from Mid East has been arranged.

The general bridging position is summarised below. We have included for the first time details of the non-standard R.S.J. spans fabricated from U.S. (Yunnan-Burma), British and captured enemy joists. These spans have been fabricated by contractors as required for specific jobs.

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Type of Bridging		RECEIVED Mar.	RECEIVED Total to end Mar 45	ISSUED Feb.	ISSUED Mar.	ISSUED Total to end Mar. 45	Stock at end of Mar. 45.
R.S.J. Spans.	ft.run	808	11,272	570	185	5,856	5,416
Sectional 40'	"	640	7,400	200	280	4,640	2,760
U.C.R.B.	"	1050	13,015	90	1770	10,865	2,150
Lattice Girder	"	307	2,736	-	-	973	1,568
Plate Girder	"	-	210	-	-	180	30
Yunnan Burma	"	-	7,255	-	-	5,726	1,529
Total ft.run		2805	41,888	860	2235	28,240	13,453
Fabricated Bridging - R.S.J. Spans.							
46'5½"x33"x15½"-Mk.II	ft.run	-	325	-	-	46½	278
48'6"x33"x15½"-Mk.IIA	"	-	48½	-	-	49½	-
146'1¾"x33"x15½"-Mk.IIIA	"	-	146	-	-	146	-
56'5½"x33"x11½"-Mk.IV	"	-	903	-	-	903	-
35'0"x7½"x24"-Mk.V	"	-	560	-	-	350	210
56'5½"x31½"x11¾"-Mk.VII	"	-	113	-	-	113	-
Total ft.run		-	2,095	-	-	1,607	488 +
Grand Total ft.run		2805	43,983	860	2235	29,847	13,941
Trestling.							
Light	Tons	-	11,967	274	78	6,142	5,825
Heavy	"	15	1,339	-	-	705	634

\+ Had been previously issued and now returned from units.

(F) Track.

Issues for doubling line 86 (North) and repairs between CHTCNA - ANCONA have been completed.

The balance of 37-1/4 miles of track less sleepers due from Mid East against our 1944 programme and also the 100 miles S.G. Sleepers allocated for 1945 are being called forward commencing May and July respectively. 30 miles track and 150 turnouts of the 60 miles and 300 turnouts requested for 1945 delivery are being supplied from Mid East by reallocation from the Balkan reserve. The balance still to be obtained may also be supplied from Mid East when the reallocation of availabilities in Mid East has been finalised.

RECEIPTS		ISSUES		
MAR	TOTAL TO DATE	MAR	TOTAL TO DATE	STOCK

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Fabricated Bridging -							
R.S.J. Spans.							
46'5⅛"x33"x15½"-Mk.II	ft.run	-	325	-	-	46½	278
49'6⅜"x33"x15½"-Mk.IIA	"	-	48½	-	-	48½	-
146'1¾"x33"x15½"-Mk.IIIA	"	-	146	-	-	146	-
56'5⅛"x33"x11½"-Mk.IV	"	-	903	-	-	903	-
35'0"x7⅜"x24"-Mk.V	"	-	560	-	-	350	210
56'5⅛"x31½"x13¾"-Mk.VII	"	-	113	-	-	113	-
Total ft.run		-	2,095	-	-	1,607	488 +
Grand Total ft.run		2805	43,983	860	2235	29,847	13,941
Trestling.							
Light	Tons	-	11,967	274	78	6,142	5,825
Heavy	"	15	1,339	-	-	705	634

\+ Had been previously issued and now returned from units.

(H) Track.

Issues for doubling line 86 (North) and repairs between ORTONA - ANCONA have been completed.

The balance of 37-1/4 miles of track less sleepers due from Mid East against our 1944 programme and also the 100 miles S.G. Sleepers allocated for 1945 are being called forward commencing May and July respectively. 30 miles track and 150 turnouts of the 60 miles and 300 turnouts requested for 1945 delivery are being supplied from Mid East by reallocation from the Balkan reserve. The balance still to be obtained may also be supplied from Mid East when the reallocation of availabilities in Mid East has been finalised.

		RECEIPTS		ISSUES		
		MAR	TOTAL TO DATE	MAR	TOTAL TO DATE	STOCK
Plain Line (excl sleepers)	Miles	12	271	19	188	83
Sleepers	"	1	374	20	255	119
Turnouts (excl Timbers)	each	-	1484	19	652	832
Crossing Timbers	sets	-	1244	13	535	709

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(I) Locos and Rolling Stock.

The following were received in the month:-

Locos U.S. 2-8-0	16 from U.S.A.
20 ton Box Cars	96 from M.A.

Additional locos and cars for delivery to Italy in the second half of 1945 have now been demanded by A.F.H.Q. on ACWAR. The following are the items listed in Theatre Project No. U-52-45:-

100 Locomotives 2-8-0 Oil burning Steam.
2500 Box Cars 20-ton
1850 Gondolas high sided 20-ton.
150 Flat cars 50-ton.
350 Gondolas low sided 20-ton.
150 Rail Tank Cars 10,000 gallons.

A statement of the current loco. and car position is included at Appendix 12.

(K) Timber.

Our allocation for March was 800 tons. Receipts however total only 650 tons whilst actual issues during the month amounted to 1213 tons. It was again necessary to rip up quantities of sleepers to provide tunnel linings.

With the delivery of the backlog of our March requirements, the allocation for April of 7 00 tons and the acceptance of our bid for 1100 tons for May, it is expected that the need to continue the ripping of sleepers will cease.

The difficulties in supply of baulk timber referred to in our last report have now been partly overcome by releases from E.S.D. stocks.

Following the successful trials carried out last month in movement of timber piles 60 feet long by road from SIBBIENA to AREZZO, a further 5 transporters, making 6 in all, have been put at our disposal and the fitting of cradles is being carried out at AREZZO. 4 transporters will be in use by 7 Apr. A total of 232 piles had been felled at 31 Mar. of which 100 had been lifted to AREZZO for onward rail movement.

To ensure that these piles would be readily available for use when required it has been decided to establish a forward Tn. Stores Dump at FAENZA and we will commence rail movement to that point on 2 April.

(L) Cement.

Demands for March totalled 3500 tons. Owing to production difficulties only 2500 tons was released by D.E.P. & S., A.F.H.Q. and limited assistance to A.C. Tn. Sub-Commission for CRTONA - ANCONA

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2500 Box Cars 20-ton
1850 Gondolas high sided 20-ton.
150 Flat cars 50-ton.
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150 Rail Tank Cars 10,000 gallons.

A statement of the current loco. and car position is included at Appendix 12.

(K) Timber.

Our allocation for March was 800 tons. Receipts however total only 650 tons whilst actual issues during the month amounted to 1213 tons. It was again necessary to rip up quantities of sleepers to provide tunnel linings.

With the delivery of the backlog of our March requirements, the allocation for April of 1,000 tons and the acceptance of our bid for 1100 tons for May, it is expected that the need to continue the ripping of sleepers will cease.

The difficulties in supply of baulk timber referred to in our last report have now been partly overcome by releases from E.S.D. stocks.

Following the successful trials carried out last month in movement of timber piles 60 feet long by road from BIBBIENA to AREZZO, a further 5 transporters, making 6 in all, have been put at our disposal and the fitting of cradles is being carried out at AREZZO. 4 transporters will be in use by 7 Apr. A total of 232 piles had been felled at 31 Mar. of which 100 had been lifted to AREZZO for onward rail movement.

To ensure that these piles would be readily available for use when required it has been decided to establish a forward In. Stores Dump at FAENZA and we will commence rail movement to that point on 2 April.

(L) Cement.

Demands for March totalled 3500 tons. Owing to production difficulties only 2500 tons was released by D.E.P. & S., A.F.H.Q. and limited assistance to A.C. Tn. Sub-Commission for ORTONA - ANCONA repairs was only possible by diversion of supplies originally intended for other projects.

Demands for locally produced ordinary cement up to March, for U.S. M.R.S., Br. M.R.S., and A.C. Tn. Sub-Commission purposes had been routed through normal Service and A.C. supply channels, but as a result of the recurring difficulties in obtaining sufficient cement to meet Services requirements and representations made to A.F.H.Q., D.E.P. & S. A.F.H.Q. placed the responsibility for allocation of supplies from April onwards in the hands of the Allied Forces Local Resources Section (Engineering Materials Committee), upon which we are represented, they are to receive details of the estimated production capacity at all works, both military and civilian controlled, and to allocate tonnages against bids submitted by Br. and U.S. Services, and also to A.C. for civilian purposes.

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We agreed to co-ordinate April requirements for U.S. and Br. M.R.S. units and also for military projects carried out under A.C. Tn. Sub-Commission supervision. Our bid for 12,850 tons was accepted in full but subsequent difficulties in supply from civilian operated factories necessitated cuts reducing our allocation to 10,000 tons.

The total estimated production capacity of all works in liberated Italy is 42,000 tons monthly.

2000 tons Rapid Hardening Cement due in KM3 88 commenced to reach T.E.Ds. towards the end of the month. A forecast requirement of 1000 tons monthly during period Jul./Dec. 45 has been forwarded to D.E.P. & S. A.F.H.Q. to be shipped against Tn. tonnage bids.

(m) Industrial Gases.

Monthly requirements were:-

Oxygen - 690,000 Cub. feet.
Acetylene - 252,000 " "

Allocation of production is co-ordinated for all users by A.F.L.R.S. (Industrial Gases Committee). Our monthly forecasts are submitted to Ordnance A.F.H.Q. 21 days in advance of the first of the month in which required and are included in consolidated bids for all Br. army users. Supplies for U.S. M.R.S. units are bid by P.R.S.

Production of Calcium Carbide has commenced at a TERNI works under A.C. control and we are bidding for a proportion of estimated production through Ord.

(n) Coal.

The overall stock position remains satisfactory.

Requirements of low volatile coal are estimated at 9000 tons monthly (3000 tons for use on TARANTO - SALERNO (line 94) and 6000 tons NAPLES - ROME (line 89)). Bids have been submitted to Coal Sec. A.F.H.Q. accordingly. Washington have indicated they will endeavour to ship one cargo (approx. 8000 tons) each month but are unprepared to guarantee monthly availability. Present stocks of low volatile coal are adequate but a regular supply is essential in view of the danger in use of other types of coal on these lines.

Details of M.R.S. coal stocks are at Appendix 13.

(o) Fuel and Diesel Oil.

The bulk Fuel Oil storage tanks came into operation on 15 March. Supplies for lines 86 and 87 excluding TERNI are being supplied from that source. TERNI is being supplied from ROME.

Adequate reserves are held at all filling points.

(p) Lubricating Oils and Greases.

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week of 1000 tons monthly during period Jul./Dec. 45 has been forwarded to D.E.P. & S. A.F.H.Q. to be shipped against Tn. tonnage bids.

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Monthly requirements were:-

Oxygen - 690,000 Cub. feet.
Acetylene - 252,000 " "

Allocation of production is co-ordinated for all users by A.F.I.H.S. (Industrial Gases Committee). Our monthly forecasts are submitted to Ordnance A.F.H.Q. 21 days in advance of the first of the month in which required and are included in consolidated bids for all Br. Army users. Supplies for U.S. M.A.S. units are bid by P.B.S.

Production of Calcium Carbide has commenced at a TERNI works under A.C. control and we are bidding for a proportion of estimated production through Ord.

(N) Coal.

The overall stock position remains satisfactory.

Requirements of low volatile coal are estimated at 9000 tons monthly (3000 tons for use on TARANTO - SALERNO (line 94) and 6000 tons NAPLES - ROME (line 89)). Bids have been submitted to Coal Sec. A.F.H.Q. accordingly. Washington have indicated they will endeavour to ship one cargo (approx. 8000 tons) each month but are unprepared to guarantee monthly availability. Present stocks of low volatile coal are adequate but a regular supply is essential in view of the danger in use of other types of coal on these lines.

Details of M.R.S. coal stocks are at Appendix 13A.

(O) Fuel and Diesel Oil.

The bulk Fuel Oil storage tanks came into operation on 15 March. Supplies for lines 86 and 87 excluding TERNI are being supplied from that source. TERNI is being supplied from ROME.

Adequate reserves are held at all filling points.

(P) Lubricating Oils and Greases.

Details of stocks of Tn. Oils held at T.S.Ds. appear at Appendix 13B.

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

448 barrels Loco. Engine Oil.
160 " Sat. Steam Cylinder Oil.

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(q) Spare Parts.

Advice that S.P.D.C. Malta is in operation has not yet reached us. We had decided, as our stock of Gray Marine diesel spares for 'Z' Craft was almost exhausted, to send technical and stores officers to Malta to ascertain the position. We are however advised by the Director of Harbour Craft A.F.H.Q. that C.-in-C (Med.) has so far declined to agree to an official visit, stating he has not yet received instructions from the Admiralty that Malta is to cover craft operated by the Army. The policy is still under discussion, but, as our demand UK 157 (since cancelled) was placed over 12 months ago, and apart from the generous but quite inadequate supply allocated from Mid East we have received no further supplies, our position is giving us serious concern.

We have arranged with D.E.P. & S. A.F.H.Q. for Power unit spares for Ordnance supply plant in common use by Engineer services and ourselves to be ordered by D.E.P. & S. and held at M.S.P.S's for general distribution.

We will render a return to D.E.P. & S. of all such plant held by us in the theatre as a basis for demanding. This arrangement will effect economy in storage space at T.S.Ds., in clerical labour, and should also provide a greater service cover to all units of both Services.

Th. holdings of mechanical plant of Engineer supply and Generators and Lighting Sets of Ord. and R.E. supply are summarised at Appendix 14.

Total theatre holdings of Mobile Cranes by Services, up to and including receipts from MMS, 37/38, are shows at Appendix 15.

(R) Whitemetal.

Production of Whitemetal at FOLIGNO Rly. Workshops from constituents obtained from ISR stocks and local resources has now been completed. 163 Rly. Workshop Coy. have retained 3 months supply for workshop use and turned over the balance to 330 T.S.D. FOLIGNO for control and general issue. The following quantity has been taken into T.S.D. stock:-

Grade A (equiv. to Ord. Gp. 2) - 28,000 lbs.
" B (" " " Gp. 3) - 5,000 lbs.

This supply together with the provision action taken in past periods will enable us to avoid demanding through Ord. for the second quarter in succession.

(S) Local Resources and Production.

It has not proved possible, in response to the I.S.R. request, to obtain protection from disposal of the controlled items of equipment and materials at the S.C.F.E. Works, AREZZO, but it was agreed at the A.F.L.R.B. (Engineering Materials Committee) Meeting held 14 Mar. for consideration of bids to be deferred for one month

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but quite inadequate supply allocated from Mid East we have received no further supplies, our position is giving us serious concern.

We have arranged with D.E.P. & S. A.F.H.Q. for Power unit spares for Ordnance supply plant in common use by Engineer services and ourselves to be ordered by D.E.P. & S. and held at E.S.P.S's for general distribution.

We will render a return to D.E.P. & S. of all such plant held by us in the theatre as a basis for demanding. This arrangement will effect economy in storage space at T.S.Ds., in clerical labour, and should also provide a greater service cover to all units of both Services.

The holdings of mechanical plant of Engineer supply and Generators and Lighting Sets of Ord. and R.E. supply are summarised at Appendix 14.

Total theatre holdings of Mobile Cranes by Services, up to and including receipts from MIS.67/08, are shown at Appendix 15.

(R) Whitemetal.

Production of Whitemetal at FOLIGNO Rly. Workshops from constituents obtained from ISR stocks and local resources has now been completed. 163 Rly. Workshop Coy. have retained 3 months supply for workshop use and turned over the balance to 330 T.S.D. FALCONARA for control and general issue. The following quantity has been taken into T.S.D. stock:-

Grade A (equiv. to Ord. Cp. 2) - 28,000 lbs.
" B (" " " Cp. 3) - 5,000 lbs.

This supply together with the provision action taken in past periods will enable us to avoid demanding through Ord. for the second quarter in succession.

(S) Local Resources and Production.

It has not proved possible, in response to the I.S.R. request, to obtain protection from disposal of the controlled items of equipment and materials at the ACCIAIERIE Works, AREZZO, but it was agreed at the A.F.I.R.S. (Engineering Materials Committee) Meeting held 14 Mar. for consideration of bids to be deferred for one month to enable us to present our case for total allocation to M.R.S.

Our bid to A.F.I.R.S. for 1702 tons steel sections for April was cut to 879 tons and accepted at this figure. The increased bid over the 830 tons for March was needed to cover the repair target (in steel) of 500 wagons during April. The allocation made will reduce our ability to supply steel for this purpose by 33-1/3% in plate for flooring and 70% in sheet steel for sides and roofs, and such deficiency will be made good in timber. The reduced allocation was necessary in view of shortages in production.

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Allocation of locally produced Nails and Paints has now been placed under A.F.L.R.S. and bids for 45 and 31 tons respectively were submitted to cover April requirements. Bolts, Nuts and Screws are also to be allocated by A.F.L.R.S. commencing [illegible] in May.

(T) The application for 770 tons signalling wire for production at D.E.P. & S. controlled works has now been screened. It was found that this quantity represented 10 million metres of wire, of which, only 100,000 metres was recommended as essential for immediate purposes. D.E.P. & S. has undertaken to draw this quantity at his LIVA Works, Bagnoli, NAPLES, from steel to be provided by us.

The I.S.R. assessed their initial requirements of canvas for reroofing box cars etc. at 65,000 square metres. This quantity was considered excessive and upon screening was found to be sufficient for 2 years consumption at the present rate. We have agreed to make an emergency release of 2500 metres to cover one month's requirements, plus a special release of 500 metres for fabrication of hatch covers etc. for the I.S.R. ferry steamer "Scilla" operating between MESSINA (Sicily) and the mainland.

Release of 20,000 scrap petrol tins has been obtained from Salvage for use of I.S.R. Contractors in the manufacture of railway hand and signal lamps.

The I.S.R. have tabled their estimated immediate requirements for rubber gaskets, hose, diaphragms etc. The quantities are very large and we are ascertaining the period covered before submitting to technical branches for screening.

9. FINANCE.

A. RAILWAY FINANCE.

(1) Cost of Railway Rehabilitation Works.

Completion reports received and costed during the month numbered 64, of which 6 were for Military works not classified as railway rehabilitation projects, and consequently are being recorded separately for future disposal action. A further evaluation statement of Allied War Department materials and mechanical equipment work in railway rehabilitation works, amounting in value to 37 million lire, was sent to the Financial Adviser for incorporation in the Allied Commission Account, bringing the figures so reported up to date to 273 million lire. A summary of amounts advised during the present month appears as Appendix 22.

(2) Separation of British and American percentage of Track and Bridging Materials.

Reference has been made in previous Progress Reports to the impossibility of separating, except upon percentage basis, Track and Bridging Materials issued from British/American Common Stocks used in rehabilitation and construction works. An analysis has now been made as to the origin of track and bridging materials [illegible]

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was considered excessive and upon screening was found to be sufficient for 2 years consumption at the present rate. We have agreed to make an emergency release of 2500 metres to cover one month's requirements, plus a special release of 500 metres for fabrication of hatch covers etc. for the I.S.R. ferry steamer "Scilla" operating between MESSINA (Sicily) and the mainland.

Release of 20,000 scrap petrol tins has been obtained from Salvage for use of I.S.R. Contractors in the manufacture of railway hand and signal lamps.

The I.S.R. have tabled their estimated immediate requirements for rubber gaskets, hose, diaphragms etc. The quantities are very large and we are ascertaining the period covered before submitting to technical branches for screening.

9. FINANCE.

A. RAILWAY FINANCE.

(1) Cost of Railway Rehabilitation Works.

Completion reports received and costed during the month numbered 64, of which 6 were for Military works not classified as railway rehabilitation projects, and consequently are being recorded separately for future disposal action. A further evaluation statement of Allied War Department materials and mechanical equipment work in railway rehabilitation works, amounting in value to 37 million lire, was sent to the Financial Adviser for incorporation in the Allied Commission account, bringing the figure so reported up to date to 273 million lire. A summary of amounts advised during the present month appears as Appendix 22.

(2) Separation of British and American percentage of Track and Bridging Materials.

Reference has been made in previous Progress Reports to the impossibility of separating, except upon percentage basis, Track and Bridging Materials issued from British/American Common Stocks used in rehabilitation and construction works. An analysis has now been made as to the origin of track and bridging materials received in this theatre from various sources. This has been carried out by exhaustive examination of bills of lading, shipping advices and other documents and as at December 31st 1944, the percentages determined are - British (including Lend-Lease) 77.51% and American 22.49%. It may therefore be taken that Allied W.D. material used in railway works is susceptible to a percentage division and the necessary data will therefore continue to be collected to this end.

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(3) Financing of Private Railways.

The question of financing all private railways has been taken up through the Allied Commission with the Italian Ministry of Transport. In the case of the Valdinsto Railway, it is understood that no funds have yet been made available although the matter was put in the hands of the Allied Commission in July 44. In so far as the Sud Est Railway is concerned, this Service has been asked to certify certain statements of traffic. As much of the traffic referred to is a proportion of through booked traffic to the State lines, this railway has been informed that the division of railway freight is a matter for the interested railways to decide, but that the Italian Ministry of Transport will be pressed to make necessary funds available.

2. STORES.

Accounts passed for settlement through I.S.R.

The value of accounts passed to the I.S.R. for direct settlement during the month amounted to 6,072,185 lire. The bills mainly concerned local purchase of bricks, timber, gravel etc., used in reconstruction works.

C. RECOVERIES OF FREIGHT AND PORT CHARGES FROM E.F.I. AND OTHER NON-MILITARY BODIES.

Following the reversal of a policy that no recoveries would be made from non-military bodies for the cost of freight, port landing charges etc., this Service has been ordered to ensure that records are available whereby these charges may be implemented. In these circumstances it is fortunate that all records of rail traffic were continued to be maintained in the form of ton and passenger.kilometres, which can be resolved into values by the application of average rates per ton and passenger kilometre. Tonnages of goods landed at the Ports for these organisations are being collated from port documents, and it has been recommended that a comprehensive charge of 300 lire per ton to cover all landed costs should be made, which is a comparable figure with that charged in North Africa. It is understood that the E.F.I. has made reserve provision for any freight etc. charges which may later be incurred with retrospective effect, as a result of discussions with my Finance Branch some twelve months ago, when the Institute was recommended to fund on the basis of not less than one lire per ton kilometre and half lire per passenger kilometre.

D. RECOVERIES ON TN. ACCOUNT.

The following is the position with regard to cash recoveries from the Italian State Railway and Civilian Contractors. Debit Notes issued during the month were in respect of damage caused to W.D. Cargo handling Gear used under Quay and Stevedore Labour Contracts at E&RI.

	Billed.	Recovered.	O/S as at 31/3/45
	Lire.	Lire.	Lire

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Accounts passed for settlement through I.S.R.

The value of accounts passed to the I.S.R. for direct settlement during the month amounted to 6,072,185 lire. The bills mainly concerned local purchase of bricks, timber, gravel etc., used in reconstruction works.

C. RECOVERIES OF FREIGHT AND PORT CHARGES FROM E.F.I. AND OTHER NON-MILITARY BODIES.

Following the reversal of a policy that no recoveries would be made from non-military bodies for the cost of freight, port landing charges etc., this Service has been ordered to confirm that records are available whereby these charges may be implemented. In these circumstances it is fortunate that all records of rail traffic were continued to be maintained in the form of ton and passenger kilometres, which can be resolved into values by the application of average rates per ton and passenger kilometre. Tonnages of goods landed at the Ports for these organisations are being collated from port documents, and it has been recommended that a comprehensive charge of 100 lire per ton to cover all landed costs should be made, which is a comparable figure with that charged in North Africa. It is understood that the E.F.I. has made reserve provision for any freight etc. charges which may later be incurred with retrospective effect, as a result of discussions with my Finance Branch some twelve months ago, when the Institute was recommended to fund on the basis of not less than one lire per ton kilometre and half lire per passenger kilometre.

D. RECOVERIES ON TN. ACCOUNT.

The following is the position with regard to cash recoveries from the Italian State Railway and Civilian Contractors. Debit Notes issued during the month were in respect of damage caused to W.D. Cargo handling Gear used under Quay and Stevedore Labour Contracts at B/RI.

	Billed.	Recovered.	O/S as at 31/3/45
	Lire.	Lire.	Lire
Italian State Railways	212,376	-	212,376
Contractors	310,298	290,565	19,733
Totals.	522,674	290,565	232,109

E. STATISTICS.

Railway (Passenger and Freight) Statistics for all British operated Areas in Italy are shewn as Appendix 16.

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

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APPENDIX 1.

Part 1, Sheet 1.

LOCATION STATEMENT.

HQ. ALLIED, C.M.F.

31 MARCH, 1945.

Unit.	Location.	Remarks.
H.Q., No.1 Port Operating Group, R.E.	Brindisi.	Det. Taranto.
992 Port Operating Coy., R.E.	Greece.	
997 Port Operating Coy., R.E.	Brindisi.	
1010 Port Operating Coy., R.E.	Greece.	
1015 Port Operating Coy., R.E.	Taranto.	
1027 Port Operating Coy., R.E.	Tortoreto.	
1037 Port Maintenance Coy., R.E.	Brindisi.	Det. Taranto, N. Africa.
2 (Italian) IWT Port Operating Coy.	Taranto.	Det. Brindisi.
1060 (Italian) Port Maintenance Sec.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
1063 (Italian) Docks Operating Coy.	Brindisi.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
3 Docks Operating Coy. S.A.B.C.	Naples.	
H.Q., No.5 Port Operating Group, R.E.	Bari.	Det. Barletta.
991 Port Operating Coy. R.E.	Bari.	
1007 Port Operating Coy., R.E.	Bari.	Det. Monopoli.
1014 Port Operating Coy., R.E.	Bari.	
1017 Port Operating Coy., R.E.	Bari.	
1021 Port Operating Coy., R.E.	Leghorn.	
1041 Port Operating Coy., R.E.	Bari.	
1019 Port Maintenance Coy., R.E.	Bari.	Det. Barletta.
4 Docks Workshop Section, R.E.	Bari.	
10 IWT Floating Crane Section, R.E.	Bari.	
1062 (Italian) Port Maintenance Sec.	Bari.	
921 (Italian) Docks Operating Coy.	Barletta.	
922 (Italian) Docks Operating Coy.	Bari.	
1 (Italian) IWT Port Operating Coy.	Bari.	
Attached No.5 Port Operating Group, R.E.		
1222/3 Ship Working Sections, R.E.	Bari.	
1224/5 Ship Working Sections, R.E.	Bari.	
2 Docks Operating Coy. S.A.B.C.	Bari	Det. Brindisi, Taranto.
H.Q., No.6 Port Operating Group, R.E.	Ancona.	

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1015	Port Operating Coy., R.E.	Taranto.	
1027	Port Operating Coy., R.E.	Tartoreto.	
1037	Port Maintenance Coy., R.E.	Brindisi.	Det. Taranto, N. Africa.
2	(Italian) IWT Port Operating Coy.	Taranto.	Det. Brindisi.
1060	(Italian) Port Maintenance Sec.	Brindisi.	
1061	(Italian) Docks Operating Coy.	Taranto.	
1063	(Italian) Docks Operating Coy.	Brindisi.	
923	(Italian) Docks Operating Coy.	Taranto.	
924	(Italian) Docks Operating Coy.	Brindisi.	
	3 Docks Operating Coy. S.A.E.C.	Naples.	
	H.Q., No.5 Port Operating Group, R.E.	Bari.	Det. Barletta.
931	Port Operating Coy. R.E.	Bari.	
1007	Port Operating Coy., R.E.	Bari.	Det. Monopoli.
1014	Port Operating Coy., R.E.	Bari.	
1017	Port Operating Coy., R.E.	Bari.	
1021	Port Operating Coy., R.E.	Leghorn.	
1041	Port Operating Coy., R.E.	Bari.	
1019	Port Maintenance Coy., R.E.	Bari.	Det. Barletta.
4	Docks Workshop Section, R.E.	Bari.	
10	IWT Floating Crane Section, R.E.	Bari.	
1062	(Italian) Port Maintenance Sec.	Bari.	
921	(Italian) Docks Operating Coy.	Barletta.	
922	(Italian) Docks Operating Coy.	Bari.	
1	(Italian) IWT Port Operating Coy.	Bari.	
	Attached No.5 Port Operating Group, R.E.		
1222/3	Ship Working Sections, R.E.	Bari.	
1224/5	Ship Working Sections, R.E.	Bari.	
2	Docks Operating Coy. S.A.E.C.	Bari	Det. Brindisi, Taranto.
	H.Q., No.7 Port Operating Group, R.E.	Ancona.	
990	Port Maintenance Coy. R.E.	Ancona.	Det: Civitavecchia.
993	Port Operating Coy., R.E.	Ancona.	
994	Port Operating Coy., R.E.	Ancona.	
1023	Port Operating Coy., R.E.	Ancona.	
1030	Port Operating Coy. R.E.	Ancona.	
1031	Port Operating Coy., R.E.	Ancona.	Det: N.Africa.
1064	Docks Operating Coy., R.E.	Ancona.	
3	(Italian) IWT Port Operating Coy.	Ancona.	

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APPENDIX 1.
Sheet 2.

LOCATION STATEMENTS.
ENGR. UNITS, C.M.F.
31 MARCH 1945.

Unit.	Location.	Remarks.
H.Q., N°.3 Port Constr. & Repair Gp.R.E.	Ancona.	
932 Port Constr. & Repair Coy., R.E.	Bari.	Det. Ancona.
41 Harbour Construction Coy., S.A.E.C.	Ancona.	Det. Ravenna.
HQ., N°.6 I.W.T. Group, R.E.	Ancona.	
945 IWT (Port) Operating Coy., R.E.	Ancona.	Det. Bari, Pesaro, Senigallia.
947 IWT (Port) Operating Coy., R.E.	Ancona.	Det. Brindisi.
1065 IWT Workshop Coy., R.E.	Ancona.	Det. Pesaro.
208 'Z' Craft Operating Coy., R.E.	Leghorn.	
209 'Z' Craft Operating Coy., R.E.	Ancona.	
1206 'Z' Craft Operating Coy., R.E.	Greece.	
975 Port Repair Ship, R.E.	Naples.	
H.Q., N°.1 Railway C.& M. Group, R.E.	Riccione.	
150 Railway Construction Coy., R.E.	Cesena.	Det. Rimini.
161 Railway Construction Coy., R.E.	Rimini.	Det. Forli, Faenza.
1 Railway Bridging Section, R.E.	Gli Angelli.	
29 Railway Survey Coy., R.E. 2 Sec.	Riccione.	
H.Q.N°.1212 Railway C.& M.Group, R.E.	Porto Recanati.	
10 Railway Construction Coy., R.E.	Mondolfo Marotta.	Det. Senigallia.
159 Railway Construction Coy., R.E.	Porto San Elpidio.	
160 Railway Construction Coy., R.E.	Marina di Silva.	Det. Pescara.
2 Railway Bridging Section, R.E.	Ancona.	
29 Railway Survey Coy., R.E. H.Q.	Porto Potenza Picena.	
N°.1 Section.		
N°.3 Section.	Figline.	
H.Q., Railway Constr. Engrs., S.A.E.C.	Prato.	
38 Railway Construction Coy. S.A.E.C.	Mercatale.	
39 Railway Construction Coy. S.A.E.C.	Prato.	
40 Railway Construction Coy. S.A.E.C.	Prato.	Det. Grizzana.
Dets Railway & Harbour Comp.Op. Coy., S.A.E.C.	Mercatale & Vernio.	
61 Tunnelling Coy., S.A.E.C.	Serravalle.	
62 Tunnelling Coy., S.A.E.C.	Vernio.	

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	[illegible] Coy., S.A.E.C.	Ancona.	Det. Ravenna.
H.Q., No.6 I.W.T. Group, R.E.		Ancona.	
945	IWT (Port) Operating Coy., R.E.	Ancona.	Det. Bari, Pesaro, Senigallia.
947	IWT (Port) Operating Coy., R.E.	Ancona.	Det. Brindisi.
1065	IWT Workshop Coy., R.E.	Ancona.	Det. Pescara.
208	'Z' Craft Operating Coy., R.E.	Leghorn.	
209	'Z' Craft Operating Coy., R.E.	Ancona.	
1206	'Z' Craft Operating Coy., R.E.	Greece.	
975	Port Repair Ship, R.E.	Naples.	
H.Q., No.1 Railway C.& M. Group, R.E.		Riccione.	
150	Railway Construction Coy., R.E.	Cesena.	Det. Rimini.
161	Railway Construction Coy., R.E.	Rimini.	Det. Forli, Faenza.
1	Railway Bridging Section, R.E.	Gli Angelli.	
29	Railway Survey Coy., R.E. 2 Sec.	Riccione.	
H.Q. No.1212 Railway C.& M. Group, R.E.		Porto Recanati.	
10	Railway Construction Coy., R.E.	Mondolfo Marotta.	Det. Senigallia.
159	Railway Construction Coy., R.E.	Porto San Elpidio.	
160	Railway Construction Coy., R.E.	Marina di Silva.	Det. Pescara.
2	Railway Bridging Section, R.E.	Ancona.	
29	Railway Survey Coy., R.E. H.Q.	Porto Potenza Picena.	
	No.1 Section.		
	No.3 Section.	Figline.	
H.Q., Railway Constr. Engrs., S.A.E.C.		Prato.	
38	Railway Construction Coy. S.A.E.C.	Marcatale.	
39	Railway Construction Coy. S.A.E.C.	Prato.	
40	Railway Construction Coy. S.A.E.C.	Prato.	Det. Grizzana.
Det.	Railway & Harbour Const. Op. Coy., S.A.E.C.	Marcatale & Vernio.	
61	Tunnelling Coy., S.A.E.C.	Serravalle.	
62	Tunnelling Coy., S.A.E.C.	Vernio.	
187	Mech. Equipment (Tn) Coy., R.E.	Florence.	
45	Mech. Equipment (Tn) Pln., R.E.	Ancona.	
46	Mech. Equipment (Tn) Pln., R.E.	Rimini.	
89	Mech. Equipment (Tn) Pln., R.E.	Florence.	

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APPENDIX 1.
Sheet 3.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
31 MARCH 1945.

Unit.	Location.	Remarks.
H.Q., No.4 Indian Rly C.& M.Group, I.E.	Ancona.	
120 Railway Construction Coy., I.E.	Ancona.	
136 Railway Maintenance Coy., I.E.	Ancona.	Det. Fabriano, Fano, Falconara.
H.Q., No.2 Railway Tele Coy., R.Sigs.	Rimini.	
102 Construction Section(Rly).R.Sigs.	Recanati.	
103 Construction Section(Rly).R.Sigs.	Fano.	Det. Cesena, Pesaro, Ricciona.
72 Rly Telegraph Optg. Sec., R.Sigs.	Senigallia.	Det. Bari, Foggia, Brindisi, Foligno.
H.Q., No.3 Railway Tele. Coy., R.Sigs.	Florence.	
104 Construction Section(Rly),R.Sigs.	Ardenza.	Det. Leghorn, Cecina, Grosseto.
76 Rly Telegraph Optg. Sec., R.Sigs.	Rome.	Det. Bari, Riccione, Florence.
40 (R & H) Rly Telegraph Coy., SACS.	Foligno.	Det. Orvieto, Orte.
D.D.Tn(Railways).	Ancona.	
H.Q., No.1 Railway Operating Group, R.E.	Falconara.	
158 Railway Operating Coy., R.E.	Palombina Nuovo.	Det. Falconara.
189 Railway Operating Coy., R.E.	Rimini.	Det. Cesena.
192 Railway Operating Coy., R.E.	Senigallia.	Det. Pesaro.
5 Railway Mobile Workshop, R.E.	Rimini.	
13 Railway Mobile Workshop, R.E.	Ancona.	
H.Q., No.2 Railway Operating Group, R.E.	Rome.	
154 Railway Operating Coy., R.E.	Foligno.	Det. Orte, Terni, Rome, Arezzo.
190 Railway Operating Coy., R.E.	Fabriano.	
2 Railway Mobile Workshop, R.E.	Chiusi.	
H.Q., No.6 Railway Operating Group, R.E.	Ancona.	(Forming part of D.D.Tn(Railways))
H.Q., Railway & Harbour Comds. Op.Coy. S.A.A.F.C.	Florence.	Det. Florence Prato.

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

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Appendix 1.
Sheet 4.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
31 MARCH, 1945.

Unit.		Location.	Remarks.
H.Q., No.3 Transportation Stores Gp.R.T.		Rome.	
325 Tn.S.D.	– 136 Tn.Stores Coy., R.T.	Modugno, Nr. Bari.	
326 Tn.S.D.	– 922 Tn.Stores Coy., R.E.	Naples.	
328 Tn.S.S.D.	– 922 Tn.Stores Coy., R.E.	Casalnuovo.	
329 Tn.S.D.	– 156 Tn.Stores Coy., R.E.	Tiburtino, Rome.	
330 Tn.S.D.	– 1069 Tn.Stores Coy., R.E.	Falconara.	
	– 196 Tn.Stores Coy., R.E.	Falconara.	
	– 24 Tn.Stores Coy., R.T.	Leghorn.	
331 Tn.S.D.	–	Leghorn.	Det. Naples.
18 Tn. Stores Port Section, R.E.		Ancona.	Det. Bari.
19 Tn. Stores Port Section, R.E.			

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APPENDIX 1

Part 2.

MOVES OF UNITS DURING MARCH 1945.

Unit	Strength	Vehicles	From	To	Date
H.Q., & 1 Sec 159 Rly Cons Coy	95	40	Prato	Civitanova Marche	2
Det 159 Rly Cons Coy., R.T.	77	10	Arezzo	Civitanova Marche	2
H.Q., & 2 Secs 160 Rly Cons Coy	159	34	Montecatini	Pescara	5
20 Italian Rly Engr Coy.,	240	2	Montecatini	Pescara	6
7 Italian Rly Engr Coy.,	185	4	Prato	Civitanova Marche	7
H.Q., 1 Italian Rly Engr Bn	34	3	Prato	Civitanova Marche	7
H.Q., 2 Italian Rly Engr Group	29	4	Rome	Monsummano	7
H.Q., 1312 Rly C. & M. Group	33	4	Florence	Loreto	10
H.Q., 29 Rly Survey Coy., R.T.	16	3	Prato	Loreto	10
Det 160 Rly Cons Coy., R.T.	153	30	Montecatini	Pescara	10
H.Q., 41 Harbour Cons Coy. R.TC	30	5	Ancona	Ravenna	12
45 Mech Equip (Th) Plm: R.T.	80	10	Monsummano	Ancona	15
Det 163 Rly Workshop Coy.,	16	2	Foligno	Pescara	18
Det 159 Rly Cons Coy., R.T.	72	14	Cortona	Porto Recanati	21
2 Rly Bridging Section, R.E.	25	4	Orvieto	Porto Recanati	26

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			Arezzo	Civitanova Marche	2
H.Q., & 2 Secs 160 Rly Cons Coy	159	34	Montecatini	Pescara	5
20 Italian Rly Engr Coy.,	240	2	Montecatini	Pescara	8
7 Italian Rly Engr Coy.,	185	4	Prato	Civitanova Marche	7
H.Q., 1 Italian Rly Engr Bn	34	3	Prato	Civitanova Marche	7
H.Q., 2 Italian Rly Engr Group	29	4	Rome	Monsummano	7
H.Q., 1212 Rly C. & M. Group	33	4	Florence	Loreto	10
H.Q., 29 Rly Survey Coy., R.E.	16	3	Prato	Loreto	10
Det 160 Rly Cons Coy., R.E.	153	30	Montecatini	Pescara	10
H.Q., 41 Harbour Cons Coy. R.E.	30	5	Ancona	Ravenna	12
45 Mech Equip (Th) Plm R.E.	80	10	Monsummano	Ancona	15
Det 163 Rly Workshop Coy.,	16	2	Foligno	Pescara	18
Det 159 Rly Cons Coy., R.E.	72	14	Cortona	Porto Recanati	21
2 Rly Pdgging Section, R.E.	25	4	Orvieto	Porto Recanati	26
1027 Port Op Coy., R.E.	250	6	Brindisi	Teresto	27

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ADMINISTRATION.

1. REVISION OF ESTABLISHMENTS AND FORMATION OF UNITS.

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

The conversion of the following units from Docks Groups, R.E. and Docks Operating Coys., R.E. respectively is virtually completed.

H.Q. 1 Port Operating Group, R.E.
H.Q. 5 Port Operating Group, R.E.
H.Q. 7 Port Operating Group, R.E.
991 Port Operating Coy., R.E.
992 Port Operating Coy., R.E.
993 Port Operating Coy., R.E.
997 Port Operating Coy., R.E.
1010 Port Operating Coy., R.E.
1014 Port Operating Coy., R.E.
1015 Port Operating Coy., R.E.
1017 Port Operating Coy., R.E.
1021 Port Operating Coy., R.E.
1027 Port Operating Coy., R.E.

(b) TRANSPORTATION STORES COYS., R.E.

The conversion of units as below is proceeding satisfactorily

(i) 24 Tn Stores Coy. R.E. from W.E. CL/114/1(XII/203/1) to W.E. IV/20A/1.

(ii) 922 Tn Stores Coy. R.E. from W.E. IV/20/3 to W.E. CL/129/1.

(c) Amendments to the following War Establishments (mainly in respect of M.T. and M.E. personnel) have been approved by War Establishments Committee, A.F.H.Q. and recommended to War Office :-

(i) PORT CONSTRUCTION AND REPAIR.

A Port Construction & Repair Coy. R.E. (IV/21B/2).

A Port Repair Ship, R.E. (IV/117/2).

(ii) PORT MAINTENANCE.

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

(iii) INLAND WATER TRANSPORT.

An H.Q. I.W.T. Group, R.E. (IV/222/1).

An I.W.T. (Port) Operating Coy., R.E. (IV/1331/228/1).

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991 Port Operating Coy., R.E.
992 Port Operating Coy., R.E.
993 Port Operating Coy., R.E.
997 Port Operating Coy., R.E.
1010 Port Operating Coy., R.E.
1014 Port Operating Coy., R.E.
1015 Port Operating Coy., R.E.
1017 Port Operating Coy., R.E.
1023 Port Operating Coy., R.E.
1027 Port Operating Coy., R.E.

(b) TRANSPORTATION STORES COYS., R.E.

The conversion of units as below is proceeding satisfactorily

(i) 24 Tn Stores Coy. R.E. from W.E. CI/114/1(XII/203/1) to W.E. IV/20A/1.

(ii) 922 Tn Stores Coy. R.E. from W.E. IV/20/3 to W.E. CI/129/1.

(c) Amendments to the following War Establishments (mainly in respect of M.T. and M.T. personnel) have been approved by War Establishments Committee, A.F.H.Q. and recommended to War Office :-

(i) PORT CONSTRUCTION AND REPAIR.

A Port Construction & Repair Coy. R.E. (IV/21B/2).

A Port Repair Ship, R.E. (IV/117/2).

(ii) PORT MAINTENANCE.

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

(iii) INLAND WATER TRANSPORT.

An H.Q. I.W.T. Group, R.E. (IV/222/1).

An I.W.T. (Port) Operating Coy., R.E. (IV/1931/228/1).

(iv) MECHANICAL EQUIPMENT.

An H.Q. Mechanical Equipment (Tn) Coy., R.E.(IV/22C/4).

A Mechanical Equipment (Tn) Platoon, R.E. (IV/22D/3).

(v) RAILWAY CONSTRUCTION.

An H.Q. Railway Constr & Maint Group, R.E. (IV/15/2).

A Railway Construction Coy., R.E. (IV/16/4).

A Railway Survey Coy., R.E. (IV/13/2).

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(vi) RAILWAY OPERATING AND RAILWAY WORKSHOPS.

A Railway Operating Coy., R.E. (IV/18/4).

A Railway Workshop Coy., R.E. (IV/21/5).

A Railway Mobile Workshop Coy., R.E. (IV/18A/3).

(d) The War Establishments Committee A.I.H.Q. have approved amendments to the the following War Establishments but authority to implement the amendments (mainly in respect of M.T. and M.T. personnel) has not yet been issued.

An I.W.T. Workshop Coy., R.E. (CH/283/1).

A Railway Bridging Section, R.E. (CH/357/1).

(e) War Office have authorised the implementation of an amendment to W.E. IV/19/2 in respect of H.Q. 3 TRANSPORTATION STORES GROUP, R.E. to include an additional Car 4 x 2, LightUtility and one Driver I.C. when the Group is responsible for four or more Companies.

2. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Lieut.	C.	Foster.	Tn.AFHQ.	Posted to Inc.Rly.Op. Grps.w.e.f. 3.3.45.
Lieut. (Miss)	E.P.	Rowe. (WAAS)	X(iv) List.	Posted to Tn.AFHQ w.e.f. 27.2.45.

(b) Railway Operating.

Lieut.	J.W.	Pick.	Inc.Rly.Op. Groups.	Posted to 192 Rly.Op. Coy. w.e.f. 3.3.45.
Lieut.	W.L.	Beacroft.	X(iv) List.	Attached to 154 Rly.Op. Coy.w.e.f. 25.3.45.
Lieut.	A.E.	Greves.	X(iv) List.	Attached to 154 Rly.Op. Coy. w.e.f. 25.3.45.
Lieut.	H.R.	Hanson.	X(iv) List.	Attached to 163 Rly W/ Shop Coy.w.e.f. 25.3.45.
Lieut.	R.W.	Stringer.	X(iv) List.	Attached HQ 2 Rly.Op.Gp. w.e.f. 31.3.45.
Lieut.	H.	Simons.	X(iv) List.	Attached HQ 2 Rly.Op.Gp. w.e.f. 31.3.45.
				Attached 189 Rly.Op.

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An I.W.E. Workshop Coy., R.E. (CE/283/1).

A Railway Bridging Section, R.E. (CE/357/1).

(e) War Office have authorised the implementation of an amendment to W.E. IV/19/2 in respect of H.Q. 3 TRANSPORTATION STORES GROUP, R.E. to include an additional One 4 x 2. 1½ ton Utility and one Driver I.C. when the Group is responsible for four or more Companies.

2. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Lieut.	S.	Foster.	Tn.AFHQ.	Posted to Inc.Rly.Op. Grp.w.e.f. 3.3.45.
Lieut. (Miss)	E.P.	Rowe. (WAAS)	X(iv) List.	Posted to Tn.AFHQ w.e.f. 27.2.45.

(b) Railway Operating.

Lieut.	J.W.	Peck.	Inc.Rly.Op. Groups.	Posted to 192 Rly.Op. Coy. w.e.f. 3.3.45.
Lieut.	W.L.	Bancroft.	X(iv) List.	Attached to 154 Rly.Op. Coy.w.e.f. 25.3.45.
Lieut.	A.E.	Greves.	X(iv) List.	Attached to 154 Rly.Op. Coy. w.e.f. 25.3.45.
Lieut.	H.R.	Henson.	X(iv) List.	Attached to 163 Rly Wkg Shop Coy.w.e.f. 25.3.45.
Lieut.	B.W.	Stringer.	X(iv) List.	Attached HQ 2 Rly.Op.Gp. w.e.f. 31.3.45.
Lieut.	H.	Simons.	X(iv) List.	Attached HQ 2 Rly.Op.Gp. w.e.f. 31.3.45.
Lieut.	H.J.	Rowsell.	X(iv) List.	Attached 189 Rly.Op. Coy.w.e.f. 31.3.45.
Lieut.	K.	Matheson.	X(iv) List.	Attached 189 Rly.Op. Coy. w.e.f. 31.3.45.

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Sheet 3.

(c) Railway Construction.

Capt.	R.C.	Fakes.	990 Port Maint Coy.	Posted to X(iv) List in W/S Rank of Lieut (voluntary reversion) and att'd to HQ 1 Rly C & M Gp. w.e.f. 27.3.45.
Lieut.	A.I.	Webb.	X(iv) List.	Attached to HQ 1 Rly C & M Gp. w.e.f. date of reporting for duty.
2/Lieut.	J.R.	Pickering.	X(iv) List.	Posted to 89 LE (Tn) Plm w.e.f. 26.3.45. and is att'd to 1019 Port Maint Coy. w.e.f. 26.3.45.
Lieut.	J.M.	Fogarty.	X(iv) List att'd 1212 E.C.& M.Gp.	Posted to 10 Rly. Constr Coy. w.e.f. 26.2.45.

(d) Docks.

Capt.	H.	McNeill.	208 Ind Z Craft Op Coy IE.	Posted to 209 Ind Z Craft Op.Coy.IE w.e.f. 13.3.45.
Lieut.	D.	Crowley.	209 Ind Z Craft OP Coy IE.	Posted to 208 Ind Z Craft Op.Coy.IE and granted A/Rank of Capt w.e.f. 13.3.45.
Lieut.	C.A.	Meadows.	X(iv) List att'd 994 Port Op Coy.	Transferred to Corps of Royal Engineers and posted to 994 Port Op Coy w.e.f. 12.1.45.
Lieut.	E.J.	Morton.	1027 Port Op Coy.	Posted to HQ 1 Port Op Gp and granted A/Rank of Capt w.e.f.10.3.45.
Lieut.	E.T.	Grey.	1027 Port Op Coy.	Posted to 994 Port Op Coy and granted A/Rank of Capt w.e.f. 26.2.45.
Lieut.	T.H.E.	Hooton.	1224/5 Ship Working Sec.	Posted to HQ 5 Port Op Gp w.e.f. 19.3.45.
Lieut.	J.L.	Cerney.	X(iv) List.	Att'd HQ 5 Port Op Gp w.e.f. 22.3.45 and

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2/Lieut.	J.M.	Pickering.	[illegible]	Pln w.e.f. 26.3.45. and is att'd to 1019 Port Maint Coy. w.e.f. 26.3.45.
Lieut.	J.M.	Fogarty.	X(iv) List att'd 1212 R.C.& M.Gp.	Posted to 10 Hly. Constr Coy. w.e.f. 26.2.45.

(d) Docks.

Capt.	H.	McNeill.	208 Ind Z Craft Op Coy IE.	Posted to 209 Ind Z Craft Op.Coy.IE w.e.f. 13.3.45.
Lieut.	D.	Crowley.	209 Ind Z Craft OP Coy IE.	Posted to 208 Ind Z Craft Op.Coy.IE and granted A/Rank of Capt w.e.f. 13.3.45.
Lieut.	C.A.	Meadows.	X(iv) List att'd 904 Port Op Coy.	Transferred to Corps of Royal Engineers and posted to 964 Port Op Coy w.e.f. 12.1.45.
Lieut.	E.J.	Morton.	1027 Port Op Coy.	Posted to HQ 1 Port Op Gp and granted A/Rank of Capt w.e.f.10.3.45.
Lieut.	F.T.	Grey.	1027 Port Op Coy.	Posted to 964 Port Op Coy and granted A/Rank of Capt w.e.f. 28.2.45.
Lieut.	T.H.E.	Heaton.	1224/5 Ship Working Sec.	Posted to HQ 5 Port Op Gp w.e.f. 19.3.45.
Lieut.	J.L.	Gerney.	X(iv) List.	Att'd HQ 5 Port Op Gp w.e.f. 22.3.45 and posted to 1014 Port Op Coy w.e.f. same date.
Lieut.	W.B.	High.	X(iv) List.	Att'd HQ 7 Port Op Gp w.e.f. 21.3.45 and posted to 1054(M)Docks Op Coy w.e.f. same date.

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(d) Docks. (Cont'd).

Lieut.	F.P.	Hughes.	X(iv) List.	Att'd HQ 7 Port Op Gp w.e.f.21.3.45. and posted to 1023 Port Op Coy w.e.f. same date.
Lieut.	R.L.	Frood.	X(iv) List.	Posted to 1060 Italian Port Maint Sec w.e.f. 14.3.45.
Lieut.	J.F.L.	Smalley.	1023 Port Op Coy.	Posted to 1030 Port Op Coy w.e.f. 26.3.45.
Lieut.	J.W.	Woodhouse.	1007 Port Op Coy.	Posted to HQ 7 Port Op Gp and granted A/Rank of Capt w.e.f. 29.3.45.
Lieut.	H.D.	Williams.	993 Port Op Coy.	S.O.S. on proceeding to U.K. w.e.f. 28.3.45.
Lieut.	J.H.	Mason.	Inc.Rly.Op. Groups.	Posted to 990 Port Maint Coy and granted A/Rank of Capt w.e.f. 27.3/45.

(e) Stores.

Lieut.	R.J.	Whereland.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 922 Tn Stores Coy w.e.f. 14.3.45.

(f) Finance.

No change.

3. MANPOWER.

Officers.

Vacancies on Tn Staff. — Nil.

Arrived in KMF 41. — 8 Officers made up of:

Mech Engr	1.
Rly Op (Traffic)	3.
Rly Op (Elec.T)	1.
Port Op	2.
Port Maint.	1.

Demanded by GHQ, 2nd Echelon for KMF 42. — 3 Officers made up of:

Rly Op (Loco)	1.
	1.

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Lieut.	G.F.C.	Barclay.	1023 Port Op Coy.	Posted to 1030 Port Op Coy w.e.f. 26.3.45.
Lieut.	J.W.	Woodhouse.	1007 Port Op Coy.	Posted to HQ 7 Port Op Gp and granted A/Rank of Capt w.e.f. 29.3.45.
Lieut.	H.D.	Williams.	993 Port Op Coy.	S.O.S. on proceeding to U.K. w.e.f. 28.3.45.
Lieut.	J.H.	Mason.	Inc.Rly.Op. Groups.	Posted to 990 Port Maint Coy and granted A/Rank of Capt w.e.f. 27.3.45.

(c) Stores.

Lieut.	R.J.	Wheatland.	A(iv) List attd 3 Tn Stores Gp.	Posted to 922 Tn Stores Coy w.e.f. 14.3.45.

(i) Fitters.

No change.

3. MANPOWER.

Officers.

Vacancies on Tn Staff. - Nil.

Arrived in KMF 41. - 8 Officers made up of:

Mech Eqpt	1.
Rly Op (Traffic)	3.
Rly Op (Elec.T)	1.
Port Op	2.
Port Maint.	1.

Demanded by GHQ, 2nd Echelon for KMF 42. - 3 Officers made up of:

Rly Op (Loco)	1.
Tn Stores	1.
IWT Workshops	1.

Demanded by GHQ, 2nd Echelon for KMF 43. - 19 Officers made up of:

Elec.Trac(Constr)	1.
Marine Eng (Port Repair Ship)	1.
Port Op.	15.
Rly Survey	1.
Tn Stores	1.

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OTHER RANKS.

Arrived in KMF 41. - 8

Demanded by GHQ, 2nd Echelon for KMF 42. - 22

Demanded by GHQ, 2nd Echelon for KMF 43. - Nil.

Overall theatre deficiencies and surpluses by trades as at 31 March 45 are shown on page 6.

4. LEAVE TO U.K.

A total of 5 Officers and 181 Other Ranks have departed for leave in U.K. since the commencement of the LI.A.P. Scheme. Of these 1 Officer and 24 Other Ranks left during March.

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31 March 45 are shown on page 6.

4. LEAVE TO U.K.

A total of 5 Officers and 181 Other Ranks have departed for leave in U.K. since the commencement of the LI.A.P. scheme. Of these 1 Officer and 24 Other Ranks left during March.

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APPENDIX 2.
Sheet 6.

SURPLUS AND DEFICIENCIES BY TRADES, AGAINST WAR ESTABLISHMENTS, OF TRANSPORTATION UNITS IN C.M.F.

POSITION AS AT 31 MARCH 1945.

TRADE.	1. SUR.	2. DEF.	TRADE.	1. SUR.	2. DEF.
Barge Masts.	-	-	Moulders.	11	-
Blacksmiths.	18	8	Normal Retimes.	6	2
Blacksmith Strikers.	20	1	Operators Excavator.	4	16
Blockmen.	19	-	Painters & Dec.	5	6
Boilermakers.	3	3	Pioneers R.E.	181	50
B'man Shunters.	59	7	Platelayers.	28	4
Bricklayers.	5	5	Pattern Maker.	1	-
Carp & Joiners.	13	7	Plumbers.	2	3
Carr & Wgn Repairers.	7	-	Quarrymen.	-	2
Checkers.	108	1	R.E.D. (Steam).	73	2
Clerks General)	14	73	Riggers.	7	18
Clerks Rly)			Riveters.	10	16
Concreters.	5	-	Sawyers.	2	-
Cooks A.C.C.	7	30	Sheet Met. Workers.	3	1
Coppersmiths.	3	-	Shipwrights.	7	-
D'men. - Mech.	1	4	Steel Benders.	-	-
D'men. - Rly.	2	4	Steelwork Erectors.	2	4
D'men. - Tcp.	.	.	Stevedores.	71	40
Driver Mechanic.	4	6	Stoker S.D.	8	2
Driver T.P. (C)	3	4	Storemen T.D.	4	32
Driver T.P. (P)	5	10	Surveyors Eng.	-	11
Driver Crane.	12	70	Tinsmiths.	8	1
Driver I.C.	3	228	Timbermen P.C.	-	2
Driver Operator.	1	-	Traffic Ops.	11	-
Elec'n Diesel.	1	4	Turners.	3	3
Elec'n M'tnce.	2	5	Welders.	7	28
Elec'n Wireman.	4	-	Wagon Erector.	1	-
Engine Fitter I.C.	5	1			
Engine Fitter M.E.	-	-			
Engine Fitter Steam.	5	2	WOs & S/Sgts.		
Engine Hand I.C.	6	-			
Fireman Loco.	11	-	Rly Op.	-	-
Fireman Marine.	-	-	Dks. Tech.	1	16
Fitter R.E.	19	6	Quay Foremen.	1	-
Fitter Diesel.	3	-			
Fitters Loco Steam.	12	6			
Fitter Rly Sign.	1	1			

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APPENDIX 3.

Sheet 1.

EMPLOYMENT OF ITALIAN UNITS.

1. Italian Docks Operating Coys., I.W.T.Coys., and Port Maint., Sections.

(a) Locations of Units are as follows:-

Unit.		Location.
921	(Italian) Docks Operating Coy.	Barletta
922	" " " "	Bari
923	" " " "	Taranto
924	" " " "	Brindisi
1061	" (Co-Operator) Docks Op Coy.	Taranto
1063	" " " "	Brindisi
No.1	" I.W.T. (Port) Op Coy.	Bari
No.2	" " " " "	Brindisi and Taranto
No.3	" " " " "	Ancona
1060	" Port Maintenance Section.	Brindisi
1062	" " " " "	Bari

(b) Italian Docks Operating Companies.

The strengths of the Italian Docks Operating Companies compared with War Establishments are as under:-

	Number of Company.							
	921	922	923	924	1063 Br	1063 It	1061 Br	1061 It
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sjts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	350
Actual.								
Officers.	8	10	8	12	3	7	3	4
W.O's & Sjts.	37	38	23	25	8	14	8	15
Rank & File.	388	384	422	393	8	343	8	346

The technical efficiency of the above units has continued at about the same level as previously.

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

(b) Italian Docks Operating Companies.

The strengths of the Italian Docks Operating Companies compared with War Establishments are as under:-

	Number of Company.							
	921	922	923	924	1063 Br	1063 It	1061 Br	1061 IT
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sjts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	356
Actual.								
Officers.	8	10	8	12	3	7	3	4
W.O's & Sjts.	37	38	23	25	8	14	8	15
Rank & File.	388	384	422	393	8	343	8	346

The technical efficiency of the above units has continued at about the same level as previously.

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

The strengths of these units compared with War Establishments are given overleaf.

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W.E.		Strength		
		No.1	No.2	No.3
Officers.	4	5	6	5
W.O's & Sjts.	19	25	22	24
Rank & File.	189	186	185	185

The Technical efficiency of No.1 (Italian) I.W.T. Company and No.3 (Italian) I.W.T. Company is still well below the standard required if these units are to cope with the demands which will be made upon them when further Northern Italian ports are opened.

Plans are being put into effect to give the personnel of No.2 (Italian) I.W.T. Company training in the operation of 'Z' craft as a safeguard in the event of having to release further Indian 'Z' craft personnel from this theatre.

(d) Port Maintenance Sections.

The strengths of the two Italian Port Maintenance Sections in East Italy are:-

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

Favourable reports are made on the work of these sections by employing units. It is planned to send 1060 Port Maintenance Section to Ancona with a view to making available much needed assistance for 990 Port Maintenance Company.

2. Italian Railway Engineer Units.

(a) The formation of the

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her Northern Italian ports are opened.

Plans are being put into effect to give the personnel of No.2 (Italian) I.W.T. Company training in the operation of 'G' craft as a safeguard in the event of having to release further Indian 'G' craft personnel from this theatre.

(d) Port Maintenance Sections.

The strengths of the two Italian Port Maintenance Sections in East Italy are:-

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

Favourable reports are made on the work of these sections by employing units. It is planned to send 1060 Port Maintenance Section to Ancona with a view to making available much needed assistence for 990 Port Maintenance Company.

2. Italian Railway Engineer Units.

(a) The formation of the last programmed No.6 Rly Engineer Battn is now complete except for one Coy. The Battn. H.Q., has been transferred from ROME to OSIMO near ANCONA while No.1 and 3 Coys are working under No.4 Indian Rly Constr. and Maint. Group, I.E., at ANCONA and RIMINI respectively.

The remaining Coy of this Battn. is still in course of formation at ROME and is waiting for long promised drafts of reinforcements.

(b) The strength of the Italian Rly Units is showing a welcome increase and now amounts to an all ranks strength of 3265 or 13% above the figure for last month. The

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numbers of reinforcements promised last month did not come up to expectations and demands for a further 621 have been made.

With the liberation of Northern Italy some 250 time expired personnel will be released and provision must be made to find replacements.

(c) During the month a reinforcement training centre was set up at FIRA through which 429 personnel have passed. At this centre reinforcements are clothed and equipped and given elementary military training before being drafted to Companies.

(d) The location and unit strengths are as follows:-

Unit.		Location.	Officers.	O.R's	Total.
Italian Rly Engr.	Inspect.	Rome.	12	58	70
1st It. Rly Engr.	Group HQ.	Ancona.	7	24	31
6th It. Rly Engr.	Battn HQ.	Rome.	5	18	23
	1st Coy.	Ancona.	5	221	226
	3rd Coy.	Rimini.	5	202	207
	10th Coy.	Rome.	5	29	34 +
13th It. Rly Engr.	Battn. HQ.	Riccione.	5	17	22
	8th Coy.	Fano.	6	222	228
	21st Coy.	Cesena.	5	224	229
	31st Coy.	Forli.	5	170	175
2nd It. Rly Engr.	Group HQ.	Torsummano.	8	22	30
1st It. Rly Engr.	Battn HQ.	Porto Potenza Picena.	5	18	23
	2nd Coy.	Fano.	5	159	164
	7th Coy.	Civitanova.	6	194	200
	20th Coy.	Pesaro.	6	170	176
2nd It. Rly Engr.	Battn HQ.	Ardenza (Livorno)	5	20	25
	9th Coy.	Empoli.	5	186	191
	19th Coy.	Livorno.	5	226	231
	24th Coy.	Pisa.	6	227	233
3rd It. Rly Engr.	Battn HQ.	Pisa.	5	21	26
	6th Coy.	Pisa.	6	233	239
	18th Coy.	Firenze.	4	252	256
	23rd Coy.	Empoli	5	221	226
			131	3134	3265

+ In course of formation.

3. Administration of Italian Units.

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given elementary military training before being drafted to Companies.

(3) The location and unit strengths are as follows:-

Unit.		Location.	Officers.	C.R's	Total.
Italian Rly Engr.	Inspect.	Rome.	12	58	70
1st It. Rly Engr.	Group HQ.	Ancona.	7	24	31
6th It. Rly Engr.	Battn HQ.	Rome.	5	18	23
	1st Coy.	Ancona.	5	221	226
	3rd Coy.	Rimini.	5	202	207
	10th Coy.	Rome.	5	29	34 +
13th It. Rly Engr.	Battn.HQ.	Riccione.	5	17	22
	8th Coy.	Fano.	6	222	228
	21st Coy.	Cesena.	5	224	229
	31st Coy.	Forli.	5	170	175
2nd It. Rly Engr.	Group HQ.	Torsummano.	8	22	30
1st It. Rly Engr.	Battn HQ.	Porto Potenza Picena.	5	18	23
	2nd Coy.	Fano.	5	159	164
	7th Coy.	Civitanova.	5	191	200
	20th Coy.	Pescara.	6	170	176
2nd It. Rly Engr.	Battn HQ.	Ardenza (Livorno)	5	20	25
	9th Coy.	Empoli.	5	186	191
	14th Coy.	Livorno.	5	226	231
	24th Coy.	Pisa.	6	227	233
3rd It. Rly Engr.	Battn HQ.	Pisa.	5	21	26
	6th Coy.	Pisa.	6	233	239
	18th Coy.	Firenze.	4	252	256
	23rd Coy.	Empoli	5	221	226
			131	3134	3265

+ In course of formation.

3. Administration of Italian Units.

(a) Italian Docks & I.W.T. Units.

The general administration of the Italian Companies is on the whole improving and with the advent of better weather should continue to do so. The two I.W.T. Companies mentioned above, however, still give cause for concern. The personnel changes in No.3 (Italian) I.W.T. Company in Ancona have improved the standard of discipline but it is too early to say whether this improvement will be carried over to technical work. As far as No.1

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(Italian) I.W.T. Company is concerned, few personnel changes have been effected. The administration and technical work of the Company is not good.

(b) Italian Railway Engineer Units.

Proposals have been submitted by the Director of Italian Railway Engineer Troops for a substantial increase of the W.E. of his H.Q., to cover the unforeseen commitments of Record Office and Reinforcement Transit Camp. The proposals are being considered by the M.M.I.A., W.E. Committee.

There is, at last, some indication that these units are capable of administering themselves without undue Allied supervision. Maintenance stores now reach the units direct from Italian Army sources without the need of special provision action by this Directorate.

All units are making steady headway and satisfactory reports are received of their work in the field.

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Appendix No.4.
Sheet No. 1.

SUMMARIES OF PORT FACILITIES.

AS AT 31 MAR 45.

1. TARANTO

(a) Berths available.

No.	Type	Draft	Remarks
1.	MT/Stores	25' 6"	
2.	"	24'	
3.	"	19'/23'	
4.	MT only	12'/23'	
5.	"	18'/21'	
6.	MT/Stores	18'/22'	
6A.	"	17'/22'	
7.	"	17'/20'	
12.	Coal Wharf	12'/24'	Also used as lighter berth.
15.	MT/Stores	22' 6"	
	Oil Tanker Jetty		
	Naval Coal Berth	21'	

(b) Floating Equipment.

Tugs	1 Civilian 5 W.D.
Craft	2 Launches
Lighters & Barges	7 R.C.L.s 18 Civilian Lighters

Floating Cranes

Revolving, steam	150 tons Max. Load	)	All use is
Fixed "	90 " " "	)	subject to
Revolving, electric	40 " " "	)	R.N. requirements
" , steam	20 " " "	)	

Dredgers.

1 Suction
1 Grab
1 Bucket (not in working order)

(c) Shore Cranes and Equipment.

...and 5/7 Tons

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6.	MT/Stores	18'/22'	
6A.	"	17'/22'	
7.	"	17'/20'	
12.	Coal Wharf	12'/24'	Also used as lighter berth.
15.	MT/Stores	22' 6"	
	Oil Tanker Jetty		
	Naval Coal Berth	21'	

(b) Floating Equipment.

Tugs	1 Civilian 5 W.D.
Craft	2 Launches
Lighters & Barges	7 R.C.L.s 18 Civilian Lighters

Floating Cranes

Revolving, steam	150 tons	Max. Load	)
Fixed "	90 "	" "	) All use is
Revolving, electric	40 "	" "	) subject to
" , steam	20 "	" "	) R.N. requirements

Dredgers.

1 Suction
1 Grab
1 Bucket (not in working order)

(c) Shore Cranes and Equipment.

4 R.R.	6 Tons	1	P&H Lorry mounted	5/7	Tons
1 Coles	3 "	1	R.R.	8½	"
1 " (steam, Rly)	3 "	3	Hyster	2	
1 FB40	3 "	3	Clark Carloaders		
		12	Lister Tractors		

(d) Rail facilities.

Number of rail served berths = 6
Number of wagons which can be set up for loading at one time. = 84
Lighter Quay now rail served = 20 extra wagons.

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2. BRINDISI

(a) Berths Available.

No.	Type	Draft	Remarks.
1.	Coaster	21'	
2.	MT/Stores	23'6"	
3.	Coaster	23'6"	
4.	MT/Stores	23'	
5.	"	28'	
6.	"	23'6"	
7.	MT	23'	
8.	MT/Stores	21'	
9.	Coaster	22'	
10.	Lighter	20'	

Total berths available.

MT/Stores	5
MT	1
Coaster	3
RN Collier	1
Lighter Quays	2

(b) Floating Equipment.

Tugs	2 Civilian 3 W.D.
Craft	2 Launches
Lighters & Barges	6 R.C.Ls 14 Minca/Minus 12 Civilian Lighters 1 Steel (Mideast type)
Dredgers	Nil

Floating Cranes.

1 Diesel Electric = 40 tons
1 Steam Sheerlegs = 8 tons at 5 Metres.
Maximum Lift 9 Metres.

(c) Shore Cranes and Equipment.

1 R.B.19	5 tons	2 Coles	3 tons
5 Hyster	2 "	3 Jones	3 "
1 Wesserlutte	7 "	2 Morris	5 "
1 FB 45	2½ "	3 Cheeseide Tractors	
1 Linkbelt Speeder	5 "		
1 R & R	6 "		
1 R & R	10 "		

(d) Rail facilities.

Number alongside rail served berths	10
Number quays rail served	2
Number of wagons which can be set up for loading	

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7.	MT	21'	Lighter Quays 2
8.	MT/Stores	22'	
9.	Coaster	20'	
10.	Lighter		

(b) Floating Equipment.

Tugs	2 Civilian 3 W.D.
Craft	2 Launches
Lighters & Barges	6 R.C.Ls 14 Minca/Mimus 12 Civilian Lighters 1 Steel (Mideast type)
Dredgers	Nil

Floating Cranes.

1 Diesel Electric	= 40 tons
1 Steam Sheerlegs	= 8 tons at 5 Metres. Maximum Lift 9 Metres.

(c) Shore Cranes and Equipment.

1 E.E.19	5 tons	2 Coles	3 tons
5 Hyster	2 "	3 Jones	3 "
1 Weserhutte	7 "	2 Morris	5 "
1 FB 45	2½ "	3 Chesside Tractors	
1 Linkbelt Speeder	5 "		
1 R & R	6 "		
1 R & R	10 "		

(d) Rail facilities.

Number alongside rail served berths	10
Number quays rail served	2
Number of wagons which can be set up for loading at one time.	130

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3. BARI

(a) Berths Available.

No.	Type	Draft	Remarks
1/4 Upper berth	Lighter		
	"	16'	
5.	Naval	19' 6"	
6.	Coaster	20'	
7.	"	15'	
8.	Schooner	16'	
10.	"	28/30'	
11.	Schooner (Naval)	28/30'	
12.	Coal	28/30'	
13.	MT/Stores	28/30'	
14.	Liberty	30'	
15.	"	30'	
16.	MT/Stores	32'	
17.	Liberty	33'	
18.	"	33'	
19.	Liberty (M.T.only)	33'	Narrow quay.
21/31			Deep sea. Stern on holding berths

2 "Z" Craft berths.
1 Tanker berth.

(b) Floating Equipment.

Tugs	2 Civilian
	8 W.D.
Craft	2 Motor Launches
Lighters & Barges	3 Z Craft
	16 R.C.Ls
	45 Minca/Minus
	9 Steel Barges (Mideast Type)
	4 Civilian Lighters

Grain Elevator Nil.

W.D. Pontoon Derrick 107 = 60 Tons
Italian Floating Crane S.936 5 "

(c) Shore Cranes and Equipment.

Italian		W.D.	
3 Electric Quay	5 Tons	1 R.R.	8½ Tons
		2 R.R.	10 "

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10.	"	16'	
11.	Schooner (Naval)	28/30'	
12.	Coal	28/30'	
13.	MT/Stores	28/30'	
14.	Liberty	28/30',	
15.	"	30'	
16.	MT/Stores	30'	
17.	Liberty	32'	
18.	"	33'	
19.	Liberty (M.T.only)	33'	Narrow quay.
21/31			Deep sea. Stern on holding berths

2 "Z" Craft berths.
1 Tanker berth.

(b) Floating Equipment.

Tugs	2	Civilian
	8	W.D.
Craft	2	Motor Launches
Lighters & Barges	3	Z Craft
	16	R.C.Ls
	45	Mincs/Minus
	9	Steel Barges (Mideast Type)
	4	Civilian Lighters

Grain Elevator Nil.

W.D. Pontoon Derrick 107	=	60 Tons
Italian Floating Crane S.936		5 "

(c) Shore Cranes and Equipment.

Italian

3 Electric Quay Cranes	5 Tons
1 Tracked Fiat	12 "
1 Steam Lloyd	

W.D.

1 R.R.	8½ Tons
2 R.R.	10 "
6 R.R.	3½ "
11 R.R.	6 "
3 Marion Portal	3 "
3 Hysters	2 "
1 Coles	3 "
1 Morris	5 "
1 10 R.B.	
1 44 Buoyrus Eyrie	20 "
14 Clark Carloaders	
7 Chaseside Tractors	
1 Fordson "	
17 Lister "	

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(c) Shore Cranes and Equipment (Contd)

Shore Plant

Grain Silo. Berth 15.

(d) Rail facilities

Number of rail served berths = 8
Number of wagons which can be set up for loading at one time = 120

4. BARLETTA

(a) Berths Available.

No.	Type	Draft		Remarks
3.	Coaster	16'		Restricted to 250' long
4.	"	17'		" " 300' "
5.	"	14'		" " 200' "
7.	"	15'		" " 265' "
9.	"	19'	620'	Depths alongside 21' but entrance channel allows 19' only
10.	"	19'	620'	
11.	"	19'	75'	
12.	Berths 6 & 8 for Schooners	19'	75'	

(b) Floating Equipment.

- N i l -

(c) Shore Cranes and Equipment.

2 Coles	3 Tons.	3 Clark Carloaders.	
1 Hyster	2 Tons.	1 Chaseside Tractor.	
1 Stanhay	1 Ton.	1 Lister Tractor.	

(d) Rail Facilities.

Number of Rail served berths = 6
Number of wagons which can be set up for loading at one time = 50.

5. ANCONA.

(a) Berths available.

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4. BARLETTA

(a) Berths Available.

No.	Type	Draft		Remarks
3.	Coaster	16'		Restricted to 250' long
4.	"	17'		" " 300' "
5.	"	14'		" " 200' "
7.	"	15'		" " 265' "
9.	"	19'	620'	Depths alongside 21' but entrance channel allows 19' only
10.	"	19'	620'	
11.	"	19'	75'	
12.	Berths 6 & 8 for Schooners	19'	75'	

(b) Floating Equipment.

- N i l -

(c) Shore Cranes and Equipment.

2 Coles	3 Tons.	3 Clark Carloaders.
1 Hyster	2 Tons.	1 Chaseside Tractor.
1 Stanhay	1 Ton.	1 Lister Tractor.

(d) Rail Facilities.

Number of Rail served berths = 6
Number of wagons which can be set up for loading at one time = 50.

5. ANCONA.

(e) Berths available.

No.	Type.	Draft.	Remarks.
Bulk POL	Tanker	30 ft.	
1.(Stern on)	Liberty	24 ft.	Temporarily not available.
3	Lighter	8 ft.	
4	Liberty (Lightened)	21 ft.	
6 (Stern on)	Liberty	24 ft.)	Also discharge of lighters.
7 (Stern on)	Liberty	24 ft.)	
12 (Stern on)	Liberty	24 ft.	
13	Coaster	19 ft. 6 ins.	Also used by personnel & Hospital Ships.
14	Coaster	20 ft.	

/ Cont'd Berth 15.

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5. (Cont'd)

ANCONA (Cont'd)

(a) Berths available. (Cont'd)

No.	Type.	Draft.	Remarks.
15) 16) 17)	Lighter	4'6"/12'	3 Hards on berth 17
18	Lighter & Schooner	12'/17'	1 Hard.
19) 20) 21)	Coasters	16'/20'	Berth 21 used as anchorage for Liberty (Stern on = 24')
22	Liberty (Lightened)	24'	

(b) Floating Equipment

Tugs.	20 W.D.
Craft.	4 Launches.
	5 Outboard Motors.
Lighters & Barges.	15 'Z' Craft.
	33 RCLs.
	62 Mince/Minus.
Dredgers.	NIL.

(c) Shore Cranes and Equipment.

1	37 RB.	1 Bunger	10 Tons.
3	19 RB 5 Tons.	2 Coles	
5	10 RB 3½ Tons.	5 Hyster	2 Tons.
1	Kochring 20Tons.	9 R.R.	3½/5 Tons.

1 10 tons Scotch Derrick
12 Towmotors
3 Chaseside Tractors
10 Lister Trucks

(d) Rail facilities

Berth 4	2 sidings	
" 6	1 "	
" 7	1 "	
" 14	1 "	
" 15/16/17	5 "	2 for loading, 1 running road, 2 for standing and shunting.
" 19/20/21	3 "	1 for loading, 2 for standing

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19)			
20)	Coasters	16'/20'	Berth 21 used as anchorage for Liberty (Stern on = 24')
21)			
22	Liberty (Lightened)	24'	

(b) Floating Equipment

Tugs.	20 W.D.
Craft.	4 Launches.
	5 Outboard Motors.
Lighters & Barges.	15 'Z' Craft.
	33 RCLs.
	62 Mince/Minus.
Dredgers.	NIL.

(c) Shore Cranes and Equipment.

1	37 RB.		1	Bunger	10 Tons.
3	19 RB	5 Tons.	2	Coles	
5	10 RB	3½ Tons.	5	Hyster	2 Tons.
1	Kochring	20Tons.	9	R.R.	3½/5 Tons.

1 10 tons Scotch Derrick
12 Towmotors
3 Chaseside Tractors
10 Lister Trucks

(d) Rail facilities

Berth	4	2 sidings	
"	6	1 "	
"	7	1 "	
"	14	1 "	
"	15/16/17	5 "	2 for loading, 1 running road, 2 for standing and shunting.
"	19/20/21	3 "	1 for loading, 2 for standing and shunting.
"	22	2 "	

Number of wagons which can be set up for loading at one time = 130

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BARGE ERECTION POSITION AT END OF MARCH 1945.

Port	Craft	Total completed prior to 1 Mar.	Total completed during March	Under construction	Awaiting construct
Bari	Minus Barges X	10	–	–	–
	Minca Barges	87	–	–	30
	R.C.L.	36	–	–	–
Brindisi	Minus Barges	–	–	–	–
	Minca Barges	44	–	–	1
	R.C.L.	22	–	–	–
Molfetta	Minus Barges	–	–	–	–
	Minca Barges	47	–	–	–
	R.C.L.	35	–	–	–
Ancona	Minca Barges	1	–	–	–
Mola di-Bari	R.C.L.	26	–	–	–
Taranto	Minca Barges	–	–	–	3
	R.C.L.	1	–	–	–
Totals	Minus Barges X	10	–	–	–
	Minca Barges 0	179	–	–	34 +
	R.C.L.	120	–	–	–

X – 1 Minus sunk
0 – 1 Minca sunk (Sengallia)

1 Minca handed over to R.N.
5 RCLs " " " "
12 " " " " Force 266
1 " " " " F.F. Service

+ 32 complete Minc
complete Minca
assembly, or tr

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Appendix No.5.

BARGE ERECTION POSITION AT END OF MARCH 1945.

	Total completed prior to 1 Mar.	Total completed during March	Under construction	Awaiting construction	Total Received
ces X	10	–	–	–	10
ees	87	–	–	30	117
	36	–	–	–	36
ees	–	–	–	–	–
ees	44	–	–	1	45
	22	–	–	–	22
ees	–	–	–	–	–
ees	47	–	–	–	47
	35	–	–	–	35
ees	1	–	–	–	1
	26	–	–	–	26
ees	–	–	–	3	3
	1	–	–	–	1
ees X	10	–	–	–	10
ees O	179	–	–	34 +	213
	120	–	–	–	120

1 Minca handed over to R.N.
(Malta) 5 RCIs " " " "
12 " " " " Force 266
1 " " " " F.F. Service

+ 32 complete Mincas & 2 partly complete Minca stored waiting assembly, or transhipment.

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WORKS COMPLETED DURING March, 1945.

Job No.	Agency	Location	Description	Size
LINE 65, ROME - ORTE - AREZZO.				
65/106	2 Rly Bdg. Section, Italian State Rlys.	Passano	Additional repairs to Bridge 5 at Km.92.4	Flood protection works
65/107	2 Rly Bdg. Section	Castiglione in Teverina.	Additional repairs to Bridge 7 at Km.109.3.	Flood protection works
65/117	759 Rly Const. Coy.	Castiglion Fiorentino	Additional repairs to Bridge 43 at Km.208.0	1 No. 40' Sectional span
LINE 65, FLORENCE - PRATO.				
65/412	159 Rly Const. Coy.	Prato	Calenzano (exclusive) to Prato (inclusive)	5.3 Km. track repairs
LINE 65, PRATO - BOLOGNA.				
65/521	701 Artisan Wks.Coy.	Vaiano	Repairs to tunnel 6 at Km.30.4.	Clear debris at portals and rebuild lining.
65/523	701 Artisan Wks.Coy.	Vernio	Repairs to tunnel 8 at Km.31.6.	Clear debris at portals and rebuild lining.
65/524	701 Artisan Wks.Coy.	Vernio	Repairs to tunnel 9 at Km.32.1	Clear debris at portals and rebuild lining.
65/532	39 Rly Const. Coy. S.A.E.C.	Grizzana	Repairs to tunnel 17 at Km.59.0.	Clear debris at portals and rebuild lining.
65/533	38 Rly Const. Coy. S.A.E.C.	Vaiano	Repairs to Bridge 6 at Km.31.6.	3 No. 35 ft. R.S.Js and 2 No. 41 ft. Yunnan Burma spans.

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WORKS COMPLETED DURING MARCH, 1945.

ocation	Description	Size	Date of Completion	Remarks.
sano	Additional repairs to Bridge 5 at Km.92.4	Flood protection works	31.3.45.	
tiglione in erin.	Additional repairs to Bridge 7 at Km.109.3.	Flood protection works	24.3.45.	
tiglion reatino	Additional repairs to Bridge 43 at Km.200.0	1 No. 40' sectional span	27.3.45.	
to	Celenzano (exclusive) to Prato (inclusive)	5.3 Km. track repairs	3.3.45.	
ano	Repairs to tunnel 6 at Km.30.4.	Clear debris at portals and rebuild lining.	10.3.45.	
nio	Repairs to tunnel 8 at Km.31.6.	Clear debris at portals and rebuild lining.	10.3.45.	
nio	Repairs to tunnel 9 at Km.32.1	Clear debris at portals and rebuild lining.	24.3.45.	
zzano	Repairs to tunnel 17 at Km.59.0.	Clear debris at portals and rebuild lining.	24.3.45.	
ano	Repairs to Bridge 6 at Km.31.6.	3 No. 35 ft. R.S.Js and 2 No. 41 ft. Yunnan Burnin spans.	31.3.45.	

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Job No.	Agency	Location	Description	Size
65/592	39 Rly Const. Coy. S.A.S.C.	Prato	Deviation No.3. Km.20.3 to Km.21.0	0.7 Km. track
LINE 86, ORTONA - ANCONA.				
86/57	I.S.R. Contractor	Ortona	Repairs to tunnel at Km.368.0.	Clear debris and rebuild arch ring.
86/66	I.S.R. Contractor	Francavilla	Repairs to Bridge at Km.358.31	7/8 metre brick arches
86/76	I.S.R. Contractor	Atri Pineto	Repairs to Bridge at Km.353.16.	5/6 metre brick arches
86/78	I.S.R. Contractor	Roseto	Atri pineto (exclusive) to Roseto (inclusive)	9.1 Km. track repairs
LINE 86, ANCONA - RIMINI - FAENZA - BOLOGNA.				
86/212	Italian State Rlys.	Falconara	Additional Loco facilities	Repairs to running shed
86/23	136 Ind. Rly Maint.Coy.	Ancona	Additional facilities	Sidings to berths 14 and 15 at Docks.
86/307	10 Rly Const. Coy.	Senigallia	Doubling Bridge 6 at Km.180.091	1 No. 24 ft. R.S.J span
86/308	10 Rly Const. Coy.	Senigallia	Doubling Bridge 8 at Km.178.945	Repairs in masonry
86/311	10 Rly Const. Coy.	Senigallia	Doubling Bridge 12 at Km.177.026	3 No. 24 ft. R.S.J spans

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WORKS COMPLETED DURING MARCH, 1945 (contd).

on	Description	Size	Date of Completion	Remarks.
	Deviation No.3. Km.20.3 to Km.21.0	0.7 Km. track	10.3.45.	
	Repairs to tunnel at Km.366.0.	Clear debris and rebuild arch ring.	25.3.45.	
ville	Repairs to Bridge at Km.358.31	7/8 metre brick arches	23.3.45.	
neto	Repairs to Bridge at K .353.16.	5/8 metre brick arches	27.3.45.	
	Atri Pineto (exclusive) to Roseto (inclusive)	9.1 Km. track repairs	21.3.45.	
DGHa.				
ra	Additional loco facilities	Repairs to running shed	21.3.45.	
	Additional facilities	Sidings to berths 14 and 15 at Docks.	14.3.45.	
ia	Doubling Bridge 6 at Km.180.091	1 No. 24 ft. R.S.J span	9.3.45.	
in	Doubling Bridge 8 at Km.178.945	Repairs in masonry	6.3.45.	
a	Doubling Bridge 12 at Km.177.026	3 No. 24 ft. R.S.J spans	5.3.45.	

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WORKS COMPLETED DURING MARCH, 1945 (contd).

Job No.	Agency	Location	Description	Size
86/316A	10 Rly Const. Coy.	Mondolfo Marotta	Doubling Bridge 29 at Km.166.023.	1 No. 35 ft. R.S.J span.
86/320A	46 M.E.(Tn) Platoon	Fano	Doubling Bridge 49 at Km.155.48	Fill
86/323A	1 Rly Bdg. Section 150 Rly Const. Coy.	Pesaro	Doubling Fano (exclusive) to Pesaro (inclusive)	12.5 Km. track repairs
86/326A	150 Rly Const. Coy.	Cattolica	Doubling Pesaro (exclusive) to Cattolica (inclusive)	15.1 Km. track repairs
86/328A	150 Rly Const. Coy.	Riccione	Doubling Cattolica (exclusive) to Riccione (inclusive)	8.3 Km. track repairs
86/330A	150 Rly Const. Coy.	Riccione	Doubling Bridge 82 at Km. 118.172 (R. Marano)	1 No.40 ft. Sectional and 1 No. 5 ft. extension span.
86/331A	150 Rly Const. Coy.	Rimini	Doubling Bridge 86 at Km. 111.570 (R. Ause).	Repairs to existing spans
86/332A	150 Rly Const. Coy.	Rimini	Doubling Riccione (exclusive) to Rimini (inclusive)	10 Km. track repairs
86/333A	150 Rly Const. Coy.	Rimini	Doubling Bridge 87 at Km. 110.505 (R.Marecchia)	2 No. 35 ft. R.S.J spans
86/334A	150 Rly Const. Coy.	Rimini	Doubling Bridge 88 at Km. 109.65 (R. Marecchia)	3 No. 47 ft. Yunnan Burma spans
86/335A	150 Rly Const. Coy.	S. Arcangelo	Doubling Rimini (exclusive) to S. Arcangelo (inclusive)	10.1 Km. track repairs

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WORKS COMPLETED DURING MARCH, 1945 (contd).

Location	Description	Size	Date of Completion	Remarks.
Mondolfo Marotta	Doubling Bridge 29 at Km.166.023.	1 No. 35 ft. R.S.J span.	6.3.45.	
Fano	Doubling Bridge 49 at Km.155.48	Fill	2.3.45.	
Pesaro	Doubling Fano (exclusive) to Pesaro (inclusive)	12.5 Km. track repairs	7.3.45.	
Cattolica	Doubling Pesaro (exclusive) to Cattolica (inclusive)	15.1 Km. track repairs	30.3.45.	
Riccione	Doubling Cattolica (exclusive) to Riccione (inclusive)	8.3 Km. track repairs	2.3.45.	
Riccione	Doubling Bridge 82 at Km. 118.172 (R. Marano)	1 No.49 ft. Sectional and 1 No. 5 ft. extension span.	1.3.45.	
Rimini	Doubling Bridge 86 at Km. 111.570 (R. Ausa).	Repairs to existing spans	9.3.45.	
Rimini	Doubling Riccione (exclusive) to Rimini (inclusive)	10 Km. track repairs	31.3.45.	
Rimini	Doubling Bridge 87 at Km. 110.505 (R.Marecchia)	2 No. 35 ft. R.S.J spans	20.3.45.	
Rimini	Doubling Bridge 88 at Km. 109.65 (R. Marecchia)	3 No. 47 ft. Yunnan Burma spans	16.3.45.	
S. Arcangelo	Doubling Rimini (exclusive) to S. Arcangelo (inclusive)	10.1 Km. track repairs	23.3.45.	

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WORKS COMPLETED DURING MARCH, 1945 (contd).

Job No.	Agency	Location	Description	Size	Cost
86/338A	150 Rly Const. Coy.	Savignano	Doubling S. Arcangelo (exclusive) to Savignano (inclusive)	4.6 Km. track repairs	
86/3[illegible]	150 Rly Const. Coy.	Savignano	Doubling Bridge 91 at Km.95.06 (R. Fiumicino)	1 No. 55 ft. U.G.R.B span	
86/341A	150 Rly Const. Coy.	Gambettola	Doubling Savignano (exclusive) to Gambettola (inclusive)	6.4 Km. track repairs	
86/344A	150 Rly Const. Coy.	Cesena	Doubling Gambettola (exclusive) to Cesena (inclusive)	7.1 Km. track repairs	
86/345A	150 Rly Const. Coy.	Cesena	Doubling Bridge 95 at Km.81.232 (R. Savio)	5 No. 56 ft. Fullam Purne spans.	
86/346A	161 Rly Const. Coy.	Forlimpopoli	Doubling Bridge 97 at Km.76.14	1 No. 27 ft. R.S.J span	
86/347A	161 Rly Const. Coy.	Forlimpopoli	Doubling Cesena (exclusive) to Forlimpopoli (inclusive)	11.2 Km. track repairs	
86/351	161 Rly Const. Coy.	Forli	Repairs to Bridge 105 at Km.57.274	1 No. 35 ft. R.S.J span	
86/351A	161 Rly Const. Coy.	Forli	Doubling Bridge 105 at Km.57.274	1 No. 35 ft. R.S.J span	
86/352	161 Rly Const Coy.	Forli	Repairs to Bridge 106 at Km.57.423	1 No. 35 ft. R.S.J span	
86/352A	161 Rly Const. Coy.	Forli	Doubling Bridge 106 at Km.57.423	1 No. 35 ft. R.S.J span	

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WORKS COMPLETED DURING MARCH, 1945 (contd).

	Description	Size	Date of Completion	Remarks.
	Doubling S. Arcangelo (exclusive) to Savignano (inclusive)	4.6 Km. track repairs	9.3.45.	
	Doubling Bridge 91 at Km.95.06 (R. Fiumicino)	1 No. 55 ft. U.G.M.B span	4.3.45.	
	Doubling Savignano (exclusive) to Gambettola (inclusive)	6.4 Km. track repairs	7.3.45.	
	Doubling Gambettola (exclusive) to Cesena (inclusive)	7.1 Km. track repairs	9.3.45.	
	Doubling Bridge 95 at Km.81.232 (R. Savio)	5 No. 56 ft. Yunion Burma spans.	7.3.45.	
oli	Doubling Bridge 97 at Km.76.14	1 No. 27 ft. R.S.J span	12.3.45.	
oli	Doubling Cesena (exclusive) to Forlimpopoli (inclusive)	11.2 Km. track repairs	7.3.45.	
	Repairs to Bridge 105 at Km.57.574	1 No. 35 ft. R.S.J span	14.3.45.	
	Doubling Bridge 105 at Km.57.574	1 No. 35 ft. R.S.J span	16.3.45.	
	Repairs to Bridge 106 At Km.57.423	1 No. 35 ft. R.S.J span	14.3.45.	
	Doubling Bridge 106 at Km.57.423	1 No. 35 ft. R.S.J span	9.3.45.	

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WORKS COMPLETED DURING MARCH, 1945 (Contd).

Job No.	Agency	Location	Description	Size
86/353	161 Rly Const. Coy.	Faenza	Repairs to Bridge 108 at Km.50.027 (R. Lamone)	4 No. 60 ft. U.C.R.B spans
86/355	161 Rly Const. Coy.	Faenza	Forli (exclusive) to Faenza (inclusive)	24.5 Km. track repairs
LINE 87, ORTE - TERNI - FOLIGNO - FALCONARA				
87/57A	1 Rly Bridg. Section	Serra San Quirico	Additional repairs to Bridge 28 at Km.24.138.	1 No. 150 ft. Lattice girder span.
87/72A	136 Ind. Rly. Maint. Coy.	Chiaravalle	Additional repairs to Bridge 39 at Km.276.6 (R. Esino).	Flood protection works
87/105	136 Ind. Rly. Maint. Coy.	Falconara	Additional loco facilities.	Underground fuel oil reservoir
LINE 302, FOGGIA - POTENZA.				
302/8	Italian State Rlys.	Rocchetta	Permanent repairs to Bridge 1 at Km.47.82	1 No. 8 metre masonry arch

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WORKS COMPLETED DURING MARCH, 1945 (Contd).

ation	Description	Size	Date of Completion	Remarks.
za	Repairs to Bridge 108 at Km.50.027 (R. Dusano)	4 No. 60 ft. U.C.R.B spans	23.3.45.	
ga	Forli (exclusive) to Faenza (inclusive)	14.5 Km. track repairs	23.3.45	
LOGNA.				
San Quirico	Additional repairs to Bridge 28 at Km.24.138.	1 No. 150 ft. lattice girder span.	29.3.45.	
ravalle	Additional repairs to Bridge 39 at Km.278.6 (R. Reno).	Flood protection works	6.3.45.	
onara	Additional loco' facilities.	Underground fuel oil reservoir	19.3.45.	
etta	Permanent repairs to bridge 1 at Km.47.32	1 No. 8 metre masonry arch	3.3.45.	

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WORKS IN PROGRESS AT 31ST MARCH, 1945.

Job No.	Agency.	Location.	Description.	Size.	% Progress
Line 65. ROME - ORTE - AREZZO.					
65/104	120 Ind.Rly.Maint. Coy.	Arezzo.	Rome (excl) to Arezzo (incl)	Maintenance	-
65/109	I.S.R.	Allerona	Additional repairs to tunnel at Km. 139.1	Additional clearance and repairs.	-
65/111	I.S.R.	Ficulle	Additional repairs to tunnel at Km. 142.7	Additional clearance and repairs.	-
65/114	120 Ind.Rly.Maint. Coy.	Canuccia	Additional repairs to Br. 40 at Km. 198.70	2/31' R.S.J. spans	50
65/115	120 Ind.Rly.Maint. Coy.	Canuccia	Additional repairs to Br. 41 at Km. 201.8	2/31' R.S.J. spans	35
65/120	I.S.R.	Castiglion Fiorentino	Additional repairs to Br. 45 at Km. 211.6	Flood protection works	-
65/121	I.S.R.	Castiglion Fiorentino	Additional repairs to Br. 46 at Km. 212.1	Flood protection works	-
65/123	120 Ind.Rly.Maint. Coy.	Chiusi	Additional repairs to Br. 23 at Km. 166.2	1/80' U.C.R.B. span	40
Line 65. PRATO - BOLOGNA.					
65/501	38 Rly. Constr.Coy. (S...E.C)	Vernio	Km. 30 to Km. 35	5 Kms. track repairs.	85
65/502	62 Tunnelling Coy. (S...E.C)	Precedenzo	Km. 35 to Km. 47	12 Kms. track repairs.	89

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WORKS IN PROGRESS AT 31ST MARCH, 1945.

Location.	Description.	Size.	% Progress	Estd. date of Completion.	Remarks.
Arezzo.	Rome (excl) to Arezzo (incl)	Maintenance	-	-	
Alleron.	Additional repairs to tunnel at Km. 199.1	additional clearance and repairs.	-	-	
Ficulle	Additional repairs to tunnel at Km. 142.7	additional clearance and repairs.	-	-	
Cruncia.	Additional repairs to Br. 40 at Km. 198.70	2/31' R.S.J. spans	30	30.4.45.	
Cruncia	Additional repairs to Br. 41 at Km. 201.8	2/31' R.S.J. spans	35	-	
Castiglion Fiorentino	Additional repairs to Br. 45 at Km. 211.6	Flood protection works	-	-	
Castiglion Fiorentino	Additional repairs to Br. 46 at Km. 212.1	Flood protection works	-	-	
Chiusi	Additional repairs to Br. 23 at Km. 166.2	1/30' U.C.R.B. span	40	-	
Verniu	Km. 30 to Km. 35	5 Kms. track repairs.	85	-	
Procedenzo	Km. 35 to Km. 47	12 Kms. track repairs.	89	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1942 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress
65/505	39 Rly.Constr.Coy. (S...E.C)	Grizzano	Km. 47 to Km. 61	14 Kms. track repairs.	75
65/510	40 Rly.Constr.Coy. (S...E.C)	S.Benedetto	Station yard.	General track repairs.	80
65/511	40 Rly.Constr.Coy. (S...E.C)	Grizzano	Station yard.	Construction of railhead.	75
65/518	39 Rly.Constr.Coy. (S...E.C) 664 A.F.W. Coy.R.E.	Vaiano	Repairs to Tunnel 3 at Km. 24.7	Clear debris at portals and rebuild lining.	90
65/519	664 A.F.W. Coy.R.E.	Vaiano	Repairs to Tunnel 4 at Km. 28.5	Clear debris at portals and rebuild lining.	95
65/528	656 A.F.W. Coy.R.E.	Vernio	Repairs to Tunnel 13 at Km. 35.2	Clear debris at portals and rebuild lining.	30
65/529	656 A.F.W. Coy.R.E.	Vernio	Repairs to Tunnel 14 at Km. 35.7	Clear debris at portals and rebuild lining.	80
65/530	62 Tunnelling Coy. 39 Rly.Constr.Coy. 40 Rly.Constr.Coy. (S...E.C)	Precedenze	Repairs to Tunnel 15. Km. 37.2 to Km. 55.7 (Apennine Tunnel)	Clearance of debris and rebuild lining.	-
65/547	38 Rly.Constr.Coy. (S...E.C)	Vernio	Deviation No. 2 Km. 32.3 to Km. 35.0	2.7 Kms. track	82
65/554	38 Rly.Constr.Coy. (S.A.E.C) 701 A.F.W. Coy.R.E.	Vernio	Repairs to Br. 7 at Km. 32.4	2/90', 1/85' and 1/75' U.C.R.D. spans.	50

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ACTS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Location.	Description.	Size.	Progress	Estd. date of Completn.	Remarks.
Grizzano	Km. 47 to Km. 61	½ Km. track repairs.	75	-	
S.Benedetto	Station yard.	General track repairs.	80	-	
Grizzano	Station yard.	Construction of railyard.	75	-	
Vrigno	Repairs to Tunnel 3 at Km. 24.7	Clear debris at portals and rebuild lining.	90	-	
Vrigno	Repairs to Tunnel 4 at Km. 26.5	Clear debris at portals and rebuild lining.	95	-	
Vernio	Repairs to Tunnel 13 at Km. 35.2	Clear debris at portals and rebuild lining.	50	-	
Vernio	Repairs to Tunnel 14 at Km. 35.7	Clear debris at portals and rebuild lining.	88	-	
Precedence	Repairs to Tunnel 15. Km. 37.2 to Km. 39.7 (aponnine Tunnel)	Clearance of debris and rebuild lining.	-	-	See text of report.
Vernio	Deviation No. 2 Km. 32.3 to Km. 35.0	2.7 Kms. track	82	-	
Vernio	Repairs to Br. 7 at Km. 32.4	2/90', 1/85' and 1/75' U.C.R.B. spans.	50	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress
65/555	701 A.W.Coy. 38 Rly.Constr.Coy. (S...E.C)	Vernio	Repairs to Br. 8 at Km. 32.6	2/90', 1/85' and 1/75' U.C.R.B. spans.	65
65/563	36 Rly.Constr.Coy. (S...E.C)	Vernio	Repairs to Br. 12 at Km. 35.4	2/41' Yarman Burns and 2/35' R.S.J. spans	97
65/568	39 Rly.Constr.Coy. (S...E.C)	Grizzano	Repairs to Br. 17 at Km. 60.8	4/75' U.C.R.B. spans	80
65/569	40 Rly.Constr.Coy. (S...E.C)	Grizzano	Repairs to Br. 18 at Km. 61.6	German R.S.J. spans	90
65/585	40 Rly.Constr.Coy. (S...E.C)	Monzuno	Repairs to Br. 32 at Km. 70.6	1/90' U.C.R.B. span	16
65/593	39 Rly.Constr.Coy. 40 Rly.Constr.Coy. (S...E.C) 356 A.W. Coy.R.E.	Vaiano	Deviation No. 4 Km. 22.5 to km. 24.0	1.5 Kms track.	75
65/595	38 Rly.Constr.Coy. (S...E.C)	Vernio	Deviation No. 6 Km. 35.3 to Km. 35.5	0.3 Kms track	55
Line 86 LECCE - BRINDISI - BARI - FOGGIA - ANCONA.					
86/48	I.S.R. Contractor	Ortona	Repairs to tunnel at Km. 371.30	Clear debris and rebuild arch ring.	90
86/55	I.S.R. Contractor	Tollocenso	Ortona (excl) to Tollocenso (incl)	7.3 Kms. track repairs.	30
86/56	160 Rly.Constr.Coy.	Francavilla	Tollocenso (excl) to Francavilla (incl)	9.1 Kms. track repairs.	65

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd.)

	Location.	Description.	Size.	Progress	Estd. date of Compltn.	Remarks.
oy. C)	Vernio	Repairs to Br. 8 at Km. 32.6	2/90', 1/85' and 1/75' U.C.R.B. spans.	65	-	
oy. C)	Vernio	Repairs to Br. 12 at Km. 35.4	2/41' Yurwin Burns and 2/33' R.S.J. spans	97	-	
oy. C)	Grizzano	Repairs to Br. 17 at Km. 60.8	4/75' U.C.R.B. spans	80	-	
oy. C)	Grizzano	Repairs to Br. 18 at Km. 61.6	German R.S.J. spans	90	-	
oy. C)	Monzuno	Repairs to Br. 32 at Km. 70.6	1/90' U.C.R.B. span	16	-	
oy. oy. C) E.	Vaiano	Deviation No. 4 Km. 22.5 to Km. 24.0	1.5 Kms track.	75	-	
oy. C)	Vernio	Deviation No. 6 Km. 35.3 to Km. 35.5	0.3 Kms track	55	-	
	- LARI - FOGGIA - ANCONA.					
r	Ortona	Repairs to tunnel at Km. 371.30	Clear debris and rebuild arch ring.	90	-	
or	Tollocorneo	Ortona (excl) to Tollocorneo (incl)	7.3 Kms. track repairs.	30	-	
Coy.	Francavilla	Tollocorneo (excl) to Francavilla (incl)	5.1 Kms. track repairs.	65	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress
86/57	I.S.R.Contractor	Pineta di Pescara	Francavilla (excl) to Pineta di Pescara (incl)	5.4 kms track repairs.	40
86/58	I.S.R.Contractor	Pescara P.N.	Pineta di Pescara (excl) to Pescara P.N. (incl)	2.5 kms track repairs	45
86/59	I.S.R.Contractor	Pescara Cent.	Pescara P.N. (excl) to Pescara Centrale (incl)	1.4 kms track repairs.	40
86/60	I.S.R.Contractor	Tollocanosa	Repairs to Br. at Km. 367.46	3/8 metre brick arches	40
86/61	I.S.R.Contractor	Tollocanosa	Repairs to Br. at Km. 366.98	1/8 metre brick arch	80
86/62	I.S.R.Contractor	Tollocanosa	Repairs to Br. at Km. 366.80	5/8 metre brick arches	60
86/63	I.S.R.Contractor	Tollocanosa	Repairs to Br. at Km. 365.33	1/6 metre brick arch	90
86/64	I.S.R.Contractor	Tollocanosa	Repairs to Br. at Km. 363.05	3/40' Sectional spans 3 extended to 45'	25
86/65	I.S.R.Contractor	Francavilla	Repairs to Br. at Km. 356.40	Gap completely filled.	80
86/67	I.S.R.Contractor	Pescara	Repairs to Br. at Km. 354.35	2/6 metre brick arches	90
86/68	160 Rly.Constr.Coy.	Pescara	Repairs to Br. at Km. 350.89 (R.Pescara)	1/12 m. 1/20 m. and 1/64 m. steel spans.	35

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Location.	Description.	Size.	% Progress.	Estd.date of Compltn.	Remarks.
Pineta di Pescara	Francavilla (excl) to Pineta di Pescara (incl)	5.4 Kms track repairs.	40	-	
Pescara P.N.	Pineta di Pescara (excl) to Pescara P.N. (incl)	2.5 Kms track repairs	45	-	
Pescara Cent.	Pescara P.N. (excl) to Pescara Centrale (incl)	1.4 Kms track repairs.	40	-	
Tollocanoso	Repairs to Br. at Km. 367.45	3/8 metre brick arches	40	-	
Tollocanoso	Repairs to Br. at Km. 366.90	1/8 metre brick arch	80	-	
Tollocanoso	Repairs to Br. at Km. 366.80	5/8 metre brick arches	60	-	
Tollocanoso	Repairs to Br. at Km. 365.33	1/6 metre brick arch	90	-	
Tollocanoso	Repairs to Br. at Km. 363.05	5/40' Sectional spans 3 extended to 49'	25	-	
Francavilla	Repairs to Br. at Km. 358.40	Gap completely filled.	80	-	
Pescara	Repairs to Br. at Km. 354.35	2/8 metre brick arches	90	-	
Pescara	Repairs to Br. at Km. 350.89 (R.Pescara)	1/12 m. 1/20 m. and 1/64 m. steel spans.	35	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress	Es... Co...
86/69	I.S.R.Contractor	Montesilvano	Repairs to Br. at Km. 346.11	1/7 metre brick arch	40	
86/70	160 Rly.Constr.Coy.	Montesilvano	Pescara Centrale (excl) to Montesilvano (incl)	6.9 Kms. track repairs	6	
86/71	I.S.R.Contractor	Montesilvano	Repairs to Br. at Km. 342.28	12/12 metre brick arches	75	
86/72	I.S.R.Contractor	Di Silvi	Repairs to Br. at Km. 340.86	4/12 metre brick arches	70	
86/73	I.S.R.Contractor	Di Silvi	Montesilvano (excl) to Di Silvi (incl)	5.8 Kms. track repairs	40	
86/74	I.S.R.Contractor	Di Silvi	Repairs to Br. at Km. 339.50	2/8 metre brick arches	70	
86/75	I.S.R.Contractor	Atri Pineto	Di Silvi (excl) to Atri Pineto (incl)	6.4 Kms. track repairs	70	
86/77	I.S.R.Contractor	Roseto	Repairs to Br. at Km. 32[illegible].86	19/12 metre brick arches	60	
86/79	I.S.R.Contractor	Roseto	Repairs to Br. at Km. 315.07	3/8 metre brick arches	85	
86/80	I.S.R.Contractor	Giulianova	Repairs to Br. at Km. 314.35	8/12 metre brick arches	90	
86/81	I.S.R.Contractor	Giulianova	Roseto (excl) to Giulianova (incl)	9.3 Kms. track repairs.	90	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Location.	Description.	Size.	% Progress	Estd. date of Complth.	Remarks.
Montesilvano	Repairs to Br. at Km. 346.11	1/7 metre brick arch	40	-	
Montesilvano	Pescara Central (excl) to Montesilvano (incl)	6.9 Kms. track repairs	6	-	
Montesilvano	Repairs to Br. at Km. 342.26	12/12 metre brick arches	75	-	
Di Silvi	Repairs to Br. at Km. 340.86	4/12 metre brick arches	70	-	
Di Silvi	Montesilvano (excl) to Di Silvi (incl)	5.6 Kms. track repairs	40	-	
Di Silvi	Repairs to Br. at Km. 335.50	2/8 metre brick arches	70	-	
Atri Pineto	Di Silvi (excl) to Atri Pineto (incl)	6.4 Kms. track repairs	70	-	
Roseto	Repairs to Br. at Km. 324.86	19/12 metre brick arches	60	-	
Roseto	Repairs to Br. at Km. 311.07	3/8 metre brick arches	85	-	
Giulianova	Repairs to Br. at Km. 314.35	8/12 metre brick arches	90	-	
Giulianova	Roseto (excl) to Giulianova (incl)	9.3 Kms. track repairs.	90	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress
86/82	I.S.R.Contractor	Tortoreto	Repairs to Br. at Km. 308.69	4/12 metre brick arches	70
86/83	I.S.R.Contractor	Tortoreto	Giulianova (excl) to Tortoreto (incl)	10.2 Kms. track repairs	50
86/84	I.S.R.Contractor	Tortoreto	Repairs to Br. at Km. 302.08	4/12 metre mass concrete spans	50
86/85	I.S.R.Contractor	Tortoreto	Repairs to Br. at Km. 298.80	1/14' R.S.J. span	80
86/86	2 Rly.Bridging Sec.	P. D'Ascoli	Repairs to Br. at Km. 295.44	8/55' R.S.J. spans	40
86/87	160 Rly.Constr.Coy.	P. D'Ascoli	Tortoreto (excl) to P. D'Ascoli (incl)	3.3 Kms track repairs.	25
86/88	I.S.R.Contractor	S.Benedetto	Repairs to Br. at Km. 293.76	1/24' R.S.J. span	20
86/89	I.S.RContractor	S.Benedetto	Repairs to Br. at Km. 288.67	1/24' R.S.J.span	70
86/90	I.S.R.Contractor	S.Benedetto	P. D'Ascoli (excl) to S. Benedetto (incl).	4.3 Kms. track repairs	70
86/91	I.S.R.Contractor	Grottammare	Repairs to Br. at Km. 285.90	6/19 metre brick arches	55
86/92	I.S.R.Contractor	Grottammare	S.Benedetto (excl) to Grottammare (incl)	1.5 Kms. track repairs.	70

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Location.	Description.	Size.	Progress	Estd. Date of Complte.	Remarks.
Tortoreto	Repairs to Br. at Km. 308.09	4/12 metre brick arches	70	-	
Tortoreto	Giulianova (excl) to Tortoreto (incl)	10.2 Kms. track repairs	50	-	
Tortoreto	Repairs to Br. at Km. 302.08	4/12 metre mass concrete spans	50	-	
Tortoreto	Repairs to Br. at Km. 298.80	1/14' R.S.J. span	80	-	
P. D'Ascoli	Repairs to Br. at Km. 295.44	2/55' R.S.J. spans	40	-	
P. D'Ascoli	Tortoreto (excl) to P. D'Ascoli (incl)	6.8 Kms track repairs.	25	-	
S.Benedetto	Repairs to Br. at Km. 288.76	1/24' R.S.J. span	20	-	
S.Benedetto	Repairs to Br. at Km. 283.67	1/24' R.S.J.span	70	-	
S.Benedetto	P. D'Ascoli (excl) to S. Benedetto (incl).	4.8 Kms. track repairs	70	-	
Grottammare	Repairs to Br. at Km. 289.68	6/19 metre brick arches	55	-	
Grottammare	S.Benedetto (excl) to Grottammare (incl)	4.3 Kms. track repairs.	70	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1943 (Contd.)

Job No.	Agency.	Location.	Description.	Size.	Progress	Estd. date of Completion
86/93	I.S.R.Contractor	Cuprecrittina	Repairs to Br. at K.M. 280.16	2/8 metre and 4/7 metre brick arches	65	-
86/94	I.S.R.Contractor	Cuprecrittina	Groundwork (excl. to Cuprecrittina (incl)	3.4 Kms. track repairs.	90	-
86/95	I.S.R.Contractor	Cuprecrittina	Repairs to Br. at K.M. 278.70	3/25 metre mass concrete spans.	50	-
86/96	I.S.R.Contractor	Cuprecrittina	Repairs to Br. at K.M. 277.07	3/8 metre brick arches	90	-
86/97	I.S.R.Contractor	Pedreco	Repairs to Br. at K.M. 275.37	3/8 metre brick arches	45	-
86/98	I.S.R.Contractor	Pedreco	Repairs to Br. at K.M. 275.20	2/31' R.S.J. spans	50	-
86/99	I.S.R.Contractor	Pedreco	Repairs to Br. at K.M. 273.59	1/6 metre brick arch	45	-
86/100	I.S.R.Contractor	Pedreco	Cuprecrittina (excl) to Pedreco (incl).	6 Kms. track repairs.	90	-
86/114	I.S.R.	Foggia	Reconstruction of subway at station.	1/6 metre concrete arch.	61	-
86/120	I.S.R.	Campobasso	Repairs to Biferno Pumping Station.	Reconstruction of buildings and pumping installations.	97	-
86/126	I.S.R.	Ducenta	Permanent repairs to Br. 1 at K.M. 538	Reconstruction of 2/11.5 and 1/12 metre arches	83	-

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd.)

Location.	Description.	Size.	% Progress	Anticipated Date of Completion.	Remarks.
Cupramontana.	Repairs to Br. at Km. 280.16	2/8 metre and 4/7 metre brick arches	65	-	
Cupramontana.	Castelmare (excl) to Cupramontana (incl)	3.4 Kms. track repairs.	90	-	
Cupramontana.	Repairs to Br. at Km. 273.70	3/25 metre mass concrete spans.	50	-	
Cupramontana.	Repairs to Br. at Km. 271.07	3/8 metre brick arches	90	-	
Fabriano	Repairs to Br. at Km. 275.37	3/8 metre brick arches	45	-	
Fabriano	Repairs to Br. at Km. 275.20	2/31' R.S.J. spans	50	-	
Fabriano	Repairs to br. at K. 273.99	1/6 metre brick arch	45	-	
Fabriano	Cupramontana (excl) to Fabriano (incl).	6 Kms. track repairs.	90	-	
Foggia	Reconstruction of subway at station.	1/3 metre concrete arch.	61	-	
Frosinone	Repairs to Siforno Pumping Station.	Reconstruction of buildings and pumping installations.	97	-	
Fuorimuro	Permanent repairs to br. 1 at Km. 538	Reconstruction of 2/11.5 and 1/12 metre arches	33	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress %
86/128	I.S.R.	Foggia	Additional workshop facilities.	Repairs to spring shop and smithy.	91
86/-	I.S.R.	Ortona	Water Supply.	Repairs to existing facilities.	40
86/150	I.S.R.Contractor	Pedaree	Repairs to Br. at Km. 272.08	1/5.35 metre brick arch	55
86/151	I.S.R.Contractor	Pedaree	Repairs to Br. at Km. 271.53	6/20.5 metre brick arches	33
86/152	I.S.R.Contractor	Pedaree	Repairs to Br. at Km. 268.74	2/38' R.S.J. spans	55
86/153	I.S.R.Contractor	Pedaree	Repairs to Br. at Km. 267.63	2/35' R.S.J. spans	55
86/154	I.S.R.Contractor	Porto S. Giorgio	Repairs to Br. at Km. 264.29	4/10 metre brick arches	45
86/155	I.S.R.Contractor	Porto S. Giorgio	Pedaree (excl) to Porto S. Giorgio (incl)	10.2 Kms. track repairs.	25
86/156	I.S.R.Contractor	Porto S. Giorgio	Repairs to Br. at Km. 262.22	1/21' R.S.J. span	60
86/157	159 Rly.Constr.Coy.	Civitanova	Repairs to Br. at Km. 256.03 (R.Tenna)	6/38', 2/32' and 2/28' R.S.J. spans.	40
86/158	159 Rly.Constr.Coy.	Civitanova	Repairs to Br. at Km. 248.82 (R.Chienti)	10/40' Sections I, 2/36' and 2/35' R.S.J. spans.	40

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tion.	Description.	Size.	Progress %	Estd.date of Compltn.	Remarks.
...a	Additional workshop facilities.	Repairs to spring shop and smithy.	91	-	
...e	Water Supply.	Repairs to existing facilities.	40	-	
...po	Repairs to Br. at Km. 274.30	1/5.35 metre brick arch	55	-	
...po	Repairs to Br. at Km. 271.53	6/20.5 metre brick arches	33	-	
...co	Repairs to Br. at Km. 266.74	2/30' R.S.J. spans	55	-	
...co	Repairs to Br. at Km. 267.65	2/35' R.S.J. spans	55	-	
...S. ...o	Repairs to Br. at Km. 264.29	4/10 metre brick arches	45	-	
...S. ...o	Pietraroa (excl) to Porto S. Giorgio (incl)	10.2 Kms. track repairs.	25	-	
...S. ...o	Repairs to Br. at Km. 262.22	1/21' R.S.J. span	60	-	
...nova	Repairs to Br. at Km. 256.03 (R.Tenna)	6/33', 2/32' and 2/28' R.S.J. spans.	40	-	
...nova	Repairs to Br. at Km. 248.02 (R.Chienti)	10/40' Sectional, 2/36' and 2/35' R.S.J. spans.	40	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress
86/159	I.S.R.Contractor	Civitenova	Porto S. Giogio (excl) to Civitenova (incl)	15.6 Kms. track repairs.	90
86/160	I.S.R.Contractor	Civitenova.	Repairs to Br. at Km. 246.45	1/6 metre and 1/3 metre brick arches.	25
86/161	I.S.R.Contractor	Civitenova	Repairs to Br. at Km. 244.15	3/3 metre brick arches	40
86/162	I.S.R. Contractor	Potenza Picena	Repairs to Br. at Km. 241.96	2/13 metre brick arches	48
86/163	I.S.R.Contractor	Potenza Picena	Civitenova (excl) to Potenza Picena (incl)	6.1 Kms. track repairs.	90
86/164	I.S.R.Contractor	Potenza Picena	Repairs to Br. at Km. 240.43	1/15.2 metre brick arch	60
86/165	I.S.R.Contractor	Potenza Picena	Repairs to Br. at Km. 237.66	2/7.5 metre brick arches	42
86/166	I.S.R.Contractor	Potenza Picena	Repairs to br. at Km. 236.44	2/4.75 metre brick arches.	80
86/167	I.S.R.Contractor	Potenza Picena	Repairs to Br. at Km. 236.00	1/8 metre mass concrete arch	80
86/168	159 Rly.Constr.Coy.	Loreto	Repairs to Br. at Km. 233.21	4/37' R.S.J.s and 2/40' Sectional spans.	40
86/169	159 Rly.Constr.Coy.	Loreto	Potenza Picena (excl) to Loreto (incl)	13 Kms. track repairs.	50

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Location.	Description.	Size.	% Progress	Estd. date of Complin.	Remarks.
Civitanova	Porto S. Giogio (excl) to Civitanova (incl)	15.6 Kms. track repairs.	90	-	
Civitanova	Repairs to Br. at Km. 246.45	1/6 metre and 1/3 metre brick arches.	25	-	
Civitanova	Repairs to Br. at Km. 244.15	3/8 metre brick arches	40	-	
Potenza Picene	Repairs to Br. at Km. 241.96	2/15 metre brick arches	48	-	
Potenza Picene	Civitanova (excl) to Potenza Picene (incl)	6.1 kms. track repairs.	90	-	
Potenza Picene	Repairs to Br. at Km. 240.43	1/15.2 metre brick arch	60	-	
Potenza Picena	Repairs to Br. at Km. 237.66	2/7.5 metre brick arches	42	-	
Potenza Picena	Repairs to Br. at Km. 236.44	2/4.75 metre brick arches.	80	-	
Potenza Picena	Repairs to Br. at Km. 236.00	1/6 metre mass concrete arch	80	-	
Loreto	Repairs to Br. at Km. 233.21	R.S.J.s 4/37' and 2/40' Sectional spans.	40	-	
Loreto	Potenza Picena (excl) to Loreto (incl)	13 Kms. track repairs.	50	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	General Nature.	Size.	% Progress
86/170	159 Rly.Constr.Coy.	Loreto	Repairs to Br. at Km. 225.49	6/37' R.S.J. and 2/40' Sectional spans.	65
86/171	159 Rly.Constr.Coy.	Osimo	Loreto (excl) to Osimo (incl)	8.3 Kms. track repairs.	40
86/172	I.S.R.Contractor.	Osimo	Repairs to Br. at Km. 217.97	2/26' R.S.J spans	60
86/173	I.S.R.Contractor	Varano	Repairs to Br. at Km. 214.23	1/17 metre brick arch	20
86/174	159 Rly.Constr.Coy.	Varano	Osimo (excl) to Varano (incl)	9.7 Kms. track repairs.	40
86/175	I.S.R.Contractor	Ancona	Repairs to tunnel at Km. 207.60	Clearance of debris and rebuild lining.	50
86/176	I.S.R.Contractor	Ancona	Repairs to Br. at Km. 206.76	1/12' R.S.J. span	10
86/177	I.S.R.Contractor	Ancona	Repairs to tunnel at Km. 206.60	Clearance of debris and rebuild lining.	30
86/178	159 Rly.Constr.Coy.	Ancona	Varano (excl) to Ancona (incl)	5.5 Kms. track repairs.	45
86/182	159 Rly.Constr.Coy.	Civitanova	Water supply	Repairs to existing facilities.	
86/183	159 Rly.Constr.Coy.	Loreto	Water supply	Repairs to existing facilities.	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

	Location.	Description.	Size.	% Progress	Estd.date of Completion.	Remarks.
neer.Coy.	Loreto	Repairs to Br. at Km. 225.49	6/37' R.S.J. and 2/40' Sectional spans.	65	-	
neer.Coy.	Osimo	Loreto (excl) to Osimo (incl)	8.3 kms. track repairs.	40	-	
r-ctor.	Osimo	Repairs to Br. at Km. 217.97	2/26' R.S.J spans	60	-	
ractor	Varano	Repairs to Br. at K.. 214.23	1/17 metre brick arch	20	-	
neer.Coy.	Varano	Osimo (excl) to Varano (incl)	3.7 kms. track repairs.	40	-	
ractor	Ancona	Repairs to tunnel at Km. 207.50	Clearance of debris and rebuild lining.	50	-	
ractor	Ancona	Repairs to Br. at Km. 206.76	1/12' R.S.J. span	10	-	
ractor	Ancona	Repairs to tunnel at Km. 206.60	Clearance of debris and rebuild lining.	90	-	
nstr.Coy.	Ancona	Varano (excl) to Ancona (incl)	5.5 Kms. track repairs.	45	-	
onstr.Coy.	Civitanova	Water supply	Repairs to existing facilities.	2	-	
onstr.Coy.	Loreto	Water supply	Repairs to existing facilities.	2	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	% Progress	Estd. date of Completion.
Line 86 ANCONA - RIMINI - FAENZA - BOLOGNA.						
86/209	136 Ind.Rly.Maint. Coy.	Falconara.	Avoiding line between Lines 86 and 87.	4 turnouts and 1 mile track.	85	-
86/210	136 Ind.Rly.Maint. Coy.	Rimini	Ancona to Rimini	Maintenance	-	-
86/217	I.S.R.	Montemarciano	Reconstruction Br. 1 at K.m. 192.855 (R. Esino)	Permanent repairs in concrete	55	-
86/218	I.S.R.	Mondolfo Marotta.	Reconstruction Br. 14 at K.m. 172.63 (R. Cesano)	Permanent repairs in concrete	90	-
86/219	I.S.R.	Fano	Reconstruction Br. 44 at K.m. 159.301 (R. Metauro)	Permanent repairs in concrete	20	-
86/226	I.S.R.	Rimini	Additional loco facilities.	Construction of loco shed.	60	-
86/227	I.S.R.	Falconara	Additional loco facilities.	Repairs to existing sidings and pits at loco shed.	75	-
86/228	136 Ind.Rly.Maint. Coy.	Rimini	Additional loco facilities.	Underground fuel oil reservoir.	40	-
86/229	I.S.R.	Ancona	Additional loco facilities	Repairs to existing sidings at loco shed.	88	-
86/230	136 Ind.Rly.Maint. Coy.	Ancona.	Additional facilities.	Repairs to existing sidings.	95	-

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

No.	Description.	Size.	% Progress	Estd. date of Completn.	Remarks.
GEOLOGL.					
Br.	Avoiding line between Lines 86 and 87.	4 turnouts and 1 mile track.	85	-	
	Ancona to Rimini	Maintennnce	-	-	
Structure	Reconstruction Br. 1 at Km. 192.695 (R. Esino)	Permanent repairs in concrete	55	-	
No.	Reconstruction Br. 14 at Km. 172.63 (R. Cesano)	Permanent repairs in concrete	90	-	
	Reconstruction Br. 44 at Km. 159.301 (R. Metauro)	Permanent repairs in concrete	20	-	
	Additional loco Facilities.	Construction of loco shed.	60	-	
Repairs	Additional loco facilities.	Repairs to existing sidings and pits at loco shed.	75	-	
	Additional loco facilities.	Underground fuel oil reservoir.	40	-	
	Additional loco facilities	Repairs to existing sidings at loco shed.	88	-	
	Additional facilities.	Repairs to existing sidings.	95	-	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	% Progress
86/231	136 Ind.Rly.Maint. Coy. 10 Rly.Constr.Coy.	Mondolfo Marotta	Additional facilities.	Construction of marshalling yard and water supply.	80
86/232	10 Rly.Constr.Coy.	Mondolfo Marotta	Additional loco facilities.	Construction of track and buildings for loco shed.	75
86/234	136 Ind.Rly.Maint. Coy.	Falconara	Additional loco facilities	Alterations to sidings and water supply installation.	85
86/309	10 Rly.Constr.Coy.	Senigallia	Doubling Br. 10 at Km. 177.93 (R. Misa)	1/90' U.C.R.B. span	5
86/310A	10 Rly.Constr.Coy. 120 Ind.Rly.Constr. Coy.	Senigallia	Doubling Marzocca (excl) to Senigallia Incl).	6.6 Kms. trace repairs. 2/24' & 1/12' R.S.J.spans	98
86/315A	10 Rly.Constr.Coy. 120 Ind.Rly.Constr. Coy.	Mondolfo Marotta	Doubling Senigallia (excl) to Mondolfo Marotta (incl)	6.0 Kms. track repairs and 1/12' R.S.J. span.	92
86/318A	10 Rly.Constr.Coy.	Fano	Doubling Mondolfo Marotta (excl) to Fano (incl)	12.2 Kms. track repairs and 2/18' R.S.J. spans	97
86/348A	150 Rly.Constr.Coy 161 Rly.Constr.Coy.	Forlimpopoli	Doubling Br. 100 at Km. 67.815 (R. Ronco)	2/65' and 3/60' U.C.R.B. spans	25
86/349A	161 Rly.Constr.Coy.	Forli	Doubling Forlimpopoli (excl) to Forli (incl)	7.6 Kms. track repairs.	80
86/350A	161 Rly.Constr.Coy.	Forli	Doubling Br. 101 at Km. 61.6 (R. Montone)	4/56' Yunan Burma spans	95

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Section.	Description.	Size.	% Progress	Estd. date of Compltn.	Remarks.
Mondolfo Marotta	Additional Facilities.	Construction of marshalling yard and water supply.	50	-	
Mondolfo Marotta	Additional Loco Facilities.	Construction of track and buildings for loco shed.	75	-	
Falconara	Additional Loco Facilities	Alterations to sidings and water supply installation.	85	-	
Senigallia	Doubling Br. 19 at Km. 177.95 (R. Misa)	1/90' U.C.R.B. span	5	-	
Senigallia	Doubling Marzocca (excl) to Senigallia Incl).	6.0 kms. track repairs. 2/24' & 1/12' R.S.J. spans	98	-	
Mondolfo Marotta	Doubling Senigallia (excl) to Mondolfo Marotta (incl)	6.0 Kms. track repairs and 1/12' R.S.J. span.	92	-	
Fano	Doubling Mondolfo Marotta (excl) to Fano (incl)	12.2 Kms. track repairs and 2/18' R.S.J. spans	97	-	
Forlimpopoli	Doubling Br. 100 at Km. 67.815 (R. Ronco)	2/65' and 3/60' U.C.R.B. Spans	25	-	
Forli	Doubling Forlimpopoli (excl) to Forli (incl)	7.6 Kms. track repairs.	80	-	
Forli	Doubling Br. 101 at Km. 61.6 (R. Montone)	4/56' Plate Girder spans	95	-	

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WORK IN PROGRESS AT 31ST MARCH, 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress	Estd. of Compl.
06/3534	161 Rly.Constr.Coy.	Fronsa	Doubling Tr. 100 at Km. 50.027 (R. Lesone)	4/60' U.C.R.B. spans	55	-
06/3554	161 Rly.Constr.Coy.	Fronsa	Doubling Forli (excl) to Fronsa (incl)	14.5 K.m. track repairs.	80	-
Line 87 ORTE - TERNI - FOLIGNO - FALCONARA						
87/05	136 Ind.Rly.Maint. Coy.	Falconara	Orte to Falconara	Maintenance	-	-
87/06	I.S.R.	Foligno	Additional workshop facilities.	Repairs to workshop roof.	92	-
87/94	I.S.R.	Fabriano	Permanent repairs to Br. 25 at Km. 225	Rebuild arches in masonry	62	-
87/97	I.S.R.	Foligno	Additional workshop facilities.	Repairs to carriage shed roof.	90	-
87/98	I.S.R.	Spoleto	Permanent repairs to Br. at Km. 145.363	Rebuild arch in concrete	40	-
87/99	I.S.R.	Trevi	Additional facilities.	Repairs to tracks in station.	25	-
Line 216. PISA - LUCCA - PISTOIA.						
216/47	61 Tunnelling Coy.	Serravalle	Repairs to tunnel at Km. 6.5 to Km. 7.5.	Clearance of debris and rebuild lining and aqueduct.		

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd)

tion.	Description.	Size.	Progress	Estd.date of Compltn.	Remarks.
en	Doubling Br. 108 at Km. 50.027 (R. Lemone)	4/60' U.C.R.B. spans	65	-	
za	Doubling Forli (excl) to Faenza (incl)	14.5 Kms. track repairs.	30	-	
FALCONARA					
onara	Orte to Falconara	Maintenance	-	-	
gno	Additional workshop facilities.	Repairs to workshop roof.	92	-	
gno	Permanent repairs to Br. 25 at Km. 225	Rebuild arches in masonry	62	-	
gno	Additional workshop facilities.	Repairs to carriage shed roof.	90	-	
eto	Permanent repairs to Br. at Km. 143.365	Rebuild abut in concrete	40	-	
ni	Additional facilities.	Repairs to tracks in station.	25	-	
evallo	Repairs to tunnel at Km. 6.5 to Km. 7.5.	Clearance of debris and rebuild lining and aqueduct.			See text of report.

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress	Est. of Com.
Line 294. FOLIGNO - PERUGIA - TERONTOLA.						
294/11	136 Ind.Rly.Maint. Coy.	Bastia	Foligno to Bastia	Maintenance	-	
Line 295 ROCHETTA - GIGLIA DEL COLLE.						
295/-	U.S.A.	Poggiorsini	Water supply	Repairs to existing facilities.	90	

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WORKS IN PROGRESS AT 31ST MARCH, 1945 (Contd).

Section.	Description.	Size.	Progress	Estd. date of Completion.	Remarks.
TEUTOL.					
Bastia	Foreign to Bastia	Maintenance	-	-	
COLLE.					
Oggiosini	Water supply	Repairs to existing facilities.	90	-	

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SUMMARY OF WORK CARRIED OUT ON THE RECONSTRUCTION AND MAINTENANCE OF LINES 65, 86, 87, 218 AND 2/4

Line 65.

I. Orte to Arezzo.

(i) Track. Total length maintained and improved 144 Kms.
(ii) Bridging Total length maintained and improved 2149 lin. ft.
(iii) Labour.

1 British Railway Constr. Coy. (part only)	55 men.
1 British Railway Bridging Sect.	20 men.
1 Indian Rly. Constr. Coy. (part only)	110 men.
E.S.E. and Civilian Labour	410 men.
Total labour employed	595 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 12 No. 3 ton lorries.

II. Prato to Florence.

(i) Track.

(a) Track deliberately demolished 6.2 Kms.
(b) Track demolished by fighting and bombing 48.3 Kms.
54.5 Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolitions of large bridges for first 45 Kms. then no demolitions for remainder of section.

(b) W.D. trigging being used for repairs 2,300 lin. ft.

(iii) Labour.

3 Railway Construction Companies S.A.E.C.	690	Men.
1 Tunnelling Company S.A.E.C.	100	"
3 British Artisan Works Companies	750	"
1 Railway and Harbour Composite Company S.A.E.C.	250	"
1 British Mech. Equip. Platoon	70	"
1 British Pioneer Labour Company	225	"
14 Italian Pioneer Labour Companies	2520	"
E.S.E. and Civilian Labour	2460	"
	7065	men.

(iv) Transport. (a) Normal G.1098 of Rly. Construction Coy.
(b) 180 No. 3 ton lorries.

1 British Railway Constr. Coy. (part only)	55 men.
1 British Railway Bridging Sect.	20 men.
1 Indian Ply. Constr. Coy. (part only)	110 men.
I.S.R. and Civilian Labour	410 men.
Total labour employed	595 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 12 No. 3 ton lorries.

II. Prato to Nonmuno.

(i) Track.

(a) Track deliberately demolished	6.2 Kms.
(b) Track demolished by fighting and bombing	48.3 Kms.
	54.5 Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolitions of large bridges for first 45 Kms. then no demolitions for remainder of section.

(b) W.D. bridging being used for repairs 2,300 lin. ft.

(iii) Labour.

3 Railway Construction Companies S.A.E.C.	690	Men.
1 Tunnelling Company S.A.E.C.	100	"
3 British Artisan Works Companies	750	"
1 Railway and Harbour Composite Company S.A.E.C.	250	"
1 British Mech. Equip. Platoon	70	"
1 British Pioneer Labour Company	225	"
14 Italian Pioneer Labour Companies	2520	"
I.S.R. and Civilian Labour	2460	"
	7065	men.

(iv) Transport. (a) Normal G.1098 of Rly. Construction Coy.
(b) 180 No. 3 ton lorries
(c) 15 No. Light Tank Transporters.

Line 86.

I. Ancona to Forli.

(i) Track.

(a) Total length of double line (Ancona - Marzocca and Pesaro - Cattolica) maintained and improved	33.6 Kms.
(b) Total length of single line (Marzocca - Pesaro and Cattolica - Forli) maintained and improved	106.56 Kms.
Total length track maintained.	175.76 Kms.

...../to Sheet 2.

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Line 86. (cont)

I. Ancona to Forli (contd)

(ii) Bridging. Total length maintained and improved 4594 lin. ft.

II. Forli to Faenza.

(i) Track.

(a)	Track damaged by fighting and bombing	14.5 Kms.
(b)	Track being repaired	14.5 Kms.

(ii) Bridging.

(a)	Length of bridging to be repaired	534 lin. ft.
(b)	Length of bridging repaired	534 lin. ft.

(iii) Labour.

1 British Railway Constr. Company (part only)	120	men.
1 Indian Railway Maintenance Company (part only)	130	"
2 Italian Railway Engineer Companies (one part only)	225	"
1 Italian Pioneer Labour Company	180	"
2 Indian Pioneer Labour Companies	250	"
I.S.R. and Civilian Labour	980	"
Total labour employed	1,885	men.

(iv) Transport.
(a) Normal G.1098 of Rly. Constr. Company.
(b) 30 No. 3 ton lorries) also in use on doubling
(c) 6 No. Light Tank Transporters) Marzocca to Faenza.

III. Doubling Marzocca to Faenza.

(i) Track.

(a)	Track to be repaired	120.45 Kms.
(b)	Track repaired and double line in operation	105.95 Kms.

(ii) Bridging. Length of W.D. bridging being used 2476 lin. ft.

(iii) Labour.

3 British Railway Constr. Companies (one part only)	670	men.
1 British Railway Bridging Section (part only)	10	"
1 Mech. Equip.(Tn) Platoon	70	"
1 Indian Railway Constr. Company (part only)	130	"
3 Italian Railway Engineer Companies (one part only)	425	"
2 Indian Pioneer Labour Companies	200	"
3 Italian Pioneer Labour Companies	540	"
I.S.R. and Civilian Labour	830	"
Total labour employed	2,875	men.

(iv) Transport.
(a) Normal G.1098 of Railway Construction Company.
(b) 47 No. 3 ton lorries.
(c) 12 No. Light Tank Transporters) Also in use on work
(d) 15 No. 10 ton lorries) shown under Line 86 II.

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(a) Length of bridging to be repaired — 534 lin. ft.
(b) Length of bridging repaired — 534 lin. ft.

(iii) Labour.

1 British Railway Constr. Company (part only)	120	men.
1 Indian Railway & Maintenance Company (part only)	130	"
2 Italian Railway Engineer Companies (one part only)	225	"
1 Italian Pioneer Labour Company	180	"
2 Indian Pioneer Labour Companies	250	"
I.S.R. and Civilian Labour	980	"
Total labour employed	1,885	men.

(iv) Transport.
(a) Normal G.1098 of Rly. Constr. Company.
(b) 30 No. 3 ton lorries) also in use on doubling
(c) 6 No. Light Tank Transporters) Marzocca to Faenza.

III. Doubling Marzocca to Faenza.

(i) Track.

(a) Track to be repaired — 120.45 Kms.
(b) Track repaired and double line in operation — 105.95 Kms.

(ii) Bridging. Length of W.D. bridging being used — 2476 lin. ft.

(iii) Labour.

3 British Railway Constr. Companies (one part only)	670	men.
1 British Railway Bridging Section (part only)	10	"
1 Mech. Equip.(Tn) Platoon	70	"
3 Italian Railway Engineer Companies (one part only)	130	"
2 Indian Pioneer Labour Companies	425	"
3 Italian Pioneer Labour Companies	200	"
I.S.R. and Civilian Labour	540	"
Total labour employed	2,875	men.

(iv) Transport.
(a) Normal G.1098 of Railway Construction Company.
(b) 47 No. 3 ton lorries.
(c) 12 No. Light Tank Transporters) Also in use on work
(d) 15 No. 10 ton lorries) shown under Line 86 II.

IV. Ortona to Ancona.

(i) Track.

(a) Track deliberately demolished — 95 Kms.
(b) Track demolished by fighting and bombing — 35 Kms.

(ii) Bridging.

(a) Approximately 100% demolition of all bridges — 163
(b) W.D. bridging being used in repairs — 2227 lin.ft.

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Line 86 (Contd).

IV. Ortona to Ancona (contd).

(iii) Labour. 2 British Railway Construction Companies (one part only) — 485 men
1 Mech. Equip. (Tn) Platoon — 70 "
1 British Port Operating Company (part time only). — 200 "
2 Italian Railway Engineer Companies — 300 "
3 Italian Pioneer Labour Companies — 540 "
I.S.R. and Civilian Labour — 620 "

Total labour employed — 2,215 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 146 No. 3 ton lorries.
(c) 12 No. 20 ton Tank Transporters.
} Also in use on works being carried out under Allied Commission control.

Line 87 Foligno to Falconara.

(i) Track. Total length of track maintained and improved — 119 Kms.

(ii) Bridging. Total length maintained — 2,855 lin.ft.

Line 244. Foligno to Bastia.

(i) Track. Total length maintained and improved — 19 Kms.

Labour and transport statistics for Lines 87 and 244 are combined.

(ii) Labour. 1 British Railway Bridging Sect. (part only) — 10 men.
1 Indian Railway Maintenance Company (part only) — 130 "
1 Italian Railway Engineer Company (part only) — 100 "
I.S.R. and Civilian Labour — 180 "

Total labour employed — 420 men.

(iii) Transport. (a) Normal G.1098 of Railway Bridging Section.
(b) Normal G.1098 of Indian Rly. Maintenance Coy.
(c) 2 No. 3 ton lorries.

Line 218 Lucca to Florence.

(i) Track repaired and maintained — 82 Kms.

(ii) Bridging repaired and improved — 2,269 lin.ft.

...and repairing Serravalle

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I.S.R. and Civilian Labour

Total labour employed — 2,215 men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 146 No. 3 ton lorries.) Also in use on works being carried out under Allied Commission control.
(c) 12 No. 20 ton Tank Transporters)

Line 37 Foligno to Falconara.

(i) Track. Total length of track maintained and improved — 119 Kms.

(ii) Bridging. Total length maintained — 2,855 lin.ft.

Line 244. Foligno to Bastia.

(i) Track. Total length maintained and improved — 19 Kms.

Labour and transport statistics for Lines 37 and 244 are combined.

(ii) Labour.

1 British Railway Bridging Sect. (part only)	10	men.
1 Indian Railway Maintenance Company (part only)	130	"
1 Italian Railway Engineer Company (part only)	100	"
I.S.R. and Civilian Labour	180	"
Total labour employed	420	men.

(iii) Transport. (a) Normal G.1098 of Railway Bridging Section.
(b) Normal G.1098 of Indian Rly. Maintenance Coy.
(c) 2 No. 3 ton lorries.

Line 218 Lucca to Florence.

(i) Track repaired and maintained — 82 Kms.

(ii) Bridging repaired and improved — 2,269 lin.ft.

Only work now proceeding is that of clearing and repairing Serravalle Tunnel.

(iii) Labour.

1 Tunnelling Company S.A.E.C.	100	men.
3 Italian Pioneer Labour Companies	540	"
I.S.R. and Civilian Labour	530	"
Total labour employed	1,170	men.

(iv) Transport. Normal G.1098 of Tunnelling Company S.A.E.C.

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Appendix 6. SECRET.
Sheet 1.

Subject: Railway reconstruction - Northern Italy.

Tn.A.4/95.
5 April'45.

1. TACTICAL SITUATION.

It is expected that at any time within the next few weeks, large areas, or the whole, of Northern Italy will fall into Allied hands, either by

(a) the total surrender of the enemy.

(b) Local surrender of the enemy.

(c) steady advance against a retreating enemy.

Any forecast of the trend of events at this time, is conjectural. It is necessary however to have a plan for Railway construction which can be put into immediate effect, to cover the early stages following the occupation of the territory.

2. OBJECT.

The final object of Railway reconstruction in Northern Italy is as follows:-

To provide railways by the quickest possible means

(a) serving the 5 Army on the axis BOLOGNA - VERONA - BRENNER - INNSBRUCK

(b) serving the 8 Army on the axis BOLOGNA - VENICE - TRIESTE - TARVISIO - VIENNA.

(c) providing rail access to the North West to feed the heavily populated areas from the Port of GENOA and through BOLOGNA.

(d) providing rail access to Southern France.

3. FACTORS.

(a) There are many alternative routes in the highly developed rail system of Northern Italy.

(b) The main obstacle to development of the whole area will be repairs to major river crossings, particularly at the River PO. Most of these have already been severely damaged by Allied bombing.

(c) There is a large potential of military and civilian labour available in Northern Italy.

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Any forecast of the trend of events at this time, is conjectural. It is necessary however to have a plan for Railway construction which can be put into immediate effect, to cover the early stages following the occupation of the territory.

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(a) There are many alternative routes in the highly developed rail system of Northern Italy.

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Most of these have already been severely damaged by Allied bombing.

(c) There is a large potential of military and civilian labour available in Northern Italy.

/to sheet 2...

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4. PLAN.

(a) Priorities.

In view of the uncertainty of the future, it is only proposed in what follows, to cover the first phase of reconstruction.

Repair work will be carried out as follows:-

Priority I. Line 86, FAENZA - BOLOGNA.
Line 65, GRIZZANA - BOLOGNA.

Priority II. BOLOGNA Station and Yards.

Priority III. Line 69 or 65/202 } BOLOGNA - VERONA.

Priority IV. Line 85, BOLOGNA - FERRARA.
Line 65/59, BOLOGNA - ALESSANDRIA.

(b) Allocation of reconstruction works.

In the overall plan, areas of responsibility are allotted to Groups as under:-

R.C.E.1 - after completion of Line 86 to BOLOGNA.

TRIESTE, TARVISIO into AUSTRIA.

R.C.E.(S.A.E.C) - after completion of Line 65 to BOLOGNA.

BOLOGNA and VERONA to VENICE.
VENICE to TRIESTE.

U.S. Group - BOLOGNA - VERONA - BREMNER to AUSTRIA.

R.C.E.1212 - BOLOGNA and VERONA to MILAN and TURIN.
GENOA - TURIN to France.

R.C.E.4 (Ind) - Will be responsible for maintenance of way in all British operated areas South of BOLOGNA, and for the development of BOLOGNA (including FAENZA - BOLOGNA doubling), and other important railway centres as decided.

This is intended as a basis for planning only. The greatest flexibility will be essential to meet rapidly changing conditions.

The following will be carried out as soon as the territory referred to is in Allied hands and represents the first phase of reconstruction:-

(i) No.1 Rly Constr & Maint. Group.

Line 86, FAENZA to BOLOGNA.

This involves no departure from the existing plans.

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Priority III. Line 69 or 65/202 } BOLOGNA - VERONA.

Priority IV. Line 85, BOLOGNA - FERRARA.
Line 65/59, BOLOGNA - ALESSANDRIA.

(b) Allocation of reconstruction works.

In the overall plan, areas of responsibility are allotted to groups as under:-

R.C.E.1 - after completion of Line 86 to BOLOGNA.

TRIESTE, TARVISIO into AUSTRIA.

R.C.E.(S.A.E.C) - after completion of Line 65 to BOLOGNA.

BOLOGNA and VERONA to VENICE.
VENICE to TRIESTE.

U.S. Group - BOLOGNA - VERONA - BRENNER to AUSTRIA.

R.C.E.1212 - BOLOGNA and VERONA to MILAN and TURIN.
GENOA - TURIN to France.

R.C.E.4 (ind) - will be responsible for maintenance of way in all British operated areas South of BOLOGNA, and for the development of BOLOGNA (including FAENZA - BOLOGNA doubling), and other important railway centres as decided.

This is intended as a basis for planning only. The greatest flexibility will be essential to meet rapidly changing conditions.

The following will be carried out as soon as the territory referred to is in Allied hands and represents the first phase of reconstruction:-

(i) No.1 Rly Constr & Maint. Group.

Line 86, FAENZA to BOLOGNA.

This involves no departure from the existing plans.

(ii) South African Group.

Line 65, GRIZZANA to BOLOGNA.
Line 85, BOLOGNA to FERRARA.

In the case of Line 65, this involves no departure from present plans. R.C.E.(S.A.E.C) will carry out reconnaissance on Line 85 BOLOGNA to PO River (PONTELAGOSCURO Bridge) and will put in hand repair to the line as a second priority work with any labour available from Line 65. The object of the work will be to establish a railhead as near as possible to FERRARA with a minimum of effort. Reconnaissance will continue as opportunity permits through PADUA, VENICE to TRIESTE via Lines 85, 53 and 84, and VERONA - PADUA, Line 55.

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Para.4 (b) contd.

(iii) 4 (Indian) Rly Constr & Maint. Group.

BOLOGNA Station and Yards.

I.R.C.E.4 will carry out reconnaissance, in conjunction with D.D.Tn (Rlys), to determine the rail facilities required to be restored in BOLOGNA. D.D.Tn (Rlys) will determine the layout of the reconstructed yards and the order of priority of work.

I.R.C.E.4 will be prepared to withdraw all units of his Group from their present maintenance works on lines 65, 86 and 87 for work in BOLOGNA, leaving behind a skeleton supervisory staff only.

(iv) U.S. Group.

Line 69 or Line 65/202 } BOLOGNA to VERONA.

Engineer will carry out reconnaissance of the BOLOGNA - OSTIGLIA - VERONA and BOLOGNA - MODENA - MANTUA - VERONA routes, to determine as quickly as possible which is the easiest to repair. He will then put work in hand at once. Reconnaissance will continue, as circumstances permit beyond VERONA via Line 69 towards the BRENNER pass.

(v) 1212 Rly Constr & Maint. Group.

Line 65/59, BOLOGNA - ALESSANDRIA.

R.C.E.1212 will carry out reconnaissance MODENA to ALESSANDRIA, and put work in hand at once. As soon as opportunities permit, he will reconnoitre in addition all lines in N.W. Italy, with a view to establishing connections by the fastest means between ALESSANDRIA and MILAN, TURIN and GENOA.

(c) As soon as possible after reconnaissance, Groups will submit the following to D.M.R.S.

(i) Reconnaissance reports.

(ii) Lists of material required to complete the works detailed in para. (b) above.

(iii) Requests for additional labour, plant or transport required to carry out the works.

Decisions on the lines to be rebuilt beyond those detailed, will depend on the result of reconnaissance and will be taken by D.M.R.S. after results have been collated.

(d) 187 Mechanical Equipment (Tn) Company.

(one) Coy will be set up in BOLOGNA as soon as possible.

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(iv) U.S. Group.

Line 69 or Line 65/202 } BOLOGNA to VERONA.

Engineer will carry out reconnaissance of the BOLOGNA - OSTIGLIA - VERONA and BOLOGNA - MODENA - MANTUA - VERONA routes, to determine as quickly as possible which is the easiest to repair. He will then put work in hand at once. Reconnaissance will continue, as circumstances permit beyond VERONA via Line 69 towards the BRENNER pass.

(v) 1212 Rly Constr & Maint. Group.

Line 65/59. BOLOGNA - ALESSANDRIA.

R.C.E.1212 will carry out reconnaissance MODENA to ALESSANDRIA, and put work in hand at once. As soon as opportunities permit, he will reconnoitre in addition all lines in N.W. Italy, with a view to establishing connections by the fastest means between ALESSANDRIA and MILAN, TURIN and GENOA.

(c) As soon as possible after reconnaissance, Groups will submit the following to D.M.R.S.

(i) Reconnaissance reports.

(ii) Lists of material required to complete the works detailed in para. (b) above.

(iii) Requests for additional labour, plant or transport required to carry out the works.

Decisions on the lines to be rebuilt beyond those detailed, will depend on the result of reconnaissance and will be taken by D.M.R.S. after results have been collated.

(d) 187 Mechanical Equipment (Tn) Company.

H.Q., 187 M.E.(Tn) Coy. will be set up in BOLOGNA as soon as possible. Platoons will be attached to Groups as under:-

R.C.E.1212 - 45 M.E. (Tn) Platoon.

R.C.E.1 - 46 M.E. (Tn) Platoon.

I.R.C.E.4 - 89 M.E. (Tn) Platoon.

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Para.4 (Contd).

(e) Communications.

Signal and Telegraph Companies will be allotted to areas corresponding to those of the R.C & M Groups, for purpose of reconnaissance and reconstruction.
Provisional allocation is as under:-

Area of R.C.E.1	2 Rly Telegraph Coy.
R.C.E. (S.A.E.C) (beyond BOLOGNA)	40 Rly Tele. Coy. SACS.
(Line 65 GRIZZANA - BOLOGNA)	3 Rly Telegraph Coy.
U.S. Group.	U.S. Signal sections.
R.C.E.1212	3 Rly Telegraph Coy.

A Tn. Signal office equipped with Teletype will be set up by 3 Railway Telegraph Coy. at BOLOGNA at the earliest opportunity.

(f) Local Resources.

(i) Group Commanders will exploit to the full all I.S.R., civilian and military repair resources found in their areas.

(ii) I.S.R. Compartimenti will be instructed to put in hand repairs to achieve the final object set out in para.2 as soon as they can be contacted, and before units are necessarily working in their area.

Compartimenti, for Engineering purposes, are allotted as follows:-

R.C.E.1	TRIESTE
R.C.E.(S.A.E.C)	VENICE
R.C.E.4	BOLOGNA
R.C.E.1212	GENOA
	MILAN
	TURIN

The U.S. Army axis (BOLOGNA - VERONA and BRENNER) falls in the BOLOGNA and VENICE Compartimenti, and each will be contacted by U.S. Group as necessary.

(g) Stores Supply.

In the first phases, stores will be supplied as under:-

R.C.E.(S.A.E.C) } ex 331 Tn.S.D. to railhead at GRIZZANA.
U.S. Group }

R.C.E.1 } ex 330 Tn.S.D. to railhead at FAENZA.

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(Line 65 GRIZZANA - BOLOGNA) 3 Rly Telegraph Coy.

U.S. Group. U.S. Signal sections.

R.C.E.1212 3 Rly Telegraph Coy.

A Tn. Signal office equipped with Teletype will be set up by 3 Railway Telegraph Coy. at BOLOGNA at the earliest opportunity.

(f) Local Resources.

(i) Group Commanders will exploit to the full all I.S.R., civilian and military repair resources found in their areas.

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Compartimenti, for Engineering purposes, are allotted as follows:-

R.C.E.1	TRIESTE
R.C.E.(S.A.E.C)	VENICE
R.C.E.4	BOLOGNA
R.C.E.1212	GENOA
	MILAN
	TURIN

The U.S. Army axis (BOLOGNA - VERONA and BRENNER) falls in the BOLOGNA and VENICE Compartimenti, and each will be contacted by U.S. Group as necessary.

(g) Stores Supply.

In the first phases, stores will be supplied as under:-

R.C.E.(S.A.E.C) } ex 331 Tn.S.D. to railhead at GRIZZANA.
U.S. Group }

R.C.E.1 }
I.R.C.E.4. } ex 330 Tn.S.D. to railhead at FAENZA.
R.C.E.1212. }

As soon as rail reaches BOLOGNA, a stores depot will be set up to supply all Groups.
Further depots will be established later at GENOA and TRIESTE.

(J.Ratter) Colonel,
for Brigadier,
Director, Military Railway Service.

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Appendix 9.

Part 1.

DAILY AVERAGE TRAIN OPERATION MARCH 1945

CENTRAL ITALY

	Military Freight Wagons				Troop & POW		Amb.	Civil
	Trains	Ldg	Mtgs	Total	Trains	Wgns	Trns	Passr
RIMINI - FORLI	5.7	192	8	200	.1	3	-	-
FORLI - RIMINI	5.3	43	154	197	-	1	-	-
RIMINI - FALCONARA	8.9	77	264	341	.7	15	-	-
FALCONARA - RIMINI	8.9	287	5	292	.9	15	-	-
MONDOLFO TRIPS	.2	6	-	6	-	-	-	-
FALCONARA - ANCONA	4.4	37	119	156	-	1	.03	3
ANCONA - FALCONARA	5.4	139	2	141	-	6	-	3
FALCONARA - FABRIANO	6.9	119	58	177	.9	23	-	1
FABRIANO - FALCONARA	7.5	173	19	192	.9	24	.03	1
FABRIANO - FOLIGNO	7.6	124	61	185	.9	24	-	-
FOLIGNO - FABRIANO	7.5	160	17	177	.9	28	.03	-
FOLIGNO - ASSISI	1.4	2	12	14	-	-	.2	-
ASSISI - FOLIGNO	1.1	14	1	15	-	-	.2	-
TERNI - FOLIGNO	8.7	192	37	229	.9	15	.2	-
FOLIGNO - TERNI	8.5	143	62	205	.9	15	.2	-
ORTE - TERNI	5.9	203	23	226	.8	14	.2	-
TERNI - ORTE	5.4	123	63	186	.9	19	.2	-
ORTE - AREZZO	3.2	95	21	116	.9	18	.06	-
AREZZO - ORTE	4.5	83	71	154	.9	18	.06	-
ROME - ORTE	7.9	292	34	326	1.7	41	.2	-
ORTE - ROME	7.6	220	122	342	1.7	21	.2	-
TOTALS	122.7	2724	1153	3877	14.0	301	1.8	8

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	Trains	Wagons Lds	Mties	Total	& POW Trains	Wgns	Amb. Trns	Civil Passr
RIMINI - FORLI	5.7	192	8	200	.1	3	-	-
FORLI - RIMINI	5.3	43	154	197	-	1	-	-
RIMINI - FALCONARA	8.9	77	264	341	.7	15	-	-
FALCONARA - RIMINI	8.9	287	5	292	.9	15	-	-
MONDOLFO TRIPS	.2	6	-	6	-	-	-	-
FALCONARA - ANCONA	4.4	37	119	156	-	1	.03	3
ANCONA - FALCONARA	5.4	139	2	141	-	6	-	3
FALCONARA - FABRIANO	6.9	119	58	177	.9	23	-	1
FABRIANO - FALCONARA	7.5	173	19	192	.9	24	.03	1
FABRIANO - FOLIGNO	7.6	124	61	185	.9	24	-	-
FOLIGNO - FABRIANO	7.5	160	17	177	.9	28	.03	-
FOLIGNO - ASSISI	1.4	2	12	14	-	-	.2	-
ASSISI - FOLIGNO	1.1	14	1	15	-	-	.2	-
TERNI - FOLIGNO	8.7	132	97	229	.9	15	.2	-
FOLIGNO - TERNI	8.5	143	62	205	.9	15	.2	-
ORTE - TERNI	5.9	203	23	226	.8	14	.2	-
TERNI - ORTE	5.4	123	63	186	.9	19	.2	-
ORTE - AREZZO	3.2	95	21	116	.9	18	.06	-
AREZZO - ORTE	4.5	83	71	154	.9	18	.06	-
ROME - ORTE	7.9	292	34	326	1.7	41	.2	-
ORTE - ROME	7.8	220	122	342	1.7	21	.2	-
TOTALS :-	122.7	2724	1153	3877	14.0	301	1.8	8

TOTAL TRAINS ALL CLASSES RUN.....146.5
AVERAGE TRAIN MILES PER DAY.....5574.5

MILITARY FREIGHT:- Average No. loaded wagons per train.....22.2
Average No. of empty wagons per train.... 9.4
Average No.(Total)of wagons per train.....162

Average Net Tons per train.....315
Average Gross Tons per train.....623

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Appendix 9

Part 2.

DAILY AVERAGE TRAIN OPERATION MARCH 1945

EAST ITALY

	Military Freight Trains	Wagons Loads	Wagons Eties	Wagons Total	Troop & POW Trains	Troop & POW Wgns	Amb. Trains	Civil Passr
TERMOLI - ORTONA	2.1	21	8	29	.1	1	-	-
ORTONA - TERMOLI	2.1	6	36	42	.1	1	-	-
TERMOLI - FOGGIA	3.4	51	46	97	.2	1	-	-
FOGGIA - TERMOLI	3.3	85	10	95	.2	2	-	-
FOGGIA FRANCHES	5.7	57	28	85	-	-	-	-
FOGGIA - CERIGNARO	4.2	55	6	61	-	1	-	-
FOGGIA - BARI	7.8	152	151	303	1.5	22	.2	2.5
BARI - FOGGIA	9.6	315	4	319	1.8	23	.2	2.4
BARI - BRINDISI	4.1	71	21	92	1.4	15	-	2.4
BRINDISI - BARI	3.5	58	38	96	1.4	13	-	2.5
BARI - TARANTO	3.5	38	10	48	.5	6	-	2.8
TARANTO - BARI	3.2	43	37	80	.7	8	-	2.7
BRINDISI - TARANTO	1.9	22	12	34	.7	7	-	1.5
TARANTO - BRINDISI	2.4	25	8	33	.5	7	-	1.4
TARANTO - METAPONTO	2.8	7	9	16	.5	5	-	1.4
METAPONTO - TARANTO	3.2	41	27	68	.6	7	-	1.4
METAPONTO - POTENZA	2.7	42	4	46	.5	6	-	.3
POTENZA - METAPONTO	2.7	19	57	76	.4	4	-	.5
METAPONTO - SPARI	2.2	13	38	51	-	-	-	.7
TOTALS:	70.5	1157	544	1701	10.8	139	.4	22.7

TOTAL TRAINS ALL CLASS RUN..... 104.4
AVERAGE TRAIN MILES PER DAY.....6055
AVG. loaded wagons per train.....16.3

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	Trains	Loads	Etics	Total	Trains	Wags	Trains	Pass^r
TERMOLI - ORTONA	2.1	21	8	29	.1	1	-	-
ORTONA - TERMOLI	2.1	7	35	42	.1	1	-	-
TERMOLI - FOGGIA	3.4	51	46	97	.2	1	-	-
FOGGIA - TERMOLI	3.3	85	10	95	.2	2	-	-
FOGGIA BRANCHES	5.7	57	28	85	-	-	-	-
FOGGIA - CERIGNO	4.2	55	6	61	-	1	-	-
FOGGIA - BARI	7.8	152	151	303	1.5	22	.2	2.3
BARI - FOGGIA	9.6	315	4	319	1.8	33	.2	2.4
BARI - BRINDISI	4.1	71	21	92	1.4	15	-	2.4
BRINDISI - BARI	3.5	58	38	96	1.4	13	-	2.5
BARI - TARANTO	3.5	38	10	48	.3	6	-	2.8
TARANTO - BARI	3.2	45	37	80	.7	8	-	2.7
BRINDISI - TARANTO	1.9	22	12	34	.3	7	-	1.5
TARANTO - BRINDISI	2.4	25	8	33	.5	7	-	1.4
TARANTO - METAPONTO	2.8	7	9	46	.5	5	-	1.5
METAPONTO - TARANTO	3.2	41	27	68	.6	7	-	1.4
METAPONTO - POTENZA	2.7	42	4	46	.3	6	-	.3
POTENZA - METAPONTO	2.7	12	37	76	.4	4	-	.3
METAPONTO - STRARI	2.2	13	24	51	-	-	-	.7
TOTALS:-	70.5	1157	544	1701	10.8	139	.1	22.7

TOTAL TRAINS ALL CLASS RUN..... 104
AVERAGE TRAIN MILES PER DAY.....6055

MILITARY WEIGHT:- Average No. loaded wagons per train.....16.3
Average No. empty wagons per train..... 7.7
average No.(Total) of wagons per train. 24

Average Net Tons per train..... 244.3
Average Gross Tons per train.... 532.3

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Appendix 12

I.S.R. LOCO POSITION - 31 MARCH 1945

COMPARATIVE POSITION THROUGHOUT ITALY.

Type				A Available	B Waiting Shops	C In Shops	D Laid U/S	E Aside Serviceable
WEST ITALY (NAPLES AND ROME COMPARTIMENTI)								
Steam Main Line	ISR	Coalburning		170	66	19	53	11
" " "	"	Oil	"	22	-	-	-	-
" " "	USA	"	"	106	3	13	-	-
" Switch	ISR	Coal	"	108	46	10	23	4
" "	USA	"	"	4	-	1	-	-
Diesel 650 HP	USA			53	45	8	-	-
Electric	ISR			54	33	4	46	-
				517	193	55	122	15
CENTRAL ITALY (ANCONA COMPARTIMENTO)								
Steam Main Line	ISR	Coalburning		68	39	13	44	7
" " "	"	Oil	"	3	1	1	-	-
" " "	WD	"	"	22	1	3	-	-
" " "	"	Coal	"	2	-	-	-	-
" Switch	ISR	"	"	7	4	2	7	-
" "	WD	"	"	3	2	1	-	-
Diesel 350 HP	"			1	-	1	-	-
Electric	ISR			36	27	8	23	19
				144	74	29	74	26
EAST ITALY (BARI COMPARTIMENTO)								
Steam Main Line	ISR	Coalburning		179	17	26	24	-
" Switch	"	"	"	68	12	4	6	-
Electric	"			4	-	2	5	-
				251	29	32	35	-
FLORENCE COMPARTIMENTO								
Steam Main Line	ISR	Coalburning		11	17	9	12	-
" " "	"	Oil	"	1	-	-	-	-
" " "	USA	"	"	22	-	-	-	-
" Switch	ISR	Coal	"	5	1	1	7	-
Diesel 650 HP	USA			10	-	-	-	-
Electric	ISR			-	-	-	12	-
				49	18	10	31	-
SUM TOTAL MRS				961	314	126	262	41
TOTAL ALL TYPES MRS					1663			
CALABRIA (A.C.)								
Steam Main Line	ISR	Coalburning		58	25	13	14	-
" Switch	"	"	"	21	7	4	3	-

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Diesel 650 HP	USA	53	45	8	-	-	
Electric	ISR	54	33	4	46	-	
		517	193	55	122	15	

CENTRAL ITALY (ANCONA COMPARTIMENTO)

Steam Main Line	ISR	Coalburning	66	39	13	44	7
" " "	"	Oil "	5	1	1	-	-
" " "	WD	" "	22	1	3	-	-
" " "	"	Coal "	2	-	-	-	-
" Switch	ISR	" "	7	4	2	7	-
" "	WD	" "	3	2	1	-	-
Diesel 350 HP	"		1	-	1	-	-
Electric	ISR		36	27	8	23	19
			144	74	29	74	26

EAST ITALY (BARI COMPARTIMENTO)

Steam Main Line	ISR	Coalburning	179	17	25	24	-
" Switch	"	" "	68	12	4	6	-
Electric	"		4	-	2	5	-
			251	29	32	35	-

FLORENCE COMPARTIMENTO

Steam Main Line	ISR	Coalburning	11	17	9	12	-
" " "	"	Oil "	1	-	-	-	-
" " "	USA	" "	22	-	-	-	-
" Switch	ISR	Coal "	5	1	1	7	-
Diesel 650 HP	USA		10	-	-	-	-
Electric	ISR		-	-	-	12	-
			49	18	10	31	-
SUM TOTAL MRS			961	314	126	262	41
TOTAL ALL TYPES MRS					1663		

CALABRIA (A.C.)

Steam Main Line	ISR	Coalburning	58	25	13	14	-
" Switch	"	" "	21	7	4	3	-
Electric	"		33	1	-	-	-
			112	33	17	17	-

INACCESSIBLE LINES.

Steam Main Line	ISR	Coalburning	4	16	1	24	-
" Switch	"	" "	4	12	-	19	-
Electric	"		-	-	-	1	-
			8	28	1	49	-
GRAND TOTAL			1081	375	144	328	41
GRAND TOTAL ALL TYPES					1928		

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

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DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX UK., U.S.A., N.A. AND

Convoy	Port	No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items
KMS 84	ANCONA BARI NAPLES BRINDISI	8	850	4 - 5 ton Coles Cranes Nos. 4635-6-7, 4196 1 - 8½ ton Ransome Crane No. 2153 3 - 40' Welded Span Bridges 2 - 150' Lattice Girder Bridges 1 - 75 ton Floating Crane 1 - 10 R.B. Crane 1 - 3½/5 ton Ransome Crane 4 - Lister Trucks and 2 Trailers 2 - 1 ton Jones Cranes and 3 Jibs 1 - 2 ton Neals Crane 1 - 3 ton Coles Crane 2 - Chaseside Tractors 1 - 2 ton Jones Crane No. 20664 1 - 5 ton Morris Crane No. 24558 6 - 40' Welded Span Bridges 6 - prs. R.S.Js. N.25 6 - " " N.26
UGS 74	NAPLES	1	360	4 - Locomotives 2-8-0
KMS 86	ANCONA BARI NAPLES	12	650	66 - tons L.M.S. Loco Spares 30 - tons Boiler Tubes 5 - Chaseside Tractors 1 - 8½ ton Ransome Crane No. 2155 2 - 1 ton Jones Cranes Nos. 20611/2 1 - 6 ton Ransome Crane No. 3508 Qty. Crane Spares 16 - Nos. Fuel Tanks for Oil Conversion 70 - tons Steel Tubes 18 - prs. R.S.Js. N.25 15 - prs. R.S.Js. N.26 1 - Jones "20" Crane No. 20648 12 - 40-ft. Sectional Bridges 2 - 6 ton Ransome Cranes Nos. 3504-5 1 - set Marconi Echo Sounding Apparatus

0 6 8 3

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APPENDIX NO. 11.
SHEET NO. 1.

TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX UK., U.S.A., N.A. AND M.E. - MARCH 1945.

Approx. total tonnage Tn. Stores	Principal Items	Demand No.	Remarks
850	4 - 5 ton Coles Cranes Nos. 4635-6-7, 4196	MED/TN2/UK. 155-189	U.K.
	1 - 8½ ton Ransome Crane No. 2153	MED/TN2/UK. 189	"
	3 - 40' Welded Span Bridges	MED/TN2/UK. 147	"
	2 - 150' Lattice Girder Bridges	"	"
	1 - 75 ton Floating Crane	-	N.A.
	1 - 10 R.E. Crane	-	"
	1 - 3½/5 ton Ransome Crane	-	"
	4 - Lister Trucks and 2 Trailers	-	"
	2 - 1 ton Jones Cranes and 3 Jibs	-	"
	1 - 2 ton Neals Crane	-	"
	1 - 3 ton Coles Crane	-	"
	2 - Chaseside Tractors	-	"
	1 - 2 ton Jones Crane No. 20664	MED/TN2/UK. 189	U.K.
	1 - 5 ton Morris Crane No. 24558	"	"
	6 - 40' Welded Span Bridges	MED/TN2/UK. 147	"
	6 - prs. R.S.Js. N.25	"	"
	6 - " " N.26	"	"
360	4 - Locomotives 2-8-0	-	U.S.A.
650	66 - tons L.M.S. Loco Spares	-	M.E.
	30 - tons Boiler Tubes	MED/TN2/UK. 165	U.K.
	5 - Chaseside Tractors	MED/TN2/UK. 186	"
	1 - 8½ ton Ransome Crane No. 2155	MED/TN2/UK. 189	"
	2 - 1 ton Jones Cranes Nos. 20611/2	MED/TN2/UK. 196	"
	1 - 6 ton Ransome Crane No. 3508	"	"
	Qty. Crane Spares	MED/TN2/UK. 141	"
	16 - Nos. Fuel Tanks for Oil Conversion	MED/TN2/UK. 151	"
	70 - tons Steel Tubes	MED/TN2/UK. 155	"
	18 - prs. R.S.Js. N.25	MED/TN2/UK. 147	"
	15 - prs. R.S.Js. N.26	"	"
	1 - Jones "20" Crane No. 20648	MED/TN2/UK. 189	"
	12 - 40-ft. Sectional Bridges	MED/TN2/UK. 147	"
	2 - 6 ton Ransome Cranes Nos. 3504-5	MED/TN2/UK. 196	"
	1 - set Marconi Echo Sounding Apparatus	MED/TN2/UK. 194	"

0684

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DETAILS OF PRINCIPAL ITEMS OF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A. AND M.E.

Convoy	Port	No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items	Demand
KMS 86 (Cont'd)				4 - 2 ton Jones Cranes (U.S.)	-
				3 - 3 ton Coles Cranes	-
				2 - 5 ton Coles Cranes	-
				2 - 3½/5 ton Ransome Cranes	-
				1 - Stanhay Crane	-
				2 - 6 ton Ransome Cranes	-
				6 - Chesside Tractors	-
				1 - Linter Truck	-
UGS 75	NAPLES	1	2	Qty. R.C.L. Engine Spares	-
				" Tug Propellors	
KMS 88	NAPLES ALEXNA.	3	520	5 - Chesside Tractors	MED/TN2/U
				Bridge Launching Equipment	MED/TN2/U
				14 Nos. 40' Welded Span Bridges	MED/TN2/U
				30 prs. R.S.Js. N.25	MED/TN2/U
				15 " " N.26	MED/TN2/U
				Qty. Lignum Vitae	-
				" L.M.S. Loco Spares	MED/TN2/U
				" Signalling Equipment	MED/TN2/U
			-	2 - 5 ton Coles Cranes Nos. 5107/8	"
				1 - 8½ ton Ransome Crane No. 2156	-
				1 - drum Vulcafer	
				Qty. Spares for Neals Cranes	MED/TN2/U
UGS 77	NAPLES	1	360	4 - 2-8-0 Locomotives	-
UGS 78	NAPLES	3	560	Qty. R.C.L. Engine Spares	MED/TN2/
				2 - U.C.R. Bridges - 70' Deck	"
				2 - " " - 70' Through	"
				1 set "E" for conversion of above from Through to Deck	-
				4 - 2-8-0 Locomotives	
UGS 79	NAPLES	1	360	4 - 2-8-0 Locomotives	-
			900	96 - Box Cars	-

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

APPENDIX NO. 11.
SHEET NO. 2.

RES DISCHARGED OR DISCHARGING FROM CONVOYS ETC. EX U.K., U.S.A., N.A. AND M.E. - MARCH 1943.

rox. al nnage Stores	Principal Items	Demand No.	Remarks
	4 - 2 ton Jones Cranes (U.S.)	-	N.A.
	3 - 3 ton Coles Cranes	-	"
	2 - 5 ton Coles Cranes	-	"
	2 - 3½/5 ton Ransome Cranes	-	"
	1 - Stanhay Crane	-	"
	2 - 6 ton Ransome Cranes	-	"
	6 - Chaseside Tractors	-	N.A.
	1 - Lister Truck	-	U.S.A.
2	Qty. R.C.L. Engine Spares	-	"
	" Tug Propellors	MED/TN2/UK. 186	U.K.
520	5 - Chaseside Tractors	MED/TN2/UK. 163	"
	Bridge Launching Equipment	MED/TN2/UK. 147	"
	14 Nos. 40' Welded Span Bridges	MED/TN2/UK. 147	"
	30 prs. R.S.Js. N.25	MED/TN2/UK. 147	"
	15 " " N.26	MED/TN2/UK. 166	"
	Qty. Lignum Vitae	-	M.E.
	" L.M.S. Loco Spares	MED/TN2/UK. 86	"
	" Signalling Equipment	MED/TN2/UK. 189	U.K.
-	2 - 5 ton Coles Cranes Nos. 5107/8	"	U.K.
-	1 - 8½ ton Ransome Crane No. 2156	-	U.K.
-	1 - Arum Vulcafer	MED/TN2/UK. 141	U.K.
	Qty. Spares for Neals Cranes	-	U.S.A.
360	4 - 2-8-0 Locomotives	-	U.S.A.
560	Qty. R.C.L. Engine Spares	MED/TN2/UK. 147	"
	2 - U.C.R. Bridges - 70' Deck	"	"
	2 - " " - 70' Through	"	"
	1 set "E" for conversion of above from Through to Deck	-	"
	4 - 2-8-0 Locomotives		"
360	4 - 2-8-0 Locomotives	-	
900	96 - Box Cars	-	N.A.

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SUMMARY OF U.S. AND BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 3

DESCRIPTION	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY WHEN OUTSTANDINGS MET
	NORTH AFRICA	ITALY	Against Demands	Against Transfers	
LOCOS.					
MAIN LINE - Steam US 2-6-2	-	15	12 (a)	-	27
US 2-8-0	-	144	99 (b)	-	243
LMS 2-8-0	-	13	2 (a)	-	15
SHUNTING - Steam US 0-6-0	-	5	-	-	5
GW 0-6-0	-	6	-	-	6
MAIN LINE - Diesel-Electric US 0-4-4-0 650 HP	-	116	-	-	116
SHUNTING - Diesel-Electric LMS 0-6-0 350 HP	-	2	2 (a)	-	4
0-4-0 250 HP	-	1	-	-	1
Diesel - German					-
WAGONS.					
U.S. Box - 20 ton	154 (c)	385	-	160 (c)	545
Converted to Mail Van	3 (c)	9	-	3	12
Chassis used as Flat	6 (c)	8	-	6	14
Chassis used as Flat	53 (c)	5	-	53	58
U.S. Box - 40 ton	1 (c)	-	-	1	1
U.S. Brake Van 20 ton converted as Flat	-	50	-	-	50
Br. Flat for AFV's - 40/50 ton	-	29	50(a)	-	79
U.S. " " " - 50/56 ton	-	98	-	-	98
Br. Open H.S. - 13 ton	-	-	-	3	3
U.S. Well - 50 ton	3 (c)	-	-		

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APPENDIX 12.

BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 31 MAR. 45.

TION	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY TEN OUTSTANDINGS MET	REMARKS
	NORTH AFRICA	ITALY	Against Demands	Against Transfers		
	-	15	12 (a)	-	27	(a) Ex M.E.
	-	144	99 (b)	-	243	(b) Ex U.S.
	-	13	2 (a)	-	15	(c) To be transferred to Italy.
	-	5	-	-	5	
	-	6	-	-	6	
S 0-4-4-0 650 HP	-	116	-	-	116	(e) Includes 6 discharged at Palermo (Sicily), awaiting re-shipment to Italy.
65 0-6-0 350 HP	-	2	2 (a)	-	4	
0-4-0 250 HP	-	1	-	-	1	
						The following have been advised shipped ex M.E. but not yet received Italy:-
	154 (e)	385	-	160 (e)	545	
Mail Van	3 (a)	9	-	3	12	Locos - Steam US 2-6-2 - 4
as Flat	6 (c)	6	-	6	14	IMS 2-8-0 - 2
as Flat	53 (c)	5	-	53	58	Diesel-Elec.
d as Flat	1 (c)	-	-	1	1	IMS 0-6-0 - 2
	-	50	-	-	50	Wagons - Flat /50 ton - 28
	-	29	50(a)	-	79	
	-	98	-	-	98	This summary does not take into account wagons which are being shipped from North Africa to South France.
	3 (c)	-	-	3	3	

APPENDIX NO. 13.

(A)

COAL - MARCH 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	14,169	25,883	40,052
RECEIPTS	39,059	22,874	61,933
ISSUES	32,254	19,642	51,896
TRANSFERS	767	2,948	3,715
CLOSING STOCK	20,207 +	26,167 +	46,374
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES (5-WEEK MONTH)	22	47	31
AVERAGE WEEKLY RECEIPTS	7,812	4,575	12,386
AVERAGE WEEKLY ISSUES	6,451	3,928	10,379

+ Closing stock includes Grade A Coal - EAST ITALY 2558 tons.
- WEST ITALY 3735 tons.

(B)

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF MARCH 1945.

In barrels (35 Imp. Galls. = 42 U.S. Galls.)

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	4459	1084	1988	293
RECEIPTS DURING MONTH	2	1145	454	5

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TRANSFERS	767	2,948	3,715
CLOSING STOCK	20,207 +	26,167 +	46,374
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES (5-WEEK MONTH)	22	47	31
AVERAGE WEEKLY RECEIPTS	7,812	4,575	12,386
AVERAGE WEEKLY ISSUES	6,451	3,928	10,379

+ Closing stock includes Grade A Coal - EAST ITALY 2556 tons.
- WEST ITALY 3735 tons.

(B)

OIL POSITION, EAST AND WEST ITALY, FOR MONTH OF MARCH 1945.

In barrels (35 Imp. Galls. = 42 U.S. Galls.)

	CYL. S.T. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	4459	1084	1988	293
RECEIPTS DURING MONTH	2	1145	454	5
ISSUES DURING MONTH	202	656	1050	15
CLOSING STOCK	4259	1573	1392	283

All receipts include quantities taken over ex U.S. Depots.

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APPENDIX 14.

SHEET NO. 1.

MECHANICAL EQUIPMENT.

Type	Cubic Capacity	Capacity	Total Held	ATTACHMENTS D/L	C.	P/D	Clam-shell	P/S
(1) EXCAVATORS.								
10 R.B.	3/8 cu.yd.	3 ton	19	4	19	-	3	-
19 R.B.	5/8 cu.yd.	5 ton	20	6	13	1	1	1
37 R.B.			1					
15B Erie	½ cu.yd.		1	-	1	-	-	-
44B Erie		15 ton	2	-	2	-	-	-
Bay City	½ cu.yd.		2	-	2	-	-	-
Fiorentini FB.40		7 ton	4	-	4	-	-	-
" FB.45	¾ cu.yd.	1½ ton	6	1	4	1	-	-
" FB.55		10 ton	1	-	1	-	-	-
" FB.90		3/12 ton	1	-	1	-	-	-
Northwest	1 cu.yd.	10 ton	1	-	1	-	-	-
P. & H.		7 ton	4	-	4	-	-	-
Byers No.75			2	-	2	-	-	-
Koering		30 ton	1	-	1	-	-	-
Enemy Captured.								
Wesserhutte		7 ton	1	-	1	-	-	-
Crane (Maker's No. not shown)		7 ton	1	-	1	-	-	-
Bungar	1 cu.yd.	10 ton	1	-	1	-	-	-
(2) DUMPERS.								
Muirhill	2-3 cu.yd.		~~4~~					

Total Held	ATTACHMENTS B/D	A/D	H/W	P.C.U.
(3) TRACTORS.				
D.4 28	2	19	3	6
D.5 12		3	-	11
D.7 18	-	3	-	13
D.8 (includes 2 McCormick Deering) 30	-	20	1	19
(4) SCOOPERS.				
Le Tourneau 6				

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19 R.B.	¾ cu.yd.	5 ton	1	-	1	-	-	-
37 R.B.			1	-	1	-	-	-
15B Erie	½ cu.yd.		2	-	2	-	-	-
44B Erie		15 ton	2	-	2	-	-	-
Bay City	½ cu.yd.		4	-	4	-	-	-
Fiorentini FB.40		7 ton	6	1	4	1	-	-
" FB.45	⅝ cu.yd.	½ ton	1	-	1	-	-	-
" FB.55		10 ton	1	-	1	-	-	-
" FB.90		3/12 ton	1	-	1	-	-	-
Northwest	1 cu.yd.	10 ton	4	-	4	-	-	-
P. & H.		7 ton	2	-	2	-	-	-
Byers No.75			1	-	1	-	-	-
Deering		30 ton						
Enemy Captured.								
Wasserbute		7 ton	1	-	1	-	-	-
Crane (maker's No. not shown)		7 ton	1	-	1	-	-	-
Bungar	1 cu.yd.	10 ton	1	-	1	-	-	-
(2) PULLERS.								
Muirhill	2-3 cu.yd.		44					

	Total Hold	ATTACHMENTS B/D	A/D	H/W	P.C.U.
(3) TRACTORS.					
D.4	28	2	19	3	6
D.5	12		5	-	11
D.7	18	-	3	-	13
D.8 (includes 2 McCormick Deering)	30	-	20	1	19
(4) ROOTERS.					
Le Tourneau	6				
(5) SCRAPERS.					
Le Tourneau - ¼ cu.yd.	2				
- 6 " "	20				
- 8 " "	8				
- 12½ " "	2				
(6) GRADERS.					
No. 66 Pull. Caterpillar	1				

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MECHANICAL EQUIPMENT.

Type	Cubic Capacity	Capacity	Total Held
(7) COMPRESSORS.	100/125 cu.ft.		28
	157/160 cu.ft.		29
	200/210 cu.ft.		21
	500 cu.ft.		2
Stationary	175 cu ft.		1
	250 cu.ft.		1
	315 cu.ft.		1
	500 cu.ft.		2
Truck Mounted	156 cu.ft.	15 cwts.	11
(8) Concrete Mixers.	3½/5 cu.yd.		7
	5/7 cu.yd.		2
	10/7 cu.yd.		56
	14/10 cu.yd.		14
(9) STONE CRUSHERS. (Includes 8 captured enemy)	4 tons per hour		15
(10) LCGO. DECAUVILLE. H.P. 25			16
(11) GENERATORS.			
4 K.W.			10
5 K.W.			14
7.5 K.W.			1
9 K.W.			1
12 K.W.			3
16 K.W.			1
22 K.W.			5
25 K.W.			1
(12) LIGHTING SETS.			
1 K.W.			13
4 K.W.			23
5 K.W.			2
7.5 K.W.			1
10 K.W.			1

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Stationary	175 cu ft.		1
	250 cu.ft.		1
	315 cu.ft.		1
	500 cu.ft.		2
Truck Mounted	156 cu.ft.	15 cwts.	11
(8) Concrete Mixers.	3½/5 cu.yd.		7
	5/7 cu.yd.		2
	10/7 cu.yd.		56
	14/10 cu.yd.		14
(9) STONE CRUSHERS. (Includes 8 captured enemy)	4 tons per hour		15
(10) LUCO. DECAUVILLE. H.P. 25			16
(11) GENERATORS.			
4 K.W.			10
5 K.W.			14
7.5 K.W.			1
9 K.W.			1
12 K.W.			3
16 K.W.			1
22 K.W.			5
25 K.W.			1
(12) LIGHTING SETS.			
1 K.W.			13
4 K.W.			23
5 K.W.			2
7.5 K.W.			1
10 K.W.			1

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APPENDIX 15.

MOBILE ROAD CRANES - C.M.F.

(Up to and including K.M.S. 67/88).

NAME AND CAPACITY	TN. HOLDINGS			OTHER SERVICES						
	N. AFRICA	ITALY	TOTAL	WORKS	ORD.	REME	SALV.	U.S. FORCES	R.N.	TOTAL
R. & R.										
10 ton	-	3	3	-	4	-	-	-	-	7
8½ "	-	2	2	1	10	3	-	-	-	16
6 "	5	35	40	4	12	26	-	-	2	84
3½/5 "	7	23	30	7	5	4	1	-	-	47
2/3 "	-	-	-	-	5	-	-	-	-	5
1 "	-	-	-	-	3	-	-	-	-	3
Jones.										
2 ton	-	6	6	31	19	2	-	-	-	56
1 "	-	8	8	5	12	1	2	2	-	30
Morris.										
5 ton	1	10	11	2	3	-	-	-	-	16
Coles.										
5 ton	-	14	14	26	12	5	1	-	1	59
3 "	3	8	11	4	5	1	1	-	-	22
2 "	-	-	-	-	-	1	-	-	-	1
Stanhay.										
1 ton	-	2	2	-	2	3	-	-	-	7
Chaseside.										
1 ton	-	-	-	-	-	1	-	-	-	1
Hyster.										
10,000 lb.	-	20	20	-	2	11	-	-	-	33
6,000 lb.	-	23	23	4	18	-	-	-	-	45
Neals.										
2 ton	2	2	4	5	11	-	-	-	-	20
1 "	-	-	-	6	-	-	-	-	-	6
15 cwt.	-	-	-	7	-	-	-	-	-	7

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RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY

WARRANTED BY BRITISH R.T.O's — From 13th. to 31st. 12th. 1945

Passenger

Traffic	Total Warrants	Persons Embarked	Miles Travelled	Tons	Tons Kilometres	Vagon Kilometres	Do
British		126,369	75,[illegible] 547	392	2,582	447,507	
U.S.A.		597	59,252	10	20	1,520	
+ A.M.G./A.C.C.		608	193,[illegible]				
F.F.I.		116	37,250	1	2	316	
Italian Military		6,786	2,719,329	42	263	11,175	
U.N.R.R.A.		2	592				
Total	4,304	136,558	39,052,084	445	2,887	460,518	

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Miles	Ton Kilometres
British		36,000	397,160	8,31[illegible] 953	85,271,123
U.S.A.		5,214	59,786	1,028,783	10,796,195
+ A.M.G./A.C.C.		1,629	25,675	208,498	3,186,625
E.F.I.		1,409	17,100	423,463	5,110,999
Italian Military		445	3,037	49,933	776,532
Coal etc. to I.S.R & Aust Est.		781	43,518	97,346	1,652,[illegible]
U.D.F.I.		3	41	1,644	22,468
Y.M.C.A.		1	5	399	1,995
N.Z. Red Cross		2	17	230	1,955
Total	11,811	45,484	616,337	10,222,199	106,759,960

Note:- + Excludes traffic warranted by A.C.C. representatives.

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RAILWAY PASSENGER & FREIGHT STATISTICS - PLAIN

Appendix No. 16

WARRANTED BY BRITISH R.T.O's

Feb. 13th. to Mar. 12th. 1945

...L. ...enb...	Passengers Entertained	Pass. K'lems	Engs. Sweeps Guns etc. Tons	Tons	Wagon Kilms	Ton Kilms	Average Length of Journey (Kilms)
	126,369	35,800,547	392	2,582	147,307	951,284	
	597	59,252	10	20	1,520	3,040	
	688	195,4[illegible]					
	116	37,[illegible]30	1	2	316	654	
	8,783	2,719,[illegible]99	42	283	11,175	82,963	
	2	589					
,364	136,556	38,854,[illegible]84	445	2,887	160,318	1,037,919	285

...L. ...ant:	Total Wagons	Total Tons	Wagon Kilms	Ton Kilms	Average Wagon Load (Tons)	Average Paying Haul (Kilms)
	36,000	397,160	8,315,953	85,271,123		
	5,21[illegible]	59,786	1,026,785	10,796,195		
	1,629	25,[illegible]75	208,[illegible]08	3,126,625		
	1,409	17,[illegible]00	423,463	5,[illegible]10,999		
	445	3,057	145,933	776,532		
	781	13,519	97,346	1,[illegible]68,[illegible]60		
	3	41	1,64[illegible]	22,468		
	1	5	399	1,995		
	2	17	290	1,995		
,811	45,484	516,337	10,222,159	100,759,960	10.4	225

Note:- + Excludes traffic warranted by ...C.C. representatives.

0698

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

PORT WORKING STATISTICS - EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 MARCH 45

Port	No. of Ships	No. of days Discharging	Cargo	No. of M.T. & Tons Discharged QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tons Discharged
TARANTO	29	72	M.T.	703	2577	911		26255	23 = 3
			Stores		10838				4
			Coal		12840				
BRINDISI	22	83	M.T.	210	865	4739		31895	7 = 10
			Stores		31030				
BARI	81	272	M.T.	398	2271	41894		166138	13 = 45
			Stores		141623				
			Coal		222[illegible]				
BARLETTA	4	7	Stores		2140	-		2140	
GALLIPOLI	1	9	Coal		4965	-		4965	
MONOPOLI	8	9	Stores		376			421	
			Coal		45				29 = 4
ANCONA	105	343	M.T.	897	4946	61879		149483	
			Stores		134120				
			Coal		10417				

Total discharged ALL

Notes:- Lighter tonnage is also included in quay commodity tonna
The Stores figure does not include P.O.L. discharged by
2143 Animals discharged at Bari during month.

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Appendix No. 17

PORT WORKING STATISTICS - EAST ITALY

EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 MARCH 45

Cargo	No. of M.T. & Tons Discharged QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day
M.T.	703	2577	911		26255	23 = 83	365
Stores		10838				350	
Coal		12840				414	
M.T.	210	865	4739		31895	7 = 28	384
Stores		31030				1001	
M.T.	398	2271	41894		166138	13 = 73	611
Stores		141323				4568	
Coal		2224				718	
Stores		2140	-		2140	69	306
Coal		4965	-		4965	160	552
Stores		376			421	12	47
Coal		45				1	
M.T.	897	4946	61879		149483	29 = 160	436
Stores		134120				4326	
Coal		10417				336	

Total discharged ALL PORTS 381297 Tons

Notes:- Lighter tonnage is also included in quay commodity tonnage
The Stores figure does not include P.O.L. discharged by Pipe Line.
2143 Animals discharged at Bari during month.

07001

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PORT WORKING STATISTICS - EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 MARCH 1945

Port	No. of Ships	No. of Days Loading	Cargo	No. of M.T. & Tons Loaded QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Ton Lo
TARANTO	32	63	M.T.	1808	7133	-		11812	58 =
			Stores		3511				
			Coal		1168				4 =
BRINDISI	49	123	M.T.	116	468	-		27104	
			Stores		26636				22 =
BARI	120	252	M.T.	668	6145	-		59103	
			Stores		52043				
			Coal		915				
BARLETTA	23	47	Stores		4661	-		4661	
GALLIPOLI	2	14	Stores		1750	-		1750	
MONOPOLI	16	20	M.T.	1	1	-		1516	
			Stores		1375				
ANCONA	16	27	Stores		2361	-		2361	

Total Loaded All

Note:- The Stores figure does not include P.O.L. loade

07011

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PORT WORKING STATISTICS - EAST ITALY

Appendix No. 18

TERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 MARCH 1945

go	No. of M.T. & Tons Loaded M.T.	Tons QUAY	M.T.	Tons LIGHTER	Total Tonnage	Average Daily Tonnages Loaded	Ship Tons per Ship Day
.T.	1808	7133				58 = 230	
tores		3511		-	11812	113	187
el		1168				38	
.T.	116	468				4 = 15	
ores		26636		-	27104	859	220
.T.	668	6145				22 = 198	
ores		52043		-	59103	1679	202
el		915				30	
ores		4561		-	4561	150	99
ores		1750		-	1750	56	125
T.	1	1					
ores		1575		-	1576	51	79
ores		2361		-	2361	76	87

Total Loaded ALL PORTS 108367 Tons

Note:- The Stores figure does not include F.O.L. loaded by Pipe Line.

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PORT WORKING STATISTICS - EAST ITALY

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

		M.T. (No)	COAL TONNAGE	OTHER TONNAGE
DISCHARGED	Accumulative Total Brought Forward	105,265	512,785	4,673,509
	March 1945	2,208	50,511	330,786
	Totals to date	107,473	563,296	5,004,295
LOADED	Accumulative Total Brought Forward	18,049	2,481	826,819
	March 1945	2,593	2,083	106,284
	Totals to date	20,642	4,564	933,103
	Total DISCHARGED & LOADED to date	128,115	567,860	5,937,398

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Appendix No. 19

PORT WORKING STATISTICS - EAST ITALY

VE TOTALS-DISCHARGED AND LOADED (From 1 December 1943)

	M.T. (No)	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
e Total erd	105,265	512,785	4,673,509	5,186,294
	2,208	50,511	330,786	381,297
te	107,473	563,296	5,004,295	5,567,591
Total ard	18,049	2,481	826,819	829,300
	2,593	2,083	106,284	108,367
te	20,642	4,564	933,103	937,667
RGED & te	128,115	567,860	5,937,398	6,505,258

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PORT WORKING STATISTICS - EAST ITALY.

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 31 MARCH 1945.

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANC
Road	3430	10229	89194	708	-	377	10
Rail	19355	19506	73919	2237	4965	-	3
I.W.T.	1352	1628	955	-	-	-	
	24137	31363	164068	2945	4965	377	14

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	AN
Discharged to Lighter	911	4739	41894	-	-	-	6
No. of Lighters in use per port	25	33	77	-	-	-	
Average tons per Lighter	[illegible]	144	544	-	-	-	

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Appendix No. 20

PORT WORKING STATISTICS - EAST ITALY.

ED FROM ALL EASTERN PORTS DURING MONTH ENDING 31 MARCH 1945.

RINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
10229	89194	708	-	377	105642	205,580
19506	73919	2237	4965	-	39100	159,082
1628	955	-	-	-	51	3,986
31363	164068	2945	4965	377	144793	372,648

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
4739	41894	-	-	-	61879	109,423
33	77	-	-	-	88	223
144	544	-	-	-	703	491

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WEST COAST TONNAGES - MARCH 1945

PORT	TOTAL DISCHARGED M.T. NO.	TONS	STORES TONS	DAILY AVERAGE DISCHARGE M.T. NO.	TONS	STORES TONS	TOTAL LOADED M.T. NO.	TONS	STORES TONS	DAILY AVERAGE LOADED M.T. NO.	TONS	S
LEGHORN	-	-	4700	-	-	152	2383	11591	-	77	374	
NAPLES	221	1065	16716	7	34	539	-	-	2531	-	-	
	221	1065	21416	7	34	691	2383	11591	2531	77	374	

PORT	NO. OF LIGHTERS DISCHARGED	TONS DISCHARGED FROM LIGHTER	NO. OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO. OF SHIPS DISCHARGED	NO. LO
LEGHORN	+ 200	9000	x 5	500	Ø 7	$
NAPLES	225	7052	47	205	8	
	425	16052	52	705	15	

\+ Includes 52 'Z' Craft
x Includes 5 'Z' Craft
Ø Includes 1 L.S.T.
$ Includes 3 L.S.T's

Units Employed

LEGHORN: 1021 Port Operating Company
208 Indian 'Z' Craft Operating Com

NAPLES: No. 3 Docks Operating Company S.A.E.

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Appendix No. 21

T COAST TONNAGES - MARCH 1945

GED ORES ONS	DAILY AVERAGE DISCHARGE M.T. NO.	DAILY AVERAGE DISCHARGE STORES TONS	TOTAL LOADED M.T. NO.	TOTAL LOADED M.T. TONS	TOTAL LOADED STORES TONS	DAILY AVERAGE LOADED M.T. NO.	DAILY AVERAGE LOADED M.T. TONS	DAILY AVERAGE LOADED STORES TONS
700	-	152	2383	11591	-	77	374	-
716	7	539	-	-	2531	-	-	82
416	7	691	2383	11591	2531	77	374	82

ERS D	TONS DISCHARGED FROM LIGHTER	NO. OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO. OF SHIPS DISCHARGED	NO. OF SHIPS LOADED
	9000	x 5	500	Ø 7	8 17
	7052	47	205	8	5
	16052	52	705	15	22

t

Units Employed

LEGHORN 1021 Port Operating Company
208 Indian 'Z' Craft Operating Company

NAPIES No. 3 Docks Operating Company S.A.E.C.

Appendix No. 22

EVALUATION OF ASSISTANCE RENDERED BY MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS.

A. REHABILITATION OF ITALIAN STATE RAILWAYS.

LINE REHABILITATED.	F.O.R.(U.K) VALUE OF ALLIED W.D. MATERIAL INCORPORATED.	HIRE CHARGES FOR USE OF MECHANICAL EQUIPM'T		MILITARY MAN-HOURS.	
		BRITISH	AMERICAN	BRITISH	AMERICAN
ITALY.	Lire	Lire	Lire	Man-hours	Man-hours
Naples. Line 50.	478,942		1,018,720		29,672
Rome-Civitavecchia-Leghorn. Line 86.	6,241,710		2,326,580		111,045
Brindisi-Bari-Foggia-Ancona. Line 87.	2,889,500	26,500		37,419	
Orte-Terni-Foligno-Ancona. Line 89.	3,298,604			14,419	
Naples-Rome (via Coastal Rt). Line 90.	7,042,287	17,000		68,101	
Naples-Rome (via Inland Rt). Line 91.	378,697				
Foggia-Benevento-Naples. Line 94.	65,183			784	
Brindisi-Taranto-Potenza-Naples. Line 219.	27,448		903,900		19,459
Florence-Pisa. Line 227.					33,600
Vicarello-Pisa. Line 228.	7,811,536		1,405,780		180,722
C.Salvatti-Pisa. Line 260.			9,540		459
P.Galeria-Cecchina. Line 265.	25,127		108,800		2,160
Nettuno-Cecchina. Line 283.	503,784		1,608,520		64,364
Naples-Cancello-Avellina-Benevento	630,875	1,000		12,993	

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Rome-Civitavecchia-Leghorn. Line 86.	6,241,710		2,326,580		111,045
Brindisi-Bari-Foggia-Ancona. Line 87.	2,889,500	26,500		37,419	
Orte-Terni-Foligno-Ancona. Line 89.	3,298,604			14,419	
Naples-Rome (via Coastal Rt). Line 90.	7,042,287	17,000		68,101	
Naples-Rome (via Inland Rt). Line 91.	378,697				
Foggia-Benevento-Naples. Line 94.	65,183			784	
Brindisi-Taranto-Potenza-Naples. Line 219.	27,448		903,900		19,459
Florence-Pisa. Line 227.					33,600
Vicarello-Pisa. Line 228.	7,811,536		1,405,780		180,722
C.Salvetti-Pisa. Line 260.			9,540		459
P.Galeria-Cecchina. Line 265.	25,127		108,800		2,160
Nettuno-Cecchina. Line 283.	503,784		1,608,520		64,364
Naples-Cancello-Avellina-Benevento Line 287.	630,875	1,000		12,993	
Naples-Pozzuoli-Villa Literno.	65,178	37,000		5,592	
TOTALS.	29,458,871	81,500	7,381,840	139,308	441,481

For Particulars of W.D.Materials supplied to I.S.R. - See over.

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Appendix 22.
Sheet 2.

Evaluation of assistance rendered by
Military Railway Service to Italian Co-operators.

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

SUPPLIES.	I.S.R. Lire	Sud-est. Lire.	Ferrotramviaria S.A.I.T. Lire.	Ferrovia Calabro Lucano. Lire.
ITALY.				
Tn. Materials ex T.S.Dc.	452,672	-	-	-
W.D.Food Rations.	789,001	-	-	-
Total C.I.F. values	1,241,673	-	-	-

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